

PLANNING & ZONING COMMISSION

PLANO MUNICIPAL CENTER

1520 K AVENUE

February 5, 2007

ITEM NO.	EXPLANATION	ACTION TAKEN
	<p>6:30 p.m. - Dinner - Planning Conference Room 2E</p> <p>7:00 p.m. - Regular Meeting - Council Chambers</p> <p>The Planning & Zoning Commission may convene into Executive Session pursuant to Section 55.071 of the Texas Government Code to consult with its attorney regarding posted items in the regular meeting.</p> <p>1 Call to Order/Pledge of Allegiance</p> <p>2 Approval of Agenda as Presented</p> <p>3 Approval of Minutes - January 16, 2007, Meeting</p> <p>4 General Discussion: The Planning & Zoning Commission will hear comments of public interest. Time restraints may be directed by the Chair of the Planning & Zoning Commission. Specific factual information, explanation of current policy, or clarification of Planning & Zoning Commission authority may be made in response to an inquiry. Any other discussion or decision must be limited to a proposal to place the item on a future agenda.</p> <p><u>CONSENT AGENDA</u></p> <p>5a Revised Phase II Land Study: Avignon Windhaven - Phases 2 and 3 - BT 142 Single-Family Residence-6 lots and six open space lots on 34.1± acres located on the north side of Windhaven Parkway, 2,100± feet east of Dallas North Tollway. Zoned Planned Development-154-Single-Family Residence-6. Neighborhood #27. Applicant: Acres of Sunshine, LTD</p> <p>5b Final Plat: Custer Crossing Retail Center, Block 1, Lot 1 - Retail BT building on one lot on 2.0± acres located at the southwest corner of Custer Road and Hedcoxe Road. Zoned Retail. Neighborhood #11. Applicant: Three Stars Real Estate Corporation</p>	

<p>5c BT</p>	<p>Final Plat: Deerfield North Phase IV - 60 Single-Family Residence-7 lots and one open space lot on 16.3± acres on the west side of Grace Avenue, 315± feet north of Quincy Lane. Zoned Planned Development-439-Single-Family Residence-7. Neighborhood #9. Applicant: Meritage Homes of Texas, L.P.</p>
<p>5d BT</p>	<p>Preliminary Site Plan: Five-Forty Four & Jupiter Addition, Block 1, Lot 3 - General office and mini-warehouse development on one lot on 1.8± acres located on the east side of Industrial Boulevard, 625± feet south of 14th Street. Zoned Light Industrial-1. Neighborhood #67. Applicant: Hickman Consulting Engineers, Inc.</p>
<p>5e EH</p>	<p>Revised Site Plan: Christ Church of Plano, Block 1, Lot 1R - Religious facility on one lot on 9.6± acres located at the southwest corner of Legacy Drive and Archgate Drive. Zoned Single-Family Residence-7. Neighborhood #17. Applicant: Christ Church of Plano</p>
<p>5f EH</p>	<p>Site Plan: Shiloh/544 Addition, Block A, Lot 2 - Religious facility on one lot on 1.0± acres located on the west side of Shiloh Road, 275± feet south of 14th Street. Zoned Light Commercial. Neighborhood #68. Applicant: Islamic Academy</p>
<p><u>END OF CONSENT AGENDA</u></p>	
<p><u>PUBLIC HEARINGS</u></p>	
<p>6 TE</p>	<p>Public Hearing: Zoning Case 2006-35 - Request to rezone 3.0± acres located on the north side of Tradition Trail, 700± feet east of Ohio Drive from Planned Development-426-Retail/General Office to Planned Development-Light Industrial-1. Zoned Planned Development-426/Retail/General Office with Specific Use Permit #384 for New and Used Car Dealer. Applicant: H.H.P.L. Limited</p>
<p>7A EH</p>	<p>Public Hearing: Zoning Case 2006-36 - Request to rezone 7.1± acres located at the southeast corner of Park Boulevard and Alma Drive from Corridor Commercial to Planned Development-Corridor Commercial. Applicant: Litwin & Company</p>
<p>7B EH</p>	<p>Public Hearing - Preliminary Site Plan: Chisholm Place Retail, Block A, Lots 3R & 5 - Public Storage/Mini-Warehouse development on two lots on 7.1± acres located at the southeast corner of Alma Drive and Park Boulevard. Zoned Corridor Commercial. Neighborhood #58. Applicant: Litwin & Company</p>

<p>8 EH</p>	<p>Public Hearing - Replat: Independence Crossing, Block A, Lots 1R, 2R, 3R, & 4 - Grocery store and gas station on four lots on 15.3± acres located at the northeast corner of Independence Parkway and Hedgcoxe Road. Zoned Retail with Specific Use Permit #368 for Day Care Center. Neighborhood #6. Applicant: Wal-Mart Stores Texas, L.P.</p>
<p>9A EH</p>	<p>Public Hearing - Replat & Revised Site Plan: Presbyterian Healthcare System, Block 1R, Lot 1R - Medical offices on one lot on 18.2± acres located at the southeast corner of Parker Road and Communications Parkway. Zoned Regional Employment. Neighborhood #40. Applicant: Presbyterian Hospital of Plano</p>
<p>9B EH</p>	<p>Request for a Waiver to the Facade Plan Requirements: Presbyterian Healthcare System, Block 1R, Lot 1R - Medical offices on one lot on 18.2± acres located at the southeast corner of Parker Road and Communications Parkway. Zoned Regional Employment. Neighborhood #40. Applicant: Presbyterian Hospital of Plano</p>
<p><u>END OF PUBLIC HEARINGS</u></p>	
<p>10 SS</p>	<p>Discussion and Direction: Land Use and Transportation - Discussion and direction on the Land Use and Transportation Element updates to the Comprehensive Plan. This is the second in a series of three planned discussions of key issues related to the 2007 update. Applicant: City of Plano</p>
<p>11</p>	<p>Items for Future Discussion - The Planning & Zoning Commission may identify issues or topics that they wish to schedule for discussion at a future meeting.</p>
<p>ACCESSIBILITY STATEMENT</p>	
<p>Plano Municipal Center is wheelchair accessible. A sloped curb entry is available at the main entrance facing Municipal Avenue, with specially marked parking spaces nearby. Access and special parking are also available on the north side of the building. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by calling the Planning Department at (972) 941-7151.</p>	

**CITY OF PLANO
PLANNING & ZONING COMMISSION
PUBLIC HEARING PROCEDURES**

The Planning & Zoning Commission welcomes your thoughts and comments on these agenda items. The commission does ask, however, that if you wish to speak on an item you:

1. **Fill out a speaker card.** This helps the commission know how many people wish to speak for or against an item, and helps in recording the minutes of the meeting. **However, even if you do not fill out a card, you may still speak.** Please give the card to the secretary at the right-hand side of the podium before the meeting begins.
2. **Limit your comments to new issues dealing directly with the case or item.** Please try not to repeat the comments of other speakers.
3. **Limit your speaking time so that others may also have a turn.** If you are part of a group or homeowners association, it is best to choose one representative to present the views of your group. The commission's adopted rules on speaker times are as follows:
 - 15 minutes for the applicant - After the public hearing is opened, the Chair of the Planning & Zoning Commission will ask the applicant to speak first.
 - 3 minutes each for all other speakers, up to a maximum of 45 minutes. Individual speakers may yield their time to a homeowner association or other group representative, up to a maximum of 15 minutes of speaking time.

If you are a group representative and other speakers have yielded their 3 minutes to you, please present their speaker cards along with yours to the secretary.

- 5 minutes for applicant rebuttal.
- Other time limits may be set by the Chairman.

The commission values your testimony and appreciates your compliance with these guidelines.

For more information on the items on this agenda, or any other planning, zoning, or transportation issue, please contact the Planning Department at (972) 941-7151.

CITY OF PLANO
PLANNING & ZONING COMMISSION
CONSENT AGENDA ITEMS

February 5, 2007

Agenda Item No. 5a
Revised Phase II Land Study: Avignon Windhaven - Phases 2 and 3
Applicant: Acres of Sunshine, LTD

142 Single-Family Residence-6 lots and six open space lots on 34.1± acres located on the north side of Windhaven Parkway, 2,100± feet east of Dallas North Tollway. Zoned Planned Development-154-Single-Family Residence-6. Neighborhood #27.

Recommended for approval as submitted.

Agenda Item No. 5b
Final Plat: Custer Crossing Retail Center, Block 1, Lot 1
Applicant: Three Stars Real Estate Corporation

Retail building on one lot on 2.0± acres located at the southwest corner of Custer Road and Hedgcoxe Road. Zoned Retail. Neighborhood #11.

Recommended for approval as submitted.

Agenda Item No. 5c
Final Plat: Deerfield North Phase IV
Applicant: Meritage Homes of Texas, L.P.

60 Single-Family Residence-7 lots and one open space lot on 16.3± acres on the west side of Grace Avenue, 315± feet north of Quincy Lane. Zoned Planned Development-439-Single-Family Residence-7. Neighborhood #9.

Recommended for approval as submitted.

Agenda Item No. 5d

Preliminary Site Plan: Five-Forty Four & Jupiter Addition, Block 1, Lot 3

Applicant: Hickman Consulting Engineers, Inc.

General office and mini-warehouse development on one lot on 1.8± acres located on the east side of Industrial Boulevard, 625± feet south of 14th Street. Zoned Light Industrial-1. Neighborhood #67.

Recommended for approval as submitted.

Agenda Item No. 5e

Revised Site Plan: Christ Church of Plano, Block 1, Lot 1R

Applicant: Christ Church of Plano

Religious facility on one lot on 9.6± acres located at the southwest corner of Legacy Drive and Archgate Drive. Zoned Single-Family Residence-7. Neighborhood #17.

Recommended for approval as submitted.

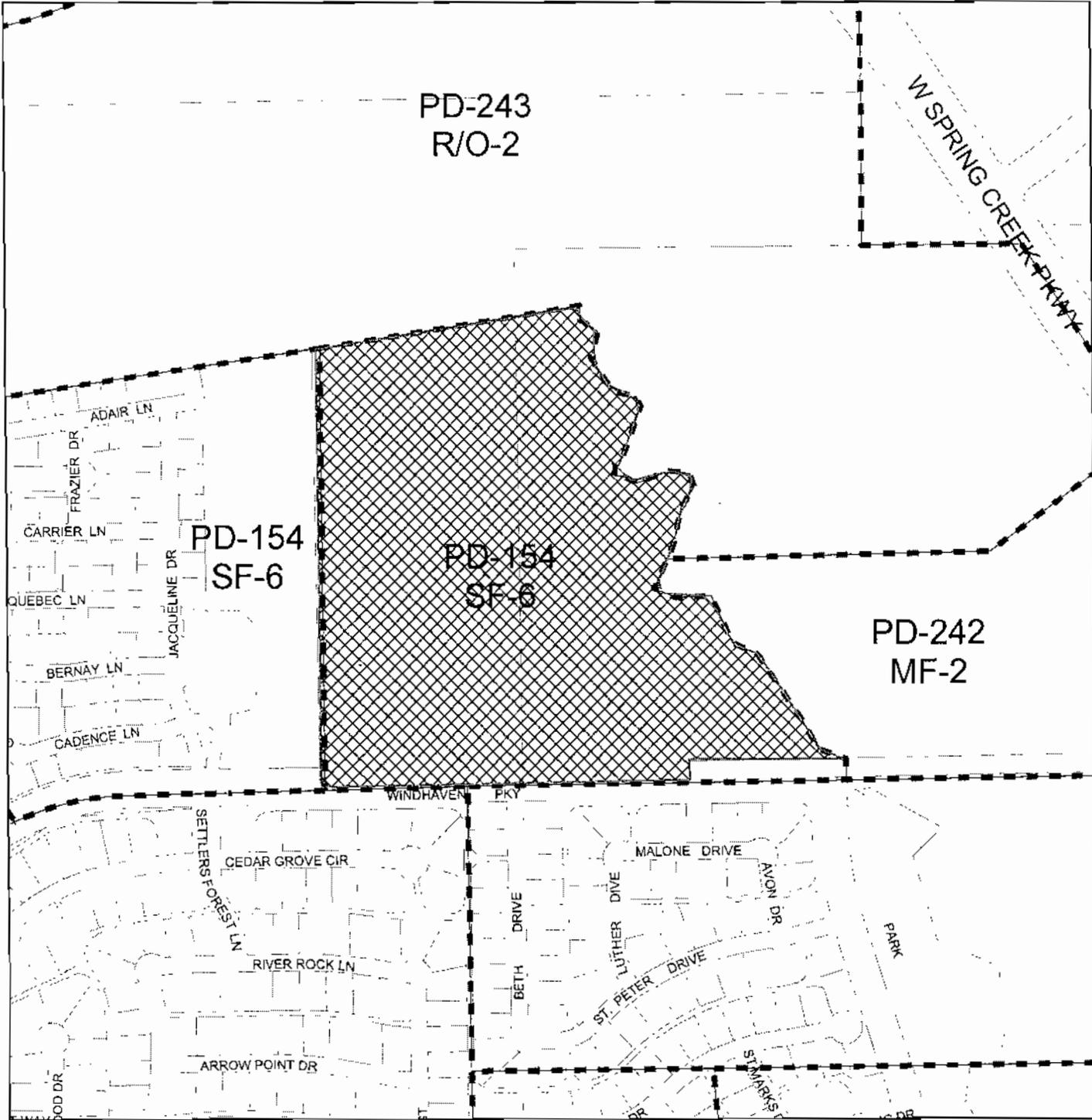
Agenda Item No. 5f

Site Plan: Shiloh/544 Addition, Block A, Lot 2

Applicant: Islamic Academy

Religious facility on one lot on 1.0± acres located on the west side of Shiloh Road, 275± feet south of 14th Street. Zoned Light Commercial. Neighborhood #68.

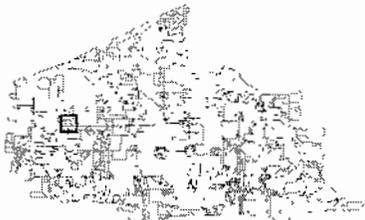
Recommended for approval as submitted.



Item Submitted: REVISED PHASE II LAND STUDY

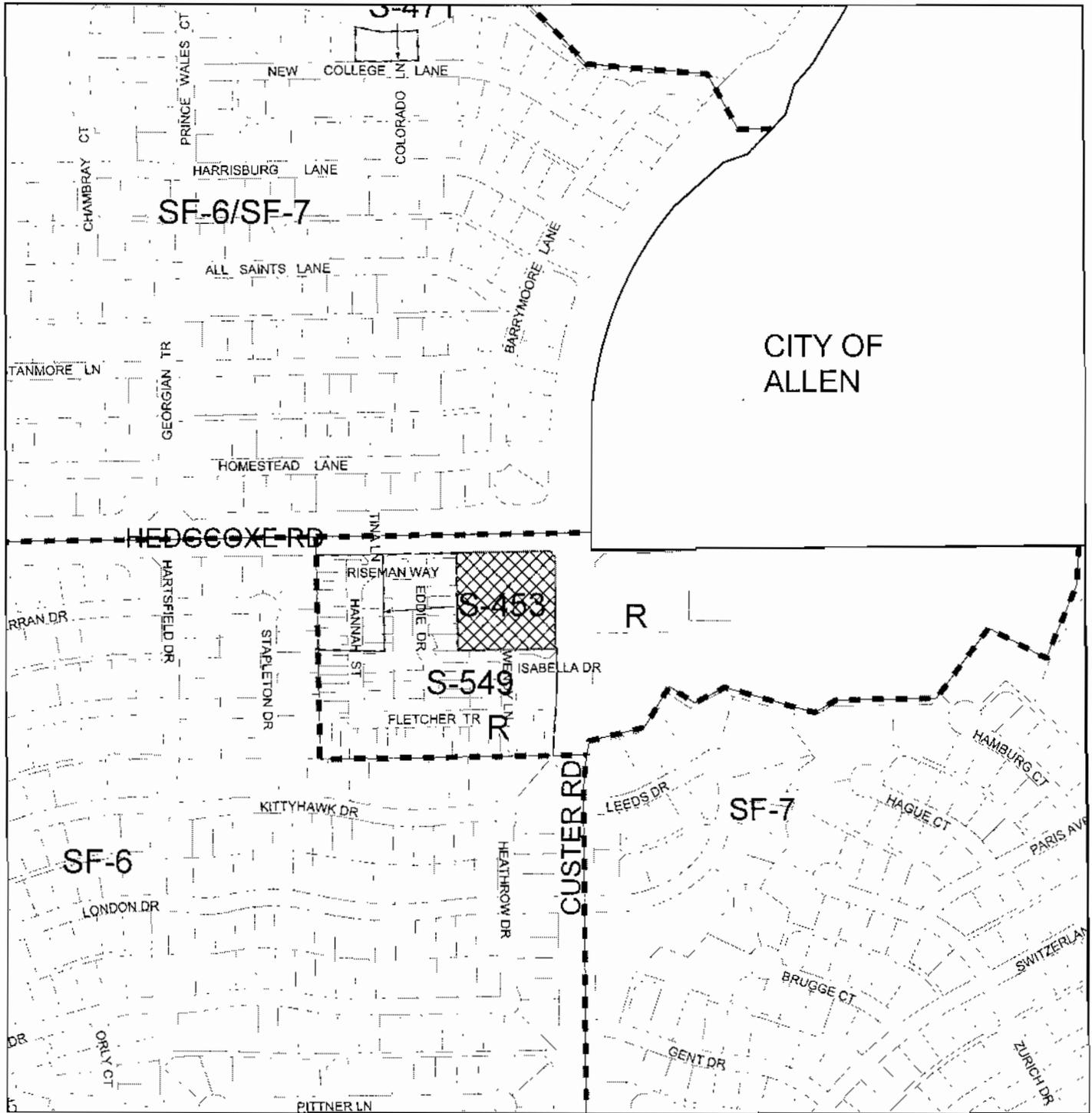
Title: AVIGNON WINDHAVEN, PHASES 2 & 3

Zoning: PLANNED DEVELOPMENT-154-
SINGLE-FAMILY RESIDENCE-6



○ 200' Notification Buffer





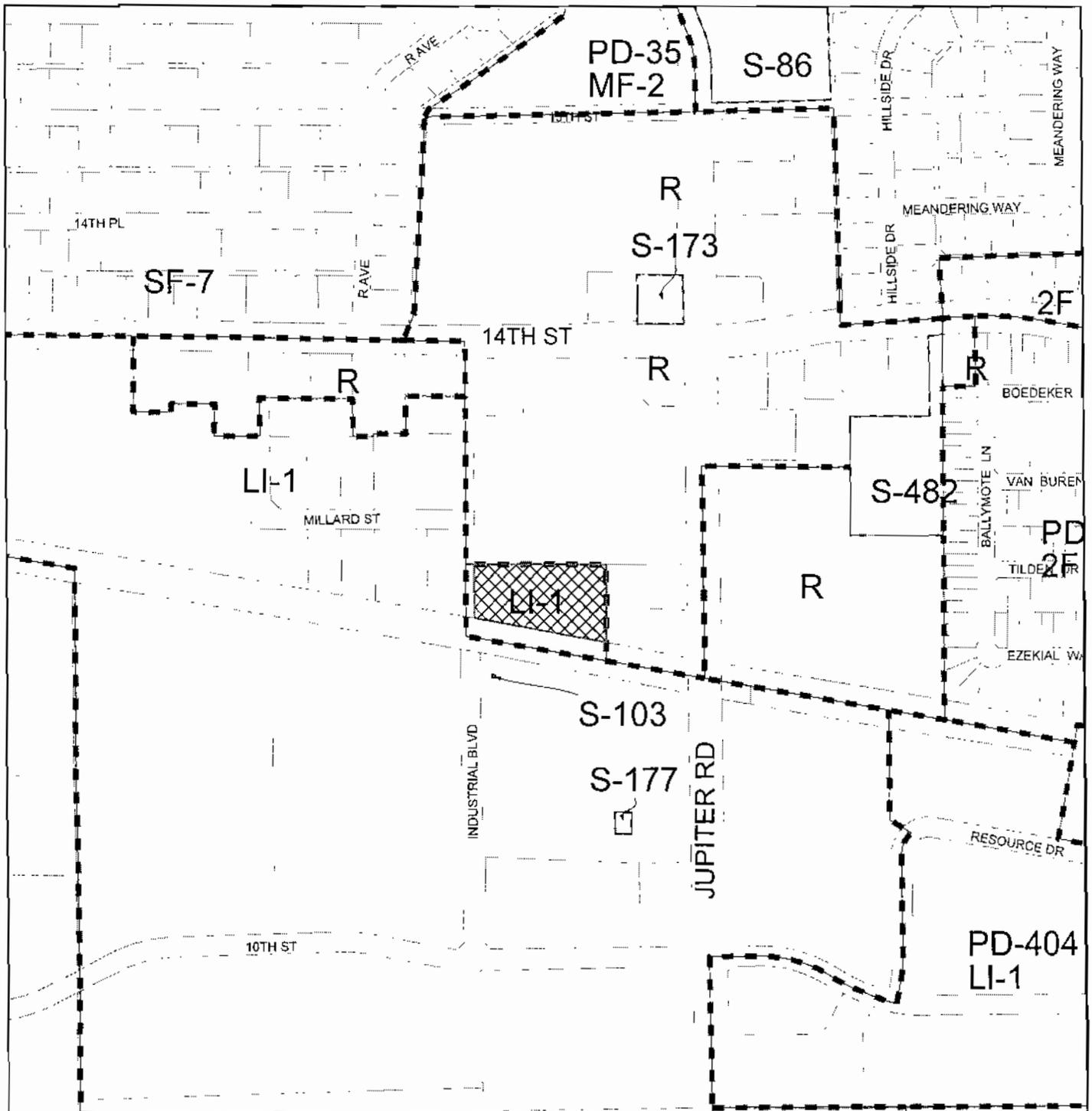
Item Submitted: FINAL PLAT

Title: CUSTER CROSSING RETAIL CENTER
BLOCK 1, LOT 1

Zoning: RETAIL



○ 200' Notification Buffer



Item Submitted: PRELIMINARY SITE PLAN

Title: FIVE FORTY FOUR & JUPITER ADDITION
BLOCK 1, LOT 3

Zoning: LIGHT INDUSTRIAL-1



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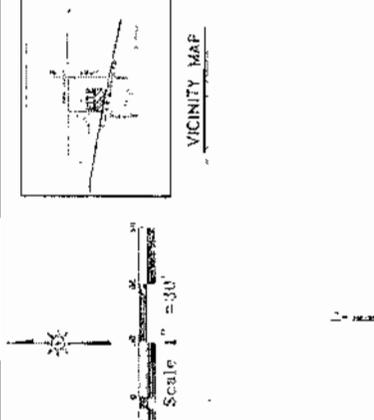
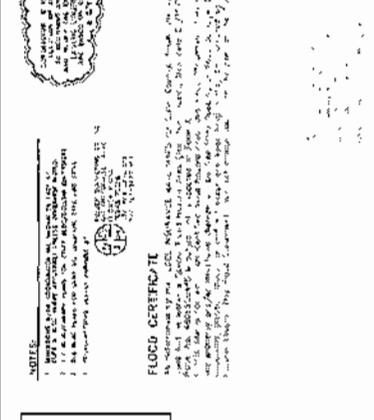


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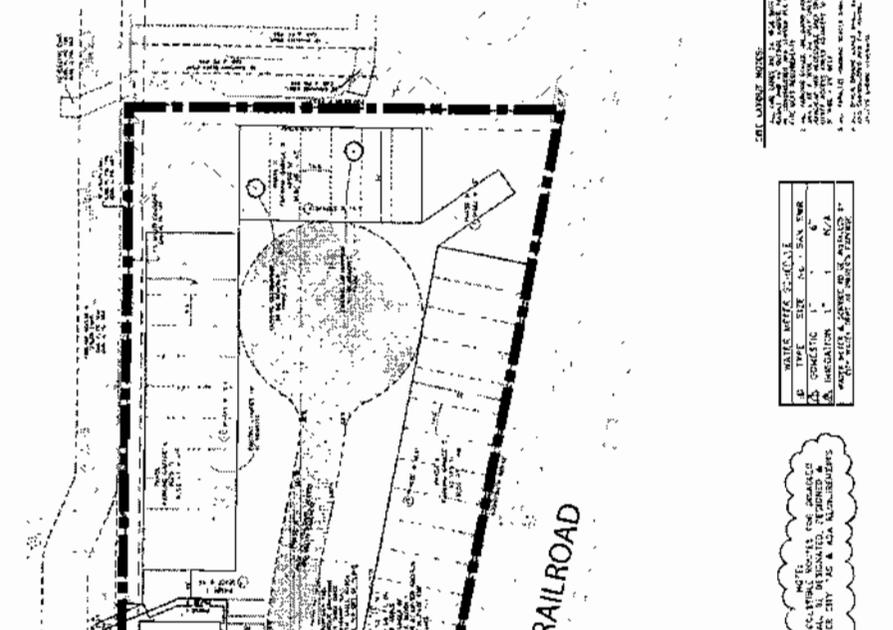
GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
4. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY UTILITIES INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.
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SITE SUMMARY (LOT #)

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PRELIMINARY - NOT FOR CONSTRUCTION
 THIS DOCUMENT IS PRELIMINARY AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS SUBJECT TO CHANGE WITHOUT NOTICE. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

SCALE
 Scale 1" = 30'

DATE
 11/15/2011

BY
 [Signature]

TITLE
 PRELIMINARY SITE PLAN & TREE PRESERVATION PLAN

PROJECT
 FIVE FORTY FOUR & JUPITER ADDITION

CLIENT
 [Client Name]

ADDRESS
 1771 W. HENRI, S.C. 127, HOUSTON, TEXAS 77056

PHONE
 (713) 426-1100

FAX
 (713) 426-1101

EMAIL
 [Email Address]

WEBSITE
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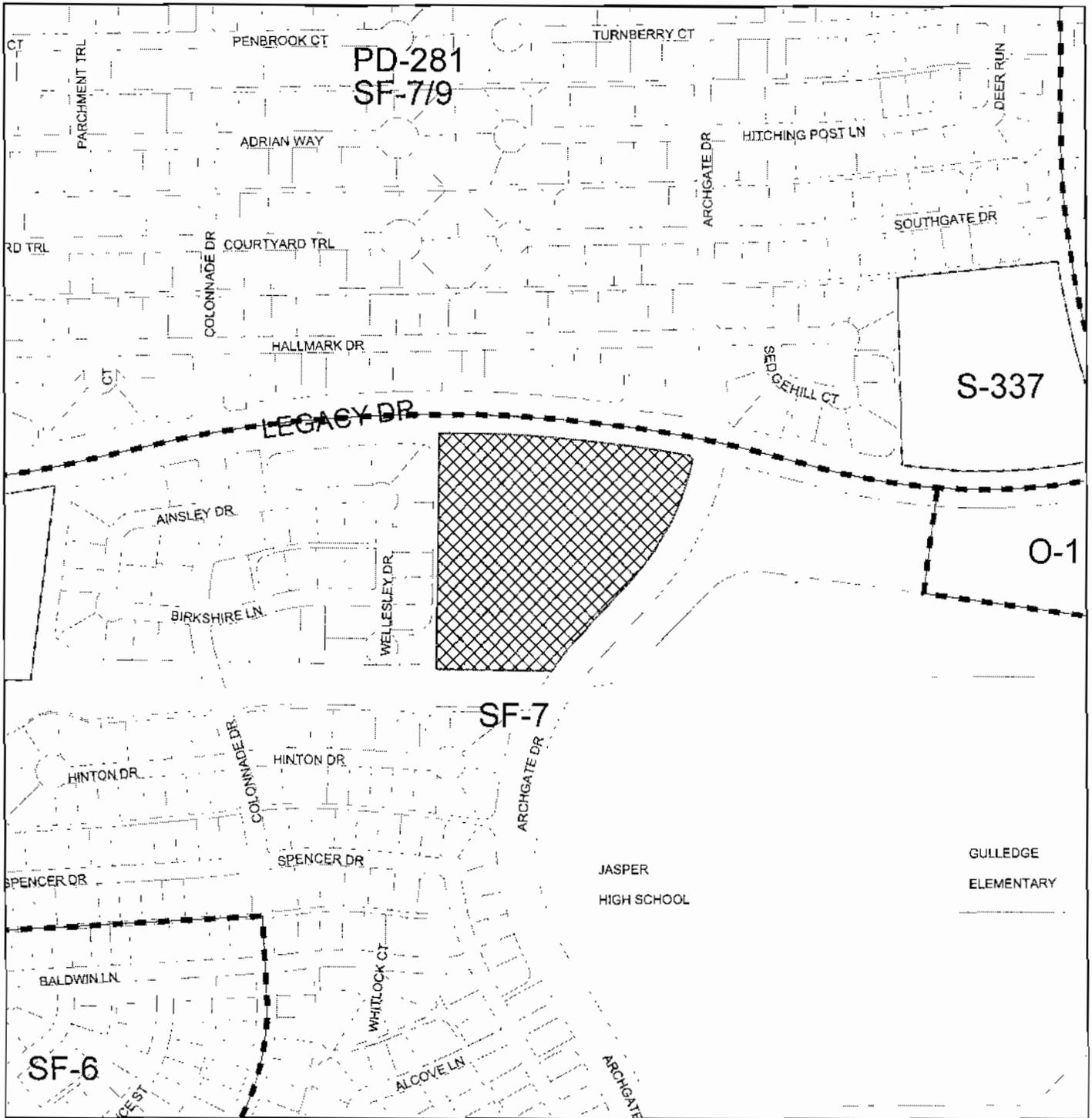
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BY
 [Signature]



Item Submitted: REVISED SITE PLAN

Title: CHRIST CHURCH OF PLANO
BLOCK 1, LOT 1R

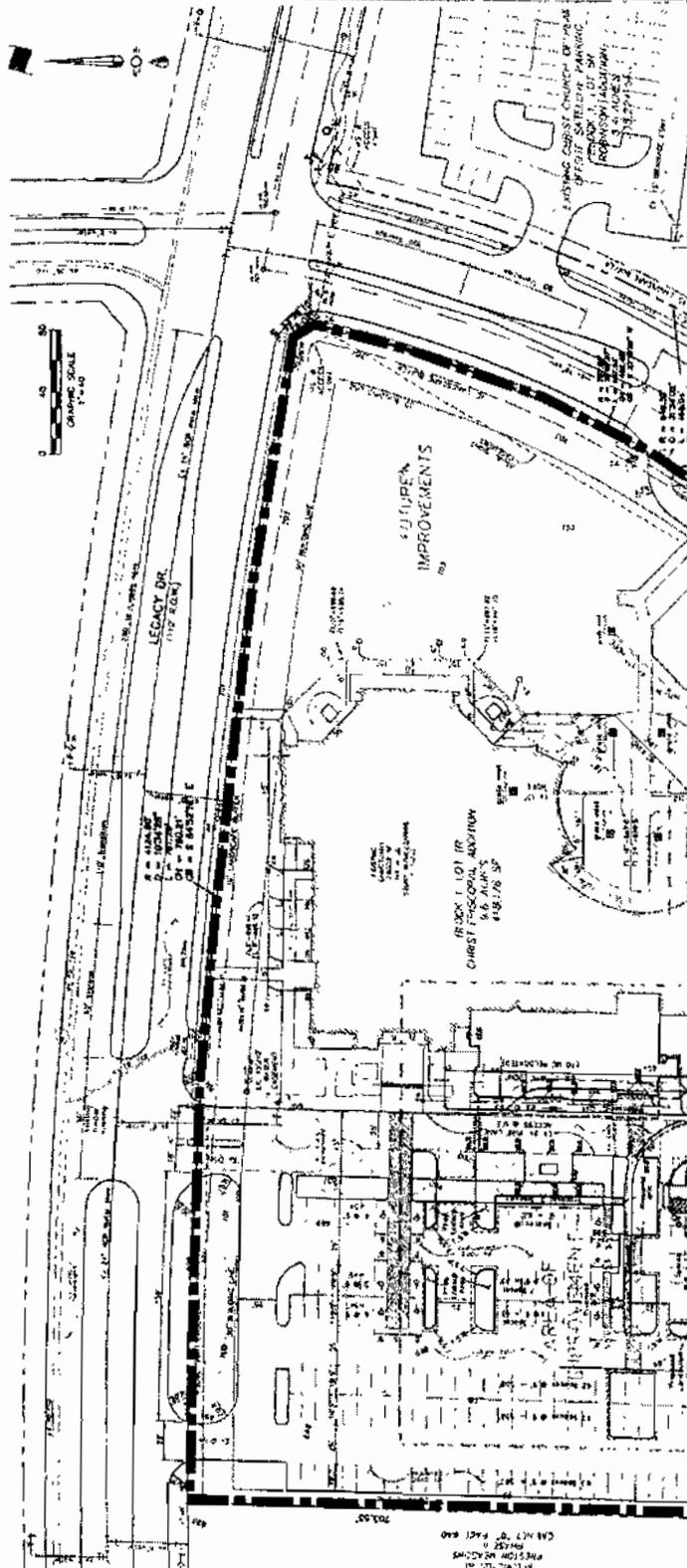
Zoning: SINGLE-FAMILY RESIDENCE-7



○ 200' Notification Buffer



Item	Lot #	Vol. No. (Acres)	Total for (Acres)
Lot 10 (from survey)	30	0.00	0.00
Lot 11 (from survey)	31	0.00	0.00
Lot 12 (from survey)	32	0.00	0.00
Lot 13 (from survey)	33	0.00	0.00
Lot 14 (from survey)	34	0.00	0.00
Lot 15 (from survey)	35	0.00	0.00
Lot 16 (from survey)	36	0.00	0.00
Lot 17 (from survey)	37	0.00	0.00
Lot 18 (from survey)	38	0.00	0.00
Lot 19 (from survey)	39	0.00	0.00
Lot 20 (from survey)	40	0.00	0.00
Lot 21 (from survey)	41	0.00	0.00
Lot 22 (from survey)	42	0.00	0.00
Lot 23 (from survey)	43	0.00	0.00
Lot 24 (from survey)	44	0.00	0.00
Lot 25 (from survey)	45	0.00	0.00
Lot 26 (from survey)	46	0.00	0.00
Lot 27 (from survey)	47	0.00	0.00
Lot 28 (from survey)	48	0.00	0.00
Lot 29 (from survey)	49	0.00	0.00
Lot 30 (from survey)	50	0.00	0.00
Lot 31 (from survey)	51	0.00	0.00
Lot 32 (from survey)	52	0.00	0.00
Lot 33 (from survey)	53	0.00	0.00
Lot 34 (from survey)	54	0.00	0.00
Lot 35 (from survey)	55	0.00	0.00
Lot 36 (from survey)	56	0.00	0.00
Lot 37 (from survey)	57	0.00	0.00
Lot 38 (from survey)	58	0.00	0.00
Lot 39 (from survey)	59	0.00	0.00
Lot 40 (from survey)	60	0.00	0.00
Lot 41 (from survey)	61	0.00	0.00
Lot 42 (from survey)	62	0.00	0.00
Lot 43 (from survey)	63	0.00	0.00
Lot 44 (from survey)	64	0.00	0.00
Lot 45 (from survey)	65	0.00	0.00
Lot 46 (from survey)	66	0.00	0.00
Lot 47 (from survey)	67	0.00	0.00
Lot 48 (from survey)	68	0.00	0.00
Lot 49 (from survey)	69	0.00	0.00
Lot 50 (from survey)	70	0.00	0.00
Lot 51 (from survey)	71	0.00	0.00
Lot 52 (from survey)	72	0.00	0.00
Lot 53 (from survey)	73	0.00	0.00
Lot 54 (from survey)	74	0.00	0.00
Lot 55 (from survey)	75	0.00	0.00
Lot 56 (from survey)	76	0.00	0.00
Lot 57 (from survey)	77	0.00	0.00
Lot 58 (from survey)	78	0.00	0.00
Lot 59 (from survey)	79	0.00	0.00
Lot 60 (from survey)	80	0.00	0.00
Lot 61 (from survey)	81	0.00	0.00
Lot 62 (from survey)	82	0.00	0.00
Lot 63 (from survey)	83	0.00	0.00
Lot 64 (from survey)	84	0.00	0.00
Lot 65 (from survey)	85	0.00	0.00
Lot 66 (from survey)	86	0.00	0.00
Lot 67 (from survey)	87	0.00	0.00
Lot 68 (from survey)	88	0.00	0.00
Lot 69 (from survey)	89	0.00	0.00
Lot 70 (from survey)	90	0.00	0.00
Lot 71 (from survey)	91	0.00	0.00
Lot 72 (from survey)	92	0.00	0.00
Lot 73 (from survey)	93	0.00	0.00
Lot 74 (from survey)	94	0.00	0.00
Lot 75 (from survey)	95	0.00	0.00
Lot 76 (from survey)	96	0.00	0.00
Lot 77 (from survey)	97	0.00	0.00
Lot 78 (from survey)	98	0.00	0.00
Lot 79 (from survey)	99	0.00	0.00
Lot 80 (from survey)	100	0.00	0.00



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY ENGINEERING DEPARTMENT SPECIFICATIONS AND THE CITY ENGINEERING DEPARTMENT STANDARD SPECIFICATIONS FOR THE CITY OF PLANO, TEXAS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF PLANO, TEXAS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF PLANO, TEXAS.
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10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF PLANO, TEXAS.

LEGEND

- Existing Contour
- Proposed Contour
- Existing Spot Elevation
- Proposed Spot Elevation
- Flow Arrow
- Existing Storm Sewer
- Proposed Storm Sewer
- Area Of Improvement
- Existing Elevation

OWNER
 CHRIST CHURCH OF PLANO
 4144 NORTH CENTRAL EXPRESSWAY, SUITE 1100
 PLANO, TEXAS 75074
 (972) 874-2222
 CONTRACT: WATTS BROS.

ENGINEER
 BROCKETT, DAVIS, PRAME, INC.
 4144 NORTH CENTRAL EXPRESSWAY, SUITE 1100
 PLANO, TEXAS 75074
 (972) 874-2222
 CONTRACT: WATTS BROS.

WATER METER SCHEDULE

NO.	TYPE	SIZE	DEPTH	REMARKS
1	1/2"	1/2"	1'	EXISTING
2	1/2"	1/2"	1'	NEW
3	1/2"	1/2"	1'	NEW
4	1/2"	1/2"	1'	NEW
5	1/2"	1/2"	1'	NEW
6	1/2"	1/2"	1'	NEW
7	1/2"	1/2"	1'	NEW
8	1/2"	1/2"	1'	NEW
9	1/2"	1/2"	1'	NEW
10	1/2"	1/2"	1'	NEW

REVISED SITE PLAN
 Block 1, Lot 1R-9.6 Acres
 Christ Church of Plano
 City of Plano, Collin County, Texas
 Jessie Siff Survey, Abstract No. 71

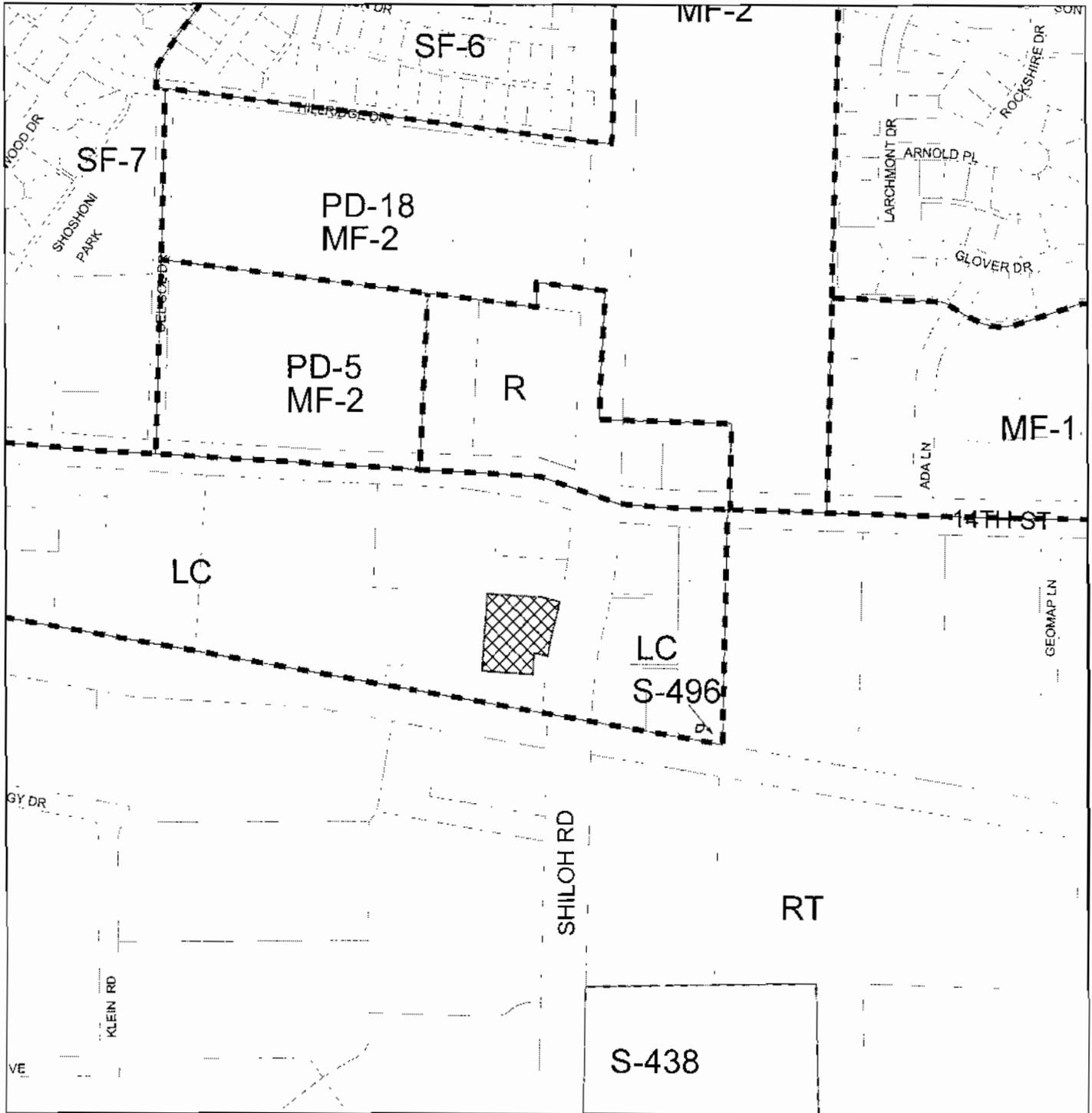
BROCKETT, DAVIS, PRAME, INC.
 Consulting Engineers
 4144 North Central Expressway, Suite 1100, Plano, Texas 75074
 (972) 874-2222

REVISIONS

NO.	DATE	DESCRIPTION
1	10/1/2011	ISSUE FOR PERMITS
2	10/1/2011	ISSUE FOR PERMITS
3	10/1/2011	ISSUE FOR PERMITS
4	10/1/2011	ISSUE FOR PERMITS
5	10/1/2011	ISSUE FOR PERMITS
6	10/1/2011	ISSUE FOR PERMITS
7	10/1/2011	ISSUE FOR PERMITS
8	10/1/2011	ISSUE FOR PERMITS
9	10/1/2011	ISSUE FOR PERMITS
10	10/1/2011	ISSUE FOR PERMITS

APPROVED FOR THE CITY OF PLANO
 [Signature]

APPROVED FOR THE CITY OF PLANO
 [Signature]



Item Submitted: SITE PLAN

Title: SHILOH/544 ADDITION
BLOCK A, LOT 2

Zoning: LIGHT COMMERCIAL



○ 200' Notification Buffer

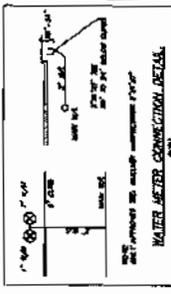


SITE DATA

- GENERAL:**
 LIGHT COMMERCIAL (L.C.)
 150,000 S.F. (1,178,740 S.F.)
 150,000 S.F.
 ONE
 15,000 S.F.
 4,400 S.F.
 2,000 S.F.
- PERMITS:**
 1 PARKING SPACE PER 5 SEAT FOR 40 SEATS & 8 STALLS
 8 SPACES
 1 SPACE FOR 15 PARKING SPACES
 1 PARKING SPACE
- OTHER:**
 320 S.F. A
 320 S.F. B
 320 S.F. C
 320 S.F. D
 320 S.F. E
 320 S.F. F
 320 S.F. G
 320 S.F. H
 320 S.F. I
 320 S.F. J
 320 S.F. K
 320 S.F. L
 320 S.F. M
 320 S.F. N
 320 S.F. O
 320 S.F. P
 320 S.F. Q
 320 S.F. R
 320 S.F. S
 320 S.F. T
 320 S.F. U
 320 S.F. V
 320 S.F. W
 320 S.F. X
 320 S.F. Y
 320 S.F. Z

GENERAL NOTES:

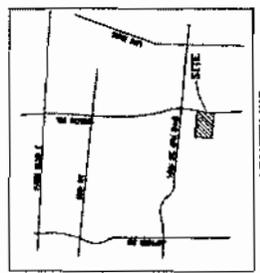
1. All utility lines shown are assumed to be in place and to conform to all applicable codes and regulations.
2. The utility lines shown are assumed to be in place and to conform to all applicable codes and regulations.
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18. The utility lines shown are assumed to be in place and to conform to all applicable codes and regulations.
19. The utility lines shown are assumed to be in place and to conform to all applicable codes and regulations.
20. The utility lines shown are assumed to be in place and to conform to all applicable codes and regulations.



CITY BENCHMARK:
 Shows the location of the city benchmark on the site plan. The benchmark is located at the intersection of the street and the property line.

SEE BENCHMARK:
 Shows the location of the benchmark on the site plan. The benchmark is located at the intersection of the street and the property line.

Center of gravity of the building is shown on the site plan. The center of gravity is located at the intersection of the street and the property line.



SITE PLAN

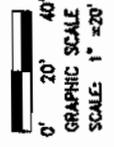
Sheet: 1 of 6
 Date: 10/1/2010
 Scale: 1" = 20'
 Title: SITE PLAN
 Author: JAYHAR CONSULTING ENGINEERS, INC.
 Client: ISLAMIC ACADEMY
 Project: LOT 2, SHILOH/544 ADDITION
 Address: 100' RIGHT-OF-WAY, ST. LOUIS & SOUTHWESTERN RAILROAD
 City: ST. LOUIS, MISSOURI
 State: MISSOURI
 Zip: 63102
 Phone: (314) 411-1122

PROPERTY CURVE TABLE

CURVE DATA	BEARING	LENGTH	CHORD	CHORD BEARING
1	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
2	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
3	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
4	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
5	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
6	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
7	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
8	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
9	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W
10	S 89° 07' 41" E	174.815	174.815	S 89° 07' 41" W

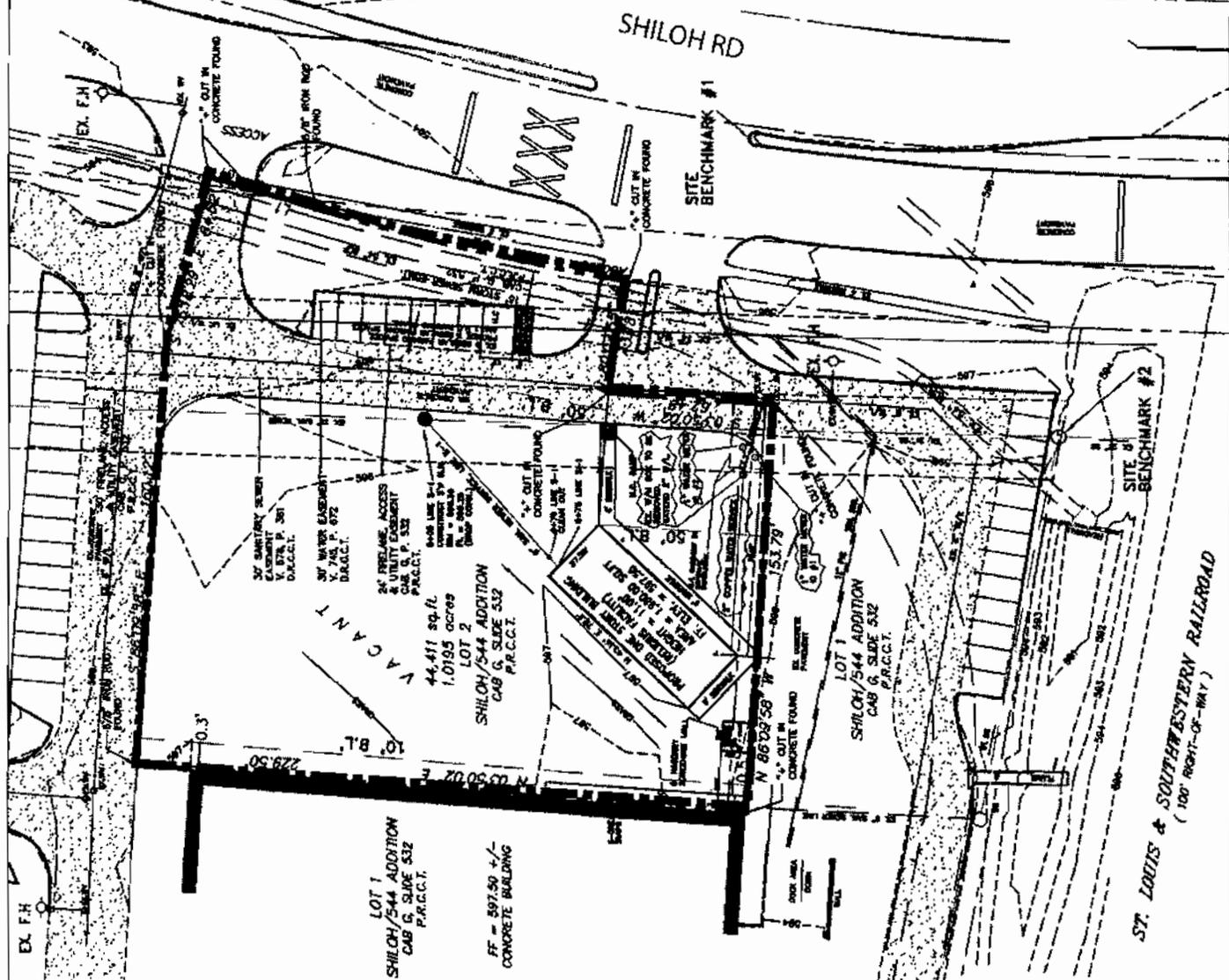
PROPERTY LINE TABLE

LINE	BEARING	LENGTH
1	S 89° 07' 41" E	174.815
2	S 89° 07' 41" E	174.815
3	S 89° 07' 41" E	174.815
4	S 89° 07' 41" E	174.815
5	S 89° 07' 41" E	174.815
6	S 89° 07' 41" E	174.815
7	S 89° 07' 41" E	174.815
8	S 89° 07' 41" E	174.815
9	S 89° 07' 41" E	174.815
10	S 89° 07' 41" E	174.815



WATER METER SCHEDULE

ID	TYPE	SIZE	QUANTITY	LENGTH	SCALE	REMARKS
1	WATER METER	1.0"	1	1	1"	PROVIDE 2" WATER SERVICE FROM MAIN TO METER. PROVIDE 2" WATER SERVICE FROM METER TO FIRE. WATER METER TO BE INSTALLED BY CITY WATER DEPARTMENT OWNERS CHARGE.
2	WATER METER	1.0"	1	1	1"	PROVIDE 2" WATER SERVICE FROM MAIN TO METER. PROVIDE 2" WATER SERVICE FROM METER TO FIRE. WATER METER TO BE INSTALLED BY CITY WATER DEPARTMENT OWNERS CHARGE.



ST. LOUIS & SOUTHWESTERN RAILROAD
 (100' RIGHT-OF-WAY)

CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 6

Public Hearing: Zoning Case 2006-35

Applicant: H.H.P.L. Limited

DESCRIPTION:

Request to rezone 3.0± acres located on the north side of Tradition Trail, 700± feet east of Ohio Drive **from** Planned Development-426-Retail/General Office **to** Planned Development-Light Industrial-1. Zoned Planned Development-426/Retail/General Office with Specific Use Permit #384 for New and Used Car Dealer.

HISTORY:

The Planning & Zoning Commission recommended approval of the request at their January 16, 2007, meeting by a vote of 4-1. The public hearing for the zoning request had been incorrectly noticed for two different Commission meetings: January 16, 2007, and February 5, 2007. The commissioner voting in opposition to the request had concerns about the duplicate public notice. At their January 22, 2007, meeting, City Council voted to send the request back to the Commission to eliminate any potential confusion about the dual notices.

REMARKS:

The current zoning is Planned Development-426-Retail/General Office (PD-426-R/O-2) with Specific Use Permit #384 (SUP #384) for New and Used Car Dealer. The R district is primarily intended to provide areas for neighborhood, local, and regional shopping facilities for the retail sales of goods and services including convenience stores, shopping centers, and regional malls but not including wholesaling or warehousing. The O-2 district is intended to allow for a variety of low-, mid-, and high-rise office developments providing for professional, financial, medical and similar services to local residents, corporate offices for regional and national operations, and major centers of employment for Plano and surrounding communities. A PD district provides the ability to amend use, height, setback and other requirements at the time of zoning to promote innovative design and better development controls appropriate to both off and onsite conditions. PD-426-R/O-2 contains provisions for increased landscape edge width along Ohio Drive, building setback requirements, maximum floor area ratio, and maximum area for retail development, and permits new and used care dealer uses with approval of an SUP.

The requested zoning is to expand the existing Planned Development-131-Light Industrial-1 (PD-131-LI-1) to include this property. The purpose of the request is to permit construction of an automobile towing (automobile repair - major) and automobile storage business. The LI-1 district is intended to provide areas for light manufacturing firms engaged in processing, assembling, warehousing, research and development, and incidental services that are developed in accordance with the same performance standards applicable to all other zoning districts. PD-131-LI-1 contains a provision for increased landscape edge width along Ohio Drive.

Surrounding Land Use and Zoning

Properties to the north of the request are zoned PD-426-R/O-2 and have been developed as new and used car dealers. Properties to the south and east are zoned PD-131-LI-1 and have been partially developed as office-showroom/warehouse, wholesale/storage warehouse, new and used car dealer, automobile storage, service yard of a governmental agency (North Texas Tollway Authority) uses. To the west, across Ohio Drive, the properties are zoned Planned Development-138-Retail/Office-2 and have been developed as retail, office, automobile parking lot, and convenience store with gas pumps uses.

Conformance to the Comprehensive Plan

Future Land Use Plan - The Future Land Use Plan designates this property as Low Intensity Office and Light Industrial land use designations. The proposed zoning is in conformance with the Future Land Use Plan.

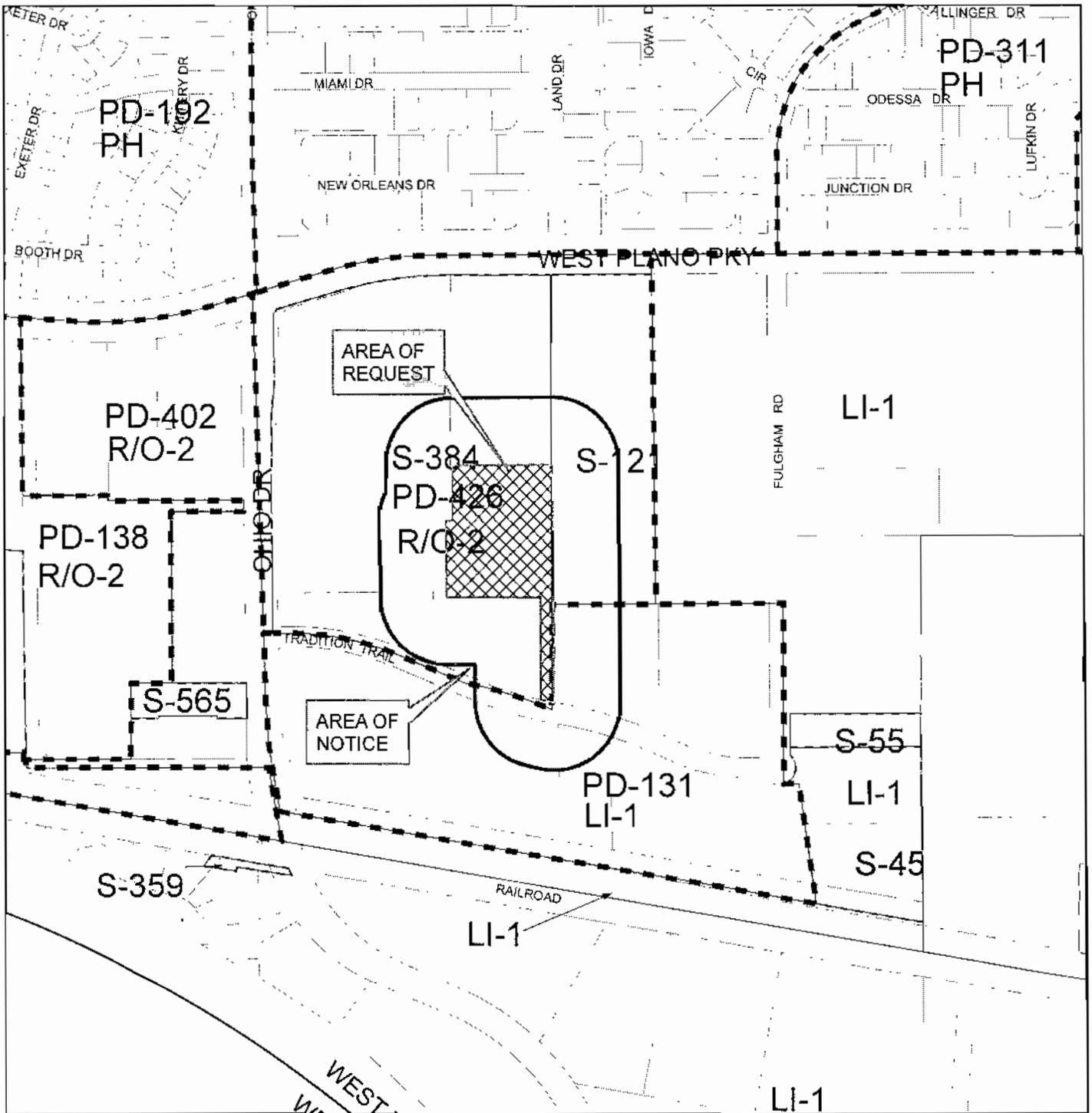
Adequacy of Public Facilities - Water and sanitary sewer services are available to the site.

Traffic Impact Analysis (TIA) - A TIA is not required for this zoning request since the proposed zoning generates less than 5,000 vehicle trips per day.

The proposed PD-131-LI-1 zoning is an extension of an adjacent zoning district. The allowable uses within PD-131-LI-1 are consistent to and compatible with the uses of existing developed properties. The site is physically appropriate for PD-131-LI-1 uses.

RECOMMENDATION:

Recommended for approval as submitted.



Zoning Case #: 2006-35

Existing Zoning: PLANNED DEVELOPMENT-426-RETAIL/
GENERAL OFFICE w/SPECIFIC USE PERMIT #384



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 7A

Public Hearing: Zoning Case 2006-36

Applicant: Litwin & Company

DESCRIPTION:

Request to rezone 7.1± acres located at the southeast corner of Park Boulevard and Alma Drive **from** Corridor Commercial **to** Planned Development-Corridor Commercial.

REMARKS:

This applicant is requesting to rezone the property to create a planned development district. The requested zoning is Planned Development-Corridor Commercial (PD-CC). The CC district is intended to provide for retail, service, office, and limited manufacturing uses within major regional transportation corridors. The regulations and standards of this district are reflective of the high traffic volumes and high visibility of these regional highways. A PD district provides the ability to amend use, height, setback, and other development standards at the time of zoning to promote innovative design and better development controls appropriate to both off and onsite conditions.

The request proposes to amend allowable uses, landscaping, setbacks, building materials, and other standards of the CC zoning district. The purpose of the request is to develop a public storage/mini-warehouse use. A preliminary site plan, Chisholm Place Retail, Block A, Lots 3R & 5, accompanies this request as Agenda Item No. 7B.

Surrounding Land Use and Zoning

The area of the request is currently undeveloped. Approximately one-third of the area is within the floodplain of Spring Creek. The property to the north and west is zoned CC and is currently developed as retail, retail service, and restaurant uses. To the north, across Park Boulevard, is a multifamily development zoned Planned Development-67-Multifamily Residence-2 (PD-67-MF-2). East of the request, across Spring Creek, the property is zoned CC and contains floodplain and office, church, restaurant, and retail uses. To the south, the property is zoned CC and is currently vacant. To the west, across Alma Drive, the property is zoned Planned Development-109-Retail/General Office (PD-109-R/O-2). The PD-109-R/O-2 is partially developed as convenience store and office uses.

Proposed Planned Development Zoning Stipulations

The requested zoning is PD-CC. There are two primary parts to the applicant's request: allowable uses and design standards.

Allowable Uses - The applicant's request proposes:

- 1) To allow Public Storage/Mini-Warehouse use by right.
- 2) To prohibit the following uses: Automobile Parking Lot/Garage, Automobile Repair - Major, Automobile Repair - Minor, Car Wash, New Car Dealer, Concrete/Asphalt Batching Plant (Temporary), Limited Assembly and Manufacturing, Cabinet/Upholstery Shop, Building Material Sales, Body Piercing, Dance Hall, Indoor Gun Range, Laundromat, Small Engine Repair Shop, Tattooing and Permanent Cosmetics, Manufacturing - Light Intensity, Tire Dealer.

Design Standards - The applicant's request proposes:

- 1) There shall be no outside storage of goods or materials.
- 2) Area, Yard and Bulk Requirements:
 - a. Buildings shall be set back a minimum of fifteen feet from the eastern boundary of lot 3R.
 - b. A fifteen foot hike and bike trail easement shall be provided along the eastern boundary of Lot 3R.
 - c. Any buildings built along the access easement on the boundary of Lot 3R shall be limited to one story.
- 3) Building Materials: The exterior elevations of any buildings built along the access easement on the eastern boundary of Lot 3R shall be faced with masonry materials as defined by the City of Plano Zoning Ordinance. A minimum of two building materials shall be required on each facade. Building articulation and design features shall be incorporated to provide architectural relief along the building facade. A facade plan for buildings along the access easement on the eastern boundary of Lot 3R shall be submitted concurrently with the final site plan for staff review.
- 4) Landscaping along the eastern boundary of Lot 3R: Twenty-one additional (not part of the required total) trees at 3" caliper (as measured 12" above the finish grade) shall be installed. Locations shall be at each building's depressed articulations and at other random locations to enhance and compliment the building facades.

Conformance to the Comprehensive Plan

Future Land Use Plan - The Future Land Use Plan designates this property as Major Corridor Development (MCD). Development in these corridors is expected to define the unique character of the U.S. Highway 75 corridor. This corridor includes major retail development including Collin Creek Mall, along with general commercial, entertainment, lodging and office uses. The request is generally consistent with the Major Corridor Development land use designation.

Adequacy of Public Facilities - Adequate water and sanitary sewer services are available via extensions from existing lines along Park Boulevard and Alma Drive.

Traffic Impact Analysis (TIA) - Because the request does not propose to change the underlying base CC zoning, there is no potential increase in vehicle trip generation. Therefore, a TIA is not required.

ISSUES:

Spring Creekwalk

The area of the request falls within the Spring Creekwalk Master Plan area. The Urban Design Element of the Comprehensive Plan refers to the Spring Creekwalk as: "a portion of the Chisholm Trail improvements. This concept was originally envisioned as a unique mixed-use development on approximately 160 acres of land on the west side of U.S. Highway 75, between Collin Creek Mall and Park Boulevard. The public amenities area of this project would include special water features, terraces, walk-ways, and open spaces in conjunction with surrounding offices, restaurants and retail shops to create a vibrant place for economic and social activity." The intent of Spring Creekwalk is to have a walkable, mixed-use development oriented along a central pathway that follows the creek. Development of the site as a public storage/mini-warehouse use would allow construction of the central pathway. However, the building arrangement and screening walls isolate the site, and the use is not an activity generator. The request, therefore, is not consistent with the Urban Design Element of the Comprehensive Plan.

Proposed Planned Development District

Section 4.101 of the Zoning Ordinance details five purposes for a planned development district. These are:

1. "To protect and provide for the public health, safety, and general welfare of the city." The current CC zoning and the proposed PD-CC zoning accomplish this purpose.
2. "To guide the future development of the city in accordance with the Comprehensive Plan." As noted above, the proposed public storage/mini-warehouse development does not conform to the Urban Design Element of the Comprehensive Plan.

3. "To accommodate innovation by modifying regulations to better accomplish the city's development goals." The Zoning Ordinance is the primary tool for implementing the city's development goals as expressed in the Comprehensive Plan. Public storage/mini-warehouse use is allowed by right in the Light Commercial, Commercial Employment, Central Business-1, Light Industrial-1, and Light Industrial-2 zoning districts. It is allowed by SUP in the Retail and Corridor Commercial districts "provided there are adequate development standards and safeguards are established." There is sufficient, developable land for this use in other areas of the city. While some development standards are proposed, staff feels that development of a mini-warehouse/public storage use in this location does not better accomplish the city's development goals. This area is a high traffic/high visibility location that should be reserved for development that better suits the city's long range plans.
4. "To mitigate development impacts, especially those related to the environment, traffic, public services and facilities and adjacent and area land uses." The requested zoning would add public storage/mini-warehouse and delete other uses. This change would have little development impact on the environment and traffic. A walled self-storage area could negatively impact the future Spring Creekwalk public area and would partially isolate the existing restaurant and retail uses from the Spring Creekwalk.
5. "To protect and enhance the aesthetic and visual quality of development." The proposed building materials, building articulation, and landscaping standards would help offset the negative aesthetic of the public storage/mini-warehouse walls.

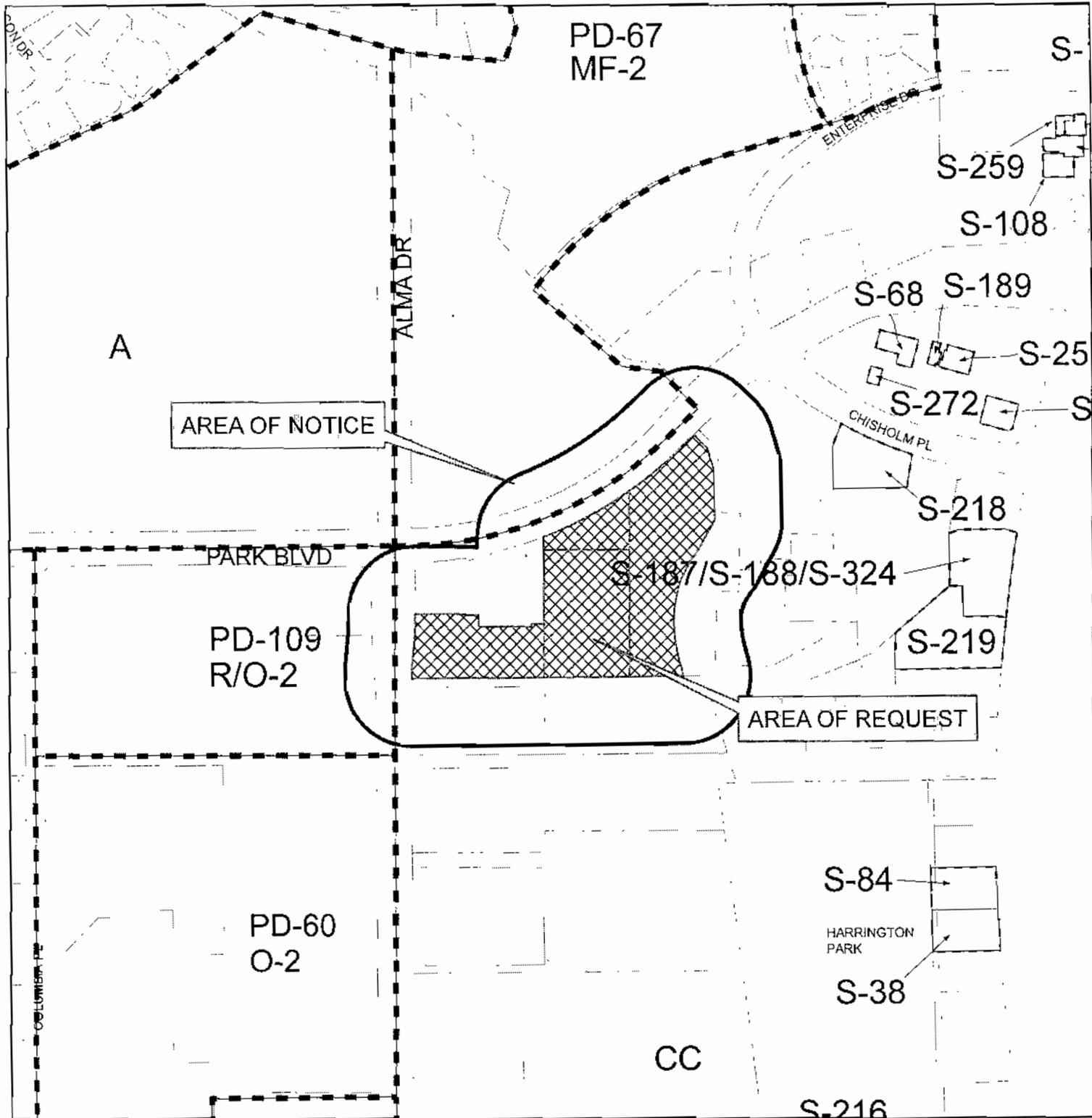
SUMMARY:

Public storage/mini-warehouse use is allowed in many areas of the city, and there are many locations where the use would be more appropriate. The requested zoning contains design standards that would help offset the perception of a negative visual impact of the development adjacent to the future Spring Creekwalk. The proposed public storage/mini-warehouse use, however, is inconsistent with the "vibrant place for economic and social activity" objective of the Urban Design Element of the Comprehensive Plan, and could partially isolate existing and future uses from Spring Creekwalk. Therefore, staff recommends denial of the proposed zoning request.

The applicant has requested planned development stipulations to attempt to address concerns about the appearance of the proposed mini-warehouse development and to restrict uses that might also be considered inappropriate in this location. One of the proposed stipulations is the dedication of a hike and bike trail easement. Exactions for public facilities of this type should not be considered as part of a zoning request. If the Commission believes that a mini-warehouse use is appropriate in this location, this should be done through SUP instead of using a PD.

RECOMMENDATION:

Recommended for denial.



Zoning Case #: 2006-36

Existing Zoning: CORRIDOR COMMERCIAL



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 7B

Public Hearing - Preliminary Site Plan: Chisholm Place Retail, Block A, Lots 3R & 5

Applicant: Litwin & Company

DESCRIPTION:

Public Storage/Mini-Warehouse development on two lots on 7.1± acres located at the southeast corner of Alma Drive and Park Boulevard. Zoned Corridor Commercial. Neighborhood #58.

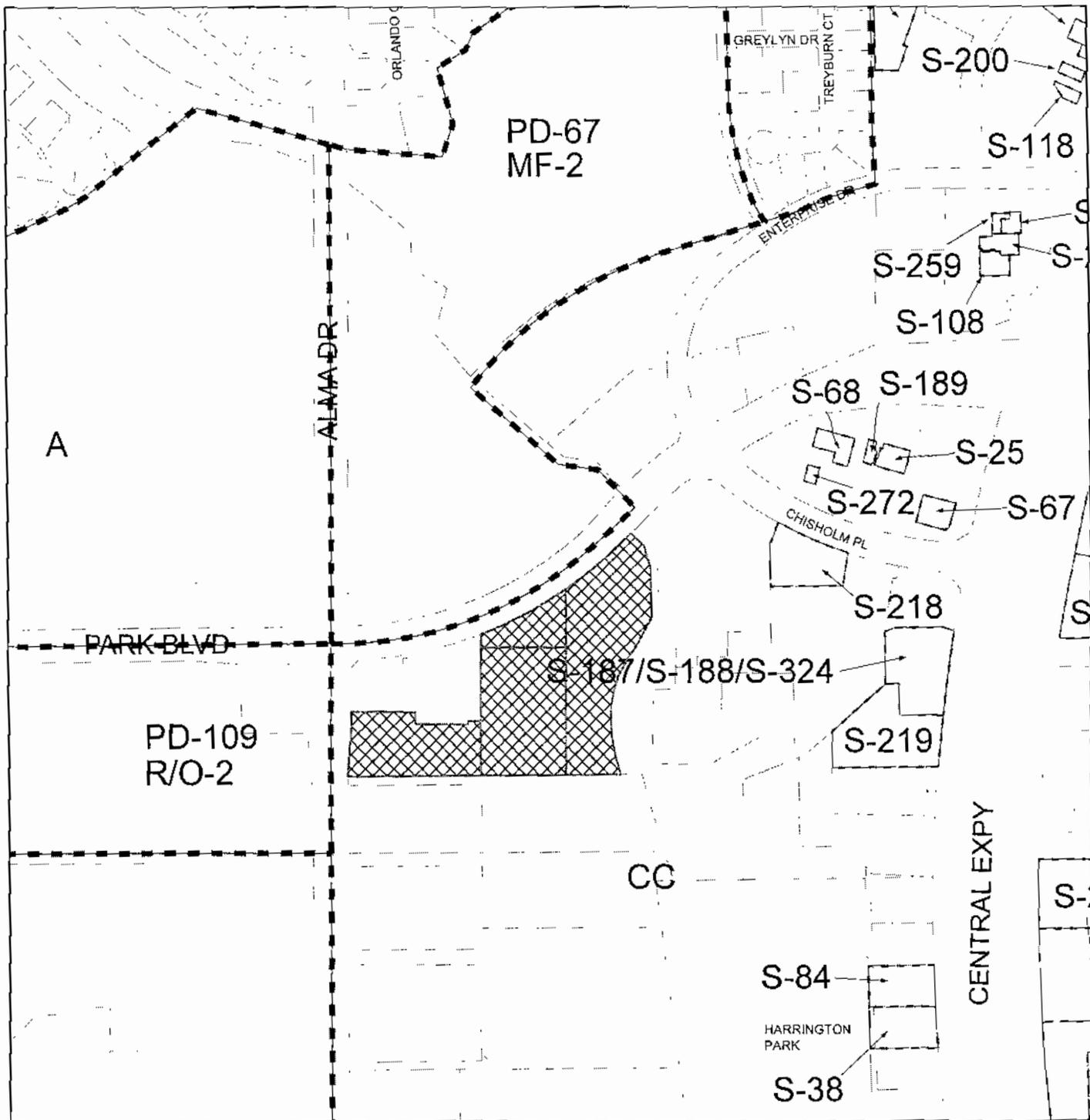
REMARKS:

This preliminary site plan is associated with Zoning Case 2006-36. The plan proposes a Public Storage/Mini-Warehouse development. The majority of the buildings are oriented along the eastern boundary, adjacent to the creek, and the southern boundary adjacent to vacant land. The proposed hike and bike trail easement is to accommodate the pathway of the future Spring Creekwalk. Traffic flow and access to the site are adequate.

This plan is in compliance with the use and design standards as requested zoning in Zoning Case 2006-36. For the same reasons, staff is recommending against the zoning, we are also recommending against approval of this preliminary site plan.

RECOMMENDATIONS:

Recommended for denial.



Item Submitted: PRELIMINARY SITE PLAN

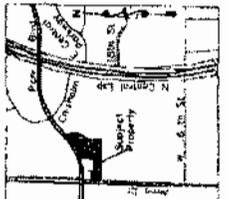
Title: CHISHOLM PLACE RETAIL BLOCK A, LOTS 3R & 5

Zoning: CORRIDOR COMMERCIAL



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Vicinity Map

Zoning Code 2008-36
Proposed FC Language

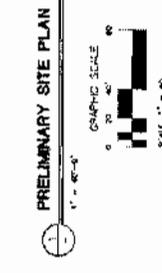
1. The proposed FC language is intended to be consistent with the intent of the zoning code and to provide for the orderly development of the site.

2. The proposed FC language is intended to be consistent with the intent of the zoning code and to provide for the orderly development of the site.

3. The proposed FC language is intended to be consistent with the intent of the zoning code and to provide for the orderly development of the site.

4. The proposed FC language is intended to be consistent with the intent of the zoning code and to provide for the orderly development of the site.

5. The proposed FC language is intended to be consistent with the intent of the zoning code and to provide for the orderly development of the site.



PRELIMINARY SITE PLAN

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REVISIONS

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PRELIM. SITE PLAN
CHISHOLM PLACE RETAIL
 LOTS 8, 9 AND 10, BLOCK A
 PLANO, COLLIN COUNTY, TEXAS

OWNER: ...
DESIGNER: ...
DATE: ...

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PRELIMINARY SITE PLAN

PAULO TORRES
 ENGINEER AND CONSTRUCTOR
 10000 TEXAS ROAD
 PLANO, TEXAS 75075
 (972) 241-1111

PRELIM. SITE PLAN
CHISHOLM PLACE RETAIL
 LOTS 8, 9 AND 10, BLOCK A
 PLANO, COLLIN COUNTY, TEXAS

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CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 8

Public Hearing - Replat: Independence Crossing, Block A, Lots 1R, 2R, 3R, & 4

Applicant: Wal-Mart Stores Texas, L.P.

DESCRIPTION:

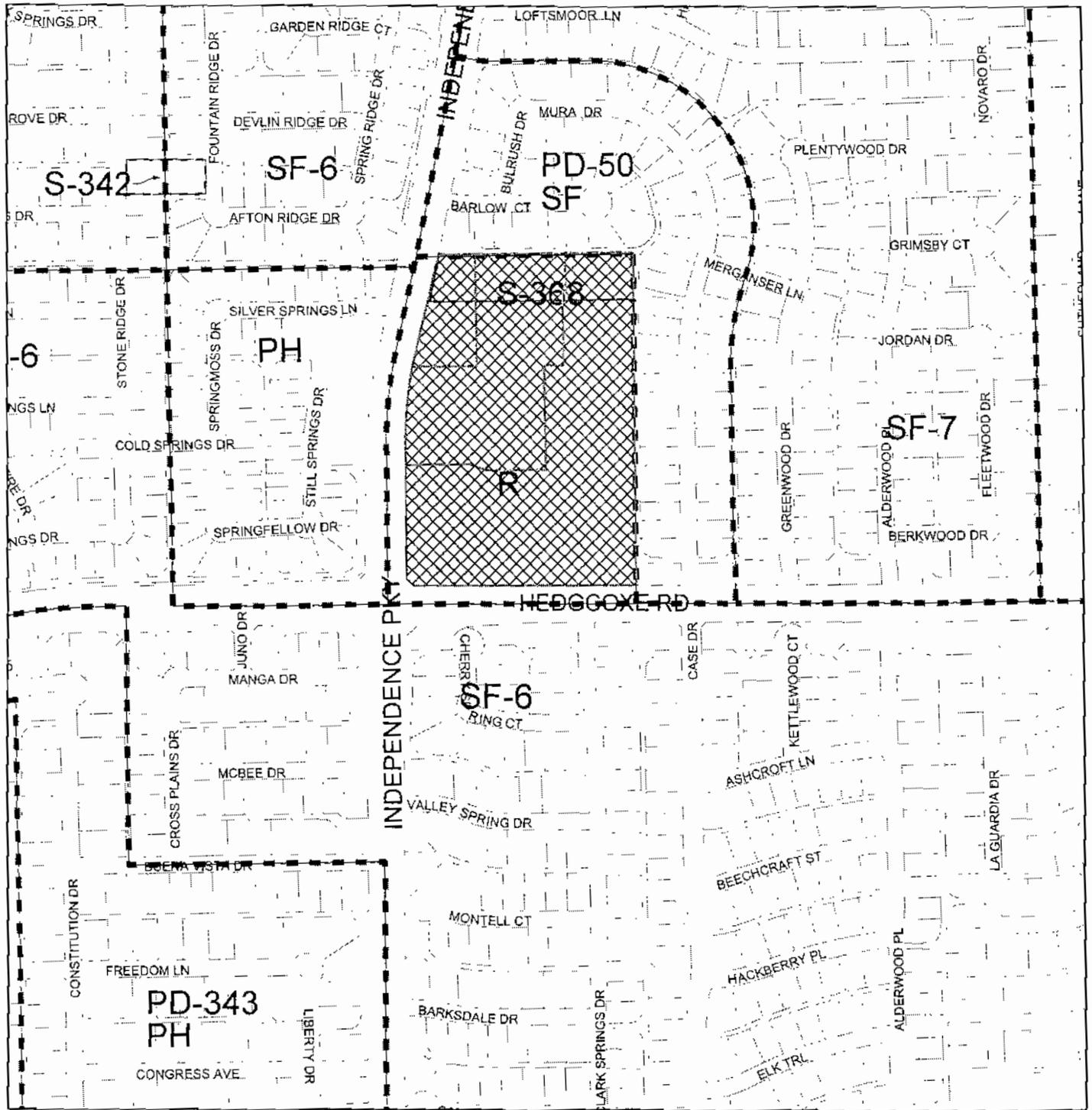
Grocery store and gas station on four lots on 15.3± acres located at the northeast corner of Independence Parkway and Hedgcoxe Road. Zoned Retail with Specific Use Permit #368 for Day Care Center. Neighborhood #6.

REMARKS:

The purpose of the replat is to dedicate easements necessary for development.

RECOMMENDATIONS:

Recommended for approval as submitted.



Item Submitted: REPLAT

Title: INDEPENDENCE CROSSING
BLOCK A, LOTS 1R, 2R, 3R, & 4

Zoning: RETAIL
w/SPECIFIC USE PERMIT #368



○ 200' Notification Buffer

CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 9A

Public Hearing - Replat & Revised Site Plan: Presbyterian Healthcare System, Block
1R, Lot 1R

Applicant: Presbyterian Hospital of Plano

DESCRIPTION:

Medical offices on one lot on 18.2± acres located at the southeast corner of Parker Road and Communications Parkway. Zoned Regional Employment. Neighborhood #40.

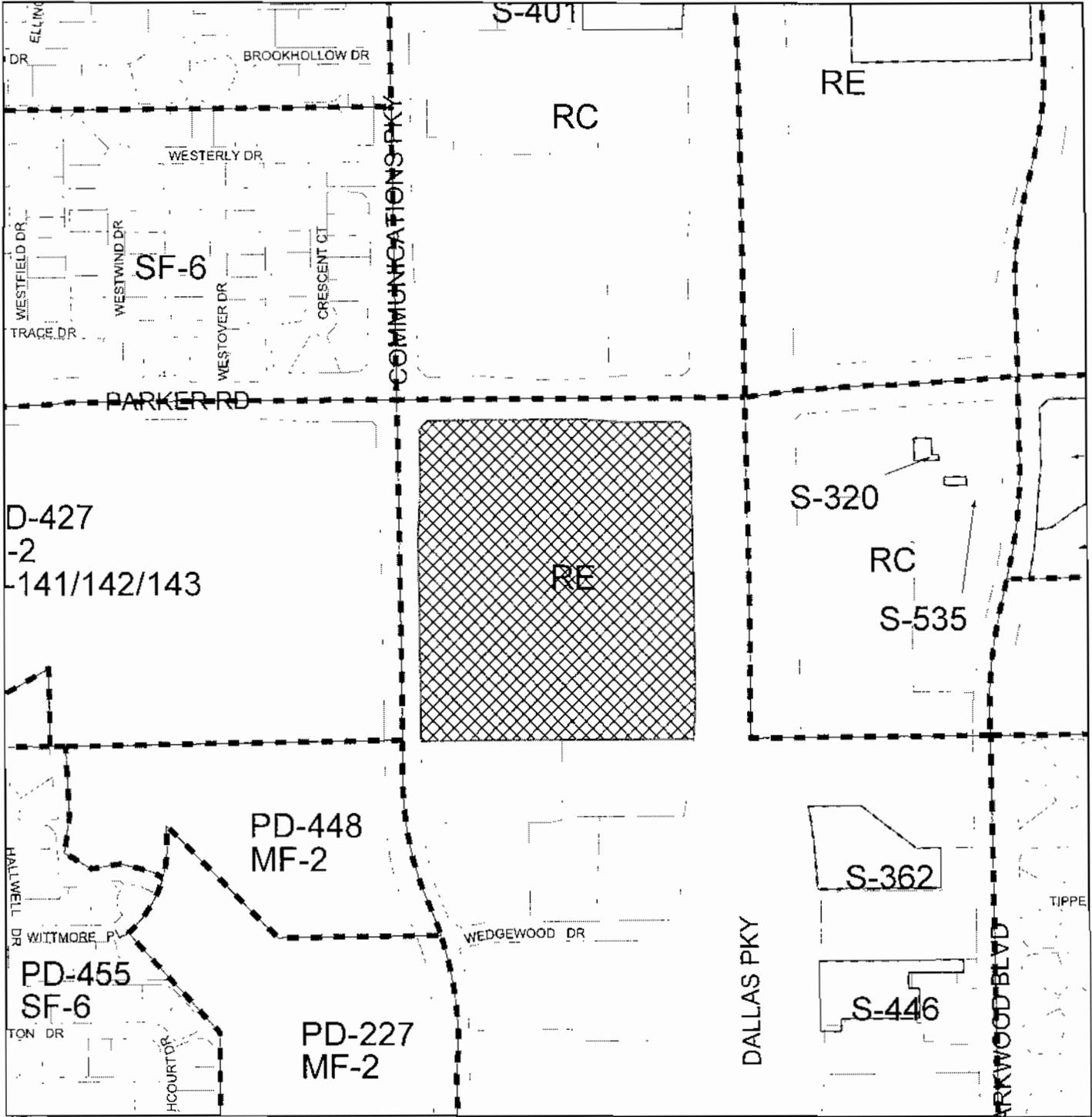
REMARKS:

The purpose of the replat is to dedicate additional fire lane, access and utility easement for construction of a new medical office building on the southwest corner of the property.

The purpose of the revised site plan is to propose a 3,800± square foot medical office building on the southwest corner of the property and to show the expansion of the fire lane, access and utility easement.

RECOMMENDATIONS:

Recommended for approval as submitted.



Item Submitted: REPLAT &
REVISED SITE PLAN

Title: PRESBYTERIAN HEALTHCARE SYSTEM
BLOCK 1R, LOT 1R

Zoning: REGIONAL EMPLOYMENT



○ 200' Notification Buffer

CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 9B

Request for a Waiver to the Facade Plan Requirements: Presbyterian Healthcare System, Block 1R, Lot 1R

Applicant: Presbyterian Hospital of Plano

DESCRIPTION:

Medical offices on one lot on 18.2± acres located at the southeast corner of Parker Road and Communications Parkway. Zoned Regional Employment. Neighborhood #40.

REMARKS:

For the 3,800± square foot building proposed on the Revised Site Plan in Agenda Item No. 9A, the applicant is requesting a waiver of the materials requirement within Regional Employment (RE) zoning. RE zoning requires that "seventy-five percent of any exposed exterior wall of main buildings, parking structures, and accessory buildings shall consist of glass, native stone, clay-fired brick or tile, or a combination of these materials." The applicant proposes to build the exterior of approximately 95% stucco. The Zoning Ordinance grants the Planning & Zoning Commission discretion to allow other finishes and materials if permitted by building and fire codes and adopted as part of the site plan.

The existing medical office building on this site requested and was granted a waiver of the materials requirement at the time of the Site Plan approval. The purpose of that request was to match the existing hospital buildings on the west side of Communications Parkway. The Planned Development-427-General Office zoning has no materials requirement, and the buildings have a stucco exterior finish. With this request, the hospital desires to continue the consistent facade materials of the hospital complex.

RECOMMENDATIONS:

Recommended that the Planning & Zoning Commission, in consideration of this request to waive the material requirements of the Regional Employment zoning district, weigh the merits of consistent, unified medical campus architecture versus the aesthetic goals of the Dallas North Tollway Corridor.

CITY OF PLANO
PLANNING & ZONING COMMISSION

February 5, 2007

Agenda Item No. 10

Discussion and Direction: Land Use and Transportation

Applicant: City of Plano

DESCRIPTION:

Discussion and direction on the Land Use and Transportation Element updates to the Comprehensive Plan. This is the second in a series of three planned discussions of key issues related to the 2007 update.

REMARKS:

During the initial phases of the updating process for the Land Use and Transportation Elements, several key issues were identified by the Commission for detailed discussion before developing specific objectives and strategies. At the January 2, 2007, Planning & Zoning Commission meeting staff presented additional information about the following Land Use issues:

1. The demand for housing versus the need to preserve land for economic development; and
2. Changing land use needs.

Regarding these issues, staff is seeking some additional input on the following:

1. Are there instances when employment can be successfully mixed with residential development? Or with commercial development? If so, under what circumstances?
2. Knowing that the City of Plano is over-zoned for retail development, should we give priority to projects seeking to rezone retail property for housing?
3. Are there certain core areas that should be preserved, as they are, for economic development? If so, where?
4. When considering requests for rezoning non-residential land for residential development, how should services and facilities such as schools and parks be factored into the evaluation?

5. Mixed use proposals combining retail, office, and other non-residential uses with housing are typically too small and too isolated to function as "urban centers." What criteria should be used to determine when a mixed use development is an acceptable rezoning alternative?

The following issues, focused on transportation, will be presented for further discussion.

1. Traffic Impact Analysis

Traffic Impact Analysis – Traffic Impact Analysis (TIAs) are used to study the impact of proposed zoning changes and projects represented on preliminary site plans on the local roadway system. The results of the study determine the level of service the roadway would provide after the development is completed. The level of service estimated can range from "A" – free flowing traffic to "F" – gridlock.

The results of TIA studies have not been used for justification of denial of a proposed development project. Consistency with existing zoning regulations and the Comprehensive Plan have proven to be more relevant when considering requests. However, study results have generally focused on the possible delay of proposed development plans until pending roadway improvements required to accommodate additional traffic generated from these projects were completed.

Most of Plano's roadway system has been built and there are few opportunities to expand capacity. Yet, over 20% of all land in the city remains undeveloped. New development plans on this land will increase traffic on the roadway system. Proposed projects will not be denied based on this reason. A moratorium on new development or denial based on increased traffic could send a message to the development community that Plano is "closed" for business. Developers will go elsewhere to build projects and the city would lose potential tax revenue from the land if it remains undeveloped. The question becomes the desirability of continuing to require formal TIAs as part of the review process.

The following questions should help facilitate further discussion among the Commission regarding this issue.

- Has the Commission found TIAs to be a valuable tool in the review of development requests? If so, how have they helped the decision making process. If not, could changes be made to improve the effectiveness of TIAs from the Commission's standpoint?
- Are there feasible alternatives to TIAs that should be explored for use in the review process?

2. Impact of Regional Traffic Patterns on Plano

Residential and commercial development is continuing in cities surrounding Plano. It has gone beyond Allen, Frisco, and McKinney into places such as Celina, Anna, Melissa, and Murphy. Plano is not immune to the impacts of the growth occurring in these cities.

Many Collin County residents still lack business services, cultural and employment opportunities in the cities they live. They travel to Plano and other more established cities to find those opportunities. These trends are confirmed by the following statistics: The North Central Texas Council of Governments (NCTCOG) estimated there were 124,181 jobs in Plano in 2005. The 2005 American Community Survey results indicated 47,568 Plano residents have jobs based within the city. This means that 76,613 people come from outside of Plano for work. This produces more traffic on the city's thoroughfare system and expressway corridors.

Population growth continues in Plano. The city has grown by almost 14% from 222,030 people in the 2000 Census to 252,950 people as estimated for January 2006 by. The NCTCOG has estimated that Collin County should have 1 million residents by 2025. Preliminary figures from the American Community Survey show that the county in 2005 had 655,994 people and grew by 33% since 2000 Census. If this rate of growth continues, the county could exceed 1 million in population sooner than projected.

The majority of peak hour traffic traveling to and from Plano uses major regional roadways such as US 75, S.H. 121, the Dallas North Tollway, and the President George Bush Turnpike. Even with continued upgrades and expansions, these roadways are unlikely to accommodate peak hour traffic without significantly impacting Plano's local roadway system. This additional internal traffic could result from travel to and from final destinations in Plano or persons seeking alternative routes to avoid congestion on regional expressways.

Significant growth has been taking place for several years in northern communities like Allen, Frisco, and McKinney where north-south travel to the workplace and other destinations are generally provided by US 75 and the Dallas North Tollway. The planned expansion of S.H. 121 into a tollway will improve east-west access although it is difficult to determine its impact on Plano's east-west thoroughfares.

Development in the cities to the east such as Wylie and Murphy has not been occurring as rapidly as that of the northern cities due to limited access to regional expressways. However, travel time on regional thoroughfares serving these two cities is beginning to increase. Persons coming from Murphy and Wylie may have to travel through Plano to get to regional expressways.

The increased population within Plano and surrounding cities will continue well into the future. The city should become aggressive in working with state and local transportation agencies in seeking and providing funding for transportation improvements to the system. The following questions should help stimulate further discussion regarding this issue:

- How might Plano interact with the Texas Department of Transportation (TXDOT), North Texas Tollway Authority (NTTA), NCTCOG, and Dallas Area Rapid Transit (DART) along with other agencies and cities in addressing regional growth issues impacting transportation?

3. Travel Demand Management

Travel Demand Management – Travel Demand Management (TDM) is a voluntary program that employers can participate in. The program involves encouraging employees to use alternative means for transportation to and from work such as ridesharing, mass transit and bicycle transportation. It can also include staggering work hours.

Employers would provide special incentives such as preferred parking for ridesharing participants, mass transit travel tickets along with bicycle storage racks and shower facilities for employees who ride their bicycles to work. Employers could stagger work hours as well. Employees would come and go at different times of the day. This action mitigates peak travel demand on the transportation system by distributing users over a longer period of time.

The main benefit TDM is to change habits regarding transportation. It maximizes use of the existing system. This reduces costs required to expand transportation systems to accommodate peak travel demand. It is advantageous to a region to get TDM programs going before a crisis situation arises due to overuse of the local transportation system.

The challenge with TDM is that the program is voluntary. Major employees do not have to participate if they are not interested in doing so. The question becomes how can local governments get major employers to participate?

There are a few ideas: Cities could use notoriety. They could help the company promote a positive image in the community through advertising its efforts to reduce traffic congestion and improve air quality. This would encourage competition among the major employers for putting forward their intentions of being a good corporate citizen of the city.

Another idea could be financial incentives. The city could provide grants to major employers to install facilities such as showers and bicycle storage racks for bicycle commuters and or purchasing a van for people to use in ride sharing.

- What role should the city have to encourage major employers to participate in TDM programs?
- What would city-sponsored programs to encourage TDM practices look like?

4. Dallas Area Rapid Transit 2030 Plan

Dallas Area Rapid Transit 2030 Plan – Dallas Area Rapid Transit (DART) has been working on the 2030 System Plan for several years. The plan was completed in October of 2006. The biggest question with the completion of the plan is the impact on services provided to Plano.

East-west travel connections are becoming a bigger issue in terms of mass transit service in the Dallas-Fort Worth area. The 2030 Plan has a solution to this problem by way of the North Crosstown Corridor. This corridor will use the existing Cottonbelt Railroad rights-of-way. The North Crosstown corridor would begin in Plano and provide direct access to DFW International Airport.

A transit center planned for northwest Plano in the Legacy area has been dropped from the plan. The transit center could have provided a destination point for regular bus and bus rapid transit service to and from the Parker Road Light Rail Station. It may be necessary for businesses in Legacy to petition DART to reconsider adding the station to future plans.

A Bus Rapid Transit (BRT) system operates along the same principles as light rail transit. It travels to and from destination points with a limited number of stops in between. However, it can be more flexible than light rail and can be more economical. Some BRT systems use a separate guide way built on dedicated rights-of-way. Others use existing facilities such as High Occupancy Vehicle lanes. It can also use existing roadways with preemptors that would allow the bus to have right of way through a signalized intersection. This could be a good way to provide east-west mass transit services in Plano, particularly between the Legacy area and the Parker Road Light Rail station.

The 2030 Plan still calls for rail mass transit to move north from Plano into Allen and McKinney. Rail travel will probably take the form of commuter rail service with stations located at a greater distance than those for light rail. This is due to time constraints to move people as quickly and efficiently as possible through the system.

There had been plans underway to form a regional transit authority that would unite all of the transit agencies in the Dallas-Fort Worth area into one system. Such plans have apparently disappeared. A less formal group, the Dallas Regional Mobility Coalition, is now working with existing transit providers in the region to meet the area's needs for alternative transportation options.

The Plano at Maturity Report notes that the need for alternative transportation solutions continues to battle against the "culture" of one person per vehicle automobile travel and the independence that it provides. Continued regional population growth, air quality, and related issues will make it necessary to address this culture before problems reach crisis proportions.

The following questions are offered for the Commission's consideration:

- What can be done in Plano to encourage more people to use mass transit?
- How can the city work with DART to ensure Plano benefits from future plans for system expansion and improvements?
- How could a Bus Rapid Transit system work in Plano?

RECOMMENDATION:

Staff seeks the Commission's direction on these key transportation issues before developing proposals for addressing them.

