

PLANNING & ZONING COMMISSION

PLANO MUNICIPAL CENTER

1520 K AVENUE

March 3, 2008

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 for the February 18, 2008, Planning & Zoning Commission 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 Conveyance Plat: Custer/190 Addition, Block A, Lots 3R & 4 BT - Two conveyance lots on 3.9± acres located at the northwest corner of Plano Parkway and Custer Road. Zoned Planned Development-376-Retail/General Office. Neighborhood #65. Applicant: PCCP Lincoln Plano Development, L.P.</p> <p>5b Final Plat: Ericsson Village, Block A, Lot 1 - General offices on one lot BT on 38.2± acres located at the southeast corner of Legacy Drive and Corporate Drive. Zoned Commercial Employment with Specific Use Permit #473. Neighborhood #15. Applicant: Ericsson, Inc.</p>	

<p>5c BT</p>	<p>Preliminary Site Plan: Parkwood Place I in Legacy, Block A, Lot 2 - General office building on one lot on 6.7± acres located at the southeast corner of Tennyson Parkway and Parkwood Boulevard. Zoned Commercial Employment. Neighborhood #16. Applicant: MC II Development Company LTD</p>
<p>5d BT</p>	<p>Preliminary Site Plan: Sigler Elementary Addition, Block A, Lot 1 - Public primary school on one lot on 9.8± acres located on the south side of Janwood Drive, 130± feet east of Edgefield Drive. Zoned Single-Family Residence-7. Neighborhood #66. Applicant: Plano Independent School District</p>
<p>5e EH</p>	<p>Preliminary Plat: Parkway Professional Center Addition, Block 1, Lot 1 - General and medical offices on one lot on 5.0± acres located on the west side of Dallas North Tollway, 630± feet south of Spring Creek Parkway. Zoned Regional Employment. Neighborhood #26. Applicant: Parkway Professional Center, LLC</p>
<p><u>END OF CONSENT AGENDA</u></p>	
<p><u>PUBLIC HEARINGS</u></p>	
<p>6 SS</p>	<p>Public Hearing: Comprehensive Plan Revision - Request to amend the Transportation Element of the Comprehensive Plan along with the Thoroughfare Plan map. Applicant: City of Plano</p>
<p>7A TE</p>	<p>Public Hearing: Zoning Case 2008-09 - A request to rezone 5.6± acres located on the north side of Tradition Trail, 470± feet east of Ohio Drive from Planned Development-131-Light Industrial-1 and Planned Development-426-Retail/General Office to Planned Development-426-Retail/General Office. Zoned Planned Development-131-Light Industrial-1 and 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>7B TE</p>	<p>Concept Plan: Huffines Dodge Addition, Block A, Lots 1R, 3R, & 4 - Long-term care facility and office on two lots on 5.6± acres located on the north side of Tradition Trail, 470± feet east of Ohio Drive. Zoned Planned Development-131-Light Industrial-1 and Planned Development-426-Retail/General Office with Specific Use Permit #384 for New and Used Car Dealer. Neighborhood #55. Applicant: H. H. P. L. Limited</p>
<p>8 TF</p>	<p>Public Hearing: Zoning Case 2008-13 - Request to rescind Specific Use Permit #415 for Private Club on one lot on 0.1± acre located 170± feet east of Dallas North Tollway and 1,005± feet north of Park Boulevard. Zoned Regional Commercial. Applicant: City of Plano</p>

<p>9</p>	<p>Public Hearing: Public Hearing for several zoning cases that would repeal certain specific use permits for private clubs. A combined public hearing will be held for all of these cases. If you wish to speak on a particular case, please identify which one you wish to address. After the public hearing, the Commission may take action on these zoning cases in one motion, or a commissioner may request to take action individually on one or more of the requests.</p>	
<p>9A EH</p>	<p>Zoning Case 2008-10 - Request to rescind Specific Use Permit #409 for Private Club on one lot on 2.9± acres located at the northwest corner of Bishop Road and Daniel Road. Zoned Planned Development-65-Central Business-1. Applicant: City of Plano</p>	
<p>9B EH</p>	<p>Zoning Case 2008-11 - Request to rescind Specific Use Permit #413 for Private Club on one lot on 0.1± acre located 95± feet west of Preston Road and 470± feet north of Lorimar Drive. Zoned Planned Development-447-Retail/Multifamily Residence-2. Applicant: City of Plano</p>	
<p>9C TF</p>	<p>Zoning Case 2008-12 - Request to rescind Specific Use Permit #414 for Private Club on one lot on 1.8± acres located on the east side of Dallas North Tollway, 450± feet south of State Highway 121. Zoned Central Business-1. Applicant: City of Plano</p>	
<p>9D TE</p>	<p>Zoning Case 2008-14 - Request to rescind Specific Use Permit #418 for Private Club on one lot on 1.8± acres located on the west side of U.S. Highway 75, 850± feet south of Chase Oaks Drive. Zoned Corridor Commercial. Applicant: City of Plano</p>	
<p>9E TE</p>	<p>Zoning Case 2008-15 - Request to rescind Specific Use Permit #419 for Private Club on one lot on 0.2± acre located 160± feet west of Preston Road and 50± feet north of Lorimar Drive. Zoned Planned Development-447-Retail/Multifamily Residence-2. Applicant: City of Plano</p>	
<p>9F BT</p>	<p>Zoning Case 2008-16 - Request to rescind Specific Use Permit #435 for Private Club on one lot on 1.6± acres located on the west side of U.S. Highway 75, 2,875± feet south of Spring Creek Parkway. Zoned Corridor Commercial. Applicant: City of Plano</p>	
<p>9G BT</p>	<p>Zoning Case 2008-17 - Request to amend Specific Use Permit #436 for Private Club & Arcade to rescind the private club portion on one lot on 6.1± acres located on the west side of U.S. Highway 75, 3,050± feet south of Spring Creek Parkway. Zoned Corridor Commercial. Applicant: City of Plano</p>	

10
TF **Public Hearing - Preliminary Replat:** East Plano Islamic Addition, Block A, Lot 1 - Religious facility with medical and general offices on one lot on 9.9± acres located at the southeast corner of 14th Street and Star Court. Zoned Research/Technology Center. Neighborhood #69. **Applicant: East Plano Islamic Center**

11
TF **Public Hearing - Replat & Revised Site Plan:** Jupiter-190 Addition, Block A, Lots 2R & 4 - Hotels on two lots on 4.5± acres located at the northwest corner of State Highway 190 and Jupiter Road. Zoned Light Industrial-1. Neighborhood #67. **Applicant: SWHG Hospitality, Ltd.**

12
TF **Public Hearing - Replat:** Nylo Hotels Addition, Block A, Lot 1R - Hotel on one lot on 4.1± acres located at the northwest corner of Preston Road and Headquarters Drive. Zoned Commercial Employment. Neighborhood #8. **Applicant: Plano LH, L.P.**

13
TF **Public Hearing - Replat:** Stoney Hollow, Phase Two, Block E, Lots 1R & 8 - One Single-Family Residence-9 lot and one open space lot on 0.6± acre located at the southeast corner of Los Rios Boulevard and Trail Walker Drive. Zoned Planned Development-320-Single-Family Residence-7/Single-Family Residence-9. Neighborhood #50. **Applicant: David Mirike**

END OF PUBLIC HEARINGS

14 **Items for Future Discussion** - The Planning & Zoning Commission may identify issues or topics that they wish to schedule for discussion at a future meeting.

ACCESSIBILITY STATEMENT

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.

**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

March 3, 2008

Agenda Item No. 5a

Revised Conveyance Plat: Custer/190 Addition, Block A, Lots 3R & 4

Applicant: PCCP Lincoln Plano Development, L.P.

Two conveyance lots on 3.9± acres located at the northwest corner of Plano Parkway and Custer Road. Zoned Planned Development-376-Retail/General Office. Neighborhood #65.

The purpose for this revised conveyance plat is to divide Lot 3 into two lots.

Recommended for approval as submitted.

Agenda Item No. 5b

Final Plat: Ericsson Village, Block A, Lot 1

Applicant: Ericsson, Inc.

General offices on one lot on 38.2± acres located at the southeast corner of Legacy Drive and Corporate Drive. Zoned Commercial Employment with Specific Use Permit #473. Neighborhood #15.

Recommended for approval as submitted.

Agenda Item No. 5c

Preliminary Site Plan: Parkwood Place I in Legacy, Block A, Lot 2

Applicant: MC II Development Company LTD

General office building on one lot on 6.7± acres located at the southeast corner of Tennyson Parkway and Parkwood Boulevard. Zoned Commercial Employment. Neighborhood #16.

Recommended for approval as submitted.

Agenda Item No. 5d

Preliminary Site Plan: Sigler Elementary Addition, Block A, Lot 1

Applicant: Plano Independent School District

Public primary school on one lot on 9.8± acres located on the south side of Janwood Drive, 130± feet east of Edgefield Drive. Zoned Single-Family Residence-7. Neighborhood #66.

Recommended for approval subject to Fire Department approval of a variance to the 150-foot hose lay requirement.

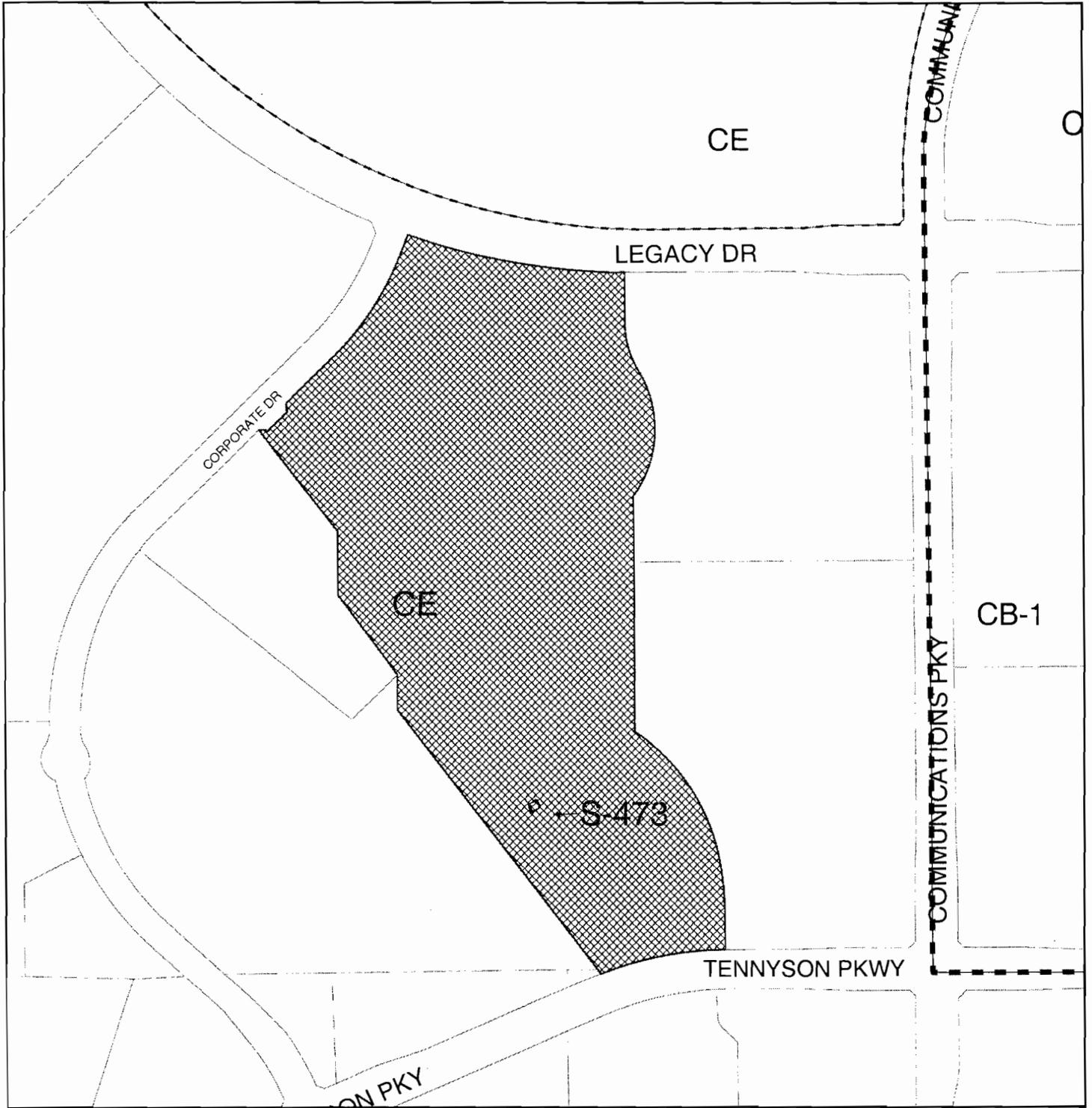
Agenda Item No. 5e

Preliminary Plat: Parkway Professional Center Addition, Block 1, Lot 1

Applicant: Parkway Professional Center, LLC

General and medical offices on one lot on 5.0± acres located on the west side of Dallas North Tollway, 630± feet south of Spring Creek Parkway. Zoned Regional Employment. Neighborhood #26.

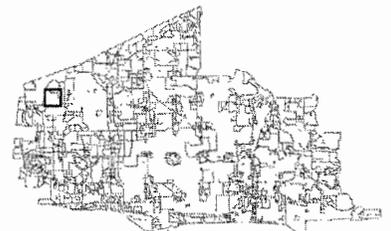
Recommended for approval subject to additions and/or alterations to the engineering plans as required by the Engineering Department.



Item Submitted: FINAL PLAT

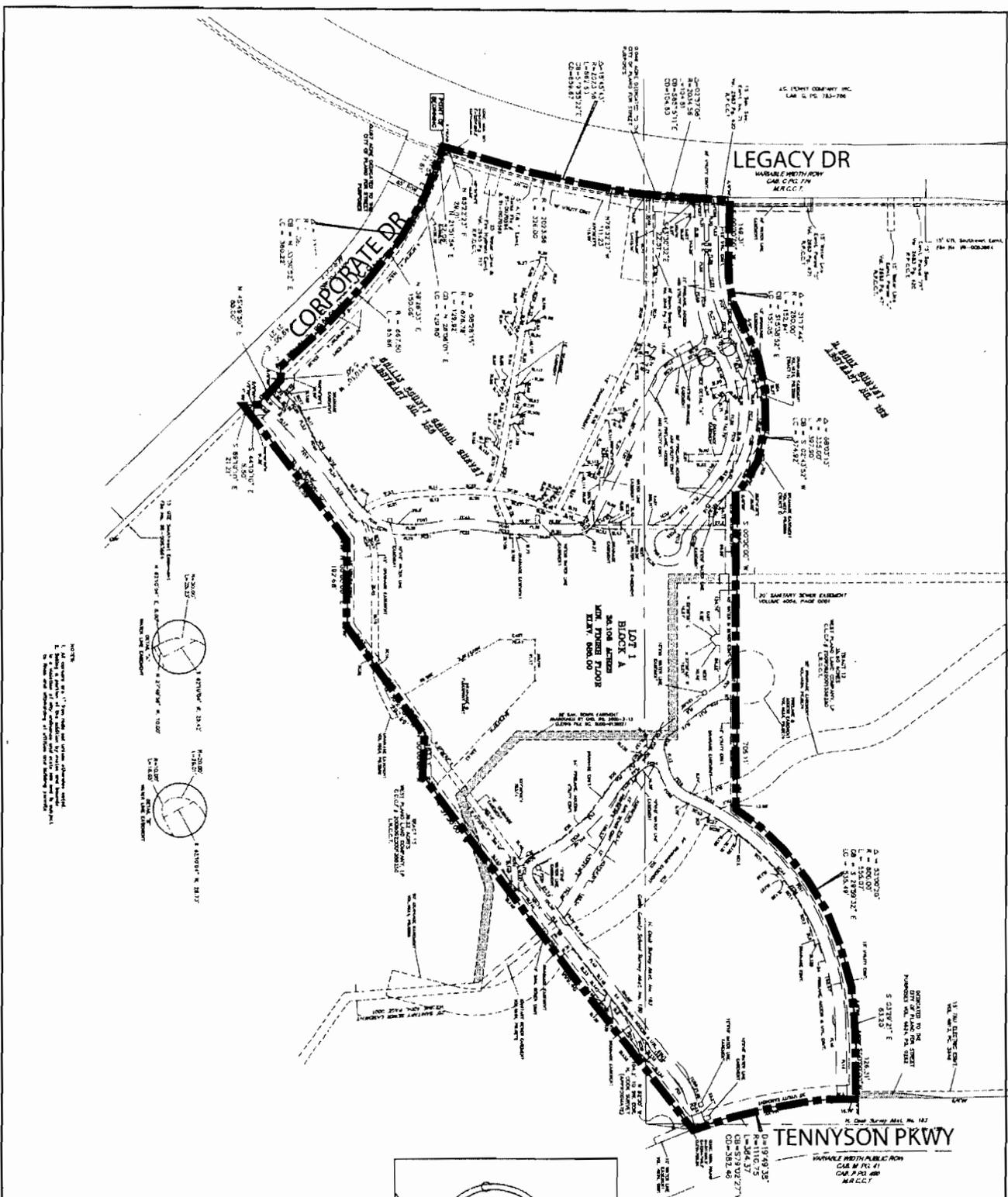
Title: ERICSSON VILLAGE
BLOCK A, LOT 1

Zoning: COMMERCIAL EMPLOYMENT
w/SPECIFIC USE PERMIT #473



○ 200' Notification Buffer





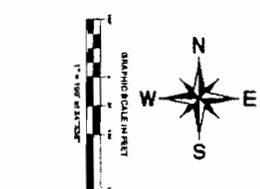
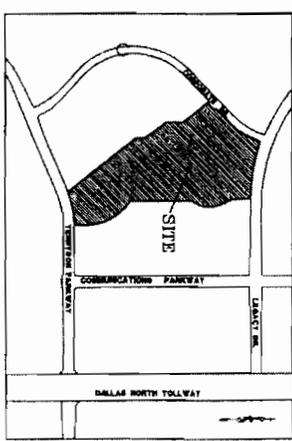
FINAL PLAT
ERICSSON VILLAGE
LOT 1 BLOCK A

BEING 38.221 ACRES OUT OF
COLLIN COUNTY SCHOOL LAND SURVEY ABSTRACT NO. 150
HENRY COOK SURVEY ABSTRACT 183
CITY OF PLANO, COLLIN COUNTY, TEXAS

PREPARED BY:
ERICSSON, INC.
10000 ERICSSON DRIVE
PLANO, TEXAS 75075
TEL: 972.420.1100
FAX: 972.420.1101

DATE: January 28, 2008

SCALE: 1" = 40'

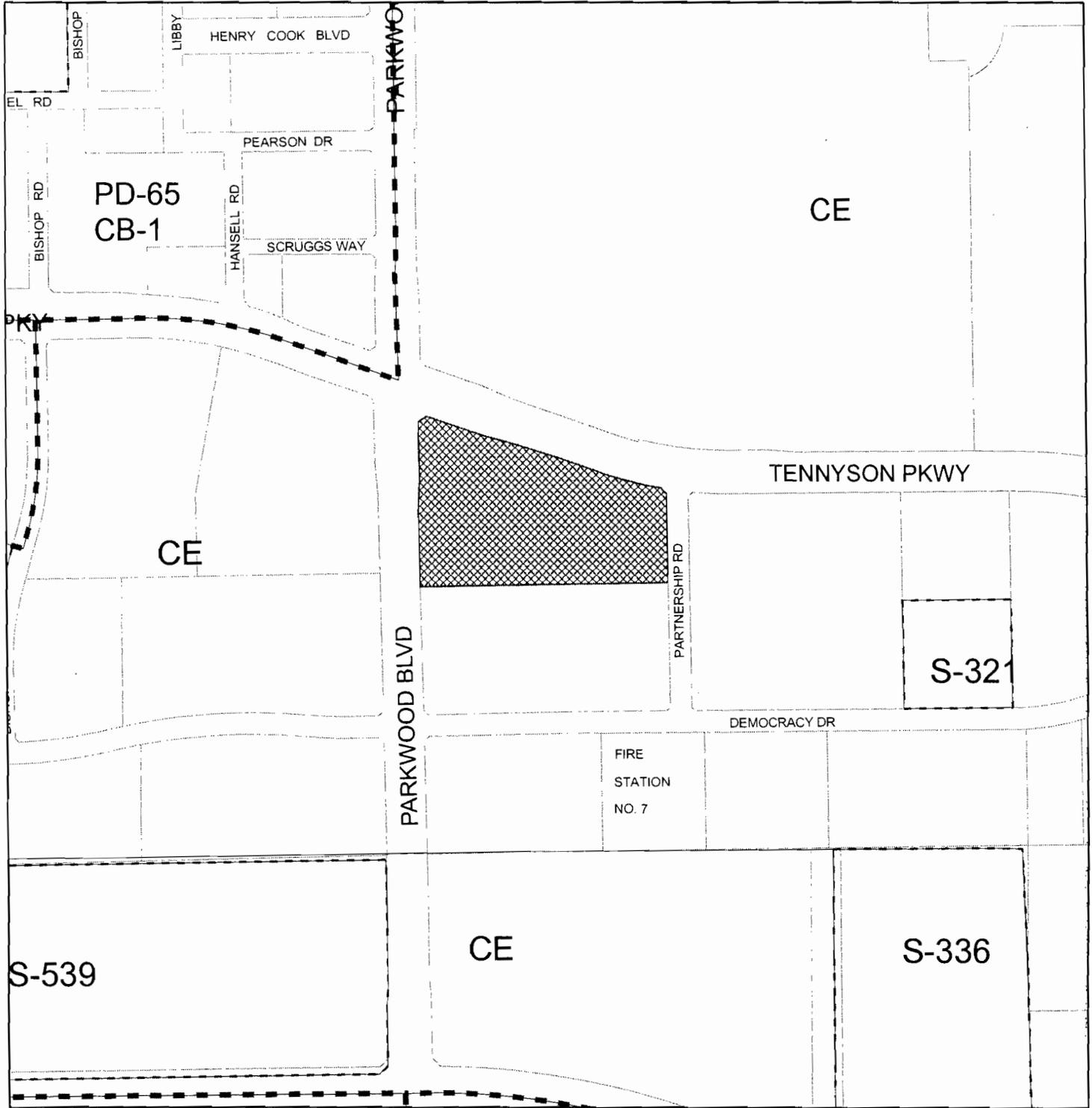


NOTES:

1. ALL LOTS AND EASEMENTS OF THIS SURVEY ARE SUBJECT TO ANY AND ALL CITY, COUNTY, STATE, FEDERAL, AND LOCAL ORDINANCES, REGULATIONS, AND LAWS, AND ARE SUBJECT TO THE CITY AND COUNTY RECORDS FOR OTHER RECORDS AND EASEMENTS.
2. UNLESS OTHERWISE NOTED, ALL CONVEYANCES AND INTERESTS ARE TO BE CONVEYED WITH A WARRANTY OF TITLE AS SET FORTH IN THE INSTRUMENT.

LEGEND:

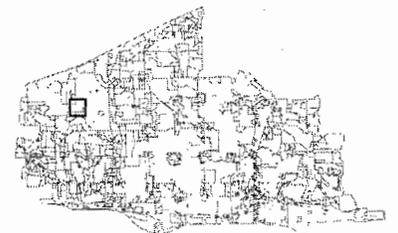
- 1. ALL LOTS AND EASEMENTS OF THIS SURVEY ARE SUBJECT TO ANY AND ALL CITY, COUNTY, STATE, FEDERAL, AND LOCAL ORDINANCES, REGULATIONS, AND LAWS, AND ARE SUBJECT TO THE CITY AND COUNTY RECORDS FOR OTHER RECORDS AND EASEMENTS.
- 2. UNLESS OTHERWISE NOTED, ALL CONVEYANCES AND INTERESTS ARE TO BE CONVEYED WITH A WARRANTY OF TITLE AS SET FORTH IN THE INSTRUMENT.



Item Submitted: PRELIMINARY SITE PLAN

Title: PARKWOOD PLACE I IN LEGACY BLOCK A, LOT 2

Zoning: COMMERCIAL EMPLOYMENT



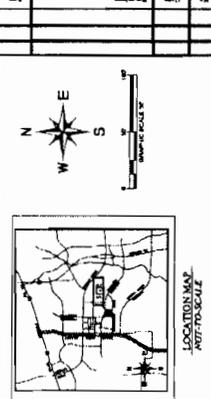
○ 200' Notification Buffer



**TENNYSON PLACE
 IN LEGACY
 PLANO, TEXAS**

**PRELIMINARY
 SITE PLAN**

Project No.	642000
Date	February 2004
Checked by	AMG
Drawn by	RVC
Designed by	RVC
Scale	1" = 40' (AS SHOWN)



SITE DATA SUMMARY TABLE

GENERAL SITE DATA:	UNIT	AMOUNT
TOTAL SITE AREA	SQ. FT.	1,100,000
TOTAL LOT AREA	SQ. FT.	1,100,000
TOTAL PARKING SPACES	SPACES	1,100
TOTAL GARAGE SPACES	SPACES	1,100
TOTAL OFFICE SPACES	SPACES	1,100
TOTAL RESIDENTIAL SPACES	SPACES	1,100
TOTAL COMMERCIAL SPACES	SPACES	1,100
TOTAL INDUSTRIAL SPACES	SPACES	1,100
TOTAL RECREATION SPACES	SPACES	1,100
TOTAL UTILITIES SPACES	SPACES	1,100
TOTAL OTHER SPACES	SPACES	1,100

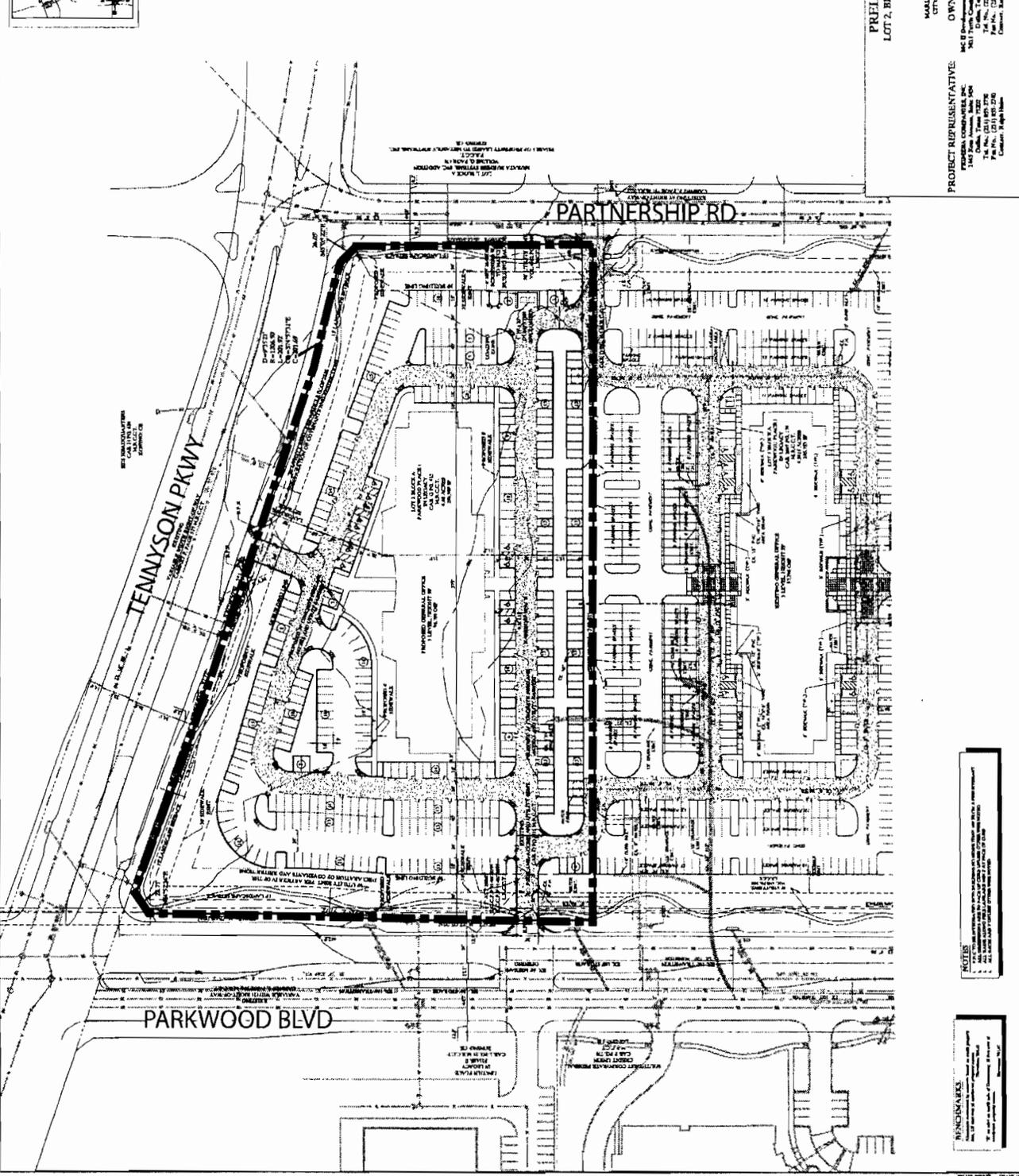
- GENERAL NOTES**
1. ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 6. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 7. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 11. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 12. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 13. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 14. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 15. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 16. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 17. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 18. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 19. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
 20. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.

**PRELIMINARY SITE PLAN
 LOT 2, BLOCK A, PARKWOOD PLACE I
 IN LEGACY**

OWNER: **MARKS & SPENCER**
 12121 West Loop West, Suite 200
 Houston, Texas 77040
 Phone: (713) 851-2000
 Fax: (713) 851-2001
 Website: www.marksandspencer.com

ARCHITECT: **ARCHITECTURE**
 12121 West Loop West, Suite 200
 Houston, Texas 77040
 Phone: (713) 851-2000
 Fax: (713) 851-2001
 Website: www.architecture.com

ENGINEER / SURVEYOR: **RAYTHEON AND ASSOCIATES, INC.**
 12121 West Loop West, Suite 200
 Houston, Texas 77040
 Phone: (713) 851-2000
 Fax: (713) 851-2001
 Website: www.raytheon.com

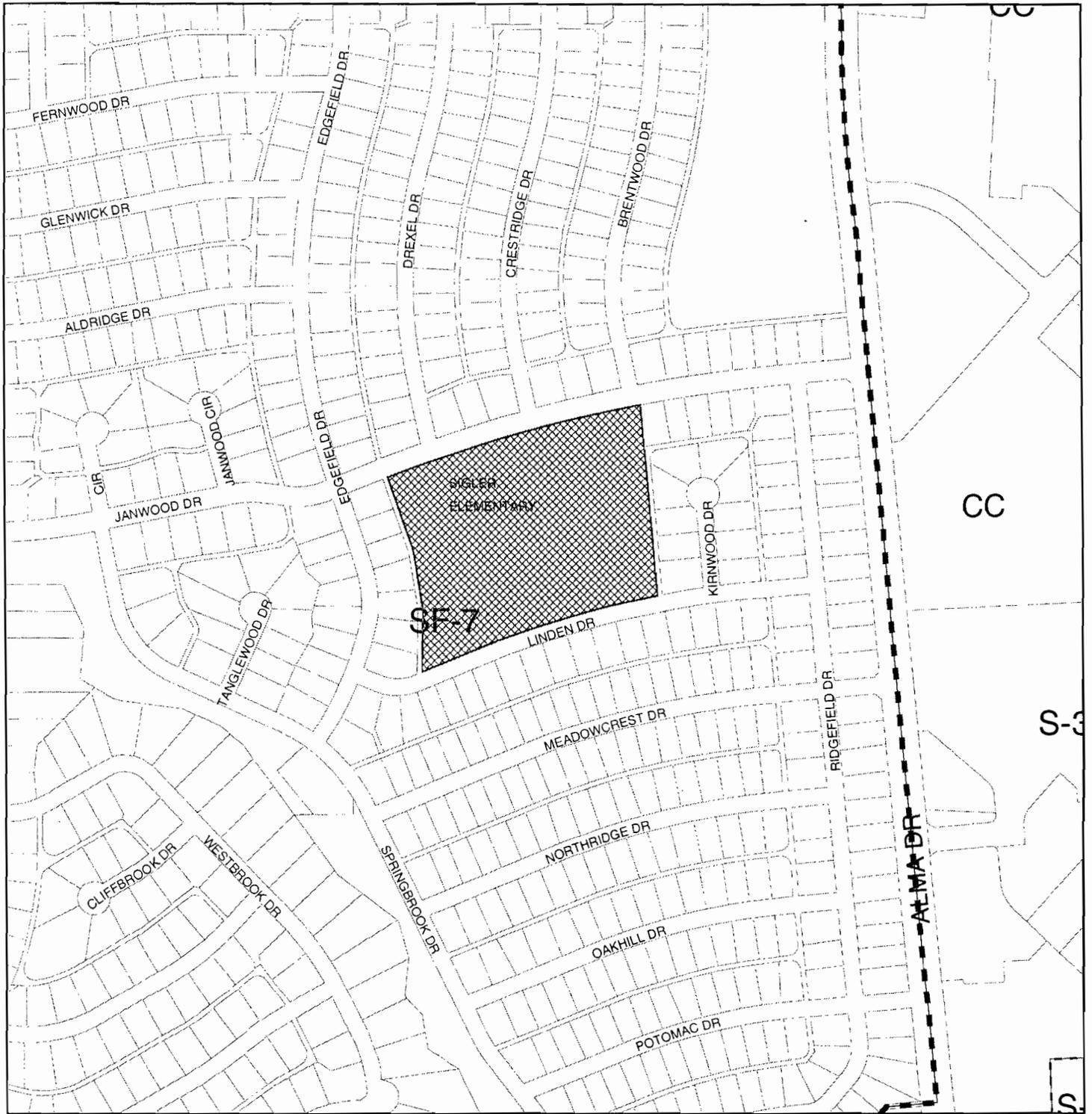


NOTES

1. ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
11. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
12. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
13. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
14. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
15. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
16. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
17. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
18. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
19. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.
20. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.

REVISIONS

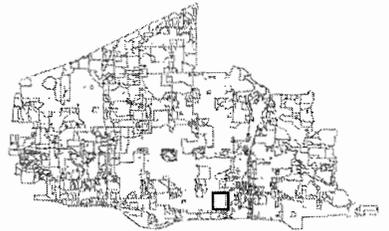
NO.	DATE	DESCRIPTION
1	02/02/04	ISSUED FOR PERMITTING
2	02/02/04	ISSUED FOR PERMITTING
3	02/02/04	ISSUED FOR PERMITTING
4	02/02/04	ISSUED FOR PERMITTING
5	02/02/04	ISSUED FOR PERMITTING
6	02/02/04	ISSUED FOR PERMITTING
7	02/02/04	ISSUED FOR PERMITTING
8	02/02/04	ISSUED FOR PERMITTING
9	02/02/04	ISSUED FOR PERMITTING
10	02/02/04	ISSUED FOR PERMITTING



Item Submitted: REVISED PRELIMINARY SITE PLAN

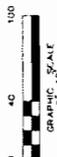
Title: SIGLER ELEMENTARY ADDITION
BLOCK A, LOT 1

Zoning: SINGLE-FAMILY RESIDENCE-7



○ 200' Notification Buffer





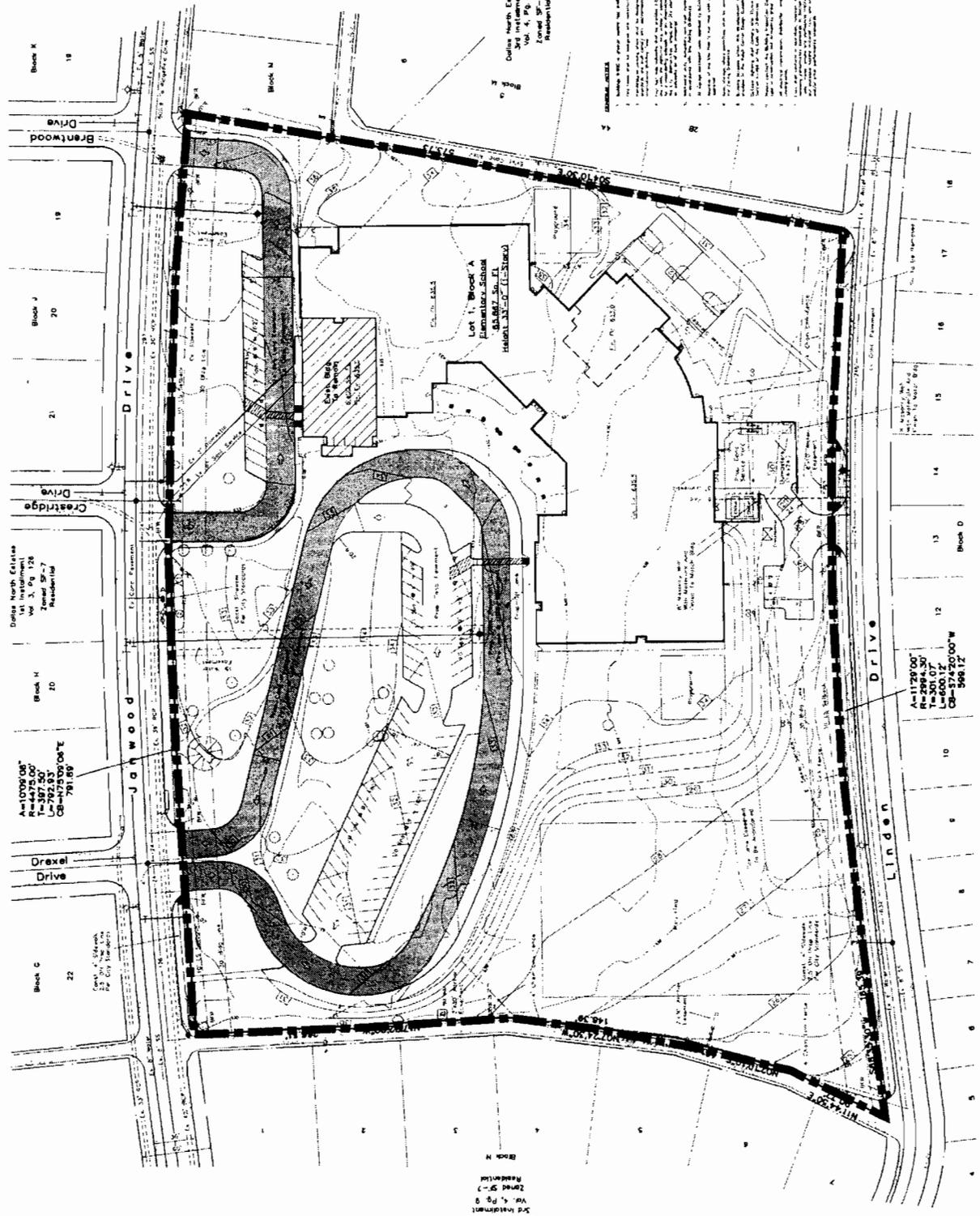
SITE DATA SUMMARY TABLE

NO.	DESCRIPTION	DATE	BY
1	PRELIMINARY SURVEY	1/25/08	...
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

**PRELIMINARY
SITE PLAN
SIGLER ELEMENTARY
ADDITION
LOT 1, BLOCK A
9.628 Acres Situated in The
THOMAS M. ARCHER SURVEY ~ ABST. 14
PLANO, COLLIN COUNTY, TEXAS**

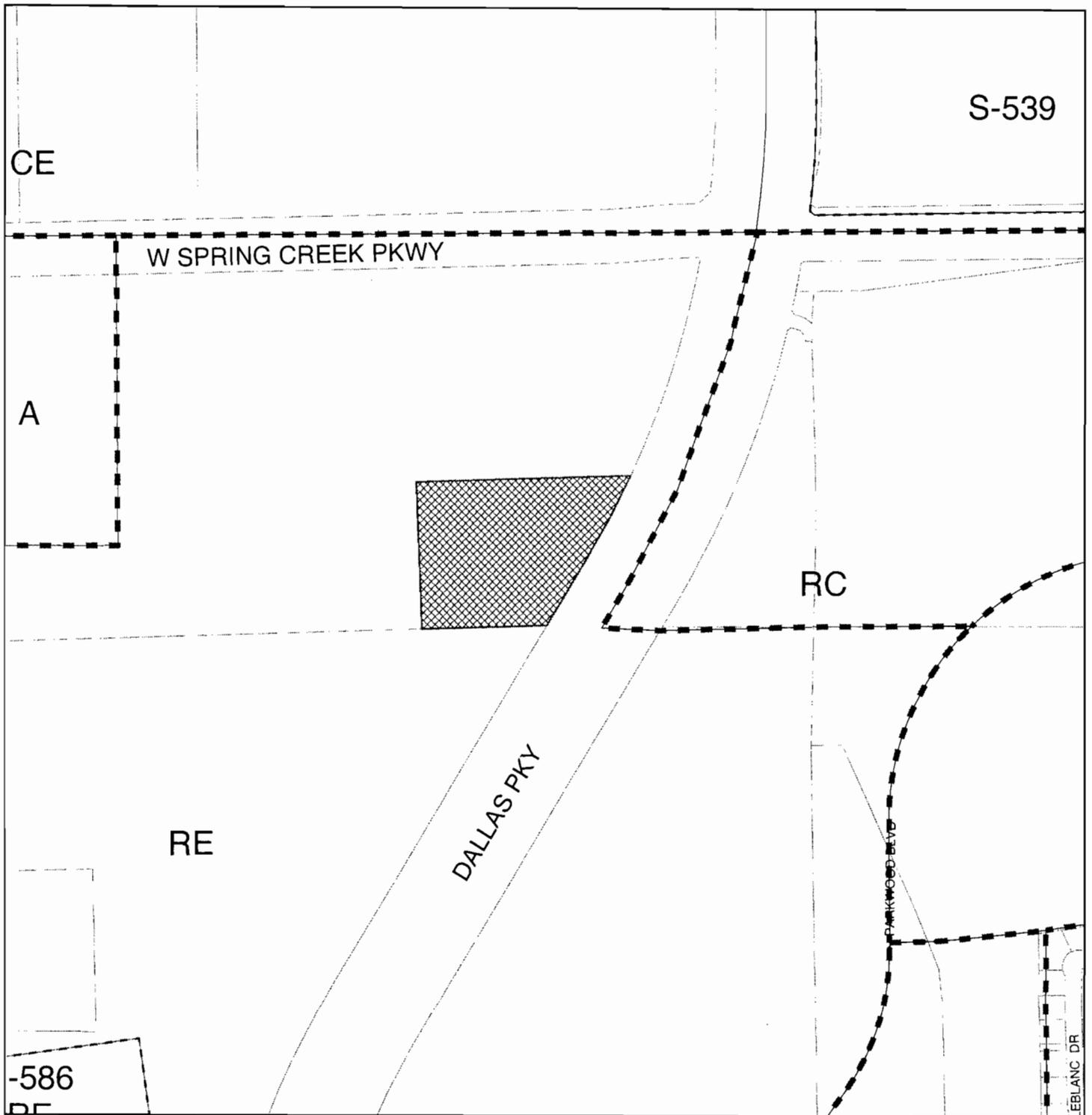
OWNER:
Plano Independent School District
1111 East 14th Street
Plano, Texas 75073
Telephone 972 518-8282

ENGINEER:
T.M. Engineering, Inc.
1111 East 14th Street
Plano, Texas 75073
Telephone 972 388-1733
February 25, 2008



NO.	DATE	BY	REVISION
1	1/25/08
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

REVISIONS:
1-11/29/08
2-2/28/08
3-6/20/08
4-8/20/08
5-8/20/08
6-8/20/08
7-8/20/08
8-8/20/08
9-8/20/08
10-8/20/08
11-8/20/08
12-8/20/08
13-8/20/08
14-8/20/08
15-8/20/08
16-8/20/08
17-8/20/08
18-8/20/08
19-8/20/08
20-8/20/08
21-8/20/08
22-8/20/08
23-8/20/08
24-8/20/08
25-8/20/08
26-8/20/08
27-8/20/08
28-8/20/08
29-8/20/08
30-8/20/08
31-8/20/08
32-8/20/08
33-8/20/08
34-8/20/08
35-8/20/08
36-8/20/08
37-8/20/08
38-8/20/08
39-8/20/08
40-8/20/08
41-8/20/08
42-8/20/08
43-8/20/08
44-8/20/08
45-8/20/08
46-8/20/08
47-8/20/08
48-8/20/08
49-8/20/08
50-8/20/08



Item Submitted: PRELIMINARY PLAT

Title: PARKWAY PROFESSIONAL CENTER ADDITION
BLOCK 1, LOT 1

Zoning: REGIONAL EMPLOYMENT/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT

○ 200' Notification Buffer



CITY OF PLANO

PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 6

Public Hearing: Comprehensive Plan Revision

Applicant: City of Plano

DESCRIPTION:

Request to amend the Transportation Element of the Comprehensive Plan along with the Thoroughfare Plan map.

REMARKS:

The Planning & Zoning Commission considered the 2008 update of the Transportation Element of the Comprehensive Plan and recommended approval of the document at the December 3, 2007, public hearing. City Council considered the item at its January 14, 2008, meeting, and returned the element to the Planning & Zoning Commission to consider changing the roadway designation of Los Rios Boulevard from Type C (six-lane divided) to Type D (four lane divided) thoroughfare on the city's Thoroughfare Plan map. This action was based on requests from residents living near the roadway to keep Los Rios Boulevard in its current design format.

Los Rios Boulevard was constructed as a four-lane divided roadway with an extra two lanes that provide for left turn movements near Plano East Senior High School and 14th Street. The Type C designation would allow the roadway to be expanded to six lanes in the future. The change in designation to a Type D thoroughfare would keep Los Rios Boulevard in its current as built design.

Changes from the text and Thoroughfare Plan map considered at past meetings are as follows:

1. Text describing amendments to the Thoroughfare Plan map has been added at the end of the Transportation Element text.

2. One Type F thoroughfare, instead of the proposed two considered for replacement of the former Type E thoroughfare planned for the area near the intersection of K Avenue and Spring Creek Parkway.
3. The designation of Los Rios Boulevard has been changed on the Thoroughfare Plan map from Type C to Type D from Parker Road to 14th Street.

This staff report also includes a summary of the proposed changes to the text and Thoroughfare Plan map from the 2004 update considered at the earlier meetings as a reminder for both the Planning & Zoning Commission and City Council.

Text Changes

The Transportation Element reflects the current status of changing conditions and trends. The following is a summary of how the element has changed from the 2004 update:

- Land Use and Transportation Connection - There is increased attention on the connection between land use and transportation. Planning for one has a significant impact on the other. The relationship between the two becomes even more pronounced as the city nears full development and property owners consider zoning changes for redevelopment of under-producing properties and development of remaining infill tracts.
- Critical Issues - A new subsection, Critical Issues, has been added to the Comprehensive Plan elements. The subsection introduces the issues that will be highlighted throughout the element.
- Commuting Patterns - Updated commuting patterns have been released by the U.S. Census Bureau for Plano. The statistics in the Transportation Element identify the destinations of Plano drivers traveling to work and the origin of workers traveling to employment destinations within the city. Commuting patterns are critical to Plano and the region as rising fuels costs, diminishing supply of land, and traffic congestion will greatly impact commercial and residential development.
- Transportation System - This update focuses on more efficient use of the existing system instead of system expansion. Most of Plano's roadway network has been completed. There are few opportunities for the addition of lanes or the purchase of more right-of-way to accommodate roadway improvements. The city should consider programs and form partnerships with the private sector to enhance the operation of existing roadways as opposed to extending and widening them.

- Transportation Demand Management (TDM) - This is one of the most cost effective and difficult measures to implement. TDM involves adjusting standard practices of employers and their employees to reduce the volume and frequency of trips, particularly during peak travel hours. TDM creates a public/private partnership encouraging employees to use alternative means for transportation from home to work through a variety of options and incentives. TDM is one way to use the current transportation system more effectively and improve regional air quality as opposed to adding more expensive and disruptive physical changes to the transportation system.
- Priority of Transportation Projects - The Transportation Element contains criteria to be used to prioritize transportation improvement projects. The criteria should encourage selection of projects that best meet Plano's transportation goals in a cost effective manner.
- Thoroughfare Plan Map Amendments - A new section has been added at the end of the Transportation Element text. It is a summary of the Thoroughfare Plan map amendments and will be edited to reflect recommended map changes during future updates.

Map Changes

It is important that the Thoroughfare Plan map reflect changes that have occurred since the last update to recommendations for long range planning efforts. Here is a summary of the amendments to the map:

- A Type E thoroughfare (four-lane undivided) that would have connected Legacy Drive with Spring Creek Parkway is proposed for removal. The current alignment bisects tracts of land and complicates development of the area. It is recommended that this thoroughfare be replaced with one Type F thoroughfare (two lane roadway with 60 feet of right-of-way) that would go north of Spring Creek Parkway. One thoroughfare is sufficient for the area as development plans for lots adjacent to the east side of K Avenue have plans for access and frontage to this street. This reflects the amendment to the Thoroughfare Plan map approved by City Council on November 27, 2006.
- Amend Chaparral Road to reflect recent analyses by the city staffs of Allen and Plano. Retain the Type C (six-lane divided) designation on Chaparral Road from K Avenue to Jupiter Road. Transition to a Type D thoroughfare (four-lane divided) at the Jupiter Road intersection and change the designation from Type C to Type D to the east city limits of Plano and the bridge over Cottonwood Creek. This amendment is appropriate for projected traffic volumes and will prevent inconsistencies in the design and construction of the roadway in the two cities.

- Amend Los Rios Boulevard to reflect its current as built design from a Type C (six-lane divided) to a Type D (four-lane divided) thoroughfare from Parker Road to 14th Street. Preliminary traffic studies indicate that future expansion is not required for this segment of Los Rios Boulevard and is attached to this staff report.

Comparison with 2004 Update

The text for the 2008 update is new and there is no direct comparison with the 2004 update text. A description of the proposed Thoroughfare Plan map amendments along with existing conditions have been provided above. The only difference from the text recommended for approval in 2007 is the addition of the description of Thoroughfare Plan map amendments for 2008 at the end of the element.

RECOMMENDATION:

Recommended for approval as submitted.

COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

INTRODUCTION

Purpose

The Transportation Element of the Comprehensive Plan guides the development of an integrated transportation system over time. It defines the existing and proposed transportation system and addresses long range local and regional expectations. The transportation network in Plano is a critical component of the City's development pattern. It influences the placement of land uses such as housing, employment, commercial, industrial and educational facilities. Plano's transportation system impacts quality of life issues such as air quality, accessibility and choice of transportation modes.

Critical Issues

Critical issues facing Plano's transportation system are regional population growth, air quality, increased traffic on expressways, increased through traffic, and roadway capacity implications. The Dallas-Forth Worth Metroplex continues to grow in population and the North Central Texas Council of Governments projects the region will add another 3 million people by 2030. More people in the area contribute to larger numbers of automobiles using the regional roadway system. Increased traffic on regional expressways and local thoroughfares leads to travel delays due to congestion, produces more emissions and decreases the region's air quality.

Plano's internal roadway system is nearly complete and capacity improvements to regional roadways are quickly consumed by growth in outlying communities. Plano is not in a position to reduce congestion and increase roadway capacity by adding more lanes of pavement. Instead, the City must rely on approaches that reduce the level of vehicular travel on its roadways, particularly during peak hours. Mass transit, bicycle transportation, Transportation Demand Management (TDM), and other techniques will need to be promoted and utilized. Different land use concepts, such as mixed-use urban centers which combine employment, residences, and related services in pedestrian friendly environments, will be part of the long term solution for regional and local transportation issues.

MAJOR THEMES

The Transportation Element describes the City of Plano in terms of three major themes: Livable City, City of Organized Development and City in Transition. This element includes a description of factors relating to each of the themes, objectives and strategies defining the City's overall approach to transportation challenges and opportunities along with steps for implementation. The thoroughfare plan map and bicycle transportation plan map reflect existing and proposed street and bicycle trail patterns and are separate documents preceding the Transportation element text.

The “Livable City” theme addresses issues that affect the City’s ability to remain an attractive place to live and work. The “City of Organized Development” theme defines the key components of Plano’s transportation system, their interrelationship, and the process for monitoring and enhancing their effectiveness. The “City in Transition” theme focuses on changing conditions and trends that may require changes in the way Plano addresses the provision of transportation services over time.

Theme I – Livable City

The City of Plano is an excellent place to live, work and enjoy life. Efforts to improve air quality, mass transit, bicycle transportation and access to Plano and other parts of the Dallas-Fort Worth Metroplex contribute to a livable city. This section provides options to address air quality, local and regional accessibility, and the current status and future trends of these factors.

Theme II – City of Organized Development

This section includes key transportation factors that have influenced the development of Plano over the past 40 years. The thoroughfare plan map displays the type, size, and placement of major roadways within the City. The relationship of land uses to various components of the thoroughfare system is defined under this theme. It also addresses efforts that make the thoroughfare system operate more safely and efficiently. This section stresses the significance of a multi-modal transportation system that facilitates mass transit, bicycle, and pedestrian use as well as automobiles.

Theme III – City in Transition

Within 40 years, Plano has transitioned from an agricultural center to a bedroom suburb to an employment center and from a growing community to a city approaching full development. The City has also transitioned from an outer tier suburb on the edge of the metropolitan “commuter shed” to a first tier suburb near the center of daily home-to-work trips. A major portion of Plano’s peak hour traffic results from people commuting to the City for work or passing through Plano to other major employment destinations in the region. Plano’s increased population and employment coupled with growth of neighboring cities reinforces the importance of cooperative planning activities with other communities in the North Dallas region.

Key Factors

Key factors have been identified for each of the major themes. The discussion of these factors in each section will further explain the major themes as well as provide a basis for the objectives and strategies outlined for each theme.

THEME I – LIVABLE CITY

Air Quality

Clean air is critical to one's health and quality of life. Air quality is becoming an increasingly important factor in the planning and development of local transportation systems. However, air quality concerns are typically driven by national efforts through federal legislation such as the Clean Air Act of 1990. This legislation established categories for the evaluation of total emission (pollution) levels for urbanized areas. "Non-attainment areas" are metropolitan regions throughout the United States that exceed those standards. The Dallas-Fort Worth Metroplex region is a non-attainment area – specifically classified as "serious" in 1998 - in regard to ozone by the Environmental Protection Agency (EPA). The Texas Commission on Environmental Quality's State Implementation Plan (SIP) for control of Ozone Air Pollution identified the major source of pollution in this area as emissions from motor vehicles. If this situation does not improve, the EPA could impose sanctions that would result in the loss of federal funding for major transportation projects.

This is a major regional issue that has been gaining more attention in the last few years as the Metroplex nears its air quality compliance deadline. Leaders from Plano and other cities have started to address air quality and transportation planning issues. A recent example of this effort is Plano joining other cities from across the Dallas region to address potential air pollution concerns resulting from proposed coal fueled electric generation plants. Plano should continue to work with other cities in the region to develop initiatives to improve air quality and retain federal funding needed to implement major transportation improvement projects, especially mass transit. Continued monitoring of legislation and enforcement policies will be necessary to understand measurement standards and mitigation actions. Plano should work to develop and maintain a multi-modal transportation system, including mass transit and bicycle transportation, to help improve the air quality of the Metroplex region.

The City has begun the process of replacing conventional gasoline engine vehicles in its fleet with energy-efficient hybrid vehicles. These vehicles have City logos and are visible throughout Plano. They demonstrate the City's efforts to improve air quality and reduce fuel consumption. Hybrid vehicles have proven to be a good investment for the City with high resale values and low maintenance and repair costs.

Transportation Demand Management

Transportation Demand Management (TDM) was a formal requirement in the original Clean Air Act Amendment of 1990 (CAAA) for non-attainment regions like the Dallas-Fort Worth Metroplex. The enforcement schedule was later amended and TDM measures became voluntary rather than mandatory. TDM includes strategies to effectively manage travel demands in a region to reduce pollution. Such strategies

as the use of transit, carpooling, staggered work hours, and telecommuting reduce vehicle emissions, especially during peak hours. TDM also includes educational efforts to change the culture of single-passenger vehicle trips and inform employers and residents about different modes of transportation available in Plano.

The City of Plano should work with major employers to participate in TDM measures to reduce the number of cars using the roadway system and lead to improvement in air quality. The following are examples of ways to partner with the private sector with TDM initiatives.

- Offer incentives to local major employers to participate in Transportation Demand Management (TDM).
- Identify businesses that can function effectively on non-traditional work hours and encourage them to use flexible scheduling.
- Pursue DART subsidies for the purchase of vehicles for van pooling and establish a program to link prospective riders living and working in common geographic areas together. Provide incentives for persons to volunteer as van pool drivers.
- Provide media exposure and award programs for companies that participate in TDM measures.

Transit Oriented Development

Transit Oriented Development (TOD) is defined as a dense mix of land use activities such as residential, office, retail and entertainment located near a transit facility station. The most common forms of transit serving a TOD are light rail, commuter rail, bus rapid transit or a subway. The transit station may also be a facility where all four forms interface with local bus service and private vehicles. Residential use is often located above office and retail uses in the same building. TOD represents an alternative to the typical suburban, automobile – oriented development pattern in the Metroplex.

The densities of TODs are important because they allow a variety of uses to occur at one location, resulting in more compact development. They also increase transit ridership as a point of origin and destination. Persons residing in TODs can easily walk from homes to board a train or bus. People from outside the area can travel via bus or train to the TOD to shop or work. The Eastside Village in downtown Plano is an excellent example of a TOD.

Parking requirements are lower in TODs because of availability of transit and other services within walking distance. Streets located within TODs or denser residential infill developments can have narrower widths and reduced building setbacks that tend to slow vehicles on the street and promote a pedestrian environment, similar to those standards typically found in the Business/Government zoning district regulations. More information along with objectives and strategies regarding transit-

orientated development and urban centers are found in the Land Use Element of the Comprehensive Plan.

Regional Mobility

Mobility is a key component of the transportation system of a community. Plano is located in the heart of the North Dallas region and is accessible to cultural and employment opportunities throughout the area. The City is also a major employment center for the region with significant commercial and office development located at Legacy in northwest Plano, along the Dallas North Tollway, President George Bush Turnpike, S. H. 121 and U. S. 75. During non-peak periods, these roadways, along with mass transit services, provide transportation connections in less than an hour to most destinations around the Dallas-Fort Worth Metroplex. The City also has an extensive system of bicycle and walking trails that connect residential areas with recreational facilities. Work continues to coordinate trail connections from Plano to other cities in the Metroplex. These factors help make Plano a prime location for future business and residential development, contributing to the continued growth and prosperity of the City.

The availability of air transportation has contributed greatly to Plano's and the Metroplex region's growth as a major employment center. The region's location in the center of the country means that air travel times to major cities on the coasts is only two to three hours. Plano is served by two large commercial airports providing long distance domestic service, Dallas-Fort Worth International Airport (DFW) and Love Field. DFW also provides international flights. Corporate and private jet services are found at Addison Airport and Collin County Regional Airport in McKinney.

Objectives for Theme I – Livable City

Objective A.1 Promote regional efforts to improve air quality and address transportation issues in the Metroplex.

Objective A.2 Enhance the ease of access that Plano now enjoys in the region.

Objective A.3 Provide Plano residents with a variety of transportation options.

Objective A.4 Facilitate involvement of major employers in programs to reduce traffic congestion and improve air quality.

Strategies for Theme I – Livable City

Strategy A.1 Monitor federal legislation regarding air quality through regional efforts with the North Central Texas Council of Governments.

Strategy A.2 Work closely with federal, state, and regional agencies to provide for a range of transportation options to meet the changing needs of Plano residents.

Strategy A.3 Continue to facilitate the development of Transit Oriented Developments (TODS) such as those recommended in the Urban Centers Study.

Strategy A.4 Develop a public/private partnership with major employers to encourage participation in TDM programs.

Strategy A.5 Offer incentives to major employers in the City to participate in TDM programs such as positive media exposure for working to mitigate traffic congestion and improve air quality in the region.

THEME II – CITY OF ORGANIZED DEVELOPMENT

Expressway Corridors

Plano is served by four expressways – U. S. Highway 75 (U.S. 75), State Highway 121 (S.H. 121), the Dallas North Tollway and the President George Bush Turnpike. All four expressways provide access from Plano to other cities within the Metroplex and the nation. The issues facing these corridors are future development, continued growth of cities to the north, increased traffic and roadway construction.

Though most of the U.S. 75 corridor has been developed with retail and office uses, the other three corridors still have land available for additional development opportunities. The President George Bush Turnpike comprises most of Plano's southern border and provides access to the Research Technology employment area in southeast Plano.

The Dallas North Tollway travels through the western section of Plano and provides access to the Shops at Willow Bend Mall, numerous office buildings and retail centers along with the corporate campuses found in the Legacy and Granite Park developments near S.H. 121. There has been a shift in development patterns along the Tollway corridor as well. More mixed-use projects such as the one approved at the Parker Road interchange are beginning to appear. The Legacy Town Center at the Legacy Drive interchange has experienced success and is expanding north towards S.H. 121.

S.H. 121 has the most undeveloped land adjacent to it. The highway has been expanded with the completion of three lane service roads in each direction. Interchanges at the Dallas North Tollway, Preston Road and Custer Road have been completed. Main lanes are under construction between the Tollway and Rasor Boulevard. The remainder of the main lanes will be constructed as a toll facility. One of the land use issues facing the S.H. 121 corridor is the demand for residential development. Plano has attempted to provide a 1,200 foot setback from the S. H. 121 centerline for residential development. There have been development pressures to reduce the setback distance in recent years.

Surface Street System

The City of Plano has worked diligently over the past three decades to develop and maintain an extensive modern thoroughfare system. This system is characterized by a grid pattern of divided roadways interconnected with collector and local streets to provide access to commercial and residential properties throughout Plano. The Thoroughfare Plan map shows the general location and design standards of roadways and serves as a guide to the Community Investment Program (CIP) in regard to street construction (see Plate 1, Thoroughfare Plan map). As a result, Plano has an easily navigable roadway system.

The surface street system has several roadway types such as expressways, major and secondary thoroughfares, commercial and residential streets. Table 1 on the following page contains a general description of each category and the type of thoroughfares represented. The design standards (lane widths, right-of-way requirements, number of lanes and a typical cross-section) are shown on the reverse side of Plate 1.

**TABLE 1
ROADWAY CLASSIFICATION AND THOROUGHFARE TYPE**

Roadway Classification	Thoroughfare Type
<p>EXPRESSWAYS</p> <p>Intended to carry the highest proportion of traffic through the City at highest speeds and longest distances.</p>	<p>A, T</p> <p>Tollway, Turnpike, Freeway,</p>
<p>MAJOR THOROUGHFARES</p> <p>Intended to provide a balance of high through volume capacity and non-residential property access for the majority of trips with destinations inside the City.</p>	<p>B+, B, C</p> <p>Divided thoroughfares</p>
<p>SECONDARY THOROUGHFARES</p> <p>Intended to provide the opportunity for access and circulation of residential areas for a majority of trips with origins inside the City and to provide connections to major thoroughfares.</p>	<p>D, E+, E, F</p> <p>Includes divided and undivided thoroughfares and collector streets.</p>
<p>RESIDENTIAL STREETS</p> <p>Intended to provide direct access to all abutting residential land areas and connections to collector streets.</p>	<p>G, H</p> <p>Local streets</p>

Most of the roadway system in Plano is complete and has been constructed to the full width and design capacity. Some opportunities exist to add through lanes to meet design standards specified on the Thoroughfare Plan. Continued maintenance of the existing roadway system and keeping increased traffic flowing efficiently and safely through the City are challenges for the future as Plano transitions from building new streets to maximizing the roadway system already in place.

Local Accessibility

Access to Plano from the Metroplex and other areas is provided by expressways, surface street system and mass transit services. Cultural facilities, shopping areas, employment centers and residential neighborhoods are readily accessible via Plano's roadway system.

Accessibility is more than just an issue of efficiency and mobility; it can also affect health and safety. For this reason, all commercial and residential subdivisions in the City are required to have at least two points of access. This allows an additional route into and out of the subdivision for emergency vehicles when an entrance is blocked or unavailable.

Sometimes, accessibility can create problems for a neighborhood. Cut-through traffic and speeding are concerns for some neighborhoods in Plano. The increased traffic becomes a nuisance and the excess speed poses safety concerns. As traffic volumes increase, more drivers will seek alternative routes to avoid busy intersections and neighborhood streets could become more desirable routes for through traffic.

The Transportation Advisory Committee, through the Safe Streets Program, works with neighborhoods to develop solutions to mitigate these problems. The first phase of addressing cut-through traffic and excess speed through residential neighborhoods is education and law enforcement. Most times, this is effective; however, if these solutions do not improve the situation, then physical changes to streets are made to slow down motorists and discourage "cut-through" traffic. Any proposals to modify streets must consider the impact on emergency vehicle access and response times before implementation.

Intersection Improvements

Many years ago, the City of Plano designated certain intersections as candidates for grade-separated interchanges on the Thoroughfare Plan map. The perceived benefit was that these facilities would improve traffic flow at major intersections as Plano and surrounding communities continued to grow. However, recent studies indicated that building grade-separated interchanges is not as cost-effective as at-grade improvements. In 2004, grade-separated overpasses were removed from the

Thoroughfare Plan map with the exception of interchanges involved with regional expressways.

The intersection of Legacy Drive and Preston Road should be closely monitored over time as it is in close proximity to the S.H. 121 corridor and the corporate campuses within Legacy. Additional development in these two areas could have a significant impact on the operation of this intersection. Therefore, future traffic conditions may require re-evaluation to determine if a grade-separated interchange would be necessary, but only after all at-grade improvement options have been fully evaluated.

Most of the right-of-way has already been acquired to accommodate previously proposed grade-separated interchanges. Grade-separations are unlikely in the foreseeable future. However, it is difficult to account for various conditions that could change over time. The rights-of-way at these locations should be preserved and additional rights-of-way acquired, when necessary, to accommodate future traffic flow improvements at these locations. Loss of the rights-of-way could preclude the ability of future decision makers to fully address changing conditions. Some at-grade improvements could require extensive rights-of-way to operate safely and efficiently.

Exceptions to retaining rights-of-way should be considered for the intersections of Spring Creek Parkway and Jupiter Road, Spring Creek Parkway and Preston Road and at Plano Parkway and Coit Road. While originally planned and built as a Type A limited access service facility that could accommodate future capacity improvements, such as grade separations, the design standards for Spring Creek Parkway have been revised to provide uniform limited access without grade separations. Enhanced intersection improvements can be provided at the intersection of Spring Creek Parkway and Jupiter Road within the existing 160 foot right-of-way. The proximity of the railroad crossing on Coit Road south of Plano Parkway and the "jug-handle" ramp design will make major improvements at this location infeasible.

The Transportation Engineering Division has completed evaluation of a "Median Left-Turn" design for three intersections. The intersections are located at Spring Creek Parkway and Coit Road, Plano Parkway and Preston Road and Legacy Drive at Preston Road. The "Median Left-Turn" design is an innovative approach to reduce stacking of vehicles making left turns and to improve overall flow at major intersections. The "Median Left-Turn" design will require the additional right-of-way originally reserved for grade separations. Final designs are underway with construction planned for 2008.

High Accident Location/High Accident Road Segment

The High Accident Location/High Accident Road Segment (HAL/HARS) program is used by the City of Plano's Transportation Division to identify and develop solutions

for roadway locations with a high number of vehicle collisions. The program also considers citizen complaints, maintenance and staff suggestions. This information is used to compare traffic safety and traffic flow characteristics of high accident locations. High accident locations that can be improved with low cost and quick solutions are addressed immediately. Locations that need more extensive, higher cost improvements are reviewed for consideration of placement on the Community Investment Program (CIP). The HAL/HARS program also produces the annual traffic safety report on the effectiveness of roadway modifications and other traffic safety programs and practices.

Traffic Signal System

The City of Plano operates over 200 traffic signals using a wireless communications system. The system coordinates traffic signals to minimize stopping, which reduces fuel usage, and vehicle exhaust emissions. Timing of traffic signals at intersections has improved and enhanced coordination of traffic movement on Plano’s thoroughfare system. This is an example of a local initiative that contributes to improvement in air quality of the Metroplex region.

There are a large number of signalized intersections and a need to balance through traffic movement with access to and from neighborhoods and business centers. Due to these factors, signalization will not overcome traffic congestion. It is a valuable tool that supports the operation of Plano’s surface roadway system, but it cannot overcome conditions resulting from traffic volumes that exceed capacities.

Regional Transit System

Mass transit is a key factor in the provision of alternative transportation opportunities for Plano residents. Mass transit service in the form of buses and light rail is provided through the City’s membership in the Dallas Area Rapid Transit (DART). Both services connect the City with major destination points and other transit systems in the Metroplex region.

Table 2 provides a description of scheduled DART Capital Improvement Projects from the 2030 Service Plan approved in October of 2006 that could impact Plano in the near future:

**TABLE 2
PLANNED DART CAPITAL IMPROVEMENTS
ASSOCIATED WITH PLANO**

CAPITAL IMPROVEMENTS	NOTES	STATUS
High-Occupancy Vehicle Lane (HOV) along U.S. 75	LBJ Freeway to Bethany Road	Under Construction
North Cross-Town Corridor (Former Cottonbelt RR ROW)	Would connect Plano with DFW International Airport	Adopted in 2030 DART plan
Patron Parking Structure	Parker Road Station	Under Study

Source: Dallas Area Rapid Transit

The City of Plano has been able to maximize its membership benefits in DART through various efforts, and ridership has grown significantly. The average daily ridership on DART facilities serving Plano has increased by almost 100% from 2,800 in 2000 to 5,565 in 2006 since the arrival of light rail in 2002. Current bus service includes a route from downtown Plano along the K Avenue corridor to the Collin Creek Mall and businesses along U. S. 75. Other bus routes in Plano connect with Collin College's Spring Creek campus and the East Plano area with the Plano Parkway, 15th Street and Parker Road corridors. The bus route then travels up Preston Road and serves the Legacy area. Another route presently serves the Dallas North Tollway corridor up to Parker Road and the Shops at Willow Bend Mall from the Medical Center of Plano at the Coit Road and 15th Street intersection. DART also has an on-call service for people with physical disabilities that make it difficult to use bus or light rail facilities. People can call and schedule appointments for transportation services. Advance arrangements are necessary.

There are gaps in the transit system, particularly with east-west service. More attention should be focused on feeder routes to the light rail stations. The challenge in extending service further west in Plano is ridership. DART has recently determined that there is little demand for bus service west of Coit Road and north of Parker Road. DART periodically evaluates all routes and eliminates those with the low ridership.

The City of Plano also has another on-call transit service through a contract with Collin County Area Regional Transit (CCART). CCART provides curb to curb transportation services for people age 60 years and older. This service is called Senior Trans. There are two vehicles that provide service five days a week and three days a week respectively. People contact CCART and arrange for the transportation they need. This service is funded through the Parks and Recreation Department and is affiliated with the Collin County Committee on Aging. Under a separate grant, CCART also provides transportation for seniors to meals provided by the Collin County Committee on Aging during lunch time at the Plano Senior Center. An interdepartmental study of transportation and other services for Plano's growing senior population is currently underway and may provide other options that can be implemented in the future.

Bicycle Transportation System

The bicycle is considered a component of the multi-modal transportation system found within the City of Plano. As the City matures and neighboring communities continue to develop at a rapid pace, vehicular transportation within Plano will become more difficult. The bicycle could be a limited alternative transportation option for trips to employment centers, transit stations, shopping centers, educational institutions and cultural facilities. Recreational bicycle use is also very important. A quality recreational bicycle trail system is a major contributor to the overall quality of life of a community.

The City of Plano has an extensive bicycle transportation plan in place as indicated in the Bicycle Transportation Plan map (see Plate 2). The Bicycle Transportation Plan map shows the location and type of system available in Plano through a network of on-street routes and off-street trails. The system is divided into four categories: the Regional Veloweb (a regional network of the bicycle trails in the Metroplex), Major Routes, Secondary Routes, and Recreational Trails.

The Six Cities Trail Plan was adopted in October of 2001, and included the cities of Allen, Frisco, Garland, McKinney, Plano and Richardson. This plan includes interconnecting bicycle transportation plans for these six cities. The Six Cities Trail Plan would utilize the alignment along the Rowlett Creek corridor, the Bluebonnet Trail and Preston Ridge Trail to create a multi-city trail plan.

Continuing improvements and expansion of the bicycle trail system will be necessary. Access across barriers such as U.S. 75 and major thoroughfares is a concern for bicyclists in Plano. The City of Plano hired a consultant to study safe crossings of major thoroughfares in 2005. Recommendations from the study for collector street crossings were included in the 2005 bond election. Additional funding for implementation of the study recommendations for major thoroughfare crossing improvements will require a future bond election. The Engineering Department received grants to improve the crossing at 15th Street and U.S. 75 interchange and to build a bicycle/pedestrian bridge over U.S. 75 at Park Boulevard. More details about bicycle transportation in Plano can be found in Policy Statement 1.0 – Bicycle Transportation.

Objectives for Theme II – City of Organized Development

Objective B.1 Provide a local roadway system with safe and efficient cross-town and neighborhood circulation and access, in accordance with the Thoroughfare Plan.

Objective B.2 Enhance the efficiency of intersections to cope with increased traffic demand on the roadway system.

Objective B.3 Provide for the full operation of Plano's thoroughfare system through the completion of remaining capacity improvements.

Objective B.4 Promote the provision of a fiscally responsible, diversified transit system which addresses local and regional needs, and maximizes the benefits derived by Plano.

Objective B.5 Promote safe and accessible recreational and destination-oriented bicycle use.

Strategies for Theme II – City of Organized Development

Strategy B.1 Review and update the Transportation Element, including the Thoroughfare Plan map every three years.

Strategy B.2 Allow for amendments to the Thoroughfare Plan map between updates only when essential to the development of land and when supported by a study of local and system wide impacts of the proposed change.

Strategy B.3 Conduct an annual review of existing transportation facilities, particularly major intersections, and their performance and safety records to improve traffic capacity and safety.

Strategies B.4 Where possible, acquire rights-of-way for additional turn lanes at major intersections.

Strategy B.5 Through the development review process and Community Investment Program (CIP), provide safe, reliable street access for daily use and for emergencies to all developed properties.

Strategy B.6 Complete missing links of the thoroughfare system and develop roadways in accordance with design standards as indicated on the Thoroughfare Plan map and Thoroughfare Plan standards ordinance.

Strategy B.7 Maintain a close working relationship with DART and monitor its development of plans and programs to ensure Plano's transportation needs are properly understood and addressed.

Strategy B.8 Develop and maintain a system of bicycle routes and recreational trails for destination and recreational use that lead to cultural attractions and employment areas, mass transit facilities and residential neighborhoods.

THEME III – CITY IN TRANSITION

Increased Traffic Volumes

As is the case in most cities, Plano's biggest travel demand is by automobile. This demand has grown with the City as it has matured. A measurement of the growth of automobile travel in Plano is the average traffic count of selected major thoroughfares. Roadways were selected that traveled through the most populated areas of the City. Table 3 on the following page provides average traffic counts from all sections of the selected roadways from 2000 and 2006.

**TABLE 3
AVERAGE WEEKDAY TRAFFIC COUNT OF SELECTED MAJOR
THOROUGHFARES**

Roadway	2000 Average	2006 Average	Change
Coit Road	34,312	37,967	10.7%
Custer Road	21,685	25,171	16.1%
K Avenue	21,541	20,365	-5.5%
Legacy Drive	32,094	32,774	2.1%
Park Boulevard	21,754	24,827	14.1%
Parker Road	28,325	26,863	-5.2%
Preston Road	42,605	44,445	4.3%
Spring Creek Parkway	24,177	25,783	6.6%

Source: City of Plano Transportation Division

The data in Table 3 indicate that six of the eight roadways increased the average weekday traffic counts from 2000 to 2006. The greatest increases were for Coit Road, Custer Road and Park Boulevard. The Cities of Allen, Frisco and McKinney have experienced tremendous growth since the 2000 Census. The North Central Texas Council of Governments estimates that Allen's population has increased by 76 percent as compared with 173 percent for Frisco and 106 percent for McKinney. The highest growth areas of the three cities are located along the Coit Road and Custer Road corridors. Park Boulevard provides east – west access into Plano. The roadway begins near Murphy and Wylie. These cities have grown by 302 and 134 percent respectively. Continued population growth in Plano's neighboring cities will contribute to increased traffic on Plano's thoroughfares as more people travel through the city for employment opportunities

K Avenue and Parker Road have experienced decreases in average weekday traffic counts. The loss of traffic may be attributed to reduced capacity along K Avenue and the construction for additional lanes for Parker Road. Drivers are seeking alternative routes to avoid traffic congestion and construction delays. Traffic congestion is a problem on K Avenue at the Legacy Drive, Parker Road and Park Boulevard intersections. Most of the intersections will receive major lane modifications to mitigate congestion.

Improvements to Parker Road east of Plano have been completed; however, work is still underway on adding lanes from K Avenue to east of P Avenue. Reconfiguration of the interchange at Parker Road and U. S. 75 will begin during spring or summer of 2008 and will last about two years. When these projects are completed, traffic volume should return and probably exceed counts from previous years.

High Congestion Areas

Several areas of the City are experiencing relatively high levels of traffic congestion. The five highest congestion locations are the Legacy area; the S. H. 121 corridor,

the Dallas North Tollway corridor, and the U. S. 75 interchange locations at Parker Road and Spring Creek Parkway.

Heavy traffic concentration in the Legacy area results from the corporate employment centers situated along Legacy Drive. Both Legacy Drive and Spring Creek Parkway serve regional traffic needs by providing connections between Preston Road and S. H. 121. At the present time, Frito-Lay, Inc., Cadbury Schweppes, Electronic Data Systems Corporation, the J. C. Penney Co., Inc., Countrywide Financial Corporation, Ericsson, Inc. and other companies employ approximately 37,000 persons in Legacy. Traffic congestion in the area occurs primarily during weekday morning and evening peak hour periods. However, the entertainment and retail businesses in the Legacy Town Center attract quite a few people on the weekend as well. Much more development of land is possible in Legacy, yet the vast majority of the thoroughfare system serving it is in place. Therefore, continued monitoring of traffic volumes in the area and the introduction of TDM measures and mass transit services will be essential to maintaining its significance as a major destination and employment center.

S.H. 121 passes through one of the highest growth areas in the Metroplex. Development still continues in northern Plano and the Legacy area as well as in Allen, Frisco and McKinney. Traffic count data shows a 7.2 percent increase in automobiles using the highway between 2000 and 2004, the last year data was available from the Texas Department of Transportation (TxDOT). The construction of the service roads and interchanges at the Dallas North Tollway, Preston Road and Custer Road has improved traffic flow along the S.H. 121 corridor. The Regional Transportation Council has awarded the North Texas Tollway Authority (NTTA) the bid to construct and operate the main lanes of S.H. 121 as a tolled facility.

Continued office and retail development along with residential growth in cities such as Celina, Frisco and Prosper along the Dallas North Tollway corridor has increased congestion during peak weekday travel periods. Backups are now beginning to occur at the Parker Road Toll Plaza. This situation may worsen with the recent extension of the Tollway from S.H. 121 to U.S. 380.

In response to the congestion trends along U.S. 75, the City sponsored a corridor improvement study for all ramps except Legacy Drive within Plano and the Parker Road interchange. TxDOT is using the study recommendations to improve the ramp placement along the U.S. 75 corridor and reconfigure the interchange at Parker Road. Both TxDOT and DART are building High Occupancy Vehicle lanes from Interstate 635 in Dallas to Bethany Road in Allen. The purpose of the lanes is to provide optimum travel conditions for vehicles with two or more persons, hybrid vehicles, and motorcycles and to encourage more people to ride share instead of traveling alone in their cars.

Use of the President George Bush Turnpike has grown immensely since the roadway opened in 1998. The North Central Texas Council of Governments

(NCTCOG) reported traffic count volumes at over 120,000 vehicles per day in 2004 at the Coit Road Toll Plaza. This figure is almost twice than the 63,000 vehicles per day projected by the North Texas Tollway Authority (NTTA) for the same year before the turnpike opened. Much development has occurred along the expressway corridor at Coit Road and in the Research/Technology Crossroads (RT) near Jupiter, Renner and Shiloh Roads. There is still a considerable amount of land available for development along the corridor and its utilization will increase traffic to even higher levels on the turnpike.

Commuting Patterns

In 2006, the U.S. Census Bureau released detailed information regarding commuting patterns between cities. Tables 4 and 5 list the top ten cities where Plano workers commute for employment and where people live who travel into Plano for their jobs. Plano’s commute pattern has mostly been north to south for the past several decades. Table 4 shows this trend continues with Dallas and Richardson as the leading destination cities for Plano workers. While the southbound commuting pattern remains significant, other trends have emerged. Plano workers are also traveling east and west to employment opportunities in Irving, Farmers Branch, Addison, Carrollton and Garland. For the second consecutive census, data indicates that more Plano residents are commuting to jobs within the city than traveling south to Dallas.

The growth of the Legacy area and development along the Dallas North Tollway, President George Bush Turnpike, and U. S. 75 corridors during the 1990s and early 2000s have created employment centers in Plano that attract people who live within the city and in neighboring communities. Statistics from U.S. Census Bureau indicate over 62,000 people are coming into Plano to work each day while almost 71,000 residents leave daily for jobs located outside the City.

**TABLE 4
TOP 10 COMMUTING DESTINATIONS FOR PLANO RESIDENTS
TRIP ORIGIN – PLANO**

Work Trip Destination	Number	Percent
Plano	45,390	39.1%
Dallas	31,650	27.3%
Richardson	12,205	10.5%
Irving	3,570	3.1%
Farmers Branch	3,405	2.9%
Addison	3,035	2.6%
Carrollton	3,025	2.6%
McKinney	2,425	2.1%
Garland	2,110	1.8%
Allen	1,715	1.5%

Source: 2000 U. S. Census

Table 5 reveals some interesting trends. Almost 24,000 people are reversing the commuting patterns and traveling north from Dallas and Richardson to jobs in Plano. These reverse travel movements help mitigate peak hour patterns that typically result in greater southbound congestion in the morning and increased northbound traffic in the evening. Over 13,000 people commute to Plano from cities to the north such as Allen, Frisco and McKinney. The data from the U.S. Census Bureau indicates that many people make east-west commutes from neighboring cities as well. Over 12,000 people were coming to jobs in Plano from Carrollton, Garland, Lewisville, and Wylie. These emerging commuting patterns are expected to continue and must be considered in transportation planning efforts.

**TABLE 5
TOP 10 PLACES OF ORIGIN FOR PLANO WORKERS
TRIP ORIGIN – OTHER CITIES**

Place of Origin	Number	Percent
Plano	45,390	42.2%
Dallas	17,890	16.6%
Garland	6,100	5.7%
Allen	4,825	4.5%
Richardson	4,750	4.4%
McKinney	4,570	4.2%
Frisco	3,980	3.7%
Carrollton	3,075	2.9%
Wylie	1,545	1.4%
Lewisville	1,365	1.3%

Source: 2000 U. S. Census

Future Outlook for Transportation

It is no surprise that statistics on traffic volumes, commuting patterns and employment trends continue to document increased automobile traffic on Plano streets. With most of the thoroughfare system in place and no land available for expansion of the existing street system, the roadway service levels will continue to deteriorate and congestion at major intersections will increase. In response, other modes of transportation will need to be utilized more effectively. In particular, ridership on the mass transit system (particularly buses) must increase. Limited bus ridership has led to service changes and cutbacks in Plano. Light rail has proven to be a popular option for mass transit among Plano residents, but it is more expensive to construct due to acquisition of rights-of-way and the provision of new infrastructure. Buses use existing roadways and can be more easily allocated to meet the needs of the service area. Plano should work with DART to ensure coordination between bus routes, light rail transit origins and destinations, and major employment centers. The system should be easy to use, timely, and routed to desired destinations.

One part of the DART 2030 plan that should help the demand for east-west transit service in the region is the approval of the North-Cross Town Corridor commuter rail

line. This would connect Plano with the commuter/light rail station planned for Carrollton with service continued to Dallas-Fort Worth International Airport.

Another issue with DART is the extension of services into other cities such as Allen, Frisco and McKinney. These three cities are not currently members of DART. The Burlington Northern Santa Fe (BNSF) Railroad right-of-way along the west side of Plano is under consideration by the NCTCOG in its Regional Rail Corridor Study and Mobility 2025 update for commuter rail service. The study is considering the technical aspects of eight rail corridors around the Metroplex as well as the legislative and financial solutions required for potential regional rail service in the future. The BNSF railroad line could connect Frisco with the DART light rail line planned to arrive in Carrollton by 2010.

If Allen and McKinney were to join DART, light rail or commuter rail could be extended from its present terminus at Parker Road up the Union Pacific railroad right-of-way owned by DART. If this happens, the City of Plano should work with DART to determine the feasibility of a station at Spring Creek Parkway. The land area required for a station should be preserved. The possibility of a grade separation of the light rail line with Parker Road should also be considered.

DART's 2030 service plan eliminates the Northwest Transit Center from the DART 2030 plan. This station would have been located near the Legacy area at Tennyson Parkway and the Dallas North Tollway on property already owned by DART. Because of the continued employment, retail, and residential growth in Legacy and the increased use of traffic arteries serving Legacy, mass transit is needed in this area. This change comes at a time when more attention needs to be focused on bus service. The City will need to work closely with DART and major employers in Legacy to ensure that the station becomes part of the service plan again.

Bus Rapid Transit (BRT) could be a good option for DART to consider using in Plano. BRT operations provide service with limited stops between multiple destination points. It could use a separate lane in its own right-of-way or existing roadways. BRT service in Plano could be operated from Legacy Town Center to the proposed Northwest Transit Station and continue on to the Parker Road Transit Station.

Transportation Improvement Projects

Many issues face Plano in regards to the provision of a variety transportation service options. In light of limited financial resources and availability of land required for capacity improvements, it will be important that the City get the most from its investment on projects to improve transportation. An option to consider would be the development of criteria to prioritize transportation improvement projects. Here are some examples to consider:

- Ability to mitigate traffic impacts for the least amount of cost.

- Ability to improve the utilization of existing transportation facilities.
- Relationship to other City issues such as changing demographics, growing reverse commute, and new employment centers.
- Regional as well as local significance such as potential to improve air quality.
- Fostering public/private partnerships to solve common problems including those using private investment in long term transportation solutions. Examples include encouraging large employers to participate in TDM programs and private development of major transportation infrastructure improvements.
- Fostering coordination between efficient land use and transportation system investments.

The criteria listed above could help guide decisions for funding and implementing transportation improvement projects.

Traffic Impact Analysis

Plano has used Traffic Impact Analysis (TIAs) studies for many years to determine the impact of new development on the local roadway system. TIA studies typically show that new development generates more traffic and decreases level of service at intersections of major thoroughfares. Since there are very few options to improve capacity to accommodate increased traffic, the value of TIAs is questionable. A negative TIA finding does not provide the legal means to deny or delay development that conforms to zoning and subdivision regulations unless there are capacity enhancement options available. Using it as a development review tool tends to complicate rather than improve the review process, because the results often cannot be translated into specific actions. A consultant study on the use of TIAs for the City of Plano recommends that the City abandon TIAs in favor of a circulation plan for large development projects.

Regional Mobility

Plano's transportation system is strongly tied to the regional network of roadways, rail, and transit services within the Metroplex. The expenditure of federal, state and local funds for regional transportation improvements is guided by the "Regional Transportation Plan for North Central Texas" (currently called Mobility 2030) sponsored by NCTCOG. The current plan is required to justify federal funding for various roadways.

The Regional Transportation Plan is a long-term, comprehensive program that stresses participation of local governments, transit authorities and TxDOT. The plan addresses mitigation of transportation problems along freeways and regional arterial roadways. In addition to roadway improvements, the plan addresses bus and rail transit service as well as high occupancy vehicle (HOV) systems for carpools and buses. Plano's transportation system must be consistent with that provided throughout the Metroplex in order to move traffic as efficiently as possible.

Inconsistencies in the transportation system could result in untimely delays and worsening of air quality due to increased exhaust emissions from idling vehicles. The City of Plano participates fully in reviews and updates of the Regional Transportation Plan to ensure the document's consistency with the City's Thoroughfare Plan.

Plano is nearing full development, but neighboring cities continue to grow rapidly. To ensure regional mobility, it is important that the transportation system within Plano interconnects with those in neighboring cities. This is accomplished through coordination with officials from surrounding cities and comparing land use and transportation plans. Plans for roadway improvements and development projects that could impact traffic on streets should be shared and evaluated.

Emerging Technologies – Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) is a nationwide effort to link new communication, information, and mapping technologies to improve transportation mobility and efficiency. The U. S. Department of Transportation (USDOT) and the Intelligent Transportation Society of America (ITS AMERICA) are working with many organizations and companies at national and international levels to make ITS a reality. The City of Plano is currently participating with DART on an Integrated Corridor Management Project on U.S. 75. This project calls for coordination of transportation groups to keep traffic moving along the U.S. 75 corridor by sharing information with local governments, transportation service agencies, major employers, roadway and transit users.

The City and the region should continue to identify and incorporate ITS elements into transportation operations. ITS represents another way to better utilize the transportation capacity that is already in place.

Objectives for Theme III – City in Transition

Objective C.1 Coordinate with neighboring cities and regional transportation agencies on critical land use and transportation issues.

Objective C.2 Ensure that Plano's transportation system is consistent with that of the Metroplex region through review of regional and local plans.

Objective C.3 Employ innovative programs to reduce traffic congestion on regional expressways and the City's street system.

Objective C.4 Ensure quality mass transit services and interconnectivity with both local and regional destinations.

Objective C.5 Minimize the impact of new development and redevelopment on the operation of Plano's thoroughfare system.

Strategies Theme III – City in Transition

Strategy C.1 Coordinate with neighboring communities to explore regional transportation approaches that would improve traffic flow within and between jurisdictions.

Strategy C.2 Participate in the development and implementation of NCTCOG's Regional Transportation Plan and other regional coordination programs.

Strategy C.3 Work with DART to identify and implement new bus transit alternatives in Plano. In particular, explore the provision of bus rapid transit between Legacy and the Parker Road station.

Strategy C.4 Support DART's efforts to improve east-west transit service, including a connection to DFW International Airport.

Strategy C.5 Work with DART and other transportation service agencies to develop plans and programs to provide transportation services for the disabled and seniors.

Strategy C.6 Encourage expansion of DART services to new member cities using equitable funding policies.

Strategy C.7 Develop criteria to prioritize transportation improvement projects and programs that will receive funding from Plano's Community Investment Program (CIP).

Strategy C.8 Require developers to submit site circulation plans for major development projects to improve on-site circulation and vehicle access to and from the property.

2008 THOROUGHFARE PLAN MAP AMENDMENTS

The Thoroughfare Plan map displays the future plans for Plano's expressway and surface street system. Several changes are proposed for the 2008 update.

1. K Avenue and Spring Creek Parkway

The current map shows a "Type E" Thoroughfare (four lanes undivided) connecting Des Moines Drive with Legacy Drive near the northeast quadrant of the K Avenue and Spring Creek Parkway intersection. The current alignment bisects tracts of land and complicates development of the area. It is recommended that this thoroughfare be removed from the map and replaced with a "Type F" thoroughfare (two lane roadway with 60 feet of right-of-way) that would go north of Spring Creek Parkway and allow better access to the area for future development. One thoroughfare is sufficient for the area as development plans for lots adjacent to the east side of K Avenue have plans for access and frontage to this street. This reflects the amendment to the Thoroughfare Plan map approved by City Council on November 27, 2006.

2. Chaparral Road

Chaparral Road is shown on the Thoroughfare Plan map as a "Type C" thoroughfare (six lanes divided). The street has been constructed as a two lane roadway with two sections of four lane segments (they are not in use at this time). There have been conversations between the city engineers of Allen and Plano over the ultimate design of Chaparral Road. An agreement has been reached between the two cities to construct the roadway as six lanes divided from K Avenue to Jupiter Road and then as a four lanes divided from Jupiter Road to the east city limits of Plano. Preliminary traffic studies suggest that four lanes would be adequate for future service of the roadway. This would require changing the designation of Chaparral Road from Jupiter Road to the east city limits of Plano to a "Type D" thoroughfare (four lanes divided). The existing right-of-way for the "Type C" designation along Chaparral Road has already been purchased and would be retained.

3. Los Rios Boulevard

For many years, Los Rios Boulevard has been designated as a "Type C" thoroughfare (six lanes divided) on the City's Thoroughfare Plan map. Los Rios Boulevard was constructed mostly as a four lane divided roadway from Parker Road to 14th Street with a few six lane sections serving as turn lanes in high traffic areas. Residents who live near Los Rios Boulevard asked the City Council to change the designation of the roadway so it would remain in its current as built format.

Preliminary traffic studies do not indicate that the roadway would require expansion to six lanes in the future. It is recommended that the designation of Los Rios Boulevard is changed to a "Type D" thoroughfare on the Thoroughfare Plan map. The existing right-of-way should be retained to allow for widening the outside lanes of the roadway to accommodate bicycle lanes as Los Rios Boulevard is identified on the Bicycle Transportation Plan map as an on-street major bicycle route.



LOS RIOS BOULEVARD
Traffic Lanes Needs for Year 2025 Traffic Volumes
2/18/07

Methodology:

The Plano Transportation Engineering Division used year 2025 traffic volume projections (along Los Rios Boulevard between Parker Road and Plano Parkway) to determine the minimal lane configurations needed to produce Level Of Service "D" operation. Level of Service D represents the maximum level of acceptable traffic congestion on Plano roads. Roads operating at this or a worse condition may be considered for operational and safety improvements.

Regional travel data obtained from the North Central Texas Council of Governments (NCTCOG) was used to develop the city transportation forecast model. All road improvements planned for completion by year 2025 were considered to be completed and open to traffic. Traffic forecast model outputs were then compared against the design capacities of Plano Road Functional Classifications (A through F) to determine lane needs. Lane needs were determined adequate when the resulting Level of Service (LOS) produced by the projected traffic volume and selected road classification is no worse than LOS "D".

Background:

Los Rios Boulevard is classified as a Type C divided arterial road. The road is currently built to four lanes, is built of concrete cement, serves as a collector arterial road, and is located on the east side of Plano. The road serves as the last major north/south arterial road in east Plano. The road serves residential properties, a local retail/commercial mall, a public golf course, and public schools. On-street parking is prohibited. The road currently carries 7000 vehicles per weekday south of Parker Road and 18,000 vehicles per weekday north of Plano Parkway. Traffic signals exist at the intersections of East Plano Parkway, 14th Street, Park Boulevard, and Parker Road. Appropriate road flare-outs are provided at intersections to accommodate turning lanes. Los Rios Boulevard also serves as the eastside bicycle route serving north/south destinations...

Conclusions:

When using the estimated year 2025 traffic volumes as shown on Figure 1 the following minimum road sections are required:

FIG. 1

LOS RIOS BLVD	ACTUAL 2006 TRAFFIC VOLUME (AWDT)	PROJECTED 2025 TRAFFIC VOLUME (AWDT)	MINIMUM ROAD CLASSIFICATION TYPE/No. Lanes *
Parker Rd to Trail Walker Drive	7,120	8,665	F/2
Trail Walker Drive to East Park Blvd	8,257	13,040	E/4
East Park Blvd to Country Club Drive	--	16,047	D/4
Country Club Drive to 18 th Street	10,384	17,221	D/4
18 th Street to East 14 th Street	--	17,366	D/4
East 14 th Street to East Plano Parkway	18,164	26,733	C/6
East Plano Parkway to Plano City Limit	6456	25,654	C/6

Recommendations:

- ✓ Retain the existing number of lanes (4) on Los Rios to provide consistency along the corridor
- ✓ Justify the addition of new traffic lanes by use of real-time traffic volume information
- ✓ Evaluate the quality of traffic flow at intersections every three years
- ✓ Periodically monitor local region land uses (i.e. City of Murphy) to determine the impact on Plano roads.

* Note: All lane configurations include provisions for bicycle facilities in the curb lane

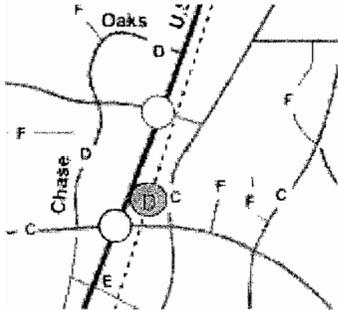
Ref:

- ✓ City of Plano: Thoroughfare Standards Rules and Regulations
Thoroughfare Plan
- ✓ Institute of Transportation Engineers: Level of Service definitions
- ✓ North Central Texas Council of Governments: Link Analysis for Capacity and LOS

Thoroughfare Plan Map Amendments 2008 Update

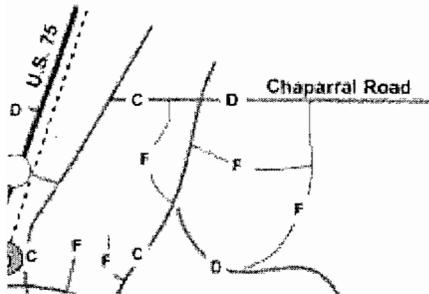
1. Northwest Spring Creek Parkway and K Avenue

Remove existing Type E (four-lane undivided) thoroughfare from Legacy Drive to Spring Creek Parkway. Amend map to display original configuration of two Type F (two-lane, 60 feet of right-of-way) thoroughfares, one extending east from K Avenue and the other extending north of Spring Creek Parkway.



2. Chaparral Road - From K Avenue to Cottonwood Creek

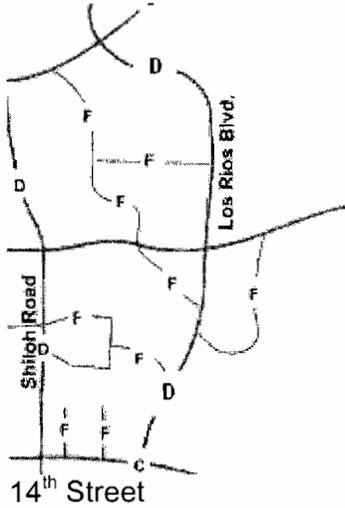
Retain Type C (six-lane divided) designation for Chaparral Road from K Avenue to Jupiter Road. Amend map to show Type D (four-lane divided) designation from Jupiter Road to the Plano city limits at Cottonwood Creek.



3. Los Rios Boulevard - From Parker Road to 14th Street

Amend map to show Type D (four-lane divided) designation of Los Rios Boulevard from Parker Road to 14th Street. Retain Type C (six-lane divided) designation south of 14th Street to the Plano city limits.

Parker Road



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 7A

Public Hearing: Zoning Case 2008-09

Applicant: H. H. P. L. Limited

DESCRIPTION:

A request to rezone 5.6± acres located on the north side of Tradition Trail, 470± feet east of Ohio Drive **from** Planned Development-131-Light Industrial-1 and Planned Development-426-Retail/General Office **to** Planned Development-426-Retail/General Office. Zoned Planned Development-131-Light Industrial-1 and Planned Development-426-Retail/General Office with Specific Use Permit #384 for New and Used Car Dealer.

HISTORY:

A portion of this property was rezoned from Planned Development-426-Retail/General Office (PD-426-R/O-2) to Planned Development-131-Light Industrial-1 (PD-131-LI-1) on February 12, 2007. The purpose of the zoning request in 2007 was to allow the property to be developed as an automobile towing and storage facility. This use never was constructed.

The Zoning Ordinance limits consideration of rezoning requests to no sooner than two years from a prior rezoning unless the Commission grants a waiver to the waiting period. Because the date of this request is within two years of the last rezoning, the applicant applied and was granted a waiver of the two-year waiting period at the February 18, 2008, Planning & Zoning Commission meeting. The Commission found substantive reasons for the waiver, including the continued development of the Baylor Hospital complex.

REMARKS:

This item was tabled at the February 18, 2008, Planning & Zoning Commission meeting. It must be removed from the table for consideration.

The current zoning is PD-426-R/O-2 and PD-131-LI-1 with Specific Use Permit #384 (SUP #384) for New and Used Car Dealer. The Retail (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 General Office (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. 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. A planned development (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 car dealer uses with approval of an SUP. 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, and service yard of a governmental agency (North Texas Tollway Authority) uses. To the west, across Ohio Drive, the properties are zoned PD-138-R/O-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.

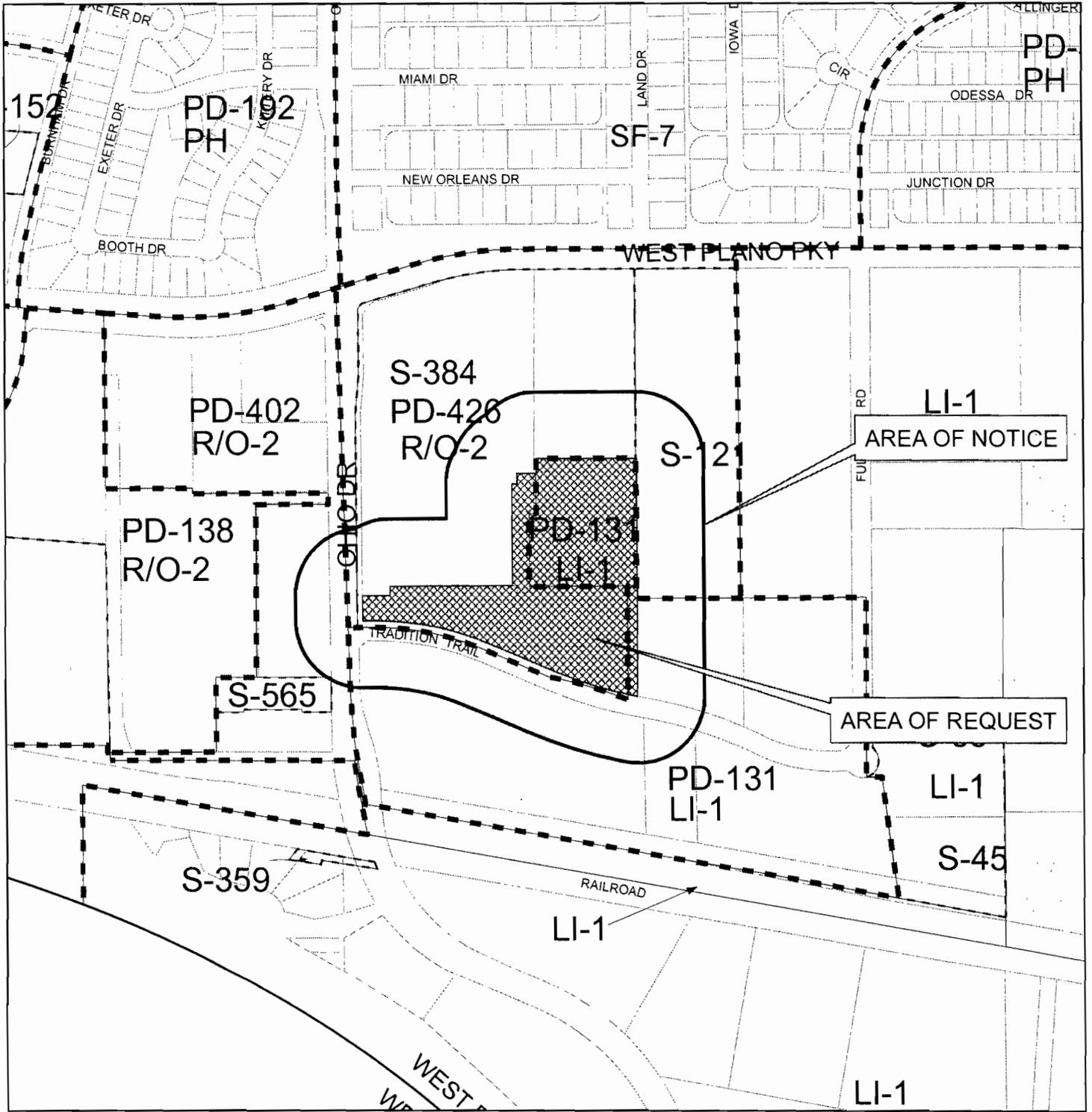
Adequacy of Public Facilities - Water and sanitary sewer services are available to the site.

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.

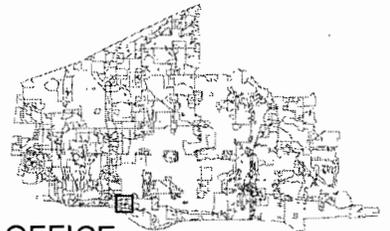
The request to rezone the PD-131-LI-1 portion of the property back to PD-426-R/O-2 is to permit construction of a long-term care (skilled nursing) facility. A long-term care facility and other uses allowed by the PD-426-R/O-2 district are consistent to and compatible with the uses of existing developed properties and the Baylor Hospital development across Ohio Drive. The site is physically appropriate for PD-426-R/O-2 district uses.

RECOMMENDATION:

Recommended for approval as submitted.



Zoning Case #: 2008-09



Existing Zoning: PLANNED DEVELOPMENT-426-RETAIL/GENERAL OFFICE
 w/SPECIFIC USE PERMIT #384 &
 PLANNED DEVELOPMENT-131-LIGHT INDUSTRIAL-1/
 190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT

○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 7B

Concept Plan: Huffines Dodge Addition, Block A, Lots 1R, 3R, & 4

Applicant: H. H. P. L. Limited

DESCRIPTION:

Long-term care facility and office on two lots on 5.6± acres located on the north side of Tradition Trail, 470± feet east of Ohio Drive. Zoned Planned Development-131-Light Industrial-1 and Planned Development-426-Retail/General Office with Specific Use Permit #384 for New and Used Car Dealer. Neighborhood #55.

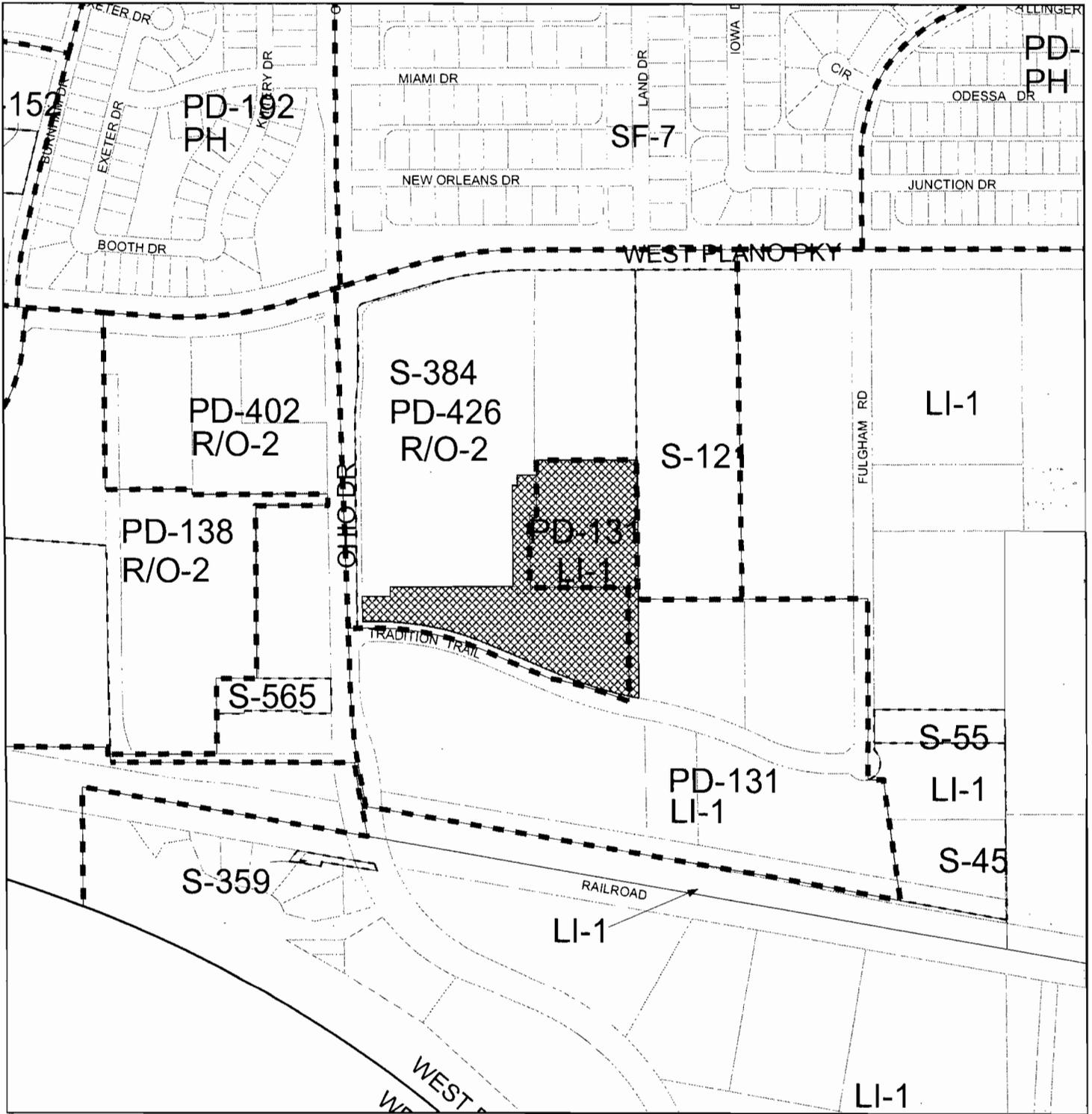
REMARKS:

The concept plan proposes a long-term care facility and an office use. The property is currently a portion of one lot and all of two lots. These properties will be replatted into two lots in the future.

Both uses conform to the standards of the Zoning and Subdivision Ordinances. Each site has adequate vehicle access from Tradition Trail. Utilities are available to both lots.

RECOMMENDATION:

Recommended for approval subject to City Council approval of Zoning Case 2008-09.



Item Submitted: CONCEPT PLAN

Title: HUFFINES DODGE ADDITION
BLOCK A, LOTS 1R, 3R, & 4

Zoning: PLANNED DEVELOPMENT-426-RETAIL/GENERAL OFFICE
w/SPECIFIC USE PERMIT #384 &
PLANNED DEVELOPMENT-131-LIGHT INDUSTRIAL-1/
190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 8

Public Hearing: Zoning Case 2008-13

Applicant: City of Plano

DESCRIPTION:

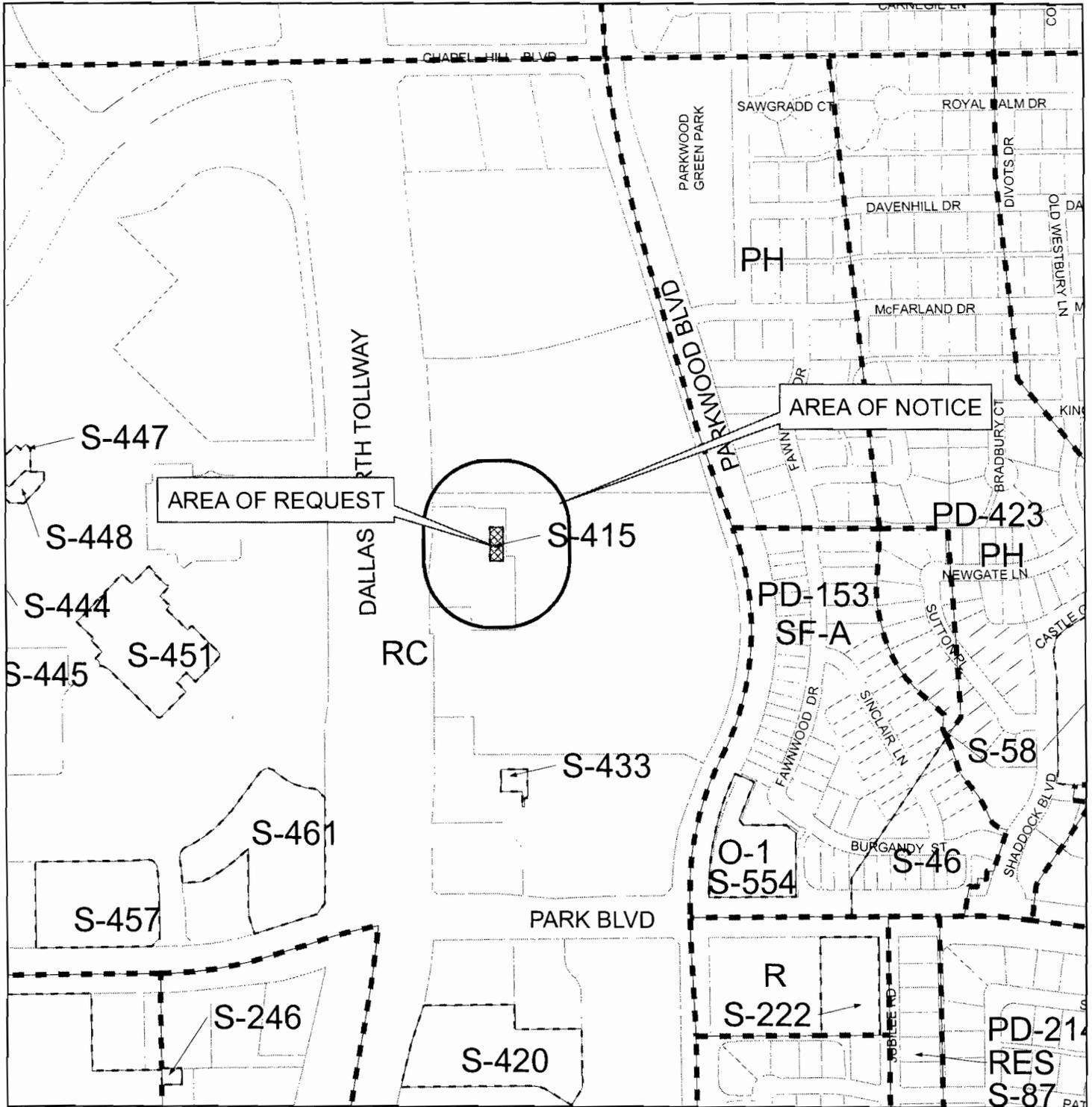
Request to rescind Specific Use Permit #415 for Private Club on one lot on 0.1± acre located 170± feet east of Dallas North Tollway and 1,005± feet north of Park Boulevard. Zoned Regional Commercial.

REMARKS:

Due to a conflict in Texas Alcoholic Beverage Commission (TABC) documentation and city documentation, staff is requesting to withdraw this zoning case.

RECOMMENDATION:

Recommended for withdrawal.



Zoning Case #: 2008-13

Existing Zoning: REGIONAL COMMERCIAL w/SPECIFIC USE PERMIT #415/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9A

Public Hearing: Zoning Case 2008-10

Applicant: City of Plano

DESCRIPTION:

Request to rescind Specific Use Permit #409 for Private Club on one lot on 2.9± acres located at the northwest corner of Bishop Road and Daniel Road. Zoned Planned Development-65-Central Business-1.

REMARKS:

This is a city-initiated zoning request to rescind Specific Use Permit (SUP) #409 for Private Club. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for a Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Marriott International operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded, since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received a response from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

Recommended for approval as submitted.

REPLY FORM

RECEIVED
PLANNING DEPT

Planning & Zoning Commission
P.O. Box 860358
Plano, TX 75086-0358



Dear Commissioners:

This letter is regarding Zoning Case 2008-10. This is a request to rescind Specific Use Permit #409 for Private Club on one lot on 2.9± acres located at the northwest corner of Bishop Road and Daniel Road. Zoned Planned Development-65-Central Business-1. The requested zoning is to rescind SUP #409 for Private Club and retain the underlying PD-65-CB-1 zoning district. The PD-65-CB-1 zoning will remain unchanged.

*****PLEASE TYPE OR USE BLACK INK*****

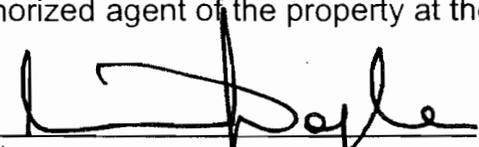
I am **FOR** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-10.

I am **AGAINST** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-10.

This item will be heard on **March 3, 2008, 7:00 p.m.** at the Plano Municipal Center, 1520 K Avenue. Please provide your written comments below regarding the proposed zoning change. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

LARRY DOYLE
Name (Please Print)
14185 DALLAS PARKWAY, SUITE 1100
DALLAS, TX 75181
Address


Signature
2/20/2008
Date

EH

CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9B

Public Hearing: Zoning Case 2008-11

Applicant: City of Plano

DESCRIPTION:

Request to rescind Specific Use Permit #413 for Private Club on one lot on 0.1± acre located 95± feet west of Preston Road and 470± feet north of Lorimar Drive. Zoned Planned Development-447-Retail/Multifamily Residence-2.

REMARKS:

This is a city-initiated zoning request to rescind Specific Use Permit (SUP) #413 for Private Club. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for a Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Bread Winners restaurant operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded, since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received a response from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

Recommended for approval as submitted.

CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9C

Public Hearing: Zoning Case 2008-12

Applicant: City of Plano

DESCRIPTION:

Request to rescind Specific Use Permit #414 for Private Club on one lot on 1.8± acres located on the east side of Dallas North Tollway, 450± feet south of State Highway 121. Zoned Central Business-1.

REMARKS:

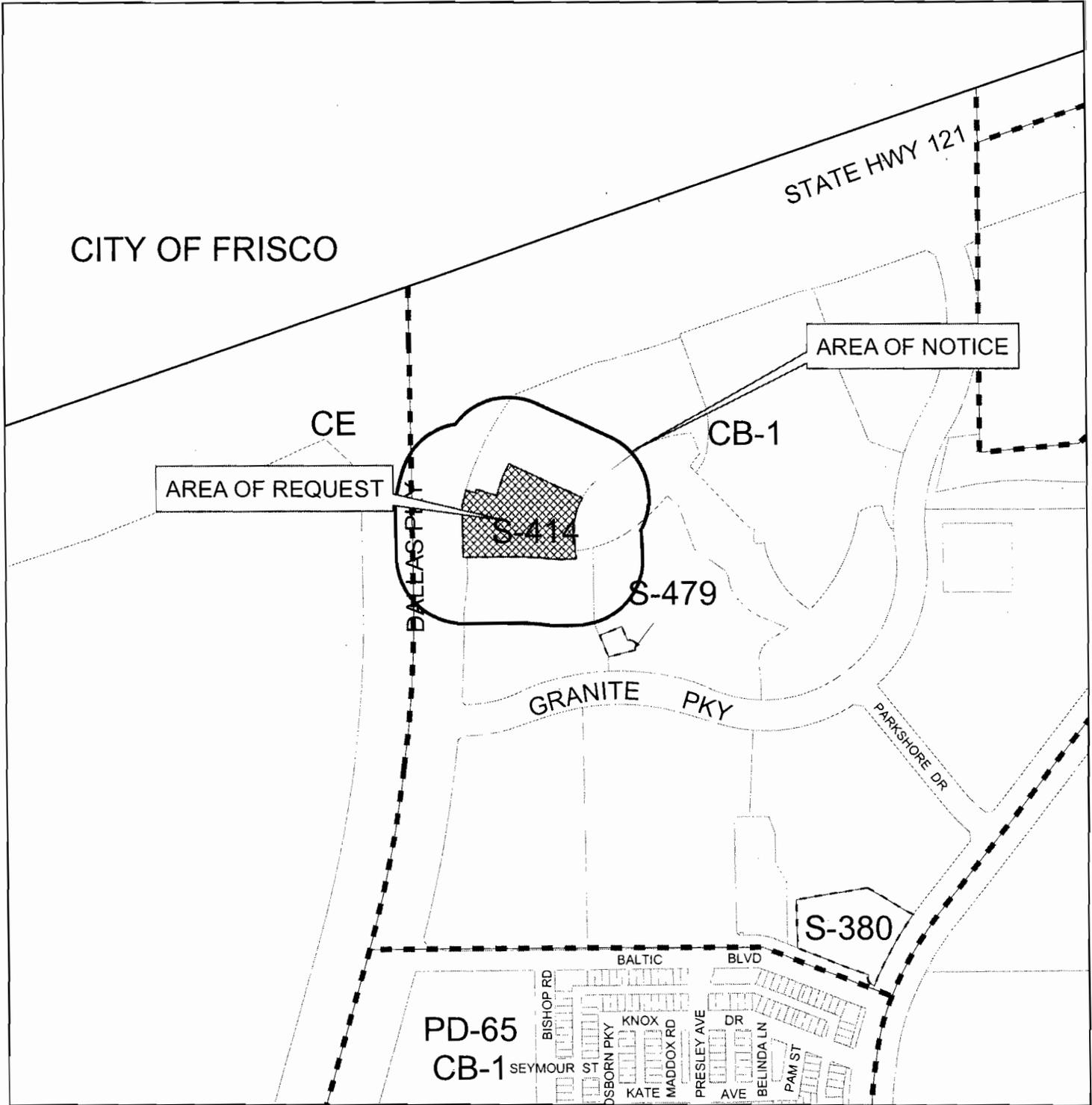
This is a city-initiated zoning request to rescind Specific Use Permit (SUP) #414 for Private Club. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for a Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Blue Mesa Grill restaurant operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received a response from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

Recommended for approval as submitted.



Zoning Case #: 2008-12

Existing Zoning: CENTRAL BUSINESS-1 w/SPECIFIC USE PERMIT #414/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT

○ 200' Notification Buffer



RECEIVED

FEB 21 2008

PLANNING DEPT.

REPLY FORM

Planning & Zoning Commission
P.O. Box 860358
Plano, TX 75086-0358



Dear Commissioners:

This letter is regarding Zoning Case 2008-12. This is a request to rescind Specific Use Permit #414 for a Private Club on one lot on 1.8± acres located on the east side of Dallas North Tollway, 450± feet south of State Highway 121. The requested zoning is to rescind SUP #414 for Private Club and retain the underlying CB-1 zoning district. The CB-1 zoning will remain unchanged.

*****PLEASE TYPE OR USE BLACK INK*****

I am **FOR** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-12.

I am **AGAINST** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-12.

This item will be heard on **March 3, 2008, 7:00 p.m.** at the Plano Municipal Center, 1520 K Avenue. Please provide your written comments below regarding the proposed zoning change. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

DAVID R. Cunningham
Name (Please Print)

[Handwritten Signature]
Signature

5601 Granite Pkwy #800
Address

2/14/08
Date

TMF

CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9D

Public Hearing: Zoning Case 2008-14

Applicant: City of Plano

DESCRIPTION:

Request to rescind Specific Use Permit #418 for Private Club on one lot on 1.8± acres located on the west side of U.S. Highway 75, 850± feet south of Chase Oaks Drive. Zoned Corridor Commercial.

REMARKS:

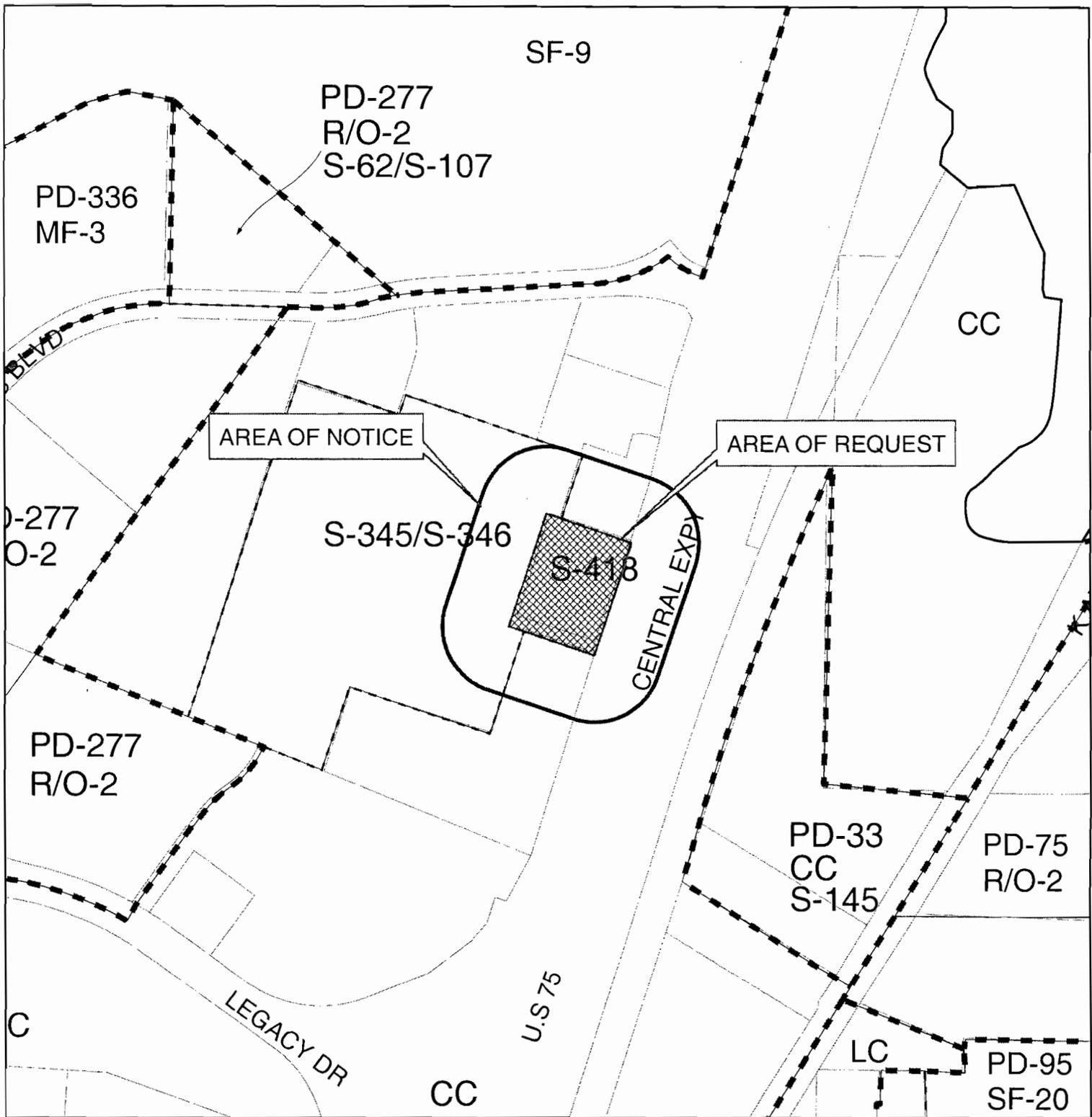
This is a city-initiated zoning request to rescind Specific Use Permit (SUP) #418 for Private Club. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for a Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Romano's Macaroni Grill restaurant operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received any responses from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

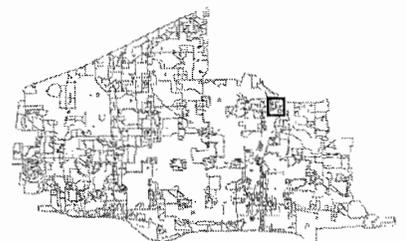
Recommended for approval as submitted.



Zoning Case #: 2008-14

Existing Zoning: CORRIDOR COMMERCIAL w/SPECIFIC USE PERMIT #418

○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9E

Public Hearing: Zoning Case 2008-15

Applicant: City of Plano

DESCRIPTION:

Request to rescind Specific Use Permit #419 for Private Club on one lot on 0.2± acre located 160± feet west of Preston Road and 50± feet north of Lorimar Drive. Zoned Planned Development-447-Retail/Multifamily Residence-2.

REMARKS:

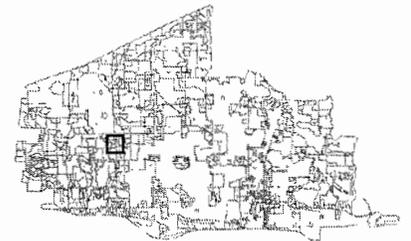
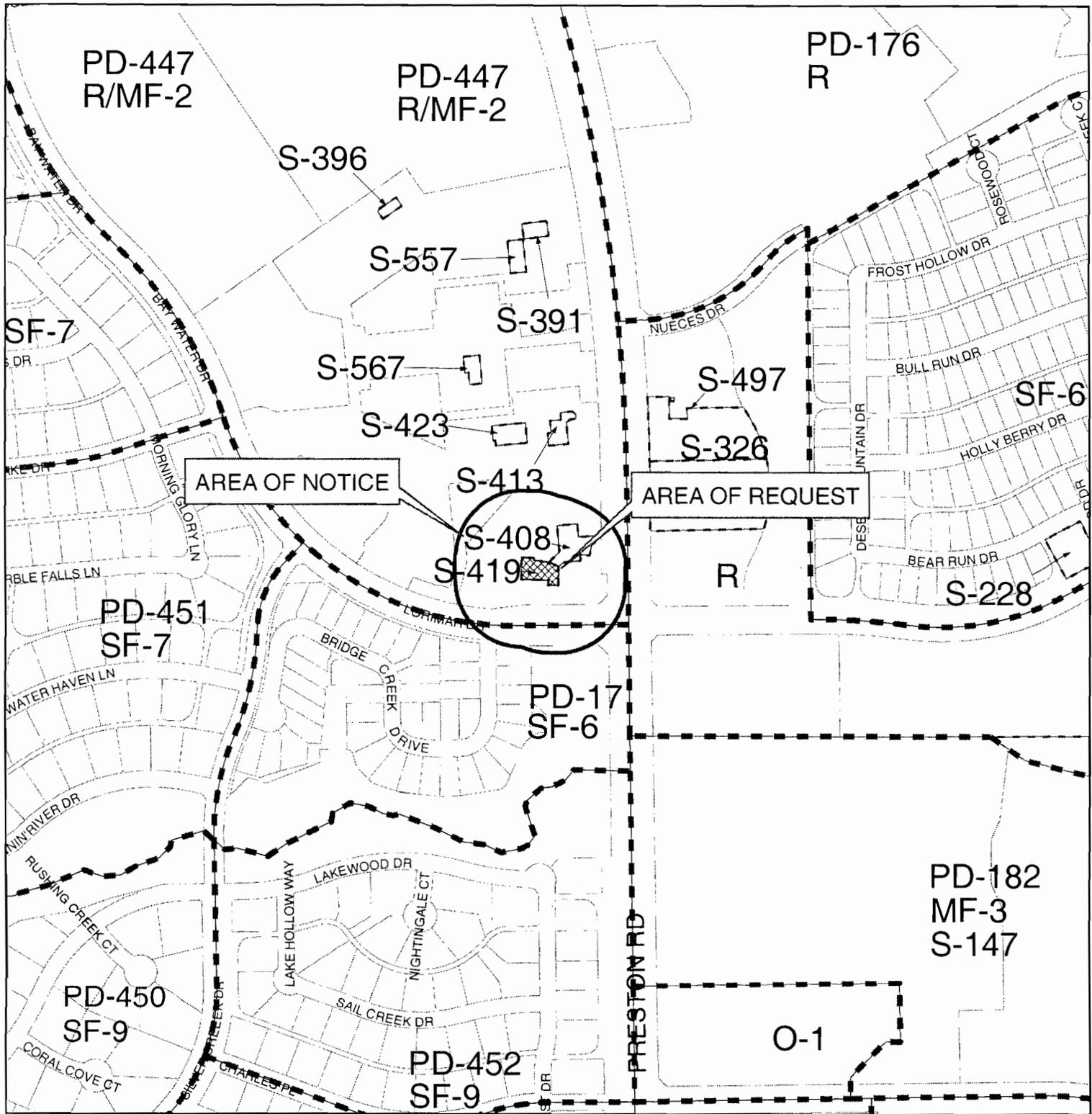
This is a city-initiated zoning request to rescind Specific Use Permit (SUP) #419 for Private Club. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for a Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Mignon restaurant operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received any responses from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

Recommended for approval as submitted.



Zoning Case #: 2008-15

○ 200' Notification Buffer

Existing Zoning: PLANNED DEVELOPMENT-447-RETAIL/MULTIFAMILY RESIDENCE-2
w/SPECIFIC USE PERMIT #419/PRESTON ROAD OVERLAY DISTRICT



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9F

Public Hearing: Zoning Case 2008-16

Applicant: City of Plano

DESCRIPTION:

Request to rescind Specific Use Permit #435 for Private Club on one lot on 1.6± acres located on the west side of U.S. Highway 75, 2,875± feet south of Spring Creek Parkway. Zoned Corridor Commercial.

REMARKS:

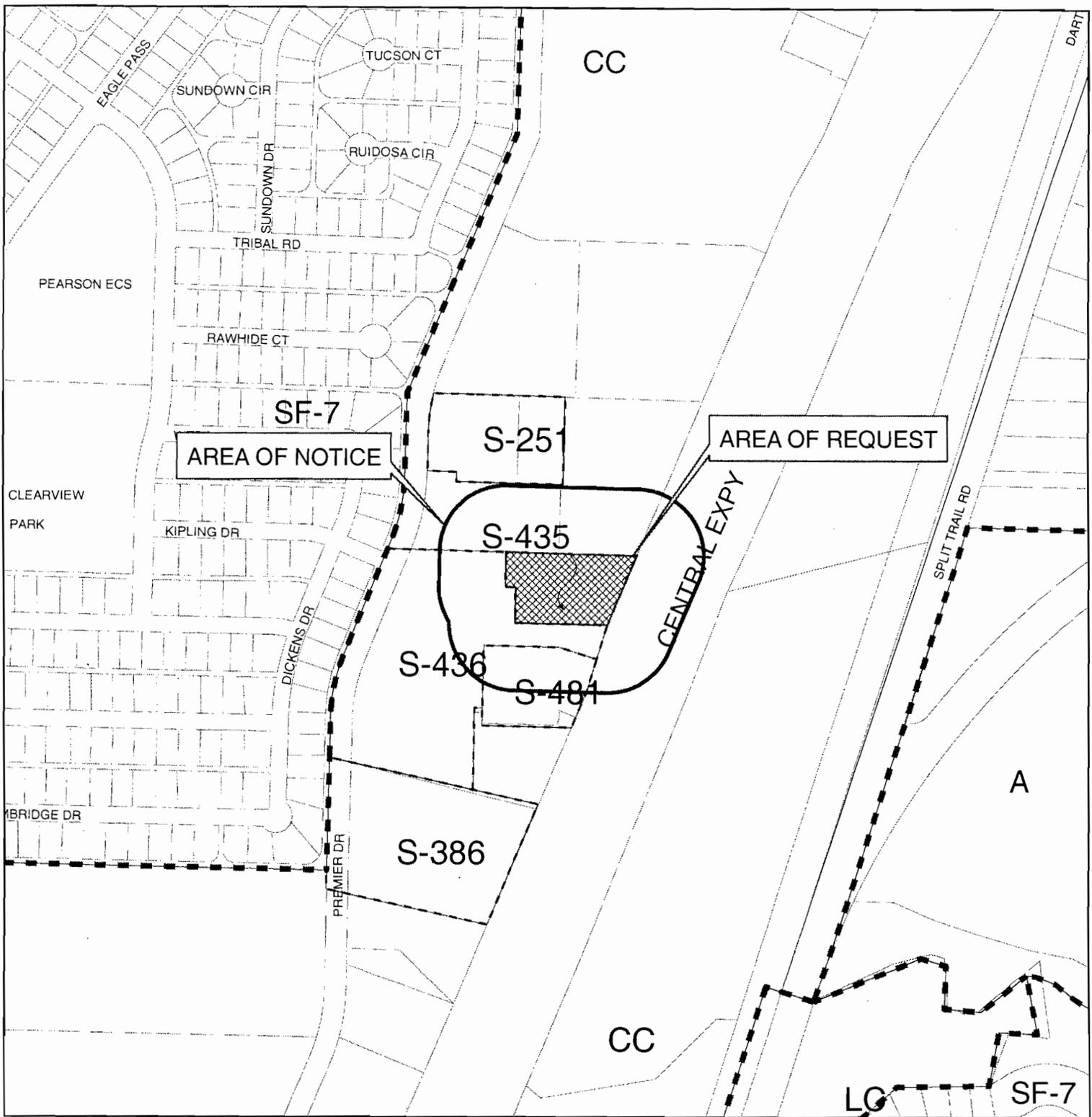
This is a city-initiated zoning request to rescind Specific Use Permit (SUP) #435 for Private Club. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Texas Land & Cattle Steak House restaurant operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received any responses from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

Recommended for approval as submitted.



Zoning Case #: 2008-16

Existing Zoning: CORRIDOR COMMERCIAL w/SPECIFIC USE PERMIT #435

○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 9G

Public Hearing: Zoning Case 2008-17

Applicant: City of Plano

DESCRIPTION:

Request to amend Specific Use Permit #436 for Private Club & Arcade to rescind the private club portion on one lot on 6.1± acres located on the west side of U.S. Highway 75, 3,050± feet south of Spring Creek Parkway. Zoned Corridor Commercial.

REMARKS:

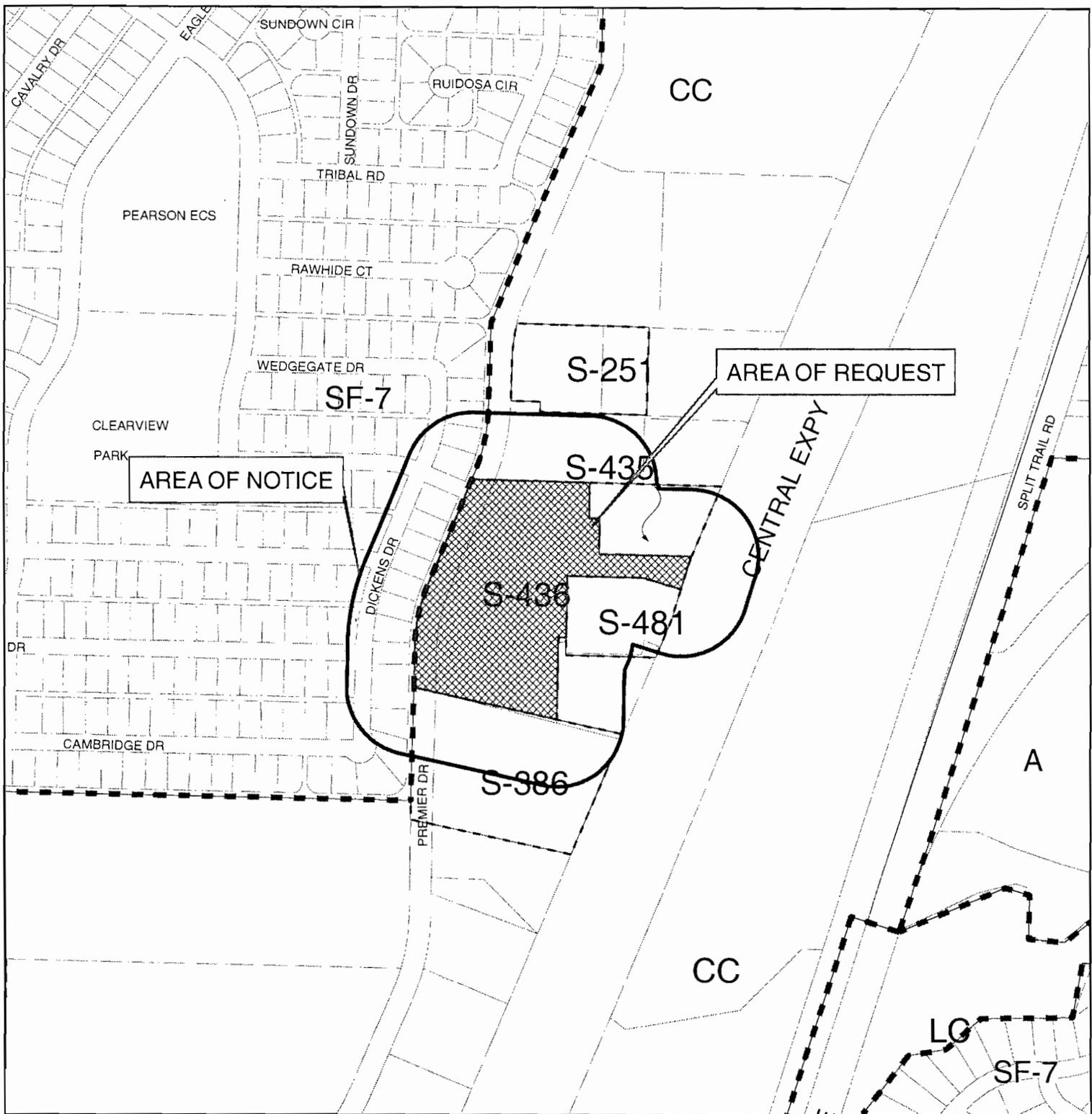
This is a city-initiated zoning request to amend Specific Use Permit (SUP) #436 for Private Club & Arcade to rescind the private club portion. The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established for such use during the review of an SUP application.

Prior to the May 2005 election, a restaurant in Plano desiring to serve alcoholic beverages had to obtain SUP approval for Private Club from the City of Plano and had to obtain a Private Club Permit from the Texas Alcoholic Beverage Commission (TABC). The election gave restaurants another option to serve alcoholic beverages by acquiring a Mixed Beverage Permit (with a Food and Beverage Certificate) directly from TABC. With the Mixed Beverage Permit, an SUP is no longer necessary.

Main Event restaurant operates with a Mixed Beverage Permit from TABC. Therefore, for "housekeeping" purposes, staff recommends that the Private Club SUP be rescinded since the SUP is not necessary for the restaurant to sell alcoholic beverages. Staff has not received any responses from the property owner as to whether or not they concur with the removal of the SUP.

RECOMMENDATION:

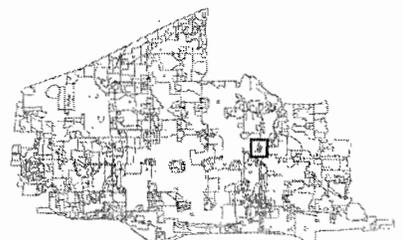
Recommended for approval as submitted.



Zoning Case #: 2008-17

Existing Zoning: CORRIDOR COMMERCIAL w/SPECIFIC USE PERMIT #436

○ 200' Notification Buffer



REPLY FORM

Planning & Zoning Commission
P.O. Box 860358
Plano, TX 75086-0358



Dear Commissioners:

This letter is regarding Zoning Case 2008-17. This is request to rescind Specific Use Permit #436 for Private Club on one lot on 6.1± acres located on the west side of U.S. Highway 75, 3,050± feet south of Spring Creek Parkway. The requested zoning is to rescind SUP #436 for Private Club and retain the underlying CC zoning. The CC zoning will remain unchanged.

*****PLEASE TYPE OR USE BLACK INK*****

I am **FOR** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-17.

I am **AGAINST** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-17.

This item will be heard on **March 3, 2008, 7:00 p.m.** at the Plano Municipal Center, 1520 K Avenue. Please provide your written comments below regarding the proposed zoning change. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

Perhaps future votes should consider appropriate language in the law being voted on to include such changes automatically, if passed.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Elizabeth Barden
Name (Please Print)

E.A. Barden
Signature

3940 Dickens Drive
Address

2-18-08
Date

BT

REPLY FORM

Planning & Zoning Commission
P.O. Box 860358
Plano, TX 75086-0358

RECEIVED
PLANNING DEPT.



Dear Commissioners:

This letter is regarding Zoning Case 2008-17. This is request to rescind Specific Use Permit #436 for Private Club on one lot on 6.1± acres located on the west side of U.S. Highway 75, 3,050± feet south of Spring Creek Parkway. The requested zoning is to rescind SUP #436 for Private Club and retain the underlying CC zoning. The CC zoning will remain unchanged.

*****PLEASE TYPE OR USE BLACK INK*****

I am **FOR** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-17.

I am **AGAINST** the requested zoning as explained on the attached cover sheet for Zoning Case 2008-17.

This item will be heard on **March 3, 2008, 7:00 p.m.** at the Plano Municipal Center, 1520 K Avenue. Please provide your written comments below regarding the proposed zoning change. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Lynn Wiseman
Name (Please Print)

Lynn Wiseman
Signature

3916 Dickens
Address
Plano, Tx 75023
BT

2-14-08
Date

CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 10

Public Hearing - Preliminary Replat: East Plano Islamic Addition, Block A, Lot 1

Applicant: East Plano Islamic Center

DESCRIPTION:

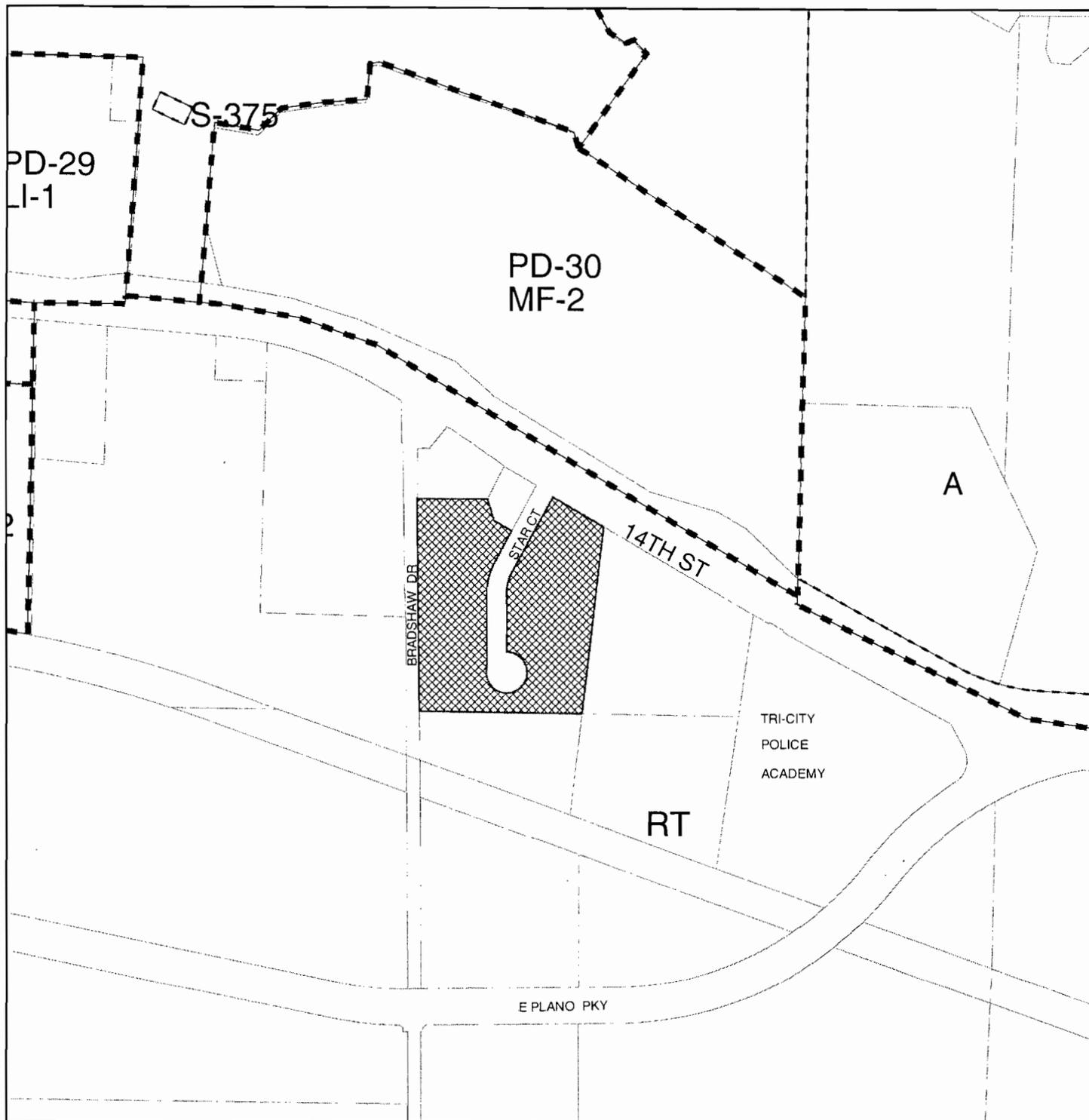
Religious facility with medical and general offices on one lot on 9.9± acres located at the southeast corner of 14th Street and Star Court. Zoned Research/Technology Center. Neighborhood #69.

REMARKS:

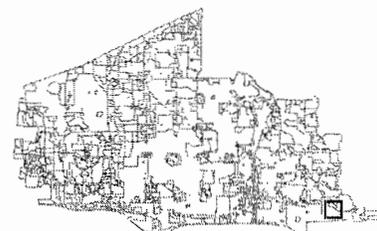
The purpose of this preliminary replat is to dedicate easements necessary for development.

RECOMMENDATION:

Recommended for approval as submitted.



Item Submitted: PRELIMINARY REPLAT
 Title: EAST PLANO ISLAMIC ADDITION
 BLOCK A, LOT 1



Zoning: RESEARCH/TECHNOLOGY CENTER

○ 200' Notification Buffer



GENERAL NOTES

1. THIS SURVEY WAS MADE BY THE METHOD OF TRIANGULATION AND THE MEASUREMENTS WERE MADE BY THE METHOD OF SIGHTING.

2. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

3. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

4. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

5. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

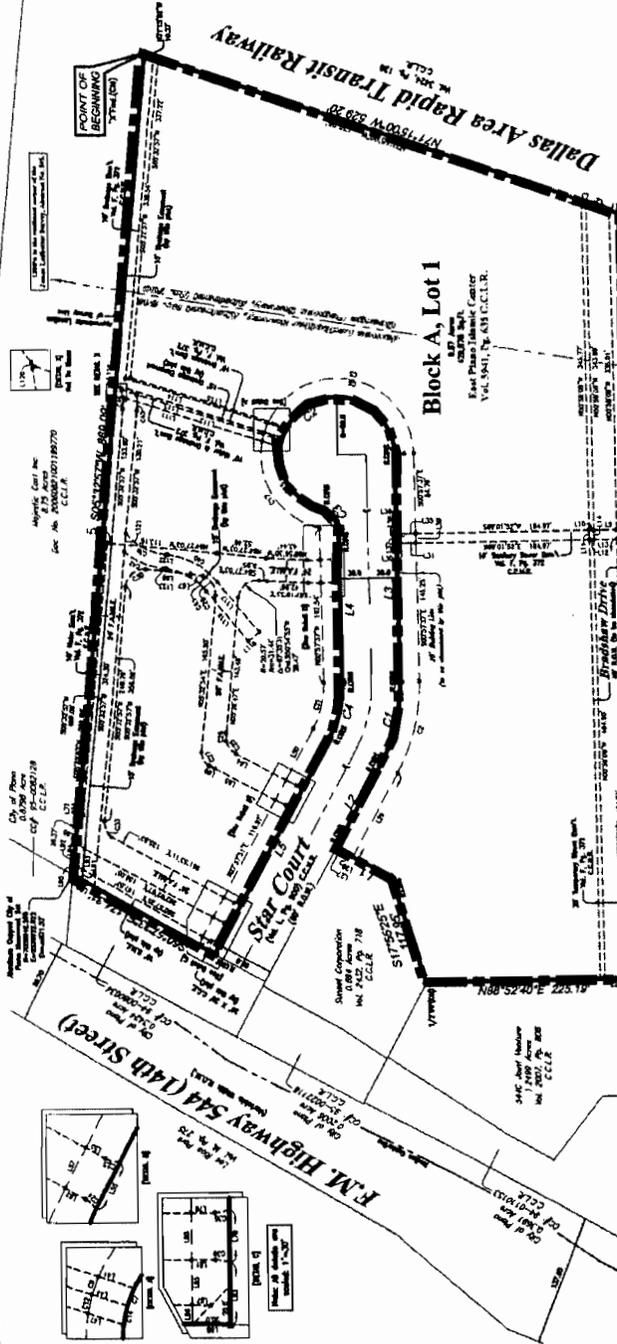
6. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

7. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

8. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

9. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.

10. THE POINTS OF BEGINNING OF THE SEVERAL LOTS ARE SHOWN BY THE POINTS OF BEGINNING OF THE SEVERAL LOTS.



PRELIMINARY REPLAT

Lot 1, Block A

East Plano

Islamic Addition

being a replat of
the Star Court Addition
being a 9.87-Acre Tract
situated in the
George Pegues Survey, Abstract No. 545 & the
George Pegues Survey, Abstract No. 700
City of Plano, Collin County, Texas
February 2008

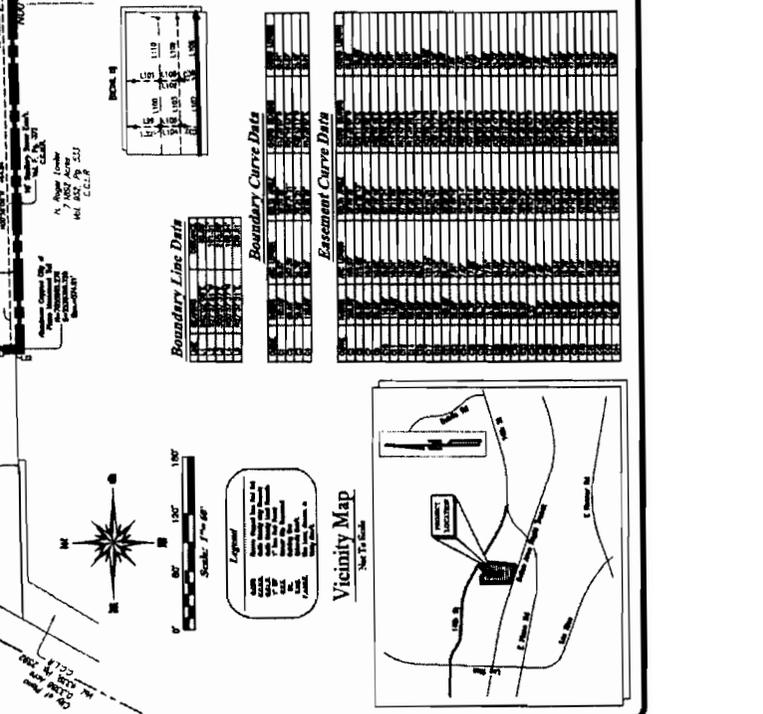
ROOME AND SURVEYING, INC.
3000 AVENUE D
PLANO, TEXAS 75075
PHONE: (972) 423-4242
FAX: (972) 423-4243

BOUNDARY LINE DATA

LINE NO.	BEARING	DISTANCE	CURVE DATA
1	N 88° 52' 40" E	223.12	
2	S 88° 52' 40" W	223.12	
3	N 88° 52' 40" E	223.12	
4	S 88° 52' 40" W	223.12	

ESSENTIAL CURVE DATA

LINE NO.	BEARING	DISTANCE	CURVE DATA
1	N 88° 52' 40" E	223.12	
2	S 88° 52' 40" W	223.12	
3	N 88° 52' 40" E	223.12	
4	S 88° 52' 40" W	223.12	



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 11

Public Hearing - Replat & Revised Site Plan: Jupiter-190 Addition, Block A,
Lots 2R & 4

Applicant: SWHG Hospitality, Ltd.

DESCRIPTION:

Hotels on two lots on 4.5± acres located at the northwest corner of State Highway 190 and Jupiter Road. Zoned Light Industrial-1. Neighborhood #67.

REMARKS:

The applicant is requesting approval of a replat and revised site plan. The replat proposes to subdivide the property into two lots and dedicate easements necessary for development. The revised site plan proposes a five-story hotel development on the eastern portion of the property. A four-story hotel is currently under construction on the western portion of the site.

The property is a C-shaped tract located at the northwest corner of State Highway 190 and Jupiter Road. It is zoned Light Industrial-1 and falls within the 190 Tollway/Plano Parkway Overlay District. The property is encumbered by many utility easements to accommodate various utilities including a high-pressure gas line and overhead electrical transmission lines that extend across the northern half of the property. There is an outparcel located inside the "C" that is currently developed as a convenience store and fronts Jupiter Road.

ISSUES:

The property lies within the 190 Tollway/Plano Parkway Overlay District. The overlay district requires that when properties are developed and/or redeveloped that all overhead utilities be placed underground along certain roadways. Overhead utilities may remain along the north side of the President George Bush Turnpike (PGBT) frontage road if the utilities are placed on concrete or steel poles. The applicant is in the process of relocating the utilities to concrete or steel poles.

The applicant is requesting that the electrical utilities remain aboveground along Jupiter Road and that the revised site plan be approved subject to the Board of Adjustment (BOA) granting a permanent variance from the requirement for the overhead utilities to be placed underground. The site has approximately 250 linear feet of street frontage in which the overhead utilities are present along Jupiter Road. Electrical utilities are aboveground along both sides of Jupiter Road, north of State Highway 190.

Staff supports the applicant's request for the variance. The site is unique in that its C-shape results in approximately 250 linear feet of frontage along Jupiter Road. The outparcel tract inside the "C" has approximately 150 linear feet of frontage along Jupiter Road. If utilities are located underground across the subject property, overhead utilities will still remain along Jupiter Road due to the outparcel. Additional utility poles will have to be set to transition from underground utilities of the subject property to the overhead utilities along the convenience store frontage. The overhead electrical transmission lines and high-pressure gas line that encumber the northern portion of the subject property further complicate having the utilities located underground.

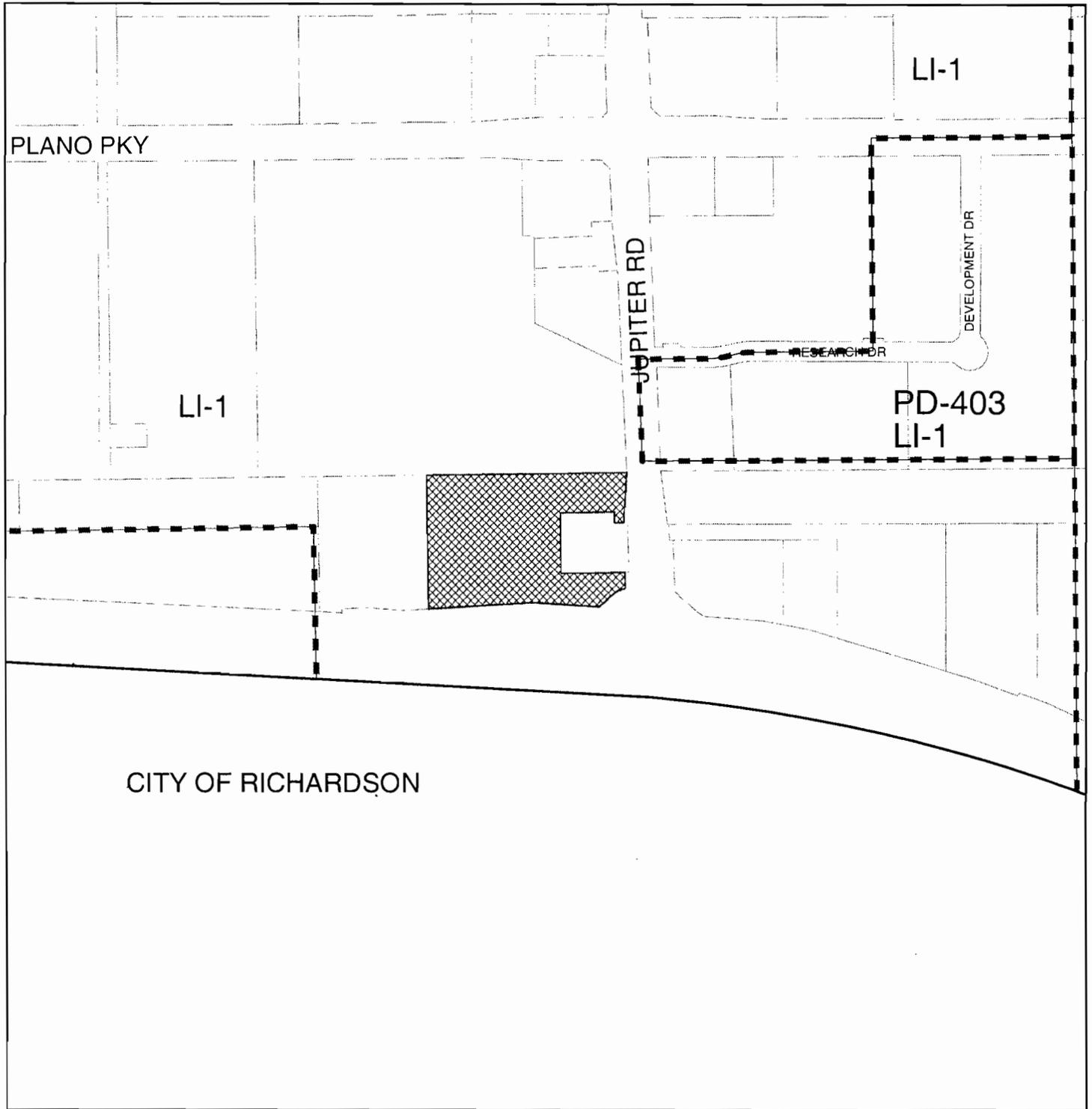
Requiring the overhead electrical utilities to be placed underground for a short distance along Jupiter Road does not substantially achieve the intent of the ordinance to minimize visual clutter when considered with the surrounding context of all the overhead utilities that will remain along the north side of the PGBT frontage road and the outparcel that fronts Jupiter Road, as well as the existing overhead transmission lines across the subject property.

RECOMMENDATION:

Replat: Recommended for approval as submitted.

Revised Site Plan: Recommended for approval subject to:

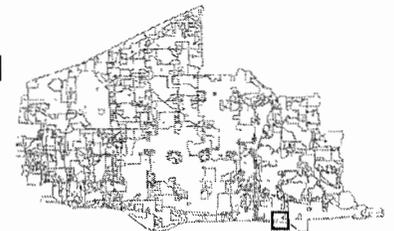
1. The BOA granting a variance to the placement of overhead utilities underground along Jupiter Road.
2. Fire Department approval of a variance to the 150-foot hose-lay requirement.
3. TXU written approval of parking and access drive aisles, landscaping, and other improvements within the electric transmission line easement.



Item Submitted: REPLAT & REVISED SITE PLAN

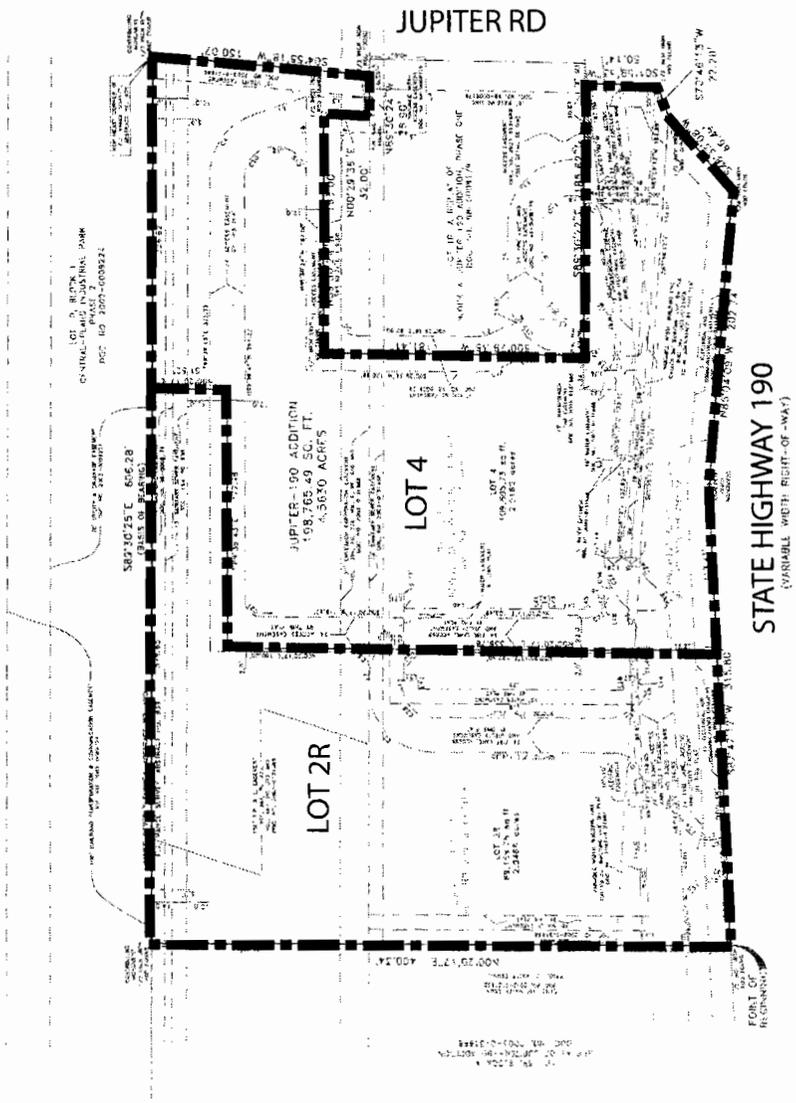
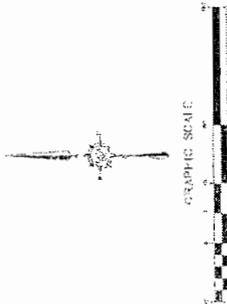
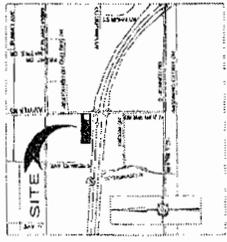
Title: JUPITER-190 ADDITION
BLOCK A, LOTS 2R & 4

Zoning: LIGHT INDUSTRIAL-1/
190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT



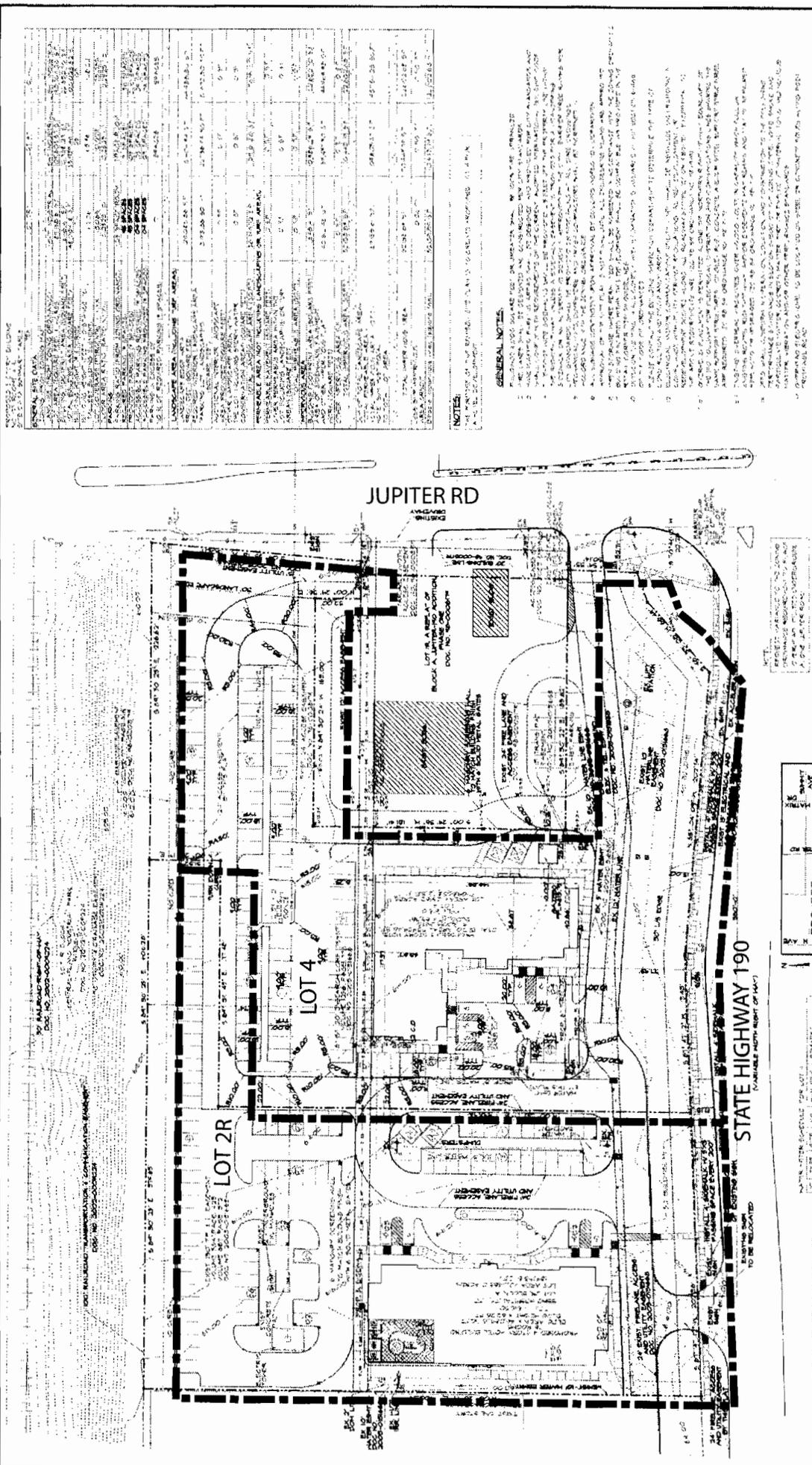
○ 200' Notification Buffer





LINE	BEARING	DISTANCE	AREA	CUMULATIVE AREA	CUMULATIVE PERIMETER
1	N 89° 30' 25" E	656.28	11,833.35	11,833.35	656.28
2	S 87° 30' 25" E	656.28	11,833.35	23,666.70	1312.56
3	N 89° 30' 25" E	656.28	11,833.35	35,500.05	1968.84
4	S 87° 30' 25" E	656.28	11,833.35	47,333.40	2625.12
5	N 89° 30' 25" E	656.28	11,833.35	59,166.75	3281.40
6	S 87° 30' 25" E	656.28	11,833.35	71,000.10	3937.68
7	N 89° 30' 25" E	656.28	11,833.35	82,833.45	4593.96
8	S 87° 30' 25" E	656.28	11,833.35	94,666.80	5250.24
9	N 89° 30' 25" E	656.28	11,833.35	106,500.15	5906.52
10	S 87° 30' 25" E	656.28	11,833.35	118,333.50	6562.80
11	N 89° 30' 25" E	656.28	11,833.35	130,166.85	7219.08
12	S 87° 30' 25" E	656.28	11,833.35	142,000.20	7875.36
13	N 89° 30' 25" E	656.28	11,833.35	153,833.55	8531.64
14	S 87° 30' 25" E	656.28	11,833.35	165,666.90	9187.92
15	N 89° 30' 25" E	656.28	11,833.35	177,500.25	9844.20
16	S 87° 30' 25" E	656.28	11,833.35	189,333.60	10500.48
17	N 89° 30' 25" E	656.28	11,833.35	201,166.95	11156.76
18	S 87° 30' 25" E	656.28	11,833.35	213,000.30	11813.04
19	N 89° 30' 25" E	656.28	11,833.35	224,833.65	12469.32
20	S 87° 30' 25" E	656.28	11,833.35	236,667.00	13125.60
21	N 89° 30' 25" E	656.28	11,833.35	248,500.35	13781.88
22	S 87° 30' 25" E	656.28	11,833.35	260,333.70	14438.16
23	N 89° 30' 25" E	656.28	11,833.35	272,167.05	15094.44
24	S 87° 30' 25" E	656.28	11,833.35	284,000.40	15750.72
25	N 89° 30' 25" E	656.28	11,833.35	295,833.75	16407.00
26	S 87° 30' 25" E	656.28	11,833.35	307,667.10	17063.28
27	N 89° 30' 25" E	656.28	11,833.35	319,500.45	17719.56
28	S 87° 30' 25" E	656.28	11,833.35	331,333.80	18375.84
29	N 89° 30' 25" E	656.28	11,833.35	343,167.15	19032.12
30	S 87° 30' 25" E	656.28	11,833.35	355,000.50	19688.40
31	N 89° 30' 25" E	656.28	11,833.35	366,833.85	20344.68
32	S 87° 30' 25" E	656.28	11,833.35	378,667.20	21000.96
33	N 89° 30' 25" E	656.28	11,833.35	390,500.55	21657.24
34	S 87° 30' 25" E	656.28	11,833.35	402,333.90	22313.52
35	N 89° 30' 25" E	656.28	11,833.35	414,167.25	22969.80
36	S 87° 30' 25" E	656.28	11,833.35	426,000.60	23626.08
37	N 89° 30' 25" E	656.28	11,833.35	437,833.95	24282.36
38	S 87° 30' 25" E	656.28	11,833.35	449,667.30	24938.64
39	N 89° 30' 25" E	656.28	11,833.35	461,500.65	25594.92
40	S 87° 30' 25" E	656.28	11,833.35	473,334.00	26251.20
41	N 89° 30' 25" E	656.28	11,833.35	485,167.35	26907.48
42	S 87° 30' 25" E	656.28	11,833.35	497,000.70	27563.76
43	N 89° 30' 25" E	656.28	11,833.35	508,834.05	28220.04
44	S 87° 30' 25" E	656.28	11,833.35	520,667.40	28876.32
45	N 89° 30' 25" E	656.28	11,833.35	532,500.75	29532.60
46	S 87° 30' 25" E	656.28	11,833.35	544,334.10	30188.88
47	N 89° 30' 25" E	656.28	11,833.35	556,167.45	30845.16
48	S 87° 30' 25" E	656.28	11,833.35	568,000.80	31501.44
49	N 89° 30' 25" E	656.28	11,833.35	579,834.15	32157.72
50	S 87° 30' 25" E	656.28	11,833.35	591,667.50	32814.00
51	N 89° 30' 25" E	656.28	11,833.35	603,500.85	33470.28
52	S 87° 30' 25" E	656.28	11,833.35	615,334.20	34126.56
53	N 89° 30' 25" E	656.28	11,833.35	627,167.55	34782.84
54	S 87° 30' 25" E	656.28	11,833.35	639,000.90	35439.12
55	N 89° 30' 25" E	656.28	11,833.35	650,834.25	36095.40
56	S 87° 30' 25" E	656.28	11,833.35	662,667.60	36751.68
57	N 89° 30' 25" E	656.28	11,833.35	674,500.95	37407.96
58	S 87° 30' 25" E	656.28	11,833.35	686,334.30	38064.24
59	N 89° 30' 25" E	656.28	11,833.35	698,167.65	38720.52
60	S 87° 30' 25" E	656.28	11,833.35	710,001.00	39376.80
61	N 89° 30' 25" E	656.28	11,833.35	721,834.35	40033.08
62	S 87° 30' 25" E	656.28	11,833.35	733,667.70	40689.36
63	N 89° 30' 25" E	656.28	11,833.35	745,501.05	41345.64
64	S 87° 30' 25" E	656.28	11,833.35	757,334.40	42001.92
65	N 89° 30' 25" E	656.28	11,833.35	769,167.75	42658.20
66	S 87° 30' 25" E	656.28	11,833.35	781,001.10	43314.48
67	N 89° 30' 25" E	656.28	11,833.35	792,834.45	43970.76
68	S 87° 30' 25" E	656.28	11,833.35	804,667.80	44627.04
69	N 89° 30' 25" E	656.28	11,833.35	816,501.15	45283.32
70	S 87° 30' 25" E	656.28	11,833.35	828,334.50	45939.60
71	N 89° 30' 25" E	656.28	11,833.35	840,167.85	46595.88
72	S 87° 30' 25" E	656.28	11,833.35	852,001.20	47252.16
73	N 89° 30' 25" E	656.28	11,833.35	863,834.55	47908.44
74	S 87° 30' 25" E	656.28	11,833.35	875,667.90	48564.72
75	N 89° 30' 25" E	656.28	11,833.35	887,501.25	49221.00
76	S 87° 30' 25" E	656.28	11,833.35	899,334.60	49877.28
77	N 89° 30' 25" E	656.28	11,833.35	911,167.95	50533.56
78	S 87° 30' 25" E	656.28	11,833.35	923,001.30	51189.84
79	N 89° 30' 25" E	656.28	11,833.35	934,834.65	51846.12
80	S 87° 30' 25" E	656.28	11,833.35	946,668.00	52502.40
81	N 89° 30' 25" E	656.28	11,833.35	958,501.35	53158.68
82	S 87° 30' 25" E	656.28	11,833.35	970,334.70	53814.96
83	N 89° 30' 25" E	656.28	11,833.35	982,168.05	54471.24
84	S 87° 30' 25" E	656.28	11,833.35	994,001.40	55127.52
85	N 89° 30' 25" E	656.28	11,833.35	1005,834.75	55783.80
86	S 87° 30' 25" E	656.28	11,833.35	1017,668.10	56440.08
87	N 89° 30' 25" E	656.28	11,833.35	1029,501.45	57096.36
88	S 87° 30' 25" E	656.28	11,833.35	1041,334.80	57752.64
89	N 89° 30' 25" E	656.28	11,833.35	1053,168.15	58408.92
90	S 87° 30' 25" E	656.28	11,833.35	1065,001.50	59065.20
91	N 89° 30' 25" E	656.28	11,833.35	1076,834.85	59721.48
92	S 87° 30' 25" E	656.28	11,833.35	1088,668.20	60377.76
93	N 89° 30' 25" E	656.28	11,833.35	1100,501.55	61034.04
94	S 87° 30' 25" E	656.28	11,833.35	1112,334.90	61690.32
95	N 89° 30' 25" E	656.28	11,833.35	1124,168.25	62346.60
96	S 87° 30' 25" E	656.28	11,833.35	1136,001.60	63002.88
97	N 89° 30' 25" E	656.28	11,833.35	1147,834.95	63659.16
98	S 87° 30' 25" E	656.28	11,833.35	1159,668.30	64315.44
99	N 89° 30' 25" E	656.28	11,833.35	1171,501.65	64971.72
100	S 87° 30' 25" E	656.28	11,833.35	1183,335.00	65628.00

LINE	BEARING	DISTANCE	AREA	CUMULATIVE AREA	CUMULATIVE PERIMETER
1	N 89° 30' 25" E	656.28	11,833.35	11,833.35	656.28
2	S 87° 30' 25" E	656.28	11,833.35	23,666.70	1312.56
3	N 89° 30' 25" E	656.28	11,833.35	35,500.05	1968.84
4	S 87° 30' 25" E	656.28	11,833.35	47,333.40	2625.12
5	N 89° 30' 25" E	656.28	11,833.35	59,166.75	3281.40
6	S 87° 30' 25" E	656.28	11,833.35	71,000.10	3937.68
7	N 89° 30' 25" E	656.28	11,833.35	82,833.45	4593.96
8	S 87° 30' 25" E	656.28	11,833.35	94,666.80	5250.24
9	N 89° 30' 25" E	656.28	11,833.35	106,500.15	5906.52
10	S 87° 30' 25" E	656.28	11,833.35	118,333.50	6562.80
11	N 89° 30' 25" E	656.28	11,833.35	130,166.85	7219.08
12	S 87° 30' 25" E	656.28	11,833.35	142,000.20	7875.36
13	N 89° 30' 25" E	656.28	11,833.35	153,833.55	8531.64
14	S 87° 30' 25" E	656.28	11,833.35	165,666.90	9187.92
15	N 89° 30' 25" E	656.28	11,833.35	177,500.25	9844.20
16	S 87° 30' 25" E	656.28	11,833.35	189,333.60	10500.48
17	N 89° 30' 25" E	656.28	11,833.35	201,166.95	11156.76
18	S 87° 30' 25" E	656.28	11,833.35	213,000.30	11813.04
19	N 89° 30' 25" E	656.28	11,833.35	224,833.65	12469.32
20	S 87° 30' 25" E	656.28	11,833.35	236,667.00	13125.60
21	N 89° 30' 25" E	656.28	11,833.35	248,500.35	13781.88
22	S 87° 30' 25" E	656.28	11,833.35	260,333.70	14438.16
23	N 89° 30' 25" E	656.28	11,833.35	272,167.05	15094.44
24	S 87° 30' 25" E	656.28	11,833.35	284,000.40	15750.72
25	N 89° 30' 25" E	656.28	11,833.35	295,833.75	16407.00
26	S 87° 30' 25" E	656.28	11,833.35	307,667.10	17063.28
27	N 89° 30' 25" E	656.28	11,833.35	319,500.45	17719.56
28	S 87° 30' 25" E	656.28	11,833.35	331,333.80	18375.84
29	N 89° 30' 25" E	656.28	11,833.35	343,167.15	19032.12
30	S 87° 30' 25" E	656.28	11,833.35	355,000.50	19688.40
31	N 89° 30' 25" E	656.28	11,833.35	366,833.85	20344.68
32	S 87° 30' 25" E	656.28	11,833.35	378,667.20	21000.96
33	N 89° 30' 25" E	656.28	11,833.35	390,500.55	21657.24
34	S 87° 30' 25" E	656.28	11,833.35	402,333.90	22313.52
35	N 89° 30' 25" E	656.28	11,833.35	414,167.25	22969.80
36	S 87° 30' 25" E	656.28	11,833.35	426,000.60	23626.08
37	N 89° 30' 25" E	656.28	11,833.35	437,833.95	24282.36
38	S 87° 30' 25" E	656.28	11,833.35	449,667.30	24938.64
39	N 89° 30' 25" E	656.28	11,833.35	461,500.65	25594.92
40	S 87° 30' 25" E	656.28	11,833.35	473,334.00	26251.20
41	N 89° 30' 25" E	656.28	11,833.35	485,167.35	26907.48
42	S 87° 30' 25" E	656.28	11,833.35	497,000.70	27563.76
43	N 89° 30' 25" E	656.28	11,833.35	508,834.05	28220.04
44	S 87°				



01 SITE PLAN
SCALE: 1" = 20'

NOTE: THERE ARE NO EXISTING TREES ON SITE.

DATE: 01/15/2014

PROJECT: 190 ACITION, LOT 2R & 4, BLOCK A
FJ VANCE SURVEY ABSTRACT NO. 038
CITY OF PLANT, COLLIN COUNTY, TEXAS

APPROVAL:

MJR ENGINEERING INC.
1933 WINDERMERE COURT
FRI, TEXAS 75442
CONTACT ENGINEER: ROBERT M. MURPHY

DEVELOPER:
MANNY SINGH
238 DAVIS BLVD. SUITE 100
FRI, TEXAS 75442
PHONE: 972-445-1887

CONTACT INFORMATION:
GLOBAL DESIGNS
TOTAL DESIGN MANAGERS
100 ACITION, LOT 2R & 4, BLOCK A
FJ VANCE SURVEY ABSTRACT NO. 038
CITY OF PLANT, COLLIN COUNTY, TEXAS

SITE PLAN:
190 ACITION, LOT 2R & 4, BLOCK A
FJ VANCE SURVEY ABSTRACT NO. 038
CITY OF PLANT, COLLIN COUNTY, TEXAS
4,9930 AC

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.

NOTES:

1. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

2. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

3. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

4. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

5. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

6. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

7. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

8. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

9. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

10. THE PROPERTY OF THE STATE OF TEXAS IS RESERVED IN THE SEVERAL TRACTS OF THIS SURVEY.

CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 12

Public Hearing - Replat: Nylo Hotels Addition, Block A, Lot 1R

Applicant: Plano LH, L.P.

DESCRIPTION:

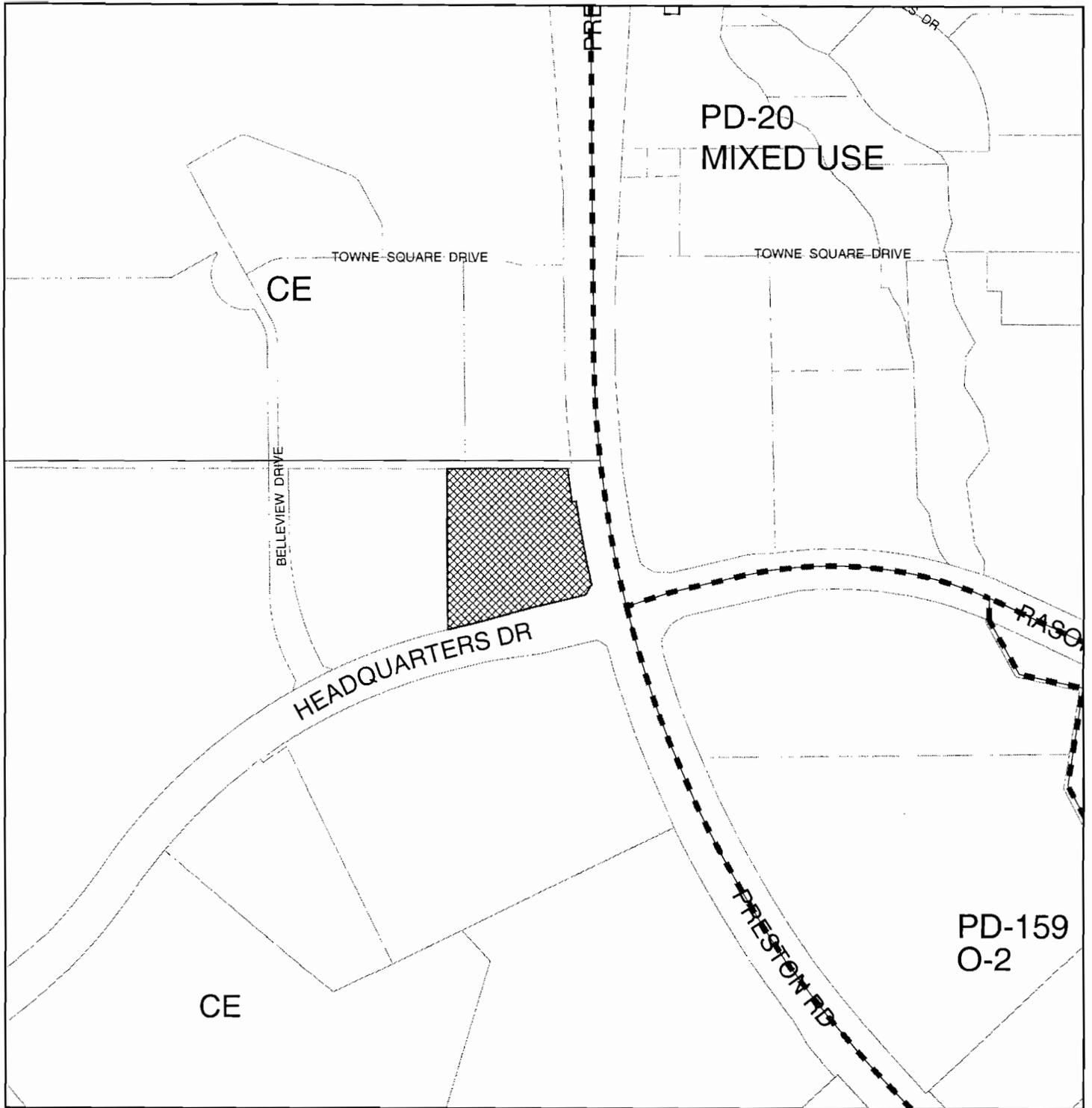
Hotel on one lot on 4.1± acres located at the northwest corner of Preston Road and Headquarters Drive. Zoned Commercial Employment. Neighborhood #8.

REMARKS:

The purpose of this replat is to correct previously dedicated easements.

RECOMMENDATION:

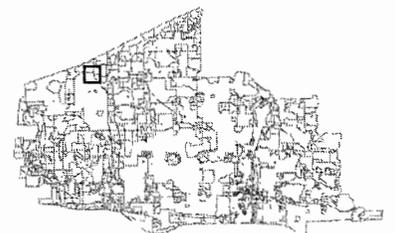
Recommended for approval as submitted.



Item Submitted: REPLAT

Title: NYLO HOTELS ADDITION
BLOCK A, LOT 1R

Zoning: COMMERCIAL EMPLOYMENT/
PRESTON ROAD OVERLAY DISTRICT



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

March 3, 2008

Agenda Item No. 13

Public Hearing - Replat: Stoney Hollow, Phase Two, Block E, Lots 1R & 8

Applicant: David Mirike

DESCRIPTION:

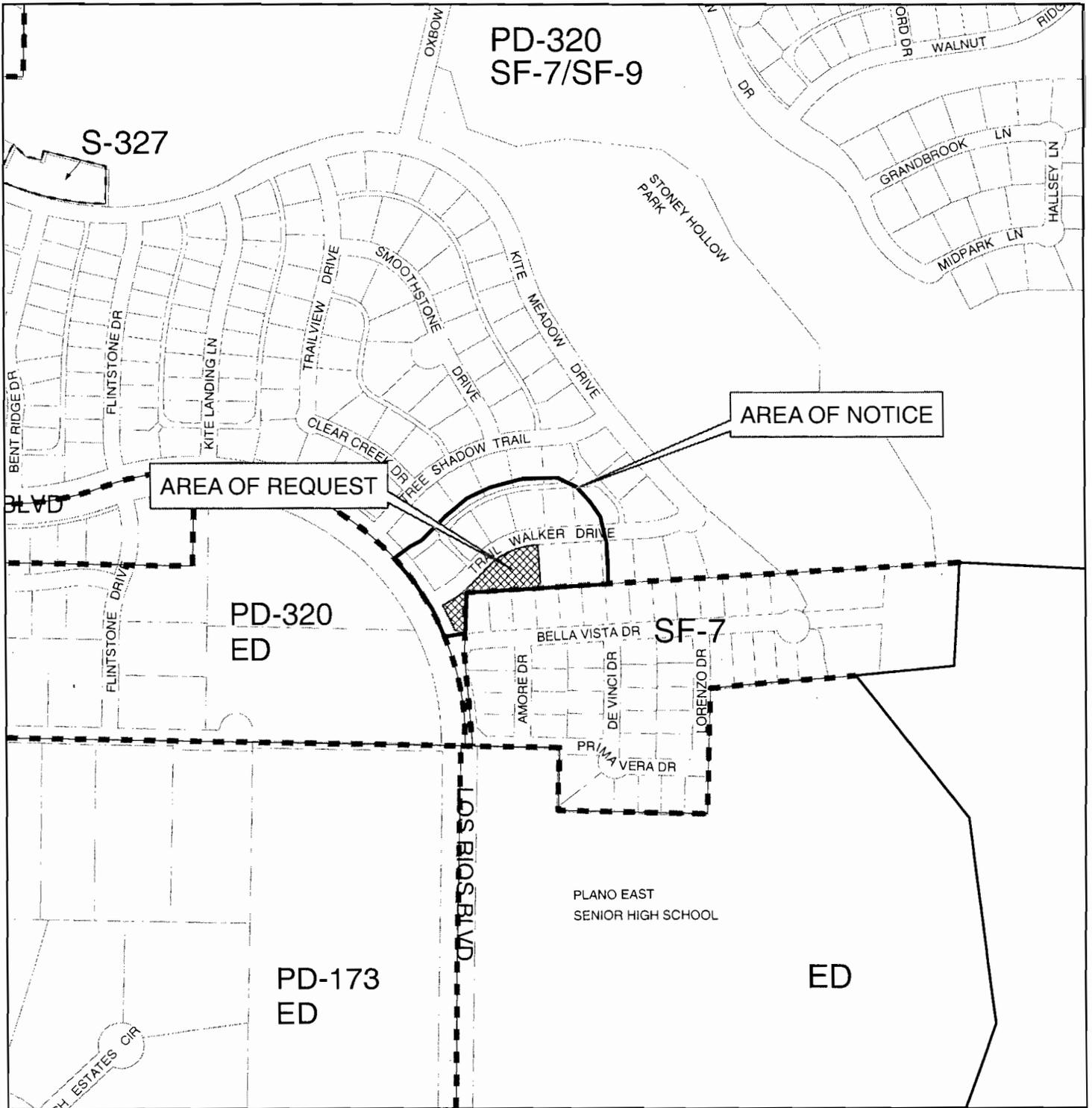
One Single-Family Residence-9 lot and one open space lot on 0.6± acre located at the southeast corner of Los Rios Boulevard and Trail Walker Drive. Zoned Planned Development-320-Single-Family Residence-7/Single-Family Residence 9. Neighborhood #50.

REMARKS:

The purpose of this replat is to subdivide the existing residential lot to show dedicated street right-of-way and to create an open space lot.

RECOMMENDATION:

Recommended for approval subject to city approval and subsequent recordation of amendments to the Declaration of Covenants, Conditions and Restrictions for the Stoney Hollow Residential Association pertaining to the maintenance of the open space lot.

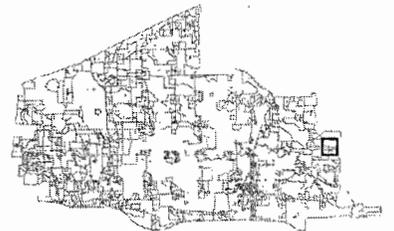


Item Submitted: REPLAT

Title: STONEY HOLLOW, PHASE TWO
BLOCK E, LOTS 1R & 8

Zoning: PLANNED DEVELOPMENT-320-SINGLE-FAMILY RESIDENCE-7/
SINGLE-FAMILY RESIDENCE-9

○ 200' Notification Buffer



REPLY FORM

RECEIVED

FEB 27 2008

Planning & Zoning Commission
P.O. Box 860358
Plano, TX 75086-0358

PLANNING DEPT.



Dear Commissioners:

This letter is regarding Stoney Hollow Phase Two, Block E, Lots 1R & 8. The property is one lot and one common area lot on 0.61± acres located generally at the southeast corner of Los Rios Boulevard and Trail Walker Drive. Neighborhood #50. The purpose for this replat is to subdivide the existing residential lot to show dedicated street right-of-way and to create an open space lot.

*****PLEASE TYPE OR USE BLACK INK*****

I am **FOR** the replat as explained above for Stoney Hollow Phase Two, Block E, Lots 1R & 8.

I am **AGAINST** the replat as explained above for Stoney Hollow Phase Two, Block E, Lots 1R & 8.

This item will be heard on **March 3, 2007, 7:00 p.m.** at the Plano Municipal Center, 1520 K Avenue. Please provide your written comments below regarding the proposed replat. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Denita Watkins

Name (Please Print)

Denita Watkins

Signature

3617 Trail Walker Dr

Address

2-26-08

Date

TMF