

PLANNING & ZONING COMMISSION

PLANO MUNICIPAL CENTER

1520 K AVENUE

December 3, 2007

ITEM NO.	EXPLANATION	ACTION TAKEN
	<p>6:30 p.m. - Dinner - Planning Conference Room 2E</p> <p>7:00 p.m. - Regular Meeting - Council Chambers</p> <p>The Planning & Zoning Commission may convene into Executive Session pursuant to Section 55.071 of the Texas Government Code to consult with its attorney regarding posted items in the regular meeting.</p> <p>1 Call to Order/Pledge of Allegiance</p> <p>2 Approval of Agenda as Presented</p> <p>3 Approval of Minutes for the November 19, 2007, 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 EH Revised Site Plan: Rader Addition No. 2, Block A, Lot 1R - Convenience store and retail building on one lot on 0.5± acre located at the southeast corner of Central Expressway and Parker Road. Zoned Corridor Commercial. Neighborhood #47. Applicant: H.F.L.P., Ltd.</p> <p>5b EH Preliminary Plat: Chisholm Place Retail No. 1, Block A, Lot 3R - Mini-warehouse development on one lot on 4.3± acres located generally at the southeast corner of Park Boulevard and Alma Drive. Zoned Planned Development-195-Corridor Commercial. Neighborhood #58. Applicant: Park-Alma Plano Venture No. One, LP</p>	

<p>5c TF</p>	<p>Preliminary Site Plan: G & H Headquarters Drive Addition, Block A, Lot 1 - General office buildings on one lot on 5.8± acres located on the north side of Headquarters Drive, 550± feet west of Preston Road. Zoned Commercial Employment. Neighborhood #8. Applicant: West Plano Land Company, L.P.</p>	
<p>5d TF</p>	<p>Final Plat: NYLO Hotels Addition, Block A, Lot 1 - Hotel on one lot on 4.1± acres located at the northwest corner of Headquarters Drive and Preston Road. Zoned Commercial Employment. Neighborhood #8. Applicant: Plano LH, L.P.</p>	
<p>5e TF</p>	<p>Final Plat: Sharon Addition, Block A, Lots 1 & 2 - Two single-family lots on 2.0± acres located on the west side of Pecan Lane, 1,800± east of K Avenue. Zoned Planned Development-95-Single-Family Residence-20. Neighborhood #22. Applicant: Linda Leonard</p>	
<p>5f BT</p>	<p>Final Plat: Plano-Independence Parkway Place, Block 1, Lot 1 - Retail store with gas pumps on one lot on 1.7± acres located at the northeast corner of Plano Parkway and Independence Parkway. Zoned Planned Development-374-Retail. Neighborhood #65. Applicant: RaceTrac Petroleum</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 Land Use and Transportation Elements of the Comprehensive Plan along with the Future Land Use Plan and Thoroughfare Plan maps. Applicant: City of Plano</p>	
<p>7A EH</p>	<p>Public Hearing: Zoning Case 2007-55 - Request to amend Planned Development-185-Regional Commercial development standards on 14.8± acres located at the northeast corner of Parker Road and Dallas North Tollway. Zoned Planned Development-185-Regional Commercial. Tabled 10/19/07. Applicant: Cencor Realty Services</p>	
<p>7B EH</p>	<p>Revised Preliminary Site Plan: Tinseltown Addition, Block A, Lot 1 - A retail, office, and multifamily residential mixed use development on one lot on 14.8± acres located at the northwest corner of Parker Road and Parkwood Boulevard. Zoned Planned Development-185-Regional Commercial. Neighborhood #30. Applicant: Cencor Realty Services</p>	
<p>8 EH</p>	<p>Public Hearing - Preliminary Replat: Baylor Medical Center at Plano, Block A, Lot 1R - Hospital and medical office on one lot on 22.5± acres located at the southeast corner of Allied Drive and Alliance Boulevard. Zoned Planned Development-138-Retail/General Office with Specific Use Permit #164 for Outdoor Commercial Amusement Facility. Neighborhood #55. Applicant: Baylor Healthcare Systems</p>	

<p>9 EH</p>	<p>Public Hearing - Replat: L.A. Davis Addition, Block 3, Lots 1R, 2R, & 3R - Three general residential lots on 0.4± acre located at the southwest corner of G Avenue and 11th Street. Zoned General Residential. Neighborhood #67. Applicant: Grady L. Dunbar</p>	
<p>10 EH</p>	<p>Public Hearing - Preliminary Replat: Rader Addition No. 2, Block A, Lots 1R & 2R - Convenience store and retail building on two lots on 1.0± acre located at the southeast corner of Central Expressway and Parker Road. Zoned Corridor Commercial. Neighborhood #47. Applicant: H.F.L.P., Ltd.</p>	
<p>11 TF</p>	<p>Public Hearing - Replat and Revised Site Plan: John Paul II Addition, Block 1, Lot 1R - Parochial secondary school on one lot on 35.0± acres located at the northeast corner of Coit Road and Plano Parkway. Zoned Planned Development-128-Light Industrial-1 within the 190 Tollway/Plano Parkway Overlay District. Neighborhood #64. Applicant: John Paul II High School</p>	
<p>12 TF</p>	<p>Public Hearing - Replat: Old Shepard Park, Block A, Lot 1 - Park on one lot on 17.9± acres located at the northwest corner of Winding Hollow Lane and Plano Parkway. Zoned Single-Family Residence-7. Neighborhood #54. Applicant: City of Plano</p>	
<p>13 BT</p>	<p>Public Hearing - Replat: Lakes on Tennyson, Block A, Lot 1R - Office development on one lot on 18.0± acres located at the southeast corner of Tennyson Parkway and Whitestone Lane. Zoned Commercial Employment. Neighborhood #16. Applicant: Golden Goose Properties, Ltd.</p>	
<p><u>END OF PUBLIC HEARINGS</u></p>		
<p>14</p>	<p>Items for Future Discussion - The Planning & Zoning Commission may identify issues or topics that they wish to schedule for discussion at a future meeting.</p>	
<p style="text-align: center;">ACCESSIBILITY STATEMENT</p>		
<p>Plano Municipal Center is wheelchair accessible. A sloped curb entry is available at the main entrance facing Municipal Avenue, with specially marked parking spaces nearby. Access and special parking are also available on the north side of the building. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by calling the Planning Department at (972) 941-7151.</p>		

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

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

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

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

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

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

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

CITY OF PLANO
PLANNING & ZONING COMMISSION
CONSENT AGENDA ITEMS

December 3, 2007

Agenda Item No. 5a
Revised Site Plan: Rader Addition No. 2, Block A, Lot 1R
Applicant: H.F.L.P., Ltd.

Convenience store and retail building on one lot on 0.5± acre located at the southeast corner of Central Expressway and Parker Road. Zoned Corridor Commercial. Neighborhood #47.

The purpose of the revised site plan is to propose a new convenience store.

Recommended for approval as submitted.

Agenda Item No. 5b
Preliminary Plat: Chisholm Place Retail No. 1, Block A, Lot 3R
Applicant: Park-Alma Plano Venture No. One, LP

Mini-warehouse development on one lot on 4.3± acres located generally at the southeast corner of Park Boulevard and Alma Drive. Zoned Planned Development-195-Corridor Commercial. Neighborhood #58.

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

Agenda Item No. 5c
Preliminary Site Plan: G & H Headquarters Drive Addition, Block A, Lot 1
Applicant: West Plano Land Company, L.P.

General office buildings on one lot on 5.8± acres located on the north side of Headquarters Drive, 550± feet west of Preston Road. Zoned Commercial Employment. Neighborhood #8.

Recommended for approval as submitted.

Agenda Item No. 5d
Final Plat: NYLO Hotels Addition, Block A, Lot 1
Applicant: Plano LH, L.P.

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

Recommended for approval as submitted.

Agenda Item No. 5e
Final Plat: Sharon Addition, Block A, Lots 1 & 2
Applicant: Linda Leonard

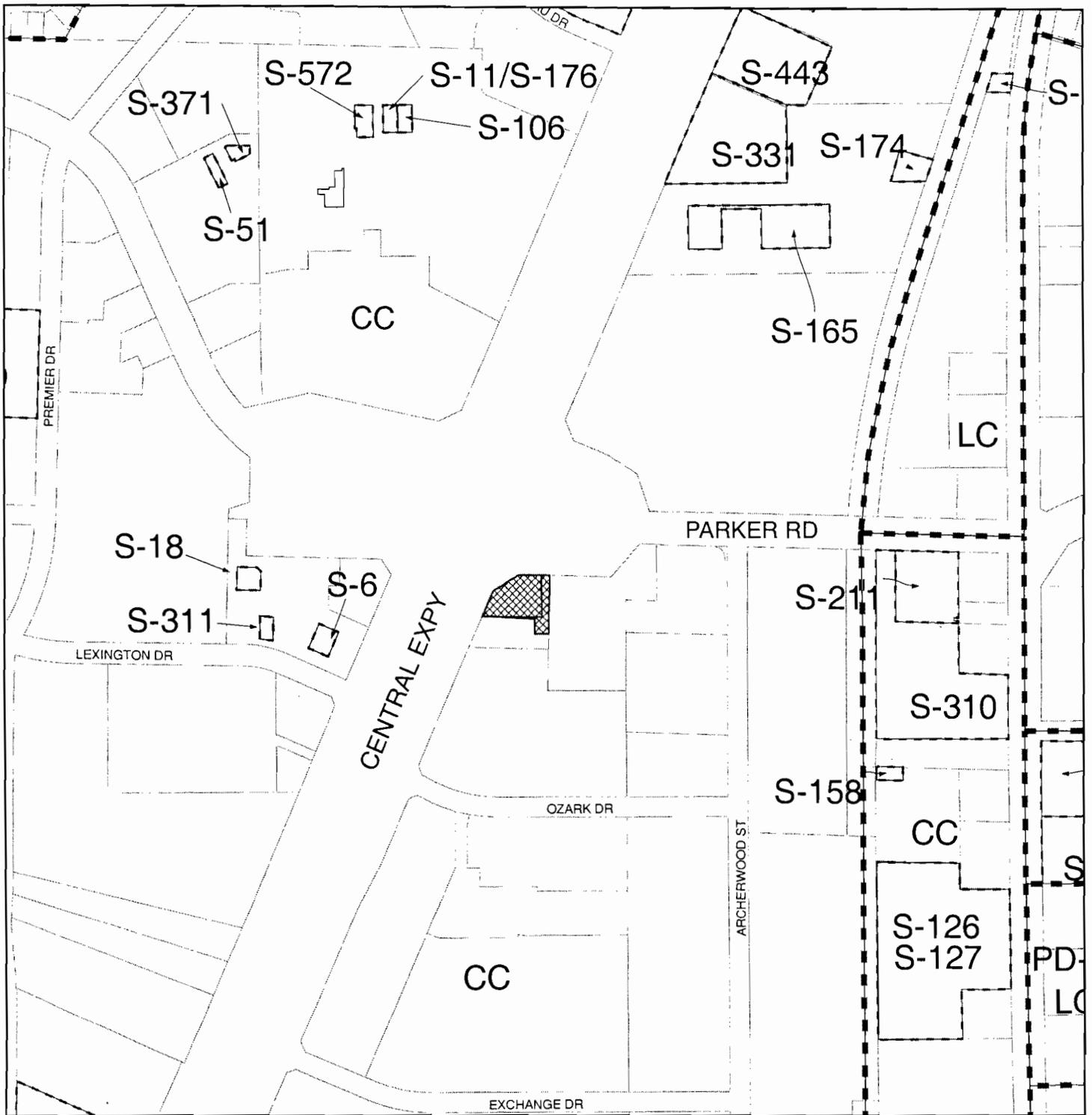
Two single-family lots on 2.0± acres located on the west side of Pecan Lane, 1,800± east of K Avenue. Zoned Planned Development-95-Single-Family Residence-20. Neighborhood #22.

Recommended for approval as submitted.

Agenda Item No. 5f
Final Plat: Plano-Independence Parkway Place, Block 1, Lot 1
Applicant: RaceTrac Petroleum

Retail store with gas pumps on one lot on 1.7± acres located at the northeast corner of Plano Parkway and Independence Parkway. Zoned Planned Development-374-Retail. Neighborhood #65.

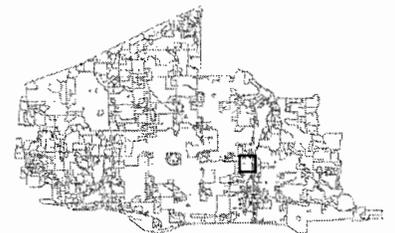
Recommended for approval as submitted.



Item Submitted: REVISED SITE PLAN

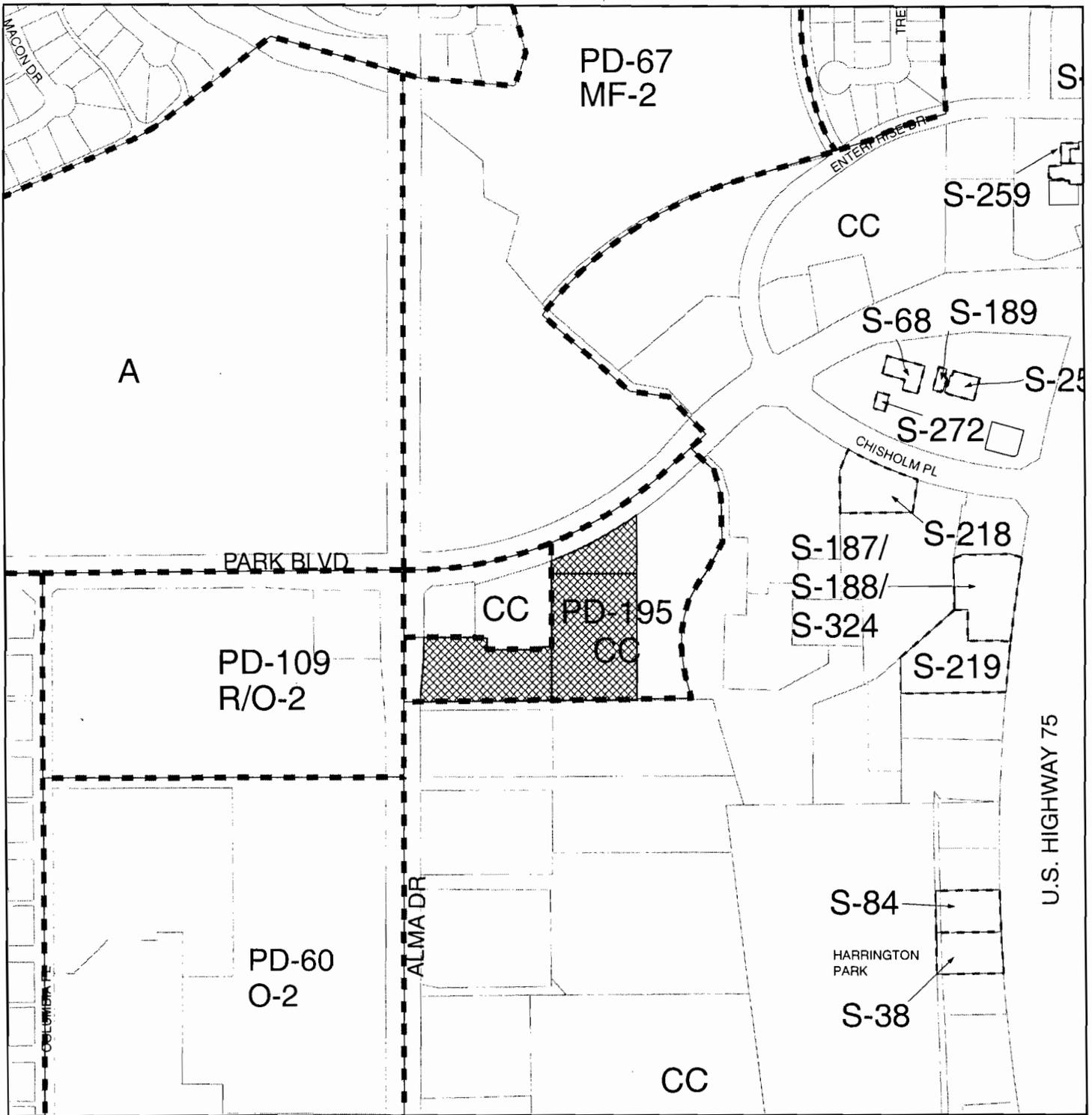
Title: RADER ADDITION NO. 2
BLOCK A, LOT 1R

Zoning: CORRIDOR COMMERCIAL



○ 200' Notification Buffer

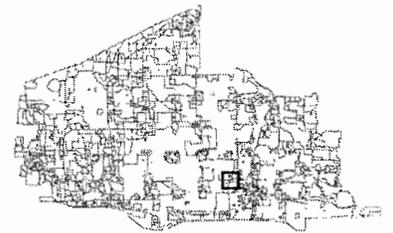




Item Submitted: PRELIMINARY PLAT

Title: CHISHOLM PLACE RETAIL NO. 1
BLOCK A, LOT 3R

Zoning: PLANNED DEVELOPMENT-195-
CORRIDOR COMMERCIAL



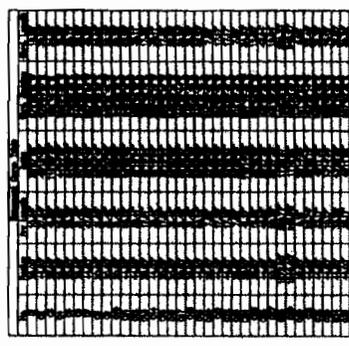
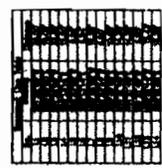
○ 200' Notification Buffer



NOTES:

1. All dimensions are based on the most recent recorded plat for the subject property.
2. All dimensions are based on the most recent recorded plat for the subject property.
3. All dimensions are based on the most recent recorded plat for the subject property.
4. All dimensions are based on the most recent recorded plat for the subject property.

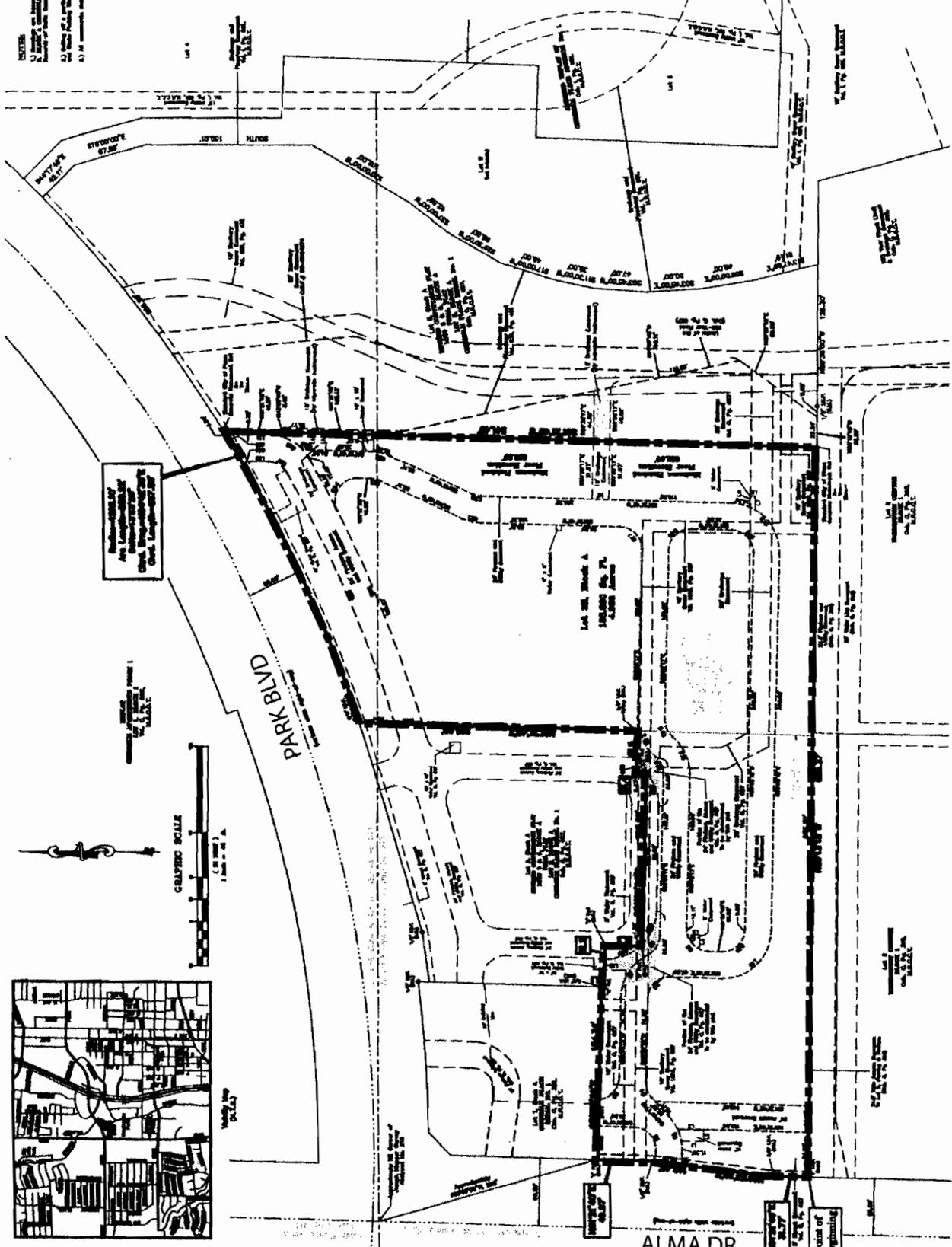
Lot No.	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
1	10,000	10,000	10,000	10,000
2	10,000	10,000	10,000	10,000
3	10,000	10,000	10,000	10,000
4	10,000	10,000	10,000	10,000
5	10,000	10,000	10,000	10,000
6	10,000	10,000	10,000	10,000
7	10,000	10,000	10,000	10,000
8	10,000	10,000	10,000	10,000
9	10,000	10,000	10,000	10,000
10	10,000	10,000	10,000	10,000



OWNER:
ADDRESS:
CITY:

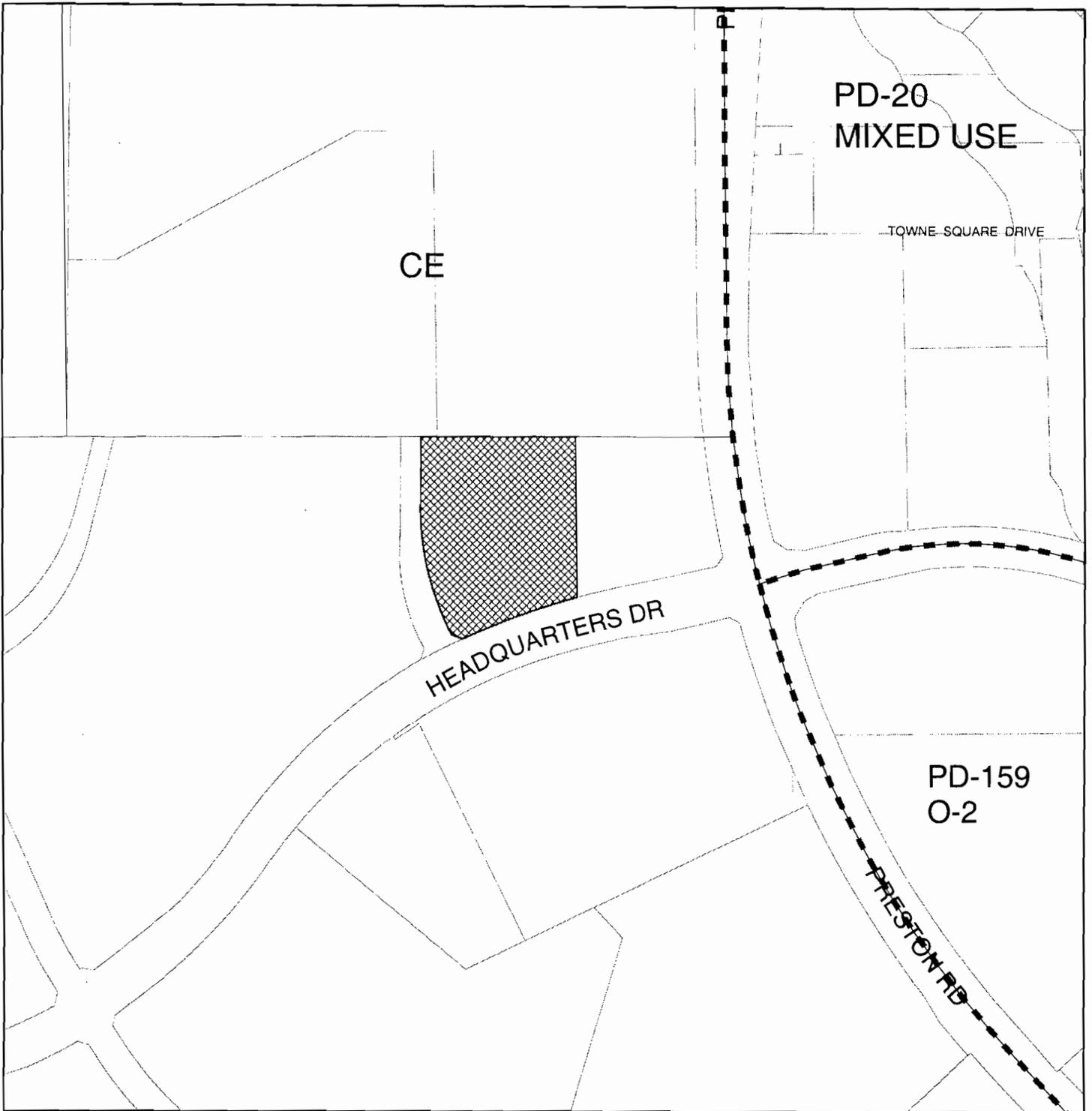
**PLANNING PLAT
 LOT 3R, BLOCK A
 CHISHOLM PLACE RETAIL NO. 1**

APPROVED BY:
DATE:
CITY OF PHOENIX:



ALMA DR

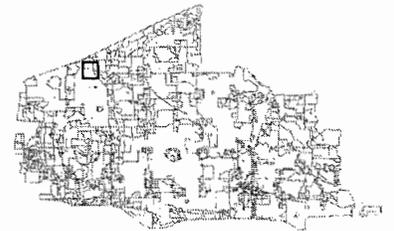
Point of Beginning



Item Submitted: PRELIMINARY SITE PLAN

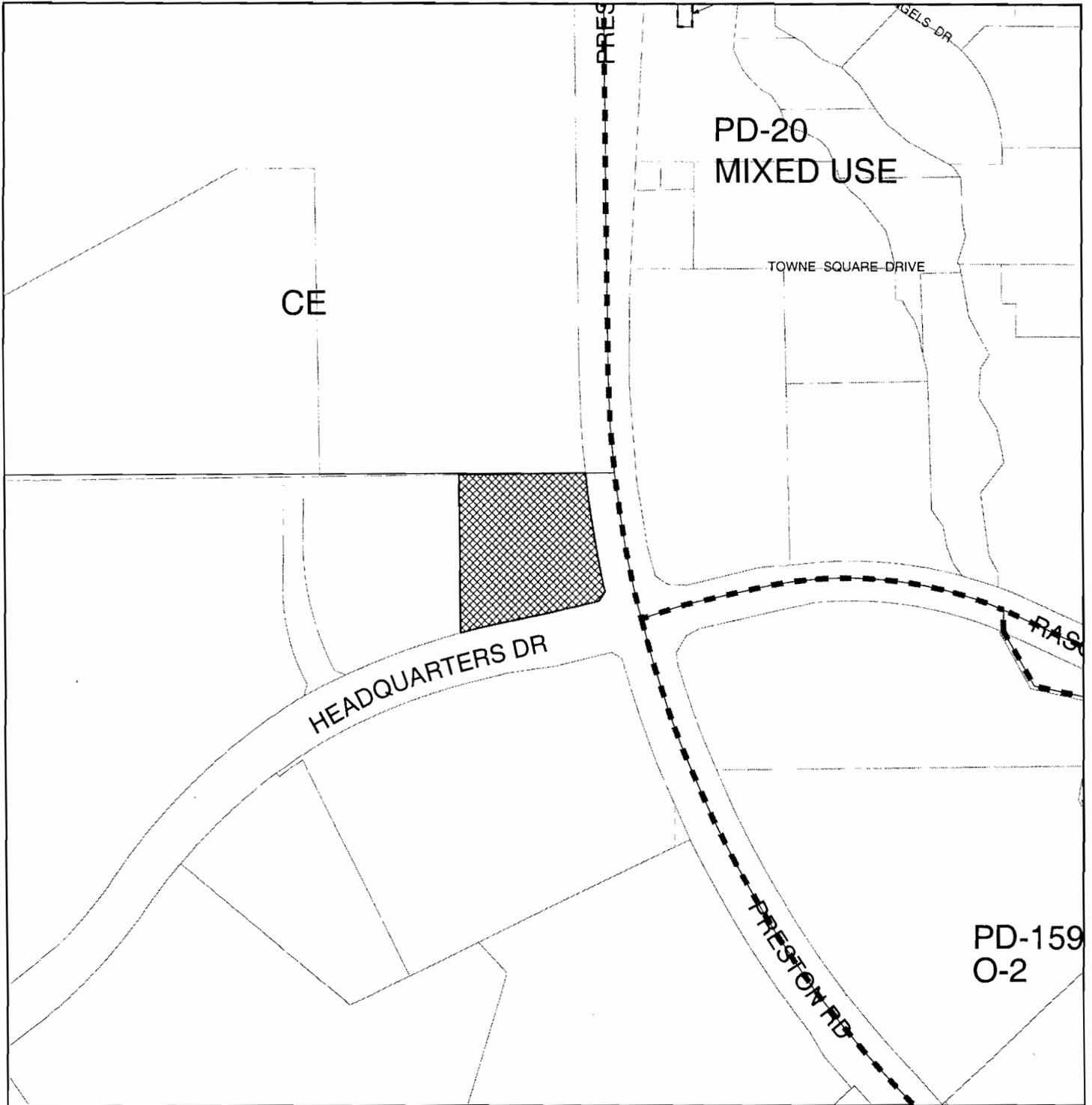
Title: G&H HEADQUARTERS DRIVE ADDITION
BLOCK A, LOT 1

Zoning: COMMERCIAL EMPLOYMENT



○ 200' Notification Buffer

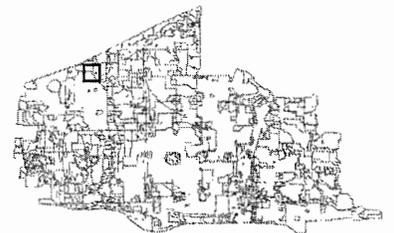




Item Submitted: FINAL PLAT

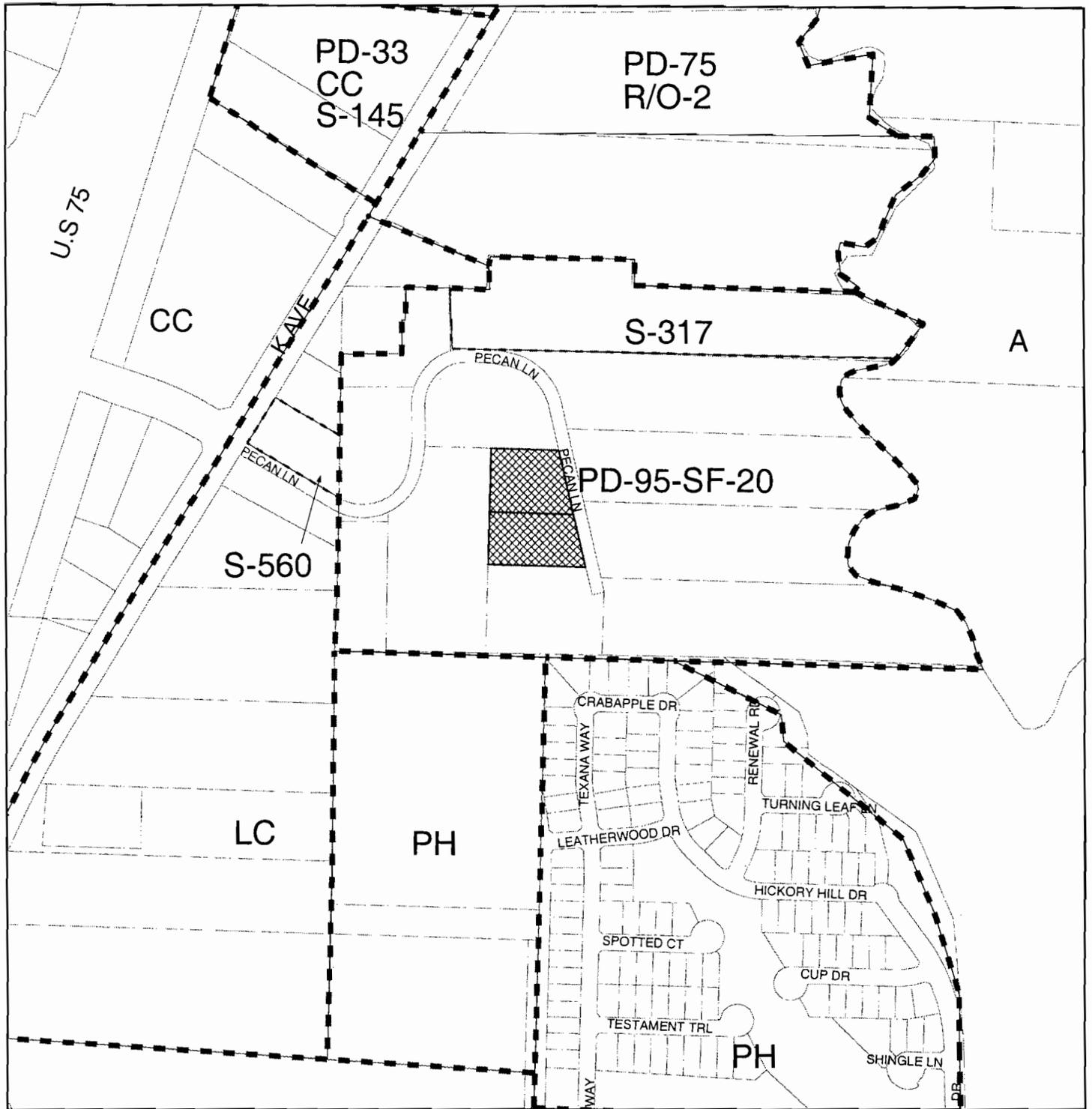
Title: NYLO HOTELS ADDITION
BLOCK A, LOT 1

Zoning: COMMERCIAL EMPLOYMENT



○ 200' Notification Buffer

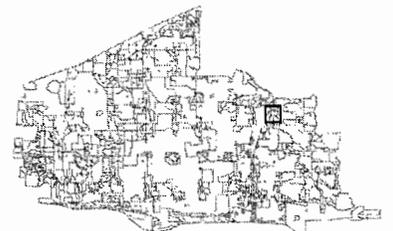




Item Submitted: FINAL PLAT

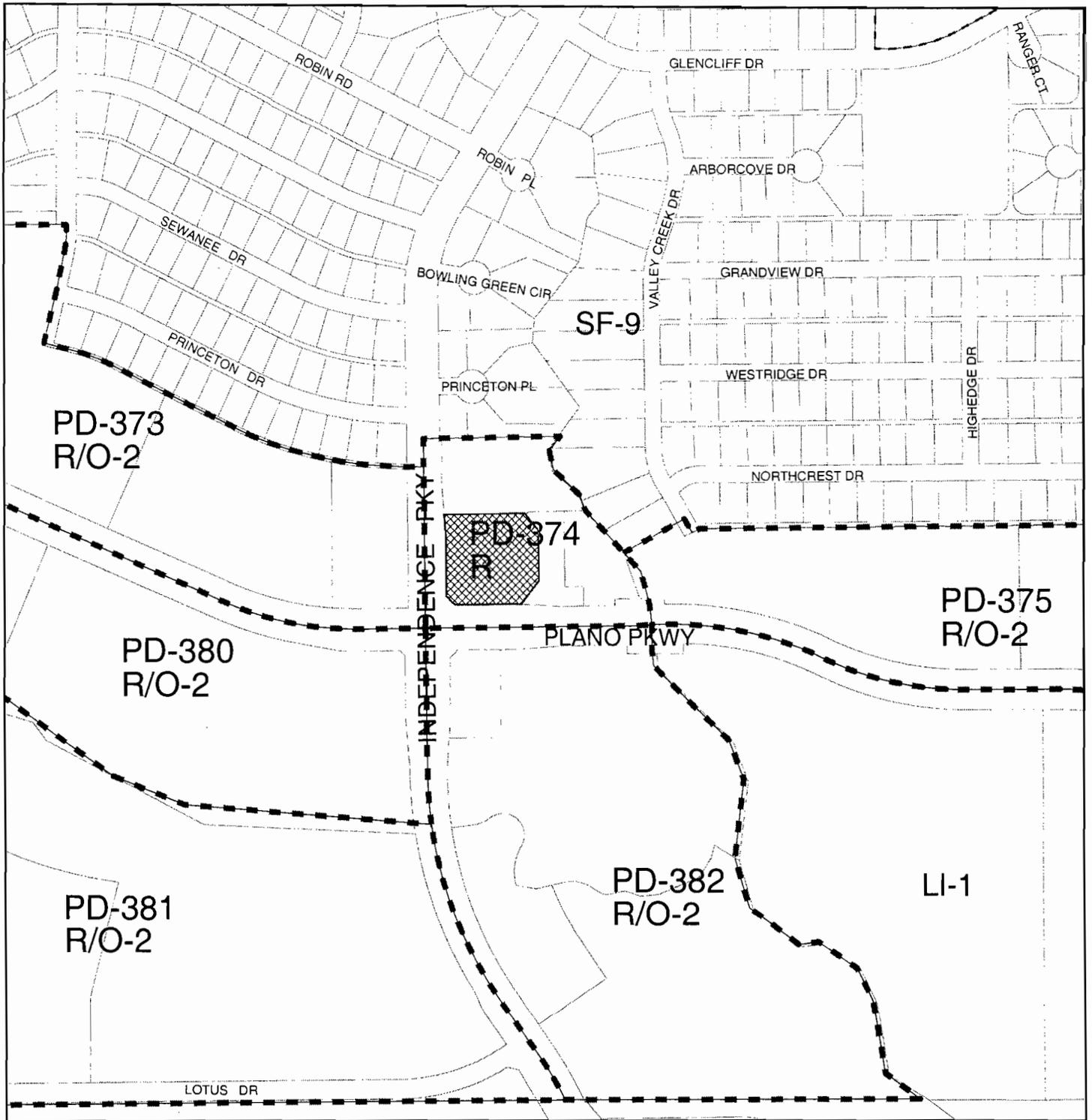
Title: SHARON ADDITION
BLOCK A, LOTS 1 & 2

Zoning: PLANNED DEVELOPMENT-95-
SINGLE-FAMILY RESIDENCE-20



○ 200' Notification Buffer

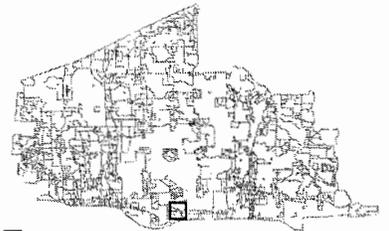




Item Submitted: FINAL PLAT

Title: PLANO-INDEPENDENCE PARKWAY PLACE
BLOCK 1, LOT 1

Zoning: PLANNED DEVELOPMENT-374-RETAIL ○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 6

Public Hearing: Comprehensive Plan Revision

Applicant: City of Plano

DESCRIPTION:

Request to amend the Land Use and Transportation Elements of the Comprehensive Plan along with the Future Land Use Plan and Thoroughfare Plan maps.

REMARKS:

This marks the first revision of the Land Use and Transportation Element in the new format of the Comprehensive Plan since the 2004 update. The key factors and issues along with corresponding objectives and strategies have been organized around the three themes of the Comprehensive Plan: Livable City, City of Organized Development, and City in Transition. The objectives indicate the city's expectations regarding the challenges and opportunities presented under "Key Factors." The strategies provide direction for achieving those objectives. (Note that some strategies may apply to more than one objective while some objectives may have more than one applicable strategy.)

Text Changes

The Land Use and Transportation Elements reflect the current status of changing conditions and trends. The following is a summary of how the texts of the two elements have changed from the 2004 update:

Land Use Element

- Land Use and Transportation Connection - The connection between land use and transportation is emphasized in both elements. 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 developed 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 elements.

- Economic Development - Approximately 20% of the city's land is undeveloped. A total of 70% of this land is zoned for nonresidential uses; however, a few properties are being rezoned to meet the demand for more housing. Despite pressures to rezone certain properties to accommodate the current housing demand, Plano's long term success as a city will depend on its ability to expand the local economy, increase the tax base, and create more job opportunities. Land along major expressway corridors and within major employment centers, such as Legacy and Research/Technology Crossroads should be preserved for future economic development opportunities.

Transportation Element

- Land Use and Transportation connection - The connection between land use and transportation is stressed in both elements. 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-developing 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 elements.
- 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 - This is one of the most cost effective and difficult measures to implement. Transportation Demand Management (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.

Map Changes

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

Land Use Plan

- The area at the northwest corner of Plano Parkway and International Parkway should be removed from the Land Use Plan map. This area encompasses Air Park, which at one time was considered for annexation into Plano. It is not part of the city's extra-territorial jurisdiction (ETJ) and is recommended for deletion to avoid confusion.
- Land north of Windhaven Parkway from east of Parkwood Boulevard to Spring Creek Parkway has been zoned for residential development for many years. However, the land use designation on the Future Land Use Plan has been Low Intensity Office. Single-family homes are now being built in this area. The Land Use Plan map should reflect residential development at this location to improve consistency between the plan recommendation and the zoning designation.

Thoroughfare Plan

- A Type E thoroughfare (four lanes 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 the previous configuration of two Type F thoroughfares (two lane roadways with 60 feet of right-of-way). One will go east of K Avenue while the other would go north of Spring Creek Parkway.
- Amend Chaparral Road to reflect recent analyses by the city staffs of Allen and Plano. Retain the Type C (six lanes divided) designation on Chaparral Road from K Avenue to Jupiter Road. Transition to a Type D thoroughfare (four lanes 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.

RECOMMENDATION:

Recommended for approval as submitted.

COMPREHENSIVE PLAN LAND USE ELEMENT

INTRODUCTION

Purpose

This Land Use Element analyzes land use and development patterns occurring in the city today, provides a general guide for the development and use of all land within the City of Plano, and establishes a vision for the city's future land use patterns. This text is supported by the Land Use Plan, which provides a graphical representation of the city's objectives regarding land use.

Major Issues

As Plano continues its transition from a developing to a developed city and from an outer tier to a first tier suburb, policies and land uses must be adapted to address these changing conditions. Despite the fact that much of Plano's residential land has been developed, there are a number of issues related to land use that warrant policy discussion. The Dallas-Forth Worth Metroplex is projected to continue to grow quite rapidly - adding three million people by 2030. Much of this growth will likely take place in cities on the urban fringe. However, Plano should play a leadership role in assuming some of this growth and searching for strategies that can help mitigate impacts, such as road congestion and air and water pollution, as well as to improve the quality of life for Plano's citizens. This will require housing outside of traditional neighborhood areas, redevelopment, urban centers and new and likely denser housing types. It is essential to accommodate this growth while retaining Plano's basic development pattern and character.

Preserving suitable, well located land for economic development is important to Plano's long term viability. Although it may seem expedient to convert land currently undeveloped and zoned for nonresidential use for residential development, properties in major corridors and employment centers should generally be reserved for employment generating uses. The limited availability of undeveloped land will require that its future development is carefully aligned with the City's economic development objectives.

This document addresses ways that Plano can maintain and enhance its position in the region as well as adapt to changing conditions. Striking a balance between competing demands and accommodating some of the population growth projected for the region will be a challenge for the City. This document addresses ways that Plano can maintain and enhance its position in the region as well as adapt to changing conditions. Plano's ability to effectively address infill development and redevelopment will also become increasingly important.

MAJOR THEMES

Three major themes are used throughout the Comprehensive Plan: Livable City, City of Organized Development, and City in Transition. These themes are used here to organize land use strategies according to various goals. The first theme, "Livable City", addresses issues that impact the sustainability of the city as it relates to Plano remaining an attractive place to live and work. "City of Organized Development" considers existing and future land use patterns. "City in Transition" focuses on the changing regional context, technology and similar influences on Plano's future. These themes are used to analyze current and future land use needs for the city based on current conditions and trends.

Theme I - Livable City

Quality of life is one of the top priorities of the City of Plano's planning efforts. A careful balance of land use activities helps create a sustainable physical environment which, in turn, enhances the daily lives of those who live and work in Plano. This theme establishes ways in which the City will maintain its livability by effectively integrating daily activities - residence, work, education, culture and leisure - into a diverse environment.

Theme II – City of Organized Development

Plano has experienced significant growth over the past three decades but today that growth is leveling off. The City has relied on a comprehensive planning strategy, supported by the future land use plan, to guide this growth and its physical arrangement. This ongoing process of assessing needs, setting objectives, implementing programs and monitoring progress has resulted in an organized land use pattern. This section examines how existing and future development patterns can be used to further enhance the community.

Theme III – City in Transition

For many years Plano has been a "developing" community and its planning efforts have been primarily focused on addressing issues related to this new growth. Now that the majority of the City's development and infrastructure is in place, infill development, redevelopment and revitalization are becoming Plano's primary opportunities for new development. In its new role as an inner tier suburb, the City is also seeing new types of development, including mixed use and higher density projects such as Legacy Town Center. This theme examines factors contributing to and resulting from the transition to a maturing city.

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

Regional and Local Changes

As noted earlier, Plano is located in one of the fastest growing regions and counties in the country. The population of the DFW area is projected to grow by three million by 2030. Collin County, with Plano and rapidly developing cities such as Allen, Frisco, and McKinney, is going to be home to a major portion of this growth. Between 1990 and 2000, Collin County increased in population by over eight percent annually, reaching a total of 491,675 persons. Forecasts for Collin County project more than 1.1 million residents by 2030.

Despite the limited availability of raw land, Plano's location and multitude of assets - including the availability of mass transit, proximity to post-secondary educational institutions and abundant employment opportunities - will continue to make it a very desirable place to live and work. As regional growth and development proceeds Plano must continue to work with neighboring cities to address land use, transportation, environmental issues and other matters of mutual concern.

Mobility

Quality of life is heavily influenced by the level of local and regional mobility. For many years Plano has benefited from a very efficient roadway system that has made it easy to travel within the City and to make connections to other cities in the region. Projected local and regional growth, coupled with limited opportunities to expand the roadway system, will increase interdependence between land use and transportation.

Expanded employment opportunities through economic development can actually have a positive impact on mobility. More Plano residents can travel shorter distances to and from work and wide array of shopping, dining, and entertainment establishments. Persons living in other cities and working in Plano can also travel in the opposite direction of the primary traffic flow during peak hours.

Environmental Impacts

The City of Plano values the environment and actively seeks ways to enhance the quality of life by improving air quality as well as protecting and conserving water resources. Air pollution comes from many sources including factories, power plants, dry cleaners, cars, buses, trucks and even windblown dust and wildfires. Because it is diffused, air quality is a concern that impacts all residents in the DFW region. This pollution can threaten the health of human beings, trees, lakes, crops, and animals, as well as damage the ozone layer and buildings. Under the Clean Air Act, the Environmental Protection Agency (EPA) regulates air pollution for the region as a whole.

Water pollution impacts the use of water for drinking, household needs, recreation, fishing, transportation and commerce. Because of this, water quality is a concern shared by many cities in the Metroplex. Water quality is affected by the design and layout of development. Plano's Zoning and Subdivision Ordinances have recently been

updated to include storm water management practices and additional updates may be necessary in the future.

Water is supplied to Plano and many other cities in the region by the North Texas Municipal Water District (NTMWD). However, each city is responsible for implementing its own policies governing local water consumption. Contracts with the water district are often structured so that cities must commit to purchasing a set amount of water, which provides little financial incentive for water conservation. At the same time, NTMWD must have a dependable return on investment in order to meet the current and future needs of the cities it serves. The district must cover the costs of its fixed assets and develop new water resources for its growing customer base. This would not be possible with fluctuating revenues. Therefore, NTMWD and its member cities will need to continue exploring alternatives that encourage water conservation without inhibiting system maintenance, upgrades, and capacity increases.

The availability of natural resources will have an increased impact on the ability of the region and individual cities to support livability. It will become increasingly incumbent upon the City of Plano to facilitate the efficient use of water, energy, and other critical resources. The availability of natural resources also impacts building design and construction materials. Properly formulated codes and ordinances can support the use of energy efficient and sustainable development and construction practices while promoting quality and cost effectiveness.

Objectives for Theme I – Livable City

- **Objective A.1** Provide for local land use strategies that reflect changing regional and local trends and conditions.
- **Objective A.2** Continue to implement development policies that ensure the protection of the environment and the supply of essential resources.

Strategies for Theme I – Livable City

- **Strategy A.1** Regularly monitor, review, and update the Comprehensive Plan, Zoning Ordinance, and related documents to ensure their effectiveness in meeting the needs of the community. Update the Land Use and Transportation Elements every three years.
- **Strategy A.2** Where possible, zone property and configure development to provide complementary uses and to foster good connections between them using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation.
- **Strategy A.3** Regularly monitor development and building regulations to ensure that they provide for the efficient use of natural resources and promote environmental quality. When possible, incorporate sustainable building and design practices into development regulations.

- **Strategy A.4** Continue to work with adjacent cities and regional agencies to develop land use patterns that promote enhanced regional mobility.

THEME II – CITY OF ORGANIZED DEVELOPMENT

Local Context

Today, much of the residentially zoned land in Plano is developed and there are few large undeveloped properties of any type remaining in the city. As Plano matures, the focus of development is shifting towards infill tracts that have been passed over for development for various reasons, as well as the redevelopment of under-performing and obsolete properties.

Careful consideration should be given to compatibility when new uses are being introduced into developed areas. This is especially true when nonresidential uses are developed in close proximity to residential uses. The City currently has zoning standards for certain types of activities when placed in proximity to residential districts (residential adjacency standards). These standards should be monitored regularly to ensure that they provide the desired guidance for infill development.

Land Use Absorption

Plano experienced development at an extremely rapid pace during the 1970s, 1980s and 1990s. Today, over 95 percent of the land zoned for residential use in the city has been developed. Further residential development is expected over the next few years, albeit at a slower rate. Retail and office development typically trail residential because these uses are generally dependent on the number of households within a certain distance. Plano still has a significant amount of nonresidential land available for development. In fact, only about 60 percent of “Commercial” land has been developed to date. As this land is absorbed, it will be important to monitor any shifts in the land use mix as this information will be a key indicator of the need for city services including the provision of parks and open space. (The Land Use Absorption Table can be found in the appendix).

Variety of Land Uses Opportunities

A community’s land use system should accommodate a wide range of opportunities for its existing and future residents. Sometimes, efforts to create more pleasant and appealing surroundings can result in a narrow range of land uses that actually detract from the “Livable City” concept. For example, opportunities for persons of various ages and life styles to live in a community can be hampered by limited the range of housing types permitted in a city. In addition, residents require the availability of a broad range of services. Some of these services, such as automobile repair, are less than attractive and appealing than others and there is a tendency to reduce or isolate their locations.

Plano’s Zoning Ordinance and Atlas generally provides for a broad range of residential and nonresidential uses. The ordinance also includes development standards that reduce the impacts of certain uses on their surroundings. The Residential Adjacency Standards are a good example of this approach. As Plano reaches full development,

there will be more situations in which uses that traditionally considered less desirable are more desirable uses. It will be important for the City to find ways to enhance the transitions between uses as opposed to reducing the opportunities for uses that are necessary to serve the needs of Plano residents.

Balanced, Consistent Zoning*

Plano's land use pattern is generally organized around a system of major, east-west and north-south thoroughfares spaced at one mile intervals. Each one square mile of land area has developed as a neighborhood with low density single-family housing surrounding an elementary school and city park. The outer edges of the neighborhoods often include higher density housing with direct access to the major thoroughfares. Most of the corners of the intersections of the thoroughfares are zoned for retail uses. (This typical neighborhood format is described in more detail in the Housing Element.)

Although this arrangement is very efficient and easy to navigate, it has contributed to a zoning imbalance. The City currently has more land zoned for retail and office uses than is likely to be supported by the market over time. Much of this land is located at major thoroughfare intersections. In the past, all four corners at many of these intersections were zoned for some form of retail or commercial use. This resulted in the development of almost 60 square feet of retail per capita (approximately three times the national average). As new retail centers are developed in surrounding cities, this amount of retail can no longer be fully supported and some retail facilities have become vacant or underused. It is unlikely that the City will need to rezone additional property for retail use unless a certain market area is clearly lacking locations for shopping and service facilities.

Economic conditions and the development market trends sometimes change quickly resulting in an imbalance in the amount of land for a given use. Periodic monitoring of development activity and the zoning classifications of remaining undeveloped properties assists the City in projecting and preparing for future land use needs. It will be necessary to convert some of the undeveloped or under-producing retail properties to other uses. While residential development may be difficult to accommodate because of the limited size of these parcels (as defined in the Housing Element), it may be possible to create mixed-use environments including mutually supportive uses such as residential and neighborhood retail or office.

As Plano matures, some zoning imbalances are becoming more apparent. As the supply of undeveloped land diminishes, properties that were previously overlooked are being considered for development. Many of these properties will require rezoning to accommodate development supported by the market. Some of these sites, because of their size, shape, location, and/or access will not be well suited for their proposed uses. The City will have to make difficult decisions regarding the long-term use of these "leftover" tracts.

**Please refer to Policy Statement No. 2.0 for detailed strategies on addressing this issue.*

Coordination with Public Infrastructure, Facilities and Services

Plano's development pattern is carefully intertwined with its system of public infrastructure, facilities and services. As noted previously, most neighborhoods are organized around an elementary school and neighborhood park. The City has also made a concerted effort to acquire flood plains and adjacent properties to create an elaborate system of greenbelts, hike and bike trails, and parks of various sizes and types. Other facilities such as libraries, recreation centers, fire stations, and police stations are carefully located to serve efficient, effective service to Plano residents and businesses. (For more information, see the Parks and Recreation and Public Services and Facilities Elements.)

Changes to the City's development pattern can impact the public sector's ability to provide the level of services that its citizens have come to expect. They can even affect health safety, and welfare. For instance, adding residential units to an area may impact the ability of the Police and Fire Departments to provide adequate and timely emergency services. Similar issues arise in regard to roadways, utilities, and related public infrastructure. High intensity nonresidential uses typically generate more traffic trips than low intensity residential areas. On the other hand residential uses sometimes have a greater impact on utility requirements like sanitary sewer. (See Utilities Element.) Therefore, land use and development decisions must be carefully coordinated with the public sector's ability to provide public infrastructure, facilities and services in an orderly and timely fashion.

Continuous Planning Process

The city's planning program is necessarily an ongoing and cyclical process of assessing needs, setting goals, implementing programs, and monitoring progress. The Land Use and Transportation Elements are regularly updated. An extensive effort to identify and prioritize key issues is an integral part of the plan revision process, as is community participation and regional coordination. This effort includes public meetings to solicit concerns and ideas from the citizens. Modifications to the Land Use Element often lead to changes in development review procedures, zoning, and other City policies. The Zoning Ordinance, Subdivision Ordinance, Master Facilities Plan, and the Community Investment Program (CIP) are examples of "next step" documents and are critical to the success of the City's planning and development process. The Comprehensive Plan should continue to be utilized for general guidance for policy formulation in these areas.

Objectives for Theme II – City of Organized Development

- **Objective B.1** Ensure that the provision of City infrastructure, facilities and services is coordinated with development and maintained or modified as needed to meet required service levels and the needs of a changing population.
- **Objective B.2** Provide for a balanced and efficient arrangement of Plano's land resources to accommodate housing, employment, shopping, entertainment, and recreation.

- **Objective B.3** Ensure land use compatibility by grouping complementary land use activities, especially those that are mutually supportive, and continuing to implement policies that minimize the impact of potentially incompatible activities.

Strategies for Theme II – City of Organized Development

- **Strategy B.1** Maintain the Master Facilities Plan as the interdepartmental guide to coordinate the planning, development and redevelopment of City of Plano facilities in concert with changing community needs and expectations. Coordinate the Community Investment Program (CIP) process with the objectives in the Master Facilities Plan.
- **Strategy B.2** Annually formulate and update a five-year CIP based on the Comprehensive Plan. Review annual updates to the CIP with the Planning & Zoning Commission.
- **Strategy B.3** Consider requests for rezoning areas planned or zoned for nonresidential use to residential districts based on the guidelines included in Policy Statement 2.0.
- **Strategy B.4** Use Plano's Comprehensive Plan, particularly the Land Use Plan, and related policies, to guide the zoning of properties in a manner that minimizes incompatibilities between uses.
- **Strategy B.5** Regularly meet with city departments and other local government entities to ensure development and redevelopment within the city can be supported with the necessary facilities and services
- **Strategy B.6** Make amendments to the Zoning Ordinance (text and atlas) based on the strategies of the Comprehensive Plan. This consideration should include evaluation of the following:
 - Intent of the plan in its entirety;
 - Physical character of the property affected;
 - Adequacy of public facilities (existing and proposed); and
 - Relationship to adjacent land uses (existing and proposed).

THEME III – CITY IN TRANSITION

Cities evolve over time and as they do new challenges and opportunities emerge. Plano developed very rapidly during the 1970s, 1980s and 1990s. Today that growth is slowing and the City is challenged with some aging and dated development. The City also has an overabundance of retail development that, in some cases, is struggling. The long-term vitality of the City will depend on its ability to address issues such as these in a timely and appropriate manner.

In 1998, the City initiated a Neighborhood Planning Program focused on older, at-risk

neighborhoods. This program creates partnerships with residents to develop strategies for improving and sustaining their neighborhoods. Another project that is helping the City gracefully evolve is the enhancement of downtown Plano and the older neighborhoods surrounding it. This example is illustrative of both historic preservation and redevelopment. The original business core and the Haggard Park neighborhood have been designated as Heritage Resource Districts. Compatible mixed-use projects, Eastside Village I and II, have been developed alongside older downtown structures. New single-family homes have also been constructed in Haggard Park and in the Douglass Community. These neighborhood planning and revitalization efforts have contributed to extensive improvements to the downtown and surrounding neighborhoods. These range from investment in infrastructure to loans and grants for the rehabilitation of private homes. Funds for the latter often originate from federal programs. While these exact strategies are not appropriate for all areas of Plano, the City should continue to ensure that policies and regulations support redevelopment efforts.

The City's workforce housing initiative focuses additional attention on the need to preserve and enhance Plano's older housing stock and neighborhoods, in addition to creating viable housing options within a reasonable driving distance of Plano's employment centers. The relationship between land uses should be balanced and mutually supportive. Plano's housing stock must be varied enough to support a broad range of income levels and household preferences. This will help to ensure that the supply of housing continues to accommodate the needs of those employed by local businesses. Most of Plano's more affordable housing stock is comprised of older homes (25 years or older); these are not always compatible with the expectations of modern buyers. Further, these homes are typically less energy efficient than newer homes and more costly to maintain. It is important that Plano continue with proactive strategies to ensure the health of neighborhoods while providing for a wide range of housing options within the City.

Changing Demographics

As the City matures, its population and employment characteristics are changing. Plano's population and employment are not only growing in number but also in diversity. Factors such as age, ethnicity, culture, and income directly impact the types of public and private services and facilities which a community must provide to its residents and workforce. The 2005 ACS data suggests continued significant growth among minority populations in Plano. Hispanic and Asian sectors have grown significantly in recent years. The white population now represents approximately 65% of Plano's population compared to almost 85% in 1990. As Plano becomes a more diverse community of different backgrounds and cultures, it will need to offer a wider range of public and private services and programs. Joint efforts with the school districts and other entities will be necessary to celebrate and take advantage of Plano's diversity.

Plano's population is also aging; the population over age 65 was approximately 16,000 at the time of the 2005 American Community Survey (ACS) and is expected to more than double by 2020 (to a projected 40,000 residents). This will have an impact on Plano's housing requirements and land use demands. Currently Plano's Zoning

Ordinance provides for a range of senior housing options in several district categories. It also includes reduced requirements for parking, dwelling size, and similar accommodations based on the actual needs of senior residents. The city should also encourage the development of senior housing in urban centers which can provide a variety of services within walking distance.

Economic Development

In the 1980s Plano began to attract a number of corporate citizens and emerge as an employment center. Today, Plano has a significant amount of office development in the Legacy area, along U.S. Highway 75 and within the Plano Parkway/President George Bush Turnpike (S.H. 190) corridor (including the Research/Technology Crossroads area). There are about 125,000 jobs in Plano and recent employment data indicates that number is expected to grow to approximately 167,000 by 2025.

Plano's economy also has a significant retail and service sector component. New competition from retail development is emerging in outer tier suburbs and Plano is challenged with maintaining its retail market share. The Tri-City Retail study, completed in 2003, explored this issue in-depth and identified challenges such as municipal planning practices which led to retail over-zoning; rapidly changing retail formats (nationally and regionally); and dramatic shifts in demographic characteristics, particularly age and ethnicity. Continued success of the City's retail sector will depend on its ability to address these issues appropriately.

Plano has four regional development corridors running through it or along its boundaries (S.H. 121, U.S. 75, the Bush Turnpike, and the Dallas North Tollway). These are generally comprised of the expressways themselves, two parallel arterial streets, and the land in between. Properties in these corridors tend to be highly visible, readily accessible, and suitable for many types of commercial uses. The resulting land areas are typically adequate to provide flexibility in the design and orientation of development and therefore a variety of uses are appropriate. However, the noise and traffic generated by major expressways are often not conducive to residential uses.

Two other major areas (Legacy and Research/Technology Crossroads) in northwest and southeast Plano combine with the four regional development corridors to comprise Plano's primary bases for economic development. A significant portion of Plano's undeveloped land also lies within these six areas. Because of this and the current demand for residential development, the city has fielded a number of requests to convert properties in these locations to residential use. It is important for the city to retain an adequate supply of undeveloped nonresidential land for future economic development opportunities. Therefore residential rezoning in these prime economic development bases is generally not recommended. Accommodating immediate development opportunities is not an adequate reason alone for rezoning nonresidential properties for residential purposes.

Development Trends

Changes in business operations and marketing approaches often affect development

and land use patterns. This is particularly evident in the retail industry where major grocery, appliance, computer, discount department, and home improvement chains are building stores in locations where they can attract business from regional or community-wide service areas. In the past, this type of store typically anchored a small- to medium-sized neighborhood shopping center. Smaller retail stores and shops in these same centers often depend on anchor stores to attract customers. As these stores move to more regionally accessible locations, the resulting vacant spaces can be hard to fill. Creative strategies for filling these vacant "big-box" stores will be important to continued success of smaller retail centers. In some cases, the lack of demand and market saturation may make it necessary to redevelop these properties for different uses that cannot be accommodated by the current building configuration.

Another development trend that warrants discussion is the concept of "new urbanism." Proponents of new urbanism suggest that a return to more traditional forms of urban development could provide better living environments. Plano, like most suburbs, predominantly consists of a low-density, automobile-oriented development pattern. However, the successes of urban centers in Downtown Plano and the Legacy Town Center have demonstrated that new urbanist concepts can be successfully incorporated into the city.

The Urban Centers Study states that development of additional urban centers may be appropriate in a few additional locations in Plano. These compact, mixed use environments can not only increase the variety of land uses within the City, but can support additional mass transit service and reduce automobile traffic. However, this style of development should not be used merely as a means of gaining additional density and zoning flexibility. This Study defines the key characteristics and design elements of urban centers and the site attributes that should be used in finding suitable locations for this form of development. True urban centers should provide opportunities for residence, employment, shopping, and entertainment in a pedestrian oriented neighborhood environment. Such centers will typically require fifty acres or more to create a successful, balanced development.

The development community is increasingly interested in mixed-use developments. Plano currently has more retail uses that can be supported in the long-term and some existing retail centers are experiencing difficulties. In recent years, the City has received inquiries and some rezoning applications for mixed-use projects on properties that are currently zoned for nonresidential use. The inclusion of residential and nonresidential uses on the same site does not constitute mixed-use development. A typical in-line shopping center or big box store with parking in front and apartments in the rear connected by a street or driveway is more representative of two separate projects sharing a common property line. The proposed apartments or other forms of residence should be more than just "filler" for the portion of the property that cannot be marketed for retail use. Instead, the vehicular and pedestrian circulation systems, parking configuration, building layout, and architectural design should all be integrated in a manner that creates a single development project.

In some cases, the subject sites may be appropriate for urban center development in accordance with the criteria established in the Urban Centers Study. In other cases, the

size, location, and other factors may make such sites appropriate for a condensed mixed-use development that does not result in a fully functional neighborhood like an urban center. Mixed-use development outside the context of an urban center should occur only when there is reasonable evidence to indicate that development of the site for nonresidential uses would not add to current market saturation and the proposed uses are integrated into a cohesive development plan.

Plano is also becoming a major medical center within the Dallas/Fort Worth region. With three major hospitals and another under construction, medical services are becoming a major component of the City's economy. This emerging trend will ensure that Plano's residents have access to excellent health care and expand the City's employment base.

Changing Technology

Technological advances have greatly impacted the design and development of cities over the decades. The most obvious example is the automobile, which has affected both the overall development of cities and the design of individual site plans and subdivision plats. Other technological advances have been more subtle.

Today, advances in telecommunications and information technology are reinventing the way we live, work, and play, making it possible for more Americans to work, shop, and even socialize at home. This in turn impacts the form of our cities and service needs. For example, the ability to telecommute allows residents to reduce trips to and from work and in turn, helps reduce traffic congestion and air pollution. These technological advances have facilitated an increased number of home-based businesses. Home-based businesses could greatly benefit the viability of Plano's neighborhoods by increasing the "daytime population" and, in effect, helping deter crime. Plano should work to ensure that its codes and ordinances accommodate home-based businesses, without compromising the character and integrity of its neighborhoods. (The Technology Element of the Comprehensive Plan contains a more detailed description of this issue).

Objectives for Theme III – City in Transition

- **Objective C.1** Ensure continued vitality of existing residential neighborhoods throughout the City.
- **Objective C.2** Ensure that zoning and development regulations are consistent with changing land use needs
- **Objective C.3** Ensure development standards and zoning are consistent with City-wide goals established in other policy documents, such as sustainability, workforce housing, economic development and urban centers.
- **Objective C.4** Encourage continued growth of Plano's economy by supporting appropriate infill and redevelopment initiatives.

Strategies for Theme III – City in Transition

- **Strategy C.1** Utilize the Neighborhood Planning Program and other initiatives to facilitate the stabilization of existing neighborhoods. Continue to evaluate and update the program as needed to ensure its success as a planning tool.
- **Strategy C.2** Consider the use of creative and alternative suburban land use concepts, including mixed-use development in appropriate infill and redevelopment areas of the city. Review requests to rezone properties for mixed-use development in accordance with the following:
 - Finding that the conversion of nonresidential property for residential or another nonresidential use would not adversely impact the planned land use pattern for the surrounding area.
 - A plan that provides for the integration of vehicular and pedestrian circulation systems, parking, building location, and architectural design into a cohesive development.
- **Strategy C.3** Regularly monitor and report on changing population and employment characteristics to determine if public and private services and facilities are consistent with needs and expectations of the community. Make adjustments to applicable ordinances, policies, and programs as needed to address these changes.
- **Strategy C.4** Where appropriate, support opportunities and efforts to develop and redevelop properties in ways that are consistent with established policy goals, such as enhancing the local economy, providing jobs to Plano residents, and improving the City's tax base.
- **Strategy C.5** Work with developers to ensure that infill and redevelopment occur in appropriate locations. In particular, the location and design of urban centers should be consistent with the guidelines established by the Urban Centers Study.
- **Strategy C.6** Regularly monitor zoning, development and building regulations to ensure that they do not inadvertently deter redevelopment or prevent business relocation or expansion.
- **Strategy C.7** Preserve land for future employment generating opportunities, particularly within major development corridors and business parks.
- **Strategy C.8** Continue to identify and consider initiatives for Plano's existing urban centers in terms of their impact on the viability of these locations for residential, employment, entertainment and cultural activities.
- **Strategy C.9** Develop and implement specific initiatives to encourage infill and redevelopment. These initiatives should seek to promote land use compatibility and connectivity especially between residential and nonresidential uses.

- **Strategy C.10** Conduct periodic evaluations of the changing demographics, market trends, and regional influences and determine their potential impacts on infrastructure and facilities.
- **Strategy C.11** Monitor and evaluate growth in Plano's population and employment and changes in population characteristics to determine their impact on service and facility requirements.

APPENDIX

Land Use Categories

The Land Use Element and Plan establish categories of land use for the city as well as the general pattern in which these will occur. Unlike the zoning map, it is not parcel specific. The map, together with the policies of the plan, is used to determine the appropriate zoning classifications for individual tracts of land.

Residential

Neighborhoods

The City seeks attractive, inclusive and cohesive residential neighborhoods with a mix of housing opportunities. Low, medium and high-density residential uses are not individually designated. Specific proposals regarding housing are included in the Housing Element of the Comprehensive Plan.

Non-Neighborhood

With few large tracts left for residential development, many infill and redevelopment opportunities may not fit the traditional neighborhood context. Because of this, some residential development may occur in non-neighborhood settings such as in mixed-use developments and specialized housing complexes.

Service and Production

Downtown Business Government Center

Downtown Plano is becoming a 24-hour mixed-use community. Housing, shops, restaurants, cultural facilities and government offices comprise the major uses. Infill and redevelopment projects should be compatible with the historic character of the area. Urban density and transit-oriented design is encouraged.

General Commercial

General Commercial areas are intended to provide a wide range of retail, service, office, light production and research and development uses. Residential adjacency standards must be considered when general commercial areas are near residential areas.

Major Corridor Development

This designation applies to three areas that are served by major expressway facilities: the Dallas North Tollway Corridor, President George Bush Turnpike, and the S.H. 121, Corridor. Development in these corridors is expected to include a mix of commercial, office, and technical production uses. Floor area ratios (FAR) should range from 0.4:1 to 1:1, and heights should be limited by proximity to residential areas. Residential development is generally not appropriate within these corridors, although residential development may be considered along the southern edge of the S.H. 121 corridor. This corridor is wider than the others, but residential uses should not be closer than 1200

feet south of the future center line of S.H. 121.

Freeway Commercial

The Freeway Commercial category is intended to define the unique character of the U.S. 75 corridor. This corridor includes major retail development including Collin Creek Mall, along with general commercial, entertainment, lodging and office uses. Basic components of the category include 1:1 floor area ratios and a 20 story maximum height limit. Lower FAR's and maximum heights are recommended for areas located within 500 feet of residential areas.

Major Commercial

Major commercial centers may include malls and large shopping centers anchored by department stores, along with specialty shops, restaurants, theaters, offices and other uses. These centers serve both a local and regional population, and are located along regional thoroughfares. Major commercial centers usually contain 500,000 square feet plus of floor area on sites of 50 acres or more. Multi-story buildings with an overall FAR of up to 1:1 may be appropriate in conjunction with retail development.

Community Commercial

Community commercial centers generally serve a neighborhood area of three to five miles, and include department or discount stores, grocery stores, specialty shops and restaurants along with office uses. These centers are located on sites 15 to 35 acres in size along regional expressways or at intersections of major arterial streets. Typical FAR's are less than 0.4:1. Two or three corners may be developed at intersections designated as community commercial centers on the land use plan.

Neighborhood Commercial

Neighborhood commercial centers are intended to serve adjacent residential neighborhoods, and include grocery stores, drugstores and small retail and service uses. These centers serve a one to one and one-half mile radius and contain 100,000 to 150,000 square feet of floor area (at a rate of 30 square feet per resident of the service area). They require a site of 10 to 15 acres, and development intensity less than 0.3:1 FAR.

Neighborhood commercial centers are located at the intersections of major arterial streets. One or two corners may develop with commercial uses at intersections designated as a neighborhood commercial center on the Land Use Plan, based on the size and population of the service area.

The population of some areas of Plano will not support a typical neighborhood commercial center, and smaller neighborhood convenience centers may be appropriate for such areas. Neighborhood convenience centers contain a convenience store with gas pumps and small shops, with total retail space less than 25,000 square feet. Sites are less than five acres, yet they are larger than a single corner convenience store. Neighborhood commercial centers provide an option for partially developed retail

corners where there is little chance of additional retail development, and the remainder property is being converted to another use.

Office

The office categories include a variety of employment uses, including office towers, medical centers, corporate campuses and small neighborhood offices. There are three categories of office development designated on the Land Use Plan – High Intensity Office, Medium Intensity Office and Low Intensity Office. High Intensity Office should include offices with FAR's up to 1:1 and building heights up to 12 stories. Medium Intensity Office areas should include development up to 0.75:1 FAR and eight story building heights. Low Intensity Office development serves local needs and heights are typically less than four stories with FAR's less than 0.4:1.

Light Industrial

The light industrial category includes a variety of industries such as research facilities, assembly or production operations, warehousing and associated administrative offices. Industrial development is limited to a 0.5:1 FAR and a maximum building height of four stories. Light industrial and associated development is appropriate in areas with access to the arterial street system and, where possible, access to the railroad system. Light industrial development is most appropriate in industrial parks or other suitable planned settings.

Research/Technology Center (RT)

The Research/Technology Center area provides for low-density office, research and development facilities, and limited assembly operations. It is intended to attract high technology businesses similar to those currently in operation south of the President George Bush Turnpike. This area is intended to accommodate multiple users in a campus environment. Warehousing is planned to serve a supporting role in the RT area. Warehousing should generally be an accessory use to limited assembly operation and office/showroom facilities.

Public and Semi Public (PSP)

The public and semi-public category includes a wide range of public and private uses such as colleges and universities, public and private schools, golf courses, country clubs and large private open spaces. Locations should be provided for institutional and public uses that are appropriate for the intensity and character of each.

Parks and Recreation (P)

The parks and recreation category includes major public open spaces as well as parks and recreation facilities serving the community. Included are floodplain areas to be preserved such as major parks, linear parks, athletic complexes and City-owned golf courses.

Special Areas

There are several major transportation and land use corridors throughout the City. The four primary corridors are: U.S. 75, Plano Parkway/President George Bush Turnpike, Dallas North Tollway and S.H. 121. Spring Creek Parkway and Preston Road serve as secondary corridors. Legacy and Spring Creekwalk are two other unique land use areas in Plano. Highly visible, these corridors serve as activity centers within the City.

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.

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. TODs 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 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>

Source: City of Plano

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 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.

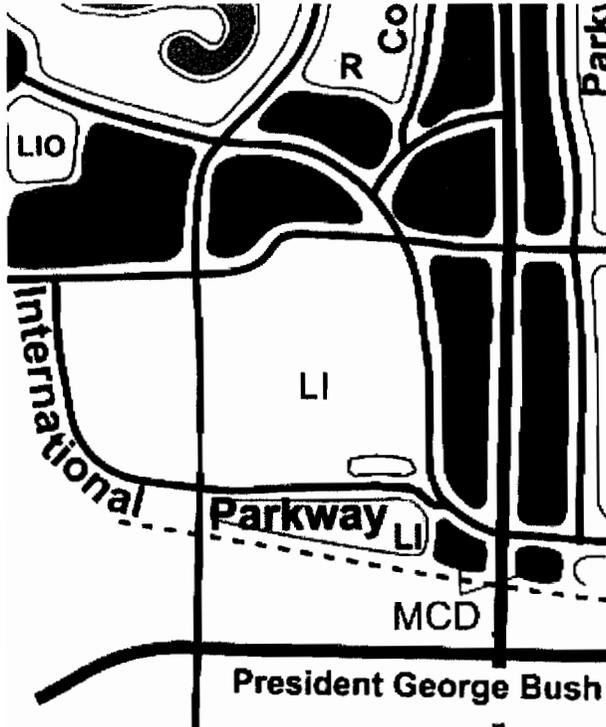
Strategy C.7 Develop criteria to prioritize transportation improvement projects and programs that will receive funding from Plano's Community Investment Program (CIP).

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.

**Land Use Plan Map Amendments
2007 Update**

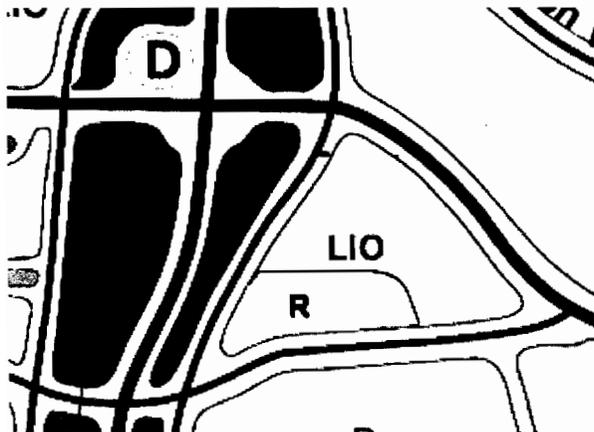
Area 1 – Northwest International Parkway and Plano Parkway

Delete land use designations outside of Plano's jurisdiction at the Northwest corner of International Parkway and Plano Parkway.



Area 2 – North of Windhaven Parkway, from the Dallas North Tollway to Spring Creek Parkway

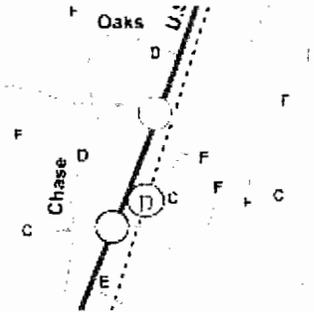
Amend land use designation to Residential from Low Intensity Office on the north side of Windhaven Parkway from the Dallas North Tollway to Spring Creek Parkway.



Thoroughfare Plan Map Amendments 2007 Update

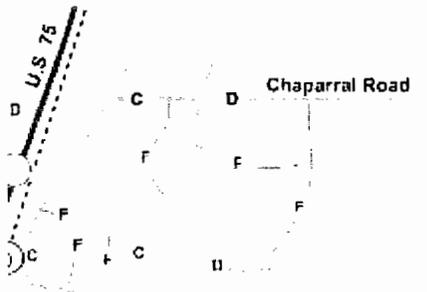
1. Northwest Spring Creek Parkway and K Avenue

Remove existing Type E thoroughfare from Legacy Drive to Spring Creek Parkway. Amend map to display original configuration of two (2) Type F 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 designation for Chaparral Road from K Avenue to Jupiter Road. Amend map to show Type D designation from Jupiter Road to the Plano city limits at Cottonwood Creek.



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 7A

Public Hearing: Zoning Case 2007-55

Applicant: Cencor Realty Services

DESCRIPTION:

Request to amend Planned Development-185-Regional Commercial development standards on 14.8± acres located at the northeast corner of Parker Road and Dallas North Tollway. Zoned Planned Development-185-Regional Commercial. Tabled 10/19/07.

REMARKS:

This item was tabled at the November 19, 2007, Planning & Zoning Commission meeting. It must be removed from the table.

The applicant is requesting to amend Planned Development-185-Regional Commercial (PD-185-RC). The RC district is intended to provide for retail and service uses at appropriate nodes within the corridor of specified tollways and expressways serving Plano and surrounding communities, in addition to office and limited manufacturing uses. A PD district provides the ability to amend use, height, setback, and other development standards at the time of zoning to promote innovative design and better development controls appropriate to both off and onsite conditions.

PD-185-RC was approved by City Council on January 8, 2007. Subsequently the applicant has proceeded with pre-leasing of the development, and has found a need to amend various development stipulations including allowable number of residential dwelling units, area, yard, and bulk requirements, landscaping, site design, and other standards of the PD. On October 1, 2007, the Planning & Zoning Commission granted a waiver to the two-year waiting period for consideration of a rezoning request. A revised preliminary site plan, Tinseltown Addition, Block A, Lot 1, accompanies this request.

PROPOSED PD-185-RC AMENDMENTS

Following is a discussion of the requested stipulations of PD-185-RC. Proposed additions are indicated by underlined text; deletions are indicated by strikethrough text. Staff's assessments of the proposed amendments are indicated in italicized text.

- 1) A maximum of ~~250~~265 multifamily residential dwelling units shall be allowed by right.

The requested increase in the number of units is insignificant, and staff concurs with this requested change.

- 2) Site Design:

- a. The district shall have a central north/south pedestrian-oriented private roadway that runs from Parker Road to the existing east/west fire lane of the regional theater property to the north. The private roadway shall have diagonal or 90° on-street parking and sidewalks on both sides of the roadway. The minimum width of the sidewalks shall be ~~ten~~22 feet. The sidewalks may be used for outdoor eating areas, outdoor display, and other activities commonly associated with a pedestrian-oriented development, if a minimum sidewalk clearance and/or distance to curb line of a street of public way of five feet is maintained.

The increase in sidewalk width will provide greater area for outdoor seating, amenities, and pedestrian activity. Staff supports this amendment.

- b. First floor uses shall be nonresidential except for lobbies for residential uses which may be on the first floor. Residential dwelling units shall be located on second or higher floors.

The request for residential lobbies on the ground floor is a common design element of urban living. Staff supports this change.

- c. Building Materials - First floor exterior elevations of buildings and parking structures shall comply with the building material requirements of the RC zoning district. Second floor and higher exterior elevations shall comply with the building material standards except that specified materials shall only be required on 60% of the façade elevation. Interior elevations concealed by buildings/parking garages shall be exempt from material standards but shall be consistent in color and finish with the building/parking structure. Elevations of parking garages that face public streets, the north/south pedestrian-oriented private roadway, and the east/west fire lane into the regional theater shall comply with the building material requirements of the RC zoning district.

The amendment proposes to exempt interior building and parking structure elevations from the RC district materials requirement. The district contains a provision that allows the Commission to waive material requirements if the elevations are not visible from thoroughfares. Because this is consistent with current RC district provisions, staff supports this amendment.

Application of the RC material requirements to the entire visible elevation of parking garage facades is an enhancement of the current PD's 60% requirement. Staff supports this amendment. Should the Commission view the requested decrease in setbacks and increased parking garage heights as favorable, the enhanced materials may ameliorate the increased proximity of parking garages to a residential district.

3) Area, Yard, and Bulk Requirements:

- a. Minimum Building Height - For buildings that front along the north/south pedestrian-oriented private roadway and along the east/west fire lane of the regional theater property to the north, the minimum building height shall be two stories, 30 feet.
- b. Maximum Building Height –6 stories, 90 feet. The maximum height for a hotel use is eight stories, 120 feet; for all other structures, other than parking structures, the maximum height is six stories, 100 feet. The maximum height for parking structures is 52 feet with no maximum number of levels. The parking structures shall be permitted to have levels of parking over and above retail, surface parking, or other permitted uses on the ground level. Visual barriers shall be installed to cover any openings between parking levels of a parking structure for openings that both (i) face a residential use east of Parkwood Boulevard directly across from the property, and (ii) are located above the third level of the parking structure. Visual barriers measuring at least four feet in height shall extend above the parapet walls of the top levels of parking structure facades that both (i) face a residential use east of Parkwood Boulevard directly across from the property, and (ii) are located above the third level of the parking structure.

The amendment proposes to increase the maximum height of hotel buildings up to eight stories, 120 feet and for other buildings to six stories, 100 feet. This falls within the current height limits of the RC district. The amendment proposes to permit three levels of parking above the ground level uses. Effectively, this proposes to increase the allowable height of parking structures by one level. The applicant proposes visual screening of the additional level of parking. Staff has no issues with this request provided buildings and parking structures fall within the current RC building slope setback.

- c. Maximum Building Setback - For buildings that front along the north/south pedestrian-oriented private roadway and along the east/west fire landlane of the regional theater property to the north only, a minimum of 60% of the first floor facade shall be set back no more than 40 50 feet from the outside edge of the travel lanes.

The increase in sidewalk width will allow additional area for outdoor seating and activity. Staff supports this amendment.

- d. Setback and Height Adjacent to Residential - Setbacks from Parkwood Boulevard, adjacent to residential uses, shall be a minimum of 50 feet as measured from the property line or three times the height, minus 90 feet as measured from the nearest residential district boundary line, whichever is more restrictive. Conversely, the allowed height of a main building, parking structure, or accessory building, at a certain setback, would be equal to one-third the setback plus 30 feet. Structures with hotel uses are exempt from this additional setback adjacent to residential uses.

The RC and Regional Employment (RE) zoning districts have a graduated height slope setback for buildings, parking structures, and accessory buildings from residential zoning districts. The purpose of the slope setback is to inhibit line of sight from commercial developments to residential homes. To the east of this request across Parkwood Boulevard, the property is zoned and developed as Multifamily Residence-3 use (MF-3). The slope setback is referenced to the zoning district boundary line which is the centerline of Parkwood Boulevard. The required building setback is the greater of the distances of the residential slope setback or the base 50-foot front setback measured at the property line. By the preliminary site plan, there are four building heights proposed, 30 feet, 52 feet, 70 feet, and 120 feet. Under current RC slope setback standards, the buildings would have to be setback 50 feet, 71 feet, 125 feet, and 275 feet from the property line. By the proposed PD amendments, the distances would be 50 feet, 50 feet, 65 feet, and 215 feet from the property line.

The safeguards of the residential slope setback of the RC district were intended to keep tall commercial buildings from being in close proximity to residences. Staff does not support the amended slope setback or the exemption for hotel use from the setback.

4) Landscaping:

- a. The required 30 foot landscape edge along the Dallas North Tollway frontage road and Parkwood Boulevard only may be reduced to 25 feet in width provided the reduction in landscape area is reallocated adjacent to buildings fronting ten feet in width

along (i) Parkwood Boulevard commencing at a point no less than 50 feet south of the northeastern entrance into the property from Parkwood Boulevard and extending southward along the Parkwood Boulevard right-of-way to a point no less than 50 feet north of the intersection of Parker Road and Parkwood Boulevard; and, (ii) along the Dallas North Tollway frontage road commencing at a point no less than 100 feet south of the northwestern entrance into the property from the Dallas North Tollway frontage road and extending southward along the Dallas North Tollway frontage road to a point no less than 50 feet north of the intersection of Parker Road and the Dallas North Tollway frontage road. A continuous meandering sidewalk interspersed with plant materials and berms as set forth in Section 4.604(3) shall not be required.

Staff is not in favor of the landscape edge reduction or deletion of the meandering sidewalk. The landscape edge has been consistently maintained along Parkwood Boulevard and the Dallas North Tollway to provide a buffer between commercial and residential developments and a visual enhancement of the corridor.

- b. Street trees shall be provided on both sides of the north/south pedestrian-oriented private roadway ~~at a minimum distance of 60 feet on center.~~ The number of trees provided shall be equal to one tree per 40 lineal feet per side of the north-south pedestrian-oriented private roadway. There is no minimum or maximum spacing between trees.

The request proposes an increase in the number of street trees and flexibility in the spacing of the street trees. In practice, staff has found the need for flexible placement of street trees in a pedestrian-oriented development to accommodate street lights, street furniture, sidewalks, on-street parking spaces, and other characteristics of urban design. Staff supports the amendment.

- c. All other landscaping shall comply with Section 3.1200 (Landscaping Requirements) and Section 4.600 (Dallas North Tollway Overlay District).

5) Parking:

- a. Unless listed below, the minimum required parking within this PD shall comply with Section 3.1100. The minimum required parking for multifamily uses and nonresidential uses other than hotels shall be provided as follows:

- i. Multifamily Use – One space per bedroom.

With this amendment, parking for hotel uses would be provided at the standard hotel parking ratio. Staff supports this amendment.

- ii. Nonresidential uses other than hotel uses – One space per 250 square feet of floor area.
 - b. Total required parking shall be computed on a district wide basis regardless of any phase/property lines. Parking stall and drive aisle dimensions shall comply with Section 3.1100 (Off-Street Parking and Loading).
- 6) Signage:
- a. For building facades and sidewalks/parkways fronting the north/south pedestrian-oriented private roadway and building facades fronting the existing east/west fire lane of the regional theater property to the north, allowable signs must comply with Subsection 3.1605 (Downtown Sign District).
 - b. All other signage must comply with Section 3.1600 (Sign Regulations) and Section 4.600 (Dallas North Tollway Overlay District).

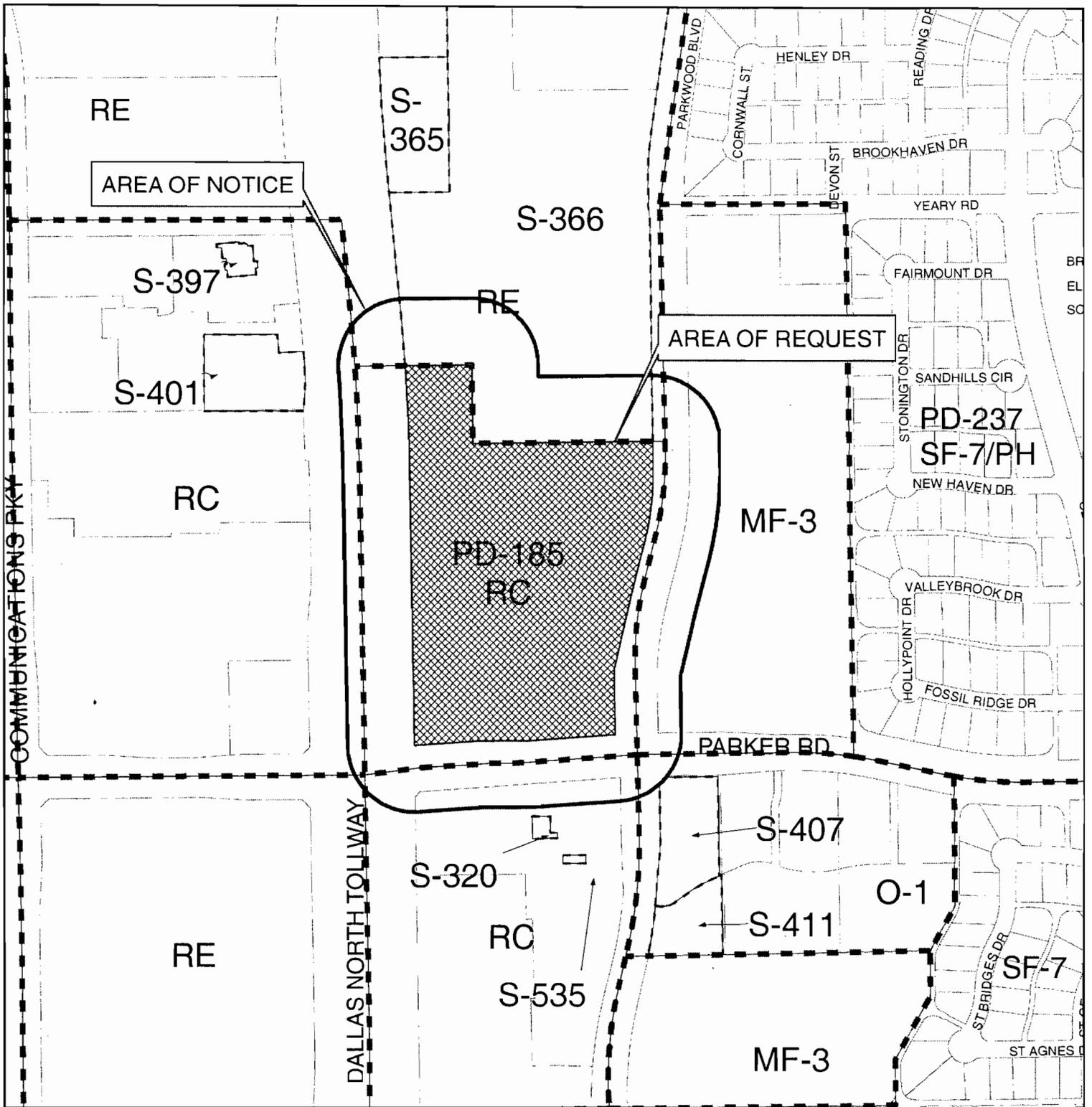
SUMMARY:

The applicant is requesting to amend PD-185-RC to reflect refinements to their initial proposal. Staff supports the amendments to increase the sidewalk width along the north/south roadway, first floor residential lobbies, and building heights. Staff does not support the decrease in residential slope setbacks and reduction in landscape edge.

RECOMMENDATIONS:

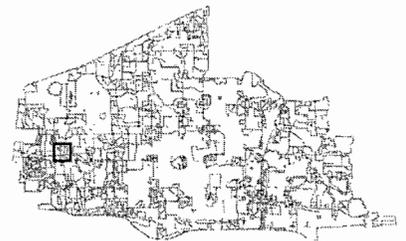
Recommended for approval subject to:

1. The residential slope setback of the base RC district is retained.
2. The landscape edge and meandering sidewalk provisions of the Dallas North Tollway Overlay District are retained.



Zoning Case #: 2007-55

Existing Zoning: PLANNED DEVELOPMENT-185-REGIONAL COMMERCIAL



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 7B

Revised Preliminary Site Plan: Tinseltown Addition, Block A, Lot 1

Applicant: Cencor Realty Services

DESCRIPTION:

A retail, office, and multifamily residential mixed use development on one lot on 14.8± acres located at the northwest corner of Parker Road and Parkwood Boulevard. Zoned Planned Development-185-Regional Commercial. Neighborhood #30.

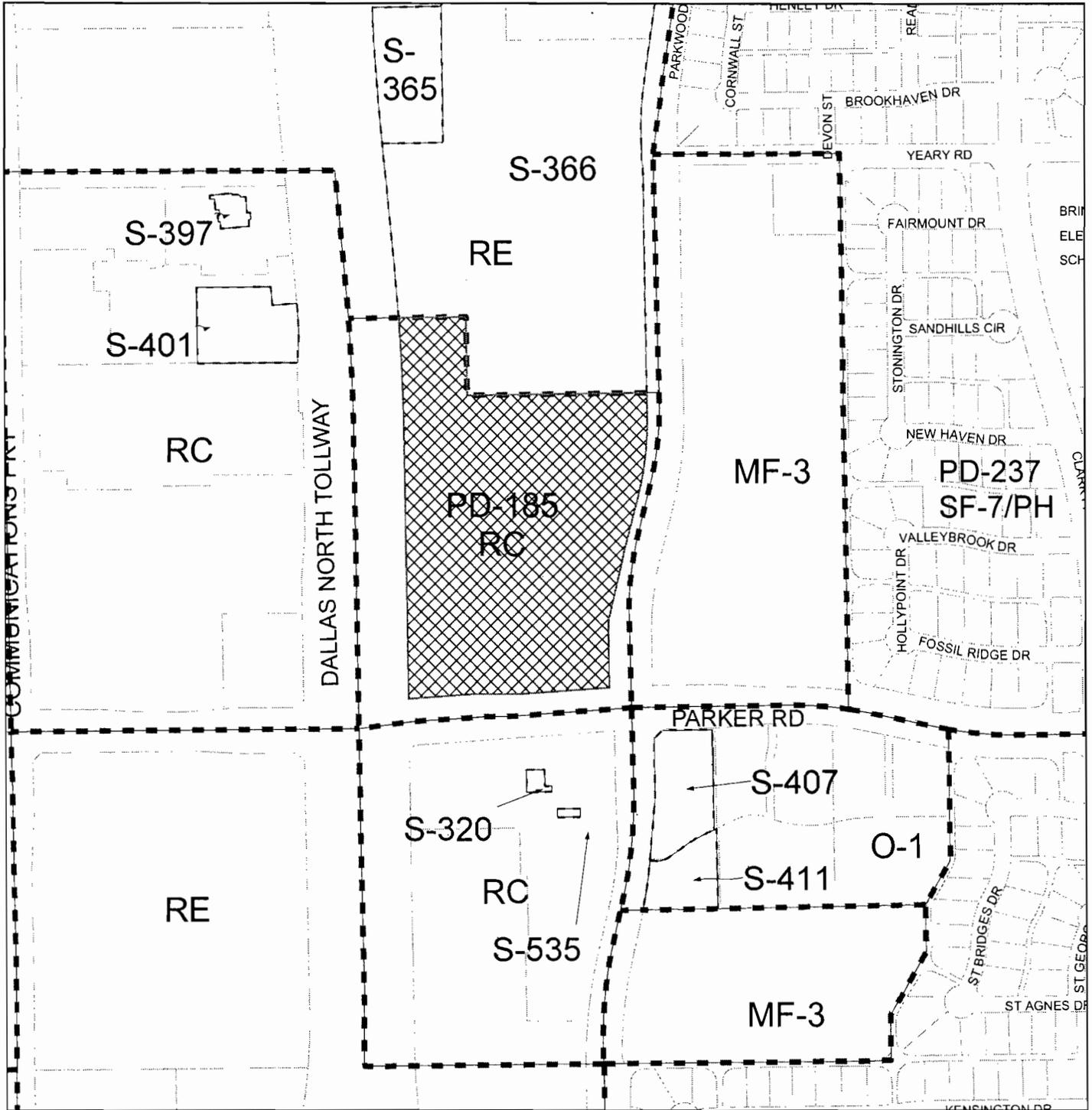
REMARKS:

This revised preliminary site plan is associated with Zoning Case 2007-55. The plan proposes a retail, office, hotel, and multifamily residential mixed use development. The majority of the buildings are oriented along the central north-south private roadway with on-street parking. The wide sidewalks and buildings adjacent to the sidewalk create a walkable, pedestrian-oriented environment. Parking is a mix of surface and structured parking.

The revised preliminary site plan incorporates the amendments proposed in Zoning Case 2007-55. Staff is recommending denial of two of the proposed amendments, and implementation of staff's recommendations for Zoning Case 2007-55 would necessitate a revision of the revised preliminary site plan. Therefore, staff recommends denial of the plan.

RECOMMENDATIONS:

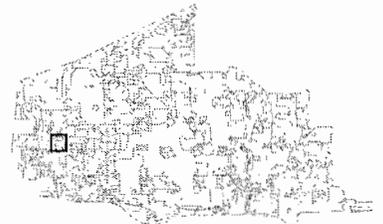
Recommended for denial.



Item Submitted: REVISED PRELIMINARY SITE PLAN

Title: TINSELTOWN ADDITION
BLOCK A, LOT 1

Zoning: PLANNED DEVELOPMENT-185-REGIONAL COMMERCIAL



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 8

Public Hearing - Preliminary Replat: Baylor Medical Center at Plano, Block A, Lot 1R

Applicant: Baylor Healthcare Systems

DESCRIPTION:

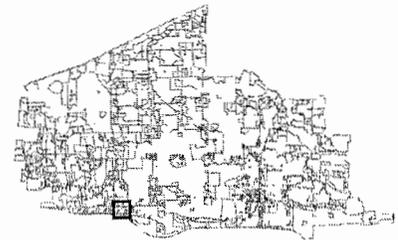
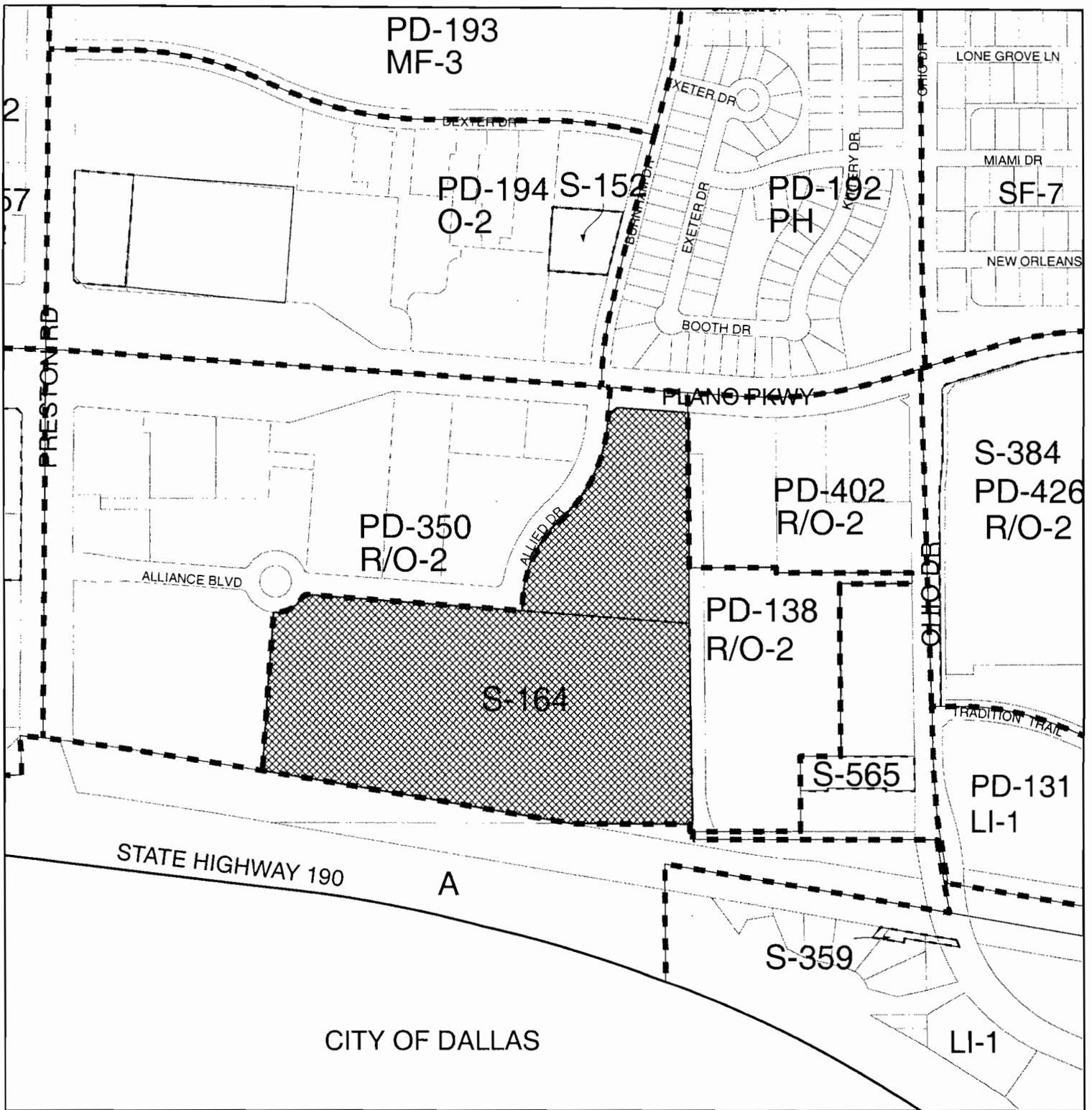
Hospital and medical office on one lot on 22.5± acres located at the southeast corner of Allied Drive and Alliance Boulevard. Zoned Planned Development-138-Retail/General Office with Specific Use Permit #164 for Outdoor Commercial Amusement Facility. Neighborhood #55.

REMARKS:

The purpose of the preliminary replat is to dedicate easements necessary for development of a new medical office building and parking garage.

RECOMMENDATIONS:

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



Item Submitted: PRELIMINARY REPLAT

Title: BAYLOR MEDICAL CENTER AT PLANO
BLOCK A, LOT 1R

Zoning: PLANNED DEVELOPMENT-138-RETAIL/GENERAL OFFICE
w/SPECIFIC USE PERMIT #164

○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 9

Public Hearing - Replat: L.A. Davis Addition, Block 3, Lots 1R, 2R, & 3R

Applicant: Grady L. Dunbar

DESCRIPTION:

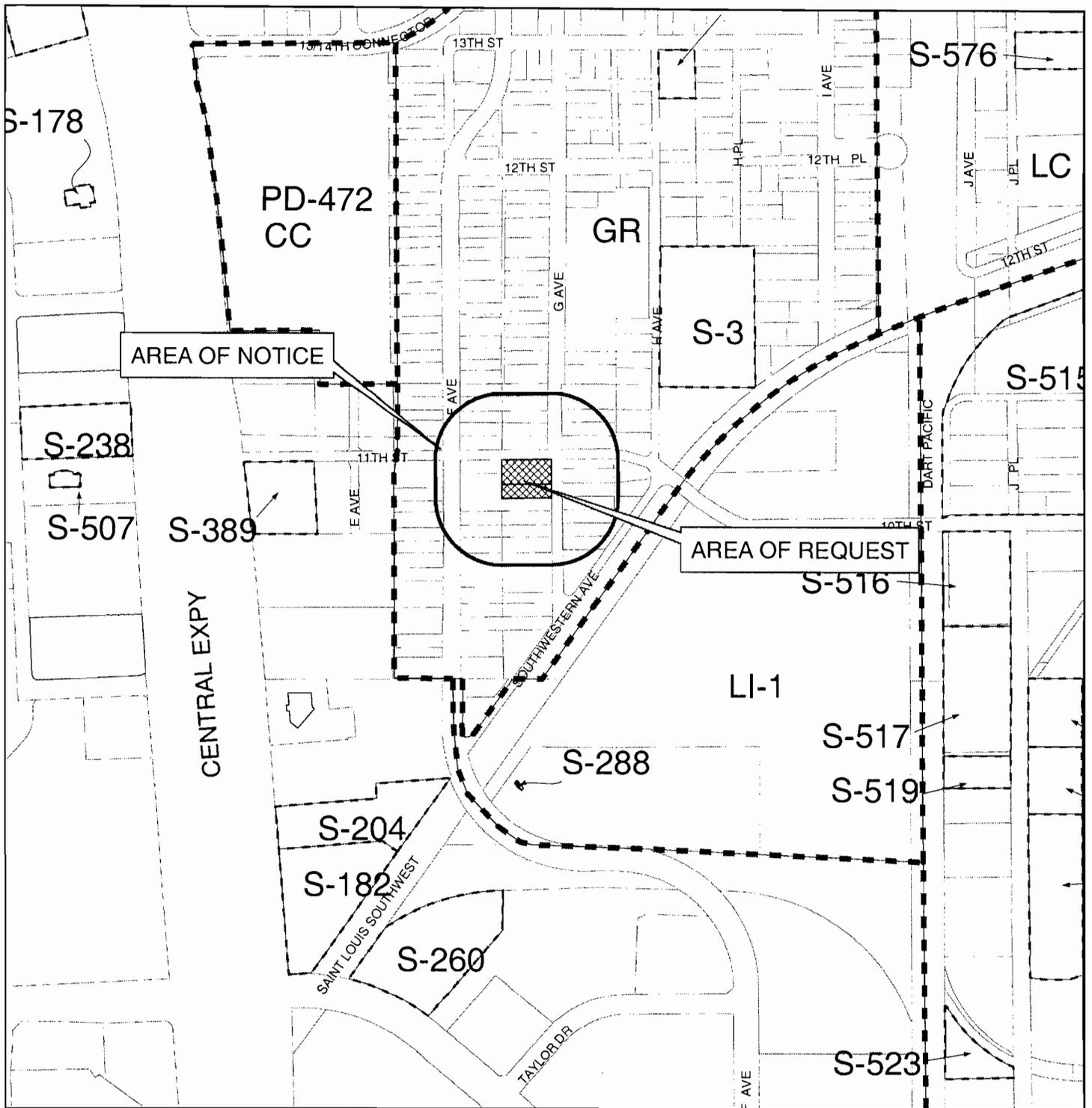
Three general residential lots on 0.4± acre located at the southwest corner of G Avenue and 11th Street. Zoned General Residential. Neighborhood #67.

REMARKS:

The purpose of the replat is to subdivide two lots into three lots.

RECOMMENDATIONS:

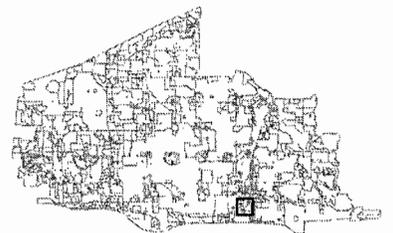
Recommended for approval as submitted.



Item Submitted: REPLAT

Title: L.A. DAVIS ADDITION
BLOCK 3, LOTS 1R, 2R, & 3R

Zoning: GENERAL RESIDENTIAL



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 10

Public Hearing - Preliminary Replat: Rader Addition No. 2, Block A, Lots 1R & 2R

Applicant: H.F.L.P., Ltd.

DESCRIPTION:

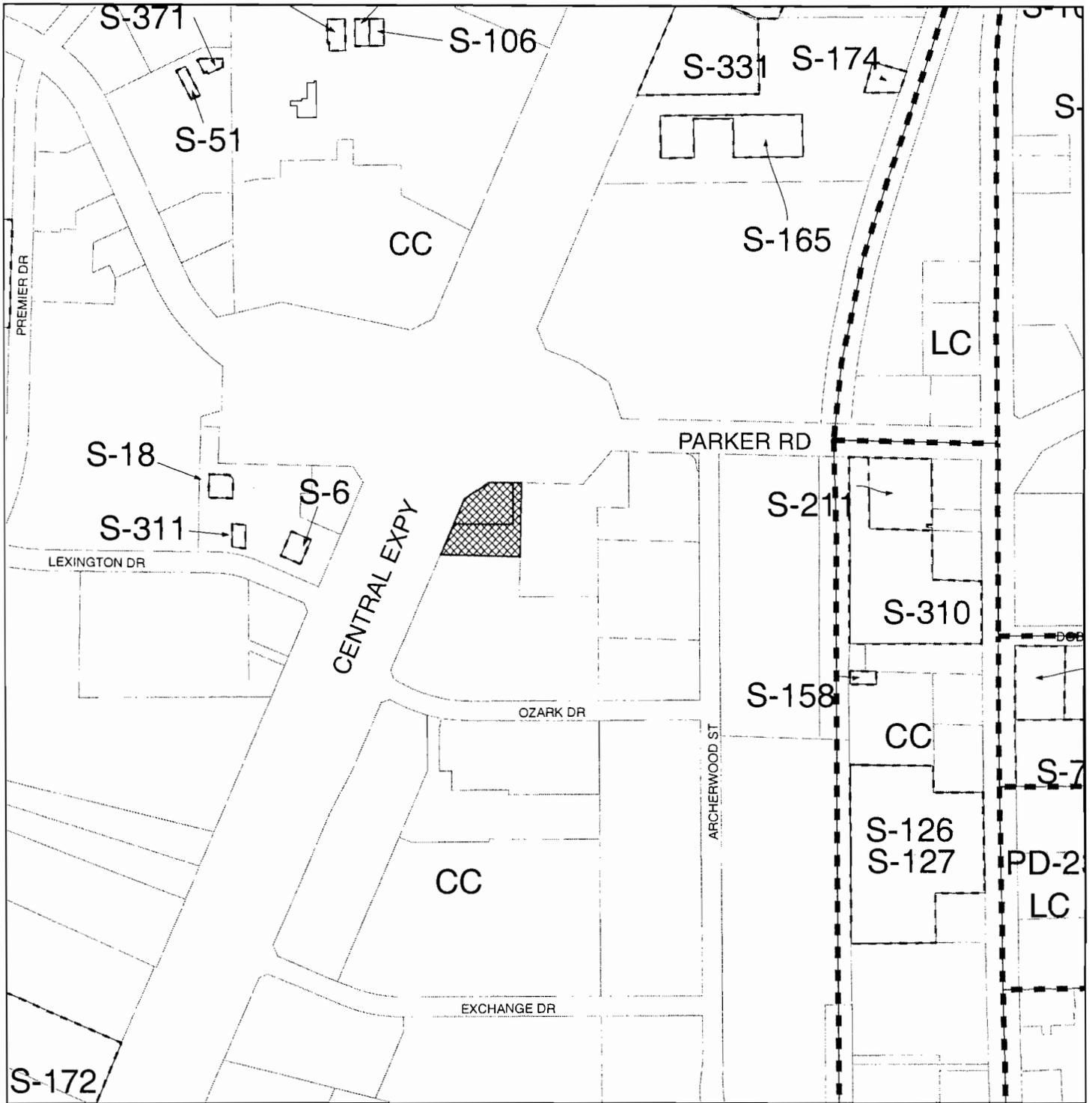
Convenience store and retail building on two lots on 1.0± acre located at the southeast corner of Central Expressway and Parker Road. Zoned Corridor Commercial. Neighborhood #47.

REMARKS:

The purpose of the preliminary replat is to reconfigure lot lines and dedicate easements necessary for development.

RECOMMENDATIONS:

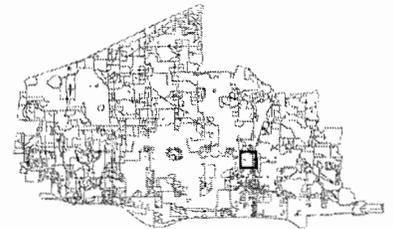
Recommended for approval subject to additions and/or alterations to the engineering plans as required by the Engineering Department.



Item Submitted: PRELIMINARY REPLAT

Title: RADER ADDITION NO. 2
BLOCK A, LOTS 1R & 2R

Zoning: CORRIDOR COMMERCIAL



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 11

Public Hearing - Replat & Revised Site Plan: John Paul II Addition,
Block 1, Lot 1R

Applicant: John Paul II High School

DESCRIPTION:

Parochial secondary school on one lot on 35.0± acres located at the northeast corner of Coit Road and Plano Parkway. Zoned Planned Development-128-Light Industrial-1 within the 190 Tollway/Plano Parkway Overlay District. Neighborhood #64.

HISTORY:

John Paul II Catholic High School is requesting approval of a revised site plan and replat. The site plan proposes to add an athletic field, track, fencing, and some other miscellaneous improvements. No stadium seating is proposed. The improvements will require removal of some existing excess parking. The replat proposes to add/revise easements and to incorporate former Coit Road right-of-way quitclaimed from the city to the high school.

The site is located at the northeast corner of Coit Road and Plano Parkway. It is zoned Planned Development-128-Light Industrial-1 and falls within the 190 Tollway/Plano Parkway Overlay District. The property was originally developed by Mead Corporation as an office and research and development facility. After Mead ceased operations on the site, the site was sold to Digital Switch Company (later DSC Communications Corp, then Alcatel). Digital Switch Company expanded the site to include electronics manufacturing in addition to the uses developed by Mead. When Alcatel scaled back operations in Plano, the site was subdivided. Countrywide Financial purchased the northern portion of the site, and the Catholic diocese purchased the southern portion for a parochial high school use.

The initial renovation by the Catholic diocese was to convert the structures for high school use and included interior renovations, partial replacement of the enclosed truck court with a gymnasium, and some minor driveway and fire lane realignments to isolate the site from the Countrywide property. A revised site plan and replat were approved for the site, and the renovation was completed.

ISSUES:

The current applications are the first expansions proposed for the site. This expansion requires bringing the site into conformance to current development regulations. Specifically, the Zoning Ordinance requires the underground placement of existing overhead electrical utilities along Coit Road and Plano Parkway. The applicant is requesting the Planning & Zoning Commission approve the requests subject to the Board of Adjustment (BOA) granting a variance to the requirement to place utilities underground.

190 Tollway/Plano Parkway Overlay District

As mentioned previously, 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. Overhead electrical utilities exist along the Plano Parkway and Coit Road frontages of this site. The applicant is requesting that the electrical utilities remain above ground and that the revised site plan be approved subject to the BOA granting a variance from the requirement for the overhead utilities to be placed underground. The replat proposes a 15-foot wide utility easement that will allow future underground placement of utilities.

The site has approximately 2,200 linear feet of street frontage in with overhead utilities. Electrical utilities are aboveground along the frontage of property immediately north of this site (Countrywide) as well as along the west side of Coit Road. To the east of the site and west, across Coit Road, aboveground utilities are present along both sides of Plano Parkway.

The Zoning Ordinance authorizes the BOA to grant variances to zoning regulations when, due to special conditions, the enforcement of standards would result in unnecessary hardship. A variance cannot be granted to relieve a self-created hardship nor shall it be based solely upon economic gain or loss.

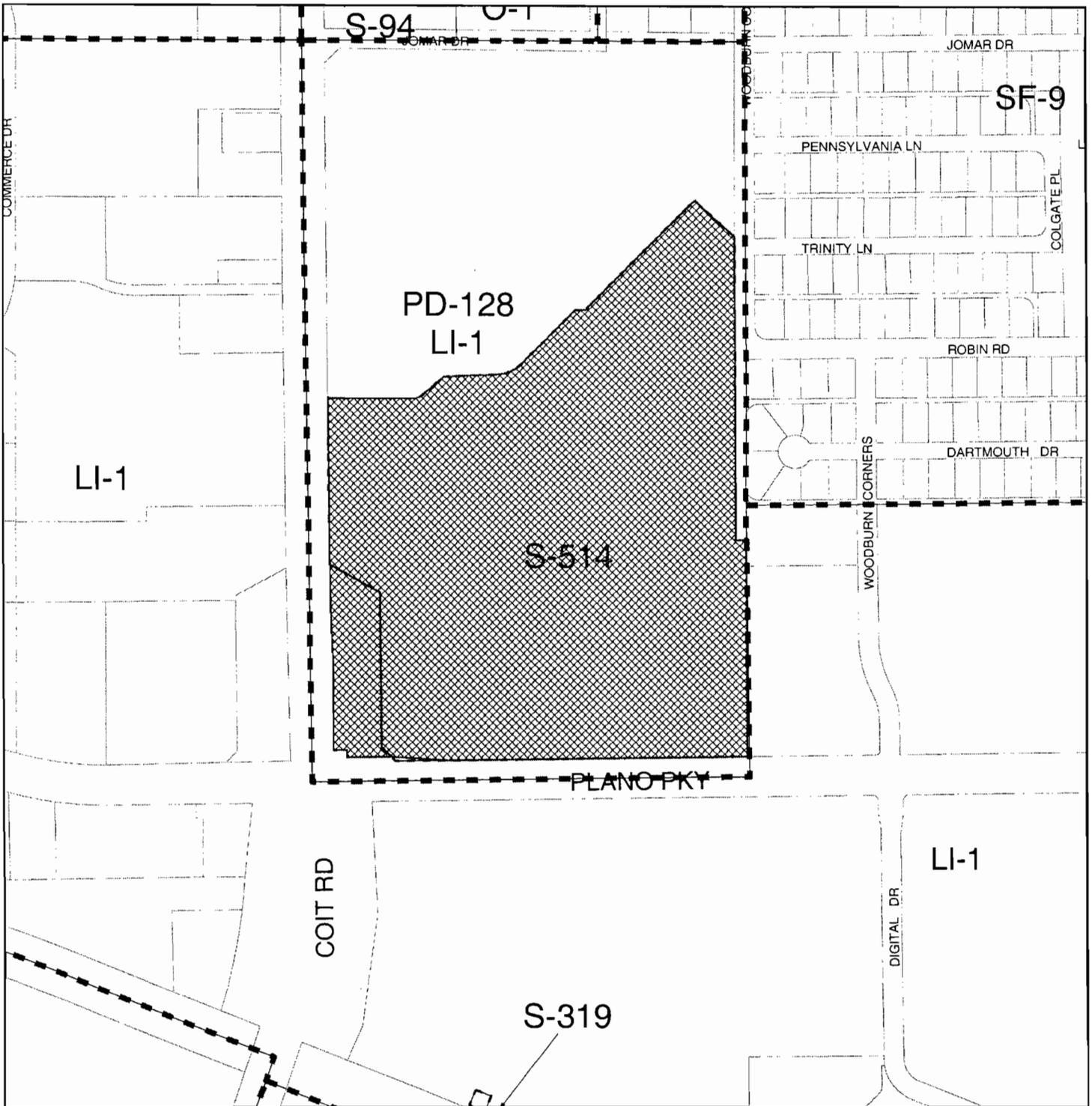
Staff supports the applicant's request for the variance. The applicant is essentially using the site "as is" and does not propose major redevelopment of the site. The addition of the football field, track, fencing, and parking lot modifications would not prevent future conformance with the overlay district standards.

In context with the initial site development and building construction, as well as the school's initial occupancy of the existing building and renovation improvements, the proposed site improvements are a minor addition to the site and not major development. The proposed improvements serve the existing student body and activities for the school, thus not increasing any usage demand to the site. Since the proposed improvements do not include any exterior lighting, the applicant is not increasing the electrical demand to the site. Therefore, any cost to place the utilities underground would not be commensurate with the minimal, if not zero, increase in electrical demand.

RECOMMENDATION:

Replat: Recommended for approval as submitted.

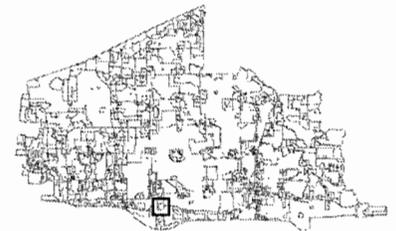
Revised Site Plan: Recommended for approval subject to the Board of Adjustment granting a variance to the placement of overhead utilities underground.



Item Submitted: REPLAT & REVISED SITE PLAN

Title: JOHN PAUL II ADDITION
BLOCK 1, LOT 1R

Zoning: PLANNED DEVELOPMENT-128-LIGHT INDUSTRIAL-1
w/SPECIFIC USE PERMIT #514



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 12

Public Hearing - Replat: Old Shepard Park, Block A, Lot 1

Applicant: City of Plano

DESCRIPTION:

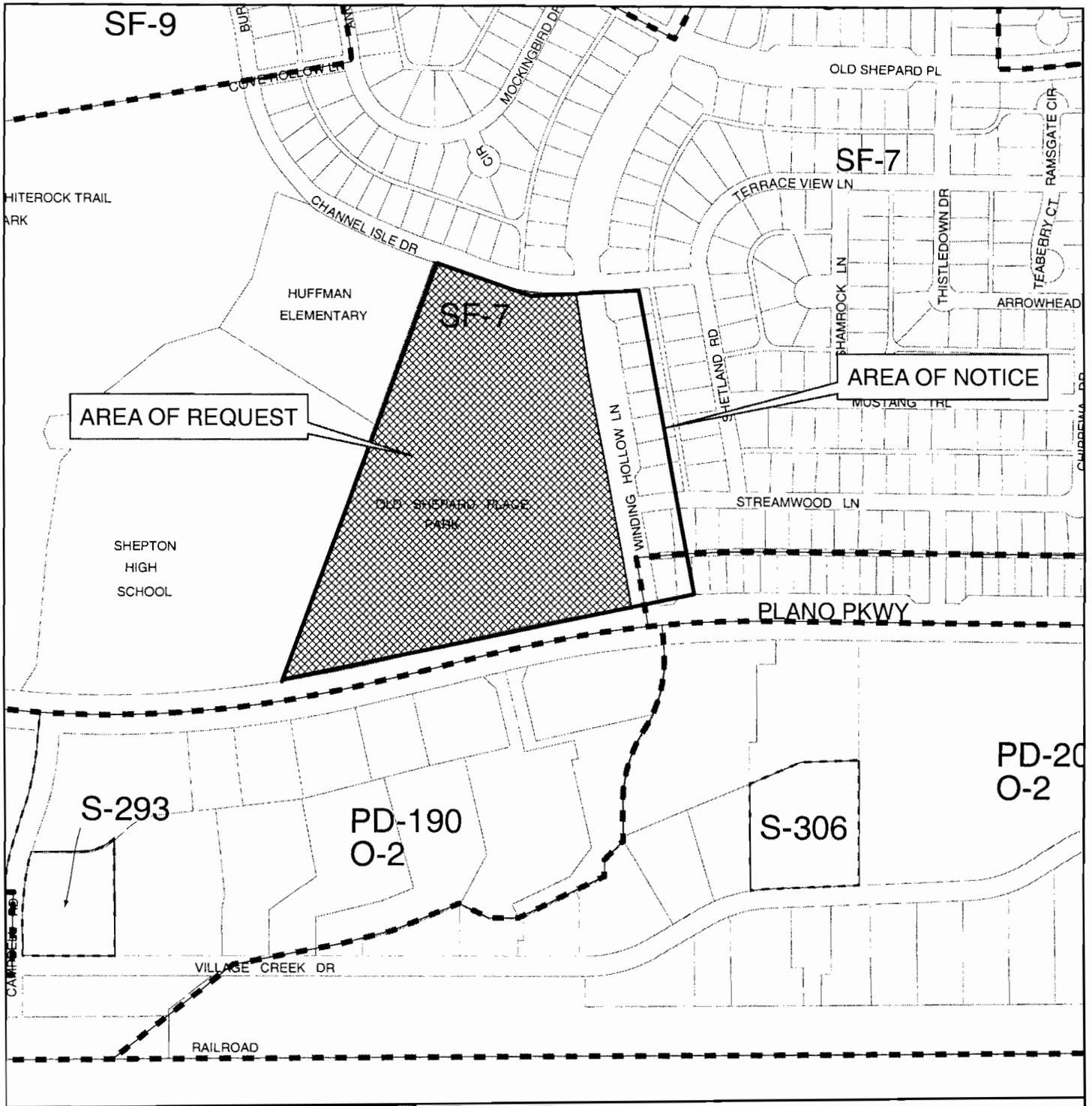
Park on one lot on 17.9± acres located at the northwest corner of Winding Hollow Lane and Plano Parkway. Zoned Single-Family Residence-7. Neighborhood #54.

REMARKS:

The purpose of this replat is to dedicate fire lane, access and utility easements.

RECOMMENDATION:

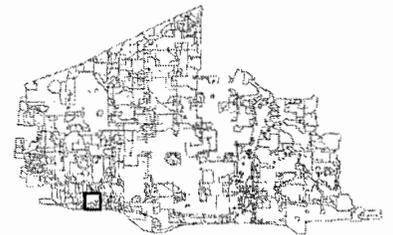
Recommended for approval as submitted.



Item Submitted: REPLAT

Title: OLD SHEPARD PARK
BLOCK A, LOT 1

Zoning: SINGLE-FAMILY RESIDENCE-7



○ 200' Notification Buffer



CITY OF PLANO
PLANNING & ZONING COMMISSION

December 3, 2007

Agenda Item No. 13

Public Hearing - Replat: Lakes on Tennyson, Block A, Lot 1R

Applicant: Golden Goose Properties, Ltd.

DESCRIPTION:

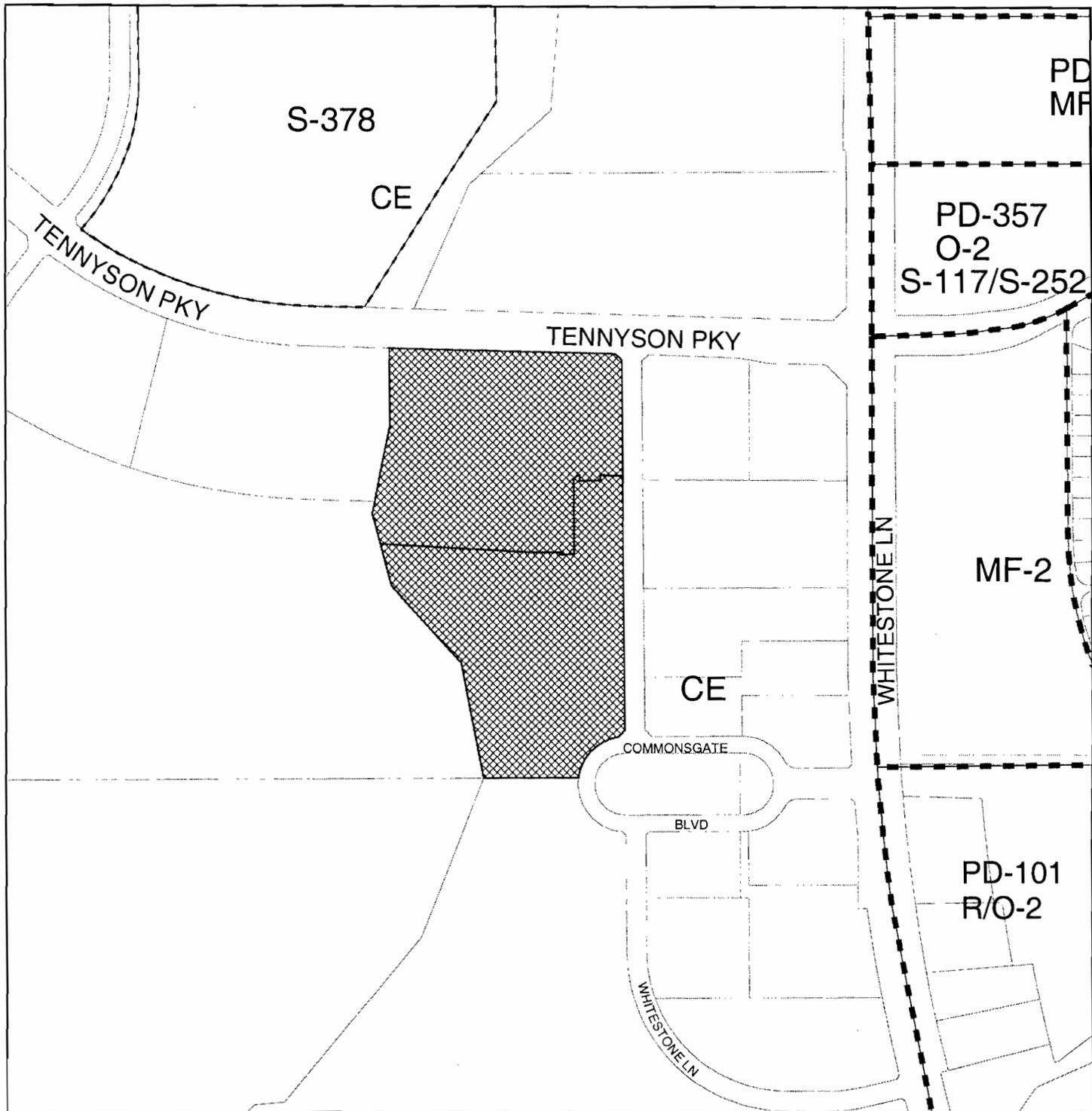
Office development on one lot on 18.0± acres located at the southeast corner of Tennyson Parkway and Whitestone Lane. Zoned Commercial Employment. Neighborhood #16.

REMARKS:

The purpose of the replat is to establish new easements.

RECOMMENDATIONS:

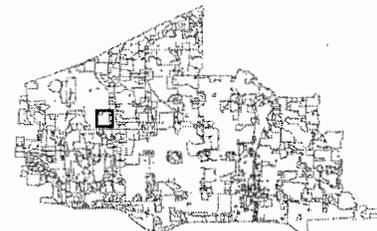
Recommended for approval as submitted.



Item Submitted: REPLAT

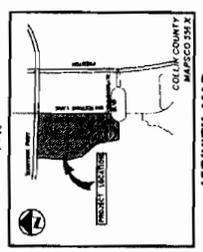
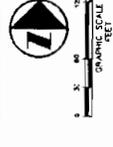
Title: LAKES ON TENNYSON
BLOCK A, LOT 1R

Zoning: COMMERCIAL EMPLOYMENT



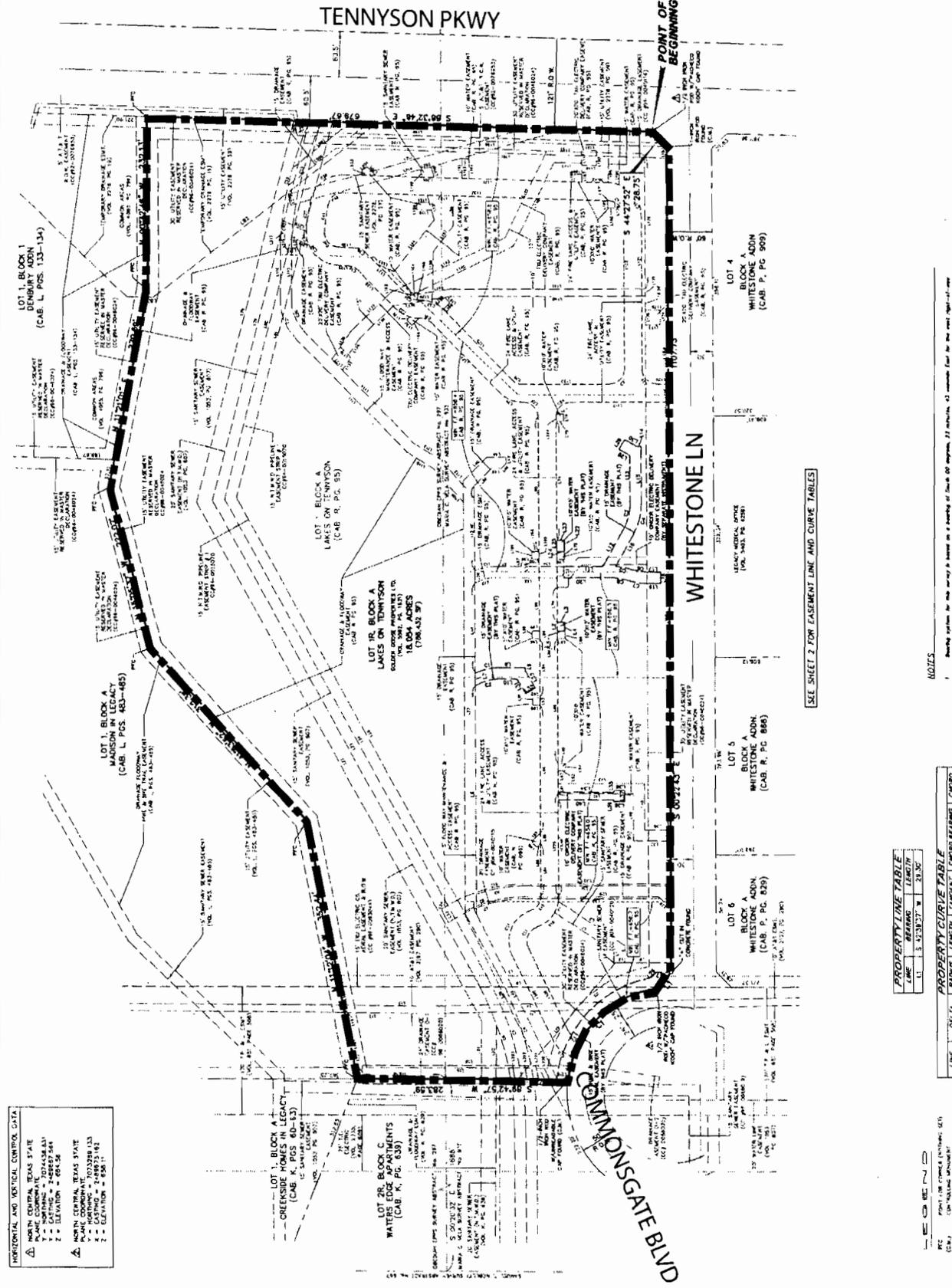
○ 200' Notification Buffer





REPLAT
**LOT 1R, BLOCK A,
 LAKES ON TENNYSON**
 BEING A REPLAT OF
 LOT 1, BLOCK A,
 LAKES ON TENNYSON,
 AN ADDITION TO THE CITY OF PLANO,
 COLLIN COUNTY, TEXAS
 AND BEING 18.034 ACRES OUT OF THE
 OBEDAH EPPS SURVEY, ABSTRACT NO. 297,
 AND THE
 MARIA C. VELA SURVEY, ABSTRACT NO. 935,
 COLLIN COUNTY, TEXAS
 SHEET 1 OF 2

Pacheco Koch Consulting Engineers
 10000 DALLAS AVENUE, SUITE 1000 DALLAS, TX 75243
 PHONE: 214-343-8800 FAX: 214-343-8801
 WWW: PKC.COM
 DATE: NOV. 2007
 DRAWING NO.: 2711-05-008



HORIZONTAL AND VERTICAL CONTROL DATA
 NORTH CENTRAL, TEXAS STATE PLANE COORDINATE
 7 = DATUM = NAD 83
 2 = DATUM = NAD 83
 2 = ELEVATION = 88.58
 NORTH CENTRAL, TEXAS STATE PLANE COORDINATE
 7 = DATUM = NAD 83
 2 = DATUM = NAD 83
 2 = ELEVATION = 88.11

PROPERTY LINE TABLE

LINE	DELTA	LENGTH	BEARING	CHORD BEARING	CHORD LENGTH
1	225°58'33"	141.75	103.08	5.442353° W	173.87
2	33°43'27"	0	0	0	0

NOTES

1. Refer to the site plan for a listing of all easements, rights of way, and other interests in the property. The owner is responsible for obtaining all necessary permits from the City of Plano.
2. The plat is a portion of the entire project and should be read in conjunction with the other sheets of the project and the entire project.
3. The engineer is not responsible for the accuracy of the data provided by the owner.

SEE SHEET 2 FOR EASEMENT LINE AND CURVE TABLES

LEGEND
 P.C. POINT OF CURVATURE (EXTENDING 45°)
 C.M. CURVE MIDDLE POINT
 P.T. POINT OF TANGENCY
 P.P. POINT OF BEGINNING

