

PLANNING & ZONING COMMISSION
November 15, 2010

COMMISSIONERS PRESENT

Christopher Caso, Chairman
James Duggan
Tracey Dry
Jim Norton
David Downs
Doug Hazelbaker
Michael Coleman
Fred Balda

STAFF PRESENT

Phyllis Jarrell, Director of Planning
Tina Firgens, Planning Manager
Kate Perry, Sr. Planner
Steve Sims, Sr. Planner
Eric Hill, Planner, Planner
Bester Munyaradzi, Planner
Paige Mims, Assistant City Attorney
Dee Sarver, Sr. Planning Technician
Doris Carter, Sr. Administrative Assistant

The Planning & Zoning Commission meeting was called to order by Chairman Caso at 7:03 p.m., Monday, November 15, 2010.

Commissioner Duggan made a motion to approve the agenda as presented. Commissioner Downs seconded the motion, which passed 8-0.

Commissioner Downs made a motion to approve the minutes of the November 1, 2010, Planning & Zoning Commission meeting as submitted. Commissioner Dry seconded the motion, which passed 8-0.

Commissioner Downs made a motion to approve the consent agenda as presented. Commissioner Duggan seconded the motion, which passed 8-0.

CONSENT AGENDA

AGENDA ITEM NO. 5A - CONVEYANCE PLAT 26/ACRES OF SUNSHINE ADDITION, BLOCK A, LOTS 2 & 3 APPLICANT: ACRES OF SUNSHINE

Two conveyance lots on 13.7± acres located on the east side of Communications Parkway, 650± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Neighborhood #26.

Approved as submitted.

AGENDA ITEM NO. 5B - REVISED CONCEPT PLAN 1/THE CANAL ON PRESTON ADDITION, BLOCK A, LOTS 7, 10, 11, & 12 APPLICANT: ANS VENTURES, LLC & PERFECT BUILDERS

General offices, retail, and medical offices on four lots on 4.5± acres located at the southeast corner of McDermott Road and Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1

Approved as submitted.

AGENDA ITEM NO. 5C - REVISED PRELIMINARY PLAT 1/THE CANAL ON PRESTON ADDITION, BLOCK A, LOT 11 APPLICANT: PERFECT BUILDERS

Retail and general office on one lot on 1.3± acres located on the south side of McDermott Road, 189± feet east of Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

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

AGENDA ITEM NO. 5D - REVISED SITE PLAN 1/THE CANAL ON PRESTON ADDITION, BLOCK A, LOT 11 APPLICANT: PERFECT BUILDERS

Retail and general office on one lot on 1.3± acres located on the south side of McDermott Road, 189± feet east of Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

Approved as submitted.

**AGENDA ITEM NO. 5E - REVISED CONVEYANCE PLAT
1/THE CANAL ON PRESTON ADDITION, BLOCK A, LOTS 7R, 10R, 11R, & 12R
APPLICANT: ANS VENTURES, LLC & PERFECT BUILDERS**

Four conveyance lots on 4.5± acres located at the southeast corner of McDermott Road and Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

Approved as submitted.

**AGENDA ITEM NO. 5F - REVISED PRELIMINARY PLAT
24/TRAILS OF GLENWOOD, PHASE 2
APPLICANT: TOG DEVELOPMENT I AND II, LLC**

89 Single-Family Residence-6 lots and 122 Single-Family Residence-7 Lots on 52.0± acres located at the southeast corner of Bright Star Way and Flicker Lane. Zoned Single-Family Residence-6 and Single-Family Residence-7. Neighborhood #24.

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

**AGENDA ITEM NO. 5G - FINAL PLAT
6/NORTHPOINTE ASSEMBLY OF GOD, BLOCK A, LOT 1
APPLICANT: BIZCORP CONSULTING**

Day care center on one lot on 3.0± acres located on the south side on McDermott Road, 800± feet east of Independence Parkway. Zoned Single-Family Residence-7 with Specific Use Permit #602 for Day Care Center. Neighborhood #6.

Approved as submitted.

**AGENDA ITEM NO. 5H - FINAL PLAT
15/PIZZA HUT ADDITION, BLOCK 1, LOT 1
APPLICANT: PIZZA HUT OF AMERICA**

General office and parking garage on one lot on 20.5± acres located on the east side of Corporate Drive, 250± feet north of Tennyson Parkway. Zoned Commercial Employment. Neighborhood #15.

Approved as submitted

**AGENDA ITEM NO. 5I - REVISED SITE PLAN
13/FELLOWSHIP BIBLE CHURCH - NORTH ADDITION, BLOCK A, LOT 1
APPLICANT: FELLOWSHIP BIBLE CHURCH**

Religious facility on one lot on 27.7± acres located at the northeast corner of Legacy Drive and Chase Oaks Boulevard. Zoned Planned Development-277-Retail/General Office. Neighborhood #13.

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

**AGENDA ITEM NO. 5J - PRELIMINARY PLAT
8/LEGACY TOWN CENTER (NORTH), BLOCK C, LOT 2
APPLICANT: KDC**

General offices on one lot on 7.3± acres located at the northwest corner of Bishop Road and Legacy Circle. Zoned Planned Development-65-Central Business-1/Dallas North Tollway Overlay District. Neighborhood #8.

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

**AGENDA ITEM NO. 5K - REVISED SITE PLAN
45/PARK BOULEVARD ESTATES WEST SCHOOL SITE NO. 2, BLOCK A, LOT 1R
APPLICANT: PLANO INDEPENDENT SCHOOL DISTRICT**

Public secondary school on one lot on 89.4± acres located at the southwest corner of Parkhaven Drive and Westside Drive. Zoned Single-Family Residence-9. Neighborhood #45.

Approved as submitted.

**AGENDA ITEM NO. 5L - REVISED SITE PLAN
44/PARK WEST PLAZA PHASE II, BLOCK A, LOT 3R
APPLICANT: ALDI, INC.**

Grocery and retail on one lot on 4.3± acres located generally at the northeast corner of Park Boulevard and Coit Road. Zoned Retail with Specific Use Permit #183 for Arcade. Neighborhood #44.

Approved as submitted.

**AGENDA ITEM NO. 5M - PRELIMINARY SITE PLAN & REVISED CONCEPT PLAN
68/TURNPIKE COMMONS ADDITION, BLOCK 3, LOTS 1 & 2
APPLICANT: TURNPIKE COMMONS OF PLANO, LLC**

Convenience store with gas pumps, retail and restaurant on two lots on 15.7± acres located at the northwest corner of Renner Road and Shiloh Road. Zoned Planned Development-207-Retail/190 Tollway/Plano Parkway Overlay District. Neighborhood #68.

Approved as submitted.

**AGENDA ITEM NO. 5N - CONVEYANCE PLAT
68/TURNPIKE COMMONS ADDITION, BLOCK 3, LOTS 1 & 2
APPLICANT: TURNPIKE COMMONS OF PLANO, LLC**

Two conveyance lots on 15.7± acres located at the northwest corner of Renner Road and Shiloh Road. Zoned Planned Development-207-Retail/190 Tollway/Plano Parkway Overlay District. Neighborhood #68.

Approved as submitted.

END OF CONSENT AGENDA

PUBLIC HEARINGS

**AGENDA ITEM NO. 6 - PUBLIC HEARING
ZONING CASE 2010-16
APPLICANT: CITY OF PLANO**

Tina Firgens, Planning Manager, stated this is a request to amend Section 3.1400 (Traffic Impact Analysis) of Article 3 (Supplementary Regulations) and related sections of the Zoning Ordinance pertaining to traffic impact analysis. Tabled 09/20/10, 10/18/10 and 11/01/10. Commissioner Downs made a motion to remove the item from the table. Commissioner Duggan seconded the motion, which passed 8-0. Ms. Firgens discussed the TIA process and proposed changes, and Jeff Green, Sr. Traffic Engineer, discussed the technical ordinance requirements. Staff recommended the following:

Amend Section 3.1400 (Traffic Impact Analysis) of Article 3 (Supplementary Regulations) to read as follows.

3.1400 Traffic Impact Analysis

3.1401 Introduction

This section establishes requirements and procedures pertaining to traffic impact analysis (TIA). These requirements are intended to inform the applicant of the city's expectations, expedite the city staff's review process of TIA reports, provide standard criteria for evaluating development proposals, and establish equitable mitigation and cost sharing policies.

A TIA is intended to develop public/private partnerships to coordinate land use and transportation facility development. Both the City of Plano and the land developer share in the responsibility to consider all reasonable solutions to identified transportation problems.

~~Plano requires TIAs to be done for both zoning and must be performed as part of the preliminary site plan processes. Each of these has specific purposes that are complementary of one another. Both types of TIAs do, however, share the with the goal~~

of identifying the relationship between land use and transportation needs. The site plan process, as described in Article 5 (Site Plan Review), is a multi-step land development approval process that includes a series of three plans, a concept plan, preliminary site plan, and site plan. Below is a brief description of the purpose of each process:

1. Zoning TIA

~~The goal of this process is to ensure balance between future land uses and the ultimate roadway system. This process uses future traffic volumes based on the city being developed (as projected in the year 2020 Tranplan computer model). It also assumes the entire roadway system to be in place (both existing and future roads). This allows a zoning proposal to be evaluated as to its effect on the ultimate roadway system and allows for determination of the roadway system's ability to accommodate the proposed use.~~

~~The TIA, done at the time of a zoning change request, is to determine the traffic loading that the proposed zoning will impose on the approved thoroughfare system in the 2020 design year and to determine that the thoroughfare system, as planned, can handle the traffic loading at Level of Service D or better in the peak hour. Conclusions drawn from the analysis, along with other land use and service factors, shall be taken into consideration by the Planning & Zoning Commission and the City Council in approval or disapproval of zoning changes.~~

2. Site Plan TIA

3.1402 Applicability

~~This process is done simultaneous with the submittal of a preliminary site plan. The goal of this study is to look at a specific development of known size and use and to determine the effect of that use on the existing roadway system. It uses existing traffic volumes and assumes the existing roadway configuration to be used for analysis. This process should ensure that the roadway system is adequate to accommodate the proposed use and may recommend mitigation measures necessary to ensure efficient traffic flow around the proposed site (as based on intersection and roadway levels of service).~~

1. Purpose

~~A TIA, at the time of site plan approval, is intended to define the immediate impacts of the proposed development and any necessary transportation improvements (public or private) required to ensure a satisfactory level of service on all affected thoroughfares. A site plan TIA is designed to mitigate traffic impacts by optimizing roadway capacity, access design, and traffic control. A TIA may not be used to deny development permitted by zoning, nor shall it be used to modify road design contrary to the Transportation Element of the Comprehensive Plan or to the Thoroughfare Standards Ordinance. The detail of site plan TIAs is greater than TIAs prepared for zoning cases. Specific improvements to the existing roadways consistent with the Thoroughfare Plan~~

may be needed to gain approval of site plan proposals. Timing of and cost sharing agreements for the construction of offsite improvements also may be considered.

2. Goal

The goal of this study is to review a specific development of known size and use and to determine the effect of that use on the existing roadway system by analyzing existing traffic volumes and existing roadway configurations. This process ensures that the roadway system is adequate to accommodate the proposed use.

3. Requirements

The TIA process shall be required simultaneous with the site plan approval process for projects generating 8,000 trips per day or greater. A TIA is typically required with the submission of the preliminary site plan; however, the city may require the TIA to be submitted with a concept plan or site plan due to project phasing. It is the responsibility of the applicant to demonstrate that a TIA is not required. Recommendations shall be made for mitigation measures necessary to ensure efficient traffic flow around the proposed site (as based on intersection and roadway levels of service) on all preliminary site plans and/or site plans. Site plan applications as defined herein, not containing TIAs will be judged incomplete and shall not be forwarded to the Planning & Zoning Commission for action.

3.14023 Definitions

Term	Definition
Trip Generation Rates	The city's criteria for trip generation for various categories of land use and density shall be those set forth in the latest edition of the trip generation informational report published by the Institute of Transportation Engineers (ITE) unless the proposed use does not have a corresponding rate in the Trip Generation Manual. Alternate trip generation rates shall not be accepted for individual zoning cases or site plans but shall instead be adopted for citywide use on the basis of a general study of local conditions.

Design Year	The design year is the point in time upon which assumptions pertaining to land use, population, employment, and transportation facilities are based. All zoning analysis shall be based on a design year of 2020. All site plan analysis shall use a design year based on the expected date of project occupancy.
Base Volumes	Base volumes for analyzing zoning cases shall be derived from the city's latest computer projection of traffic volumes for the year 2020. Base volumes for site plans shall be based on current traffic counts adjusted to the expected date of project occupancy. When available, all base data shall be supplied by the city's Engineering Department, Transportation Division. In all cases when ground counts are needed and are not available, the developer or his agent shall be required to collect such data.
Modeling	A TIA as required by the city for zoning cases will be accomplished by the use of the TRANPLAN analysis package. A TIA, as required, may be performed by the applicant or his agent. The city's Engineering Department, Transportation Division will supply (for a fee) TRANPLAN volume plots based on existing and proposed zoning.
Level of Service (LOS)	LOS is a measure of the level of congestion experienced on roadways. The desirable minimum LOS of the City of Plano is Level of Service D in the peak hour. LOS shall be measured of both link and intersection operations.
Thoroughfare Plan	The official City of Plano Thoroughfare Plan, including all routes designated as a Type F collector facility or higher.
<u>Transportation Improvements Community Investment Program(TIP CIP)</u>	A five year schedule and funding program of all approved and committed transportation improvements.

3.1403 Applicability

~~A TIA will be required by the city's Planning Department for zoning requests and preliminary site plans submitted for approval. All TIAs shall be performed by a consultant qualified to perform such studies. Requirements for mitigating negative traffic impacts shall apply to all zoning cases and site plans. In certain cases, due to project phasing, a site plan TIA might be required with a concept plan submittal.~~

1. ~~Zoning~~

~~Any zoning request for multifamily or nonresidential as defined herein under the land use classification which generates at least 5,000 trips per day requires a TIA, unless the proposed zoning results in a net trip reduction compared to existing zoning. A zoning request involving multiple zoning districts is required to have a TIA based on the total traffic generated.~~

2. ~~Preliminary Site Plan~~

~~Any preliminary site plan or site plan generating 5,000 trips per day or which has a floor area ratio (FAR) of 0.75, or greater, requires a TIA.~~

3.1404 Methodology

~~Pre-submission application consultation with the Development Review Planning and Transportation Divisions staff is required. Zoning and site plan applications, as defined in Subsection 3.1403, not containing TIAs will be judged incomplete and shall not be forwarded to the Planning & Zoning Commission for action. It is the responsibility of the applicant to demonstrate that a TIA is not required. Details of the required analysis will be determined at this meeting. In certain instances, traffic from other approved but not built developments may have to be accounted for included in traffic assignments. Staff ~~might~~ may also require specific assumptions such as percent trucks to be altered to match local conditions. Peak hour analysis ~~might~~ may be directed to reflect the peak 15 minutes for certain types of land use. All of these ~~types of~~ issues will be addressed at the pre-application meeting.~~

The following procedures shall be followed in preparing site plan traffic impact analysis studies submitted to the ~~City of Plano~~:

1. ~~Zoning TIA Content~~

a. ~~Study Area~~

~~A map(s) delineating the TIA study area and all existing and planned streets contained therein. The study area shall be based on the total daily estimated trip generation. The study area shall be a one mile radius for less than 10,000 trips per day. A larger radius shall be considered for more than 10,000 trips per day.~~

b. Existing Zoning

A description of the existing zoning in the area proposed for rezoning including: existing land area (gross and net) by zoning classification and density figures expressed as FAR, square footage, number of hotel rooms, dwelling units, etc.

c. Proposed Zoning

A description of the proposed zoning including land area (gross and net) by zoning classification and density figures expressed by FAR, square footage, number of hotel rooms, dwelling units, etc.

d. Thoroughfare Network

A description of roadway development at the 2020 design year for the entire study area and base volumes of thoroughfares within the study area.

e. Impact Determination

The TIA will describe the volume/capacity (V/C) ratio for all thoroughfares (Type F and higher) and delay projections for intersections in the studied area to determine if Level of Service D operation is maintained. The analysis shall contain the following minimum information:

i. Proposed Trip Generation

Show in tabular form trip generation rates and the total trips generated by land use assuming full development and occupancy. Indicate trip reductions, if any, resulting from credits for mass transit, passerby, mixed use, etc. All trip reductions must conform to Planning & Zoning Commission approved generation rates. Calculate the net estimated trips.

ii. Existing Trip Generation

Show in tabular form by land use trips generated based on existing zoning. All appropriate trip reductions permitted by approved generation rates must be included.

iii. Net Increased Trip Generation, Distribution, and Assignment

Proposed trip generation minus existing trips generated and the assignment of new trips generated is to be calculated. The net increased trips generated by the development are to be added to the base volumes projected for the design year. Twenty-four hour

~~and peak hour volumes must be calculated. Distribution and assignment calculations must be provided unless TRANPLAN is used.~~

~~iv. Level of Service Analysis~~

~~Show in tabular form, 24-hour and peak-hour levels of service for existing and proposed zoning. Calculations shall include all thoroughfare links and intersections. Calculate level of service and percentage of change (when compared to base volumes) for each link and intersection.~~

~~v. Conclusions~~

~~Summarize points of conflict and congestion; identify all thoroughfare links or intersections exceeding a Level of Service D and the percentage of change produced by the proposed zoning change.~~

~~f. Mitigation~~

~~Traffic produced by the proposed zoning plus the assumed background traffic should not exceed Level of Service D. Locations exceeding Level of Service D, where the proposed zoning contributes five percent or more of the traffic, should be mitigated. Acceptable methods of mitigating negative traffic impacts are:~~

- ~~i. Requirements in addition to those provided in the Thoroughfare Standards Ordinance relating to driveway median opening location and distance between drives.~~
- ~~ii. Modified zoning and/or density reduction or relocation.~~
- ~~iii. Amendments to the city's Thoroughfare Plan shall not be accepted as a means of mitigating negative impacts. Minor amendments to thoroughfare and intersection design (e.g., turn lanes, acceleration and deceleration lanes, and associated rights-of-way) may be accepted on a case-by-case basis.~~

~~2. Planning & Zoning Commission Report~~

~~The Planning & Zoning Commission shall make a report to the City Council on all TIAs it considers in conjunction with requests for rezoning. The Planning & Zoning Commission may make a recommendation for approval, modification, or denial of the zoning case based on other planning factors in addition to its review of a TIA.~~

~~Where the identified impacts of the proposed zoning cannot be adequately mitigated, the Planning & Zoning Commission shall recommend to the City Council one or more of the following actions:~~

- ~~a. Denial of the zoning case in total or in part.~~
- ~~b. Any other action deemed appropriate to mitigate negative traffic impacts.~~

~~The Planning & Zoning Commission may recommend, in addition to measures defined above, that a study of the Major Thoroughfare Plan be made to determine amendments required to ensure adequate long-term capacity.~~

~~3.1. Site Plan TIA Content~~

a. Study Area

~~A map(s) shall be included delineating the TIA study area and all existing and planned streets therein. The study area shall be a minimum of a one mile radius, which may be increased depending upon the amount of traffic generated by the proposed development as determined by at the discretion of the city's Traffic Engineer Transportation Division.~~

b. Existing Zoning and Development

~~Describe existing zoning including land area (gross and net) by zoning classification, including density figures expressed as FAR, square footage, number of hotel rooms, dwelling units, etc. Also, describe any existing development onsite and how it will be affected by development proposals.~~

c. Thoroughfare Network

~~Describe existing thoroughfares, signals and signal phasing, and traffic volumes within the study area.~~

d. Proposed Development

~~Describe the proposed development including land area (gross and net) and density figures expressed by FAR, square footage, number of hotel rooms, dwelling units, etc. Also describe roadway conditions as expected by date of occupancy. Improvements shown must be funded within the Transportation Improvements Community Investment Program or proposed for development at the developer's expense to be repaid by the city in accordance with the city's cost sharing policies as funds become available as required by the city's Subdivision Ordinance. ~~Indicate roadway and intersection capacities at study date shall be indicated.~~~~

e. Impact Determination

Determine the level of service for all thoroughfares and intersections in the study area. The analysis shall contain the following minimum information:

i. Proposed Trip Generation

Calculate total trip generation by use (assuming full development and occupancy) and report any reductions for passerby, mixed use, etc., as permitted by generation rates ~~approved by the Planning & Zoning Commission~~. Show trip generation by use in tabular form with land use trip generation rates and trips generated.

ii. Trip Distribution and Assignment

Trips generated by the proposed development are to be added to the base volumes projected for the design year. Peak hour volumes must be calculated. Distribution assumptions and assignment calculations must be provided.

iii. Level of Service Analysis

Show in tabular form 24-hour and peak-hour V/C ratios for links and intersections within the study area. Analyze all points of ingress and egress, median breaks, and turn lanes associated with the proposed site.

iv. Conclusions

Provide a summary of points of conflict and congestion. Identify all thoroughfare links or intersections exceeding a Level of Service D and the percent increase in total traffic produced by the proposed site plan. Identify any operational problems (e.g., drives, median openings, and signalization) within 500 feet of the site.

f. Mitigation

Traffic levels exceeding Level of Service D, where the development is contributing five percent or more of the total trips should be mitigated: if possible. ~~Problems demonstrated by the TIA can be corrected by~~ Mitigation measures are limited to the following:

- i. Requirements in addition to those provided in the Thoroughfare Standards Ordinance relating to driveway and median opening location design and distance between drives.

- ~~ii.~~ ~~Modifying density or intensity or use (e.g., reduction in square footage or percentage of commercial use).~~
- ~~iii.~~ ~~Phasing construction until additional roadway capacity becomes available.~~
- ~~iv.~~ ii. Onsite improvements including access controls and site circulation adjustments.
- ~~v.~~ iii. Offsite improvements including the construction of additional lanes where the surrounding thoroughfares are not fully developed or intersection improvements where the surrounding area is approaching full development. Costs for offsite improvements that are consistent with the Thoroughfare Plan shall be repaid by the city in accordance with its cost sharing policies, as funds become available. as required by the city's Subdivision Ordinance. Offsite improvements must be consistent with the Thoroughfare Plan and are subject to the availability of right-of-way and other design constraints as determined by the City Engineer.

~~4.~~ Public Meetings

~~The applicant or their representative shall be available to answer questions that may arise during Planning & Zoning Commission meetings or City Council meetings.~~

~~5.~~ 2. Planning & Zoning Commission Report

The Planning & Zoning Commission shall ~~report to the City Council their~~ make a findings on all TIA studies reviewed in conjunction with the review of site plans that based upon the TIA, the thoroughfares can accommodate anticipated traffic volumes at an acceptable level of service.

Where identified impacts cannot be adequately mitigated by the date of occupancy, the Planning & Zoning Commission shall recommend ~~to the City Council~~ one or more of the following actions:

- ~~a.~~ ~~Study of the major Thoroughfare Plan to determine amendments required to increase long-term capacity.~~
- ~~b.~~ a. Amendment of the ~~TIP~~ CIP to expedite construction of needed related public improvements.
- ~~c.~~ b. Changes in intersection design, signal systems, etc. to increase capacity.
- ~~d.~~ ~~Temporary delay (partial or total) of the proposed project for up to two years to coordinate with planned public improvements. In no instance may a project be delayed more than two years based on negative findings of a~~

~~TIA. If all planned public improvements have been constructed in the area, there shall be no cause for delay in approval of the project based upon the TIA.~~

- ~~e. Any other measures deemed appropriate to mitigate negative traffic impacts.~~

3.1405 Administration Appeals

~~The Planning & Zoning Commission shall be responsible for administering the TIA requirements of the Zoning Ordinance. The Planning & Zoning Commission shall also be responsible for:~~

- ~~1. Reviewing and proposing to the City Council amendments to all TIA requirements and procedures.~~
- ~~2. Reviewing all TIAs submitted in conjunction with zoning and site plan applications.~~
- ~~3. Reporting to the City Council their finding of traffic impacts and, if appropriate, recommended methods of mitigation.~~

~~Applicants may request City Council reconsideration of a TIA and the findings of the Planning & Zoning Commission in conjunction with an appeal of a site plan, as provided for in Section 5.800 (Appeals). Unless a majority of the City Council votes in favor of reconsidering the TIA, discussion shall be limited to the findings of the Planning & Zoning Commission.~~

The public hearing was opened. No one spoke for or against the item. The public hearing was closed.

After some discussion, Commissioner Downs made a motion to approve the item as submitted. Commissioner Hazelbaker seconded the motion, which passed 8-0.

Agenda Item Nos. 7A and 7B were presented together.

**AGENDA ITEM NO. 7A - PUBLIC HEARING
ZONING CASE 2010-19
APPLICANT: ACRES OF SUNSHINE**

Bester Munyaradzi, Planner, stated this is a request for a Specific Use Permit for Electrical Substation on 6.3± acres located on the east side of Communications Parkway, 1,100± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Staff recommended approval as submitted.

The public hearing was opened. Sarah Williamson, representing the applicant, was present to answer any questions. No one spoke for or against the item. The public hearing was closed.

There being no discussion, Commissioner Coleman made a motion to approve the item as submitted. Commissioner Downs seconded the motion, which passed 8-0.

**AGENDA ITEM NO. 7B - PRELIMINARY SITE PLAN & CONCEPT PLAN
26/ACRES OF SUNSHINE, BLOCK A, LOTS 2 & 3
APPLICANT: ACRES OF SUNSHINE**

Ms. Munyaradzi stated this is an electrical substation and general offices on two lots on 13.6± acres located on the east side of Communications Parkway, 879± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Neighborhood #26. Staff recommended approval subject to:

1. The Planning & Zoning Commission granting a variance to the Subdivision Ordinance for two points of access; and
2. City Council approval of Zoning Case 2010-19.

After brief discussion, Commissioner Hazelbaker made a motion to approve the item as submitted. Commissioner Duggan seconded the motion, which passed 8-0.

END OF PUBLIC HEARINGS

**AGENDA ITEM NO. 8 - DISCUSSION & DIRECTION
UNDEVELOPED LAND STUDY
APPLICANT: CITY OF PLANO**

Steve Sims, Sr. Planner, stated this is a discussion and direction regarding the Land Use element, Economic Development element, and Rezoning to Meet Demand policy recommendations from the Comprehensive Plan for the use of remaining undeveloped land in Plano.

Sally Bane, Executive Director of the Plano Economic Development Board, gave a presentation on the importance of undeveloped land pertaining to economic development. Mr. Sims explained the policies and appropriateness of policy applications for undeveloped land. Dr. Robbie Robinson, a citizen, spoke regarding the importance of economic development within the city, and the potential long term impacts of allowing additional multifamily residential.

Comments received from the Commission included:

Some Commissioners were not supportive of additional garden style multifamily development within the city, and preferred multifamily residential in mixed-use and urban center developments. Other Commissioners commented that it may be necessary to allow additional garden style multifamily since it is an affordable housing option.

Reserve land within the major expressways corridors and employment centers for economic development and employment opportunities. However, the Commission was favorable to considering multifamily residential if provided at higher densities within mixed-use and urban center developments within these areas.

The Commission was not supportive of single-family residential within the major expressway corridors and employment centers, such as Legacy Business Park.

The city should continue to promote complete neighborhoods with access to schools, parks and amenities for traditional single-family development for land currently zoned or designated on the land use plan for residential.

**AGENDA ITEM NO. 9 - DISCUSSION & DIRECTION
RESEARCH/TECHNOLOGY CENTER DISTRICT
APPLICANT: CITY OF PLANO**

Kate Perry, Sr. Planner, stated this is a request for discussion and direction regarding proposed changes to the Research/Technology Center zoning district including: appropriate boundaries for the district, consideration of uses and zoning regulations for properties remaining within the district, and consideration of uses and zoning regulations for any properties being considered for removal from the district. Tabled 11/01/10. Commissioner Duggan made a motion to remove the item from the table. Commissioner Downs seconded the motion, which passed 8-0.

James Hankins, representing ASG Real Estate, spoke in support of rezoning parts of the Research/Technology Center (RT) district. Jonathan Stites, representing Argent Property Company, spoke in opposition to rezoning areas within the RT district; however, he was in support of possibly amending some of the RT development standards.

The Commission formulated the following recommendation regarding the RT district boundaries:

- The area west of Bradshaw, currently zoned as RT constitutes the “core” of the RT district and should remain intact
- The area east of Plano Parkway, south of 14th Street, should retain the current PD-202-RT zoning
- The Commission identified the area east of Bradshaw, north of the railroad tracks, west of Plano Parkway and south of 14th Street, as appropriate for additional residential development, but given the lack of input from the property owners, the Commission does not recommend a City-initiated rezoning or amendment to the Future Land Use Plan at this time.
- The Commission will continue the analysis of the RT district with additional discussion of the RT zoning district regulations.

**AGENDA ITEM NO. 10
REQUEST TO CALL PUBLIC HEARING
APPLICANT: BALDWIN AND ASSOCIATES**

Ms. Firgens stated this is a request to call a public hearing to amend the medical office parking requirements within the Zoning Ordinance. Staff recommended that the Planning & Zoning Commission not call a public hearing at this time.

Robert Baldwin, the applicant, spoke in favor of amending parking requirements.

After some discussion, Commissioner Hazelbaker made a motion to call a public hearing to consider amending the Zoning Ordinance regarding parking requirements for medical offices. Commissioner Dry seconded the motion, which passed 5-3, with Chairman Caso, Commissioner Coleman, and Commissioner Downs voting against the motion.

**AGENDA ITEM NO. 11
NOMINATION OF 1ST AND 2ND VICE CHAIRS
APPLICANT: CITY OF PLANO**

Nomination of the 1st and 2nd Vice Chairs.

Commissioner Norton made a motion to nominate Commissioner Downs as 1st Vice Chair. Commissioner Duggan seconded the motion.

Commissioner Duggan made a motion to nominate Commissioner Coleman as 2nd Vice Chair. Commissioner Dry seconded the motion.

AGENDA ITEM NO. 12 - ITEMS FOR FUTURE DISCUSSION

The Commission had no items they wished to discuss.

There being no further discussion, Chairman Caso adjourned the meeting at 9:45 p.m.

Planning & Zoning Commissioner

xc: Honorable Mayor and City Council
Thomas H. Muehlenbeck, City Manager