

**DATE:** March 16, 2021

**TO:** Honorable Mayor & City Council

**FROM:** M. Nathan Barbera, Chair, Planning & Zoning Commission 

**SUBJECT:** Results of Planning & Zoning Commission Meeting of March 15, 2021

**AGENDA ITEM NO (3A) – ZONING CASE 2020-019 (SUBMITTED UNDER THE PLANO TOMORROW COMPREHENSIVE PLAN)**

**APPLICANT: DALLAS AREA RAPID TRANSIT**

Request for a Specific Use Permit for Transit Center/Station on 5.5 acres located at the southeast corner of K Avenue and 12th Place. Zoned Light Commercial. Tabled February 1, 2021. Project #ZC2020-019. Rescheduled from the February 15, 2021 meeting which was canceled due to emergency conditions.

**APPROVED:** 8-0 **DENIED:** \_\_\_\_\_ **TABLED:** \_\_\_\_\_

Speaker Card(s) Received Support: 0 Oppose: 0 Neutral: 0

Letters Received Within 200' Notice Area: Support: 4 Oppose: 0 Neutral: 1

Petition Signatures Received: Support: 0 Oppose: 10 Neutral: 0

Other Responses: Support: 3 Oppose: 0 Neutral: 1

**STIPULATIONS:**

Recommended for approval as submitted.

DB/kob

cc: Timothy H. McKay, Dallas Area Rapid Transit  
Karl A. Crawley, Masterplan  
Jeanna Scott, Building Inspections Manager

<https://goo.gl/maps/dkVWYj4kzYhe5iE1A>

CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 15, 2021

**Agenda Item No. 3A**

**Public Hearing:** Zoning Case 2020-019

**Applicant:** Dallas Area Rapid Transit

(Submitted under the Plano Tomorrow Comprehensive Plan)

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**DESCRIPTION:**

Request for a Specific Use Permit for Transit Center/Station on 5.5 acres located at the southeast corner of K Avenue and 12th Place. Zoned Light Commercial. Project #ZC2020-019.

Due to rolling electrical blackouts, which caused internet connectivity issues resulting in concerns about the lack of due process, as well as the impacts of the COVID-19 pandemic, the February 15, 2021 meeting was canceled, and this case was rescheduled for the March 15, 2021 meeting.

**SUMMARY:**

The applicant is requesting a Specific Use Permit (SUP) for Transit Center/Station. The requested SUP is complementary to the adjacent commercial and residential uses and zoning in the general area. The request is in conformance with the recommendations of the Comprehensive Plan. For these reasons, staff is in support of the SUP request.

**REMARKS:**

This is a request for a Specific Use Permit (SUP) for Transit Center/Station. The Zoning Ordinance defines transit center/station as any premises for the loading and unloading of passengers by a public or private transit company, including the temporary parking of transit vehicles between routes or during stopovers and excluding overnight parking, storage, and maintenance of transit vehicles.

The subject property is zoned Light Commercial (LC). The LC district is intended to provide for a wide array of retail, office, and service uses to meet the needs of local residents and businesses. Some vehicle-related uses and limited assembly, which address local service and employment opportunities, are also included in LC districts.

The applicant has submitted plans to develop an at-grade rail transit center/station between K Avenue and Municipal Avenue. As proposed by the applicant, the transit center/station will have side platforms along the rail alignment, bus bays, and a kiss-and-ride area on the north side of the rail alignment. A parking area with 252 parking spaces will be provided on the south side of the alignment.

A preliminary site plan, Silver Line 12th Street Station, Block A, Lots 1 & 2, accompanies this request as Agenda Item 3B.

### Purpose of an SUP

The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district, which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established. Section 6.100 (Specific Use Permits) of Article 6 (Specific Use Permits and Certificates of Occupancy) states the following:

*“The Planning & Zoning Commission in considering and determining its recommendations to the City Council on any request for a specific use permit may require from the applicant plans, information, operating data, and expert evaluation concerning the location, function, and characteristics of any building or use proposed. The City Council may, in the interest of the public welfare and to insure compliance with this ordinance, establish conditions of operation, location, arrangement, and type and manner of construction of any use for which a permit is authorized. In authorizing the location of any of the uses listed as specific use permits, the City Council may impose such development standards and safeguards as the conditions and locations indicate important to the welfare and protection of adjacent property from noise, vibration, dust, dirt, smoke, fumes, gas, odor, explosion, glare, offensive view, traffic, or other undesirable or hazardous conditions.”*

### History

- In 2006, Dallas Area Rapid Transit (DART) identified the Cotton Belt Corridor (now known as the Silver Line) as a priority project in the DART 2030 Transit System Plan.
- In 2018, the DART Board approved a Service Plan Amendment for the Cotton Belt (Silver Line) Corridor, which defined the project alignment, grade separations, and station locations. This included two Silver Line station locations in Plano at 12th Street and Shiloh Road, as well as a new aerial infill light rail station on the Red Line at 12th Street.
- In 2018, City Council approved an Interlocal Agreement between DART and the City of Plano for the construction of the Cotton Belt (Silver Line) Corridor Regional Rail Project.

## Surrounding Land Use and Zoning

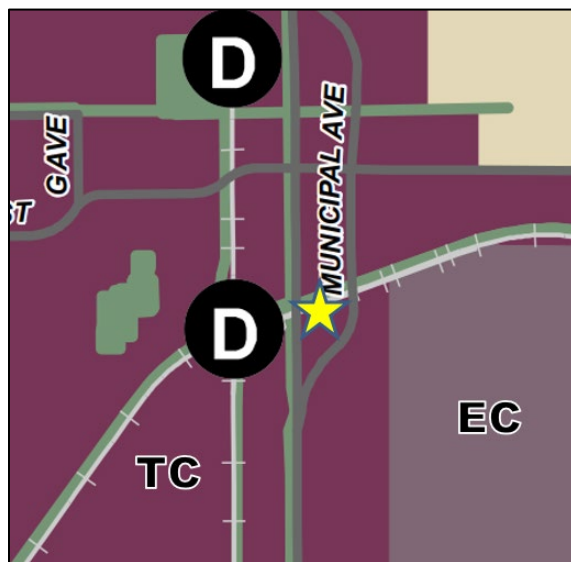
North	Across 12th Street, existing recreational vehicle sales and service, major vehicle repair, and vacant land zoned LC
East	Across Municipal and L Avenue, existing vehicle storage, warehouse, and service contractor zoned LI-1, and Single-Family Residences zoned SF-6
South	Vacant land zoned LC
West	Across K Avenue, existing major vehicle repair zoned LC and future multifamily residence (under construction) zoned BG

## Conformance with the Comprehensive Plan

This zoning request was reviewed for conformance with the Plano Tomorrow Comprehensive Plan.

**Future Land Use Map** - The Future Land Use Map of the Comprehensive Plan designates the subject property as Transit Corridor (TC) and is adjacent to the DART facilities designation.

*The Transit Corridor future land use category applies to the Downtown Plano core and the adjoining rail corridor linking the Dallas Area Rapid Transit (DART) red/orange line and the future Cotton Belt line. It is the intention to continue the transformation of the Downtown Plano core into a distinct and authentic urban center and expand the vision for transit-oriented development within the entire corridor. Major uses within Transit Corridor include housing, retail, cultural facilities, hotels, and government offices. Infill and redevelopment projects should be compatible with the historical character of the area, and transit-oriented residential, employment, retail, and civic uses should be located between one-quarter to one-half mile walking distance of a transit stop. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land. Street, bike trail, and sidewalk improvements will be emphasized to create a more accessible, walkable, and unified corridor. Useable open space will be included to create active and interesting public spaces. Commercial and residential uses within the corridor shall be designed to acknowledge visibility from the rail, especially where elevated, as a gateway to the community.*

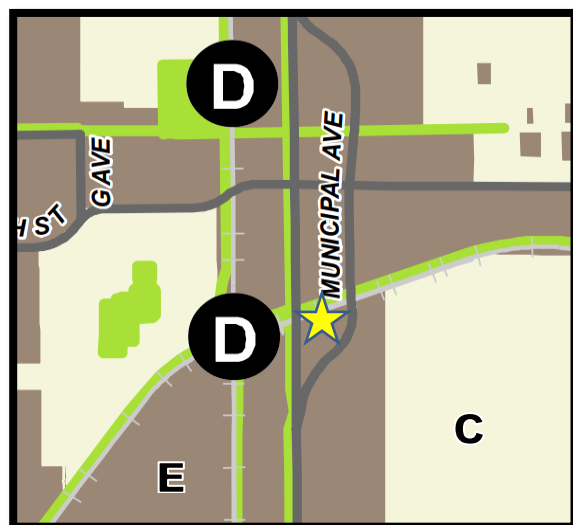


The proposed rail transit center/station will provide a transportation hub for this portion of the transit corridor, expanding mobility choices for surrounding uses. The proposed station is in a location that is adjacent to the DART facilities designation on the Future Land Use Map. The request will complement the residential and nonresidential uses in the general area. This request is in conformance with the Future Land Use Map designations.

**Growth and Change Map** - The Growth and Change Map designates the subject property as Evolve Urban (EU) and is adjacent to the DART facilities designation.

*These existing areas are expected to experience extensive large-scale change through major redevelopment projects that evolve into distinct walkable districts.*

The proposed transit center/station development would provide regional access to employment and residential uses within the area through the rail line, associated bus stop, sidewalks, and onsite parking. This use will promote further economic development and provide multimodal transportation options for the area. The proposed station is in a location that is adjacent to the DART facilities designation on the Growth and Change Map. This request is in conformance with the Growth and Change Map designations.



### **Comprehensive Plan Action Statements**

The proposed transit center/station is in conformance with the following Comprehensive Plan Action Statements:

- **Regional Transportation Action Statement RT5** - *Advocate and support development of the Cotton Belt commuter rail corridor from Plano to the Dallas-Fort Worth International Airport.*
- **Public Transit Action Statement PT6** - *Support DART's efforts to fund the development of the Cotton Belt Commuter Rail to provide access to the Dallas-Fort Worth International Airport.*

### Transit Center/Station Use

The applicant is proposing to develop a transit center/station on the subject property. The requested use is complementary to the uses in the greater downtown and Transit Corridor future land use areas. Transit centers/stations are often sited on parcels of land within convenient proximity to employment and residential uses that generate transit ridership or on thoroughfares to provide park-and-ride access. The location of the property adjacent to area businesses and neighborhoods, along with its access to public thoroughfares (K Avenue and Municipal Avenue), indicate this location is appropriate for a transit center/station use.

DART has established a team of architects, artists, engineers, and neighborhood advisory committee members for each station collaborating from station concept to create a design program to consider the aesthetics of the transit center/stations. For the subject property, the proposed design is "two stations united in change." The proposed design will include a "machine" emphasis using iron, gears, and industry as thematic elements. Physical improvements will include pavers with sleek and streamlined details, as well as decorative

column cladding and fencing. These elements are intended to complement the existing TEXRail stations in the same rail corridor while providing an identifiable brand for the Silver Line section of the corridor.

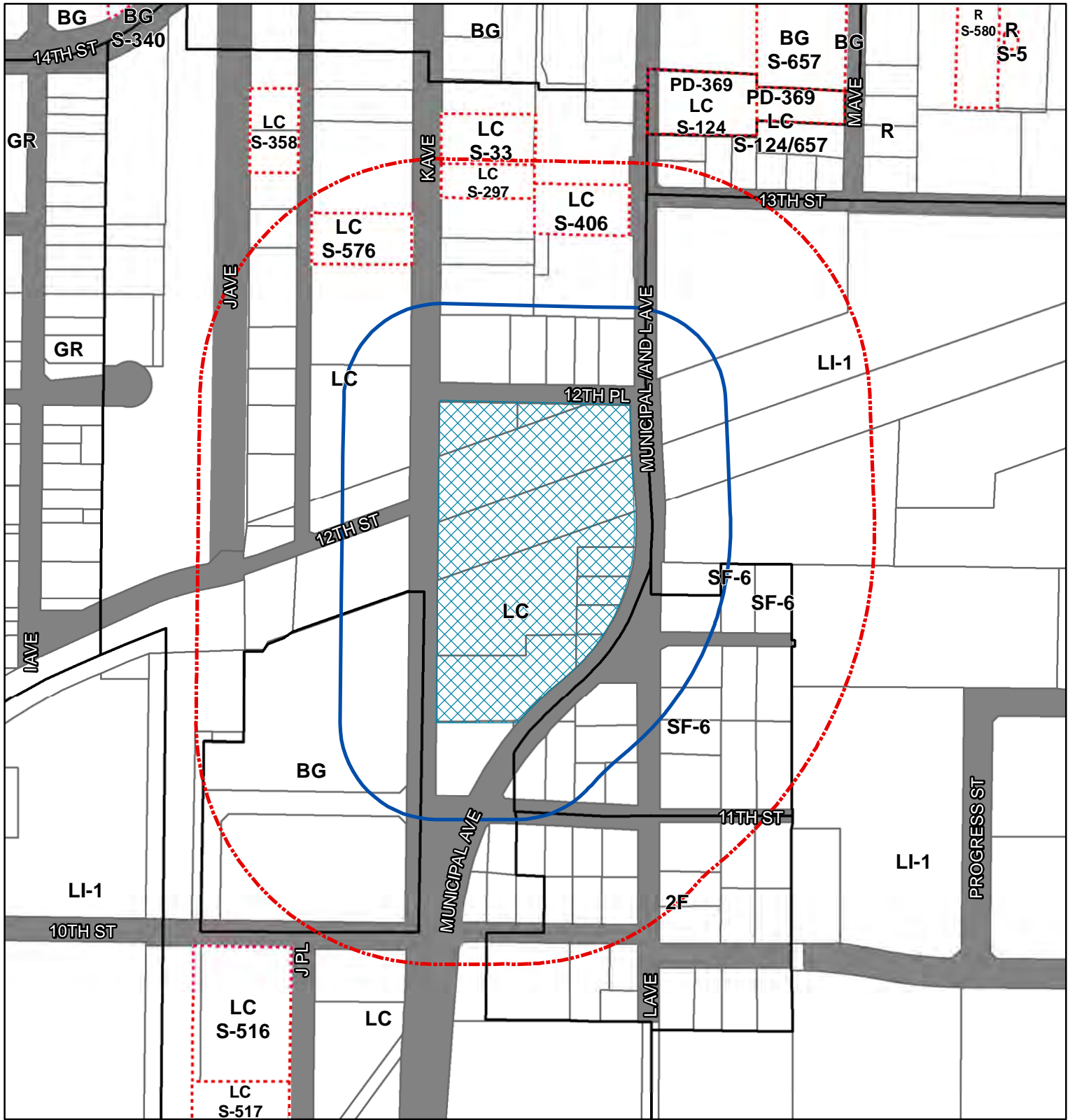
### Public Outreach Efforts

Beginning in March 2019, DART has held quarterly public meetings to update community stakeholders of the progress on the design and construction of the Silver Line rail corridor and stations. Due to the pandemic, all public involvement sessions since early 2020 have taken place via video conference. At each public meeting, DART staff has provided an overview of the latest status of the rail and station design, the Betterments Program, the Art & Design Program, the hike and bike trail, and the construction schedule.

These meetings have included an update on both the 12th Street and Shiloh Road Silver Line stations, as well as the 12th Street LRT Red Line station. Attendees were invited to submit questions or concerns at each meeting, and DART has addressed questions from the public on topics including security features, station maintenance, quiet zones, rail/vehicle design, parking, and the construction timing of the hike and bike trail. DART has posted all meeting notices and information on the Silver Line project website and has maintained an email mailing list to notify stakeholders of upcoming meetings, Silver Line project updates, and construction alerts.

### **RECOMMENDATION:**

Recommended for approval as submitted.

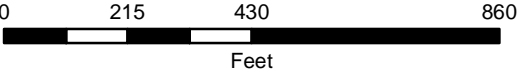
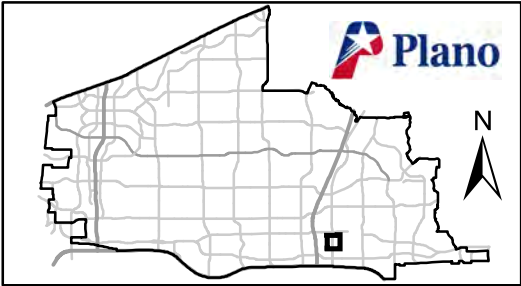


Zoning Case: 2020-019

Existing Zoning: Light Commercial (LC)

Proposed Zoning: Specific Use Permit for Transit Center/Station

- 500' Courtesy Notification Buffer
- 200' Notification Buffer
- Subject Property
- Streets
- Zoning Boundary Change/SUP
- Municipal Boundaries
- Zoning Boundary
- Specific Use Permit





Zoning Case 2020-019

Area of Request

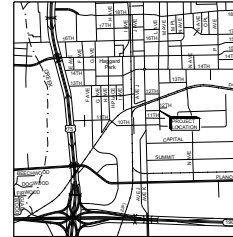
0 220 440  
Feet

CALLED: 0.435 ACRES  
 JAMES E. MURREY &  
 M. MAJETTE MURREY  
 C.C.I. NO. 20061130001689890,  
 O.P.R.C.C.T.

LOT 1, BLOCK A  
COLE ADDITION  
CAB. F, PG. 42,  
B.B.C.T.

CALLED: 1.239 ACRES  
**DALLAS AREA RAPID TRANSIT**  
 PARCEL "CB-001" IN  
 C.C.C.I. NO. 20130916001299600  
 O.P.R.C.C.T.

LOT 6R, BLOCK D  
OGLESBY PLACE REVICE  
FIRST ADDITION  
C.C.C.I. NO. 2011-255,  
O.P.R.C.C.T.  
ZONED "LI-1"



\* METES AND BOUNDS DESCRIPTION \*

**BENING** is a 5.820 acre tract of land located in the S. Beck Survey, Abstract No. 73, City of Plano, Collin County, Texas, said 5.820 acre tract of land being all of a called 2.6272 acre tract of land described as "Parcel C83-031-1," conveyed to **DALLAS AREA RAPID TRANSIT**, by deed thereof filed for record in Collin County, Texas, on 5/1/2001, Official Public Records, Collin County, Texas, Volume 134, Page 126, Instrument Number 2000113061068980, O.P.R.C.T., said 5.820 acre tract of land being a portion of an existing 12.00 wide right-of-way of a called **DALLAS AREA RAPID TRANSIT**, by deed thereof filed for record in Volume 134, Page 126, Instrument Number 2000113061068980, O.P.R.C.T., said 5.820 acre tract of land being a portion of a called 5.820 acre tract of land described as "Parcel C83-031-1," conveyed to **DALLAS AREA RAPID TRANSIT**, by deed thereof filed for record in Collin County Clerk's Instrument Number 20130916012199600, O.P.R.C.T., said 5.820 acre tract of land also being all of a called 0.435 acre tract of land, conveyed to **JAMES E. MURPHY & M. JAMES E. MURPHY**, by deed thereof filed for record in Volume 134, Page 126, Instrument Number 2000113061068980, O.P.R.C.T., said 5.820 acre tract of land being more particularly described by metes and bounds as follows:

**BEGINNING** at a 1/2 in iron rod with a cap stamped "R00ME" found at the southeast property corner of the said 2.6272 acre tract, same being on the westerly right-of-way line of Municipal Drive (being a 60 feet wide public right-of-way), and being on the north property line of the remainder of a called 0.81841: acre tract of land conveyed to the City of Plano, by deed thereof filed for record in Collin County Clerk's Instrument No. 92-0014169, O.P.R.C.C.T.;

**THENCE** South 88°58'44" West, along the south property line of the said 2.6272 acre tract and along the north property line of the said 0.81841 acre tract, a distance of 170.26 feet to a point for corner at the southwest property corner of the said 2.6272 acre tract, same being the northwest property corner of the said 0.81841 acre tract, and being on the east right-of-way line of Avenue K, (being a 60 feet wide public right-of-way at this point), from which a 1/2 inch iron rod with a cap stamped "R00ME" found bears South 88°58'44" West, a distance of 0.18 feet;

**THENCE** North 00°22'11" West, along the west property line of the said 2.6272 acre tract and along the said east right-of-way line, a distance of 284.62 feet to a 5/8 inch iron rod with a cap stamped "LAMB-STAR" found at the northwest property corner of the said 2.6272 acre tract, same being at the intersection of the said east right-of-way line with the south right-of-way line of the said Dallas Area Rapid Transit Railroad;

**THENCE** North 00°18'21" West, departing the said south right-of-way line, over and across the said Dallas Area Rapid Transit Railroad, a distance of 127.84 feet to the intersection of the said east right-of-way line with the north right-of-way line of the said Dallas Area Rapid Transit Railroad, said point also being at the southwest property corner of the aforesaid 1.239 acre tract;

THENCE North 00°01'49" West, along the said east-right-of-way line and along the west property line of the said 0.435 acre tract, a distance of 117.71 feet to the northwest property corner of the said 0.435 acre tract, same being the intersection of the said east-right-of-way line of Avenue K with the south

**THENCE** South 89°46'20" East, along the north property line of the said 0.435 acre tract and along the said south right-of-way line, 315.73 feet to the northeast property corner of the said 0.435 acre tract, same being a north property corner of the said 1.239 acre tract;

**THENCE** South 89°48'36" East, along the north property line of the said 1.239 acre tract and along the said south right-of-way line, 79.92 feet to the northeast property corner of the said 1.239 acre tract, same being the intersection of the said south right-of-way line of 12th Street with the aforementioned west right-of-way line of Municipal Drive;

**THENCE** South 03°08'54" East, along the east property line of the said 1.239 acre tract and along the said west right-of-way line, a distance of 107.05 feet to the southeast property corner of the said 1.239 acre tract, same being at the intersection of the said west right-of-way line with the said north right-of-way line of the Dallas Area Rapid Transit Railroad;

**THENCE** South 03°12'30" East, over and across the said Dallas Area Rapid Transit Railroad, 126.26 feet to a PK nail with a washer stamped "LAMB-STAR" found at the most northerly northeast property corner of the said 2.6272 acre tract, same being at the intersection of the said south railroad right-of-way with the said west right-of-way line of Municipal Drive;

**THENCE** along the easterly property line of the said 2.6272 acre tract and along the said westerly right-of-way line the following courses and distances:

Along said curve to the right, an arc length of 367.22 feet, and across a chord which bears South 23°27'33" West, a chord length of 354.46 feet to a 1/2 inch iron rod with a cap stamped "ROOME"

South 49°45'46" West, a distance of 9.51 feet to a 1/2 inch iron rod with a cap stamped "ROOME" found at the beginning of a curve to the left having a radius of 748.85 feet;

The hereinabove described tract of land contains a computed area of **5.4820 acres (238,796 square feet)** of land, more or less.

\* GENERAL NOTES \*

- The bearings, distances and coordinates shown hereon are referenced to the Texas Coordinate System of 1983, Texas North Central Zone 4202, and are based on the North American Datum of 1983, 2011 Adjustment. Coordinates shown are scaled to surface distances at 0.0, using a combined scale factor of 1.0001365066. All areas shown hereon are calculated based on surface measurements.

- According to the Flood Insurance Rate Map published by the Federal Emergency Management Agency, Department of Homeland Security and by graphic plotting only, the subject property appears to be located in Zone "X" (areas determined to be outside the 0.2 % annual chance floodplain) as shown on Map No. 48085C0390K; map revised June 7, 2017, for Collin County and incorporated areas. This flood statement does not imply that the property and/or structures located in Zone "X" will be free from flooding or flood damage. This flood statement shall not create liability on the part of the Surveyor.

- This survey was prepared without the benefit of a Title Commitment prepared by a title company. The easements shown hereon are the only easements known by Spooner & Associates and does not imply that the any other easements, covenants, restrictions, or other matters of record do not affect the subject property. No other research was performed by Spooner & Associates, Inc.

- Contour data shown hereon are based on the provided data of the DART Cotton Belt Regional Rail project and should be used for reference purposes only. Spooner & Associates, Inc. did not perform an on-the-ground Topographic Survey.

- Approval of the zoning case associated with this exhibit shall not imply approval of any associated study, plat, or plan, approval of development standards shown hereon, or the initiation of the development process. Planning & Zoning Commission and/or City Council action on studies, plats, or plans relative to the development of this property shall be considered as an action separate from action

CITY CASE NO.

ZONING EXHIBIT OF  
12TH STREET STATION  
COTTON BELT REGIONAL RAIL  
LOT 1, BLOCK 1

BEING A ZONING EXHIBIT OF 5.4820 ACRE TRACT OF LAND  
LOCATED IN THE SANFORD BECK SURVEY, ABSTRACT NO. 73,  
CITY OF PLANO, COLLIN COUNTY, TEXAS, AND BEING ALL OF  
THAT CERTAIN TRACT OF LAND CONVEYED TO THE DALLAS  
AREA RAPID TRANSIT, BY DEED THEREOF FILED FOR RECORD IN  
C.C.C.I. NO. \_\_\_\_\_, O.P.R.C.C.T.

5.4820 ACRES (238,796 SQ. FT.)

DECEMBER ~ 2020 SHEET 1 OF 1

OWNER/APPLICANT:



DALLAS AREA RAPID TRANSIT  
1401 PACIFIC AVENUE  
DALLAS, TEXAS 75202  
PH: (214) 979-1111  
ATTN:

**ENGINEER:**

**Jacobs**

777 MAIN STREET  
FT. WORTH, TEXAS 76108  
PH: (817) 347-5987  
ATTN: JANICE JACKSON

**SURVEYOR**



**SPOONER &  
ASSOCIATES**

**OVER 25 YEARS OF SERVICE**

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S03°45'37"E	12.79'
L2	S49°45'46"W	9.51'

CURVE TABLE				
CURVE	RADIUS	LENGTH	CH. BEARING	CH. LENG
C1	399.95'	367.22'	S23°27'33"W	354.46'
C2	748.85'	123.26'	S45°02'42"W	123.12'

REV  
B



## PROJECT PURPOSE

The 26-mile regional rail service traverses three counties (Tarrant, Dallas, and Collin), and seven cities across the northern part of the DART Service Area (Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano). The Silver Line will provide passenger rail connections that improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area, as well as support sustainable growth, local and regional land-use visions, and economic development.



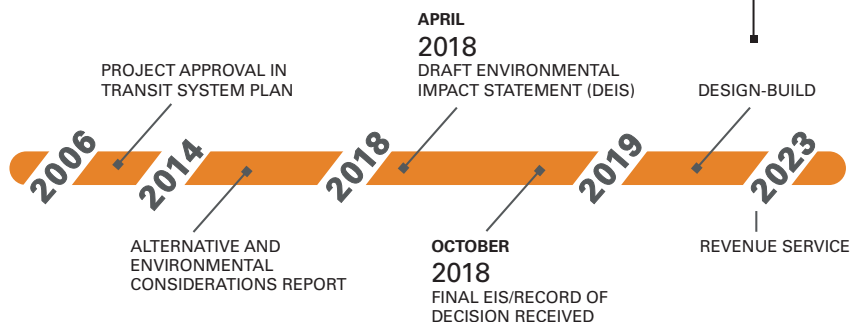
The DART Silver Line will have eight diesel-electric vehicles built by Stadler Inc.

## SILVER LINE PROJECT AT A GLANCE\*

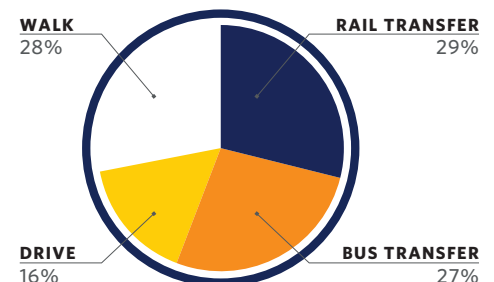


\*Source: Cotton Belt Final Environmental Impact Statement/Record of Decision

## PROJECT TIMELINE



## MODE OF ACCESS



Due to the 2020 pandemic, all public involvement sessions will take place via video conference. DART urges you to follow the guidelines from the Centers for Disease Control and Prevention (CDC) to keep your family healthy and safe. Stay up to date by attending public involvement sessions online, signing up for construction alerts, visiting [DART.org/SilverLine](https://DART.org/SilverLine) or calling 214-749-2835.

## SERVED BY TWO SILVER LINE STATIONS: Shiloh Road Station and 12th Street Station

### SHILOH ROAD STATION

- 690 Anticipated Daily Riders in 2040
- Travel Time to DFW Airport Terminal B: 58 minutes
- Pedestrian Connections: Employment centers, Cotton Belt Trail
- Transit Connections: DART Buses

### 12TH STREET STATION

- 340 Anticipated Daily Riders in 2040
- Travel Time to DFW Airport Terminal B: 54 minutes
- Travel Time to Shiloh Road Station in Plano: 4 minutes
- Pedestrian Connections: Toll Brothers Development, Downtown Plano, Cotton Belt Trail, Plano Transit Veloweb
- Transit Connections: New DART Infill LRT Station (Red and Orange Line), DART Buses

### STATION OVERVIEW / POINTS OF INTEREST



Get involved, eat, stay, play, live and have fun in Plano. Featuring two DART Silver Line Stations (Shiloh Road, 12th Street At-Grade) and a retrofitted light rail station (12th Street Aerial), Plano is committed to extending Downtown Plano and bringing others to view what this historic area has to offer. Plano is both the beginning and end of the Silver Line alignment; therefore, it is a portal to Plano's rich culture.



This area is perfect for a day trip or local weekend getaway with more than 1,000 restaurants, world class shopping, lively arts scene, abundant natural beauty, professional sports, performing arts, museums and much more. Immerse yourself in the variety of religions, educational opportunities, history, nature, technology and various people and businesses in this diverse area.

## SILVER LINE REGIONAL RAIL

