

Mariposa Plano Parkway, LP

City of Plano
Planning and Zoning Department
1520 K Avenue
Plano Texas 75074

June 22, 2022

Ms. Copeland,

Please accept this letter as the applicant's formal request to appeal the Planning and Zoning Commission's recommendations to deny ZC2022-007 and CP2022-007. Please advise if anything further is required to process our appeal.

Thank you,

Zachary Krochtengel

DATE: June 21, 2022

TO: Applicants with Items before the Planning & Zoning Commission

FROM: Planning & Zoning Commission

VIA: Eric Hill, AICP, Senior Planning Manager acting as Secretary of the Planning & Zoning Commission
Christina D. Day, AICP, Director of Planning

SUBJECT: Results of Planning & Zoning Commission Meeting of June 20, 2022

AGENDA ITEM NO. 1A – ZONING CASE 2022-007

APPLICANT: KREYMER INVESTMENTS, LTD. AND MARIPOSA PLANO PARKWAY, LP

Request for a Specific Use Permit for Independent Living Facility on 6.6 acres located on the north side of Plano Parkway, 420 feet west of Dallas North Tollway. Zoned Regional Commercial and located within the Dallas North Tollway Overlay District. Project #ZC2022-007.

DENIED: 7-0

Speaker Card(s) Received	Support:	<u>2</u>	Oppose:	<u>1</u>	Neutral:	<u>0</u>
Letters Received Within 200' Notice Area:	Support:	<u>0</u>	Oppose:	<u>0</u>	Neutral:	<u>0</u>
Petition Signatures Received:	Support:	<u>0</u>	Oppose:	<u>0</u>	Neutral:	<u>0</u>
Other Responses:	Support:	<u>25</u>	Oppose:	<u>17</u>	Neutral:	<u>2</u>

RESULTS:

The Commission denied the item.

To view the hearing, please click on the provided link: <https://planotx.swagit.com/play/06212022-866/4/>

KC/kob

cc: Eric Hill, Senior Planning Manager
Christina Sebastian, Land Records Planning Manager
Melissa Spriegel, Lead Planner
Glenn Greer, Planner
Cassidy Exum, GIS Technician
Jeanna Scott, Building Inspections Manager
Dorothy Alatorre, Sr. Administrative Assistant - Neighborhood Services

<https://www.google.com/maps/@33.0180503,-96.8309985,1010m/data=!3m1!1e3>

CITY OF PLANO
PLANNING & ZONING COMMISSION

June 20, 2022

Agenda Item No. 1A

Public Hearing: Zoning Case 2022-007

Applicants: Kreymer Investments, Ltd. and Mariposa Plano Parkway, LP

DESCRIPTION:

Request for a Specific Use Permit for Independent Living Facility on 6.6 acres located on the north side of Plano Parkway, 420 feet west of the Dallas North Tollway. Zoned Regional Commercial and located within the Dallas North Tollway Overlay District. Project #ZC2022-007.

SUMMARY:

The applicant is requesting a Specific Use Permit for Independent Living Facility. Although senior housing is needed in the community, this request is disfavored because the proposal lacks conformity with the Mix of Uses section and does not fully conform to the Character-Defining Elements of the [Expressway Corridors \(EX\)](#) designation and other policies within the Comprehensive Plan. This request would allow for an isolated residential development in an area zoned and developed with nonresidential uses. The location of the request is within the Expressway Corridor Environmental Health Area-1 (EHA-1) boundary, and the applicant has not provided adequate mitigation measures to protect future residents from the noise impacts of the Dallas North Tollway. For these reasons, staff recommends denial of the request.

REMARKS:

The applicant is requesting a Specific Use Permit (SUP) for an Independent Living Facility on a vacant property. The Zoning Ordinance defines an independent living facility as a development providing dwelling units specifically designed for the needs of elderly persons. In addition to housing, this type of facility may provide convenience services, such as meals, housekeeping, transportation, and community facilities, such as central dining rooms and activity rooms.

An SUP authorizes and regulates a use not normally permitted in a district, which could benefit the general welfare in a particular case, provided that adequate development standards and safeguards are established. Additionally, 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.”

The existing zoning is Regional Commercial (RC). The RC district is intended to provide for retail, service, office, and limited manufacturing uses. This district's regulations and standards reflect the high traffic volumes and high visibility of these regional highways.

As shown in the companion concept plan, Agenda Item 1B, the applicant is proposing a four-story independent living facility building with surface parking and required open space areas.

Surrounding Land Use and Zoning

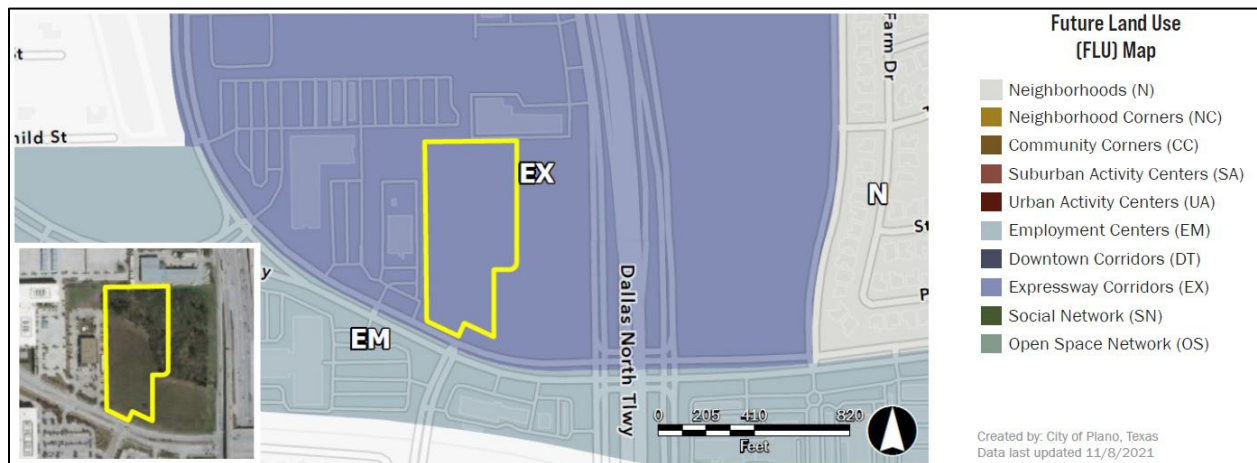
North	The property is zoned Regional Commercial (RC) and Planned Development-220-Regional Commercial (PD-220-RC) and is developed with mini-warehouse/public storage and professional/general administrative office uses.
East	Immediately to the east of the subject property is a vacant property zoned RC, which is part of the companion concept plan and is shown with future restaurant and hotel developments. Further east, across the Dallas North Tollway, the property is undeveloped and is zoned Planned Development-200-Regional Employment (PD-200-RE).
South	Across Plano Parkway, the property is zoned Light Industrial-1 (LI-1) and is developed with professional/general administrative office uses.
West	The property is zoned RC and is developed with professional/general administrative office uses.

Comprehensive Plan

Guiding Principles - The set of [Guiding Principles to the Comprehensive Plan](#) establishes overarching themes that apply to all policies and actions and express values for Plano Today, Plano 2050, and Plano Together. Since the principles do not stand alone but are used in concert with one another and carry across the Plan as a whole, each principle must be judged through a lens that incorporates all other principles to be fully

and accurately understood. As such, the Planning & Zoning Commission is encouraged to review the full list of Guiding Principles and judge zoning requests through the lens of all principles.

Future Land Use Map and Dashboards - The subject property is designated [Expressway Corridors \(EX\)](#) on the Future Land Use Map, as shown below:



The EX future land use category applies to development along major expressways serving regional and interstate commerce. Development in these categories is expected to include a mix of retail, service, office, restaurant, medical, hotel, and technology-based uses. Uses should be served by parking structures to reduce surface parking and encourage efficient land use. Due to noise and health impacts of expressways, residential development should be considered in limited circumstances where needed to revitalize declining commercial centers. Use of the Expressway Corridor Environmental Health Map is critical to ensure that buildings are adequately designed to protect sensitive land uses, such as schools, housing, and day cares. Priorities of the EX category include:

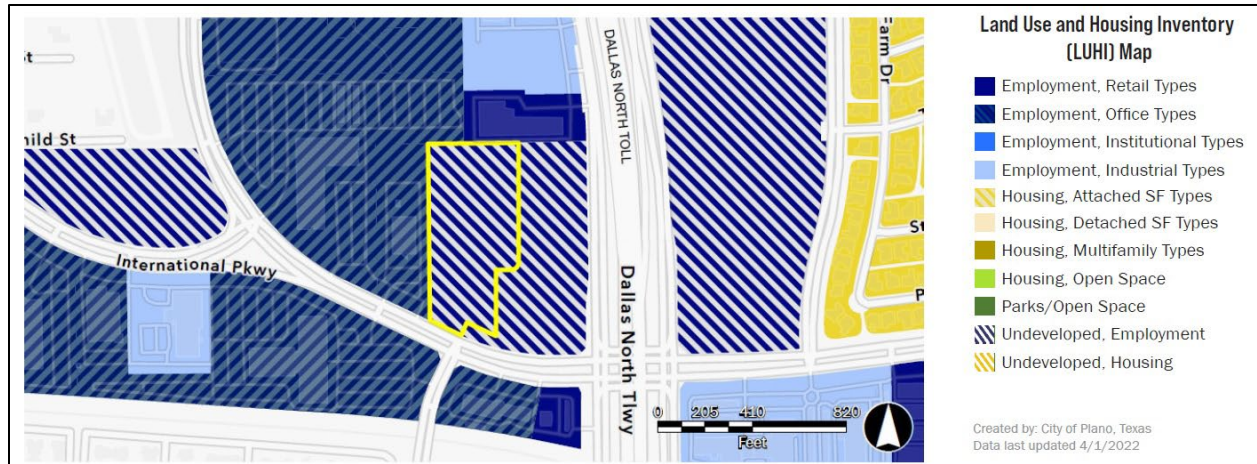
- Redevelopment of the US 75 Corridor;
- Protecting sensitive land uses in Environmental Health Areas; and
- Limiting residential uses to redevelopment of underperforming commercial areas.

As the subject property is currently undeveloped, the request for an independent living facility, a type of multifamily housing in the context of the Comprehensive Plan, is inconsistent with the general description and priorities of the EX category. The EX category recommends limiting residential uses to areas where there is a need to revitalize/redevelop declining or underperforming commercial centers. This request is not a redevelopment request but new development on vacant land.

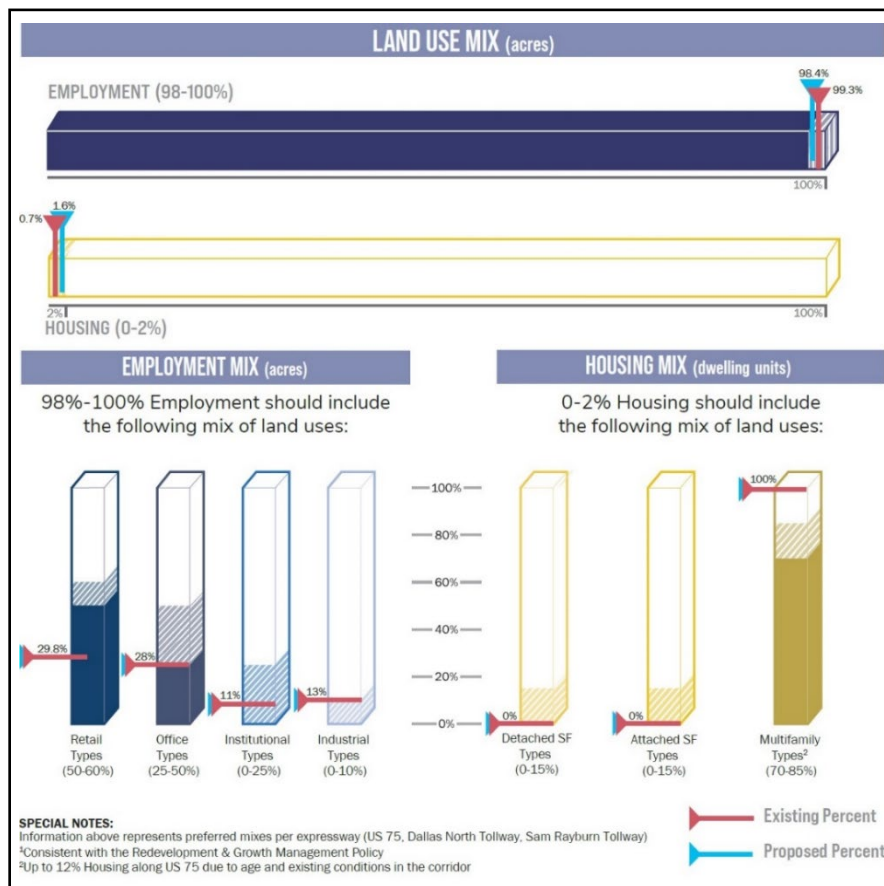
Additionally, the request is not served by a parking structure and, as discussed further in this report, staff is concerned about placing the independent living facility within Expressway Corridor Environmental Health Area-1 (EHA-1) with the proposed mitigation. Therefore, this request is not in conformance with the EX designation.

Mix of Uses - The Land Use and Housing Inventory (LUHI) is a tool developed to implement the Future Land Use Dashboards by classifying properties across the city into

the Land Use Types described in the Comprehensive Plan. According to the LUHI, this proposal is located on a 6.6-acre parcel of land classified as *Undeveloped - Employment*, as shown below:



Approval of the request would reclassify the property to 6.6 acres of *Multifamily Types* resulting in changes to the Mix of Uses in this area as shown below (note: percentages in the charts below are calculated using properties within the EX category along the Dallas North Tollway corridor):



- Land Use Mix (Acres): The request results in an increase in *Housing Types* and decrease in *Employment Types*, as seen below.

Land Use Mix	Recommended	Existing	Proposed
Employment Types	98-100%	99.3%	98.4% (-0.9%)
Housing Types	0-2%	0.7%	1.6% (+0.9%)

- Employment Mix (Acres): The request results in no changes to the Employment Mix.
- Housing Mix (Dwelling Units): The request would not change the percentage of *Multifamily Types*, as all housing in the Dallas North Tollway EX measurement area is entirely composed of multifamily uses at this time. The housing mix is currently above the recommended mix of a maximum of 85% multifamily units, with 100% multifamily units and 0% detached or attached single-family units in this area. The additional 200 units proposed would increase the total number of multifamily dwelling units in the area from 264 to 464.

Housing Mix	Recommended	Existing	Proposed
Detached Single-family	0-15%	0.0%	No Change
Attached Single-family	0-15%	0.0%	No Change
Multifamily	70-85%	100%	No Change*

*Not a percentage change increase; however, there is an increase in total units.

Desirable Character-Defining Elements for Expressway Corridors - Staff analyzed the proposal for conformance with the Desirable Character-Defining Elements of the EX Dashboard. For more detailed descriptions of these elements, refer to the [How to Read the Dashboards](#) section of the Comprehensive Plan.

Character Defining Elements	Recommended by Comprehensive Plan	Applicant Proposal	Meets Plan?
Building Heights	1 to 20 stories	4 stories	Meets
Density	SF: 10 to 40 DUA MF: 20 to 75 DUA	30.3 DUA	Meets
Intensity	Moderate to High Intensity (50-100% Lot Coverage)	20%	Does Not Meet
Open Space	10% to 20% Passive Open Space	17%	Meets
Parking Orientation	Structured parking preferable to surface lots	Surface Lots	Meets
Block Pattern & Streetscape	Wide blocks; Corporate Commercial Streets	Wide blocks; No new streets proposed with development	Meets
Multimodal Access			
Automobiles	HIGH: Direct access from frontage roads/major streets	High: Direct access to the site	Meets
Transit	LOW: Served by bus at major intersections	High: Served directly by bus route 239	Meets
Micromobility	MEDIUM: Connected to trails and bike routes	Low: Site not served by existing bike route or trail	Does Not Meet
Pedestrians	LOW: Mostly served by perimeter sidewalks	Low: Served by perimeter sidewalks	Meets

Expressway Corridor Environmental Health Map - The subject property is partially located within the Expressway Corridor Environmental Health Area-1 (EHA-1), as shown in the map below (the property is outlined in red).



The Expressway Corridor Environmental Health Goal states: *Sensitive land uses within Expressway Corridor Environmental Health Areas should achieve a maximum outdoor noise level of less than 65 dBA L_{dn} .*

Additionally, EHA-1 includes the following guidance: *Properties where outdoor noise levels are greater than or equal to 65 dBA L_{dn} and less than 75 dBA L_{dn} . Sensitive land uses are appropriate in EHA-1 if satisfactory mitigation is achieved.*

In accordance with this map and associated policies, independent living facilities are considered sensitive land use. The applicant has submitted an EHA Site Analysis, which is attached to this report, showing that outdoor noise levels range from 69.4 dBA L_{dn} on the east side of the property to 71.7 dBA L_{dn} on the southwest side of the property, which exceed the recommended 65 dBA L_{dn} . The applicant proposes some mitigation strategies as part of the SUP stipulations, which are discussed below. This property is large, and the applicant could have used additional strategies and site design to create consistency with this policy. As currently proposed, this request does not conform to this policy.

Special Housing Needs Policy - *Plano will accommodate senior and special needs housing through inclusive regulations and the goals stated in the Consolidated Plan.*

This policy recommends regulations that support additional housing for seniors and individuals with special needs. This request would provide additional senior housing opportunities.

Undeveloped Land Policy - *Plano will reserve its remaining undeveloped land for high-quality development with distinctive character, prioritizing businesses offering skilled employment. New housing in these areas will only be considered appropriate where it is consistent with the Future Land Use Map and other related Comprehensive Plan standards.*

This proposal does not conform to the Undeveloped Land Policy because, in accordance with the EX Dashboard, the consideration of residential uses should be limited to redevelopment/revitalization of underperforming commercial centers, and additional multifamily uses are not supported in the area at this time.

Redevelopment & Growth Management Policy | Action 1 (RGM1) - *Requests that do not conform to the mix of uses, density, and building heights described in the Dashboards are disfavored. However, the action does not propose proposals that do not strictly conform to these criteria yet are found consistent with the [Guiding Principles](#) of the Comprehensive Plan and substantially beneficial to the immediate neighbors, the surrounding community, and general public interest may be occasionally approved. After gathering and*

considering substantial community input, such approval should be carefully deliberated and [justified by findings](#).

Consistent with RGM1, the request is disfavored due to a lack of conformity with the Housing Mix of the Expressway Corridors (EX) Dashboards. Specifically, the area already includes 100% Multifamily Types, above the 85% maximum recommended by the EX Dashboard. An additional 200 units of Multifamily Types would make it more difficult to achieve the recommended Housing Mix in this area. Therefore, consistent with the [Findings Policy](#), the Planning & Zoning Commission and City Council must make findings that the proposal would be consistent with the Guiding Principles and substantially beneficial to the immediate neighborhood, surrounding community, and general public interest to approve this rezoning request.

Housing Trends Analysis and Strategic Plan

Plano residents and workforce over 55 years of age noted quality construction, lack of HOA fees, lower-maintenance living, and walkability to be chief considerations in housing decisions. The city's aging population has difficulty finding a diversity of housing inventory to suit their housing needs and remain in the city, sometimes due to housing affordability or the ability to maintain a home. This proposal does offer a low-maintenance living situation and could be affordable. Regarding walkability, residents would have sidewalk connections to adjacent commercial properties.

However, due to the proximity of the adjacent expressway and office buildings surrounding the property, the Planning & Zoning Commission should consider the appropriateness of the land use and if the placement and design of this request, as dictated by the zoning standards, will result in a high-quality development that supports the needs of these residents.

Comprehensive Plan Policy Summary

Policy or Study	Analysis
Future Land Use Map and Dashboards	Not in Conformance
Expressway Corridor Environmental Health Map	Not in Conformance
Special Housing Needs Policy	In Conformance
Undeveloped Land Policy	Not in Conformance
Redevelopment & Growth Management Policy Action 1 (RGM1)	Not in Conformance
Housing Trends Analysis and Strategic Plan	Neutral

Due to the lack of conformance with the recommended Mix of Uses of the EX Dashboard, this request is disfavored under the Comprehensive Plan. However, the Planning & Zoning Commission may occasionally allow proposals that do not strictly conform to the standard above, as noted in the Findings Policy below and attached findings forms.

Findings Policy - The Findings Policy aids in implementing the [Redevelopment and Growth Management](#) actions of the Comprehensive Plan. The policy is as follows:

(a) When recommending approval of a zoning petition that does not conform to the mix of uses, density, or building heights as described in the Future Land Use

Dashboards of the comprehensive plan, the Planning & Zoning Commission must propose specific findings to the City Council that will explain why they recommend approval under these circumstances; and

(b) When approving a zoning petition that does not conform to the mix of uses, density, or building heights as described in the Future Land Use Dashboards of the Comprehensive Plan, the City Council must make specific findings that will explain why they approve under these circumstances; and

(c) Such findings will be based on adopted city policy, such as the comprehensive plan, or other land-use-related considerations connected to the zoning petition.

Findings are required to approve this zoning request.

Adequacy of Public Facilities

Water and Sewer

Water and sanitary sewer services are available to serve the subject property; however, the applicant may be responsible for making improvements to either the water and/or sanitary sewer system to increase the system capacity if required.

Traffic Impact Analysis (TIA)

A TIA is not required for this rezoning request. However, in considering the traffic impact using the average Institute of Traffic Engineers (ITE) trip generation rates, staff compared the proposed development with the potential build-out of the subject property as a professional/general administrative office. Using a similar professional/general administrative office building footprint and related parking requirement as the associated concept plan, it is possible that 57,000 square feet of office could be constructed on the subject property. The table below shows the estimated traffic generation for a single hour during weekday peak hours (7:00-9:00 a.m. and 4:00-6:00 p.m.):

	AM	PM
Independent Living Facility (200 units, 57,000 square feet)	58	68
Professional/General Administrative Office (57,000 square feet total)	88	84

The table above shows that an independent living facility development would generate less peak hour morning and evening traffic than a professional/general administrative office development.

Public Safety Response Time

Fire emergency response times will be sufficient to serve the site based on existing personnel, equipment, and facilities.

ISSUES:

Independent Living Facility Use

Independent living facilities are part of the “institutional” use category within Article 14 (Allowed Uses and Use Classifications) of the Zoning Ordinance because they provide services and care to residents. In addition to the services they provide, they also function as housing, as is specifically mentioned in the definition. Therefore, the city should consider the residential as well as commercial nature of these uses when determining whether a location is appropriate for a specific site.

Properties surrounding the request area are zoned for commercial and industrial uses and developed primarily for professional/general administrative office uses. This request would create an isolated housing development with no other retirement housing or residential uses in proximity to this property. Staff is concerned about placing residents in an area generally dedicated to nonresidential uses and lacking amenities such as park land, retail, and restaurants that would support residential living. However, the applicant is proposing onsite amenities and open space, and, as shown in the companion concept plan, the property along the Dallas North Tollway could be utilized for retail and restaurant uses. Overall, the city should carefully consider the appropriateness of residential uses on the subject property.

SUP Restrictions

The applicant is proposing the following restrictions:

1. Maximum Number of Units: 200
2. Maximum Height: 4-story, 47 feet
3. A minimum of 1 acre of contiguous usable open space must be provided along the northwest boundary of the Specific Use Permit. Usable open space must not have a slope exceeding 10% and must have minimum dimensions of 45 feet long by 45 feet wide.
4. Balconies along the eastern side of the development facing the Dallas North Tollway must be Juliet style.
5. Building materials must be used to ensure interior noise levels will not exceed 45 dBA.

The applicant proposes unit and height limitations to clarify consistency with the companion concept plan.

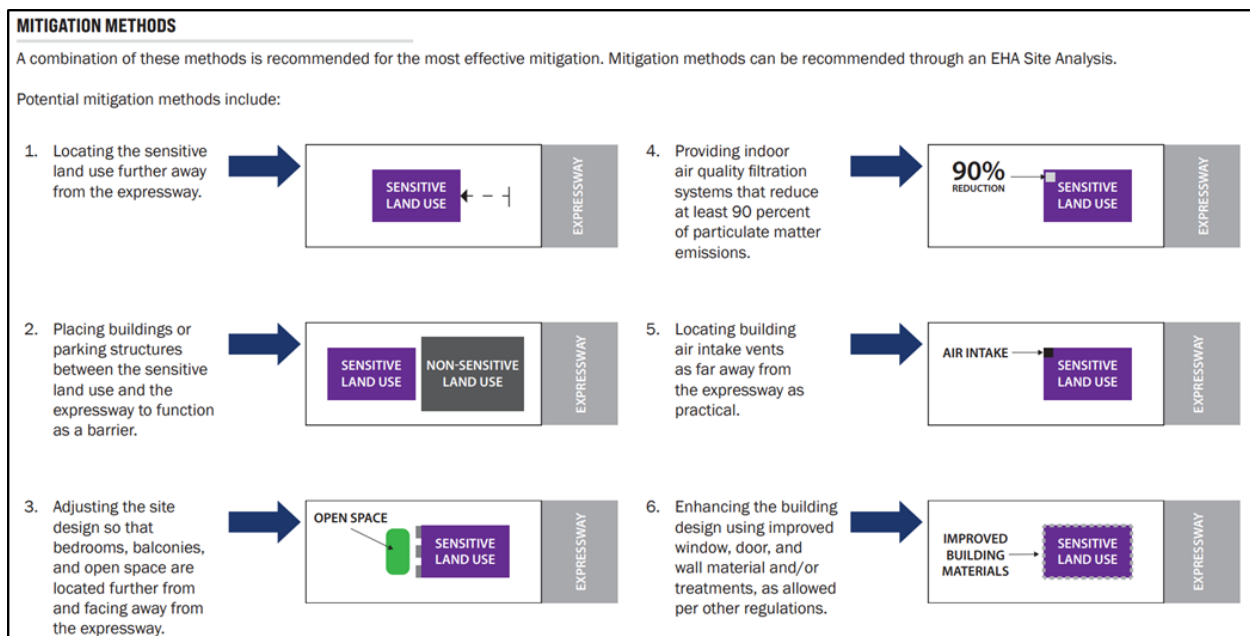
Due to its location within EHA-1, restrictions are included to limit balconies to Juliet-style (decorative only) on the eastern side of the subject property, facing the Dallas North Tollway. The purpose for this standard is to prohibit outside living areas that would be situated within portions of EHA-1 that exceed the city’s noise threshold. The applicant is also proposing building materials to ensure adequate noise levels within the building.

Lastly, the applicant requires a minimum of one acre of contiguous usable open space as an amenity for future residents. This equals 15.2% of the subject property and is consistent with Comprehensive Plan standards, in which the EX recommends 15-20% passive open space. The open space must be located at the northwest portion of the subject property and must meet slope and size dimensions to create usable space. If developed as shown, the open space will be partially buffered by the independent living facility building.

As proposed, these standards will provide some protection for residents from the impacts of the expressway and require a significant open space area as an amenity.

EHA-1 Mitigation

A large portion of the SUP request is within EHA-1. The attached noise study shows that current noise levels exceed the recommended threshold of 65 dBA L_{dn} . The city has established mitigation strategies as follows:



Staff recommended the applicant consider redesigning the site to place the independent living facility building along the western property line, utilize more restrictive mechanical requirements, and/or consider offsite buildings placed along the Dallas North Tollway frontage road for mitigation. Instead of these methods, the applicant proposes stipulations noted in the section above. These measures will provide some protection for future residents, but significant portions of the subject property will exceed the recommended noise level.

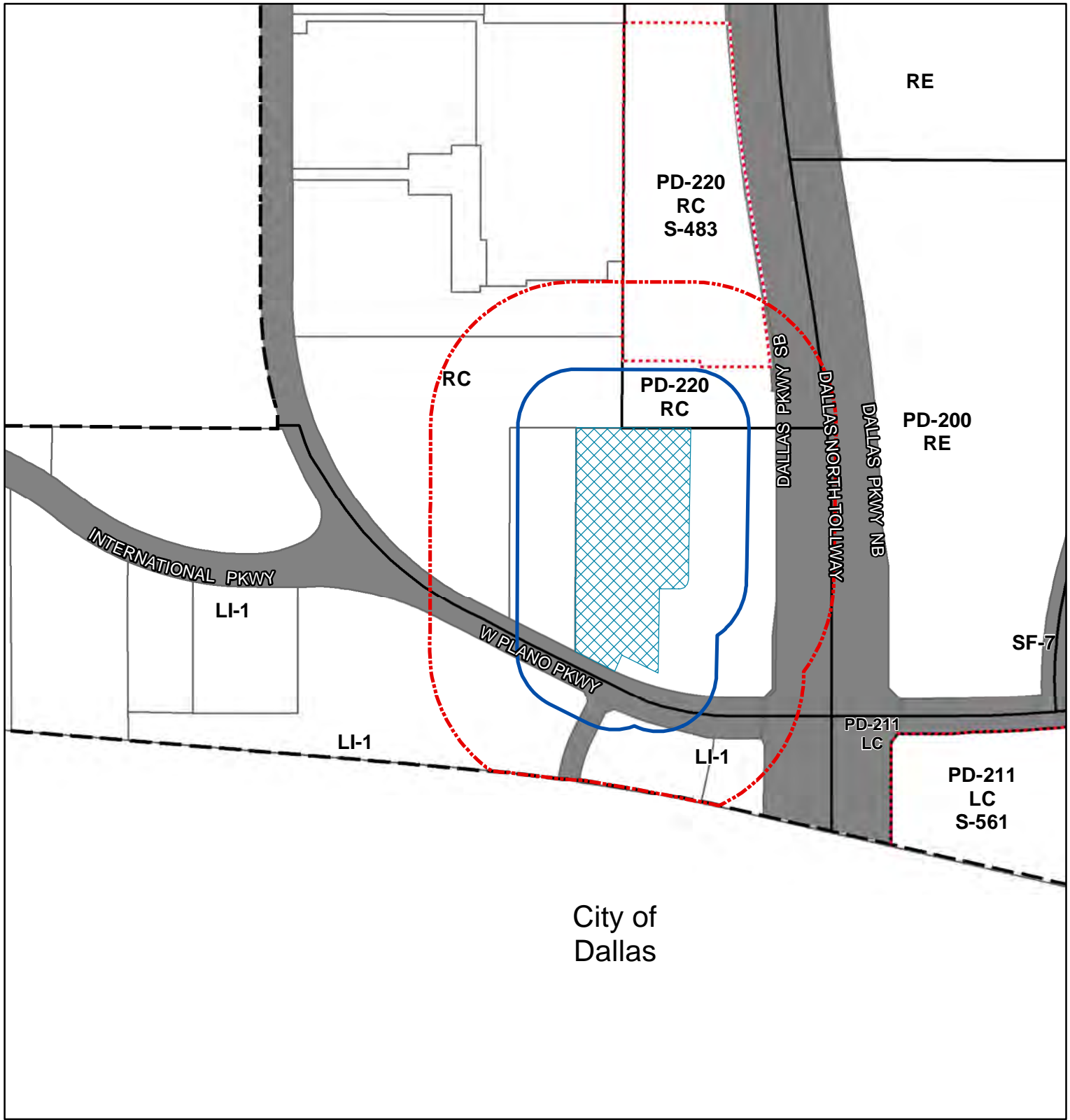
The proximity of independent living facility units to the expressway is inappropriate without proposed standards that would more fully protect residents from the impacts of the expressway. The city has long maintained policies separating housing from major thoroughfares. The purpose for these policies has been to reserve the frontage roads for significant commercial development and to encourage a high quality of living for all residents within Plano. As currently proposed, and without additional mitigation to ensure noise level recommendations are fully met, staff is not in support of this request.

SUMMARY:

The applicant is requesting a Specific Use Permit for Independent Living Facility. Although senior housing is needed in the community, this request is disfavored because the proposal lacks conformity with the Mix of Uses section and does not fully conform to the Character-Defining Elements of the [Expressway Corridors \(EX\)](#) designation and other policies within the Comprehensive Plan. This request would allow for an isolated residential development in an area zoned and developed with nonresidential uses. The location of the request is within the Expressway Corridor Environmental Health Area-1 (EHA-1) boundary, and the applicant has not provided adequate mitigation measures to protect future residents from the noise impacts of the Dallas North Tollway. For these reasons, staff recommends denial of the request.

RECOMMENDATION:

Recommended for denial. Per the Comprehensive Plan and Findings Policy, this request must be found consistent with the Guiding Principles of the Comprehensive Plan and substantially beneficial to the immediate neighbors, surrounding community, and general public interest if the Commission wishes to recommend approval to the City Council.

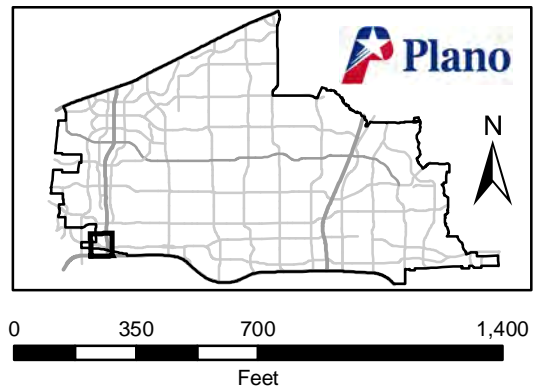


Zoning Case: 2022-007

Existing Zoning: Regional Commercial and located within the Dallas North Tollway Overlay District

Proposed Zoning: Specific Use Permit for Independent Living Facility

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





Zoning Case 2022-007



Area of Request

0 250 500
Feet

April 15, 2022

Mariposa Plano Parkway LP

c/o

Dillon Shipper, HCCP

Development Coordinator

Bonner Carrington

901 Mopac Expressway South, Bldg. V, Suite 100

Austin, TX 7846

dillon@bonnercarrington.com

512.505.0604

Re: Environmental Noise Study
Mariposa at Plano Parkway Apartments
Plano, TX

TECHNICAL MEMORANDUM - REVISED

1. INTRODUCTION

This Technical Memorandum presents the results of our environmental noise study and analysis to document and quantify expected exterior and interior noise levels due to environmental noise, specifically roadway noise, for the proposed Mariposa at Plano Parkway apartments project in Plano, TX. The site is partially within the Plano Expressway Corridor Environmental Health Area One (EHA-1). Results of our measurements and analysis are given herein.

2. ENVIRONMENTAL NOISE STUDY

General

Sound level measurements were taken at the project site over a 48-hour period starting on March 15, 2022. The purpose of the measurements was to document and quantify environmental noise in the project area. Primarily, the study focused on vehicle traffic along Plano Parkway to the south and the Dallas North Tollway to the far east. Measurements were performed by Daniel Hanley of SLR.

Measurement Locations

Long-term sound level measurements were taken at two locations. The first monitor at the site was placed near the southwest corner of the project parcel, close to Plano Parkway. The second monitor was placed near the east property line of the parcel, near the middle of the total vacant parcel for the project site. The monitors were placed to measure and quantify the traffic noise of Plano Parkway and the Dallas North Tollway. An aerial photo (**Map 1**) showing the project site and the monitor locations is attached.

4. EXTERIOR CONSTRUCTION RECOMMENDATIONS

There are no known building code requirements or goals relating to the maximum interior sound levels applicable to this development. The U.S. Department of Housing and Urban Development (HUD) guidelines¹ are based on a goal of a 45 dB(A) day-night average sound level (L_{dn}) inside the living unit and are an appropriate criterion level for this project. While the HUD guidelines are not applicable to this project, they represent a common industry goal and will therefore be used as a standard for comparison. As stated above, the site is partially within the Plano Expressway Corridor Environmental Health Area One (EHA-1). Using the HUD criteria as a guideline for analysis should also meet the Plano goals for EHA-1.

A 3D computer-based model was created to help determine the noise impact on the proposed multi-family apartment building. Incorporating the architectural site plan, the model was developed using Cadna/A, version 2022, a commercial noise modeling package developed by DataKustik GmbH. The software takes into account spreading losses, ground and atmospheric effects, shielding from barriers and buildings, and reflections from surfaces. The software is based on published engineering standards. The ISO 9613² standard was used for air absorption and other noise propagation calculations. The model was “calibrated” using the sound level measurements taken at the project site. Reflections from surrounding buildings and structures are also taken into account in the model.

Day-Night Equivalent Indoor Noise Levels

The data from our measurement survey was used in calculating the expected interior noise levels. Anticipated room sizes, likely interior absorption characteristics, and areas of the façade elements were collected from the latest floor plans and used in our calculations, as shown in **Table 1**. A typical standard 1/2” insulated (IGU) residential type window system, estimated to perform at STC 28 / OITC 26, is the assumed basis of design and was used in our calculations.

With the dominate source of exterior noise coming from the tollway to the east and the parkway to the south, typical floors and rooms on the east and south sides of the building were used in the analysis, as they will receive the loudest sound levels due to traffic. All other units will be further away from the highways and should perform better (i.e., will be quieter) due to lower sound levels impinging on the façade, based on distance and obstruction from project buildings. Other analysis locations on the proposed building facades were used in our modeling to determine the treatment extents, if any, but are not detailed in this report.

We also used the 3D model to determine exterior resultant sound levels at the outdoor amenity areas, specifically the Pool area and the Dog Park area. **Table 2** shows the results of outdoor levels at those locations. Those levels are compared to the HUD / EHA-1 outdoor 65 dBA L_{dn} level goal.

¹ 24 CFR Section 51.102 (HUD).

² ISO 9613, “Acoustics – Attenuation of sound during propagation outdoors,” 1996.

Measurement Instrumentation

Two Larson Davis Model 831 Type 1 sound level meters were used (s/n 1497 & s/n 1708) to collect the sound level data. The meters measured 1/3-octave band and 1/1-octave band sound levels as well as statistical parameters. The meters collected levels in terms of ten-second sound level averages and recorded statistical parameters on a fifteen-minute basis. The meters hold factory calibration certification traceable to NIST standards. The meters were field calibrated before and after the measurement period using a Bruel and Kjaer pure tone calibrator (s/n 2022565). Microphone windscreens were used for all measurements.

Weather

Weather was generally favorable for measurements at the site. The temperature ranged from approximately 46° to 80°F during the measurement survey. The skies varied from fair to mostly cloudy. Wind speed ranged from 10 to 14 mph and was mainly from the south and southeast. The relative humidity ranged from approximately 25% to 93%. The ground conditions at the site were dry.

3. MEASUREMENT RESULTS

The fifteen-minute sound level averages measured at each position were used to calculate overall daytime average levels, nighttime average levels, and the day-night equivalent sound levels, L_{dn} for each location. The L_{dn} (DNL) is an average of sound levels over a 24-hour period where for the hours between 10:00 p.m. and 7:00 a.m. ten decibels are added to the levels. The L_{dn} may be thought of as a 24-hour time average with a nighttime penalty of 10 dB(A) added to account for the increased sensitivity to noise of an average listener during the evening and night. Results from this survey are as follows:

Measurement Location	Description	Daytime Average (L_d) dBA	Nighttime Average (L_n) dBA	Day-Night Equivalent (L_{dn}) dBA
#1	Southwest Corner	68.1	64.6	71.7
#2	East Property Line	63.3	63.0	69.4

The attached **Graphs 1 and 2** show the A-weighted sound levels during the measurement period for the two sound monitors. All levels are A-weighted, or dB(A). The bottom portions of the graphs show the frequency information from the monitors which allows us to determine noise sources. Both locations were dominated by traffic on both Plano Parkway and the Dallas North Tollway. There were occasional train horn blasts from the on-grade crossing to the south of the site. Monitor 2 also had a power loss on the evening of the 2nd night. We were still able to process the data available and make accurate calculations in our model.

Table 1 – Expected Plan North Interior L_{dn} Levels with Standard Window Glazing (dBA)

STC	OITC	Expected L_{dn} Inside East Type A2 Bedroom	Expected L_{dn} Inside East Type A2 Living Room	Expected L_{dn} Inside East Type B1 Bedroom	Expected L_{dn} Inside East Type B1 Living Room	Expected L_{dn} Inside South Type B1 Bedroom	Expected L_{dn} Inside South Type B1 Living Room
28	26	42.4	42.9	42.1	43.8	39.1	40.8

Table 2 – Expected Exterior L_{dn} Levels at Outdoor Amenities (dBA)

Area	Expected L_{dn} at Outdoor Amenity
Pool Area	57.6
Dog Park Area	63.9

Sound level contributions from traffic the Dallas North Tollway was the primary, dominant noise source affecting the overall L_{dn} levels impinging on the project building facades. Plano Parkway affected most of the southern facing units on the project building. Occasional train / horn noise was observed in the data from rail activities to the south of the site.

As shown in **Table 1**, the calculated interior day-night average sound level in typical rooms with the standard window type should meet the recommend 45 dB(A) L_{dn} interior criterion in plan units (facing both Plano Parkway and the Dallas North Tollway). Therefore, no improvements to the exterior glazing should be required to meet the project goals. Window systems will need to meet both the STC 28 and the OITC 26 metrics. If window manufacturer does not have OITC test data, utilize a STC 30 window system for the east facing units as calculations indicate these units will receive the greatest noise impact from the Dallas North Tollway. Patio / Balcony doors should also meet these STC / OITC metrics.

Table 2 shows the sound levels for the outdoor amenity areas at the site. As can be seen, both outdoor areas will meet the HUD / EHA-1 outdoor goal of 65 dBA L_{dn} . **Pre-Mitigation Noise Contours 1-4**, attached, show the resultant sound levels that impinge on the project building for each floor without any mitigation strategies in place for outdoor areas. **Figures 1-4**, attached, show the numerical noise levels on the various facades of the building for each floor prior to any outdoor mitigation.

5. OUTDOOR MITIGATION RESULTS

Noise controls can be implemented in 3 ways; 1) Control at the source by changing the source traffic (e.g., fewer cars / trucks, alternate routes), 2) Implementation of a noise control in the path between the source and receiver (e.g., noise barrier), 3) Control at the receiver (e.g., remove outdoor areas such as patios). Given the current design of the building, a noise barrier would likely be the most acoustically feasible if placed as close to the Dallas North Tollway as possible.

Utilizing the 3D computer-based model, noise mitigation was implemented to determine if all outdoor areas of the project site could be reduced to below 65 dBA L_{dn} that would meet the EHA-1 goals. For this assessment, a noise barrier located at the eastern edge of the parcel, adjacent to the frontage road, was included in our evaluation. The barrier assumes a high STC performance (e.g., concrete, or equal) and was modeled at a height appropriate for highway noise mitigation, approximately 20-ft tall. **Post-Mitigation Noise Contours 1-4**, attached, show the resultant sound levels that impinge on the project building for each floor with the noise barrier in place. **Figures 5-8**, attached, show the numerical noise levels on the various facades of the building for each floor after implementation of a noise barrier.

As you can see from the figures, the exterior sound levels are still predicted to be well above the 65 dBA L_{dn} outdoor level goal as prescribed in the EHA-1 guidelines. Secondly, it may prove to be difficult to coordinate and erect such a tall barrier at the east side of the parcel and may not be economically feasible for such a small decrease in the overall sound levels impinging on the side of the project building. A sound wall like this may also not be aesthetically pleasing. Again, **Table 1** above shows the predicted interior levels within the project building with no barrier in place and calculations indicate that a 45 dBA L_{dn} (or quieter) goal will be met. Similarly, the amenity outdoor areas (i.e., Dog Park and Pool) will be below the 65 dBA L_{dn} EHA-1 level goal even without a noise barrier in place as shown in **Table 2**.

CONCLUSION

Sound level measurements were measured at the project site of the proposed Mariposa at Plano Parkway apartments project in Plano, TX. The existing day-night average sound levels were determined to be L_{dn} 71.7 dB(A) and 69.4 dB(A) at the two measurement locations, respectively. As stated above, calculations indicate that a typical residential window system (STC 28 / OITC 26) should meet the recommended minimum project criteria of 45 dB(A) L_{dn} for all units and facings of the project building. Furthermore, noise shielding from the project building and distance from the roadways will enable the two outdoor amenity areas, Pool and Dog Park, to meet the HUD / EHA-1 project goals of 65 dBA L_{dn} , even without any mitigation.

Calculations also indicate that a noise barrier to the east of the property will 1) not reduce outdoor sound levels to below the EHA-1 noise goal of 65 dBA L_{dn} and 2) may not be economically feasible or aesthetically pleasing given the resultant minimal improvement to the outdoor noise levels. There are no other reasonably feasible noise controls for traffic noise from the Dallas North Tollway that would enable outdoor areas on the east façade of the project building to meet the EHA-1 noise goal of 65 dBA L_{dn} .

This concludes our Technical Memorandum. Please contact us if you have any questions.

Sincerely,

SLR International Corporation



Matthew S. Kinch, P.E.
Senior Engineer



Kendra Nachtigal
Staff Consultant

MSK/kn

SLR Technical Memo - Bonner Carrington - Mariposa Plano Pkwy Environmental Study - 04-15-2022 - Revised.docx

Enc Map 1
 Graphs 1-2
 Pre-Mitigation Noise Contours 1-4
 Figures 1-4
 Post-Mitigation Noise Contours 1-4
 Figures 5-8
 MSK Resume

ABOUT SLR & MATTHEW S. KINCH, P.E.

SLR is an international environmental consulting, remediation, and engineering firm. For the past twenty-five years, SLR personnel have been known for providing clients with cutting-edge, creative business solutions. Our multidisciplinary consultancy provides worldwide expertise in both environmental sciences and engineering from our network of offices in the United States, United Kingdom, Canada, Australia, and South Africa. We are focused on delivering superior technical services to our clients in order to add value, reduce environmental uncertainties, and minimize environmental-related expenditures. SLR has over 100 acoustical engineers worldwide including 10 consultants in Houston.

Matthew S. Kinch, P.E. has over 25 years of experience as an acoustical consultant specializing in multi-family code compliance, architectural acoustics, industrial noise control, mechanical noise control, environmental noise control, employee noise exposure, interior room acoustics, and acoustical modeling for clients throughout the United States and the world. Mr. Kinch has been very involved in architectural acoustic projects requiring room acoustics, mechanical (HVAC and plumbing) noise analysis, and vibration control. Mr. Kinch has extensive experience with environmental noise surveys and related analyses, noise predictions, noise contours, and development of noise mitigation designs as needed to meet local, state, and federal noise limits. Mr. Kinch is a registered Professional Engineer (acoustical) in the State of Oregon and a registered Professional Engineer (mechanical) in the State of Texas. Resume attached.

LIMITATIONS

The services described in this work product were performed in accordance with generally accepted professional consulting principles and practices. No other representations or warranties, expressed or implied, are made. These services were performed consistent with our agreement with our client. This work product is intended solely for the use and information of our clients unless otherwise noted. Any reliance on this work product by a third party is at such party's sole risk.

Opinions and recommendations contained in this work product are based on conditions that existed at the time the services were performed and are intended only for the client, purposes, locations, time frames, and project parameters indicated. The data reported and the findings, observations, and conclusions expressed are limited by the scope of work. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated portions of this work product.

This work product presents professional opinions and findings of a scientific and technical nature. The work product shall not be construed to offer legal opinion or representations as to the requirements of, nor the compliance with, environmental laws, rules, regulations, or policies of federal, state, or local governmental agencies.

Map 1. Aerial of Measurement Locations

Legend

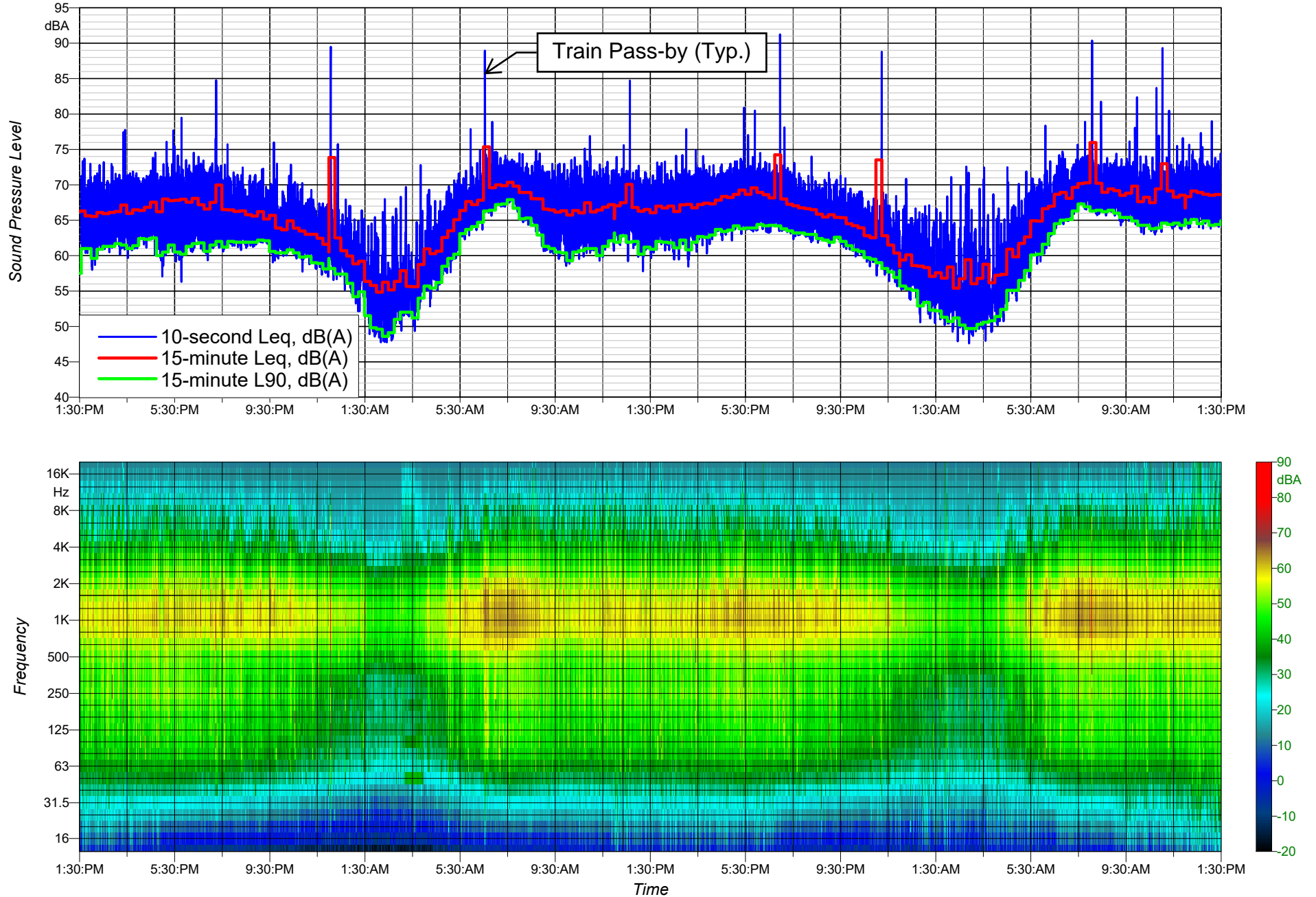
- Measurement Location
- ▬ Property Line



Measurement Location 1

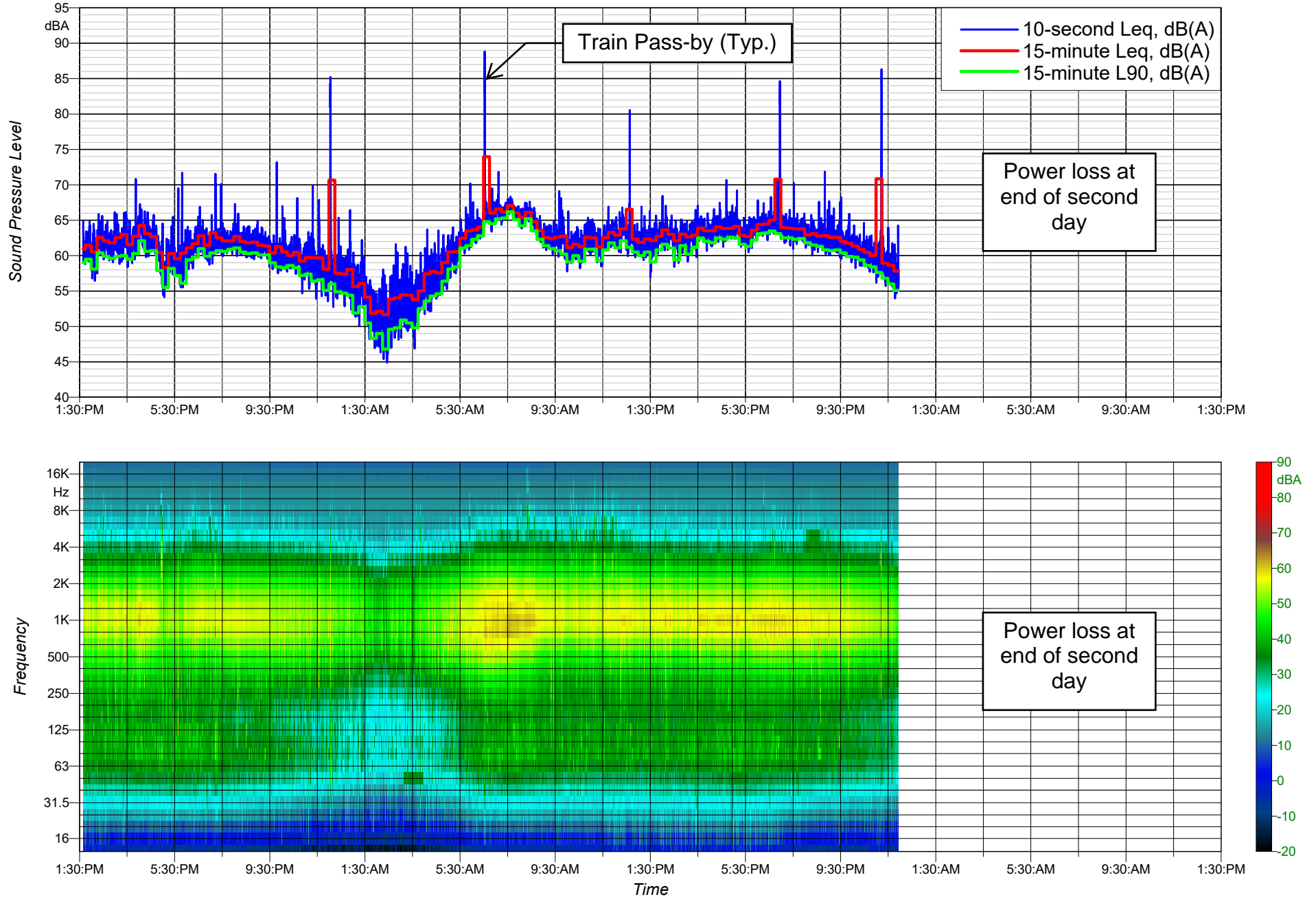
Measurement Location 2

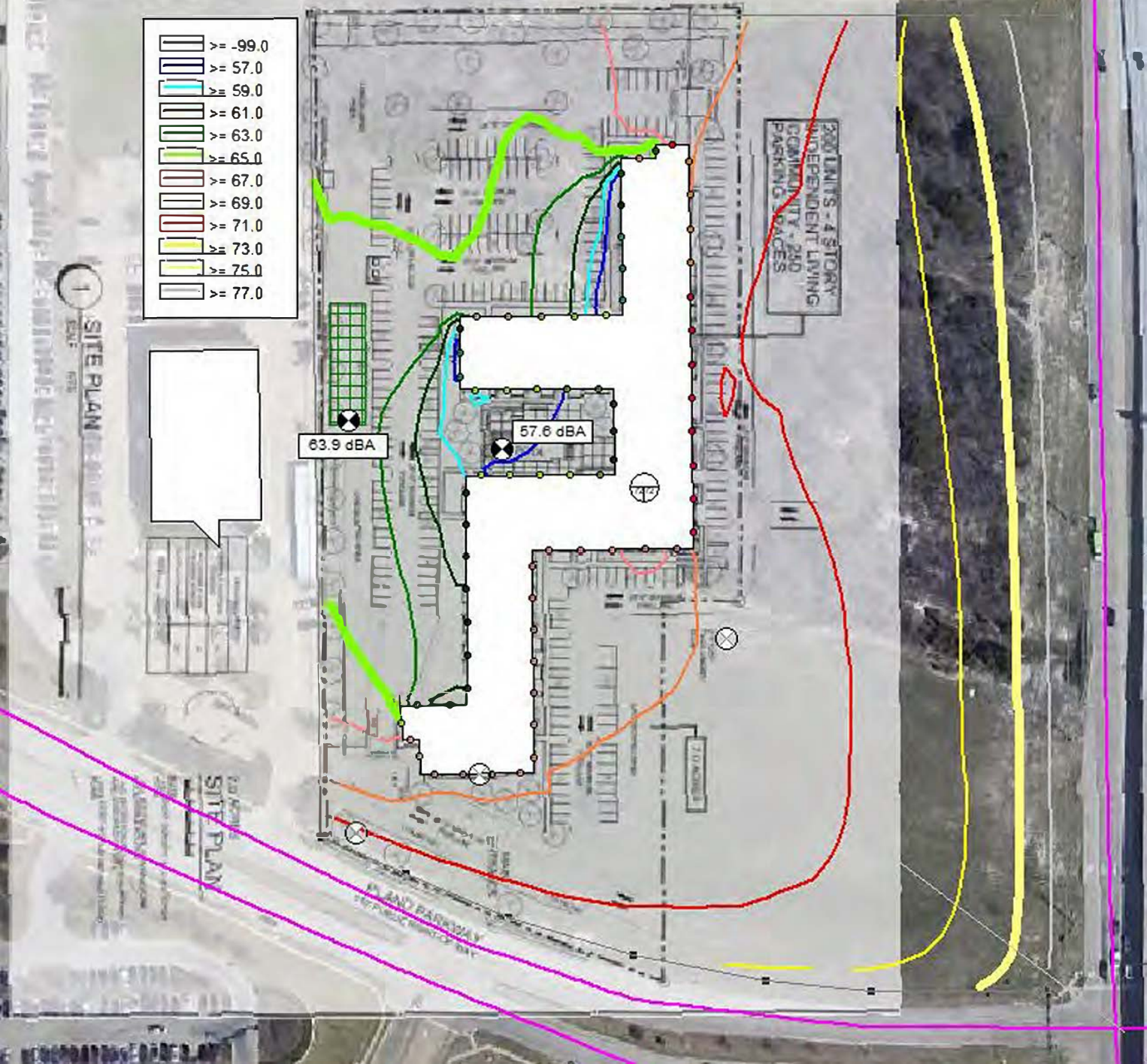
**Graph 1: Measurement at Southwest Corner of Parcel
March 15-17, 2022**

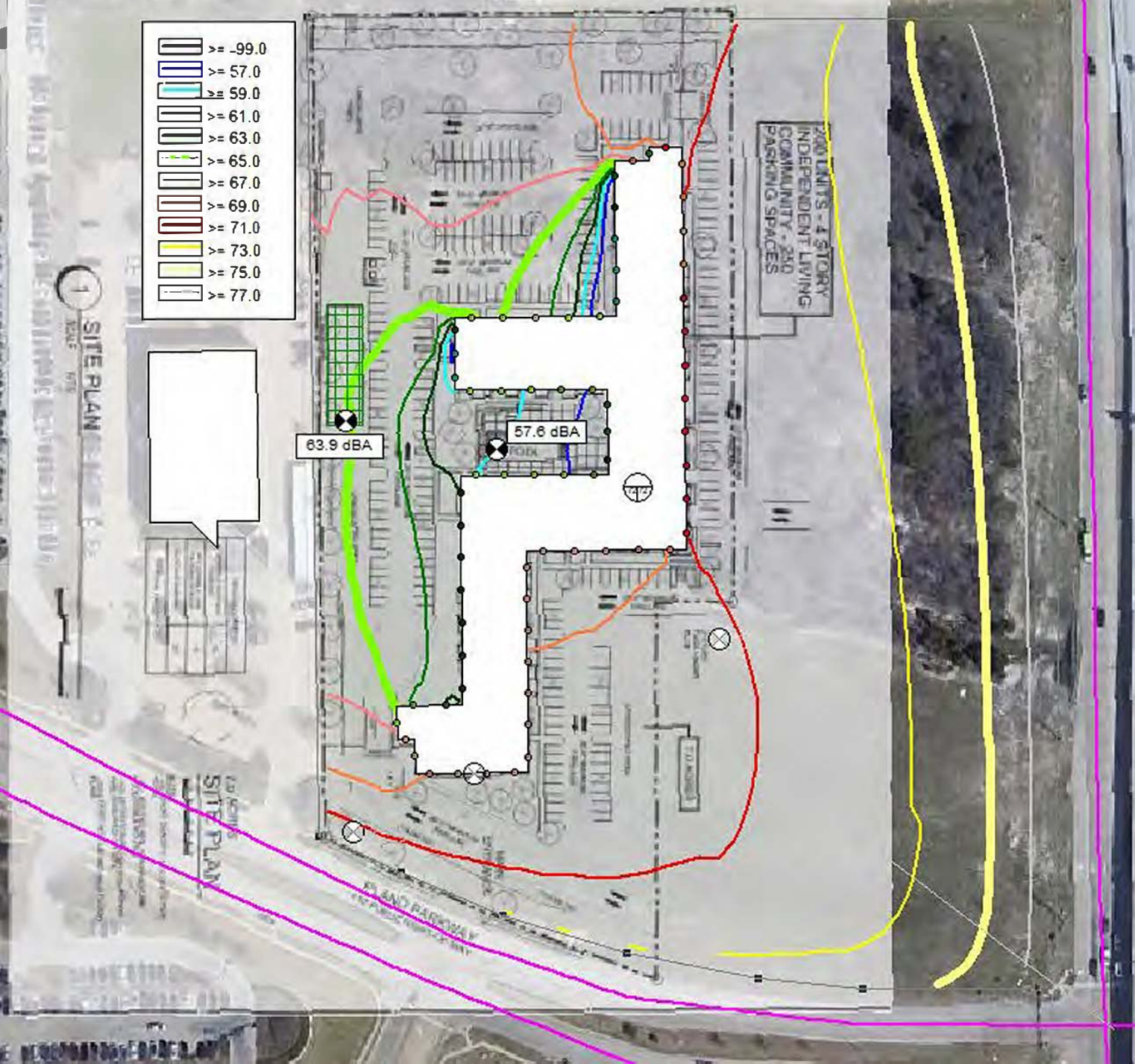


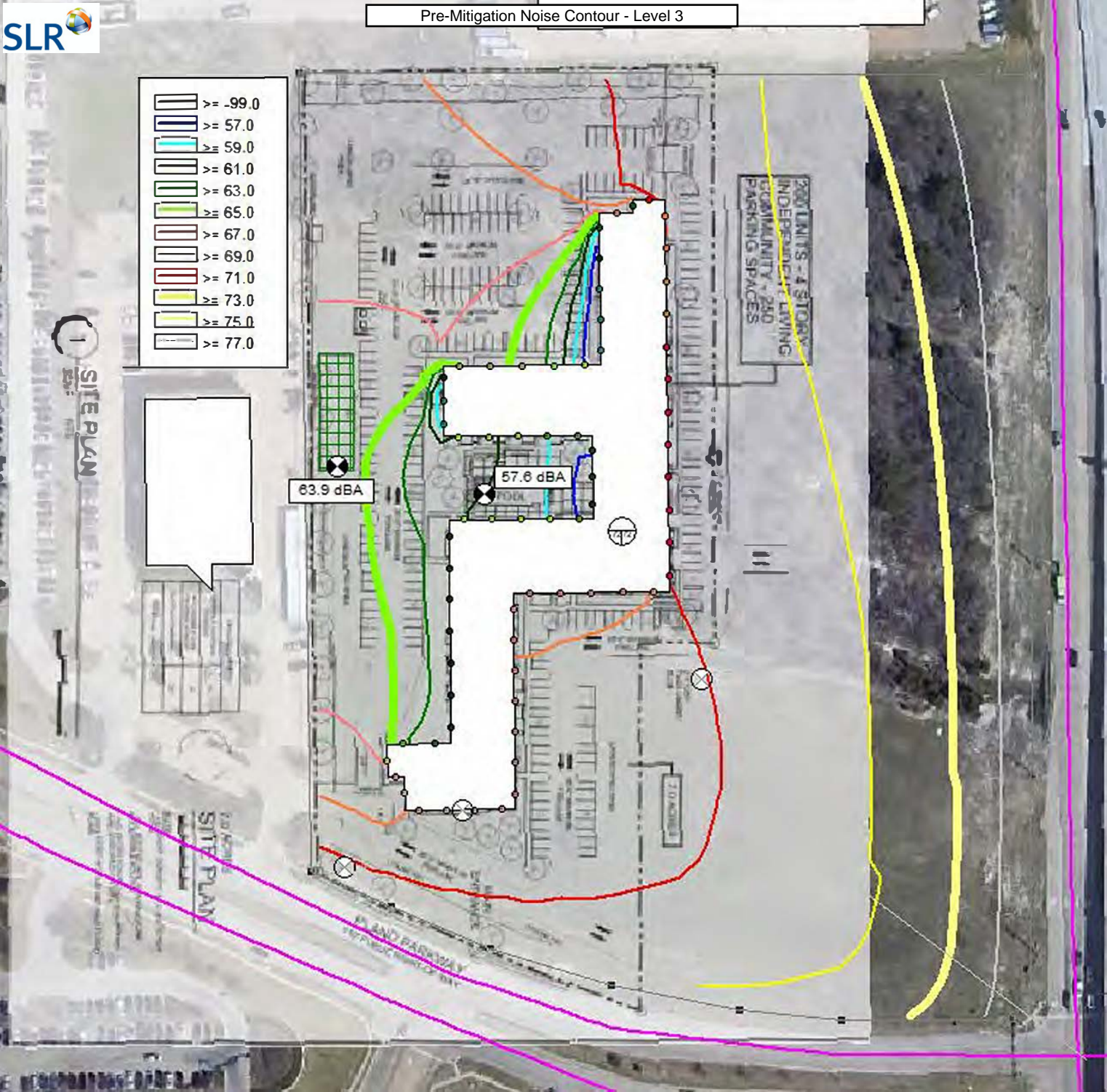
Mariposa Plano Parkway LP - Mariposa at Plano Parkway

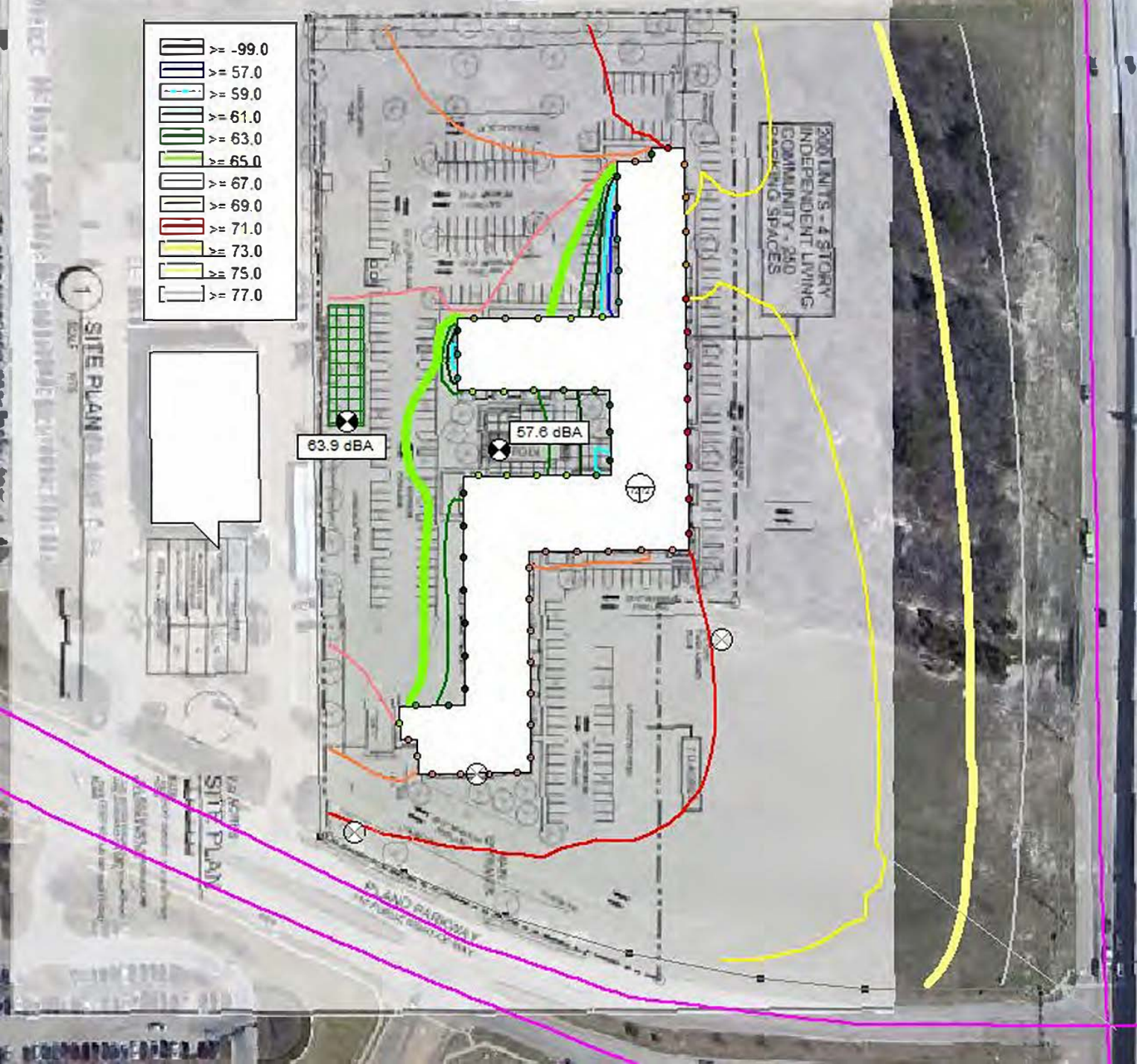
**Graph 2: Measurement at East Property Line of Parcel
March 15-17, 2022**





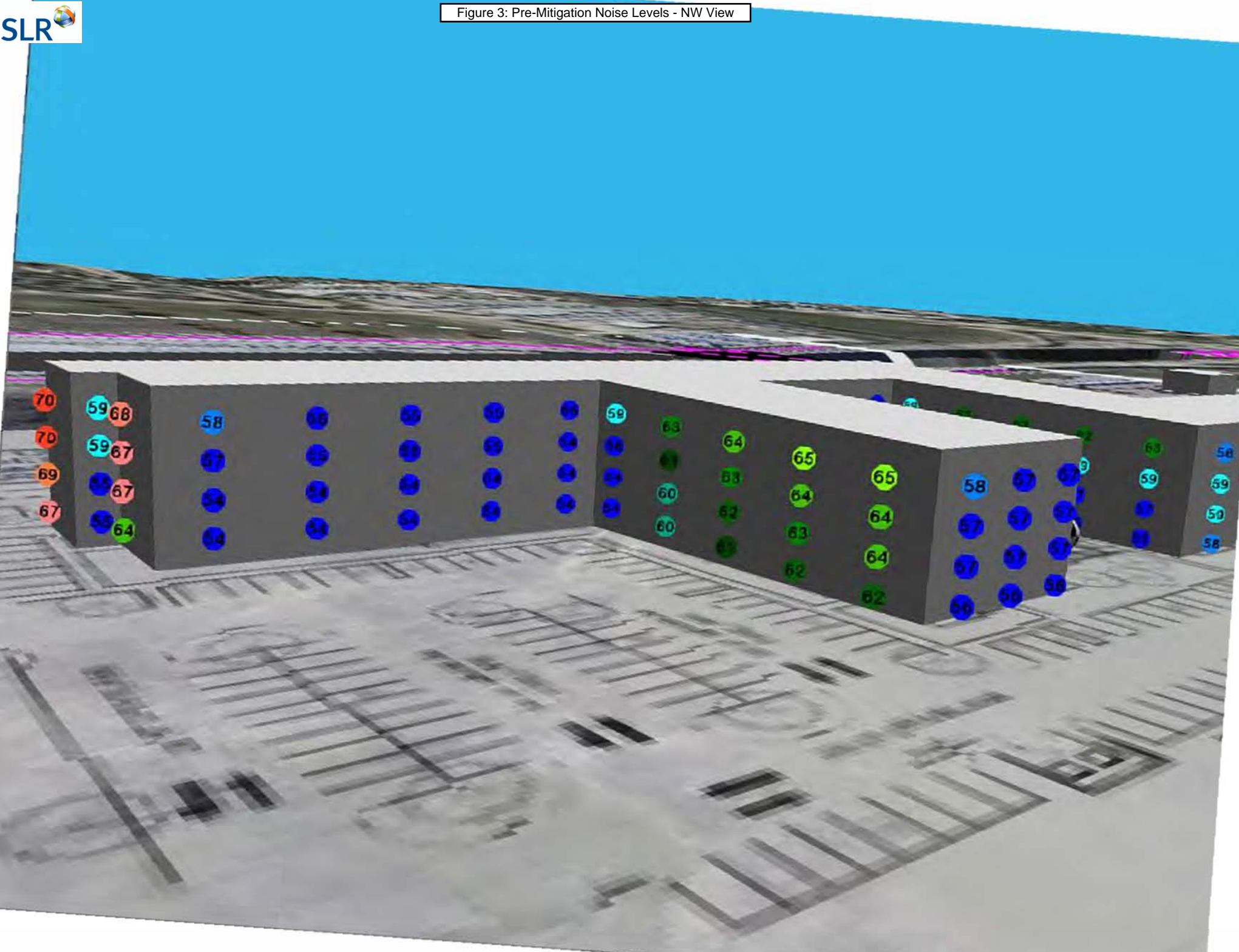


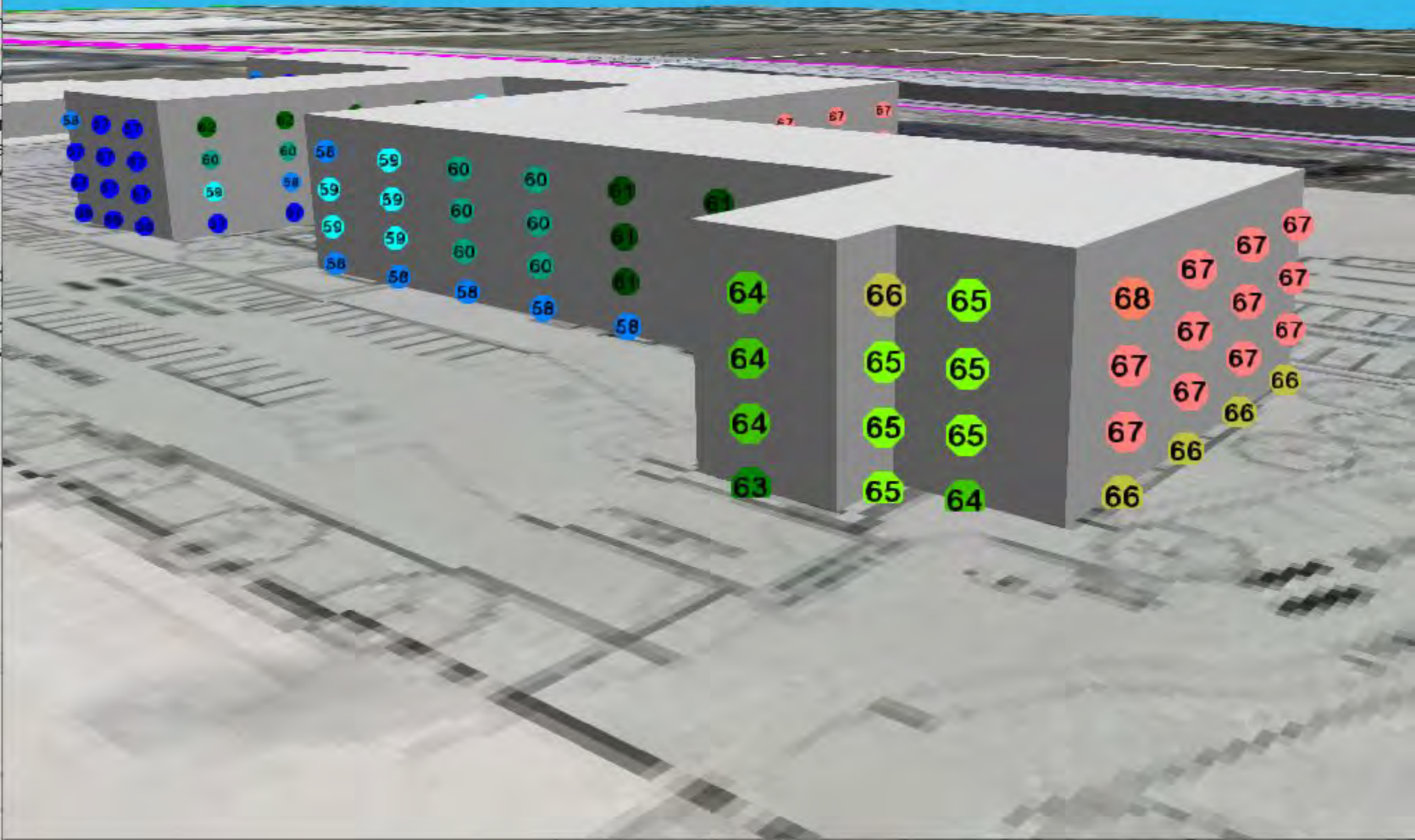


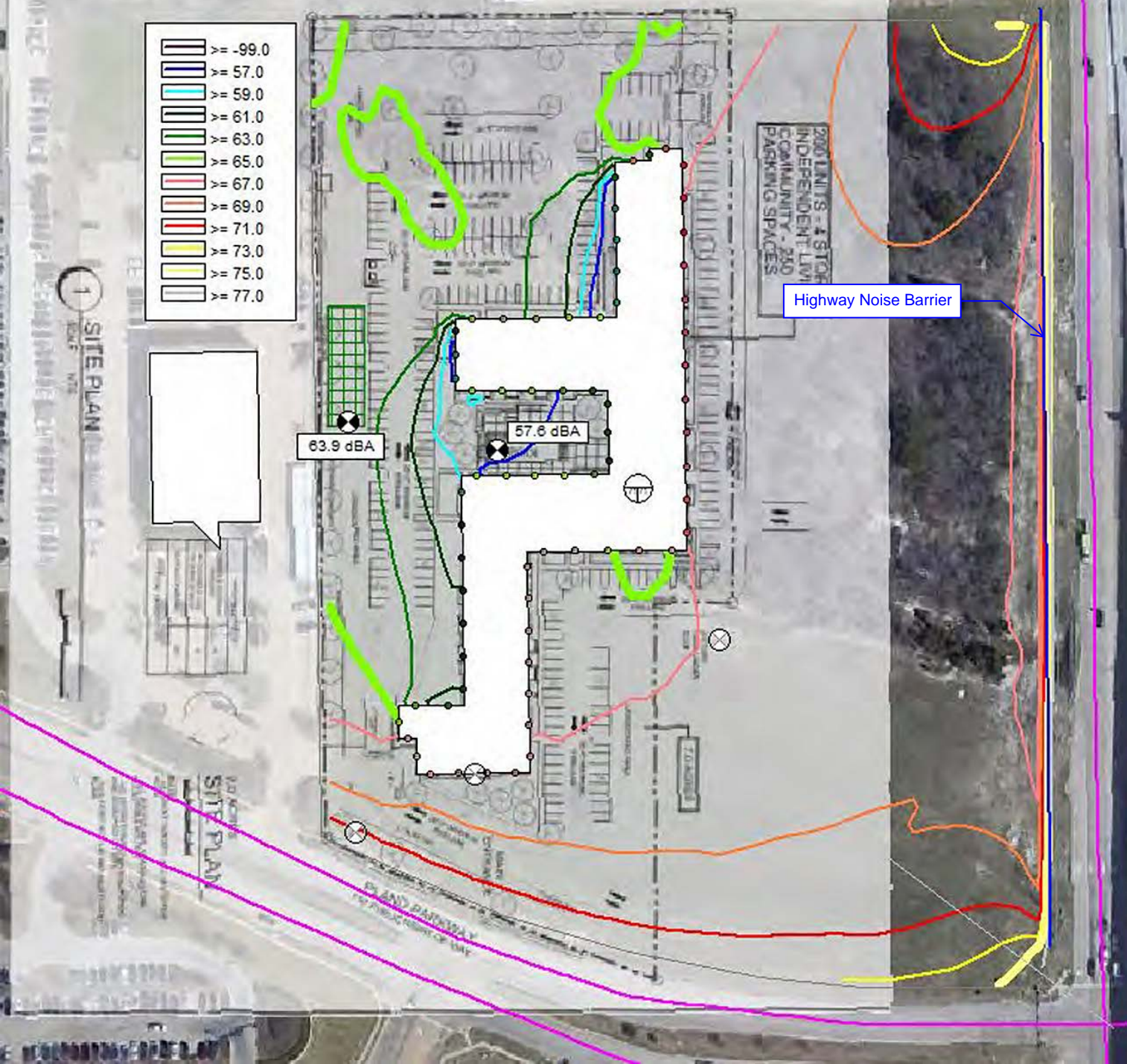


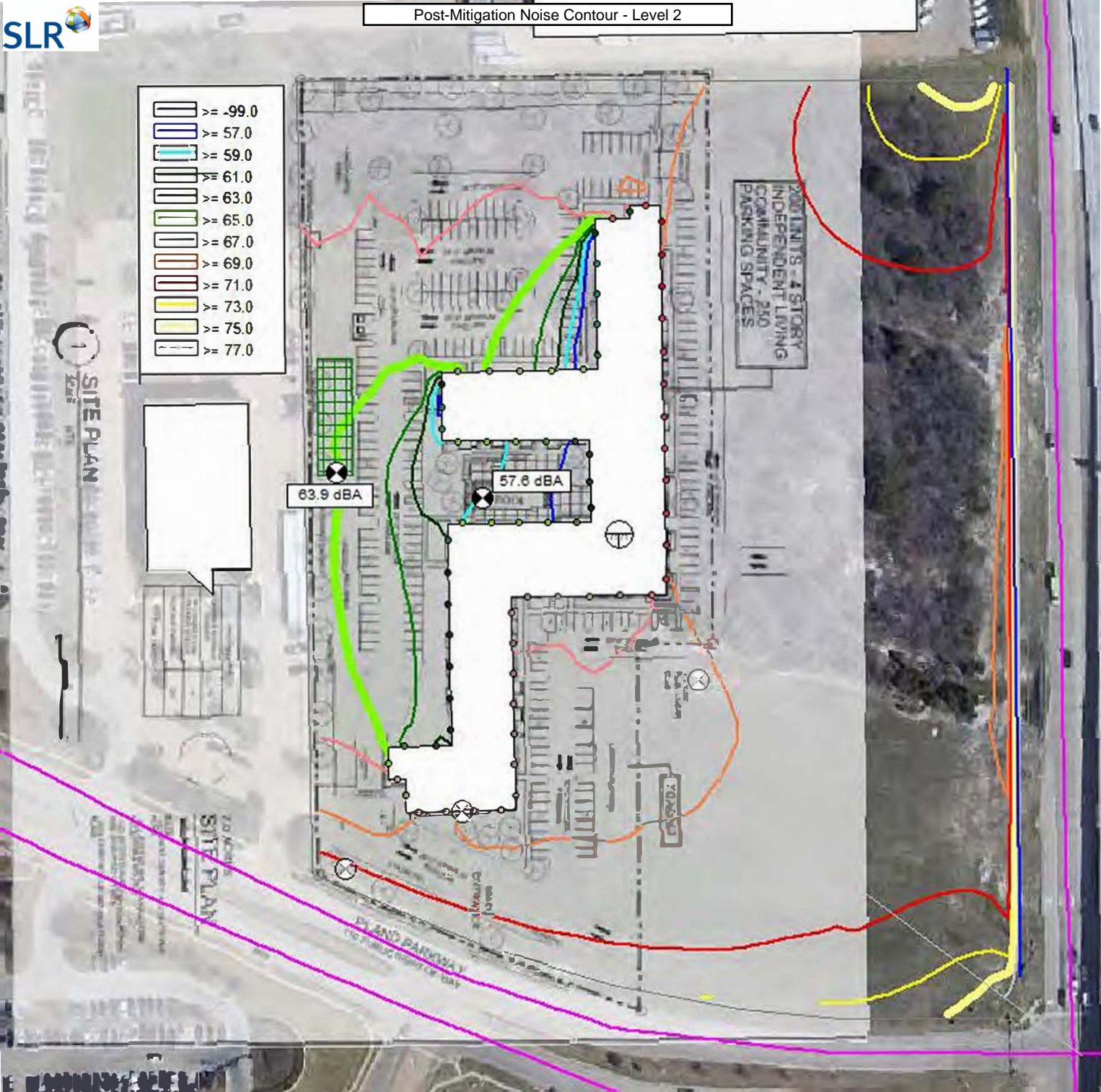


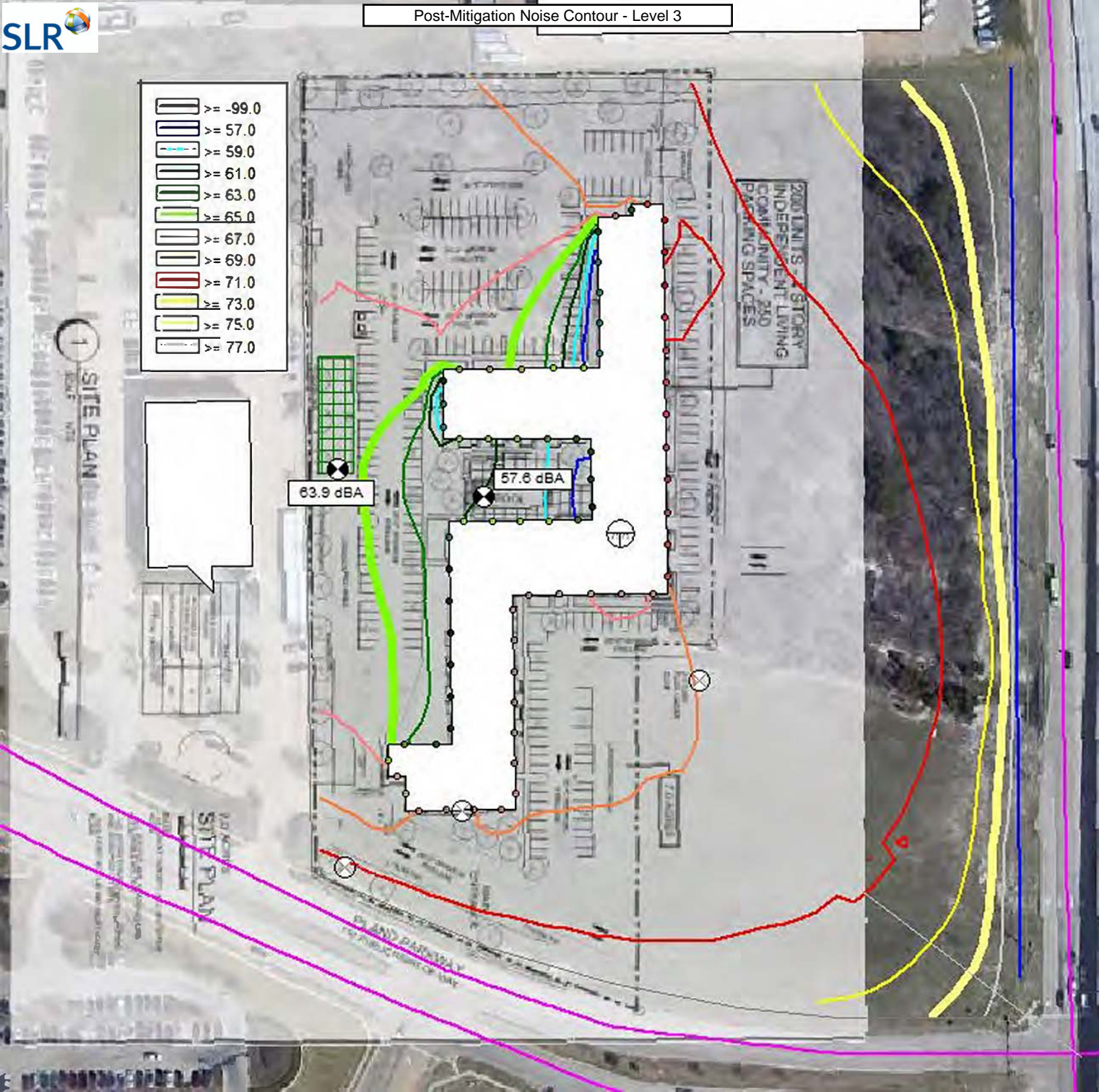


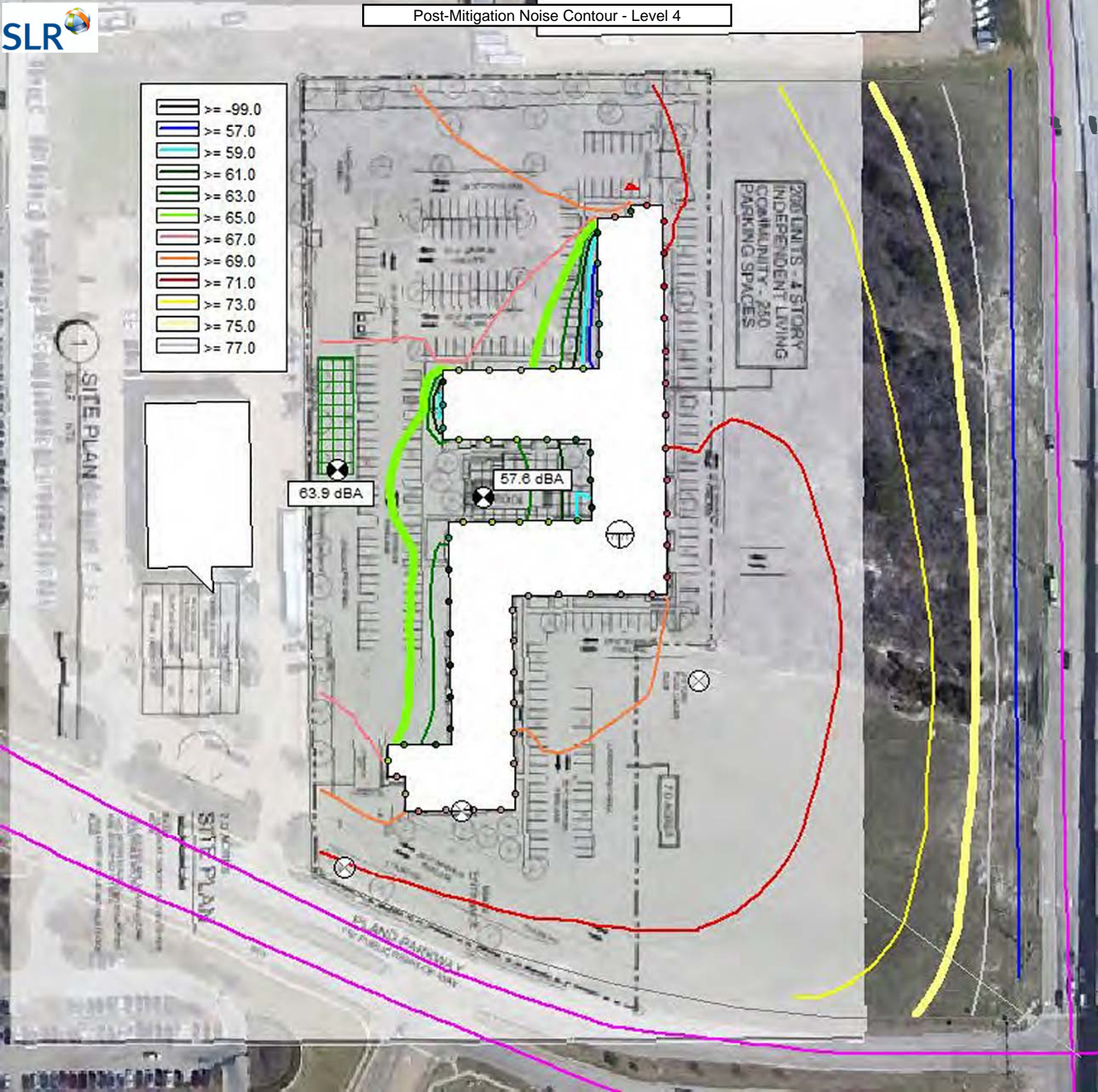






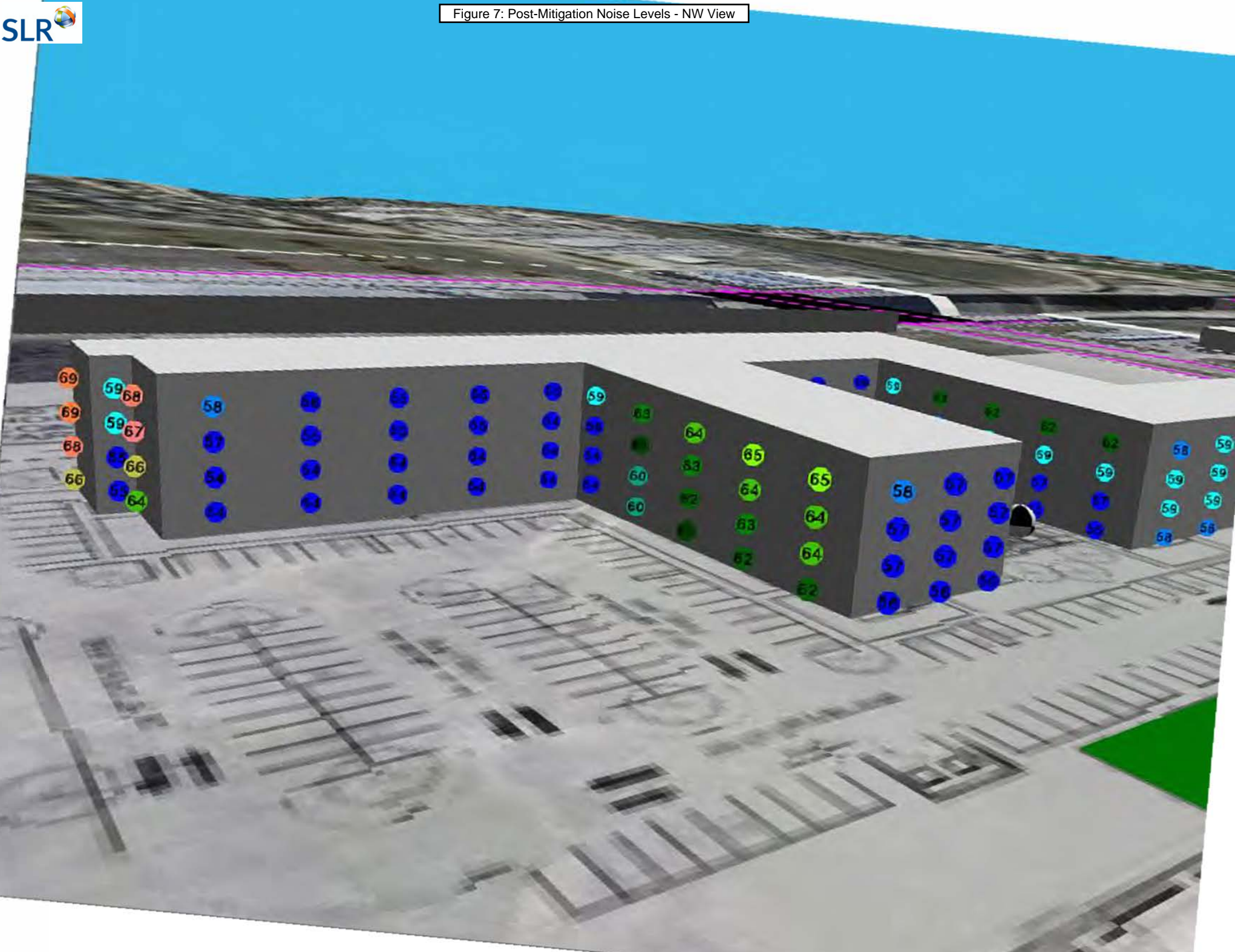


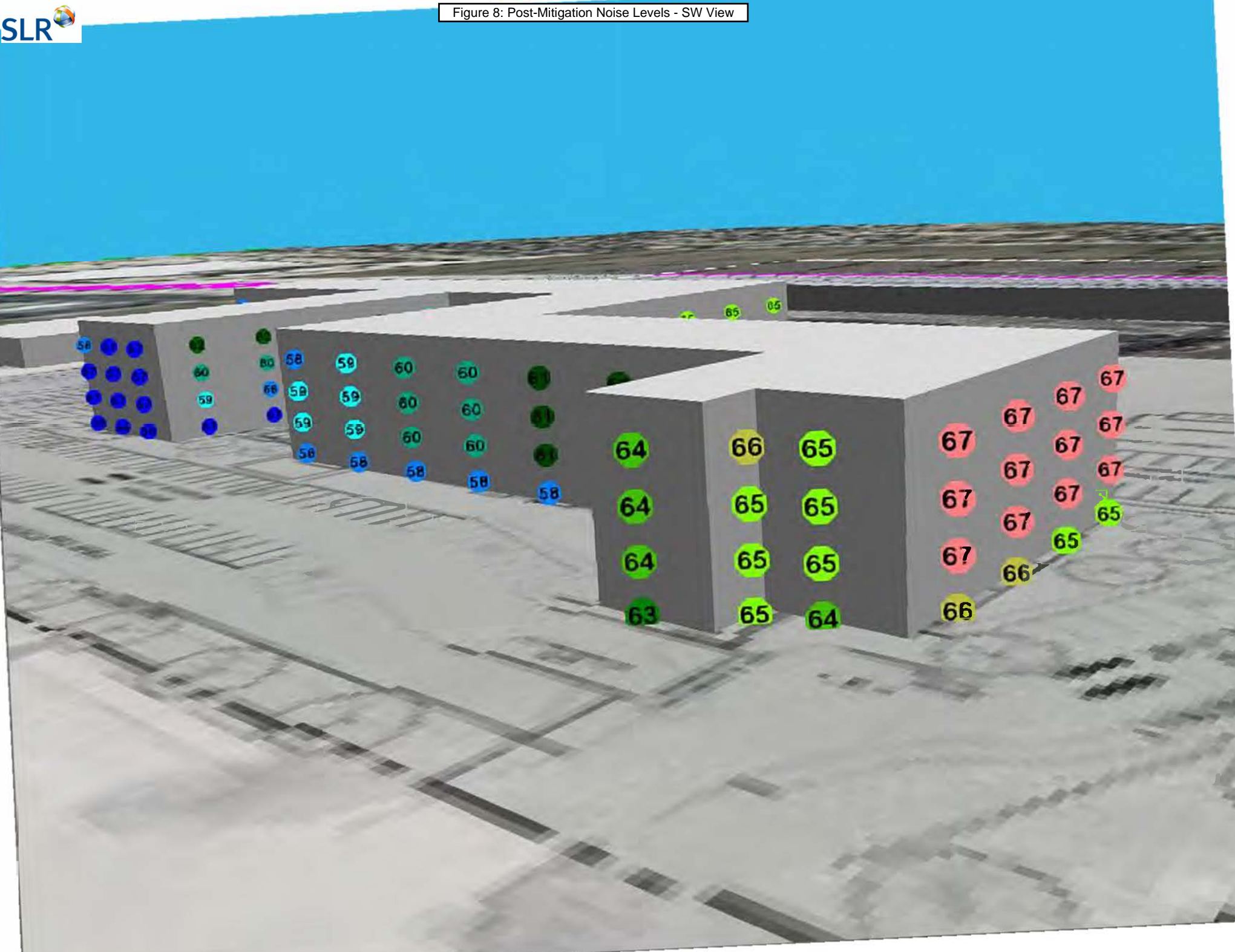












MATTHEW S. KINCH, P.E.

Senior Acoustical Engineer

EDUCATION

- B.S., Mechanical Engineering, Iowa State University, Ames, Iowa, 1993

EXPERTISE

- Multi-Family Acoustics
- Architectural Acoustics
- Environmental Noise
- Industrial Noise

TECHNICAL REGISTRATIONS

- Professional Engineer, #92227
- Texas State Board of Registration for Professional Engineers
- Professional Engineer, #71842PE
- Oregon State Board of Examiners for Engineering & Land Surveying

HEALTH & SAFETY

- Fire Extinguisher Basic Training
- BBP Training
- Basic Plus Training

Mr. Matt Kinch has over 25 years of experience as an acoustical consultant specializing in multi-family code compliance, architectural acoustics, industrial noise control, mechanical noise control, environmental noise control, employee noise exposure, interior room acoustics, and acoustical modeling for clients throughout the United States and the world.

Mr. Kinch has been very involved in architectural acoustic projects requiring room acoustics, mechanical (HVAC and plumbing) noise analysis, and vibration control. Mr. Kinch has extensive experience with environmental noise surveys and related analyses, noise predictions, noise contours, and development of noise mitigation designs as needed to meet local, state, and federal noise limits

In addition, Mr. Kinch has worked on numerous projects involving natural gas compressor stations, petrochemical plants, and power generation facilities. He has experience in the design and development of electro-acoustic systems for sound reinforcement of music and speech for performance spaces.

SELECTED PROJECT EXPERIENCE

ARCHITECTURAL ACOUSTICS

- **Multi-Family Building Acoustics, Market Square Tower, Houston, Texas**
Provided acoustical code compliance consulting, mechanical noise & vibration recommendations, project management, and construction administration services for a 40-story luxury apartment project in downtown Houston.
- **Multi-Family & Office Building Acoustics, Kirby Collection, Houston, Texas**
Provided acoustical code compliance consulting, mechanical noise & vibration recommendations, project management, and construction administration services for a 25-story luxury apartment, 13-story office, and 2-story retail, multi-use project in midtown Houston.
- **Multi-Family Building Acoustics, 1213 Walnut, Philadelphia, Pennsylvania**
Provided acoustical code compliance consulting, mechanical noise & vibration recommendations, project management, and construction administration services for a 26-story luxury apartment project in downtown Philadelphia.
- **Acoustic Re-modeling, New Orleans Public Service Inc. (NOPSI) Hotel, New Orleans, Louisiana**
Formerly the New Orleans Public Service Inc. building that was the local utility, the 1920's-era building has been re-imagined as a luxury 217-room hotel. Services included acoustical code-compliance, mechanical noise evaluations, room acoustics, construction administration, and post-construction testing.
- **Acoustic Master Plan, Hardy Yards Development, Houston, Texas**
Assist an architectural design team to develop a 10.7 acre parcel for future single family / townhomes structures via the Houston Land Bank and the City of Houston Housing and Community Development. Services included acoustical code-compliance, HUD STraCAT Analyses, and site layout consultation.

ENVIRONMENTAL NOISE

- **Preconstruction Sound Survey and Acoustics, GDA – Oliver & Central, Dallas, Texas**
Services provided for a 200+ unit multi-family luxury apartment complex in Dallas, Texas, included preconstruction sound survey, room acoustics, mechanical noise control, sound isolation, field testing of assemblies, and construction administration.
- **Preconstruction Sound Survey and Acoustics, Streetlights - The Carter, Houston, Texas**
Services provided for a 300+ unit multi-family luxury apartment complex in Houston, Texas, included preconstruction sound survey, room acoustics, mechanical noise control, sound isolation, field testing of assemblies, and construction administration.
- **Live Music Sound Level Measurement & Mitigation, Streetlights – Block 23, Phoenix, Arizona**
Services included on-site sound level measurements for several live-music / nightclub activities directly adjacent to the project site. Music level / frequency analysis and recommendations were made to reduce these sounds to generally acceptable levels for a downtown entertainment district in a major city.

INDUSTRIAL NOISE

- **Preconstruction Ambient Sound Surveys, Kinder Morgan - El Paso – TGP**
Project included multiple 200 and 300 line compressor stations located in the northeast United States. Services provided included pre-construction ambient sound surveys, noise impact analyses, noise control recommendations, post-construction sound surveys.
- **Preconstruction Ambient Sound Surveys, Florida Gas Transmission, Florida**
Project included 10+ natural gas compressor stations located throughout Alabama and Florida. The services provided included preconstruction ambient sound surveys, noise impact analyses, noise control recommendations, post-construction sound surveys.
- **Preconstruction Ambient Sound Surveys, Keystone Pipeline – TransCanada**
Project included 20+ crude oil pumping stations located in the Midwest to transport tar-sands oil to refineries in the southcentral United States. Services included multi-day preconstruction ambient sound surveys at each pumping station location, analysis of recorded data, noise impact analyses, and noise control recommendations.

MEMBERSHIPS AND ASSOCIATIONS

- Acoustical Society of America
- Institute of Noise Control Engineering

MEETING DATE

Monday, July 25, 2022

RESULTS

I, Mayor/Councilmember _____, after review of the written information and listening to the hearing participants, voted in **OPPOSITION** to this case, finding the following:

☐ I agree with the conclusions in the preliminary report provided by staff because:

_____.

or

☐ The project is incompatible with the Future Land Use Map Dashboard of the Comprehensive Plan because: _____;
and

☐ The request is inconsistent with the overall Guiding Principles of the Comprehensive Plan because: _____;
and

☐ The request is not substantially beneficial to the immediate neighbors, surrounding community, and general public interest because: _____;
and

The request is inconsistent with other policies, actions, maps:

- ☐ Expressway Corridor Environmental Health Map & Guidelines
- ☐ Housing Trends Analysis and Strategic Plan (2018)
- ☐ Redevelopment & Growth Management Policy RGM1
- ☐ Undeveloped Land Policy
- ☐ Other: _____

☐ Comments on any of the above which further explain my position: _____.

Overall, I believe the applicant's request should be opposed due to the reasons I have indicated above.

Signature

Date

City Council Findings Form

The Guiding Principles establish overarching themes that apply to all policies and actions and express values for Today, 2050, and Together. These Principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

- 1.1. The Plan enhances the quality of life in the near term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.
- 1.2. The Plan promotes the safety, viability, and vibrancy of Plano's existing neighborhoods, managing growth and shaping change that complements the city's suburban character and rich history.
- 1.3. The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, and institutions that support a vital economy.
- 1.4. The Plan respects the suburban character of Plano and seeks to preserve and enhance the built environment.
- 1.5. The Plan acknowledges that Plano is mostly developed and does not anticipate significant changes in population or residential development in the future.
- 1.6. Implementation of the Plan will be open and transparent, with a high standard for exceptions to land use principles, proactively seeking community input, and updated when needed with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

- 2.1. The Plan enhances the quality of life in the long term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.
- 2.2. The Plan successfully manages Plano's transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.
- 2.3. The Plan builds on Plano's strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.
- 2.4. Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.

Guiding Principle 3 | Plano Together

- 3.1. The Plan serves people of all backgrounds, striving to meet the needs of an inclusive and vibrant community that calls Plano "home."
- 3.2. The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.
- 3.3. The Plan embraces Plano's position as a leader in the region, demonstrating the city's standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.
- 3.4. The Plan manages growth and redevelopment in a gradual manner, ensuring changes are beneficial to neighbors and the surrounding community based on real, city-level demand.
- 3.5. Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.

MEETING DATE

Monday, July 25, 2022

RESULTS

I, Mayor/Councilmember _____, after review of the written information and listening to the hearing participants, voted in **SUPPORT** of this case, finding the following:

1. The request is consistent with the overall Guiding Principles of the Comprehensive Plan because: _____;
and
2. The request is substantially beneficial to the immediate neighbors, surrounding community, and general public interest because: _____;
and
3. The request is consistent with other policies, actions, maps:
☐ Housing Trends Analysis and Strategic Plan
☐ Special Housing Needs Policy
☐ Other: _____
4. Comments on any of the above which further explain my position: _____.

Overall, I believe the applicant's request should be supported; and the reasons I have indicated above outweigh the project's incompatibility with the mix of uses, density, or building heights favored by the Future Land Use Map Dashboard of the Comprehensive Plan.

Signature

Date

City Council Findings Form

The Guiding Principles establish overarching themes that apply to all policies and actions and express values for Today, 2050, and Together. These Principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

- 1.1. The Plan enhances the quality of life in the near term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.
- 1.2. The Plan promotes the safety, viability, and vibrancy of Plano's existing neighborhoods, managing growth and shaping change that complements the city's suburban character and rich history.
- 1.3. The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, and institutions that support a vital economy.
- 1.4. The Plan respects the suburban character of Plano and seeks to preserve and enhance the built environment.
- 1.5. The Plan acknowledges that Plano is mostly developed and does not anticipate significant changes in population or residential development in the future.
- 1.6. Implementation of the Plan will be open and transparent, with a high standard for exceptions to land use principles, proactively seeking community input, and updated when needed with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

- 2.1. The Plan enhances the quality of life in the long term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.
- 2.2. The Plan successfully manages Plano's transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.
- 2.3. The Plan builds on Plano's strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.
- 2.4. Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.

Guiding Principle 3 | Plano Together

- 3.1. The Plan serves people of all backgrounds, striving to meet the needs of an inclusive and vibrant community that calls Plano "home."
- 3.2. The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.
- 3.3. The Plan embraces Plano's position as a leader in the region, demonstrating the city's standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.
- 3.4. The Plan manages growth and redevelopment in a gradual manner, ensuring changes are beneficial to neighbors and the surrounding community based on real, city-level demand.
- 3.5. Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.




Memorandum

DATE: June 21, 2022

TO: Applicants with Items before the Planning & Zoning Commission

FROM: Planning & Zoning Commission

VIA: Eric Hill, AICP, Senior Planning Manager acting as Secretary of the Planning & Zoning Commission 

SUBJECT: Results of Planning & Zoning Commission Meeting of June 20, 2022

AGENDA ITEM NO. 1B - CONCEPT PLAN

CMS ADDITION, BLOCK A, LOTS 2 & 3

APPLICANT: KREYMER INVESTMENTS, LTD. AND MARIPOSA PLANO PARKWAY, LP

Independent living facility on Lot 2, hotel on Lot 3 and restaurants on Lot 4 on 14.1 acres located at the northwest corner of Dallas North Tollway and Plano Parkway. Zoned Regional Commercial and located within the Dallas North Tollway Overlay District. Project #CP2022-007.

DENIED: 7-0

RESULTS:

The Commission denied the item.

KC/kob

CITY OF PLANO
PLANNING & ZONING COMMISSION

June 20, 2022

Agenda Item No. 1B

Public Hearing - Concept Plan:
CMS Addition, Block A, Lots 2, 3, & 4

Applicants: Kreymer Investments, Ltd. and Mariposa Plano Parkway, LP

DESCRIPTION:

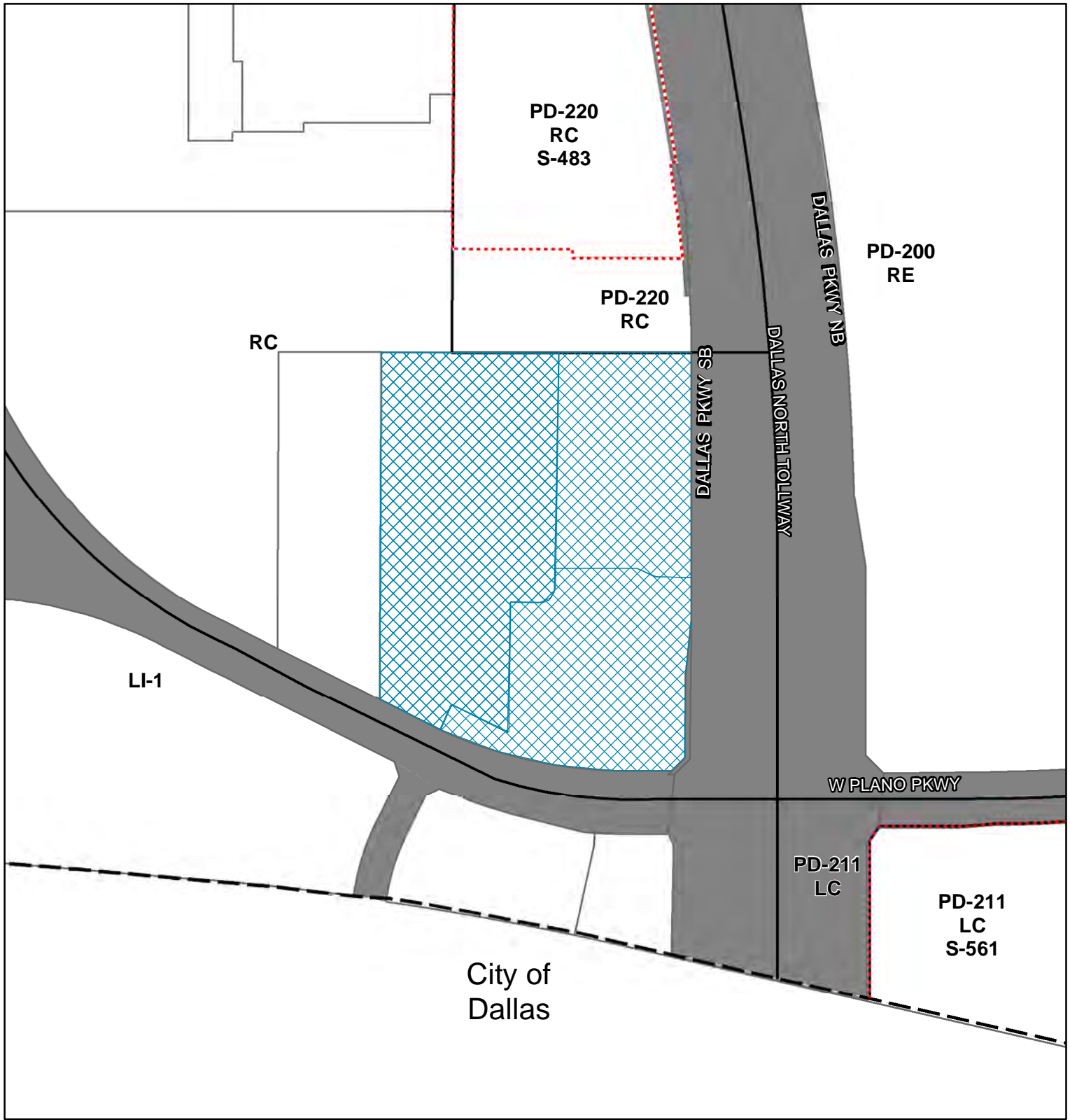
Independent living facility on Lot 2, hotel on Lot 3, and restaurant on Lot 4 on 14.1 acres located at the northwest corner of Dallas North Tollway and Plano Parkway. Zoned Regional Commercial and located within the Dallas North Tollway Overlay District. Project #CP2022-007.

REMARKS:

The purpose for the concept plan is to show the proposed independent living facility, hotel, and restaurant developments. The request meets the stipulations as proposed by Zoning Case 2022-007. However, due to staff's recommendation of denial for the associated zoning case, staff recommends denial of the concept plan.

RECOMMENDATION:

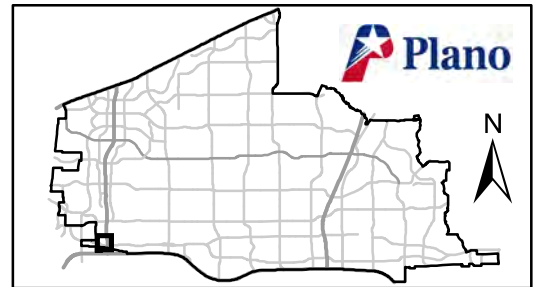
Recommended for denial.



Item Submitted: Concept Plan (CP2022-007)

Title: CMS Addition, Block A, Lots 2, 3, & 4

Zoning: Regional Commercial and located within the Dallas North Tollway Overlay District

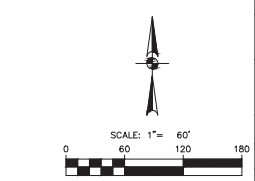
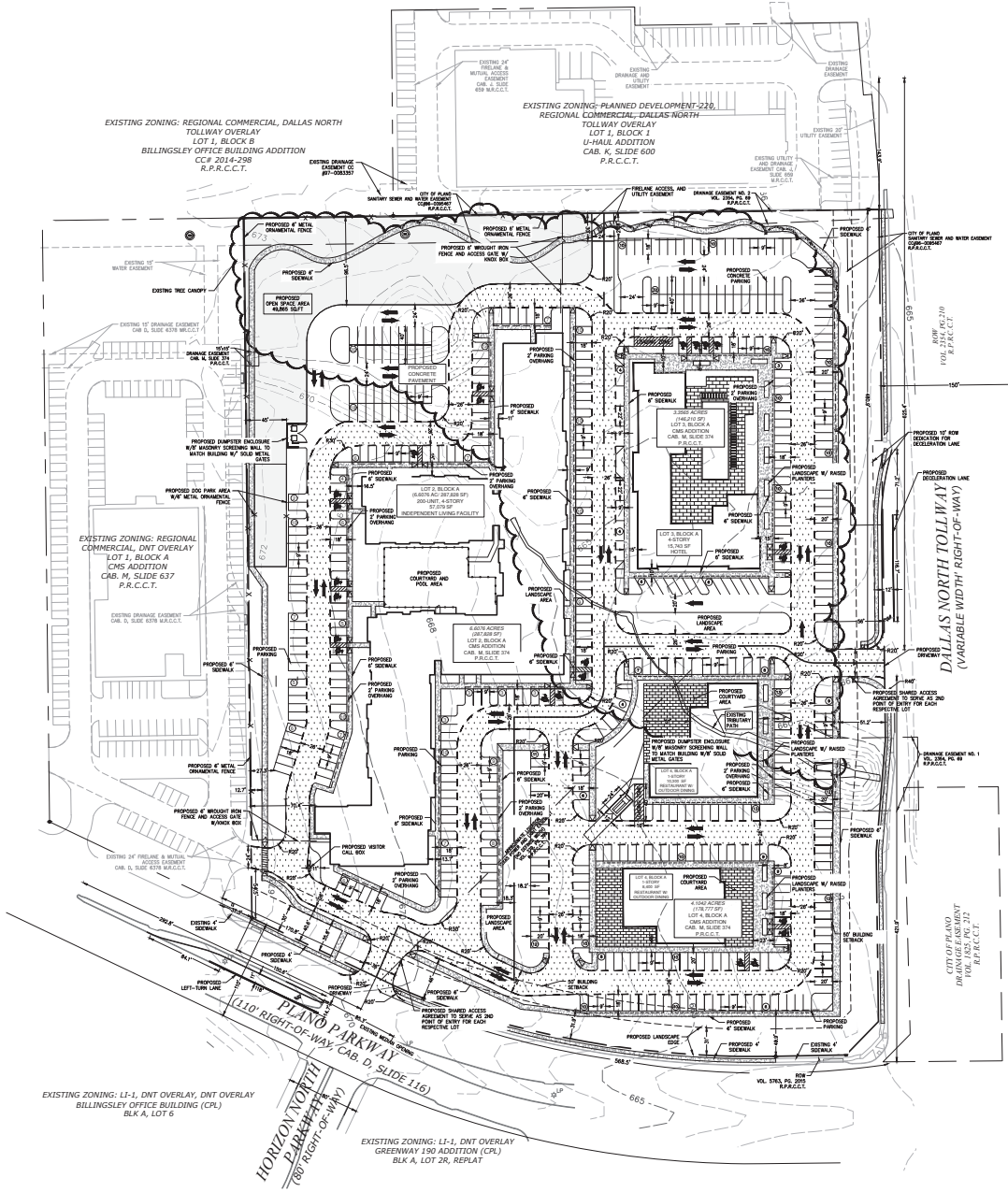


Subject Property
 Municipal Boundaries
 Zoning Boundary
 Zoning Boundary Change/SUP
 Specific Use Permit

0 230 460 920
Feet

DATE: JUN 12, 2022, 9:11am User: C:\Users\...
C:\Users\...
C:\Users\...
C:\Users\...

THIS DOCUMENT HAS BEEN PREPARED FROM MATERIAL THAT HAS BEEN PROVIDED BY THE CLIENT. THE ENGINEER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE INFORMATION PROVIDED BY THE CLIENT. THE ENGINEER HAS NOT CONDUCTED ANY FIELD SURVEY OR INVESTIGATION TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ENGINEER'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE PROJECT AND DOES NOT EXTEND TO THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ENGINEER'S DESIGN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ENGINEER'S DESIGN IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ENGINEER'S DESIGN IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT.



- LEGEND**
- PROPERTY LINE
 - PROPOSED FIRE LANE ACCESS AND UTILITY EASEMENT
 - EXISTING WATER LINE
 - EXISTING SANITARY SEWER LINE
 - EXISTING STORM LINE
 - EXISTING FIRE HYDRANT
 - MAX CONTOURS
 - MIN CONTOURS
 - EXISTING CURB INLETS
 - PROPOSED OPEN SPACE AREA

LOCATION MAP
NOT-TO-SCALE

PURPOSE STATEMENT

THE PURPOSE OF THIS CONCEPT PLAN IS TO PROPOSE AN INDEPENDENT LIVING FACILITY LOT 2, BLOCK A AND DEPICT THE CONCEPTUAL DESIGN OF LOT 3, BLOCK A

- CITY OF PLANO SITE PLAN GENERAL NOTES**
- BUILDINGS 6,000 SQUARE FEET OR GREATER SHALL BE 100% FIRE SPRINKLED.
 - FIRE LANES SHALL BE DESIGNED AND CONSTRUCTED PER CITY STANDARDS.
 - HANDICAPPED PARKING AREAS SHALL BE DESIGNED AND PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED INTERNATIONAL BUILDING CODE.
 - FOUR-FOOT WIDE SIDEWALKS SHALL BE PROVIDED 2.5 FEET OFF OF THE PROPERTY LINE WITHIN THE RIGHTS-OF-WAY, UNLESS A SIDEWALK EASEMENT IS PROVIDED FOR A MEANDERING SIDEWALK. OR AN ALTERNATIVE DESIGN IS APPROVED BY THE CITY. BARRIER-FREE RAMPS FOR CITY STANDARDS SHALL BE PROVIDED ON SIDEWALKS AT ALL CURB CROSSINGS.
 - MEDICAL WASTE, DUMPSTERS, AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE ZONING ORDINANCE.
 - ALL SIGNAGE CONTINGENT UPON APPROVAL BY BUILDING INSPECTION DEPARTMENT.
 - APPROVAL OF THE SITE PLAN IS NOT FINAL UNTIL ALL ENGINEERING PLANS ARE APPROVED.
 - OPEN STORAGE, WHERE PERMITTED, SHALL BE SCREENED IN ACCORDANCE WITH THE ZONING ORDINANCE.
 - BUILDING FACADES WITHIN THIS DEVELOPMENT SHALL BE COMPATIBLE, AS PROVIDED IN THE METAL CORNER DESIGN GUIDELINES.
 - OUTDOOR LIGHTING SHALL COMPLY WITH ILLUMINATION STANDARDS WITHIN SECTION 6-466 OF THE CODE OF ORDINANCES.
 - PLEASE CONTACT THE BUILDING INSPECTION DEPARTMENT TO DETERMINE THE TYPE OF CONSTRUCTION AND OCCUPANCY GROUP.
 - ALL ELECTRICAL TRANSMISSION, DISTRIBUTION AND SERVICE LINES MUST BE UNDERGROUND.
 - USES SHALL CONFORM IN OPERATION, LOCATION, AND CONSTRUCTION TO THE FOLLOWING PERFORMANCE STANDARDS IN ARTICLE 24 OF THE ZONING ORDINANCE: NOISE, SMOG, AND PARTICULATE MATTER, GROUNDWATER, FIRE OR EXPLOSIVE MATERIAL, TOXIC AND NOXIOUS MATERIAL, VIBRATION AND/OR OTHER PERFORMANCE STANDARDS.

SITE DATA SUMMARY TABLE

GENERAL SITE DATA	LOT 2, BLOCK A	LOT 3, BLOCK A	LOT 4, BLOCK A
ZONING	RC, DNT OVERLAY	RC, DNT OVERLAY	RC, DNT OVERLAY
LAND USE	INDEPENDENT LIVING FACILITY	HOTEL	RESTAURANT
LOT AREA (AC)	6,607.6	3,356.5	4,342.4
BUILDING FOOTPRINT AREA (SF)	57,079	15,743	10,300
TOTAL BUILDING AREA (SF)	201,223	55,100	18,700
BUILDING HEIGHT (# STORIES)	4-stories	4-stories (75-ROOMS)	1-story
BUILDING HEIGHT	47	65	16
LOT COVERAGE	19.8%	10.8%	4.7%
FLOOR AREA RATIO	0.70:1	0.38:1	0.06:1
PARKING			
PARKING RATIO	1 PER UNIT	1.25 PER ROOM	1 PER 100 SF
REQUIRED PARKING (# SPACES)	200	94	187
PROVIDED PARKING (# SPACES)	223	145	189
ACCESSIBLE PARKING REQUIRED (# SPACES)	6	8	6
ACCESSIBLE PARKING PROVIDED (# SPACES)	15	8	8
PARKING IN EXCESS OF 110% OF REQUIRED PARKING (# SPACES)	3	41	N/A
USABLE OPEN SPACE			
TOTAL REQUIRED OPEN SPACE (SF)	43,560	N/A	N/A
TOTAL OPEN SPACE PROVIDED (SF)	49,865	N/A	N/A
GREEN SPACE (% AND SF)	91% (45,305)	N/A	N/A
HARDSCAPE (% AND SF)	9% (4,560)	N/A	N/A

DEVELOPMENT PHASING PLAN

PHASE 1 - INDEPENDENT LIVING FACILITY

PHASE 1 - DRIVEWAY TO DNT FOR 2ND POINT OF CONNECTION

PHASE 2 - RESTAURANTS

PHASE 3 - HOTEL

SUBJECT TO FAA APPROVAL OF A LETTER OF DETERMINATION

CONCEPT PLAN
PROJECT #2022-001
CMS ADDITION
BLOCK A, LOT 3 & 4
14.9883 ACRES
SITUATED IN THE
MARY A. TAYLOR SURVEY, ABSTRACT NO. 897
CITY OF PLANO, COLLIN COUNTY, TEXAS

DEVELOPER:
MARIPOSA PLANO PARKWAY LP
ZACHARY PRODUCTIONS
zycamont@zpgwp@gmail.com
215.899.2016

ARCHITECT:
ARRIVE ARCHITECTURE GROUP
FERNANDO A. CEBALLOS P.E.
william@arriveva.com
817.514.0594

ENGINEER:
PAPE-DAWSON ENGINEERS
FERNANDO A. CEBALLOS P.E.
tad@pape-dawson.com
214.420.9494

PLAT NO. **N/A**
JOB NO. **61272-00**
DATE **APRIL 2022**
DESIGNER **FAC**
CHECKED **BC, DRANN, MT**
SHEET **EXHIBIT**

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 HWY LOOP 410 | SAN ANTONIO, TX 78213 | 210.775.9000
TEXAS ENGINEERING PROFESSIONAL LICENSE NO. 17404

MARIPOSA PLANO PARKWAY
PLANO, TEXAS
CONCEPT PLAN