

DATE: August 22, 2023
TO: Honorable Mayor & City Council
FROM: Planning & Zoning Commission
VIA: Eric Hill, AICP, Assistant Director of Planning acting as Secretary of the Planning & Zoning Commission
Christina D. Day, AICP, Director of Planning
SUBJECT: Results of Planning & Zoning Commission Meeting of August 21, 2023

AGENDA ITEM NO. 1C - ZONING CASE 2023-002
PETITIONER: CITY OF PLANO

Request to amend various sections of the Zoning Ordinance to incorporate and align with the Street Design Standards. Tabled on July 17, 2023. Project #ZC2023-002.

APPROVED: 7-0-1

Speaker Card(s) Received:	Support: <u>0</u>	Oppose: <u>7</u>	Neutral: <u>1</u>
Petition Signatures Received:	Support: <u>0</u>	Oppose: <u>0</u>	Neutral: <u>0</u>
Other Responses:	Support: <u>0</u>	Oppose: <u>8</u>	Neutral: <u>19</u>

All responses for Items 1A-E are reported together due to the interrelated nature of the topic.

RESULTS:

The Commission recommended the item for approval as shown in Exhibit A. Commissioner Lisle recused himself due to a conflict of interest.

To view the hearing, please click on the provided link:

<https://planotx.new.swagit.com/videos/269726?ts=956>

MK/kob

cc: Eric Hill, Assistant Director of Planning
Christina Sebastian, Land Records Planning Manager
Caleb Thornhill, Director of Engineering
Brian Shewski, Transportation Manager
Melissa Kleineck, Lead Planner
Justin Cozart, Sr. GIS Technician
Jeanna Scott, Building Inspections Manager
Dorothy Alatorre, Sr. Administrative Assistant - Neighborhood Services

AGENDA ITEM NO. 1C

PUBLIC HEARING: Zoning Case 2023-002

PETITIONER: City of Plano

DESCRIPTION: Request to amend various sections of the Zoning Ordinance to align with the Street Design Standards. Tabled on July 17, 2023. Project #ZC2023-002.

SUMMARY:

The purpose of this request is to amend the Zoning Ordinance to align with the proposed updates to the Thoroughfare Standards Rules and Regulations, to be retitled the Street Design Standards. This removes changes to the These amendments are in conformance with the Comprehensive Plan and will ensure consistency between the Zoning Ordinance and the Street Design Standards, Comprehensive Plan, and Subdivision Ordinance. For these reasons, staff recommends approval.

STAFF PRELIMINARY REPORT - INTRODUCTORY REMARKS

BACKGROUND:

The City of Plano is updating the [Thoroughfare Standards Rules and Regulations](#) (now called Street Design Standards). The Thoroughfare Standards are used in conjunction with the Comprehensive Plan, Subdivision Ordinance, and Zoning Ordinance to regulate the design and location of city streets, sidewalks, alleys, and other roadway improvements. As part of this update, additional ordinances, including the Zoning Ordinance, need to be amended to align with the new Street Design Standards. This request is a companion item to Agenda Item No. 1A, to adopt the Street Design Standards and should be considered contingent upon all approval of all related agenda items. The ordinances work together to direct and regulate development and changes are inconsistent if one is approved without the others.

The Planning & Zoning Commission (Commission) [called a public hearing](#) on March 1, 2023, to consider amending the Zoning Ordinance to align with the proposed changes to the Thoroughfare Standards Rules and Regulations.

Separately, a previous zoning case, Zoning Case 2020-014, was a proposed Zoning Ordinance amendment related to the design standards for the Downtown Business/Government (BG) and Urban Mixed-Use (UMU) zoning districts. The amendment was placed on a City Council agenda in November 2020, at which time it was remanded to the Commission based on lingering concerns from stakeholders in the BG district which developed more fully after the Commission's original consideration of and vote on the issue. The Commission further discussed the case on [October 3, 2022](#), in regard to the interrelationship between the case and the Thoroughfare Standards Update. The Commission directed staff to withdraw Zoning Case 2020-014 and to combine the proposed changes with the Zoning Ordinance changes related to Downtown street design standards in the Thoroughfare Standards update. On [November 7, 2022](#), the Commission withdrew Zoning Case 2020-014.

REMARKS:

The Zoning Ordinance primarily regulates uses, buildings, and structures in the city. It is typically uncommon for zoning regulations to include provisions for street design. However, the current Thoroughfare Standards Rules and Regulations (Thoroughfare Standards) do not include design standards or specifications for street features that are common to recent development trends, notably pedestrian-friendly street design. Instead, to accomplish this type of design, the city has largely relied upon mixed-use (through Downtown Business/Government (BG), Urban Mixed-Use (UMU), Neighborhood Business Design (NBD), and Residential Community Design (RCD) zoning) or Planned Development zoning to establish street standards consistent with newer development forms. Additionally, the Zoning Ordinance does not address the technical nuances of street design that the Thoroughfare Standards does, which has resulted in inconsistencies in design among various developments, which limits code enforcement and infrastructure maintenance efficiency.

Summary of Proposed Changes

The following is a brief explanation of the recommended proposed updates to the Zoning Ordinance to align with the Street Design Standards. The proposed changes are included as Exhibit A and a [clean version of the text is available online](#).

1. Regulations Moved to Street Design Standards – A significant number of streetscape requirements are proposed to be moved out of the Zoning Ordinance to the Street Design Standards to consolidate all street design requirements in a single document. This includes the RCD, UMU, BG, and NBD districts standards, as applicable, proposed to primarily be moved into Section 4 (Downtown Streets) of the Street Design Standards for the following topics:
 - a. Street types/definitions,
 - b. Sidewalks,
 - c. On-street parking,
 - d. Bike lanes, and
 - e. Curb bulb-outs.

As an example, the standards for Major Median Divided Street, Major Street, and Minor Street in the UMU, RCD, and NBD districts have become the typical cross-section for Type D, F, and G streets in the Mixed-Use Context of the Street Design Standards.

2. Regulations Moved to Subdivision Ordinance – Some standards for the RCD, UMU, BG, and NBD districts, such as block length, maximum block size, and street design are proposed to move to the Subdivision Ordinance, to better organize this text.
3. Downtown Business/Government Shy Zones – As outlined in Agenda Item 1A, the new Downtown Streets section and inset of the Thoroughfare Plan Map are proposed to provide a tailored approach to street design in the Downtown area and establish consistent standards for both new and existing streets within the plan boundary. To build off of this, a shy zone is proposed for the Downtown Business/Government (BG) zoning district, which is an area, generally up to several feet, located between the edge of the planned right-of-way (or appropriate easement) and the front of the building where fully enclosed floor area may not encroach. This approach was discussed by the Commission at the October 3, 2022, meeting.

Shy Zones would allow the use of design elements such as patios, balconies, awnings, stoops, outdoor seating, landscaping, ornamental trees, planter boxes, sidewalks, and other architectural encroachments that do not include enclosed floor area. This creates a semi-public, transitional space between the sidewalk and the front building plane to improve the streetscape and visual interest along the street. This approach, in combination with the Downtown Streets section of the Street Design Standards and Thoroughfare Plan Map, will more practically and effectively maintain the separation between the back of curb and the front of the building that is required under existing zoning standards and create a more uniform setback along Downtown blocks (see Figures 1 and 2). Shy zones vary by street classification, per the table provided.

Street Classification	Shy Zone
Downtown Couplet	4 feet
Gateway Corridors	4 feet
Mixed-Use Local Streets	3 feet
Residential Local Streets	10 feet
Mews Streets and Special Streets	3 feet
Unspecified Streets	4 feet

To provide flexibility for existing buildings, nonconforming buildings can be reconstructed to their original setback within five years of demolition.



Figure 1: Areas highlighted in yellow represent features located within the shy zone

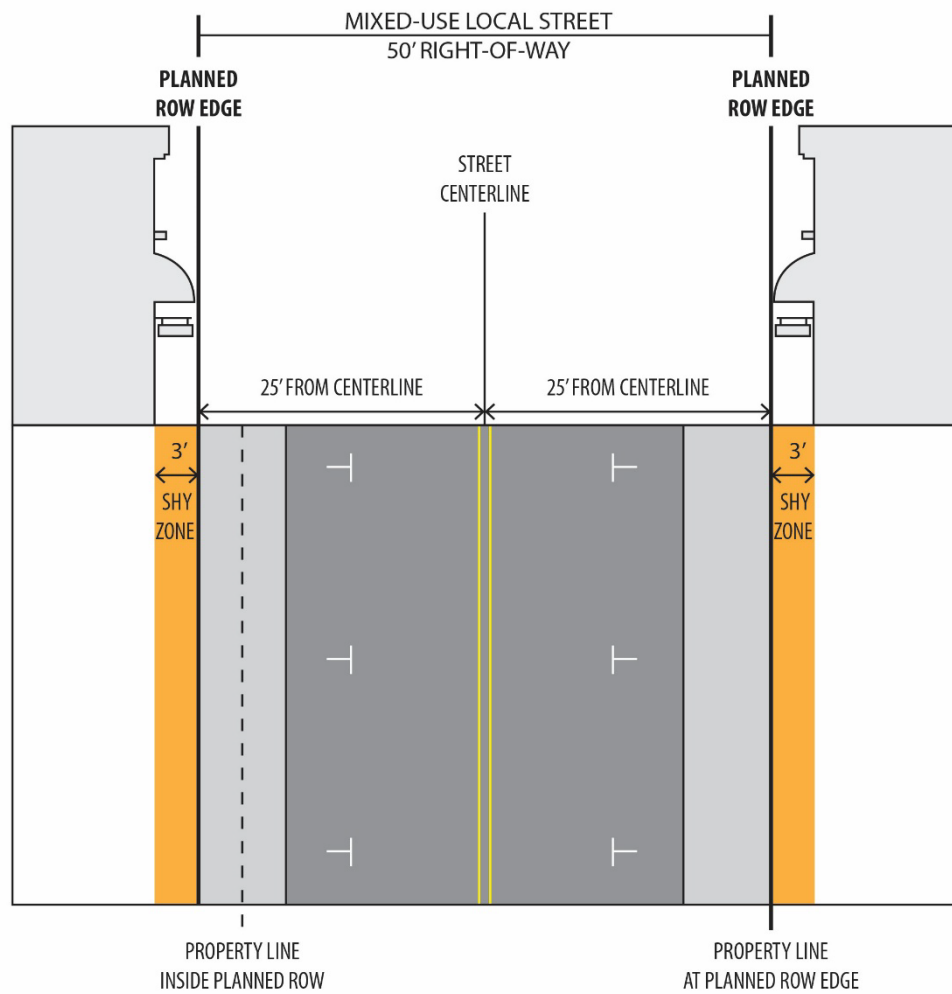


Figure 2: Shy Zone Example

4. **Urban Mixed-use Setbacks** – The UMU setbacks are proposed to be measured from the property line instead of the curb to help clarify setback measurements for both staff and applicants. The new UMU setbacks are complementary to the proposed Mixed-Use Street types within the Street Design Standards, which may require on-street parking, street trees, and wide sidewalks. The

setback is flexible but requires the building to be placed in proximity to the property line so the building creates a defined edge and engaged the public realm.

5. **Traffic Studies** – The Traffic Impact Analysis (TIA) requirements are proposed to be removed and replaced with a Traffic Studies article. This article will reference the tiered approach to traffic analysis based on the number of peak hours or total daily trips generated by the development. A Traffic Generation Report will be required for all zoning change requests, including Planned Developments and Specific Use Permits, and development plans, including Concept Plans, Development Plans, and Preliminary Site Plans. Technical portions of the TIA content and methodology will be located in the new Street Design Standards.
6. A number of minor changes are proposed to reflect the correct names for documents.

STAFF PRELIMINARY REPORT - CONFORMANCE TO THE COMPREHENSIVE PLAN

The proposed request has been reviewed for conformance with the 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 Commission is encouraged to review the full list of Guiding Principles and judge zoning requests through the lens of all principles.

Land Use Action 1 (LU1) – *Review and evaluate the Zoning Ordinance and make appropriate amendments based on guidance from the Comprehensive Plan.*

This proposed amendment will align the Zoning Ordinance with the Street Design Standards to support the development goals in the Comprehensive Plan. This request is in conformance with this action statement.

Roadway System Action 4 (RS4) – *Review and update roadway standards to efficiently and safely accommodate all modes of transportation.*

This proposed amendment will update street standards to accommodate new forms of development and consolidate the standards into one location for ease of use. This request is in conformance with this action statement.

Roadway System Action 8 (RS8) – *Review and update the Traffic Impact Assessment (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.*

This proposed amendment will update the TIA requirements to better align the current trip generation threshold to current development and redevelopment needs, and to clarify the process for TIA submittal. This request is in conformance with this action statement.

STAFF PRELIMINARY REPORT - RECOMMENDATION

SUMMARY:

The purpose of this request is to amend the Zoning Ordinance to align with the proposed updates to the Thoroughfare Standards Rules and Regulations, to be retitled the Street Design Standards. These amendments are in conformance with the Comprehensive Plan and will ensure consistency between the Zoning Ordinance and the Street Design Standards, Comprehensive Plan, and Subdivision Ordinance. For these reasons, staff recommends approval.

RECOMMENDATION:

Recommended for approval as shown in Exhibit A (additions are indicated in underlined text; deletions are indicated in ~~striketrough~~ text).

Exhibit A

Zoning Case 2023-002 Draft Standards

Additions are indicated in underlined text; deletions are indicated in ~~strikethrough~~ text; Changes related to ZC2023-012 to be considered by City Council on 8/28/23 are indicated in orange text.

Amend Section 1.900 (Design Standards and Specifications) of Article 1 (Legal Framework), such section to read in its entirety as follows:

1.900 Design Standards and Specifications

.1 The following design standards and specifications, as amended, are incorporated by referenced into this ordinance:

~~Design Standards and Specifications~~

- ~~1. Comprehensive Plan Design Studies Element~~
- ~~2. Douglass Area Study~~
- ~~3. Downtown Development Plan~~
- A** 4. Downtown Heritage Resource District Design Standards
- ~~5. Engineering Construction Standards~~
- ~~6. Erosion and Sediment Control Manual~~
- ~~7. Façade Plan Review Checklist per Article 23.~~
- B** 8. Fire Code
- C** 9. Flood Damage Prevention provisions in the city's Code of Ordinances (Chapter 16, Article VIII)
- D** 10. Haggard Park Heritage Resource District Design Standards
- E** 11. Heritage Preservation Ordinance
- ~~12. Landscaping Plan Review Checklists per Article 17.~~
- ~~13. Manual for the Design of Water & Sanitary Sewer Lines~~
- ~~14. Multifamily Design Guidelines~~
- ~~15. NCTCOG Standard Specifications for Public Works Construction with City of Plano Special Provisions~~
- F** 16. Retail Corner Design Guidelines
- G** 17. Right-of Way Ordinance
- ~~17. Site Design Standards for Solid Waste Containers~~
- ~~18. Site Plan Review Checklists per Article 3~~
- H** 19. Spring Creekwalk Master Development Plan
- ~~20. Standard Construction Details~~
- I** 21. Storm Drainage Stormwater Design Manual
- ~~22. Stormwater Quality Requirements~~
- J** 22. Street Design Standards
- K** 23. Subdivision Ordinance
- ~~24. Thoroughfare Standards, Rules & Regulations~~

.2 The following design standards and specifications, as amended, are incorporated by reference into this ordinance:

- A.** Engineering Construction Standards, as defined in the Subdivision Ordinance
- B.** Erosion and Sediment Control Manual
- C.** Façade Plan Review Checklist
- D.** Landscaping Plan Review Checklist per Article 17

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- E.** NCTCOG Standard Specifications for Public Works Construction with City of Plano Special Provisions
- F.** Site Design Standards for Solid Waste Containers
- G.** Site Plan Review Checklists per Article 3
- H.** Standard Construction Details
- I.** Standard Park and Trail Construction Details
- J.** Stormwater Quality Requirements
- K.** Water and Wastewater Design Manual

Amend Part C (Standards of Approval) of Subsection 3.300.3 (Application Procedure and Requirements) of Section 3.200 (Concept Plan) of Article 3 (Site Plan Review), such part to read in its entirety as follows:

C. Standards of Approval

The Planning & Zoning Commission (and City Council if the plan is associated with establishment of a planned development district) may approve, conditionally approve, table, or deny a concept plan based on the plan's: (See also Sec. 12.300)

- i. Compliance with the Comprehensive Plan and adopted design studies.
- ii. Compliance with the Zoning Ordinance and other applicable development regulations.
- iii.** Compliance with the recommended mitigation of a traffic study as deemed acceptable by the Director of Engineering.
- iv.** ~~iii.~~ Impact on the site's natural resources and effect on adjacent area, property, and land use.

Amend Part C (Standards of Approval) of Subsection 3.300.3 (Application Procedure and Requirements) of Section 3.300 (Preliminary Site Plan) of Article 3 (Site Plan Review), such part to read in its entirety as follows:

C. Standards of Approval

The Planning & Zoning Commission may approve, conditionally approve, table, or deny a preliminary site plan based on: (See 3.900.)

- i. Conformance with the Comprehensive Plan and adopted design guidelines.
- ii. Compliance with the Zoning Ordinance and other applicable regulations and previously approved, valid plans for the property.
- iii. Compliance with previously approved, valid site-specific stormwater quality plan.
- iv.** Compliance with the recommended mitigation of a traffic study as deemed acceptable by the Director of Engineering.
- v.** ~~iv.~~ Impact on the site's natural resources and effect on adjacent ~~and~~ area, property, and land use.

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- vi** ~~v.~~ Safety and efficiency of vehicular and pedestrian circulation, traffic control, and congestion mitigation.
- vii** ~~vi.~~ Safety and convenience of off-street parking and loading facilities.
- viii** ~~vii.~~ Access for firefighting and emergency equipment to buildings.
- ix** ~~viii.~~ Use of landscaping and screening to shield lights, noise, movement, or activities from adjacent properties and to complement the design and location of buildings and parking.
- x** ~~ix.~~ The location, size, and configuration of open space areas to ensure that such areas are suitable for intended recreation and conservation uses

Amend Subpart C.iv of Part C (Additional Requirements) of Subsection 3.400.3 (Application Procedure and Requirements) of Section 3.400 (Site Plan) of Article 3 (Site Plan Review), such subpart to read in its entirety as follows:

- iv. ~~Traffic Impact Analysis~~ Traffic Study;

Amend Part D (Standards of Approval) of Subsection 3.400.3 (Application Procedure and Requirements) of Section 3.300 (Preliminary Site Plan) of Article 3 (Site Plan Review), such part to read in its entirety as follows:

D. Standards of Approval

Where application for site plan approval is made for development defined on an approved, valid preliminary site plan, the Director of Planning may approve, conditionally approve, or deny the application based upon the criteria listed below. The applicant may appeal the decision of the Director of Planning to the Planning & Zoning Commission by filing a Notice of Appeal within 10 days following the date the Director of Planning notifies the applicant of his action. The Planning & Zoning Commission shall consider all applications for site plan approval for development not requiring a preliminary site plan, or the proposed site plan constitutes a major amendment to an approved, valid preliminary site plan. The Planning & Zoning Commission may approve, conditionally approve, table, or deny a site plan based upon the criteria listed below:

- i. Conformance with the Comprehensive Plan and adopted design guidelines.
- ii. Compliance with the Zoning Ordinance and other applicable regulations and previously approved, valid plans for the property.
- iii. Compliance with previously approved, valid site-specific stormwater quality plan.
- iv. Compliance with the recommended mitigation of a traffic study as deemed acceptable by the Director of Engineering.

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- v** ~~iv~~. The design and location of off-street parking and loading facilities to ensure that all such spaces are usable and are safely and conveniently arranged.
- vi** ~~v~~. The width, grade, and location of streets designed to accommodate prospective traffic and to provide access for firefighting and emergency equipment to buildings.
- vii** ~~vi~~. The use of landscaping and screening:
 - a**. To provide adequate buffers to shield lights, noise, movement, or activities from adjacent properties when necessary.
 - b**. To complement the design and location of buildings and be integrated into the overall site design.
- viii** ~~vii~~. The location, size, and configuration of open space areas to ensure that such areas are suitable for intended recreation and conservation uses.
- ix** ~~viii~~. Protection and conservation of soils from erosion by wind or water or from excavation or grading.
- x** ~~ix~~. Protection and conservation of water courses and areas subject to flooding.
- xi** ~~x~~. The adequacy of streets, water, drainage, sewerage facilities, garbage disposal, and other utilities necessary for essential services to residents and occupants.

Amend Part C (Standards of Approval) of Subsection 3.500.3 (Application Procedure and Requirements) of Section 3.500 (Adopted Development Plan) of Article 3 (Site Plan Review), such part to read in its entirety as follows:

C. Standards of Approval

The Planning & Zoning Commission and City Council may approve, conditionally approve, table, or deny an adopted development plan based on:

- i**. Conformance with the Comprehensive Plan and adopted design guidelines.
- ii**. Compliance with the Zoning Ordinance and other applicable regulations and previously approved, valid plans for the property.
- iii**. Compliance with previously approved, valid site-specific stormwater quality plan.
- iv**. Compliance with the recommended mitigation of a traffic study as deemed acceptable by the Director of Engineering.
- v** ~~iv~~. Impact on the site's natural resources and effect on adjacent ~~and~~ area property and land use.

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- vi** ~~v.~~ Safety and efficiency of vehicular and pedestrian circulation, traffic control, and congestion mitigation.
- vii** ~~vi.~~ Safety and convenience of off-street parking and loading facilities.
- viii** ~~vii.~~ Access for firefighting and emergency equipment to buildings.
- ix** ~~viii.~~ Use of landscaping and screening to shield lights, noise, movement, or activities from adjacent properties and to complement the design and location of buildings and parking.
- x** ~~ix.~~ The location, size, and configuration of open space areas to ensure that such areas are suitable for intended recreation and conservation uses.

Amend Section 3.900 (Appeals) of Article 3 (Site Plan Review), such section to read in its entirety as follows:

3.900 Appeals

- .1** The decision of the Planning & Zoning Commission to approve or deny a concept plan, preliminary site plan, and site plan shall be final and binding unless an appeal of the decision is made to the City Council. The applicant, Director of Planning, or 2 members of City Council may appeal the decision of the Commission with regard to a plan by filing a Notice of Appeal in the office of the Director of Planning, no later than 10 days after the date on which the Commission notifies the applicant of its decision. Such notification may take place by means of an oral ruling by the Commission at a public meeting. Written notice of any appeal shall be sent to the property owner. The Notice of Appeal shall set forth in clear and concise fashion the basis for the appeal. The City Council shall consider the appeal at a public meeting no later than 45 days after the date on which the Notice of Appeal is filed. The City Council may affirm, modify, or reverse the decision of the Commission and may, where appropriate, remand the plan to the Commission for further proceedings consistent with City Council's decision.
- .2** If an applicant seeks to challenge the nexus or proportionality of a mitigation required by adopted codes and ordinances, the applicant shall follow the procedure to seek relief by the Waivers from Development Exactions procedure listed in the Subdivision Ordinance.

Amend Subsection 9.1700.11 (Streets and Sidewalks) of Section 9.1700 (RCD, Residential Community Design District) of Article 9 (Residential Districts), such portions of subsection to read in its entirety as follows:

.11 Streets and Sidewalks

- A.** All streets within an RCD district must be dedicated as public streets, or if the city does not accept the dedication of some or all as public streets, the streets that have not been dedicated as public streets must be platted as private streets. All streets are to be open for public use and may not be gated or have restricted access, except as may be permitted for special events. All streets must be located in a private street lot or in public right-of-way. The width of a street lot or right-of-

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way is established on ~~determined by~~ the adopted development plan consistent with the Street Design Standards. ~~A private street lot or public right-of-way may vary in width but must accommodate travel lanes, medians, sidewalks, utilities, street furniture and fixtures, and landscaping of public or common ownership. Easements may be required within the street lot for utilities and emergency access.~~

~~B. Street Design~~

~~An RCD district site must be organized into blocks created by a connected grid of streets. A variety of street types and block sizes may be incorporated to create the grid, including diagonal, off set, and angled streets. Cul-de-sacs and curvilinear streets are prohibited, except where needed to account for major natural features.~~

~~C. Block Size~~

~~The maximum block size is three acres, except as required for public parks or school use.~~

~~D. Block Length~~

~~The maximum block length is 600 feet, with a desired typical block length of 400 feet. The block length is the distance along a street face uninterrupted by an intersecting street, transit right-of-way, and/or public usable open space designated on the development plan, excluding intersections with mews streets.~~

~~E. Street Trees~~

~~A tree planting strip at least 5 feet in width is required on both sides of major and minor streets between the curb and sidewalk. Trees must be centered in the tree planting strip at the rate of one tree per 40 linear feet of street frontage.~~

~~B. F. Sidewalks~~

~~Sidewalks are required on both sides of all major and minor streets. Trees, landscaping, outdoor dining areas, bicycle racks, and street furniture may be placed on or within a sidewalk, but a minimum clearance width equal to the minimum sidewalk width must be maintained. Awnings, canopies, and other detachable fixtures may extend into the private street lot or public right-of-way, in accordance with the Right-of-Way Management Regulations. All public sidewalks to be maintained by the governance association must be located in a private street lot or public right-of-way.~~

~~G. Street Types~~

~~All streets within an RCD district must be constructed in accordance with the following general street classifications:~~

Street Type	Travel Lanes	On-street Parking	Sidewalks
Type D or above thoroughfare	Per Thoroughfare Standards Rules & Regulations	Per Thoroughfare Standards Rules & Regulations	Minimum 12 feet in width
Type E or below thoroughfare	Per Thoroughfare Standards Rules & Regulations	Per Thoroughfare Standards Rules & Regulations	Minimum 7 feet in width

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Street Type	Travel Lanes	On-street Parking	Sidewalks
Major Street	Two 11-foot vehicle lanes	Parallel or diagonal parking and valet or drop-off lanes required	Minimum 12 feet in width
Minor Street	Two 11-foot vehicle lanes	Parallel parking and designated loading zones required.	Minimum 7 feet in width
Mews Street	Two 11-foot vehicle lanes plus 3 feet on each side of the street to accommodate utilities and services	7-foot driveway/setback lanes Additional easements may be needed to accommodate utilities.	If provided, minimum 5 feet in width, but none required
Paseo	Minimum overall width: 28 feet with minimum 40 percent landscaped area with 3 caliper inches of shade trees or 6 caliper inches of ornamental trees per 500 square feet of landscape area with a minimum tree size of 2-inch caliper. No vehicle lanes, except for emergency service access if built to fire lane standards.	Not permitted	Minimum 12-foot wide main sidewalk and minimum 4 foot wide pathways providing access to individual entrances of buildings on adjacent lots

H. ~~Paseo Requirements~~

- ~~i. All dwelling units abutting a paseo must face the paseo.~~
- ~~ii. No more than 33 percent of all dwelling units in an RCD development may directly front a paseo or public usable open space.~~

C. I. Landscape Edge

Except in a Mixed-Use context zone per the Thoroughfare Plan Map, when along Along Type D and above thoroughfares, a 20-foot landscape edge is required. Within the landscape edge, 6 caliper inches of shade trees or 12 caliper inches of ornamental trees must be planted per 500 square feet of landscape edge with a minimum tree size of 2-inch caliper. The number of required trees must be calculated solely on the area of the required landscape edge.

J. ~~Bike Lanes~~

~~Bike lanes must have a rideable surface at least 5 feet in width. A solid white lane line, bicycle lane word and/or symbol, and arrow markings that meet the Texas Manual on Uniform Traffic Control Devices requirements must be used to define the bike lane. A minimum 2-foot separation between the bike lane and any parallel vehicle lane is required. On major streets, a physical barrier between the bike lane and any parallel vehicle lane is required and must meet the Federal Highway Administration Separated Bike Lane Planning and Design Guide standards. Where~~

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~~possible, bike lanes must connect to existing or planned trails or bikeways located in or adjacent to the RCD district.~~

D. ~~K.~~ Connectivity

Connections must be made to provide direct pedestrian and bicycle access from the RCD district to adjacent sidewalks, trails, parks, transit stops, and other connections where feasible. Pedestrian access must be provided by connection to any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the RCD district. In order to provide efficient pedestrian connections to adjacent properties, the city may require additional sidewalks, walkways, or trails not associated with a street.

~~L.~~ ~~Curb Bulb Outs~~

~~Curb bulb outs are required at all intersections and defined mid-block crossing points on all street types with dedicated on-street parking, except for Type D and above thoroughfares. Curb bulb out areas may not be used to satisfy the required street tree planting strip.~~

Amend Part F of Subsection 9.1700.12 (Parking Requirements) of Section 9.1700 (RCD, Residential Community Design District) of Article 9 (Residential Districts), such part to read in its entirety as follows:

- F. For residential lots fronting a Type F or G thoroughfare ~~major or minor street~~, visitor parking demand is to be served by the required on-street parking spaces. For residential lots fronting directly on public usable open space or a paseo, 0.25 off-street parking spaces per dwelling unit must be provided within 300 feet of each lot.

Amend Part C of Subsection 9.1700.14 (Building Placement and Design) of Section 9.1700 (RCD, Residential Community Design District) of Article 9 (Residential Districts), such part to read as follows:

- C. ~~Lots must be oriented so that b~~ Buildings must be oriented to directly front on a designated street, public usable open space, or shared court.

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Amend a portion of Subsection 10.700.3 (Area, Yard, and Bulk Requirements) of Section 10.700 (UMU, Urban Mixed-Use District) of Article 10 (Nonresidential Districts), such portion of subsection to read as follows:

Description	Commercial and Multifamily	Single-Family Attached
Front Yard Setbacks	75% of the building face shall be within <u>25 15</u> feet of the <u>property line street</u> curb . If easements are present or public open space, patio dining, plaza or other public amenity is provided, 75% of the building face shall be built to the easement line, open space, or public amenity. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed between the building face and a public street of Type D or above	75% of the building face shall be within <u>25 10</u> feet of the <u>property line street</u> curb . If easements are present, 75% of the building face shall be built to the easement line.

Amend Subsection 10.700.4 (Definitions) of Section 10.700 (UMU, Urban Mixed-Use District) of Article 10 (Nonresidential Districts), to delete the Block and Block Length definitions.

Amend Subsection 10.700.10 (Streets and Sidewalks) of Section 10.700 (UMU, Urban Mixed-Use District) of Article 10 (Nonresidential Districts), such subsection to read as follows:

.10 Streets and Sidewalks

- A. All streets within a UMU district must be platted as private streets, unless the city agrees to accept dedication of some or all as public streets. All streets are to be open for public use and may not be gated or have restricted access, except as may be permitted for special events. All streets must be located in a private street lot or in public right-of-way. The width of a street lot or right-of-way is established on ~~shall be determined by~~ the adopted development plan consistent with the Street Design Standards. ~~A private street lot or public right-of-way may vary in width but must be sufficient to accommodate travel lanes, medians, sidewalks, utilities, street furniture and fixtures, and landscaping of public or common ownership. Easements may be required within the street lot for utilities and emergency access.~~
- B. ~~All streets within a UMU district shall be constructed in accordance with the following general street classifications:~~
 - ~~i. Major Median Divided (four 11-foot travel lanes) Only permitted if a Type D or larger thoroughfare is required by the city's Thoroughfare Plan.~~
 - ~~ii. Major Street (two 11-foot travel lanes with parallel or diagonal parking and valet or drop-off lanes)~~

Additions are indicated in underlined text; deletions are indicated in ~~strikethrough~~ text; Changes related to ZC2023-012 to be considered by City Council on 8/28/23 are indicated in orange text.

~~iii. Minor Street (two 11-foot travel lanes with parallel parking and designated loading zones)~~

~~iv. Mews Street (for single family residence attached development only) (two 11-foot travel lanes with three feet on each side to accommodate utilities and services). Parking may be provided on mews streets but is not required.~~

~~v. Alley/Service Drive (two 12-foot travel lanes with no parking). May also be a fire lane~~

C. Street Design

~~A UMU district shall be organized into blocks created by a grid of streets. A variety of street types and block sizes may be incorporated to create the grid, including diagonal, off set, and angled streets. Cul-de-sacs and curvilinear streets are prohibited.~~

D. Block Size

~~The maximum block size is three acres, except as required for public parks, hospital, or school use.~~

E. Block Length

~~The maximum block length is 600 feet, except as may be required for park, hospital, or school use.~~

B. F. Required Main Street

All UMU districts shall have a main street, designated on the development plan, which serves as the core of the district. It shall be a Mixed-Use Type F thoroughfare ~~major street~~ with buildings of a minimum of two stories fronting onto the main street. No parking garages or surface parking lots shall directly abut the main street. A minimum 600 foot to 1,200 foot section of the street shall be the activity center of the district core. A minimum of 75% of the gross linear footage of the first floor along the activity center shall consist of retail, restaurant, entertainment, and other active uses. The maximum width of storefronts in this area shall be limited to 100 feet. The perimeter of a superstore, food/grocery store, or regional theater must be lined with individual store fronts meeting this maximum width requirement. The specific development plan must define the main street. It shall also designate the location of at least 60% of the gross floor area along the main street for primary and secondary uses.

G. Street Trees

~~Street trees are required at the rate of one tree per 40 linear feet of major and minor street frontage. Adjacent to retail uses, street trees are required at the rate of one tree per 100 feet of major and minor street frontage. Trees shall be placed in planting beds or tree grates within five feet of the back of the street curb.~~

C. H. Sidewalks and Right-of-Way

~~Sidewalks shall be provided on both sides of all major and minor streets as required below. A clear pedestrian path of seven feet in width shall be maintained on all minor streets and 12 feet in width on all major streets. Trees, landscaping, outdoor dining areas, bicycle racks, and street furniture may be placed within the~~

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~~sidewalk but may not reduce the clear path width.~~ Awnings, canopies, and other detachable fixtures may extend into the street lot or public right-of-way. All ~~public sidewalks~~ and common areas to be maintained by the governance association shall be located in a street lot or public right-of-way. All other areas are to be on a building lot. Walkways, other than public sidewalks, may be permitted to access open space, amenities, and services. All walkways are to be open to the public unless designated as private.

- D.** Street types and cross-sections should use the Mixed-Use Local Street type in the Downtown Streets Plan of the Street Design Standards.

Amend Subsection 10.700.12 (Parking Requirements) of Section 10.700 (UMU, Urban Mixed-Use District) of Article 10 (Nonresidential Districts), such portion of subsection to read as follows:

.12 Parking Requirements

...

- ~~**C.** On street parking is required on all major and minor streets except in locations designated for loading, services, and pedestrian crossings.~~
- C.** ~~D.~~ All surface parking lots with 100 or more spaces must be designed as future development sites. They must be located on the outside edge of the development. No surface parking lot may contain more than 300 spaces.
- D.** ~~E.~~ A minimum five-foot landscape edge shall be provided between all surface parking lots and major and minor streets. Within this landscape edge, ten shrubs (five gallon minimum) shall be planted per 500 square feet. The landscape edge along major median divided streets shall comply with the requirements of Section 3.1200 (Landscaping Requirements) or the overlay districts contained in Article 4 (Special District Regulations) if applicable.
- E.** ~~F.~~ Private garages may be located (tucked) directly under and assigned to an individual residential unit.
- F.** ~~G.~~ Podium parking or grade level parking may be located under a horizontal structural concrete or steel structure separating the parking level from uses located on the podium.
- G.** ~~H.~~ One full level of a multi-level parking structure at or below grade must be open for general public parking. No parking structure serving primarily residential use shall serve more than two residential buildings. A residential parking garage must directly connect to at least one residential building and each level of the garage must be directly accessible from the residential building.

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Amend Part A of Subsection 10.700.13 (Building Placement and Design) of Section 10.700 (UMU, Urban Mixed-Use District) of Article 10 (Nonresidential Districts), such part to read in its entirety as follows:

- A. ~~Buildings in a UMU district must be designed and oriented to~~ To reinforce the street grid, the distance from building face to building face shall not exceed 100 feet on Type F thoroughfares ~~major streets~~, unless separated by usable open space.

Amend Subsection 10.800.3 (Area, Yard, and Bulk Requirements) of Section 10.800 (BG, Downtown Business/Government District) of Article 10 (Nonresidential Districts), such portions of subsection to read as follows:

Description	Commercial and Multifamily Requirement	Single-Family Attached Requirement
Front Yard Setbacks (except as noted in Sec. 13.500.2 and Other Height/Setback Requirements below)	See Sec. <u>10.800.5A and 10.800.5B</u>	See Sec. <u>10.800.5A and 10.800.5B</u>
...		
Maximum Height	4 story (except as noted in Other Height/Setback Requirements below). Four stories of multifamily are permitted on a horizontal structural concrete podium above a single level at grade of structured parking, and/or nonresidential uses and/or flex space units (below-grade parking is excluded). Flex space units are defined as a ground floor unit that may be occupied by a residential use, a nonresidential use, or both. Flex space units must have an individual exterior entrance and a minimum floor-to-ceiling separation of 9 feet. A flex-space unit must be constructed to accommodate nonresidential uses and may not be modified to prevent nonresidential occupancy.	3 story, 50 feet

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Description	Commercial and Multifamily Requirement	Single-Family Attached Requirement
	<p>The maximum height for parking structures shall be 5 levels at or above grade. Parking structures shall be obscured from view of streets and/or public ways designated as <u>Downtown Couplet or Gateway Corridor on the Thoroughfare Plan Map</u> Type E or above on the city's Thoroughfare Plan, plus 15th Street by buildings of equal or greater height and/or special architectural and/or landscaping treatments approved in conjunction with a preliminary site plan or site plan.</p>	
...		
Other Height/Setback Requirements	<p>In addition to the front, side, and rear yard requirements noted above, the following minimum setbacks shall apply to all structures as measured from the district boundary line of the nearest single-family and two-family residential zoning districts:</p>	None, except as noted below.
	50 feet for 1 or 2 story	
	<p>200 feet for 3 or 4 story, except when separated by a <u>street and/or public way designated as Downtown Couplet or Gateway Corridor on the Thoroughfare Plan Map</u> Type E thoroughfare or larger as specified on the city's Thoroughfare Plan and/or a railroad or transit right-of-way. In such cases, the setback shall be 50 feet.</p>	

Amend Part B (Single-Family Attached Residence) of Subsection 10.800.4 (Parking Requirements) of Section 10.800 (BG, Downtown Business/Government District) of Article 10 (Nonresidential Districts), such part to read in its entirety as follows:

B. Single-Family Attached Residence

Two parking spaces shall be provided for each dwelling unit as noted in Sec. 10.800.5F ~~10.800.5H~~.

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Amend Subsection 10.800.5 (Special District Requirements) of Section 10.800 (BG, Downtown Business/Government District) of Article 10 (Nonresidential Districts), such subsection to read in its entirety as follows:

.5 Special District Requirements

A. ~~Definitions of Streets within the District~~

- ~~i. Major streets shall be defined as 15th Street, 14th Street, K Avenue, and Municipal Avenue.~~
- ~~ii. Minor streets shall be defined as all streets, other than the major streets, which are built with a standard curb, gutter, and sidewalks.~~
- ~~iii. Mews streets shall be defined as a service drive for automotive and pedestrian traffic with a central circulation lane a width of 24 feet or less which functions as a public street. No curbs or sidewalks are required within mews street right-of-way.~~

- ~~B. Front yard setbacks are measured from the outside of curb or outside of lane marking where there is no curb. Front yard setbacks are determined based on provided on-street parking and the type of street frontage as follows:~~

Setback	Designated on-street parking spaces are provided between the street and the building		No designated on-street parking spaces are provided between the street and the building	
	Minimum	Maximum	Minimum	Maximum
Mews Street	3	20	3	20
Minor Street	5	20	10	20
Major Street	10	20	15	20

A. Shy Zone Setbacks

The BG district utilizes a “Shy Zone” approach to front yard setbacks. The shy zone functions like a traditional setback, except that it allows for encroachments of certain architectural and site design elements that enhance the streetscape and provide visual interest to buildings. Shy zones are based on the planned right-of-ways in the Street Design Standards and Thoroughfare Plan Map, rather than property lines. Shy zones must conform to the following criteria:

- i. Shy zones shall be measured from the outside edge of the cross-sections listed in the Street Design Standards (See Figure 10-2). Shy zones vary by street type as follows:

<u>Street Classification</u>	<u>Shy Zone</u>
<u>Downtown Couplet</u>	<u>4 feet</u>
<u>Gateway Corridors</u>	<u>4 feet</u>
<u>Mixed-Use Local Streets</u>	<u>3 feet</u>
<u>Residential Local Streets</u>	<u>10 feet</u>

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<u>Street Classification</u>	<u>Shy Zone</u>
<u>Mews Streets and Special Streets</u>	<u>3 feet</u>
<u>Unspecified Streets</u>	<u>4 feet</u>

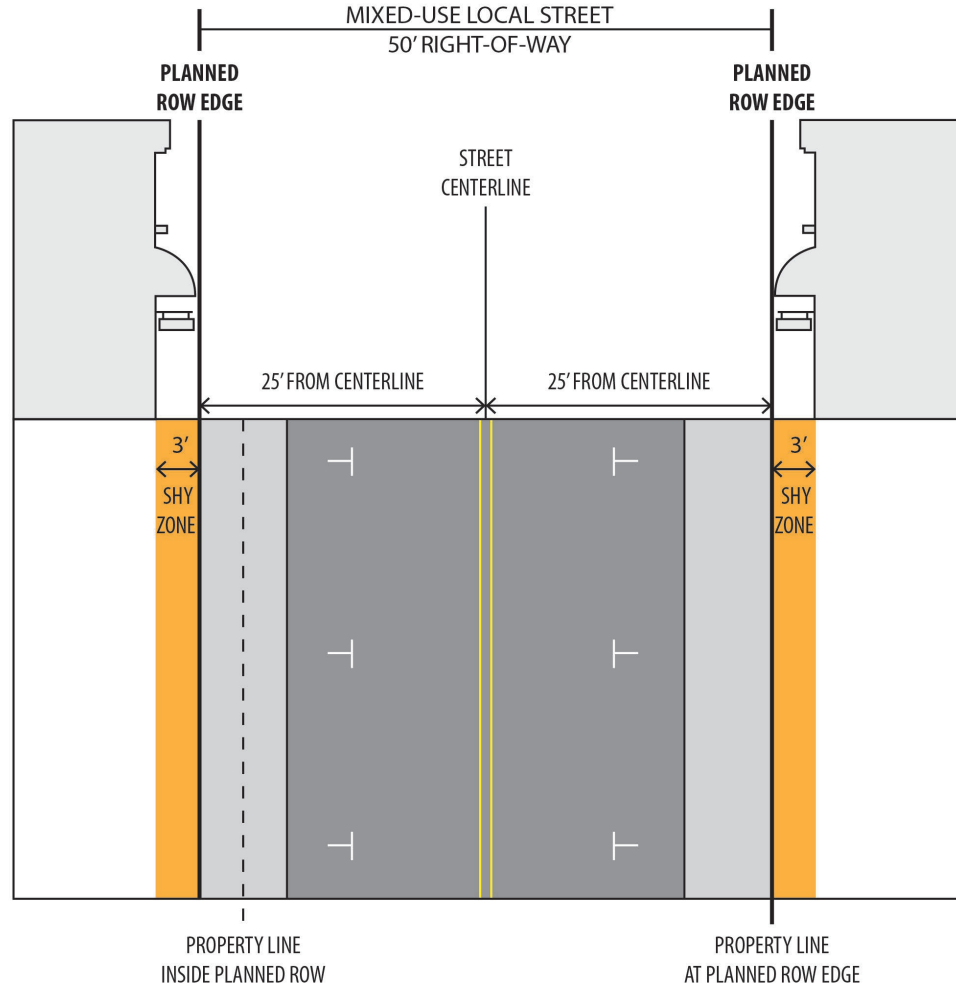


Figure 10-2: Shy Zone Example

- ii. Where the planned right-of-way varies from the standard cross-sections provided in the Street Design Standards due to the provision of angled parking; wider travel lanes, green zones, or sidewalks; fire land requirements; or other authorized variations, the shy zone shall be measured from the outside edge of planned right-of-way inclusive of such variations. See Figure 10-3.

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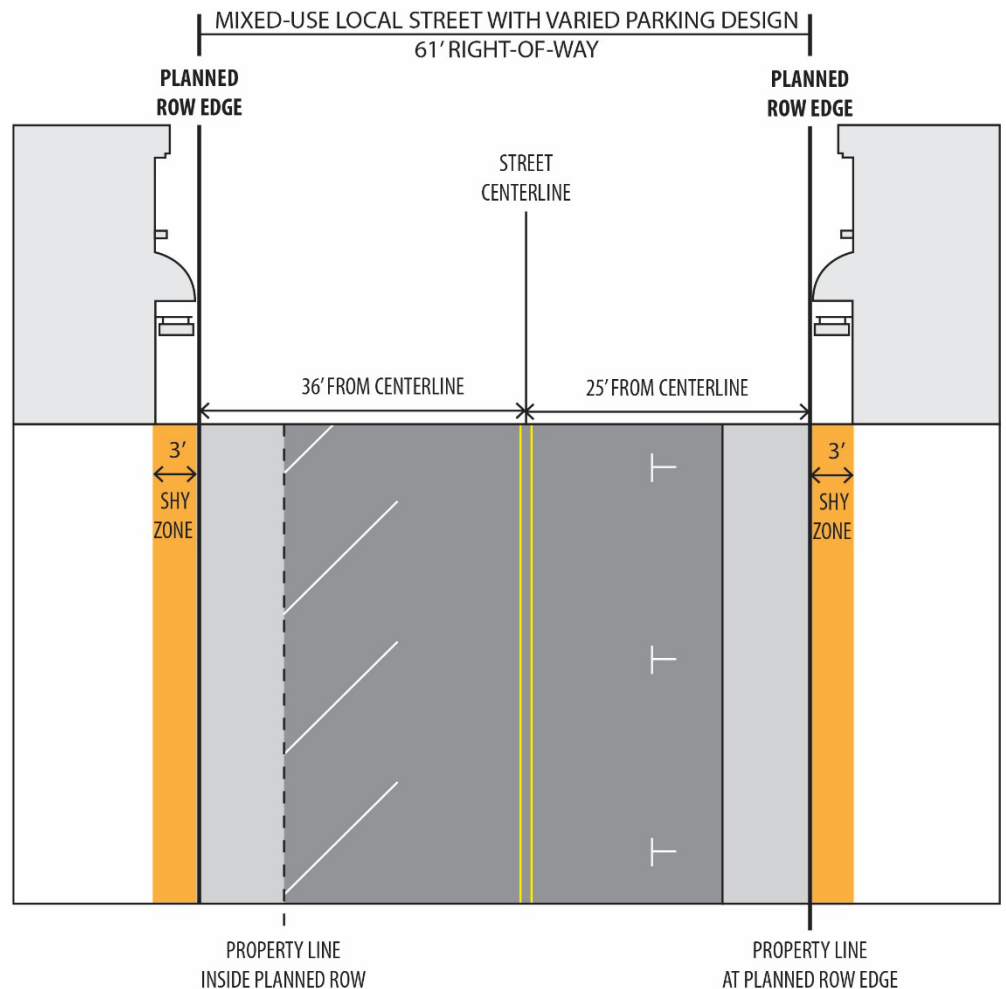


Figure 10-3: Shy Zone Example with Variations

- iii. At least two-thirds of the front façade of the building shall fall within 10 feet of the shy zone setback unless restricted by easements. Where easements are present, at least two-thirds of the front façade of the building shall be built to the easement line.
- iii. Architectural and site design features such as sidewalks, patios, porches, stoops, balconies, awnings, outdoor seating, foundation plantings, planter boxes, ornamental trees, signs, light fixtures, leader heads and downspouts, roof overhangs, and accessibility ramps may encroach within the shy zone.
- iv. For multifamily and nonresidential buildings, architectural design features used to provide building articulation may encroach up to one foot into the shy zone. These encroachments are limited to a total of no more than 50% of the front façade (where the shy zone is 3 feet, up to 1 foot is allowed in shy zone).
- v. Enclosed habitable floor area and parking spaces may not encroach within the shy zone (with the exception for the second floor and above, if the ground floor

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includes a minimum 7-foot sidewalk separated from the street by a colonnade along the entire block face).

vi. Utility connections are permitted in the shy zone where screened or camouflaged.

vii. On corner lots, shy zone requirements also apply to the side yard adjacent to a street.

B. ~~C.~~ A nonconforming building may be reconstructed to its original setback for any building reconstruction initiated within five years of demolition. Reconstruction projects which go dormant or are not completed are no longer qualified for this allowance if it does not exceed the maximum permitted setback.

~~D. A minimum of two-thirds of the front facade of the building shall fall within the minimum and maximum setback unless restricted by easements. Where easements are present, at least two-thirds of the front facade of the building shall be built to the easement line.~~

C. Street types and cross-sections should use the Mixed-Use Local Street type in the Downtown Streets Plan of the Street Design Standards.

D ~~E.~~ First Floor Use

No building, excluding parking structures, in the area bounded by 14th Street on the south, the DART right-of-way on the west, 16th Street on the north, and Municipal/L Avenue on the east, shall have more than 60% of its total linear frontage on major streets Downtown Couplet or Gateway Corridors, as defined on the Thoroughfare Plan Map, devoted to residential use.

~~F.~~ Extensions into Rights of Way or Access Easements

~~i. Outdoor seating areas may extend into rights of way or access easements of streets or public ways, if a minimum sidewalk clearance and/or distance to curb line of a street or public way of 5 feet is maintained.~~

~~ii. Canopies, balconies, stoops, bay windows, awnings, planting beds, and other building projections may extend into rights of way and/or easements of streets, public ways, and/or railroad or transit facilities if a minimum sidewalk clearance and/or distance to the curb line of 5 feet is maintained.~~

E. ~~G.~~ Special Regulations for Multifamily Residences

i. Minimum Floor Area per Dwelling Unit:

Unit Type	Minimum Floor Area
Efficiency	400 square feet
1 bedroom	475 square feet
2 bedroom	625 square feet
Each additional bedroom	150 square feet

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- ii. In buildings greater than 100 units, the following regulations apply:
 - a. A minimum of 20% of units must be 2 bedrooms or more; and
 - b. The average unit size will be a minimum of 700 square feet.
- iii. Minimum Density: 40 dwelling units per acre.
- iv. No more than 300 dwelling units may be located within any block bounded by streets, public ways, and/or railroad or transit rights-of-way.
- v. Usable open space requirements as specified in Sec. 13.800 shall not apply.
- vi. The above requirements shall also apply to situations where only one or 2 units are included in a building.

F. ~~H.~~ Special Regulations for Single-Family Attached Residences (townhouses)

- i. Each dwelling unit shall be on an individually-platted lot. No more than 50% of the lots within a development may abut a mews street as the only point of street frontage and access.
- ii. Maximum Density: 40 dwelling units per acre
- iii. Minimum Floor Area per Dwelling Unit: 800 square feet
- ~~iv. Street trees are required at the rate of one tree per 40 linear feet of major and minor street frontage. Trees shall be placed in planting beds or tree grates within 5 feet of the back of the street curb.~~
- ~~v. Sidewalks with a minimum unobstructed width of 5 feet shall be placed along major and minor street frontage. Sidewalks are in addition to and placed adjacent to street tree areas as described in the immediately preceding paragraph.~~
- ~~vi. Stoops and landscape areas adjacent to the building may extend a maximum distance of 5 feet into the area between the front facade of the building and the back of the street curb.~~
- iv. ~~vii.~~ Maximum Building Length: 200 feet
- v. ~~viii.~~ Buildings must be separated by a minimum distance of 10 feet.
- vi. ~~ix.~~ No usable open space areas are required.
- vii. ~~x.~~ Each dwelling unit shall have a garage with a minimum of 2 parking spaces. Garage entrances shall be allowed only from a mews street or alley. The distance from the garage to the travel lane of the alley or mews street shall be 5 or less feet in length or shall be 20 feet or greater in length. The elimination

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of the garage space, by enclosing the garage with a stationary wall, shall be prohibited.

- viii. ~~xi.~~ Fencing is allowed in the front yard setback up to 8 feet in height. Fencing is restricted to wrought iron, tubular steel, tubular aluminum, or masonry. Fencing must be 50% open in construction for each unit. Each unit with a fence in the front yard must have an operable gate that opens to the street.

Amend Subsection 10.1100.3 (Area, Yard, and Bulk Requirements) of Section 10.1100 (RC, Regional Commercial District) of Article 10 (Nonresidential Districts), such portion of subsection to read as follows:

Description	Requirement
Minimum Front Yard	50 feet except as specified in Sec. 13.500.2
From Type T or AA streets	50 feet
From all other streets	50 feet except as specified in Sec. 13.500.2

Amend Part E of Subsection 10.1100.6 (Special District Requirements) of Section 10.1100 (RC, Regional Commercial District) of Article 10 (Nonresidential Districts), such part to read in its entirety as follows:

- E. The special residential setback slope requirements described in Sec. 10.1100.3 are illustrated in Figure ~~10-4~~ 10-2 on page ~~10-46~~.

Amend Subsection 10.1200.3 (Area, Yard, and Bulk Requirements) of Section 10.1200 (RE, Regional Employment District) of Article 10 (Nonresidential Districts), such portion of subsection to read as follows:

Description	Requirement
Minimum Front Yard	50 feet, except as specified in Sec. 13.500.2
From Type T or AA streets	50 feet
From all other streets	50 feet, except as specified in Sec. 13.500.2

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Amend Part D of Subsection 10.1200.6 (Special District Requirements) of Section 10.1200 (RE, Regional Employment District) of Article 10 (Nonresidential Districts), such part to read in its entirety as follows:

D. The special residential setback slope requirements described in 10.1200.3 ~~10.1100.3~~ are illustrated in the following Figure 10-4 ~~10-2~~:

----- SETBACK

- 50' for height of 45' or less (as measured from right-of-way line)
- For buildings in excess of 45' in height-3 times the height minus 30' as measured from the residential district boundary line (centerline of street)
- Maximum height of 8 stories or 140' whichever is greater up to 1,000' from residential district boundary

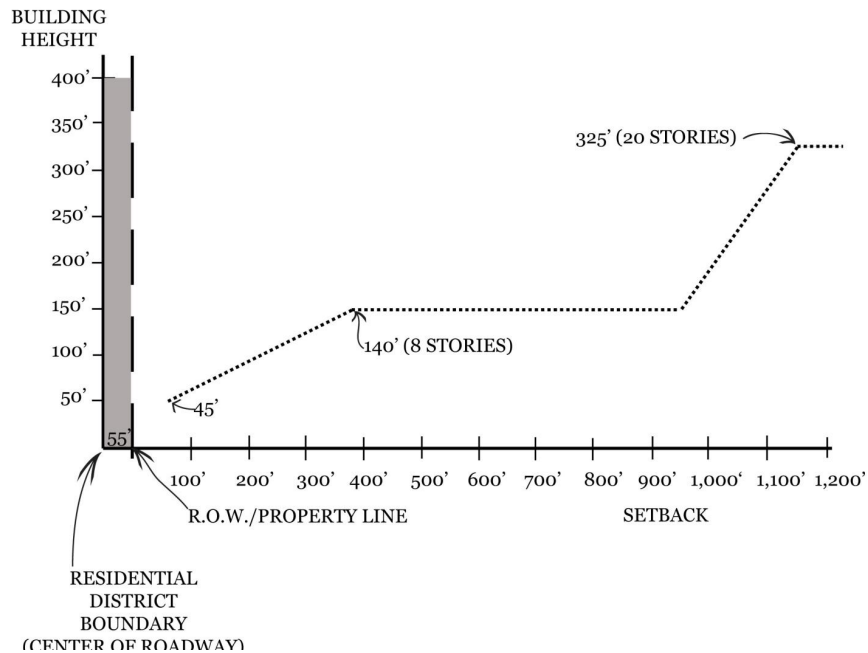


Figure 10-4 ~~10-2~~: Residential Setback Slope

Amend Subsection 10.1600.11 (Streets and Sidewalks) of Section 10.1600 (NBD, Neighborhood Business Design District) of Article 10 (Nonresidential Districts), such subsection to read in its entirety as follows:

.11 Streets and Sidewalks

A. All streets within an NBD district must be dedicated as public streets, or if the city does not accept the dedication of some or all as public streets, the streets that have not been dedicated as public streets must be platted as private streets. All streets are to be open for public use and may not be gated or have restricted access, except as may be permitted for special events. All streets must be located in a private street lot or in public right-of-way. The width of a street lot or right-of-

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way is established on ~~determined by~~ the adopted development plan consistent with the Street Design Standards. A private street lot or public right-of-way may vary in width but must accommodate travel lanes, medians, sidewalks, utilities, street furniture and fixtures, and landscaping of public or common ownership. Easements may be required within the street lot for utilities and emergency access.

~~B. Street Design~~

~~An NBD district site must be organized into blocks created by a connected grid of streets. A variety of street types and block sizes may be incorporated to create the grid, including diagonal, off set, and angled streets. Cul-de-sacs and curvilinear streets are prohibited, except where needed to account for major natural features.~~

~~C. Block Size~~

~~The maximum block size is three acres, except as required for public parks or school use.~~

~~D. Block Length~~

~~The maximum block length is 600 feet, with a desired typical block length of 400 feet. The block length is the distance along a street face uninterrupted by an intersecting street, transit right-of-way, and/or public usable open space designated on the development plan, excluding intersections with mews streets, alleys, and service drives.~~

~~E. Street Trees~~

~~A tree planting strip at least 5 feet in width is required on both sides of major and minor streets between the curb and sidewalk. Trees must be centered in the tree planting strip at the rate of one tree per 40 linear feet of street frontage. Adjacent to retail uses, street trees are required at the rate of one tree per 100 feet of major and minor street frontage.~~

~~B. F. Sidewalks~~

~~Sidewalks are required on both sides of all major and minor streets. Trees, landscaping, outdoor dining areas, bicycle racks, and street furniture may be placed on or within a sidewalk, but a minimum clearance width equal to the minimum sidewalk width must be maintained. Awnings, canopies, and other detachable fixtures may extend into the private street lot or public right-of-way, in accordance with the Right-of-Way Management Regulations. All public sidewalks to be maintained by the governance association must be located in a private street lot or public right-of-way.~~

~~G. Street Types~~

~~All streets within an NBD district must be constructed in accordance with the following general street classifications:~~

Street Type	Travel Lanes	On-street Parking	Sidewalks
Type D or above thoroughfare	Per Thoroughfare Standards Rules & Regulations		Minimum 12 feet in width

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Street Type	Travel Lanes	On-street Parking	Sidewalks
Type E or below thoroughfare	Per Thoroughfare Standards Rules & Regulations		Minimum 7 feet in width
Major Street	Two 11-foot vehicle lanes	Parallel or diagonal parking and valet or drop-off lanes required	Minimum 12 feet in width
Minor Street		Parallel parking and designated loading zones required.	Minimum 7 feet in width
Alley/Service Drive	Two 9-foot vehicle lanes plus 3 feet on each side of the street to accommodate utilities and services	7-foot driveway/setback lanes Additional easements may be needed to accommodate utilities.	If provided, minimum 5 feet in width, but none required
Paseo	Minimum overall width: 28 feet with minimum 15 percent landscaped area with 3-caliper inches of shade trees or 6 caliper inches of ornamental trees per 500 square feet of landscape area with a minimum tree size of 2-inch caliper. No vehicle lanes, except for emergency service access if built to fire lane standards.	Not permitted	Minimum 12-foot wide main sidewalk and minimum 4-foot wide pathways providing access to individual entrances of buildings on adjacent lots

C. H. Landscape Edge

Except in a Mixed-Use context zone per the Thoroughfare Plan Map, when along Along Type D and above thoroughfares, a 20-foot landscape edge is required. Within the landscape edge, 6 caliper inches of shade trees or 12 caliper inches of ornamental trees must be planted per 500 square feet of landscape edge, with a minimum tree size of 2-inch caliper. The number of required trees must be calculated based solely on the area of the required landscape edge.

I. Bike Lanes

Bike lanes must have a rideable surface at least 5 feet in width. A solid white lane line, bicycle lane word and/or symbol, and arrow markings that meet the Texas Manual on Uniform Traffic Control Devices requirements must be used to define the bike lane. A minimum 2-foot separation between the bike lane and any parallel vehicle lane is required. On major streets, a physical barrier between the bike lane and any parallel vehicle lane is required and must meet the Federal Highway Administration Separated Bike Lane Planning and Design Guide standards. Where possible, bike lanes must connect to existing or planned trails or bikeways located in or adjacent to the NBD district.

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D. J. Connectivity

Connections must be made to provide direct pedestrian and bicycle access from the NBD district to adjacent sidewalks, trails, parks, transit stops, and other connections where feasible. Pedestrian access must be provided by connection to any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the NBD district. In order to provide efficient pedestrian connections to adjacent properties, the city may require additional sidewalks, walkways, or trails not associated with a street.

~~K.~~ Curb Bulb Outs

~~Curb bulb outs are required at all intersections and defined mid-block crossing points on all street types with dedicated on-street parking, except for Type D and above thoroughfares. Curb bulb-out areas may not be used to satisfy the required street tree planting strip.~~

Amend Part C of Subsection 10.1600.14 (Building Placement and Design) of Section 10.1600 (NBD, Neighborhood Business Design District) of Article 10 (Nonresidential Districts), such subsection to read in its entirety as follows:

- ~~C. Lots must be oriented so that~~ **Buildings must be oriented** directly front on a designated street or usable open space defined on a development plan.

Amend Subsection 11.300.2 (Boundaries) of Section 11.300 (Dallas North Tollway Overlay District) of Article 11 (Overlay Districts), such subsection to read in its entirety as follows:

.2 Boundaries

The area encompassed by these standards shall include all those properties located between the existing and/or planned centerlines of Communications Parkway, north/south segments of Plano Parkway, Chapel Hill Drive on the west, and Parkwood Boulevard on the east. The centerline of S.H. 121 will be the northern boundary and the northern right-of-way line of the Santa Fe Railroad will be the southern boundary. Where the city's Thoroughfare Plan Map does not provide for the connection of above noted north/south roadways to the northern or southern overlay district boundary, the district shall be defined by the extension of a line from the point of discontinuance to the appropriate boundary. The point of discontinuance shall include a termination or a change in direction of the applicable roadway. For future roadways or existing roadways planned for improvement, the centerline shall be determined by the city's Director of Planning. The provisions of the Dallas North Tollway Overlay district shall apply to all properties fully or partially within the defined area, except as noted in Sec. 11.300.3.

Amend Subsection 12.600.4 of Section 12.600 (Permitted Areas of Regulation) of Article 12 (Planned Development District), such subsection to read in its entirety as follows:

- .4** Specify the location and design of streets, drives, parking, and pedestrian and bicycle facilities, ~~and bikeways~~. PD districts may be used to modify the standards of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards and the Subdivision Ordinance related to design of public and private facilities, but only where

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a specific finding is made by the City Council that the alternative standard does not decrease public safety, impair traffic movement, or result in a higher maintenance cost.

Amend Subsection 12.800.3 of Section 12.800 (Regulations Affected) of Article 12 (Planned Development District), such subsection to read in its entirety as follows:

~~.3 Thoroughfare Standards, Rules & Regulations~~ Street Design Standards

Amend Section 13.400 (Floor Area Ratio) of Article 13 (Lot and Building Standards), such section to read in its entirety as follows:

.2 In the case where excess right-of-way is dedicated by plat for the purpose of construction of an overpass and where such right-of-way exceeds the normal right-of-way required by the Thoroughfare Plan Map for the adjacent street, development which occurs on the property from which the excess right-of-way was dedicated may utilize the dedicated excess right-of-way in computing floor area ratio and lot coverage.

Amend Part C of Subsection 13.500.3 (Side Yard Regulations) of Subsection 13.500 (Yard Regulations) of Article 13 (Lot and Building Standards), such part to read in its entirety as follows:

C. The side setback shall be increased 10 feet for lots siding to an arterial secondary ~~or major~~ thoroughfare (Type D or above) as shown on the Thoroughfare Plan Map, if not separated by an alley. The lot width shall be increased 10 feet to correspond to the increased setback. The increased setback and lot width shall not be required if a minimum of 10 feet of right-of-way is dedicated for landscaping. The increased setback shall not apply to existing lots and valid Phase II land studies submitted and approved by April 10, 1995.

Amend Part H of Subsection 13.500.4 (Rear Yard Regulations) of Subsection 13.500 (Yard Regulations) of Article 13 (Lot and Building Standards), such part to read in its entirety as follows:

H. The rear setback shall be increased 15 feet for lots backing to an arterial secondary ~~or major~~ thoroughfare (Type D or above) as shown on the Thoroughfare Plan Map, if not separated by an alley. Lot depth shall be increased 10 feet to correspond to the increased setback. The increased setback and lot depth shall be reduced proportionally if a minimum of 10 feet of right-of-way is dedicated for landscaping. The increased setback shall not apply to existing lots and valid Phase II land studies submitted and approved by April 10, 1995.

Amend Subpart F.v of Subsection 15.200.5 (General Requirements) of Section 15.200 (Communications Antennas, Amateur and Commercial) of Article 15 (Use-specific Regulations), such subpart to read in its entirety as follows:

v. Overhead facilities and overhead transport facilities cannot be installed overhead on private property if the property is adjacent to a park or is adjacent to a street or thoroughfare that is classified collector thoroughfare (Class E+ or smaller). All transport facilities must be underground per the requirements of the City of Plano Right-of-Way and Subdivision Ordinances.

Additions are indicated in underlined text; deletions are indicated in ~~strikethrough~~ text; Changes related to ZC2023-012 to be considered by City Council on 8/28/23 are indicated in orange text.

Amend Part C of Subsection 17.100.3 (Landscaping for Corner Lots) of Section 17.100 (Nonresidential Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such part to read in its entirety as follows:

- C. Where the Planning Department has determined there is no need for a right-turn lane at a location, the landscape edge may be reduced to a minimum of 7.5 feet. (See ~~Ingress and Egress section of the Thoroughfare Standards, Rules & Regulations~~ Traffic Studies section of the Street Design Standards).

Amend Part A of Subsection 17.300.1 (Regulations for Specific Districts) of Subsection 17.300 (Overlay District Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such portions of part to read as follows:

A. A landscape edge must be provided as follows:

- i. ~~Standard Option: A minimum 40-foot wide landscape edge (as measured from the front property line exclusive of rights-of-way for thoroughfares Type C or above) must be provided. The landscape edge must not apply to that portion of the overlay district zoned Central Business-1 at the time of development or redevelopment. This requirement is not intended to prohibit the placement of driveway openings as specified in the Thoroughfare Standards, Rules & Regulations. This landscape edge may be reduced by as much as 15 feet if the combined width of the unpaved right-of-way and the landscape edge is at least 40 feet. Such modifications may be permitted to accommodate variations in unpaved rights-of-way along the respective roadways due to grade-separated interchanges, turning lanes, transit stops, and drainage improvements. Underground utilities, or related facilities. The 40-foot distance shall be measured from the back of the permanent curb of the roadways including those existing or planned acceleration and deceleration lanes, loop road, and ramps at grade-separated interchange.~~
- ii. ~~Incentive Option: If utilizing the standards in Article 23, the landscape edge may be reduced to a~~ A minimum 30-foot wide landscape edge as measured from the front property line exclusive of rights-of-way for thoroughfares Type C or above) must be provided. ~~If utilizing the standards in Article 23, t~~ Ihe landscape edge shall not apply to that portion of the overlay district zoned Central Business-1 at the time of development or redevelopment. This requirement is not intended to prohibit the placement of driveway openings as specified in the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards. This landscape edge may be reduced by as much as 15 feet if the combined width of the unpaved right-of-way and the landscape edge is at least 40 feet. Such modifications may be permitted to accommodate variations in unpaved rights-of-way along the respective roadways due to grade-separated interchanges, turning lanes, transit stops, drainage improvements, underground utilities, or related facilities. The 40-foot distance shall be measured from the back of the permanent curb of the roadways including those existing or planned acceleration and deceleration lanes, loop road, and ramps at grade-separated interchanges. Sidewalks shall be calculated as part of the 40-foot distance.

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...

Amend Subsection 17.300.2 (Preston Road Overlay District) of Subsection 17.300 (Overlay District Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such portions of subsection to read as follows:

.2 Preston Road Overlay District

...

- A. A landscape screen with a minimum height of 18 inches (as measured from the finished grade of the parking area) must be provided in locations where the landscape edge separates a surface parking area from the tollway frontage road or another major thoroughfare (Type D and above). Landscape screens must consist of earthen berms, shrubbery hedges, or a combination. Retaining walls may be used to facilitate berming if they are not visible from the street. Earthen berms must have a maximum slope of 4-to-1, requiring at least 4 feet of horizontal width for every one foot of vertical height. Shrubby hedges forming a continuous living screen and retaining walls used for berming must not exceed 40 inches in height within the required landscape edge. Living screens, retaining walls, and screening walls more than 40 inches in height but no greater than 8 feet in height may be placed beyond the required landscape edge and/or front yard setback, whichever is greater. They must not exceed 8 feet in individual or combined height. The above must also conform to the required visibility triangles noted in Sec. 13.500.2K and to visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

- D. The location of plant materials must comply with the visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

Amend Subsection 17.300.3 (Dallas North Tollway Overlay District) of Subsection 17.300 (Overlay District Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such portions of subsection to read as follows:

.3 Dallas North Tollway Overlay District

...

- B. A landscape screen with a minimum height of 18 inches (as measured from the finished grade of the parking area) must be provided in locations where the landscape edge separates a surface parking area from the tollway frontage road or another major thoroughfare (Type D and above). Landscape screens must consist of earthen berms, shrubbery hedges, or a combination. Retaining walls may be used to facilitate berming if they are not visible from the street. Earthen berms must have a maximum slope of 4-to-1, requiring at least 4 feet of horizontal width for every one foot of vertical height. Shrubby hedges forming a continuous

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living screen and retaining walls used for berming must not exceed 40 inches in height within the required landscape edge. Living screens, retaining walls, and screening walls more than 40 inches in height but no greater than 8 feet in height may be placed beyond the required landscape edge and/or the required front yard setback, whichever is greater. They must not exceed 8 feet in individual or combined height. The above must also conform to the required visibility triangles noted in Sec. 13.500.2K and to visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

- F. The location of plant materials must comply with the visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

Amend Subsection 17.300.4 (190 Tollway/Plano Parkway Overlay District) of Subsection 17.300 (Overlay District Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such portions of subsection to read as follows:

.4 190 Tollway/Plano Parkway Overlay District

...

- A. A landscape screen with a minimum height of 18 inches (as measured from the finished grade of the parking area) must be provided in locations where the landscape edge separates a surface parking area from the tollway frontage road or another major thoroughfare (Type D and above). Landscape screens must consist of earthen berms, shrubbery hedges, or a combination. Retaining walls may be used to facilitate berming if they are not visible from the street. Earthen berms must have a maximum slope of 4-to-1, requiring at least 4 feet of horizontal width for every one foot of vertical height. Shrubby hedges forming a continuous living screen and retaining walls used for berming must not exceed 40 inches in height within the required landscape edge. Living screens, retaining walls, and screening walls more than 40 inches in height but no greater than 8 feet in height may be placed beyond the required landscape edge and/or front yard setback, whichever is greater. They must not exceed 8 feet in individual or combined height. The above must also conform to the required visibility triangles noted in Sec. 13.500.2K and to visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

- D. The location of plant materials must comply with the visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

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Amend Subsection 17.300.5 (State Highway 121 Overlay District) of Subsection 17.300 (Overlay District Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such portions of subsection to read as follows:

.5 State Highway 121 Overlay District

...

- A.** A landscape screen with a minimum height of 18 inches (as measured from the finished grade of the parking area) must be provided in locations where the landscape edge separates a surface parking area from the tollway frontage road or another major thoroughfare (Type D and above). Landscape screens must consist of earthen berms, shrubbery hedges, or a combination. Retaining walls may be used to facilitate berming if they are not visible from the street. Earthen berms must have a maximum slope of 4-to-1, requiring at least 4 feet of horizontal width for every one foot of vertical height. Shrubby hedges forming a continuous living screen and retaining walls used for berming must not exceed 40 inches in height within the required landscape edge. Living screens, retaining walls, and screening walls more than 40 inches in height but no greater than 8 feet in height may be placed beyond the required landscape edge and/or front yard setback, whichever is greater. They must not exceed 8 feet in individual or combined height. The above must also conform to the required visibility triangles noted in Sec. 1.500.2K and to visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

- D.** The location of plant materials must comply with the visibility requirements of the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards.

...

Amend Subsection 17.300.6 (Parkway Overlay District) of Subsection 17.300 (Overlay District Landscaping Requirements) of Article 17 (Landscaping and Tree Preservation), such subsection to read in its entirety as follows:

.6 Parkway Overlay District

Development and/or redevelopment in a Parkway Overlay district must meet the following special landscaping requirements:

A. Landscape Edge

- i.** ~~Standard Option: A minimum 25-foot wide landscape edge (as measured from the front property line, exclusive of rights-of-way for thoroughfares Type C or above) must be provided. This requirement is not intended to prohibit the placement of driveway openings as specified in the Thoroughfare Standards, Rules & Regulations. With the exception of width, the landscape edge must comply with Article 17.~~

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- ~~ii. Incentive Option: If utilizing the standards in Article 23, the landscape edge may be reduced to a~~ **A** minimum 15-foot wide landscape edge (as measured from the front property line, exclusive of rights-of-way for thoroughfares Type C or above) must be provided. This requirement is not intended to prohibit the placement of driveway openings as specified in the ~~Thoroughfare Standards, Rules & Regulations~~ Street Design Standards. With the exception of width, the landscape edge must comply with Article 17.
- ~~iii. A landscape edge must be provided adjacent to all internal property lines which are not adjacent to a right-of-way or street easement as follows:~~
 - ~~a. Standard Option: A minimum 10-foot landscape edge must be provided along internal property lines. Within the landscape edge, 6-caliper inches of ornamental trees must be planted per 500 square feet of landscape edge with a minimum tree size of 2-inch caliper. The number of required trees must be calculated solely on the area of the required landscape edge.~~
 - ~~b. Incentive Option: If utilizing the standards in Article 23, a landscape edge along internal property lines is not required.~~

Amend Part B of Subsection 21.500.1 (Noise) of Subsection 21.500 (Standards) of Article 21 (Residential Adjacency Standards), such part to read in its entirety as follows:

- B.** Any use containing public address/paging systems shall not be permitted within 1,000 feet of any residential district unless separated by a ~~Type AA or larger~~ Type A thoroughfare.

Amend Part N of Subsection 22.400.3 (Prohibited Signs) of Subsection 22.400 (General) of Article 22 (Signs), such part to read in its entirety as follows:

- N.** It shall be unlawful for any person to place or cause to be placed any private temporary directional sign within the city of Plano on any public right-of-way of any public street, except local streets (Type G) major or minor thoroughfare ~~(street designated as Type A, B, C, D, E, or F in the City of Plano Thoroughfare Plan).~~ The Building Official may impound all signs in violation of this article.

Amend Article 25 (Traffic Impact Analysis), such Article to read as follows:

Article 25 Traffic Studies ~~Traffic Impact Analysis~~

25.100 Introduction

- ~~.1 This article establishes requirements and procedures pertaining to traffic impact analysis (TIA). These requirements are intended to inform the applicant of the city's expectations, expedite the city staff's review process of TIA reports, provide standard criteria for evaluating development proposals, and establish equitable mitigation and cost sharing policies.~~
- ~~.2 A TIA is intended to develop public/private partnerships to coordinate land use and transportation facility development. Both the City of Plano and the land developer share~~

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~~in the responsibility to consider all reasonable solutions to identified transportation problems.~~

- ~~.3 TIA's must be performed as part of the site plan process with the goal of identifying the relationship between land use and transportation needs. The site plan process is a multi-step land development approval process that includes a series of three plans, a concept plan, preliminary site plan, and site plan.~~

25.200 Definitions

Base Volumes

~~Base volumes for site plans shall be based on current traffic counts adjusted to the expected date of project occupancy. When available, all base data shall be supplied by the city's Transportation Division. In all cases when ground counts are needed and are not available, the developer or his agent shall be required to collect such data.~~

Design Year

~~The design year is the point in time upon which assumptions pertaining to land use, population, employment, and transportation facilities are based. All site plan analysis shall use a design year based on the expected date of project occupancy.~~

Level of Service

~~LOS is a measure of the level of congestion experienced on roadways. The desirable minimum LOS of the City of Plano is Level of Service D in the peak hour. LOS shall be measured of both link and intersection operations.~~

Thoroughfare Plan

~~The official City of Plano Thoroughfare Plan including all routes designated as a Type F collector facility or higher.~~

Trip Generation Rate

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

Transportation Improvements Program (TIP)

~~A 5-year schedule and funding program of all approved and committed transportation improvements.~~

25.300 Applicability

.1 Purpose

~~A TIA, at the time of site plan approval, is intended to define the immediate impacts of the proposed development and any necessary transportation improvements (public or private) required to ensure a satisfactory level of service on all affected thoroughfares. A site plan TIA is designed to mitigate traffic impacts by optimizing roadway capacity, access design, and traffic control. A TIA may not be used to deny development permitted by zoning, nor~~

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~~shall it be used to modify road design contrary to the Comprehensive Plan or to the Thoroughfare Standards, Rules & Regulations. Specific improvements to the existing roadways consistent with the Thoroughfare Plan may be needed to gain approval of site plan proposals. Timing of and cost sharing agreements for the construction of offsite improvements also may be considered.~~

~~.2 Goal~~

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

~~.3 Requirements~~

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

25.400 Methodology

The methodology and procedures of this section apply to traffic impact analyses.

~~.1 Pre-application Meeting~~

~~Pre application consultation with the Planning and Transportation Division staff is required. Details of the required analysis will be determined at this meeting. In certain instances, traffic from other approved but not built developments may have to be included in traffic assignments. Staff may also require specific assumptions to be altered to match local conditions. Peak hour analysis may be directed to reflect the peak 15 minutes for certain types of land use. All of these issues will be addressed at the pre-application meeting.~~

~~.2 Site Plan TIA Content~~

A. Study Area

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

B. Existing Zoning and Development

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

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C. Thoroughfare Network

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

D. Proposed Development

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

E. Impact Determination

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

i. Proposed Trip Generation

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

ii. Trip Distribution and Assignment

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

iii. Level of Service Analysis

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

iv. Conclusions

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

F. Mitigation

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

i. Requirements in addition to those provided in the Thoroughfare Standards, Rules & Regulations relating to driveway and median opening location design and distance between drives.

ii. Onsite improvements including access controls and site circulation adjustments.

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- ~~iii. Offsite improvements including the construction of additional lanes where the surrounding thoroughfares are not fully developed or intersection improvements where the surrounding area is approaching full development. Cost for offsite improvements that are consistent with the Thoroughfare Plan shall be repaid by the city in accordance with its cost sharing policies, as funds become available as required by the city's Subdivision Ordinance. Offsite improvements must be consistent with the Thoroughfare Plan and are subject to the availability of right of way and other design constraints as determined by the Director of Engineering.~~

~~.3 Planning & Zoning Commission Report~~

~~The Planning & Zoning Commission shall make a finding on all TIA studies reviewed in conjunction with site plans that based upon the TIA, the thoroughfares can accommodate anticipated traffic volumes at an acceptable level of service. Where identified impacts cannot be adequately mitigated by the date of occupancy, the Planning & Zoning Commission shall recommend one or more of the following actions:~~

- ~~A. Amendment of the Community Investment Program (CIP) to expedite construction of needed related public improvements.~~
- ~~B. Changes in intersection design, signal systems, etc. to increase capacity.~~

25.500 Appeals

~~Applicants may request City Council reconsideration of a TIA and the findings of the Planning & Zoning Commission in conjunction with an appeal of a site plan, as provided for in the Site Plan appeal procedures of Sec. 3.900.~~

25.100 Introduction

This article establishes requirements and procedures pertaining to traffic studies conducted in association with the city's development process. These studies are intended to determine the potential traffic impacts of a proposed zoning change or specific development proposal to the city's roadway network and, where necessary, recommend mitigation strategies to maintain a safe and efficient transportation system. Where public improvements are deemed necessary as a mitigating strategy, cost sharing responsibilities between the City of Plano and the land developer may also be established by the traffic study. Traffic studies shall be conducted as part of the zoning and site plan review processes, with detailed contents and procedures for traffic studies specified in the Street Design Standards. Mitigation recommended by a traffic study may be required as condition(s) of approval as outlined in this article.

25.200 Traffic Studies at Time of Zoning

Traffic studies, done at the time of a zoning change request, are used to determine the traffic loading that the proposed zoning will impose on the planned thoroughfare system. The goal of the study is to determine what transportation improvements may be necessary to maintain a safe and efficient roadway system to be used in consideration of the zoning change request.

.1 Applicability

A Traffic Generation Report is required simultaneous with the zoning petition and amendment process in Article 4, including applications to adopt/amend a change in zoning, Planned Development District, or Specific Use Permit. The Director of Planning may waive the requirement to provide a Traffic Generation Report for any

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zoning changes that are unlikely to generate additional traffic beyond existing conditions.

.2 Determination of Need for Further Study

Findings of the Traffic Generation Report may result in additional studies required through provision of a Traffic Engineering Assessment, Traffic Impact Analysis, or Regional Traffic Impact Analysis, as stipulated in the Street Design Standards.

.3 Content, Methodology, and Review

Traffic studies shall be provided to the Engineering Department in the manner prescribed by the Director of Engineering and the Street Design Standards.

.4 Mitigation

Traffic studies shall include recommendations to mitigate identified traffic issues. Where mitigation would require approval of a variance or an amendment to the Thoroughfare Plan Map, the applicable procedures for such approvals shall be required separate from the zoning change request.

.5 Effect of Traffic Study

A. The Planning & Zoning Commission and City Council may use the findings of a traffic study in consideration of a zoning change request, including stipulating mitigation as a condition of approval. As a result of the traffic study, the Planning & Zoning Commission or City Council may also recommend:

- i.** Amendment of the Community Investment Program (CIP) to expedite construction of related public improvements.
- ii.** Changes in intersection design, signal systems, etc., to increase capacity.
- iii.** Study of the Thoroughfare Plan Map to determine if amendments are necessary to ensure adequate long-term capacity.
- iv.** Where the identified transportation impacts of the proposed zoning cannot be adequately mitigated, the zoning change may be denied in total or in part.

25.300 Traffic Studies at Time of Site Plan Review

Traffic studies, done at the time of site plan review, are used to determine the immediate impacts of the specific development of known size and use on the existing roadways. The goal is to optimize roadway capacity, access design, traffic control, or other transportation improvements (public or private) necessary to provide safe and efficient access to the thoroughfare system. (Note: For the purposes of this Article, "site plan" may be used inclusively for Concept Plans, Preliminary Site Plans, Adopted Development Plans, and Site Plans under Article 3, and "Site Plan" refers to the specific provisions of Article 3.400.)

.1 Applicability

A Traffic Generation Report is required simultaneous with the application for a concept plan, adopted development plan, or preliminary site plan in Article 3. A Traffic Generation Report may also be required with a site plan where the development is constructed in phases. The Director of Engineering may waive the requirement to

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provide a Traffic Generation Report for site plan reviews that are unlikely to generate additional traffic beyond existing conditions.

.2 Determination of Need for Further Study

Findings of the Traffic Generation Report may result in additional studies required through provision of a Traffic Engineering Assessment, Traffic Impact Analysis, or Regional Traffic Impact Analysis, as stipulated in the Street Design Standards.

.3 Content, Methodology, and Review

Traffic studies shall be provided to the Engineering Department in the manner prescribed by the Director of Engineering and the Street Design Standards.

.4 Mitigation

Traffic studies shall include recommendations to mitigate identified traffic issues. Where mitigation would require approval of a variance or an amendment to the Thoroughfare Plan Map, the applicable procedures for such approvals shall be required separate from the site plan review.

.5 Effect of Traffic Study

A. The Planning & Zoning Commission may condition approval of a site plan based upon proposed mitigation. A traffic study may not be used to deny development permitted by zoning.

B. As a result of the traffic study, the Planning & Zoning Commission may also recommend:

i. Amendment of the Community Investment Program (CIP) to expedite construction of related public improvements.

ii. Changes in intersection design, signal systems, etc., to increase capacity.

iii. Study of the Thoroughfare Plan Map to determine if amendments are necessary to ensure adequate long-term capacity.