

DATE: November 7, 2023
TO: Honorable Mayor & City Council
FROM: Planning & Zoning Commission
VIA: Mike Bell, AICP, Development Review Manager acting as Secretary of the Planning & Zoning Commission *MB*
Christina D. Day, AICP, Director of Planning *CD*
SUBJECT: Results of Planning & Zoning Commission Meeting of November 6, 2023

AGENDA ITEM NO. 2A - ZONING CASE 2023-024
PETITIONER: DALLAS AREA RAPID TRANSIT

Request for a Specific Use Permit for Public Service Yard on 5.2 acres located 325 feet north of Technology Drive and 700 feet west of Shiloh Road. Zoned Research/Technology Center. Project #ZC2023-024.

APPROVED: 8-0

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

RESULTS:

The Commission recommended the item for approval subject to the following stipulations:

1. Necessary parking is provided at the time of the site plan review; and
2. A sound wall is constructed north of the public service yard facility and within the ROW; and
3. The equipment maintenance facility and wash buildings are fully enclosed.

To view the hearing, please click on the provided link:
<https://planotx.new.swagit.com/videos/280321?ts=2554>

RP/kob

cc: Eric Hill, Assistant Director of Planning
Christina Sebastian, Land Records Planning Manager
Melissa Kleineck, Lead Planner

Justin Cozart, Sr. GIS Technician
Jeanna Scott, Building Inspections Manager
Dorothy Alatorre, Sr. Administrative Assistant - Neighborhood Services

[Google Link](#)

AGENDA ITEM NO. 2A

PUBLIC HEARING: Zoning Case 2023-024

PETITIONER: Dallas Area Rapid Transit

DESCRIPTION: Request for a Specific Use Permit for Public Service Yard on 5.2 acres located 325 feet north of Technology Drive and 700 feet west of Shiloh Road. Zoned Research/Technology Center. Project #ZC2023-024.

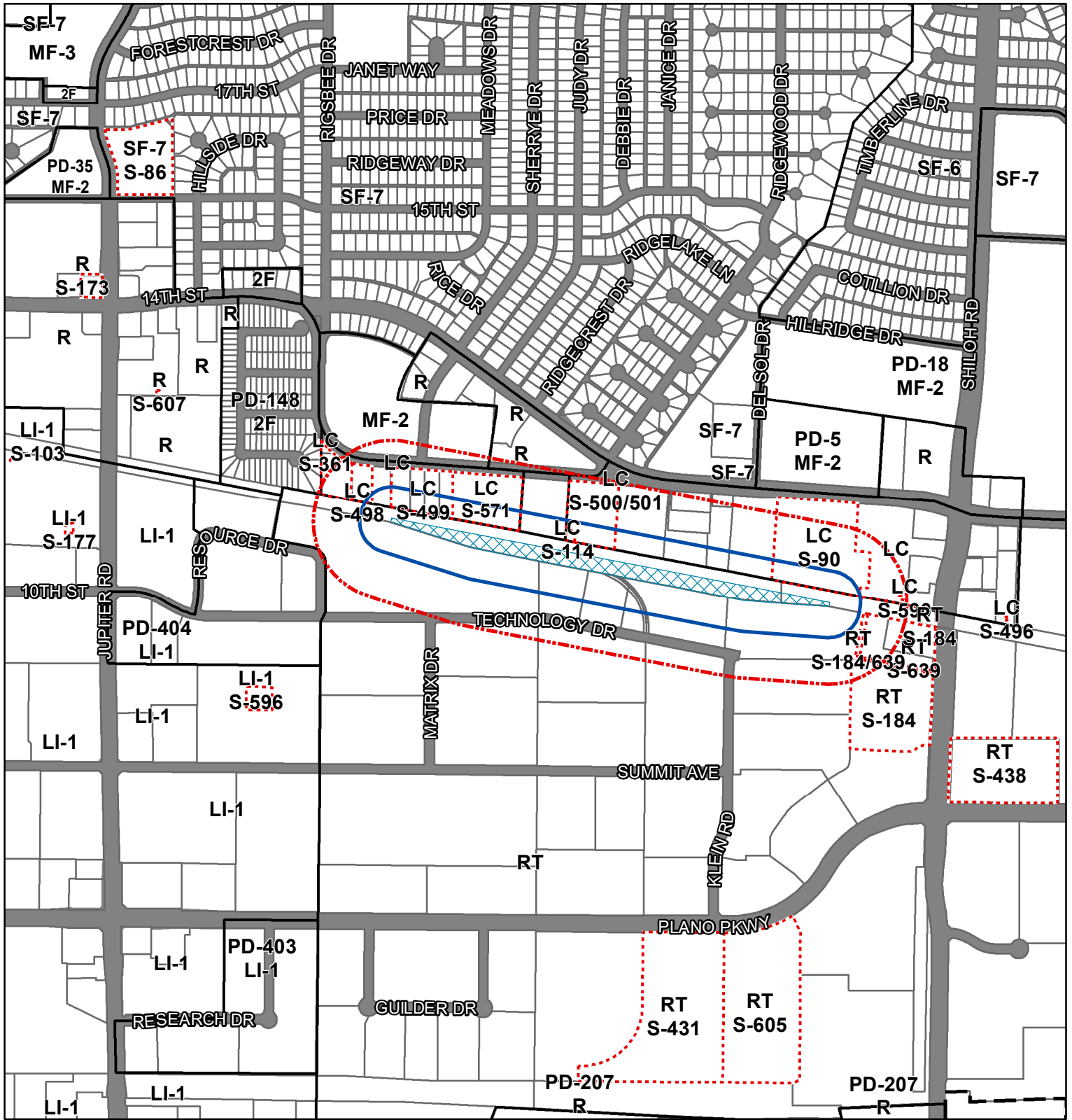
SUMMARY:

This is a request for a Specific Use Permit (SUP) for a Public Service Yard within the Dallas Area Rapid Transit (DART) right-of-way. This yard will be used to service rail vehicles at the end of the DART Silver Line currently under construction. Up to six trains may be stored within the facility on a daily basis, including one at peak service times, three during non-peak times, and six overnight. Major topics of consideration in this request include:

- Conformance to the Comprehensive Plan – The subject property is located within the Employment Center (EM) category in the Future Land Use Map.
- Access and Emergency Services – Access to the site will be provided from the adjacent property to the south, located at 3201 Technology Drive.
- Noise Impacts – To mitigate potential noise impacts, maintenance and washing facilities will be located within enclosed buildings, and a 14-foot concrete sound wall will be constructed along the property's northern boundary.

The SUP is in conformance with the policies of the Comprehensive Plan and consistent with uses in the general area. Staff supports the request with the conditions that the wash building is fully enclosed, necessary parking for the public service yard is provided at the time of the site plan review, and a sound wall is installed on the north side of the public service yard.

A preliminary site plan for the public service yard and a revised site plan for the associated access and parking modifications on the adjacent property to the south accompany this request as Agenda Items No. 2B and 2C.

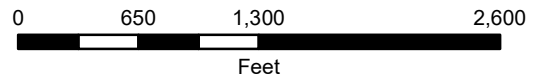
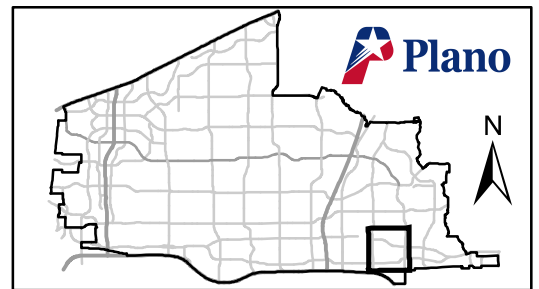


Zoning Case: 2023-024

Existing Zoning: Research/Technology Center

Proposed Zoning: Specific Use Permit for Public Service Yard

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





RIDGEWAY DR

15TH ST

MEADOWS DR

RIDGELAKE LN

TIMBERLINE DR

RICE DR

SHERME DR

JUDY DR

RIDGCREST DR

RIDGEWOOD DR

COTILLION DR

HILLRIDGE DR

RIGSBEE DR

DEL SOL DR

S RIGSBEE DR

14TH ST

TECHNOLOGY DR

MATRIX DR

SUMMIT AVE

KLEIN RD

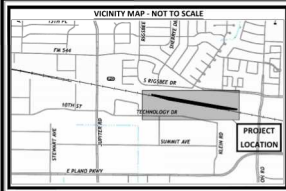
PLANO PKWY



Zoning Case 2023-024

Area of Request





LOT 1, BLOCK A
BURNS AND PARKS
ADDITION II
CAB. F, PG. 27
P.R.C.C.T.

LOT 1, BLOCK A
RENTZEL ADDITION
CAB. F, PG. 47
P.R.C.C.T.

GULF COAST CAPITAL
GROUP, LLC
DOC. # 20100520000509370
D.R.C.C.T.

LOT 1, BLOCK A
BURNS AND PARKS
ADDITION
CAB. C, PG. 484
P.R.C.C.T.

LOT 1R, BLOCK A
ENID BRASWELL
ADDITION
VOL. 2007, PG. 482
P.R.C.C.T.

LOT 1
PLANO NURSING
HOME ADDITION
VOL. 10, PG. 9
P.R.C.C.T.

LOT 1, BLOCK A
HELLER ADDITION
CAB. G, PG. 81
P.R.C.C.T.

LOT 1, BLOCK A
AMINI ADDITION
DOC. # 2004-0158183
P.R.C.C.T.

LOT 2R, BLOCK A
PLANO MINI-
WAREHOUSE ADDITION
VOL. 2019, PG. 458
P.R.C.C.T.

LOT 4, BLOCK A
PLANO MINI-WAREHOUSE
ADDITION
CAB. F, PG. 500
P.R.C.C.T.

LOT 1, BLOCK A
PUBLIC STORAGE
ADDITION NO. 4
CAB. F, PG. 584
P.R.C.C.T.

LOT 1R, BLOCK B
JUPITER NORTH, PHASE II
DISTRIBUTION CENTER
CAB. H, PG. 127
P.R.C.C.T.

LOT 1R, BLOCK A
HEMATRONIX ADDITION
VOL. 2006, PG. 773
P.R.C.C.T.

LOT 2R, BLOCK A
HEMATRONIX ADDITION
VOL. 2009, PG. 193
P.R.C.C.T.

LOT 1R, BLOCK 21
CENTRAL PLANO
INDUSTRIAL PARK
VOL. 2010, PG. 76
P.R.C.C.T.

LOT 4R, BLOCK A
SHILOH/544 ADDITION
CAB. P, PG. 443
P.R.C.C.T.

LOT 7, BLOCK 1
PLANO TECH CENTER
DOC. # 2001-0165902
P.R.C.C.T.

LOT 1, BLOCK 1
VISUAL ENGINEERING
ADDITION
CAB. F, PG. 757
P.R.C.C.T.

ST. LOUIS
SOUTHWESTERN
RAILWAY
CAB. F, PG. 145
(D.R.C.C.T.)

DALLAS AREA RAPID TRANSIT
VOL. 3424, PG. 126
D.R.C.C.T.

SPECIFIC USE PERMIT
5.155 ACRES
224,549 SQ. FT.

LEGEND OF SYMBOLS & ABBREVIATIONS

- IR#/MONUMENT FOUND
- CONTOUR LINE
- FIR FOUND IRON ROD
- FIP FOUND IRON PIPE
- SIR SET IRON ROD
- POB POINT OF BEGINNING
- POC POINT OF COMMENCING
- ROW RIGHT OF WAY
- CAB. CABINET
- VOL./PG. VOLUME/PAGE
- DOC. # DOCUMENT NUMBER
- D.R.C.C.T. DEED RECORDS COLLIN COUNTY TEXAS
- P.R.C.C.T. PLAT RECORDS COLLIN COUNTY TEXAS

NOTES:

1. ALL BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM 1983 - NAD 83 (2011), EPOCH 2010.00. ALL DISTANCES AND COORDINATES SHOWN ARE SURFACE VALUES AND MAY BE CONVERTED TO GRID BY DIVIDING BY A COMBINED SCALE FACTOR OF 1.000136506.
2. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT. THE SURVEYOR DID NOT RESEARCH SUBJECT PROPERTY TITLE INFORMATION AND/OR ENCROACHMENTS. THERE MAY BE EASEMENTS AND/OR RESTRICTIVE COVENANTS OF RECORD AFFECTING THIS PROPERTY WHICH ARE NOT SHOWN HEREON.
3. APPROVAL OF THE ZONING CASE ASSOCIATED WITH THIS EXHIBIT SHALL NOT IMPLY APPROVAL OF ANY ASSOCIATED STUDY, PLAT, OR PLAN APPROVAL OF DEVELOPMENT STANDARDS SHOWN HEREON, OR THE INTIMATION OF THE DEVELOPMENT PROCESS. PLANNING AND ZONING COMMISSION AND/OR CITY COUNCIL ACTION ON STUDIES, PLATS OR PLANS RELATING TO THE DEVELOPMENT OF THIS PROPERTY SHALL BE CONSIDERED AS AN ACTION SEPARATE FROM ACTION TAKEN ON THIS CASE.
4. THIS DOCUMENT WAS PREPARED UNDER 22 TEXAS ADMINISTRATIVE CODE §138.95, DOES NOT REFLECT THE RESULTS OF AN ON THE GROUND SURVEY, AND IS NOT TO BE USED TO CONVEY OR ESTABLISH INTERESTS IN REAL PROPERTY EXCEPT THOSE RIGHTS AND INTERESTS IMPLIED OR ESTABLISHED BY THE CREATION OR RECONFIGURATION OF THE BOUNDARY OF THE POLITICAL SUBDIVISION FOR WHICH IT WAS PREPARED.
5. THIS PROPERTY LIES WITHIN ZONE X OF THE FLOOD INSURANCE RATE MAP FOR COLLIN COUNTY, TEXAS AND INCORPORATED AREAS, MAP NO. 48085C0395, WITH AN EFFECTIVE DATE OF JUNE 2, 2009, VIA SCALED MAP LOCATION AND GRAPHIC PLOTTING.

**ZONING EXHIBIT OF
DART SHILOH LAYOVER FACILITY
SPECIFIC USE PERMIT**

CREADO
SURVEYOR
CREADO ASSOCIATES, P.C.
4000 WEST 17TH STREET, SUITE 100
DALLAS, TEXAS 75240
PHONE: 972-412-1100
WWW.CREADOASSOCIATES.COM
TSP: 100-149-1111 (TX) REG. NO. 2008000001
EXPIRES: 12/31/2024

HUIT ZOLLARS
DESIGNER
HUIT ZOLLARS
1000 WEST 17TH STREET, SUITE 100
DALLAS, TEXAS 75240
PHONE: 972-412-1100
WWW.HUITZOLLARS.COM
TSP: 100-149-1111 (TX) REG. NO. 2008000001
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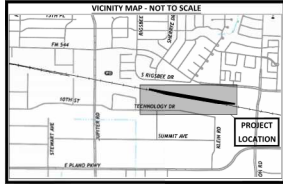
DART
CONVEYOR
DART
DALLAS AREA RAPID TRANSIT
500 WEST 17TH STREET, SUITE 100
DALLAS, TEXAS 75240
PHONE: 972-412-1100
WWW.DART.ORG
TSP: 100-149-1111 (TX) REG. NO. 2008000001
EXPIRES: 12/31/2024

TABLE OF REVISIONS	
DATE	SUMMARY

SHILOH LAYOVER FACILITY

ZONING EXHIBIT
ZC2023-024
SPECIFIC USE PERMIT FOR PUBLIC SERVICE YARD
5.155 ACRES
CITY OF PLANO, COLLIN COUNTY, TEXAS
EJ MURPHY SURVEY, ABSTRACT NO. 597
O. YEAMANS SURVEY, ABSTRACT NO. 1043
AS RECORDED UNDER VOLUME 3424, PAGE 126,
DEED RECORDS COLLIN COUNTY, TEXAS
OCTOBER 17, 2023

ZONING CASE NO.:	TYPE: SPECIFIC USE PERMIT
OWNER: DALLAS AREA RAPID TRANSIT	CHIRADO JOB NO.: R15304.00
DATE: OCTOBER 17, 2023	DRAWN: AA
LOCATION: CITY OF PLANO, COLLIN COUNTY, TEXAS	CHECKED: KW
SURVEY ARST: EJ MURPHY & YEAMANS	CAD FILE: R15304.00 - DART - SUP.DWG
ACQUISITION AREA: 5.155 ACRES (224,549 SQ. FT.)	SCALE: 1" = 50'
	SHEET: 1 OF 3



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3. ELEVATIONS SHOWN HEREON ARE BASED ON CITY OF DALLAS GIS SERVICES
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5. THIS PROPERTY LIES WITHIN ZONE X OF THE FLOOD INSURANCE RATE MAP FOR COLLIN COUNTY, TEXAS AND INCORPORATED AREAS, MAP NO. 48085C0395J, WITH AN EFFECTIVE DATE OF JUNE 2, 2009, VIA SCALED MAP LOCATION AND GRAPHIC PLOTTING.



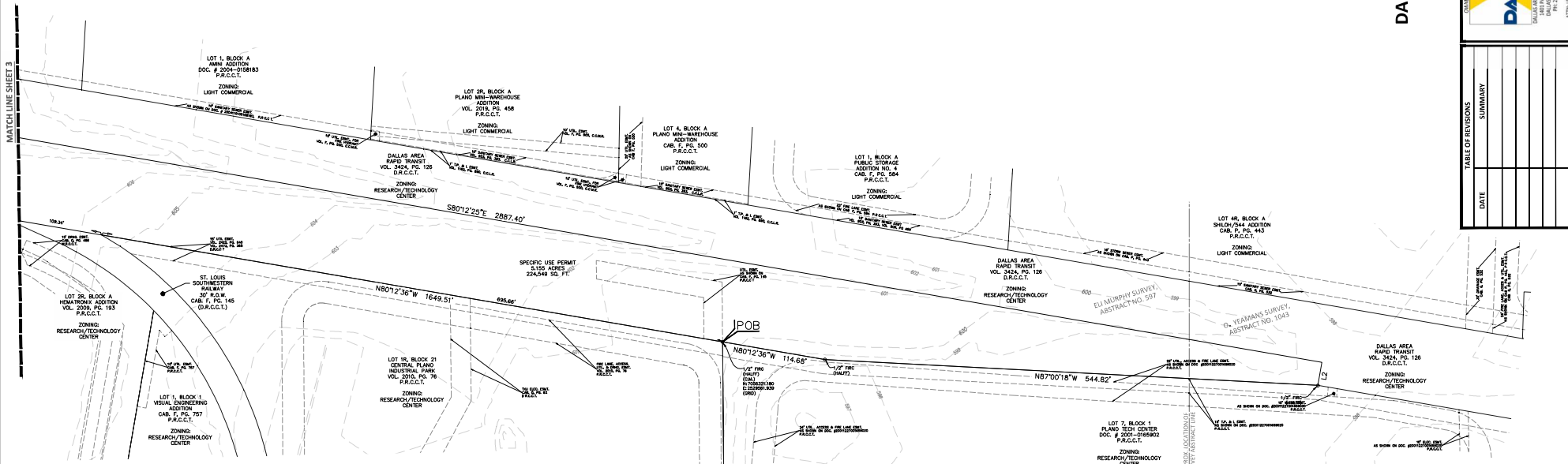
**ZONING EXHIBIT OF
DART SHILOH LAYOVER FACILITY
SPECIFIC USE PERMIT**

CREADO
SURVEYOR
CREADO ASSOCIATES, P.C.
14000 W. STATE ST., SUITE 1000
DALLAS, TEXAS 75244
PH: 972.333.1100
WWW.CREADOASSOCIATES.COM
10/17/2023 11:51 AM 162.233.0.101

HUITT ZOLLARS
ENGINEER
HUITT ZOLLARS
3000 W. STATE ST., SUITE 1000
DALLAS, TEXAS 75244
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WWW.HUITTZOLLARS.COM
10/17/2023 11:51 AM 162.233.0.101

DART
CONTRACTOR
DALLAS AREA RAPID TRANSIT
1000 W. STATE ST., SUITE 1000
DALLAS, TEXAS 75244
PH: 972.333.1100
WWW.DARTDART.COM
10/17/2023 11:51 AM 162.233.0.101

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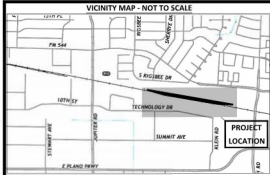
- LEGEND OF SYMBOLS & ABBREVIATIONS**
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 - D.R.C.C.T. DEED RECORDS COLLIN COUNTY TEXAS
 - P.R.C.C.T. PLAT RECORDS COLLIN COUNTY TEXAS

LINE TABLE		
LINE #	LENGTH	DIRECTION
L2	25.82	S09°47'42"W

SHILOH LAYOVER FACILITY

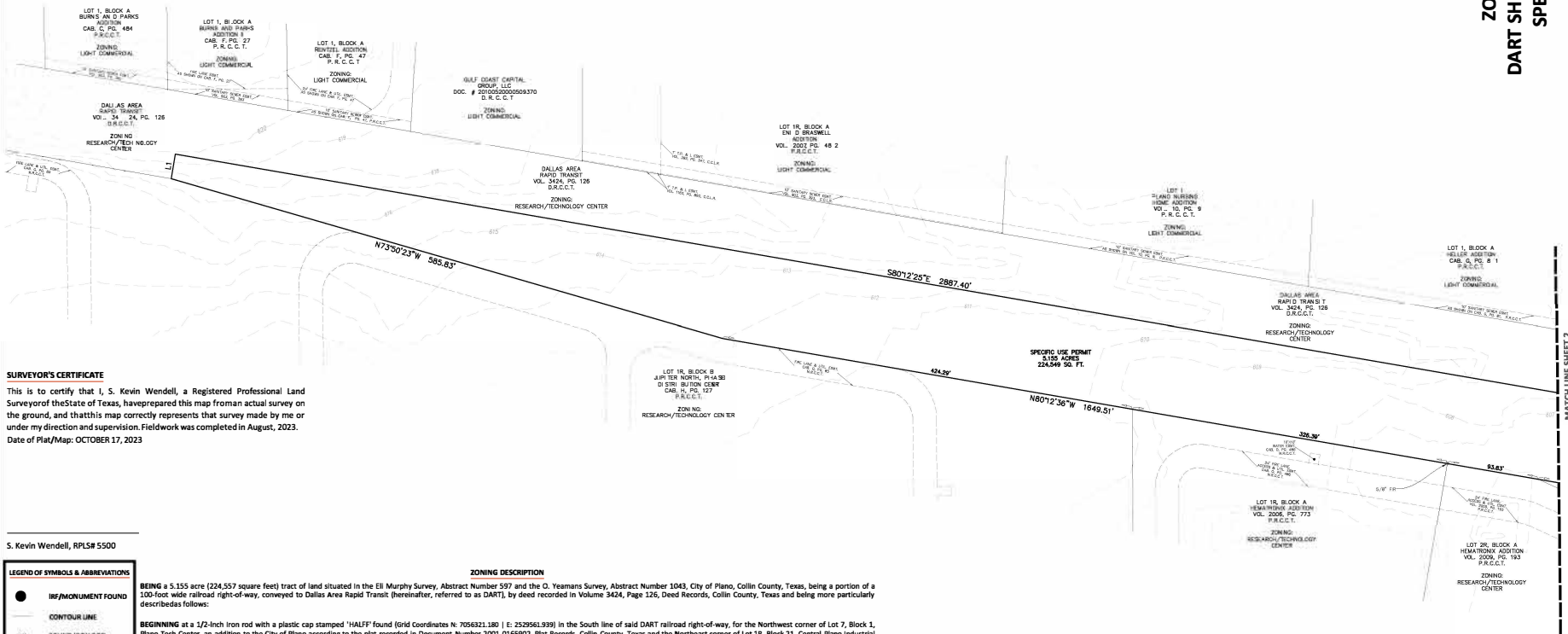
ZONING EXHIBIT
2C2023-024
SPECIFIC USE PERMIT FOR PUBLIC SERVICE YARD
5.155 ACRES
CITY OF PLANO, COLLIN COUNTY, TEXAS
EU MURPHY SURVEY, ABSTRACT NO. 597
O. YEAMANS SURVEY, ABSTRACT NO. 1043
AS RECORDED UNDER VOLUME 3424, PAGE 126,
DEED RECORDS COLLIN COUNTY, TEXAS
OCTOBER 17, 2023

ZONING CASE NO.:	TYPE: SPECIFIC USE PERMIT
OWNER: DALLAS AREA RAPID TRANSIT	CREADO JOB NO.: R15304.00
DATE: OCTOBER 17, 2023	DRAWN: AA
LOCATION: CITY OF PLANO, COLLIN COUNTY, TEXAS	CHECKED: KW
SURVEY ABST.: EU MURPHY/O. YEAMANS	CAD FILE: R15304.00 - DART - SUP.DWG
ACQUISITION AREA: 5.155 ACRES (224,557 SQ. FT.)	SCALE: 1" = 50'
	SHEET: 2 of 3



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6. THIS PROPERTY LIES WITHIN ZONE X OF THE FLOOD INSURANCE RATE MAP FOR COLLIN COUNTY, TEXAS AND INCORPORATED AREAS, MAP NO. 48085C03953, WITH AN EFFECTIVE DATE OF JUNE 2, 2009, VIA SCALED MAP LOCATION AND GRAPHIC PLOTTING.



SURVEYOR'S CERTIFICATE
 This is to certify that I, S. Kevin Wendell, a Registered Professional Land Surveyor of the State of Texas, have prepared this map from an actual survey on the ground, and that this map correctly represents that survey made by me or under my direction and supervision. Fieldwork was completed in August, 2023.
 Date of Plat/Map: OCTOBER 17, 2023

S. Kevin Wendell, RPLS# 5500

LEGEND OF SYMBOLS & ABBREVIATIONS

- IRF/MONUMENT FOUND
- CONTOUR LINE
- FR IR FOUND IRON ROD
- FIP FOUND IRON PIPE
- SIR SET IRON ROD
- POB POINT OF BEGINNING
- PCB POINT OF COMMENCING
- ROW RIGHT OF WAY
- VOL./PG. VOLUME/PAGE
- DOC. # DOCUMENT NUMBER
- D.R.C.C.T. DEED RECORDS COLLIN COUNTY TEXAS
- P.R.C.C.T. PLAT RECORDS COLLIN COUNTY TEXAS

ZONING DESCRIPTION

BEING a 5.155 acre (224,557 square feet) tract of land situated in the El Murphy Survey, Abstract Number 597 and the G. Yeamans Survey, Abstract Number 1043, City of Plano, Collin County, Texas, being a portion of a 100-foot wide railroad right-of-way, conveyed to Dallas Area Rapid Transit (hereinafter, referred to as DART), by deed recorded in Volume 3424, Page 126, Deed Records, Collin County, Texas and being more particularly described as follows:

BEGINNING at a 1/2-inch iron rod with a plastic cap stamped "HALFF" found (Grid Coordinates N: 7056321.180 | E: 2529561.939) in the South line of said DART railroad right-of-way, for the Northwest corner of Lot 7, Block 1, Plano Tech Center, an addition to the City of Plano according to the plat recorded in Document Number 2001-0165902, Plat Records, Collin County, Texas and the Northeast corner of Lot 1R, Block 21, Central Plano Industrial Park, an addition to said City of Plano according to the plat recorded in Volume 2010, Page 76, said Plat Records;

THENCE North 80 degrees, 22 minutes, 36 seconds West, with the South line of said DART railroad right-of-way, at 695.66 feet, pass the Northeast corner of the St. Louis Southwestern Railway 30-foot railroad right-of-way, as shown on the Re-Plat of Blocks 16, 17, 20 and 21 of the Central Plano Industrial Park, an addition to said City of Plano according to the plat recorded in Cabinet F, Page 145, said Deed Records, at 109.34 feet, pass the Northwest corner of said 30-foot railroad right-of-way, for the West most Northeast corner of Lot 2R, Block A, Hematronk Addition, an addition to said City of Plano according to the plat recorded in Volume 2009, Page 193, said Plat Records, at 93.83 feet, pass the Northwest corner of said Lot 2R, Block A, Hematronk Addition, and the Northeast corner of Lot 1R, Block A, Hematronk Addition, an addition to said City of Plano according to the plat recorded in Volume 2006, Page 773, said Plat Records, at 326.39 feet, pass the Northwest corner of said Lot 1R, Block A, Hematronk Addition and the Northeast corner of Lot 1R, Block B, Jupiter North, Phase II Distribution Center, an addition to the City of Plano according to the plat recorded in Cabinet H, Page 127, said Plat Records, in a total distance of 1646.51 feet to an anglepoint in the North line of said Lot 1R, Block B, Jupiter North, Phase II Distribution Center and the South line of said DART railroad right-of-way;

THENCE North 73 degrees, 50 minutes, 23 seconds West, continuing with the Southwesterly line of said DART railroad right-of-way and the Northeasterly line of said Lot 1R, Block B, Jupiter North Phase II Distribution Center, a distance of 585.83 feet;

THENCE North 09 degrees, 47 minutes, 35 seconds East, departing the Northeasterly line of said Lot 1R, Block B, Jupiter North, Phase II Distribution Center, over and across said DART railroad right-of-way, a distance of 25.44 feet;

THENCE South 80 degrees, 12 minutes, 25 seconds East, continuing over and across said DART railroad right-of-way, a distance of 2,887.40 feet;

THENCE South 09 degrees, 47 minutes, 42 seconds West, continuing over and across said DART railroad right-of-way, a distance of 25.82 feet to a 1/2-inch iron rod with a plastic cap stamped "HALFF" found in the South line of said DART railroad right-of-way and the North line of said Lot 7, Block 1, Plano Tech Center;

THENCE North 87 degrees, 00 minutes, 18 seconds West, with the South line of said DART railroad right-of-way and the North line of said Lot 7, Block 1, Plano Tech Center, a distance of 544.82 feet to a 1/2-inch iron rod with a plastic cap stamped "HALFF" found;

THENCE North 80 degrees, 12 minutes, 36 seconds West, continuing with the South line of said DART railroad right-of-way and the North line of said Lot 7, Block 1, Plano Tech Center, a distance of 114.68 feet to the **POINT OF BEGINNING** and containing 5.155 acres (224,549 square feet) of land, more or less.

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	25.44	N09°47'35"E

**ZONING EXHIBIT OF
 DART SHILOH LAYOVER FACILITY
 SPECIFIC USE PERMIT**

CREADO
 SURVEYOR

HUITZ ZOLLARS
 FIRM

DART
 DALLAS AREA RAPID TRANSIT

TABLE OF REVISIONS

DATE	SUMMARY

SHILOH LAYOVER FACILITY

ZONING EXHIBIT
 ZC2023-024
 SPECIFIC USE PERMIT FOR PUBLIC SERVICE YARD
 5.155 ACRES
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 EL MURPHY SURVEY, ABSTRACT NO. 597
 G. YEAMANS SURVEY, ABSTRACT NO. 1043
 AS RECORDED UNDER VOLUME 3424, PAGE 126,
 DEED RECORDS COLLIN COUNTY, TEXAS
 OCTOBER 17, 2023

ZONING CASE NO.:	TYPE: SPECIFIC USE PERMIT
OWNER: DALLAS AREA RAPID TRANSIT	CREADO JOB NO.: R151934.00
DATE: OCTOBER 17, 2023	DRAWN: AA
LOCATION: CITY OF PLANO, COLLIN COUNTY, TEXAS	CHECKED: KW
SURVEY BY: EL MURPHY & YEAMANS	CAD FILE: R151934.00 - DART - SLP.DWG
ACQUISITION AREA: 5.155 ACRES (224,549 SQ. FT.)	SCALE: 1" = 50'
	SHEET: 3 OF 3

STAFF PRELIMINARY REPORT - INTRODUCTORY REMARKS

The applicant is requesting a Specific Use Permit (SUP) for Public Service Yard that will be operated within the Dallas Area Rapid Transit (DART) right-of-way. The subject property is located within the Research-Technology (RT) District.

Specific Use Permit – Section 6.100 (Specific Use Permits) of the Zoning Ordinance states:

The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district, which could benefit the general welfare in a particular case, provided that adequate development standards and safeguards are established.

Additionally, Section 6.100 (Specific Use Permits) of Article 6 (Specific Use Permits and Certificates of Occupancy) states the following:

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

Public Service Yard – Section 8.200 (Terms Defined) of the Zoning Ordinance defines a public service yard as:

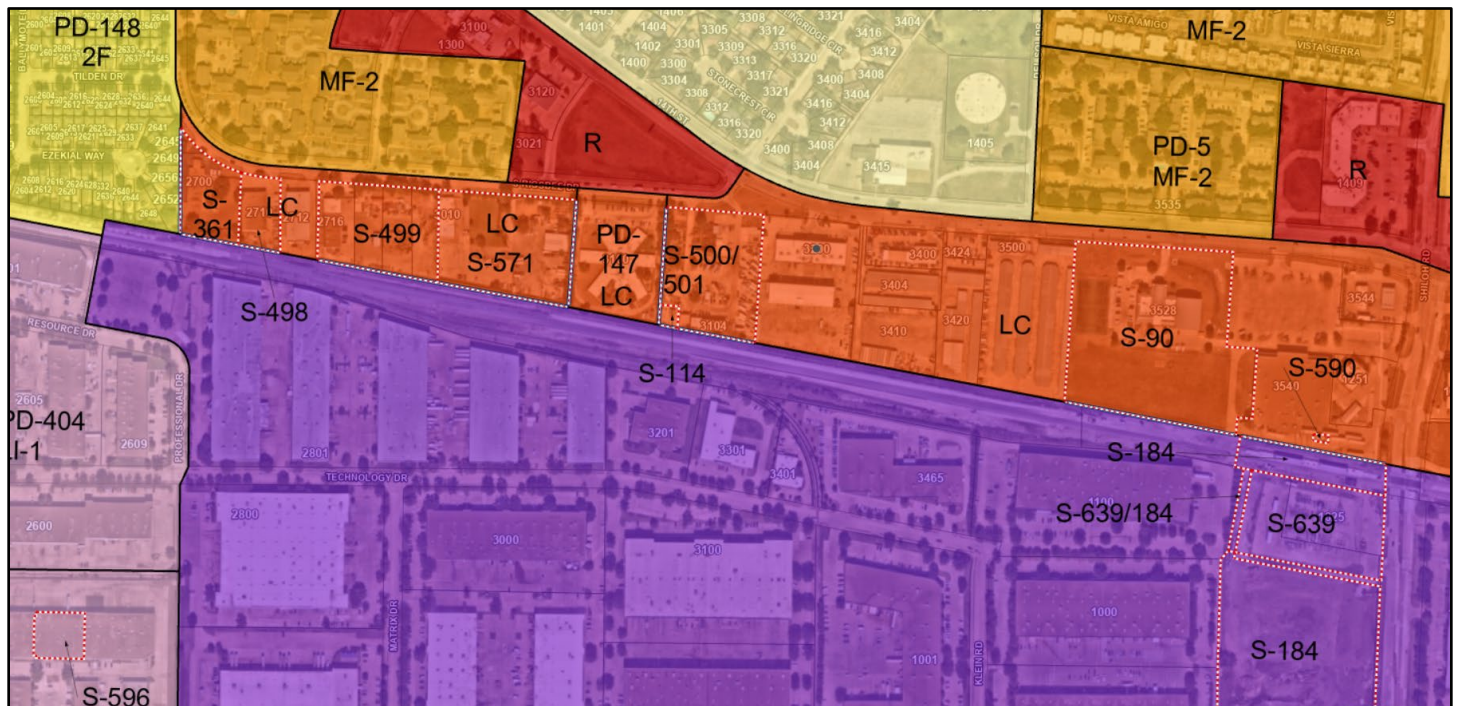
An area for the servicing and storage of vehicles, mechanical items, or other property of a government agency, or public or private utility.

Zoning – The subject property is currently zoned Research/Technology Center (RT) District. Section 10.1300.1 of the Zoning Ordinance states the purpose of the RT district is as follows:

The RT district is intended to create a low-density, employment center consisting of office, research and development facilities, and limited assembly operations. RT districts should generally accommodate several users in a campus environment.

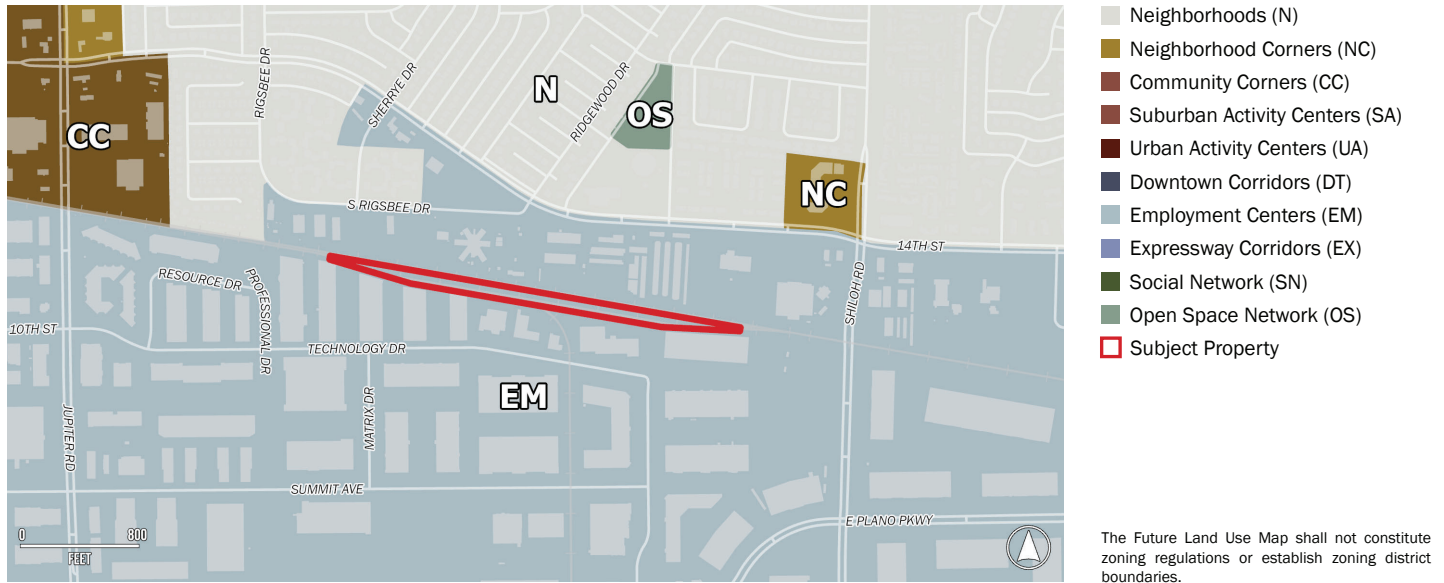
Surrounding Land Use and Zoning

<p>North</p>	<p>The properties are zoned Light Commercial (LC) with the following Specific Use Permits and Planned Developments (from west to east):</p> <ul style="list-style-type: none"> • Specific Use Permits No. S-361 for day care center, No. S-498 and No. S-499 for compact construction, No. S-571 for service contractor, No. S-500 for Used Car Dealer, No. S-501 for nursery, S-114 for radio tower, S-90 for household care institution, and No. S-590 for commercial antenna support structure. • Planned Development-147-LC (PD-147-LC), which provides for a long-term care facility as an additional allowed use. <p>These properties are developed with a variety of uses, including household care institutions, mini-warehouse/public storage, used vehicle dealers, medical offices, professional/general administrative offices, retail, nursery, major and minor vehicle repair, vehicle parking lot/garage, religious facility, restaurant, long-term care facility, utility structure (radio tower), service contractor, assembly hall, open storage, and vehicle storage.</p>
<p>East</p>	<p>The properties are zoned Research/Technology Center (RT) with Specific Use Permits No. S-184 for Transit Center/Station and No. S-639 for electrical substation and are developed accordingly.</p>
<p>South</p>	<p>The properties are zoned RT and are developed with distribution center/warehouse, professional/general administrative office, and light-intensity manufacturing.</p>
<p>West</p>	<p>The property is zoned RT and is part of the DART Silver Line right-of-way.</p>



VISION: "Plano is a global leader, excelling in exceptional education, abounding with world class businesses and vibrant neighborhoods"
GUIDING PRINCIPLES: Plano Today. Plano 2050. Plano Together.

1 | Future Land Use Map



Employment Centers (EM)

PRIORITIES

The Employment Centers future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

1. Maintaining Land for employment generating uses
2. Evaluating policies to sustain long-term viability of corporate campuses
3. Updating the Legacy Area Master Plan

Evolving Trends In Office - Much of the Legacy area Employment Center was developed with large corporate campuses. Although these provide desirable open space and urban tree canopy, these sprawling office complexes are often isolated from supporting restaurants, entertainment, service uses, and transit connections that many large businesses are seeking in today's office environment. With improved access to the Dallas/Fort Worth International Airport through the DART Silver Line Rail and recent widening of the PGBT and Sam Rayburn Tollways, the city should evaluate what is needed to sustain the attractiveness of these areas to large corporations.

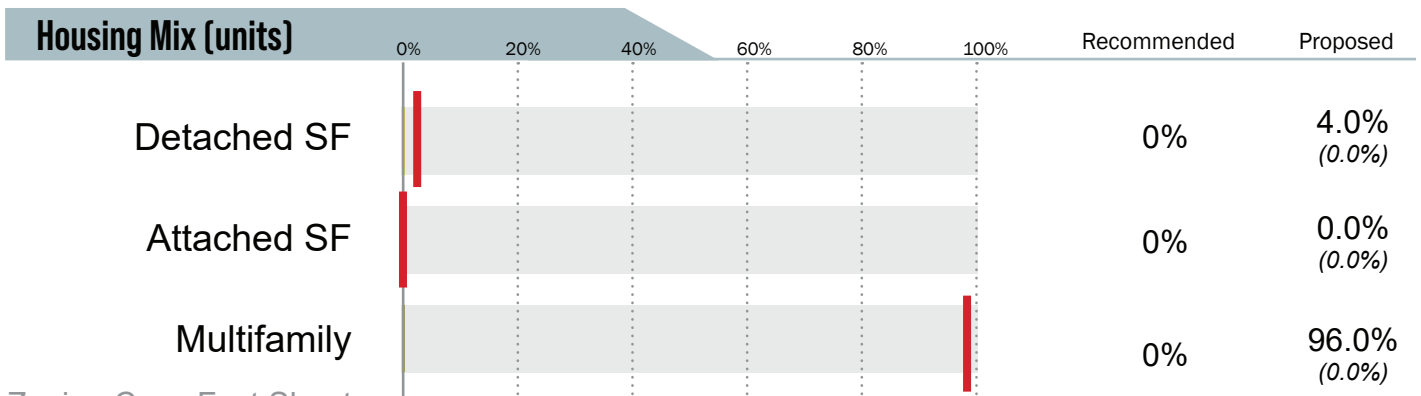
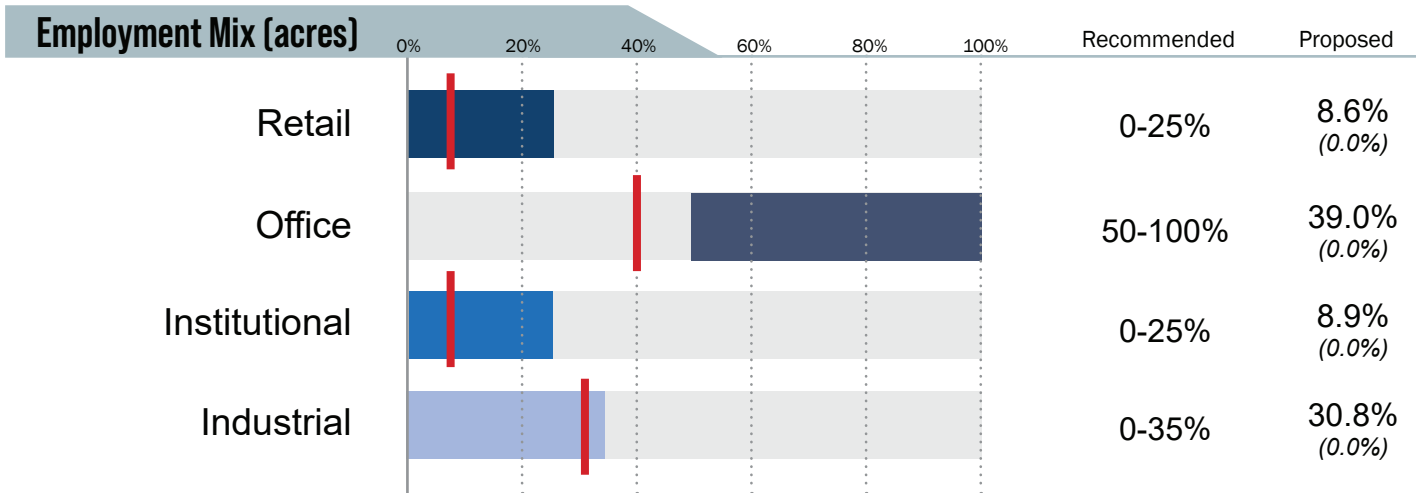
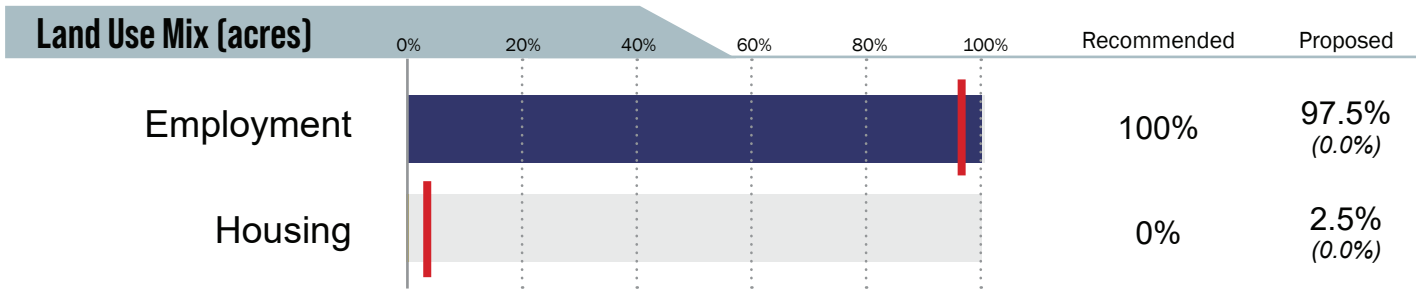
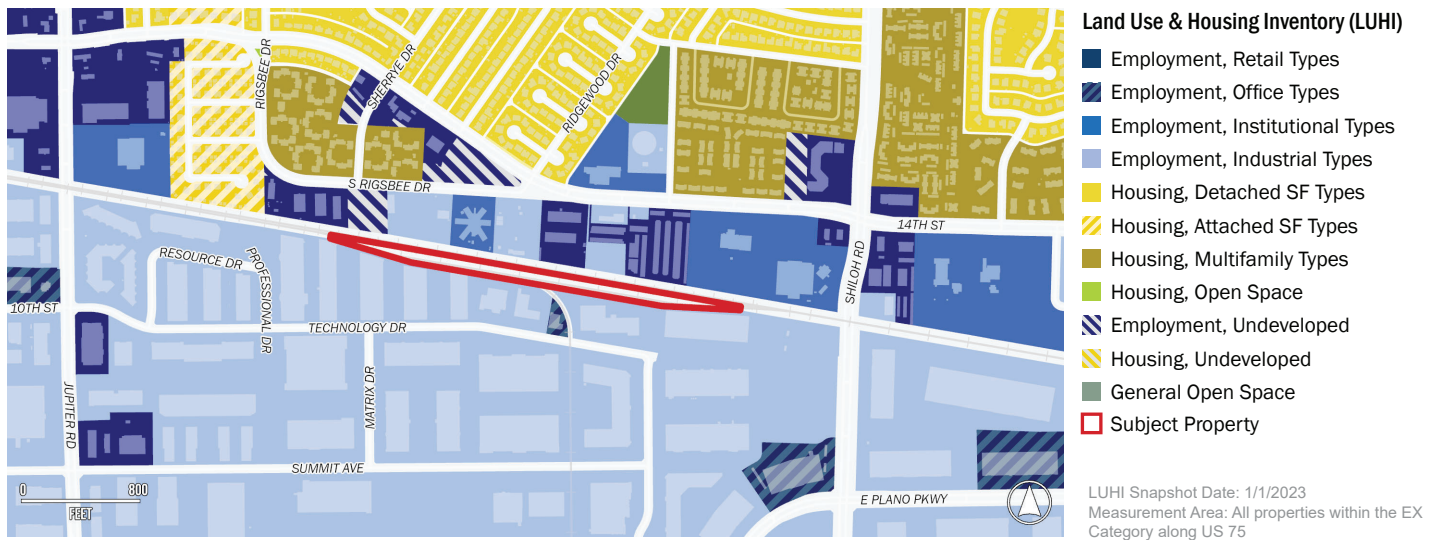
Residential Development - Residential uses are not appropriate within these centers in order to ensure the city's ability to attract and maintain employment generating uses.



2 | Mix of Uses

[Click here for "How to Read The Dashboards"](#)

If approved, the request would result in the following Mix of Uses:



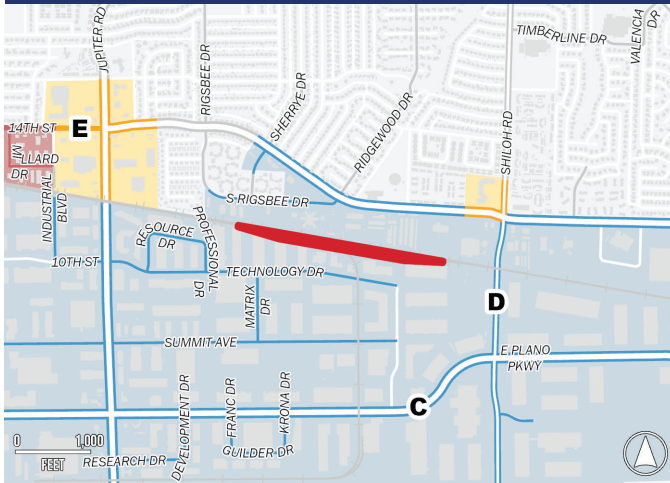
3 | Desirable Character Defining Elements

 [Click here for "How to Read The Dashboards"](#)

DESIRABLE CHARACTER DEFINING ELEMENT	RECOMMENDED BY COMPREHENSIVE PLAN	APPLICANT PROPOSAL
Building Heights	1 to 20 stories	1 story.
Density	N/A	Not applicable to this request.
Intensity	Moderate to High (50 to 75% Lot Coverage)	Low: 9.78%
Open Space	10% to 35% Passive Open Space	Not applicable to this request.
Parking Orientation	Structured parking preferable to surface lots	Surface parking lot.
Block Pattern & Streetscape	Wide blocks Corporate Corridor Streets	Not applicable to this request.
Multimodal Access		
1. Automobiles	HIGH: Direct access from major streets	Access will be provided from Technology Drive via an access easement provided through adjacent property to the south.
2. Transit	MEDIUM: Commuter Bus Service	Subject site is located within 0.25 miles of the Shiloh Road Station on the DART Silver Line currently under construction.
3. Micromobility	MEDIUM: Connected to trails and bike routes	On-Street Bike Route #8 is located directly south of the site. The DART Silver Line Hike-and-Bike trail is under construction and is located directly north of the site.
4. Pedestrians	LOW: Mostly served by perimeter sidewalks	The site is served by perimeter sidewalks on Technology Drive.

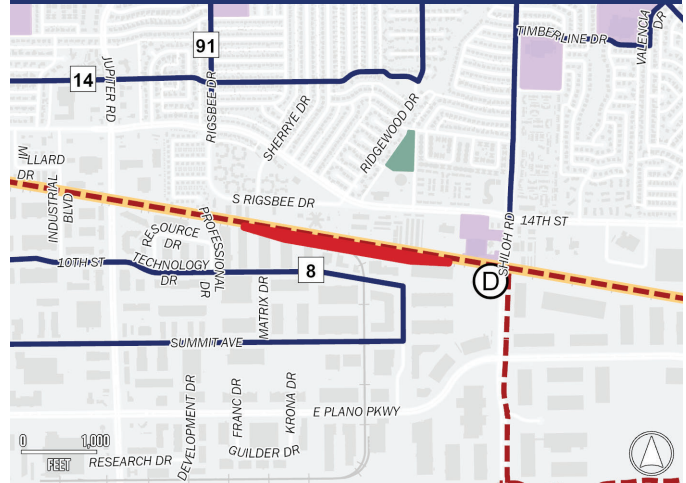
4 | Other Comprehensive Plan Maps

Thoroughfare Plan Map



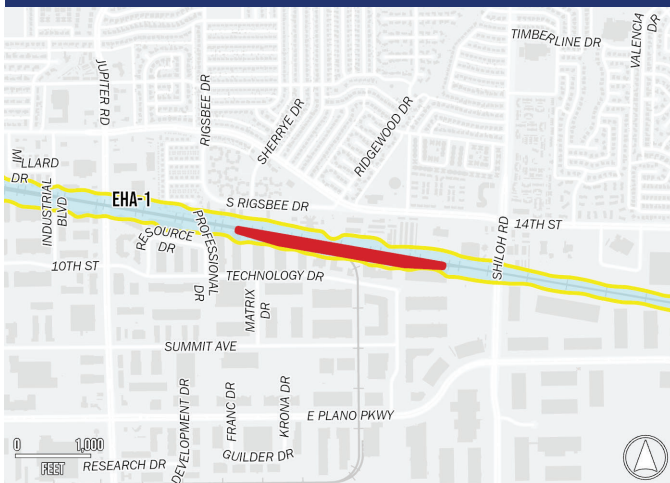
The subject site is accessed via connections on adjacent properties which abut Technology Drive, which is designated as a Type F Minor Collector (two lane, undivided collector).

Bicycle Transportation Plan Map



On-Street Bike Route #8 is located directly south of the site. The DART Silver Line Hike-and-Bike trail is under construction and is located directly north of the site.

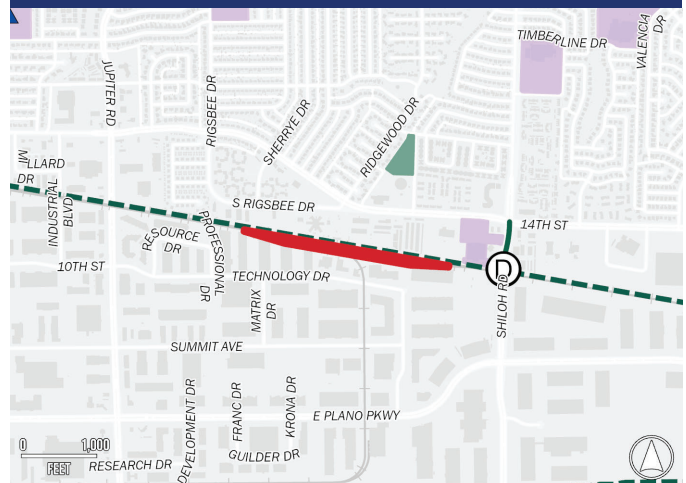
Expressway Corridor Environmental Health Map



The subject site is located within the Expressway Corridor Environmental Health Area One (EHA-1). This is not considered a sensitive land use, therefore a site analysis and mitigation are not required.

- EHA-1
- EHA-2
- Not Applicable

Parks Master Plan Map



Shoshoni Park is located approximately 0.25 miles north of the subject site. The DART Silver Line Hike-and-Bike trail is under construction and is located directly north of the site.

5 | Comprehensive Plan Policies & Actions

CORE POLICIES: The following policies are applicable to all zoning cases. No specific analysis of these policies are provided in the staff report as these serve as the fundamental basis for all staff recommendations.



Land Use: Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.



Redevelopment & Growth Management: Plano will protect and preserve the well-established built environment of Plano and prevent overcrowding by requiring new growth and redevelopment to respect the unique development patterns, suburban character, housing needs, infrastructure capacity considerations, and fiscal constraints of our community.

LAND USE-RELATED POLICIES: The following policies are applicable on a case-by-case basis depending upon the type, location, and general nature of the request. Refer to the staff report for analysis of these policies with the respect to the proposed zoning change, where applicable.



Redevelopment of Regional Transportation Corridors: Plano will encourage reinvestment and redevelopment of identified regional transportation corridors to create cohesive developments that incorporate well-designed commercial, retail, and housing opportunities, where those uses are appropriate according to the Future Land Use Map and other related Comprehensive Plan standards.

- Applicable
- Not Applicable



Revitalization of Retail Shopping Centers: Plano will encourage reinvestment, revitalization, and redevelopment of underperforming neighborhood retail corners to accommodate a viable combination of local commercial, retail, and entertainment uses. Where appropriate transitions can be maintained, redevelopment may present opportunities to introduce residential uses and improve access.

- Applicable
- Not Applicable



Special Housing Needs: Plano will support the special housing needs or residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special housing needs should be afforded the same health and safety considerations as other housing.

- Applicable
- Not Applicable



Transit-Oriented Development: Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

- Applicable
- Not Applicable



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

- Applicable
- Not Applicable

OTHER POLICIES/DOCUMENTS: Additional policies may apply where applicable:

No other policies are applicable to this request.

- Envision Oak Point (2018)
- Downtown Vision & Strategy Update (2019)
- Spring Creekwalk Master Plan (1990)

FOR RESIDENTIAL AND MIXED-USE DEVELOPMENTS ONLY: The following actions from the Redevelopment & Growth Management (RGM) Policy are applicable to requests for mixed-use developments:

RGM5: Ensure that any rezoning requests for multiuse development include:

- Applicable
 Not Applicable

- A) No more than 50% square footage for residential uses. Requests should also conform with other identifying elements (density, building heights, etc.) in the applicable Dashboard descriptions.
- B) Phasing requirements that prevent the disproportionate completion of residential uses prior to nonresidential uses within the development. Nonresidential square footage must constitute a minimum of 33% of all square footage approved for occupancy during development (e.g., every 2 square feet of residential development requires at least 1 square foot of nonresidential development; and
- C) Key design features provided prior to, or concurrent with, the construction of any residential uses. These include elements of the development supporting the long-term value to the overall community, and specifically any new residents, such as open/green space, amenities, street enhancements, and trails.

RGM8: Limit new residential development to areas that are appropriate based on individual site considerations and consistency with the Future Land Use Map and Dashboards. Multifamily developments should also meet a housing diversification or economic development need of the city, including transit-oriented development, special housing needs (as defined by the city's Consolidated Plan), or be constructed as part of a high-rise 10 stories or greater.

- Applicable
 Not Applicable

6 | Findings Policy

RGM1: Mix of Uses, Density, & Building Height

In accordance with the Redevelopment and Growth Management (RGM) Policy Action 1, zoning change requests that do not conform to the mix of uses, density, and building heights as described in the Dashboards are **disfavored**. Requests that do not conform to these criteria may be occasionally allowed when found:

- ▶ Consistent with the Guiding Principles of the Comprehensive Plan; and
- ▶ Substantially beneficial to the immediate neighbors, surrounding community, and general public interest.

RGM5: Mixed-Use Developments

In addition, the Redevelopment and Growth Management (RGM) Policy Action 2 requires findings when approving a mixed-use development that exceeds 50% square footage for residential uses and/or does not conform to other identifying elements (density, height, etc.) in the applicable Dashboard.

Are Findings Required?

- Yes, because the request does not comply with the Mix of Uses of the associated Dashboard.
- Yes, because the request does not comply with the Building Heights of the associated Dashboard.
- Yes, because the request does not comply with the Maximum Density of the associated Dashboard.
- Yes, because the request is inconsistent with Action RGM5 (for mixed-use developments).
- No, findings are not required.

STAFF PRELIMINARY REPORT - CONFORMANCE TO THE COMPREHENSIVE PLAN

The proposed request has been reviewed for conformance with the Comprehensive Plan. Major factors included in the analysis are provided below, but the Comprehensive Plan Fact Sheet has more specific details about the request.

Guiding Principles – This 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.

Future Land Use Map Category & Dashboard

Future Land Use Category – The subject property is located in the **Employment Centers (EM)** category of the Future Land Use Map (FLUM). This category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

FLUM – EM Description and Priorities		
Description		Meets
Priorities	Maintaining land for employment-generating uses	Meets
	Evaluating policies to sustain long-term viability of corporate campuses	Not Applicable
	Updating the Legacy Area Master Plan	Not Applicable

Mix of Uses – Located within DART right-of-way, approval of the request would result in no changes to the Mix of Uses.

FLUM – EM Mix of Uses	
Mix of Uses	No Change

Desirable Character Defining Elements – The request complies with the Character Defining Elements of the DT Dashboard, as outlined in the table below.

FLUM – EM Desirable Character Defining Elements			
Building Height	Meets	Multimodal Access <ul style="list-style-type: none"> • Automobiles • Transit • Micromobility • Pedestrians 	Meets Meets Meets Meets
Maximum Density	N/A		
Intensity	Meets		
Open Space	N/A		
Parking Orientation	Meets		
Block Pattern & Streetscape	Meets		

Other Comprehensive Plan Maps

The subject property is within Expressway Corridor Environmental Health Area One (EHA-1) of the Expressway Corridor Environmental Health Map. However, the requested public service yard use is not a sensitive land use, so a site analysis and mitigation for EHA purposes are not required.

Additionally, the scope of the request would not require improvements pertaining to the Thoroughfare Plan Map, Bicycle Transportation Plan Map, or Parks Master Plan Map.

Other Comprehensive Plan Maps	
Thoroughfare Plan Map	N/A
Bicycle Transportation Plan Map	N/A
Parks Master Plan Map	N/A
Expressway Corridor Environmental Health Map	Meets

Comprehensive Plan Summary

As the request is generally consistent with the description of the Employment Centers (EM) Future Land Use category, the proposed Special Use Permit for a Public Service Yard is in conformance with the Comprehensive Plan.

Comprehensive Plan Policy Summary

Policy or Study	Analysis
Future Land Use Map and Dashboards <ul style="list-style-type: none"> Description & Priorities Mix of Uses Character Defining Elements 	Meets No Change Meets
Thoroughfare Plan Map Bicycle Transportation Plan Map Parks Master Plan Map Expressway Corridor Environmental Health Map	N/A N/A N/A Meets

Adequacy of Public Facilities – As part of the Specific Use Permit, new private water, sanitary sewer, and access easements are required and are included in the revised preliminary site plan for the adjacent property located at 3201 Technology Drive for the purpose of being available to serve the subject property.

Traffic Impact Analysis (TIA) – A TIA is not required for this rezoning request.

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

STAFF PRELIMINARY REPORT - ANALYSIS & RECOMMENDATION

The request would allow DART to construct a Public Service Yard within its right-of-way, including maintenance facilities for train cars operating along the DART Silver Line Commuter Rail. This site was selected due to wider right-of-way in this location, which will accommodate additional tracks and structures without impacting Silver Line operations or adjacent properties. As shown in the associated preliminary site plan (see Agenda Item No. 2B), proposed structures include a 17,995-square-foot maintenance building, a 3,740-square-foot wash building, and an open-air fueling canopy. Maintenance operations will include inspection, repair, refueling, and washing of train cars, as well as storage of fuel and other maintenance supplies.

Access - Employee and emergency access to the site is provided through the adjacent property to the south located at 3201 Technology Drive. The applicant has also secured agreements with the property owner to provide supplemental office space and employee parking at this location for DART employees. These spaces and access routes are shown on the associated revised site plan (see Agenda Item No. 2C).

Noise Mitigation - The applicant conducted their own voluntary noise and vibration analysis for the proposed public service yard facility. According to the study, the only significant source of noise or vibration would be from the movement of train cars. Although no noise or vibration impacts were identified beyond acceptable levels by the U.S Federal Transportation Administration (FTA), DART has agreed to install a 14-foot tall sound wall along the north side of the railroad tracks to mitigate any potential noise to the household care institution located to the north.

SUMMARY:

The applicant is requesting a Specific Use Permit (SUP) for Public Service Yard within the Dallas Area Rapid Transit (DART) right-of-way. The SUP is in conformance with the policies of the Comprehensive Plan and consistent with uses in the general area. Staff is supportive of the requested SUP with the conditions that the wash building is fully enclosed, necessary parking for the public service yard is provided at the time of the site plan review, and a sound wall is installed on the north side of the public service yard.

RECOMMENDATION:

Recommended for approval subject to the following conditions.

SUP for Public Service Yard with Restrictions:

1. Necessary parking is provided at the time of the site plan review; and
2. A sound wall is constructed north of the public service yard facility and within the ROW; and
3. The equipment maintenance facility and wash buildings are fully enclosed.



Dallas Area Rapid Transit
Cotton Belt (Silver Line)
Environmental Documentation
Phase E Memorandum to File
Plano Changes
Attachment 2A

F1. Shiloh Road Layover Facility

Noise and Vibration Impact
Assessment



Technical Memorandum

Date: Monday, December 19, 2022

Project: DART GPC VII – Contract C-2053306-01 – Task Order 8.3 – Final Design Support

To: Jamie Patel, HDR Engineering, Inc.
John Hoppie, DART

From: David A. Towers and Scott S. Edwards, Cross-Spectrum Acoustics Inc.

Subject: DART Silver Line Shiloh Road Layover Facility Noise and Vibration Impact Assessment
CSA Reference J2020-1260

INTRODUCTION AND SUMMARY

This technical memorandum summarizes a noise and vibration impact assessment for the Cotton Belt (Silver Line) Regional Rail Project at sensitive receivers located near the proposed Shiloh Road Layover Facility in Plano, TX. The methodology used for this assessment is consistent with the U.S. Federal Transit Administration (FTA) “*Transit Noise and Vibration Impact Assessment Manual*” (FTA Report No. 0123, September 2018). The objective of the assessment was to determine whether facility operations would cause additional project noise or vibration impacts. The analysis was conducted for Dallas Area Rapid Transit (DART) under subcontract to HDR Engineering, Inc. by Cross-Spectrum Acoustics Inc. (CSA).

The analysis concluded that the anticipated layover facility operations are not predicted to cause noise or vibration impacts at any nearby sensitive locations. The combined noise exposure levels predicted from facility operations and Silver Line train operations are below the applicable FTA noise impact criteria thresholds. In addition, ground-borne vibration levels from facility operations would be below the applicable FTA and DART vibration impact criteria thresholds. Thus, no noise or vibration mitigation measures are required for the Shiloh Road Layover Facility.

BACKGROUND

DART has identified a location immediately west of the Shiloh Road Station within the DART owned railroad right-of-way for a layover facility that was not anticipated in the DART Cotton Belt Corridor **FEIS/ROD**. As shown by the site plan in **Figure 1**, the proposed facility would include a maintenance platform, fuel tanks, and vehicle storage tracks. It is anticipated that six (6) vehicles would be located at the facility on a daily basis, with one (1) stored during peak service, three (3) stored during off-peak service and all six stored overnight. The maintenance platform would be used for daily cleaning, inspection and refueling of the Silver Line fleet of vehicles. Vehicles would operate to the cleaning platform or to a storage track and be powered down and plugged into an electric power source to avoid

idling. Thus, the only significant source of noise or vibration at the layover facility would be vehicle movements, with a maximum of 14 movements during the daytime hours (7 am to 10 pm) and 19 movements during the nighttime hours (10 pm to 7 am).

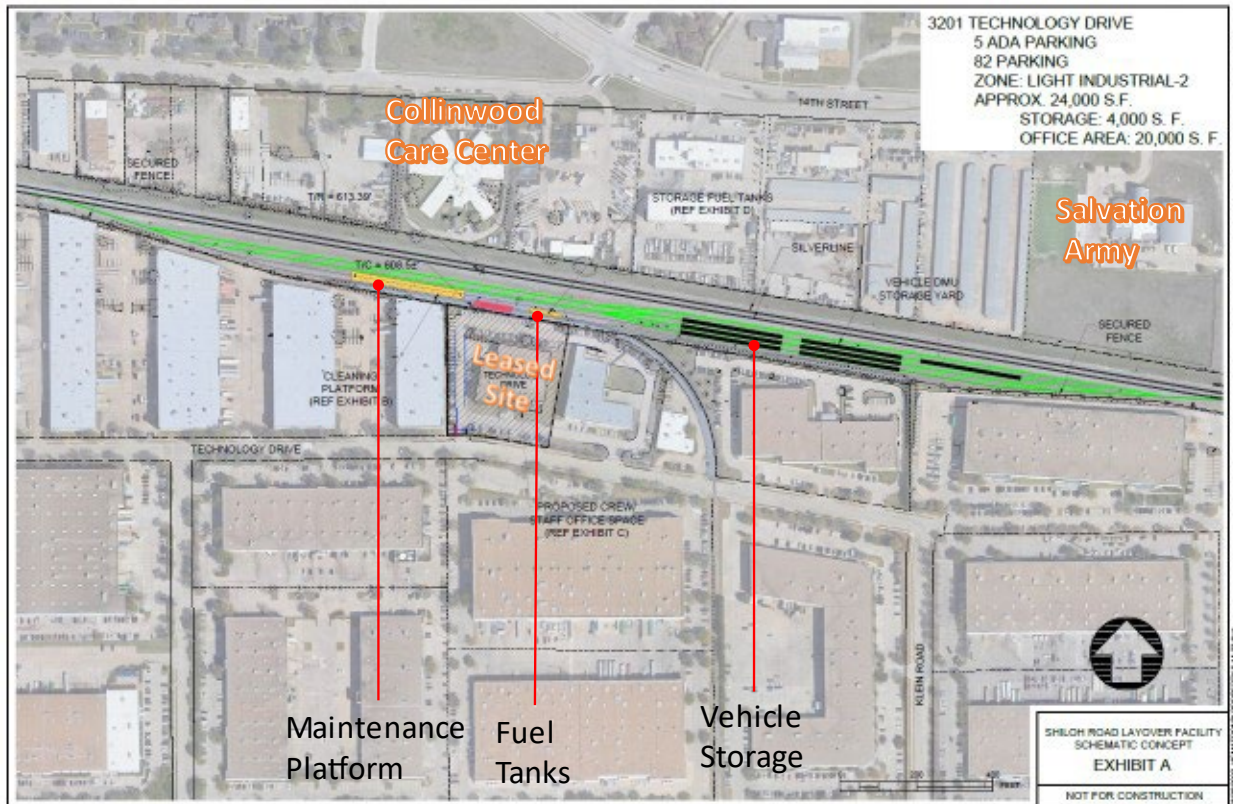


Figure 1. Shiloh Road Layover Facility Site Plan

EXISTING CONDITIONS

Sensitive Land Use

As shown in **Figure 1**, the land use surrounding the layover facility site is primarily industrial, with a limited number of community facilities. The noise and vibration sensitive land uses closest to the site include the Collinwood Care Center and the Salvation Army Building, both located to the north of the Silver Line tracks. The Collinwood Care Center, a nursing and rehabilitation facility with nighttime sensitivity, is a FTA Category 2 (residential) land use. The Salvation Army Building, which houses a charitable organization and place of worship with daytime and evening sensitivity, is a FTA Category 3



(institutional) land use. Existing noise sources affecting these locations include freight train operations, roadway traffic, aircraft, and industrial activities. Existing sources of ground-borne vibration in the area are limited to freight train operations.

Existing Noise Levels

The existing noise exposure levels at the two noise-sensitive receptors closest to the layover facility site were estimated based on available information from the DART Cotton Belt Corridor FEIS as follows:

- Collinwood Care Center. The existing noise exposure level at this location is estimated to be 58 dBA in terms of the Day-Night Sound Level (Ldn)¹ based on the results of a 24-hour noise measurement conducted for the FEIS at Site LT-19. This measurement site was at a residence similarly located about 100 feet north of the Silver Line, approximately 1,600 feet to the west of the Collinwood Care Center, with a comparable noise environment.
- Salvation Army Building. The existing noise exposure level at this location is estimated to be 54 dBA in terms of the Equivalent Sound Level (Leq)² based on the results of a one-hour noise measurement conducted for the FEIS at Site ST-5. This measurement site was at a church similarly located about 350 feet north of the Silver Line, approximately 1,800 feet to the east of the Salvation Army Building, with a comparable noise environment.

NOISE IMPACT ASSESSMENT

Noise impact was assessed at the two noise-sensitive locations closest to the proposed layover facility by (1) predicting the combined noise exposure levels from facility operations and Silver Line operations, (2) comparing the total predicted project noise exposure levels with the estimated existing noise exposure levels, and (3) applying the FTA noise impact criteria.

Noise exposure levels from layover facility operations were predicted in accordance with FTA General Noise Assessment methodology for yards and shops using the FTA Noise Impact Assessment Spreadsheet. At the Collinwood Care Center, the Ldn from facility operations was predicted assuming 14 vehicle movements during the daytime hours (7 am to 10 pm), 19 vehicle movements during the nighttime hours (10 pm to 7 am), and a distance of 500 feet to the center of the site. At the Salvation Army Building, the Leq from facility operations was predicted assuming three (3) vehicle movements during the peak activity hour, and a distance of 1,200 feet to the center of the site.

¹ Ldn is a 24-hour cumulative A-weighted noise level that includes all noises that occur during a day, with a 10-dB penalty for nighttime noise (10 pm to 7 am). This nighttime penalty means that any noise events at night are equivalent to ten similar events during the day.

² Leq is the level of a steady sound, which in a stated time period and at a stated location, has the same sound energy as the time-varying sound.



Noise exposure levels from Silver Line operations were predicted using FTA Detailed Noise Analysis methodology based on the assumptions from the most recent noise impact analysis for the DART Silver Line Project.³

The results of the noise impact assessment are summarized in **Table 1**, and are shown graphically in **Figure 2** for the Collinwood Care Center and in **Figure 3** for the Salvation Army Building. Based on these results, it is concluded that the combined noise exposure levels from layover facility operations and Silver Line operations are predicted to be below the applicable FTA noise impact criteria thresholds. Therefore, noise impact from the project is not anticipated at any sensitive locations near the proposed Shiloh Road Layover Facility, and no noise mitigation measures are required.

Table 1. Summary of Noise Impact Assessment for the DART Silver Line Shiloh Road Layover Facility

Noise-Sensitive Location	Existing Noise Level (dBA)	Predicted Project Noise Exposure Level (dBA)			Project Noise Impact Criteria (dBA)		Total Noise Level (dBA)	Noise Level Increase (dBA)	Impact
		Layover Facility	Silver Line	Total	Moderate	Severe			
Collinwood Care Center ¹	58	54	52	56	57	62	60	2	None
Salvation Army Building ²	54	40	40	43	60	66	54	0	None

Source: Cross-Spectrum Acoustics, 2022

¹ Noise levels at this location are based on Ldn and measured in dBA (rounded to the nearest decibel).

² Noise levels at this location are based on Leq(1h) and measured in dBA (rounded to the nearest decibel).

VIBRATION IMPACT ASSESSMENT

Based on the most recent vibration impact analysis for the DART Silver Line Project,⁴ the maximum one-third octave band ground-borne vibration level from Silver Line operations at the Collinwood Care Center was predicted to be 54 VdB, well below the FTA impact threshold of 72 VdB and the DART vibration goal of 65 VdB. Because operations at the layover facility will occur further from this and other sensitive buildings and at lower speeds, ground-borne vibration from facility operations will be even lower. Thus, it is concluded that vibration impact from the Silver Line Project is not anticipated at any sensitive locations near the proposed Shiloh Road Layover Facility and no vibration mitigation measures are required.

³ Cross-Spectrum Acoustics, *DART Silver Line Updated Noise Analysis*, Technical Memorandum, October 30, 2020

⁴ Cross-Spectrum Acoustics, *DART Silver Line Design-Build Project Vibration Assessment and Mitigation Analysis of Final Design*, Technical Memorandum, January 18, 2021

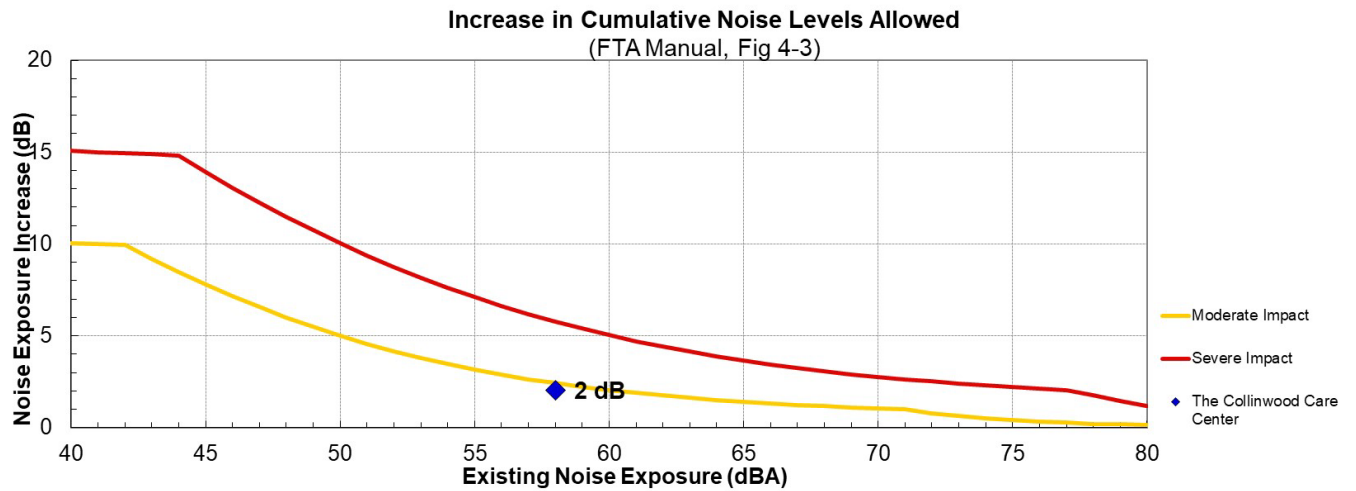
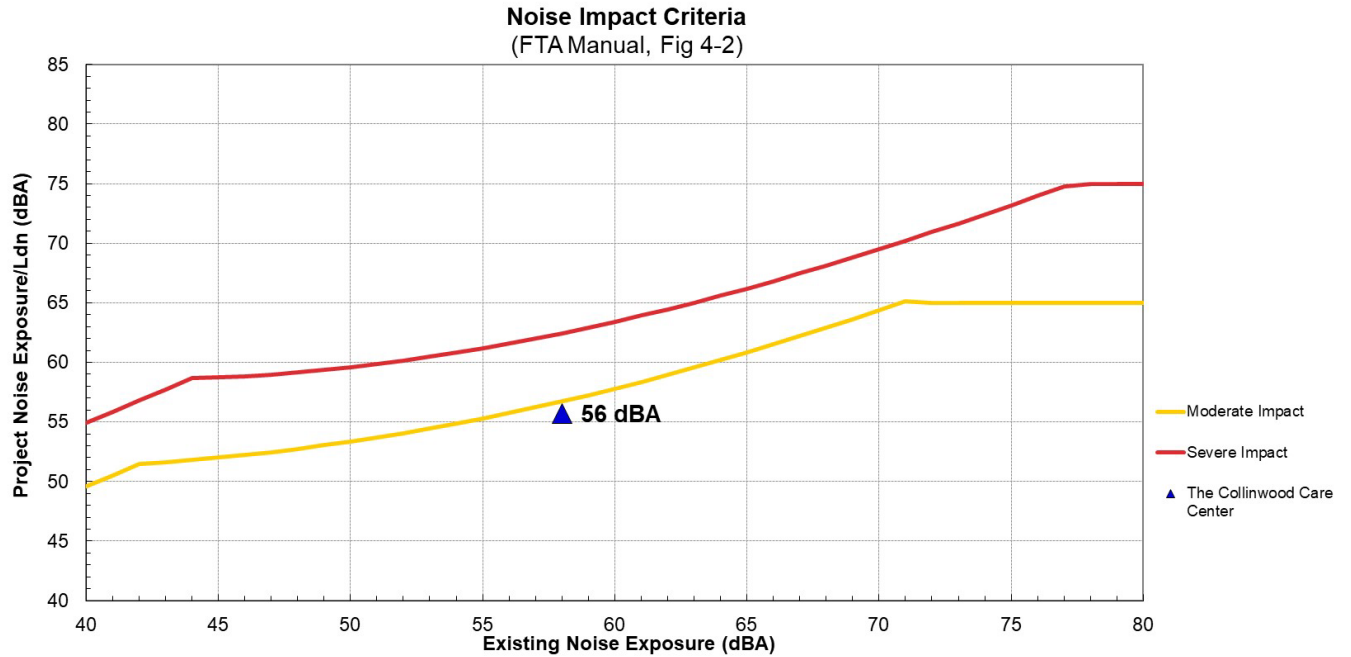


Figure 2. FTA Noise Impact Assessment at the Collinwood Care Center

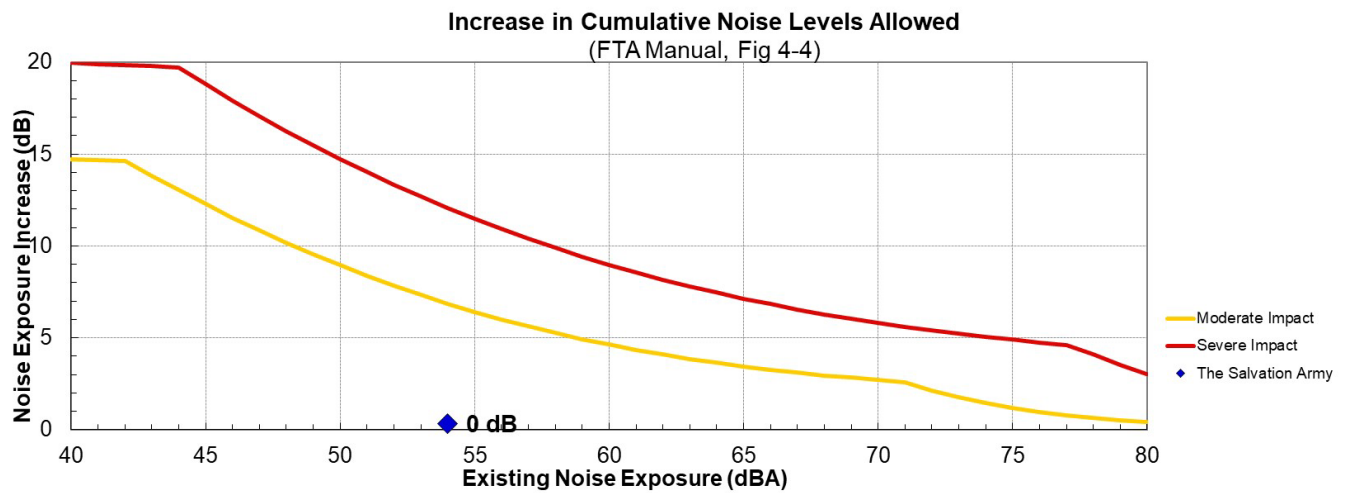
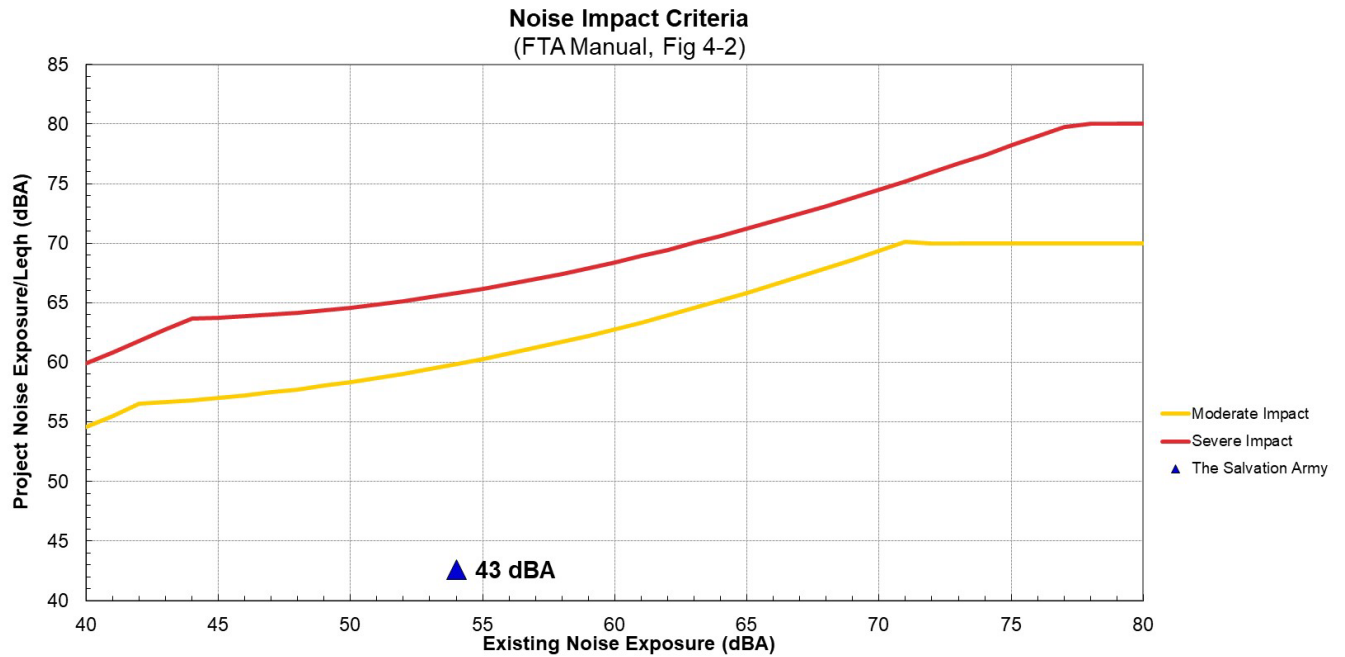


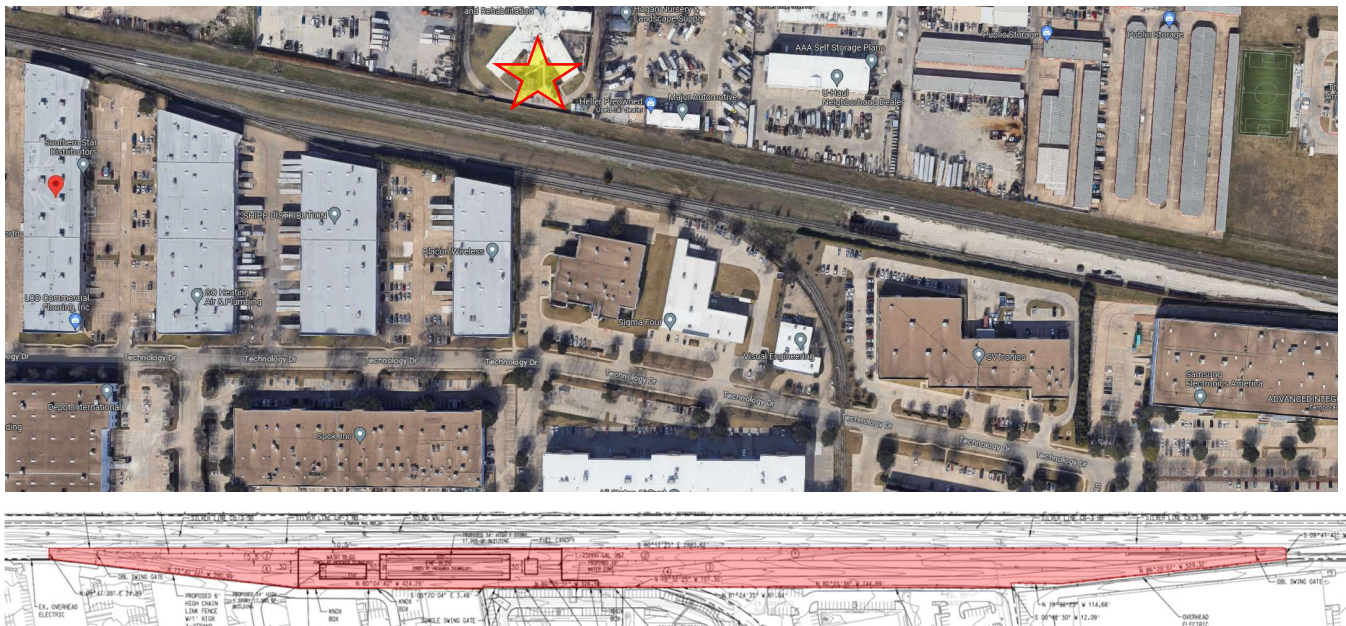
Figure 3. FTA Noise Impact Assessment at the Salvation Army Building

Project Location: Rail line behind 3201 Technology Blvd.

Proposed Request: DART is requesting approval of a Rail Service Yard for the Silver Commuter Rail project located within DART’s right-of-way (shown below), which requires approval of a Specific Use Permit (SUP). The SUP is required based on the current zoning designation on the rail right-of-way (ROW).

This location was selected because the existing right-of-way is wide enough to accommodate additional track and structures without impacting Silver Line operations or adjacent property. The location is also at the end of the line, which is operationally more efficient and reduces unnecessary non-revenue train movements thereby maximizing the life of the assets. The cars stored on site overnight will be plugged in so as to be readily available for use. By doing this, the cars do not have to continually run on diesel and therefore, will not produce fumes.

Additionally, DART has agreed to install a 15-foot tall betterment wall to mitigate any potential noise to the nearby residential retirement facility property (shown with a star below). DART conducted noise analysis on the light maintenance facility and no noise impact was identified.



The primary functions of this facility as currently proposed would include DART’s operations and maintenance contractors, washing and fueling the vehicles daily while performing light maintenance, and inspection.

- The site will contain two (2) new building and a canopy structure.
 - The larger building is for equipment maintenance
 - The smaller building is to wash the trains
 - The canopy is to cover the fuel dispensing area between the tracks

DART is requesting that the storage track will be constructed prior to the maintenance facility and associated structures. No tree survey or landscape/open space plan has been provided as there no trees on site and no landscaping is proposed.



Dallas Area Rapid Transit
PO Box 660163
Dallas, Texas 75266-0163
214-749-3278

July 21, 2023

Mr. Mark Israelson
City Manager
City of Plano
1520 K Avenue, Suite 300
Plano, TX 75074

Via email: marki@plano.gov

Subject: Shiloh Maintenance Facility

Dear Mr. Israelson:

Dallas Area Rapid Transit (DART) values our long-time partnership with the City of Plano. We also appreciate your continued support of the Silver Line Commuter Rail project, the adjacent hike and bike trail, and our proposed rail maintenance facility near Shiloh Road. As outlined in this letter, we are seeking additional consideration on the type of facility located within DART's right-of-way and the associated City actions required to advance this alternative.

DART has been working with the City of Plano staff to locate and design a light maintenance and layover facility within DART's existing rail right-of-way for DART's Silver Line Commuter Rail project. This facility, based on its current design, will store eight diesel multiple units in a small yard within the Silver Line alignment near 3201 Technology Drive, a building leased by DART. DART will utilize 3201 Technology Drive for the office space of DART Commuter Rail operations and operations and maintenance contractors. This location was selected because the existing right-of-way is wide enough to accommodate additional track and structures without impacting Silver Line operations or adjacent property. The location is also at the end of the line, which is operationally more efficient and reduces unnecessary non-revenue train movements thereby maximizing the life of the assets.

The primary functions of this facility as currently proposed would include DART's operations and maintenance contractors, washing and fueling the vehicles daily while performing light maintenance, and inspection. Light maintenance tasks involve daily vehicle inspections, oil and fluid checks, brake inspections, cleaning, and interior maintenance. The equipment used in a light maintenance facility would include basic hand tools, lubrication equipment, cleaning supplies, diagnostic tools for minor troubleshooting, and inspection equipment. The facility will include a wash building, maintenance building, and fuel canopy along two sets of tracks prior to splitting into four storage tracks. Under this plan, DART would build a heavy maintenance facility for work such as transmission or engine overhauls in Lewisville at a shared facility with Denton County Transit Authority (DCTA).



Figure 1: Proposed Enclosed Shiloh Maintenance Facility

Mr. Mark Israelson

July 21, 2023

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Over the last few months, DART has engaged with City staff to review functions of the facility for code compliance and zoning policy. To address City staff concerns and to comply with existing zoning, DART has agreed to provide underground fuel storage, dedicated fire lane access, and to fully enclose the maintenance building to match the area's industrial setting and aesthetics as shown in Figure 1. Also, DART has agreed to install a 15'-tall betterment wall meant to deter noise adjacent to a nearby residential retirement facility. DART conducted noise analysis on the light maintenance facility and no noise impact was identified. The now fully enclosed facility and the betterment wall will further reduce any noise generated by the facility.

Because of the benefits of the location, the proximity to the Silver Line alignment, and the full enclosure design now being advanced, DART recommends upgrading the building to a full maintenance facility at Shiloh Road and to forego modifying the DCTA facility in Lewisville. In building a full maintenance facility at Shiloh, DART would avoid \$30 million in capital costs and \$950,000 in annual operating costs compared to the present concept of divided maintenance and operations over two facilities. These costs are largely associated with infrastructure modifications to the DCTA facility, upgrades of the track and crossings between Carrollton and Lewisville, and avoided operating costs from the DCTA facility and the additional deadhead miles north of the Silver Line to reach the DCTA facility. All Silver Line operations and maintenance support personnel would now be located in a centralized location allowing for more efficient operations and maintenance. Further, DART would prefer to invest DART assets within DART Service Area cities. Locating a maintenance and operations facility at DCTA would dedicate a significant investment into non-DART infrastructure outside the DART Service Area.

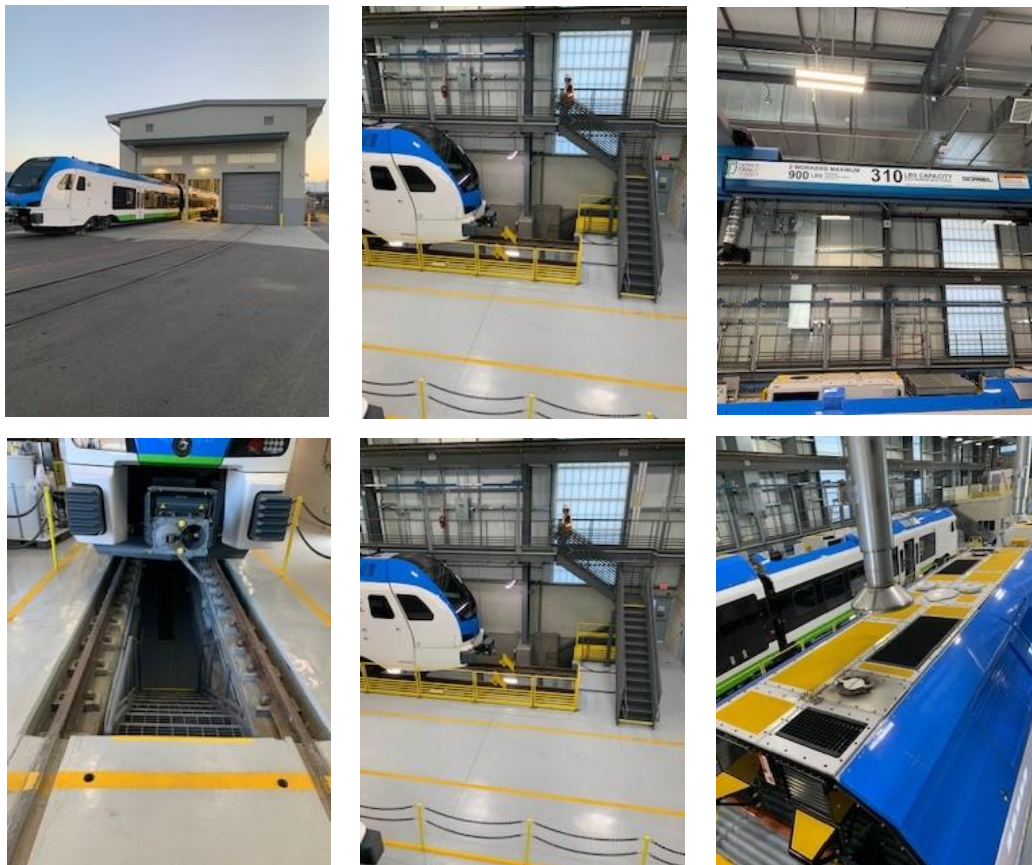


Figure 2: Exterior and interior photos of similarly sized full maintenance facility in San Bernadino, CA. This shows the type of equipment that would be accommodated in a full maintenance facility.

Mr. Mark Israelson

July 21, 2023

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In transitioning the Shiloh Road facility to a full maintenance facility, the primary changes would occur within the facility as the additional maintenance activities would all be performed inside the enclosed building. The interior of the facility would require full size pits and additional maintenance equipment such as cranes, lifts, and additional material storage similar to the San Bernadino example shown in Figure 2. Hours of operation, the building footprint, yard footprint, facility exterior, and train movements in the yard would not change.

It is our understanding that the current zoning would allow for a layover or light maintenance facility but would not allow for a full maintenance facility without a special use permit. DART's intent with this letter is to help City staff understand the benefits of transitioning this facility from a light maintenance facility to a full maintenance facility and demonstrate that the transition to a full maintenance facility would have no additional impact on the surrounding area since the building is fully enclosed, fuel infrastructure is underground, and the residential retirement facility is protected by a betterment wall.

As noted above, DART would prefer to invest within a service area city and would benefit from having a full maintenance facility located at the end of the Silver Line alignment. With this expansion to a full maintenance facility, the City of Plano would be recognized as a 'center of excellence' for regional rail operations and maintenance in North Texas, joining Irving (TRE), Lewisville (DCTA), and Fort Worth (Trinity Metro) as the only commuter rail maintenance facility cities within the region. Additionally, the facility, combined with the offices at 3201 Technology Drive, would serve as a permanent employment center for 65 people.

Given the benefits outlined here, it is our intent to submit a special use permit request to the City to expand use of the facility to incorporate full maintenance. We would appreciate the City and staff's continued support. To reach prompt resolution by the end of the year on the location of DART's full maintenance facilities, we want to understand any concerns or challenges that the City of Plano might have that will impede the successful adoption of the special use permit. We look forward to working alongside City of Plano staff, leadership, and City Council to deliver a successful project to further enhance regional mobility and connect Plano to activity centers in the northern part of the DART Service Area and DFW Airport.

If you have any questions about this information, please contact me by email at nlee@DART.org.

Sincerely,



Nadine S. Lee
President & Chief Executive Officer

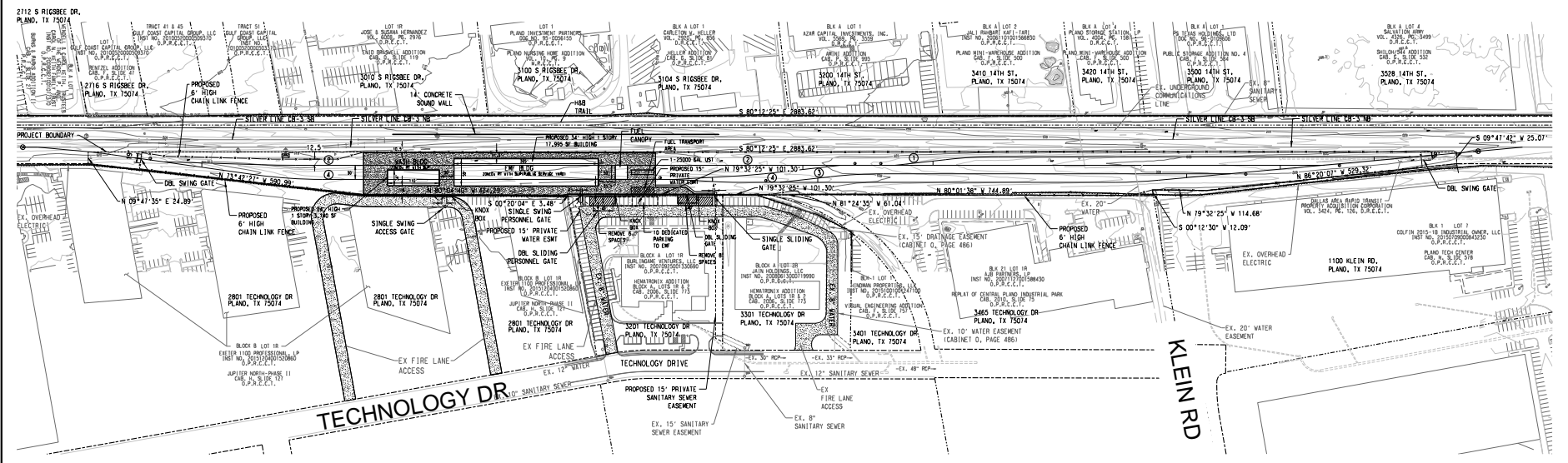
c: Jack Carr, City of Plano, Assistant City Manager
Cristina Day, City of Plano, Director of Planning,
DART Board
Dee Leggett, DART, Executive Vice President/Chief Development Officer
Jeamy Molina, DART, Executive Vice President and Chief Communications Officer
Trey Walker, DART, Vice President, Capital Design & Construction
Edie Diaz, DART, Vice President, Government and Community Relations



SCALE (IN FEET)
0 50 100



VICINITY MAP
NOT TO SCALE



10/19/2023
...DART Shiloh Loyerer PSP-100.dgn

shiloh
D:\shiloh

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

GENERAL SITE DATA

Zoning (From Zoning Map)	RT with SUP for Public Service Yard
Land Use (From Zoning Ordinance)	Public Service Yard
Lot Area (SF & ACRES)	222,265 SF - 5.10 ACRES
Building Footprint Area (SF)	21,735
(Wash Bldg. - 3,740 / EMF Bldg. - 17,995)	
Total Building Area (SF)	21,735
Building Height (Stories)	Wash Bldg. - 1 / EMF Bldg. - 1
Building Height (FT)	Wash Bldg. - 24 FT. / EMF Bldg. - 34 FT
SUP Area Coverage (%)	9.78%
Floor Area Ratio - FAR	0.10:1
PARKING	
Required Parking (# Spaces)	10
Provided Parking (# Spaces)	10 (Off-site Parking)
LANDSCAPE	
Landscape Area Required (SF)	NA
Landscape Area Provided (SF)	None
PERMIABLE AREA	
Ballast Surface Area (SF)	165,946
Total Permeable Area (SF)	165,946
IMPERVIOUS AREA	
Building Footprint Area (SF)	21,735
Area of Sidewalks, Pavement & Other Impervious Footwork (SF)	34,584
Actual Total Impervious Area (SF)	56,319
Billable Impervious Area	56,319

- LEGEND**
- EMF = EQUIPMENT MAINTENANCE FACILITY
 - DBL = DOUBLE
 - SUP = PUBLIC SERVICE YARD
 - UST = UNDERGROUND STORAGE TANK
- NOTE:**
ALL FIRE LINES TO BE A MINIMUM OF 24 FT. WIDE WITH A MINIMUM 20' INSIDE RADIUS.
- NOTE:**
CURRENTLY THERE ARE NO PROTECTED TREES EXISTING WITHIN THE LIMITS OF THIS SITE.
- NOTE:**
CURRENTLY THERE ARE NO PROTECTED TREES EXISTING WITHIN THE LIMITS OF THIS SITE.

REV	AMEND	CR	DATE	DESCRIPTION	BY	CHK	APP

PROJECT INFORMATION
CITY OF PLANO, COLLIN COUNTY, TEXAS
E.L.I. MURPHY SURVEY, ABSTRACT NO. 591

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF:
KATHARINE R. LEWIS
10/19/2023



PREPARED BY:
HUITT ZOLLARS, INC.
5420 LBJ FREWAY, SUITE 1500
DALLAS, TEXAS 75248-2902
Firm No. F-761

CONTACT:
KEH HANSEN,
VICE-PRESIDENT
PHONE: 214-871-3311



OWNER:
DALLAS AREA RAPID TRANSIT
P.O. BOX 680183
DALLAS, TEXAS 75268

CONTACT:
LETICIA DELGADO, RFP, PM
DEVELOPMENT DEPARTMENT
PHONE: 214/718-7633

PRELIMINARY SITE PLAN
SHILOH MAINTENANCE FACILITY
5.10 ACRES
CITY OF PLANO, COLLIN COUNTY, TEXAS
E.L.I. MURPHY SURVEY, ABSTRACT NO. 591
PREPARED: SEPTEMBER 5, 2023

