


**DATE:** March 25, 2025

**TO:** Petitioner with Items before City Council

**FROM:** Christina D. Day, AICP, Director of Planning 

**SUBJECT:** Results of the City Council Meeting of March 24, 2025

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**PUBLIC HEARING – ZONING CASE 2024-023**  
**PETITIONER: SHAHID RASUL**

Public Hearing and consideration of Appeals of the Planning & Zoning Commission's denials of Zoning Case 2024-023 and Preliminary Site Plan 2024-036. Request to rezone 6.6 acres located on the west side of K Avenue, 2,240 feet south of Spring Creek Parkway from Corridor Commercial to Single-Family Residence Attached. 49 Single-Family Residence Attached lots on 6 acres located on the west side of K Avenue, 2,240 feet south of Spring Creek Parkway. Project #ZC2024-023 & PSP2024-036.

<b>APPROVED</b>	<u>0</u>	<b>DENIED</b>	<u>0</u>	<b>TABLED</b>	<u>8</u>
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**STIPULATIONS:**

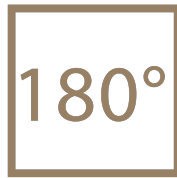
The item is tabled to the April 28, 2025, City Council meeting.

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

<https://planotx.new.swagit.com/videos/338257?ts=3363>

CDD/hm

cc: Nour Beshir, 180 Arc LLC  
Mike Bell, Assistant Director of Planning  
Christina Sebastian, Land Records Planning Manager  
Jeanna Scott, Building Inspections Manager



FOR CONSTRUCTION  
DESIGN-BUILD

**2/5/2025**

**Mr. John Kim - Planner**

City of Plano

1520 K Avenue, Suite 250

Plano, TX 75074

**RE: Zoning Case 2024-023 & PSP 2024-036 – Split Trail Townhomes – Appeal Request**

Dear Mr. Kim,

On behalf of the property owner and applicant of the subject zoning case, please accept this letter as a formal request for a public hearing at the earliest available City Council meeting to appeal the action taken by the Planning & Zoning Commission at its meeting on January 6, 2025 denying the item. We are open to multiple date options as provided by the city.

Please contact me should you have any questions or require any further information.

**Sincerely,**

**Nour Din**  
CEO, 180 AF

A handwritten signature in black ink, appearing to be "Nour Din", written over a large, loopy, and somewhat chaotic scribble that also covers the typed name and title.

# PLANNING & ZONING COMMISSION

## ZONING CASE FINAL REPORT



**DATE:** January 7, 2025

**TO:** Petitioners with Items before the Planning & Zoning Commission

**FROM:** Planning & Zoning Commission

**VIA:** Mike Bell, AICP, Development Review Manager acting as Secretary of the Planning & Zoning Commission *MB*

**SUBJECT:** Results of Planning & Zoning Commission Meeting of January 6, 2025

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### AGENDA ITEM NO. 4A - ZONING CASE 2024-023

**PETITIONER: SHAHID RASUL**

Request to rezone from Corridor Commercial to Single-Family Residence Attached on 6.6 acres located on the west side of K Avenue, 2,240 feet south of Spring Creek Parkway. Project #ZC2024-023.

**DENIED:** 8-0

Speaker Card(s) Received:	Support:	<u>1</u>	Oppose:	<u>3</u>	Neutral:	<u>0</u>
Letters Received Within 200' Notice Area:	Support:	<u>0</u>	Oppose:	<u>1</u>	Neutral:	<u>1</u>
Letters Received Within the Subject Property	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>1</u>	Oppose:	<u>4</u>	Neutral:	<u>0</u>

### RESULTS:

The Commission denied the item.

To view the hearing, please click on the provided link:  
<https://planotx.new.swagit.com/videos/325018?ts=1166>

JK/af

cc: 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

## AGENDA ITEM NO. 4A

**PUBLIC HEARING:** Zoning Case 2024-023

**PETITIONER:** Shahid Rasul

**CASE PLANNER:** John Kim, AICP-Candidate

**DESCRIPTION:** Request to rezone **from** Corridor Commercial **to** Single-Family Residence Attached on 6.6 acres located on the west side of K Avenue, 2,240 feet south of Spring Creek Parkway. Project #ZC2024-023.

## EXECUTIVE SUMMARY

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The purpose of the request is to rezone the 6.6-acre subject property from Corridor Commercial (CC) to Single-Family Residence Attached (SF-A) to facilitate development of a single-family attached residential subdivision. Major topics of consideration in this request include:

- Envision Oak Point Small Area Plan – The subject property is located within an area designated *Transit Ready* by the Envision Oak Point Small Area Plan. *Transit Ready* areas are the potential sites for the extension of transit stations north of DART's Parker Road station. These areas are recommended to change over time as transit arrives in the area. Initial land uses are commercial, such as office and retail uses, followed by adding housing within walking distance of transit stations once those locations are identified and financed. As the exact station locations have not yet been identified or financed, uses allowed under the existing CC zoning continue to be appropriate at this site.
- Compatibility with Surrounding Area – The subject property is located within a commercially zoned corridor that is developed with a mix of retail, heavy commercial, and light industrial uses, including a business that produces compost, mulch, and other landscaping materials that are known to create strong odors, deposit debris in the surrounding area, and are at elevated risk for fires due to the nature of the work on site. A residential subdivision in this location would be isolated from other residential services, such as elementary schools and neighborhood parks, by DART right-of-way and K Avenue. For these reasons, the request is incompatible with the surrounding area.
- Impacts to Adjacent Properties – Rezoning the property to residential will create additional restrictions on the development of adjacent properties, including requirements to construct 8-foot masonry screening walls and residential adjacency standards. It would also cause the commercial antenna located on the property to the south to become nonconforming with setbacks from residential zoning districts.

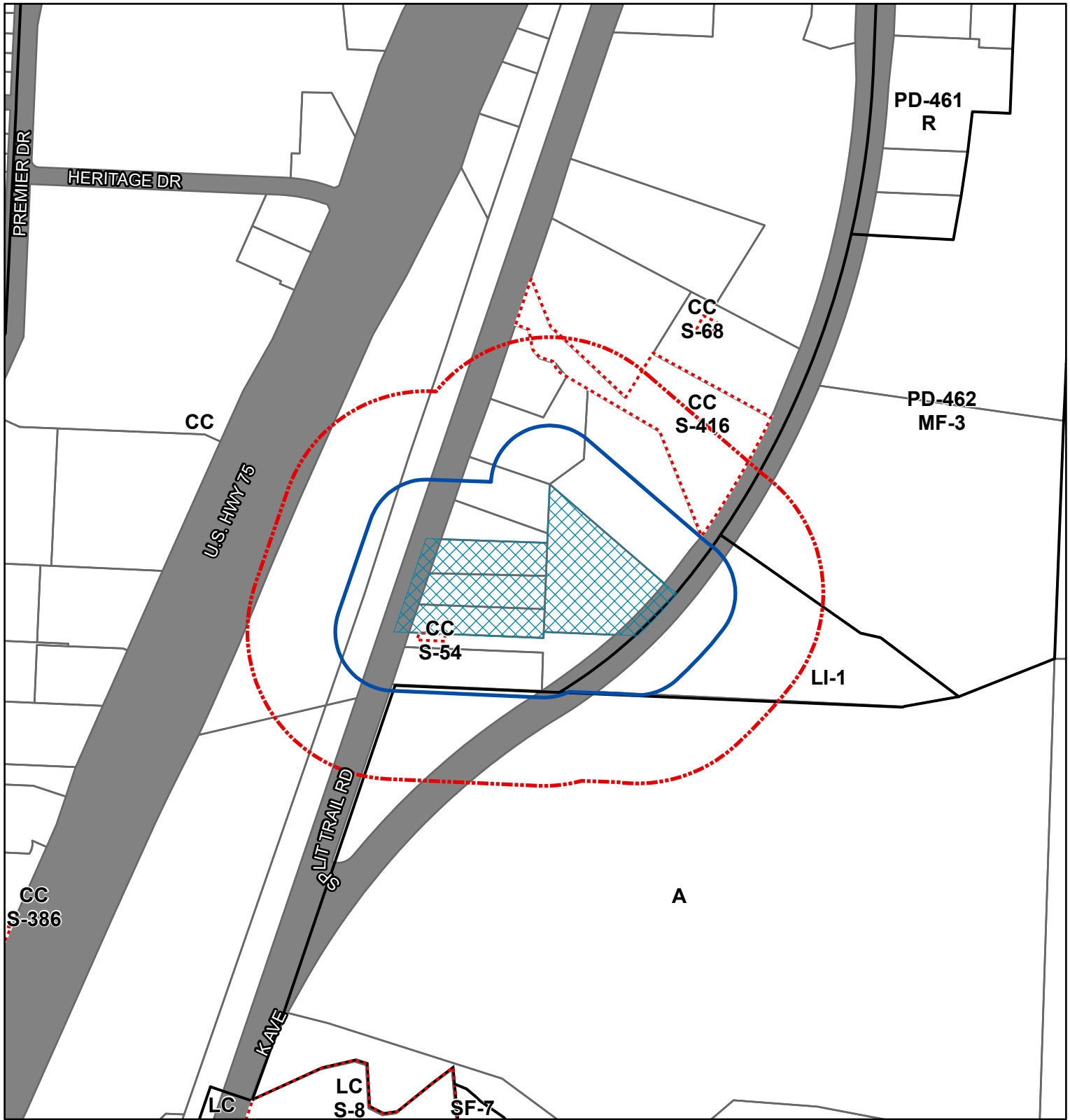


- Access – Two points of access to the neighborhood are proposed, including one from Split Trail Road and one from K Avenue. The property can only get direct access from the existing median opening on K Avenue by sharing a driveway with the commercially-zoned property to the north. (Note: the subdivision of these properties was done without the benefit of a plat by a previous owner). Shared access is a typical condition between commercial properties but is not typical between commercial and residential property outside of a mixed-use area.

The applicant did not attempt to coordinate with the adjacent property owner on this issue and, as a result, is proposing access from K Avenue farther to the south. This will require residents traveling northbound on K Avenue to perform a U-turn to access the neighborhood from southbound K Avenue. Alternatively, residents could turn left onto Split Trail Drive where it intersects K Avenue approximately one-quarter mile south. This design requires approval of a variance to the Street Design Standards and creates unnecessary traffic safety risks that would likely be avoided if the site were developed with non-residential uses under its existing CC zoning.

- Conformance to the Comprehensive Plan:
  - Future Land Use Map/Envision Oak Point – The subject site is located within an area designated as Suburban Activity Center (SA). Where there are conflicts with the SA designation and the Envision Oak Point Small Area Plan (EOP), the EOP plan controls due to the extensive public outreach and additional detail within the plan.
  - Expressway Corridor Environmental Health Map – The location is within EHA-1. An EHA Site Analysis was provided as part of the request, which found the proposed development is not consistent with the EHA guidelines. The applicant is proposing mitigation standards for air filtration, to limit indoor noise levels, restrict balconies facing the expressway, and construct solid fencing to buffer the affected buildings; however, as this request is not for a Planned Development, these mitigation measures cannot be stipulated as part of the zoning (i.e., required of the development). Therefore, the request does not conform with EHA guidelines.

For these reasons, staff recommends denial of this request. A preliminary site plan accompanies the request as Agenda Item No. 4B.



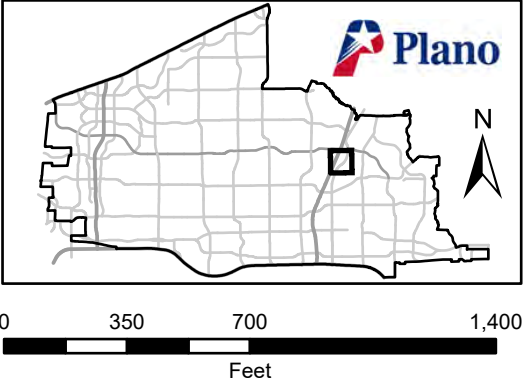
Zoning Case: 2024-023

Existing Zoning: Corridor Commercial

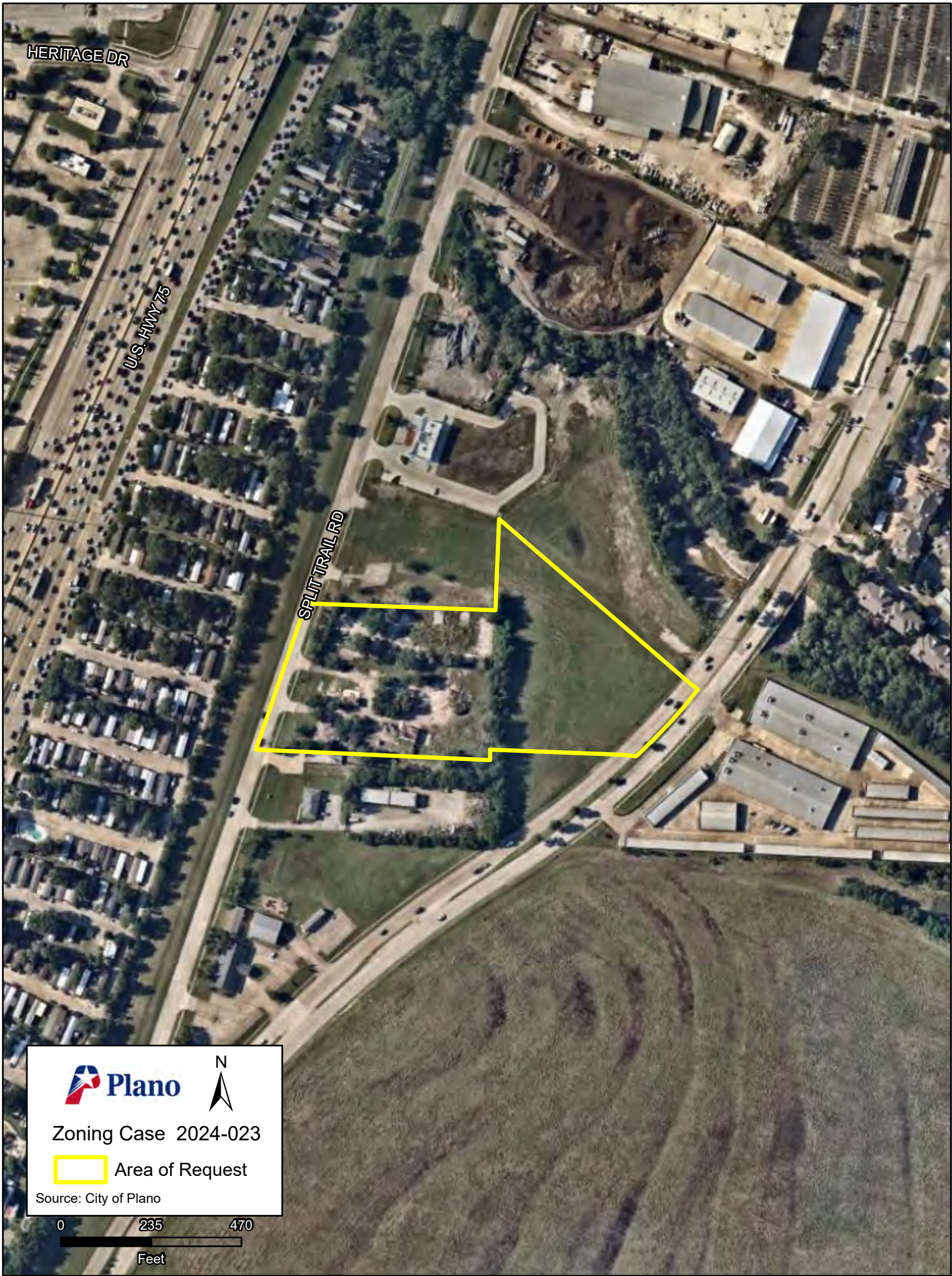
Proposed Zoning: Single-Family Residence Attached


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


Source: City of Plano







**Plano**

N  


Zoning Case 2024-023

 Area of Request

Source: City of Plano





## STAFF PRELIMINARY REPORT – INTRODUCTORY REMARKS

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The purpose of the request is to rezone the subject property from Corridor Commercial (CC) to Single-Family Residence Attached (SF-A) to allow the construction of single-family attached residences.

**Existing Zoning** – Section 10.900 and of the Zoning Ordinance states the purpose for the CC district as follows:

*The CC district is intended to provide for retail, service, office, and limited manufacturing uses within major regional transportation corridors. The regulations and standards of this district are reflective of the high traffic volumes and high visibility of these regional highways.*

**Proposed Zoning** – Section 9.1000 and of the Zoning Ordinance states the purpose for the SF-A district as follows:

*The SF-A district is intended to provide for a variety of residential housing types and densities in the medium density range (5–10 units/acre) on individually-platted lots or multiple units on a single lot.*

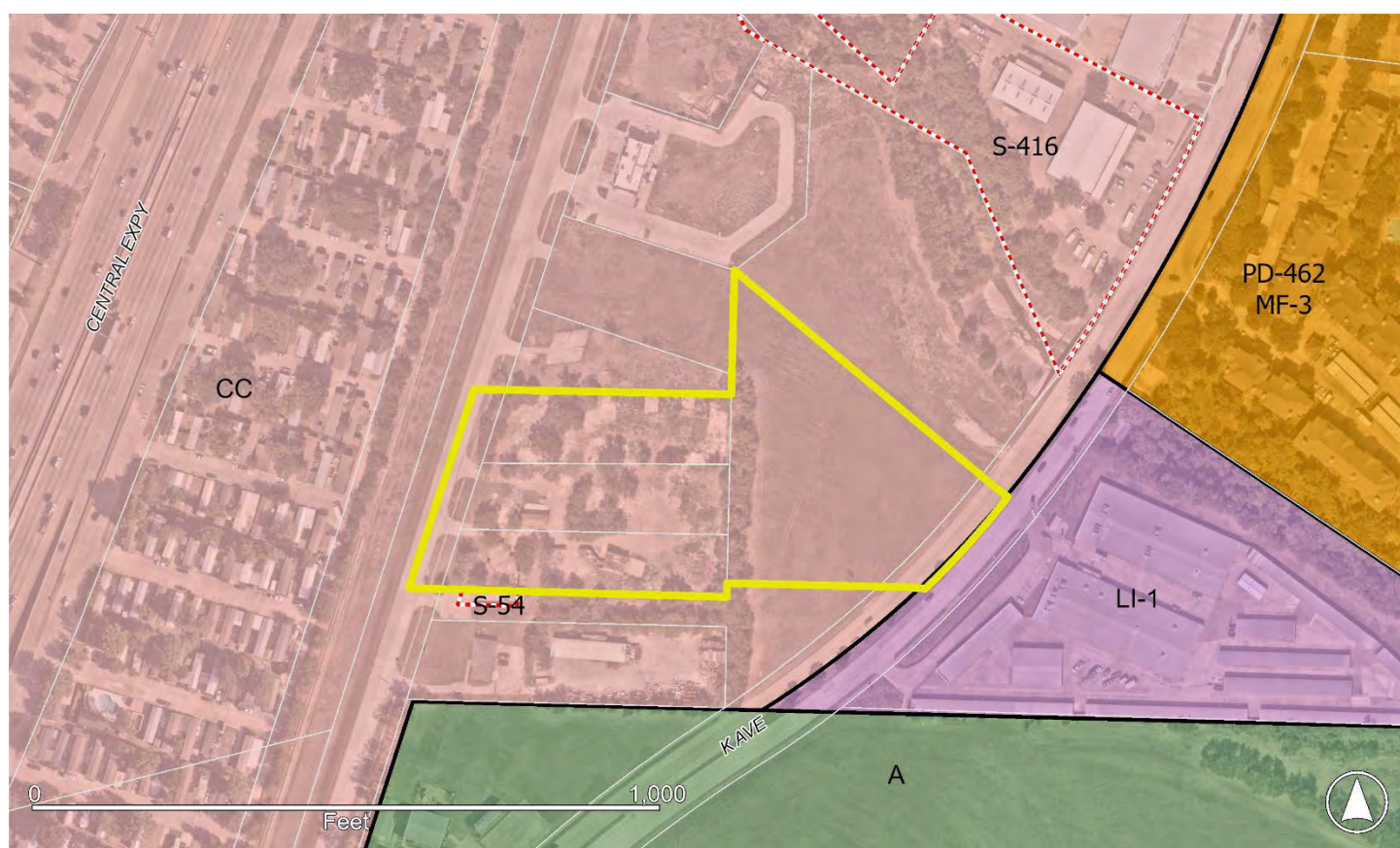
### Site History

The subject property currently includes four parcels. According to historical aerial photographs, a single-family home and a small mobile home park was built on land fronting Split Trail Road in the 1960s. The property was part of a larger tract. The tract was sold to various owners without benefit of platting in the decade between 2000 and 2010, so this property shows up as several lots in the County records, but none of the parcels are platted as individual lots of record with the City.

In 2000, the subject property was rezoned from Light Industrial-1 (LI-1) to CC as part of a series of city-initiated rezonings along the U.S. Highway 75 corridor. The three western tracts have most recently been utilized by service contractor businesses.

## Surrounding Land Use and Zoning

North	The properties are zoned Corridor Commercial (CC). Most property to the north is undeveloped, but one lot is developed with a religious facility.
East	The property to the east across K Avenue is zoned Light Industrial-1 (LI-1) and developed with mini-warehouse/public storage.
South	The property immediately to the south is zoned CC with Specific Use Permit No. 54 (S-54) for Commercial Antenna Support Structure and is partially developed with a 93 ft. commercial antenna support structure.
West	The property to the west across Split Trail Road and the DART rail right-of-way is zoned CC and developed with a mobile home/trailer park.



## STAFF PRELIMINARY REPORT – CONFORMANCE TO THE COMPREHENSIVE PLAN

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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.

**Core Policies** – The following policies serve as the fundamental basis for staff recommendations for zoning cases.

- **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.*

**Future Land Use Map** – The subject property is located within the [Suburban Activity Centers \(SA\)](#) category of the Future Land Use Map; however, this area is guided by the [Envision Oak Point](#) small area plan. As noted in the [Future Land Use Map & Dashboards](#) section of the Comprehensive Plan:

*Small Area Plans are considered an extension of the Comprehensive Plan and may be used to further refine the community's vision for specific locations within the city. If there are conflicts with the dashboards, the existing Small Area Plan controls due to the extensive public outreach and additional detail within these plans.*

**Envision Oak Point** – Adopted in 2018, Envision Oak Point (EOP) serves as a guide for development for approximately 730 acres in northeast Plano, including the subject property. The plan's vision states:

*Oak Point enhances community and establishes place by unifying northeast Plano, serving as its social hub and shaping unique, amenity-rich neighborhoods connecting the area's diverse population to its vast network of natural features and civic spaces."*

The Envision Oak Point Community Vision is shaped by three components. These include:

- A Community Vision Map that applies desired Development Types, mobility improvements, and social amenities to the Oak Point area;
- A Strategic Framework that communicates shared goals, policies, and actions for the future of the Oak Point area; and

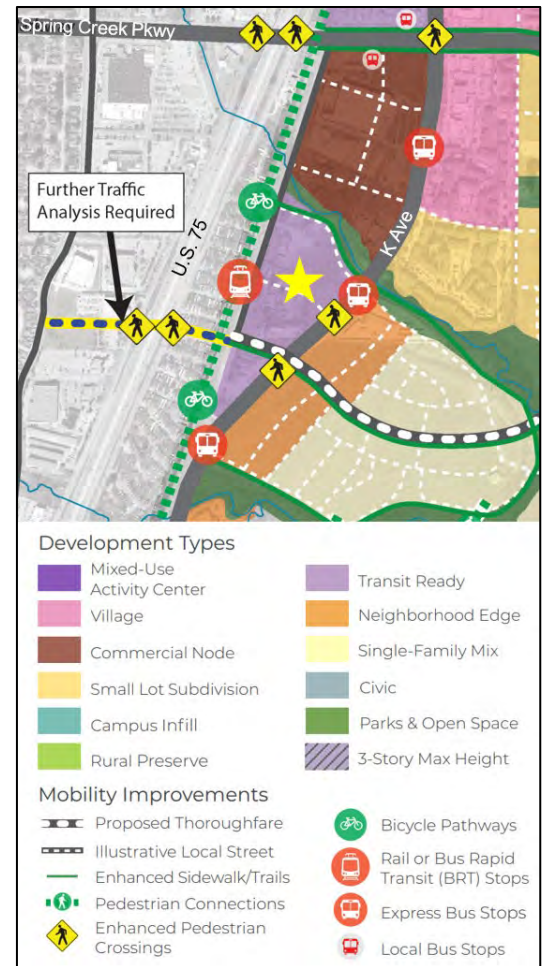


- Sub-Area Strategies that provide site-specific design guidance for critical elements of the community vision.

[Community Vision Map: Transit Ready](#) – The EOP Community Vision Map guides future development, mobility improvements, and social amenities in northeast Plano. Land use, development character, and scale in the Oak Point vision are represented by a set of 11 development types. The subject property (location indicated with a yellow star on the graphic to the right) is within an area designated as a Transit Ready development type, which is described as follows:

*As the region continues to grow, it is anticipated that rapid transit will be extended north from Parker Road Station. Transit Ready areas will support the establishment of new rail or rapid transit stations in Oak Point. These areas will evolve as transit arrives in the area - beginning with office and retail uses, and adding housing within walking distance as stations are financed. Residents and employees in the area enjoy easy access to transit, and transit users around the region benefit from newly built retail and employment destinations.*

The description recommends that properties be prioritized for the establishment of new rail or rapid transit stations and recommends other nonresidential uses be developed, followed by housing placed within walking distance to the established location of stations. Allowing housing to develop first is not in alignment with the recommended hierarchy of uses.



**Mix of Uses** – The Transit Ready Area is approximately 45.9 acres in total. Envision Oak Point recommends 40% residential uses and 60% nonresidential uses for this area. Further, the breakdown of residential uses is recommended as 20% single-family attached, and 80% multifamily. Currently, there are no residential uses within the Transit Ready area.

Although the request is within the total amount of acreage recommended for residential uses, only 3.7 acres are recommended for single-family attached. As this property is 6.6 acres, the request exceeds the recommended single-family threshold.

The Mix of Uses also recommends 10% open space be provided. The proposed project includes 0.5 acres of active open space, which is 8.39% of active open space which is not consistent with the recommended amount of open space in the Transit Ready Area of the EOP Plan.

EOP Community Vision Map – Transit Ready Description & Mix of Uses	
Transit Ready Description	<b>Does Not Meet</b>
Land Use Mix	<b>Does Not Meet</b>
Employment Mix	No Change
Open Space	<b>Does Not Meet</b>



Character Defining Elements – The request for SF-A zoning would allow two-story homes, and the proposed concept plan includes a typical single-family residential block pattern with streets that meet the city’s Thoroughfare Standards for internal streets, visitor parking, and garages within individual units. The Transit Ready Area recommends 10% open space, such as greens, squares, plazas, and trails to provide access to transit and amenities. The plan shows 0.5 acres of active open space, which is 8.39% active open space and therefore does not meet the recommendations of the Transit Ready Area of the EOP Plan.

EOP Community Vision Map – Transit Ready Character Defining Elements	
Building Height	Meets
Block Pattern & Streetscape	Meets
Parking Orientation	Meets
Civic/Open Space	Does Not Meet

Parks, Open Space & Mobility Improvements – The scope of the request does not include park, open space, or mobility improvements applicable to the EOP Community Vision Map.

EOP Community Vision Map – Other Improvements	
Parks & Open Space Improvements	N/A
Mobility Improvements	N/A

Sub-Area Strategies – The subject property is in the Western Quadrant of Envision Oak Point, which is planned to be “Oak Point’s Employment Center – A long-term transition driven by access to U.S. 75 and transit system improvements.” The goals of this area that are applicable to this request are:

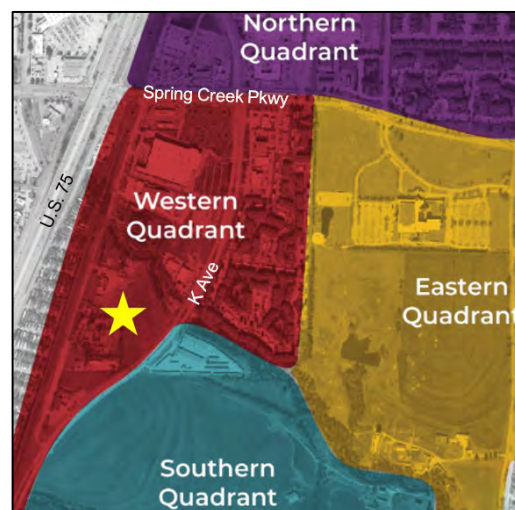
1. *Encourage preservation of land between Split Trail and K Avenue to support a potential transit station area.*

If approved, this request would remove a significant portion of undeveloped property situated in the middle of this sub-area. Removing this land reduces the amount of property that could be utilized as a potential transit station. Additionally, developing with single-family uses will make it difficult to repurpose the property if a transition if desired in the future. This request is not in conformance with this goal.

2. *Pursue multiple east/west connections to better connect this area to the east side of K Avenue.*

The request includes streets that allow vehicle and pedestrian connections from Split Trail Avenue to K Avenue. This request is in conformance with this goal.

Although connections will be provided to meet goal #2, the development of this land as proposed would create difficulties in transitioning this area to support a transit center in the future.



[Expressway Corridor Environmental Health Map](#) – A portion of the subject property is located within Expressway Corridor Environmental Health Area One (EHA-1). Sensitive land uses within Expressway Corridor Environmental Health Areas should achieve a maximum outdoor noise level of less than 65 dBA Ldn.

New sensitive land uses (SLUs) may be appropriate if satisfactory mitigation can be achieved as evidenced by an Environmental Health Area (EHA) Site Analysis. The applicant has provided an EHA Site Analysis to support the request.

The EHA Site Analysis found the proposed development is not consistent with the EHA Guidelines. The analysis recommends the following mitigation strategies:

- Central air conditioning for all units, to allow windows to remain closed;
- Restrict balconies where impacted by outdoor noise;
- Board-on-board wood fencing for outdoor amenity areas abutting Split Trail to reduce outdoor noise exposure;
- Improved building materials to achieve a maximum indoor noise level of 45 dBA;
- Locate air intake vents away from the expressway; and
- Design air filtration system to MERV-12 standard.

Per the analysis, three of the buildings would be partially exposed to noise levels greater than 65 dBA Ldn. The applicant is proposing to meet these requirements as part of this proposal; however, the applicant is not proposing a planned development district, so this mitigation would not be required and enforceable under the zoning ordinance. Therefore, this request is not in conformance with the Expressway Corridor Environmental Health Map.

Expressway Corridor Environmental Health Map	
Expressway Corridor Environmental Health Map	<b>Does Not Meet</b>

On December 16, 2024, the Planning & Zoning Commission recommended updates to the Zoning Ordinance and Comprehensive Plan to replace the Expressway Corridor Environmental Map with a new a new Expressway Corridor Overlay District. These updates are scheduled for City Council consideration on the January 13, 2025, meeting. New requirements that would be applicable to the proposed development include enhanced air filtration systems, sound-dampening building materials, and a 15-foot landscape edge. The applicant may be able to meet these requirements with their proposal but will be vested to develop under the current zoning ordinance if the plan is approved.

### Other Comprehensive Plan Policies

[City of Plano Housing Trends Analysis](#) – The Housing Trends Analysis and Strategic Plan aims to understand the housing needs of Plano residents, prepare for future growth and redevelopment, and guide community investment and sustainable development. This analysis notes that the city has supply-side constraints due to limited areas to facilitate additional growth, except for infill sites, redevelopment opportunities, and a few areas for new development. Additionally, rising construction costs have furthered housing affordability issues. The proposed additional housing would support the housing needs in Plano.

**Adequacy of Public Facilities** – The following have been reviewed in support of the [Facilities & Infrastructure Policy](#).

- Water and Sanitary Sewer - Water and sanitary sewer services are available to serve the subject property; however, the petitioner may be responsible for making improvements to the water and/or sanitary sewer system to increase the system capacity if required.
- Traffic Impact Analysis (TIA) - A TIA is not required for this rezoning request.
- School Capacity – Information was requested from Plano ISD on December 16, 2024. As of the publication date of this report, no response has been received. Information will be provided directly to the P&Z Commission and City Council if it is received prior to their respective hearing dates.
- Public Safety Response Time – Based upon existing personnel, equipment, and facilities, fire emergency response times will be sufficient to serve the site. Residential units in this area will increase EMS and fire calls for service and may impact future staffing levels and the type of equipment assigned to area fire stations.
- Parks – The subject property is located within Park Fee Service Area 3 and requires park fees for each unit.
- Libraries – The subject property is located within the L.E.R. Schimelpfenig Library's service area, and service to future residents would be possible with the current library resources.

### **Conformance to the Comprehensive Plan Summary**

In summary, the request is inconsistent with the Transit Ready development area of the Envision Oak Point Small Area Plan because it does not follow the recommended sequence of development and does not meet the recommended mix of uses. It also does not comply with the Expressway Corridor Environmental Health Map of the Comprehensive Plan. As a result, staff finds the request is not in conformance with the Comprehensive Plan.

## STAFF PRELIMINARY REPORT – ANALYSIS & RECOMMENDATION

### Single-Family Residence Attached Use and Site Design

As shown on the associated preliminary site plan, the applicant is proposing a subdivision with 49 single-family attached units and five open space lots. The site will provide street access for pedestrians and vehicles through the property from K Avenue to Split Trail Road.

### Compatibility with Nearby Uses and Impact on Adjacent Properties

The proposed rezoning to SF-A is incompatible with the surrounding area for the following reasons:

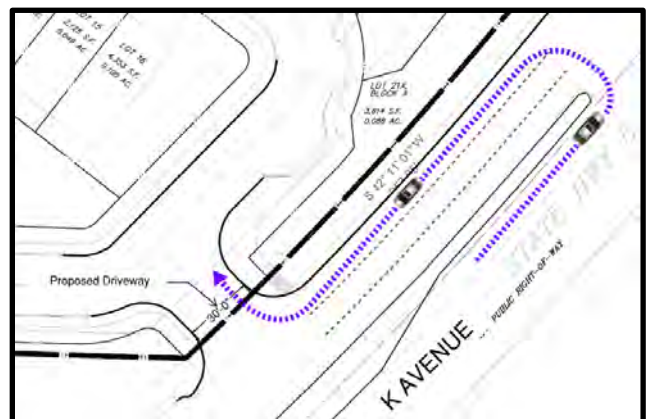
1. Surrounding Commercial Properties – The subject property is located within a commercially zoned corridor, developed with a mix of retail, heavy commercial, and light industrial uses. These include two construction companies on properties directly to the south and a business to the north that produces compost, mulch, and other landscaping materials known to create strong odors and debris in the surrounding area. Composting operations are subject to fires from combustion.

Rezoning the property from commercial to residential will create additional burdens and restrict the allowable developments in the neighboring properties. The surrounding commercial properties will be required to provide 8' masonry screening walls, increased setbacks for taller buildings, and other residential adjacency standards. As discussed below, access to neighborhood sites will also be negatively impacted.

2. Isolated Residential – A small, traditional residential neighborhood within this commercially zoned corridor would be isolated from other residential services, such as elementary schools and neighborhood parks.
3. Access – The site will have no direct access to the median opening on K Avenue unless shared with the undeveloped property to the north. This is a common condition for non-residential properties, which would likely be the result if both were developed in accordance with CC zoning; however, it is not a common condition for residential and non-residential properties. Alternative driveway designs were discussed; however, the applicant ultimately chose to relocate the driveway approximately 140 feet farther to the south.

The applicant made no attempts to coordinate with the property owner to the north on this issue. As a result, access from K Avenue will be provided farther to the south. This is problematic for several reasons:

- A. This will require residents traveling northbound on K Avenue to perform a U-turn across three lanes of traffic before taking an immediate right-turn into the neighborhood. As shown, this design does not meet the city's requirements for driveway separation from a median opening and requires approval of a variance to the Street Design Standards



B. The driveway design would likely impact the development of the properties to the north and south. By not sharing access to the median opening, the property to the north does not have adequate frontage to provide its own direct access to K Avenue without the need for a variance for either driveway separation or for no direct point of access to a public street. Alternatively, if the driveway is in the proposed location, the property to the south does not have the adequate length of street frontage to provide its own direct access to K Avenue without the need for a variance from driveway separation requirements. These situations would likely be avoided if all three properties were developed in accordance with the existing CC zoning and shared driveway openings.

- To meet the intent of the setback, the applicant is proposing to build their residences a minimum of 161 feet away from the antenna. This would meet the setback requirement from a residential property line, but not the zoning boundary line as required by the Ordinance; and without Planned Development stipulations, this setback cannot be enforced. The diagram shows the proposed townhome buildings with a minimum setback of 161' from the existing antenna structure.



**RECOMMENDATION:**

Recommended for denial.





January 23, 2025

John Kim  
Planner  
1520 K Avenue, 2nd Floor  
Suite 250, Plano, Texas 75074

RE: Property located along the northeast corner of Spring Creek Pkwy and Communications Pkwy, Plano

Dear John,

You have inquired as to the capacities and enrollment projections for the schools impacted by a potential development property located on the northeast corner of Spring Creek Pkwy and Communications Pkwy., Plano

The following table provides both enrollment and capacity figures.

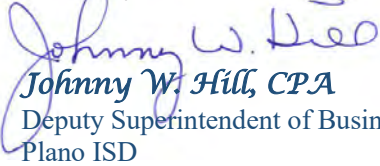
School	2024/25 Enrollment	2025-26 Enrollment (Projected)	2026-27 Enrollment (Projected)	2027-28 Enrollment (Projected)	2028-29 Enrollment (Projected)	Functional Capacity	Program Capacity
Barksdale ES	545	556	551	554	541	678	799
Renner MS	1,140	1,122	1,128	1,122	1,113	1,162	1,367
Shepton HS	1,358	1,390	1,292	1,250	1,270	1,765	2,077
Plano West Senior HS	2,560	2,505	2,505	2,505	2,410	2,632	3,097

The enrollment figures are derived from our most recent demographer's report. The 2024-2025 column represents actual enrollment as of October 2024. All other enrollment figures are projected and are based on City zoning as it existed in the Fall of 2024. The impact of any zoning changes since that time (including this requested rezoning) are not yet factored into the projections.

Program capacity figures are based on current building floor plans, and the application of the District's maximum class size to every standard classroom. 22 students max for Kindergarten and Grades 1 through 4, 26 max for Grade 5, and 28 max at the Secondary level.

Functional capacity figures recognize there will always be inherent/uncontrollable inefficiencies in classroom utilization. For instance, as mentioned above, the District limits class sizes in kindergarten through grade 4 to a maximum of 22 students. If a building has three first grade classrooms, it can accommodate up to 66 students (Program Capacity). However, if only 54 students are enrolled in first grade, each class will actually only serve 18 students. The additional capacity of 12 students (66-54) is not utilized as it is not available to other grades or other campuses. In recognition of this variable, the functional capacity is calculated at 85% of the program capacity.

Sincerely,

  
**Johnny W. Hill, CPA**

Deputy Superintendent of Business & Employee Services  
Plano ISD  
2700 W. 15<sup>th</sup> Street  
Plano, Texas 75075  
469-752-8113



## **Project Narrative: Split Trail Residential Development**

**Location:** 3912 Split Trail Road, Plano, Texas 75074

### **Overview:**

The **Split Trail Residential Development** is a thoughtfully designed community consisting of **49 residential units**, strategically located to address the growing need for **affordable housing** in Plano, Texas. Each unit features a **two-car garage** and a **private backyard**, offering a blend of comfort, convenience, and functionality for modern living.

### **Purpose and Community Impact:**

Plano has experienced significant population growth, resulting in rising housing costs and a shortage of attainable housing options for families and working professionals. According to recent housing data:

- Plano's median home price has increased by over **40% in the past five years**.
- More than **35% of households** in Plano are considered cost-burdened, spending over **30% of their income on housing**.
- The city anticipates needing **over 10,000 additional affordable housing units** by 2030 to meet growing demand.

The **Split Trail project directly addresses this challenge** by offering attainable housing options without compromising on quality or design.

### **Design Highlights:**

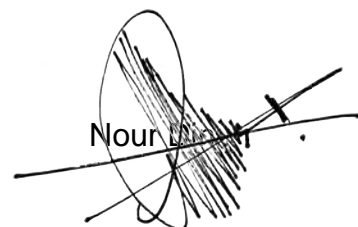
- **49 Residential Units:** Designed with efficiency and aesthetics in mind.
- **Two-Car Garages:** Ensures ample parking space for residents, reducing street congestion.
- **Private Backyards:** Provides outdoor space for recreation, relaxation, and family activities.
- **Community-Oriented Layout:** Streets and open spaces are planned for pedestrian safety and accessibility.

### **Sustainability and Connectivity:**

The project is designed to foster a sense of community while ensuring long-term environmental sustainability. Its strategic location near **key transportation routes and commercial centers** enhances connectivity, reducing travel time and transportation costs for residents.

### **Conclusion:**

The **Split Trail Residential Development** represents a significant step towards increasing housing affordability in Plano. By offering **high-quality homes at attainable prices**, the project not only addresses immediate housing needs but also contributes to a more **inclusive, diverse, and sustainable community**.





Traffic Noise Assessment  
Townhouse Development, Plano  
**"K" Avenue & Split Trail Road  
Plano, Texas**

December 2, 2024  
HGC Project #: 02400971



Prepared for:

Prime Builders and Developers Inc  
700 Central Expressway S  
Allen TX, 75002

Prepared by:

A handwritten signature in black ink, appearing to read 'McCabe', written over a horizontal line.

Nick McCabe, MEng, PEng PE, INCE

And:

A handwritten signature in black ink, appearing to read 'Harry Cai', written over a horizontal line.

Harry Cai, MEng, PEng, INCE

### Version Control

Ver.	Date	Version Description	Prepared By
1.0	December 2, 2024	Report Issued	NM

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## TABLE OF CONTENTS

1	INTRODUCTION .....	4
2	QUALIFICATIONS .....	4
3	SITE DESCRIPTION .....	4
4	ROAD TRAFFIC NOISE CRITERIA .....	5
5	TRAFFIC NOISE ASSESSMENT .....	6
5.1	Noise Measurements .....	6
5.1.1	Measurement locations .....	6
5.1.2	Instrumentation .....	7
5.1.3	Weather .....	7
5.1.4	Traffic .....	7
5.1.5	Measurement summary .....	8
6	TRAFFIC NOISE MODELLING .....	9
7	NOISE MITIGATION .....	11
7.1	Outdoor areas .....	11
7.2	Indoor Areas .....	11
7.3	Summary of Recommended Mitigation .....	12
7.4	Resulting Noise Exposure .....	13
8	ADDITIONAL CONSIDERATIONS .....	14
9	SUMMARY .....	14

Figure 1	Site and Surroundings
Figure 2	Proposed Site Plan
Figure 3	Sound Level Measurement Locations
Figure 4	24-Hour Sound Level Monitor Results
Figure 5	Predicted Current $L_{DN}$ Sound Levels
Figure 6	Predicted 2040 $L_{DN}$ Sound Levels
Figure 7	Predicted Sound Levels, Building F Façade

Photo Plates	Sound Level Monitor
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Appendix A	Calibration Certificates
Appendix B	Meteorological Data
Appendix C	Traffic Volume Data for 2040



## 1 INTRODUCTION

As requested, HGC Noise Vibration Acoustics (HGC) has reviewed the materials provided to us pertaining to the proposed townhouse development to be located between "K" Avenue and Split Trail Road in Plano, TX. The development is partially located within the Expressway Corridor Environmental Health Area One (EHA-1) established under the City of Plano Comprehensive Plan 2021. As a result, the City of Plano requires that a Noise Study be undertaken to assess the sound levels that can be expected at the Sensitive Land Uses (SLUs) proposed for the development. An EHA Site Analysis Checklist developed by the City describes information required to be included in the study.

The principal source of traffic noise affecting the development is traffic on US 75 (Central Expressway) located roughly 600 feet west of the west edge of the site. In the area near the site, Central Expressway has 5 driving lanes in each direction, with collector roads on either side with a further 3 lanes each.

The EHA-1 area is defined as the area around an expressway where day-night sound levels ( $L_{DN}$ ) between 65 dBA and 75 dBA are expected. The City of Plano indicates that SLUs such as residences are can be appropriate in this area if satisfactory mitigation is provided.

Through measurements and modelling, the traffic sound levels at the development have been assessed, and this report presents the results of the assessment.

## 2 QUALIFICATIONS

This report has been prepared under the direction of Nick McCabe of HGC Noise Vibration Acoustics. Mr. McCabe has been a practicing acoustical consultant for 27 years, has Master of Engineering Science degree, is a licensed Professional Engineer, and is a member of the Institute of Noise Control Engineering (INCE).

## 3 SITE DESCRIPTION

Figure 1 illustrates the site and the immediate surroundings. The proposed residential development is located between Split Trail Road to the west and State Highway 5 ("K" Avenue) to the east. Immediately to the north is a vacant

property, and immediately to the south is a property used by a cellular utility. West of Split Trail Road is a narrow strip of green space and an abandoned railway track. Beyond this is a residential area of prefabricated homes which stretches to the Central Expressway collector lanes. The nearest lanes are about 530 feet from the west edge of the subject site, and the furthest collector lanes are about 830 feet from the site. In the area near the site, Central Expressway has 5 driving lanes in each direction, and a posted speed limit of 70 mph, with collector roads on either side with a further 3 lanes each and a posted speed limit of 45 mph.

Eight blocks of two-story townhomes are planned for the property as shown in Figure 2. The plans for the development are at a preliminary stage at this time. Building elevations and unit layouts have not been developed.

## 4 ROAD TRAFFIC NOISE CRITERIA

Criteria for acceptable levels of environmental noise vary widely within the US and internationally. The City of Plano has stated an Expressway Corridor Environmental Health Goal of a maximum outdoor  $L_{DN}$  sound level of less than 65 dBA. Day-night sound levels ( $L_{DN}$ ) describe the average noise level over a 24-hour period, calculated from the average daytime (defined as 07:00 to 22:00) sound level ( $L_D$ ) and the average nighttime (defined as 22:00 to 07:00) sound level ( $L_N$ ), with a +10 dBA penalty applied to the  $L_N$  to account for the greater potential for nighttime noise to annoy or interfere with sleep.

The two Expressway Corridor Environmental Health Areas (EHA) identified by the City of Plano are EHA-1, defined as the area around an expressway where the outdoor  $L_{DN}$  sound level is greater than 65 dBA but less than 75 dBA, and EHA-2, where the outdoor  $L_{DN}$  sound level is greater than 75 dBA. Plano notes that Sensitive Land Uses (SLUs) are generally inappropriate in EHA-2.

These criteria are the same as criteria developed by the US Department of Housing and Urban Development (HUD), federally codified as Title 24, Subtitle, Part 51 in 1979. HUD defines the criteria as shown in Table 1.



**Table 1: HUD Exterior Sound Level Limits**

Sound Level	Acceptability
$L_{DN} \leq 65$ dBA	Acceptable
$65 \text{ dBA} < L_{DN} \leq 75$ dBA	Normally Unacceptable
$L_{DN} > 75$ dBA	Unacceptable

HUD indicates that for development in Normally Unacceptable areas, noise mitigation must be developed, and that mitigation should be designed to achieve an indoor sound level of 45 dBA. HUD notes that in general, a standard façade construction can be expected to achieve about 20 dB of attenuation, such that an exterior  $L_{DN}$  sound level of 65 dBA can generally be assumed to result in an interior  $L_{DN}$  sound level of 45 dBA. Thus, for Normally Unacceptable situations, some additional form of mitigation, beyond that provided by standard constructions, may be needed.

Typically, mitigation options include changes to the site orientation, noise barrier walls, and/or acoustically upgraded façade constructions (such upgraded walls, upgraded or smaller windows).

## 5 TRAFFIC NOISE ASSESSMENT

### 5.1 Noise Measurements

The EHA Site Analysis Checklist requires that one 24-hour sound level measurement be conducted on the site, possibly supplemented by one or more short-term 30-minute measurements.

#### 5.1.1 Measurement locations

Sound level monitoring was thus undertaken for a 24-hour period beginning in the morning of November 20, 2024 at the northwest corner of the closest proposed building to the expressway, Building F, at the location identified as Measurement Location 1 on Figure 3. An additional 30-minute measurement was conducted at a second location, set back somewhat from Split Trail Road,



identified as Measurement Location 2 on Figure 3. Coordinates of the measurement locations are summarized in Table 2.

**Table 2: Measurement Location Coordinates**

Measurement Location	Location Coordinates	
	Latitude	Longitude
Location 1 (24-hour monitoring location)	33.051583°	-96.694317°
Location 2	33.051194°	-96.694130°

A photo of a sound level monitor deployed on the site is attached to this report as Photo Plate 1.

#### 5.1.2 Instrumentation

Measurements were conducted using Stantec type 977 sound level monitors, which meet ANSI Type 1 specifications. Correct calibration was verified on site using a Bruel and Kjaer type 4231 hand-held sound level calibrator before and after the measurements. Windscreens were used on both monitors. Calibration certificates for these instruments are attached to this report in Appendix A.

#### 5.1.3 Weather

Meteorological data for the measurement period, obtained from Dallas Love Field airport, is provided in Appendix B. The weather was generally favorable for measurements. Although elevated wind speeds occurred early in the monitoring period, low or calm wind conditions prevailed during most of the measurement period. The pavement was dry during the monitoring.

#### 5.1.4 Traffic

During the 30-minute measurement at Location 2 and the beginning of the monitoring period at Location 1, a count of traffic volume on Central Expressway was undertaken. Because of the high traffic volume and large number of driving lanes, it was infeasible to count traffic in real time, and thus a video of traffic was made from a vantage point on the east side of the expressway, between the site



and the expressway. The video was then subsequently reviewed to determine the traffic volumes. The resulting data is summarized in Table 3.

**Table 3: Traffic Volume Count Data, November 20, 2024, 10:00 to 11:00**

Roadway	Vehicles	Heavy Truck Percentage
NB Collector Lanes	500	1.4
Expressway Lanes	5758	7.9
SB Collector Lanes	256	0.8

At present the Texas DOT Statewide Traffic Analysis and Reporting Systems (STARS II) indicates that the Annual Average Daily Traffic (AADT) for the expressway in this area is 229,617. Using this daily volume with the appropriate hourly volume fraction taken from the Average Hourly Histogram contained in the EHA Site Analysis Checklist suggests that the traffic in the half-hour summarized above would on average be approximately 5200, which is within 10% of counted traffic volume.

Although the expressway lanes have a posted speed limit of 75 mph, by traveling past the site a few times, it was found that traffic was generally flowing at about 55 to 65 mph at the time. The collector lanes have a posted speed limit of 45 mph, but traffic was generally flowing at about 50 mph. No unusual conditions such as construction or accidents appeared to be affecting traffic at the time.

#### 5.1.5 Measurement summary

The results of the 24-hour  $L_{EQ}$  monitoring conducted at Location 1 are summarized in Figure 4. The equivalent  $L_{DN}$  sound level of this data is 72 dBA.

The short-term measurements are summarized in Table 4.

## 7 NOISE MITIGATION

The modelled  $L_{DN}$  sound levels at the closest facades are above 65 dBA, and thus mitigation is required.

The EHA Site Analysis Checklist suggests that mitigation in the form of moving SLUs as far as possible from the noise source may be appropriate. However, in this case, it is difficult to see how sensitive area could be moved further from the expressway without dramatically reducing the number of residential units available within the constraints of the development concept. Thus, the mitigation options described herein assume that the current site plan will remain largely unchanged. Mitigation to protect both outdoor amenity areas and indoor spaces is described in the following sections.

### 7.1 Outdoor areas

No special outdoor amenity areas such as playgrounds or pools are shown on the site plan. However, it is not known if individual units may be provided with rear yard spaces or balconies. If such outdoor spaces are provided in areas where the  $L_{DN}$  sound level is predicted to be above 65 dBA, then these areas need to be protected. Due to the exposure of the rear (west) façade of Building F, the sound level at any balcony on the west façade provided for these units is unlikely to meet the 65 dBA criterion. It is thus recommended that any balconies on Building F be located on the east façade, which is shielded from US 75 traffic noise. If rear yards are intended for Building F, then these should be protected by a 6-foot noise barrier wall.

The next closest buildings, Buildings E and G, are located further from the expressway, the predicted sound levels are lower. The modeling indicates that sound levels on balconies or in potential outdoor amenity areas at the rear (south) side of Building E, and either the front or back sides of Building G are predicted to have  $L_{DN}$  sound levels lower than the 65 dBA criterion.

### 7.2 Indoor Areas

It is recommended that central air conditioning is provided for all units, so that windows may remain closed. Window or through-the-wall air conditioning units are not recommended for any residential units because of the noise they produce



and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope.

To protect indoor spaces, mitigation in the form of upgraded façade construction are appropriate in some cases. As discussed elsewhere in this report, HUD guidelines indicate that for development in areas with  $L_{DN}$  sound levels between 65 and 75 dBA, noise mitigation should be designed to achieve an indoor sound level of 45 dBA. HUD notes that in general, a standard façade construction can be expected to achieve about 20 dB of attenuation, such that an exterior  $L_{DN}$  sound level of 65 dBA can generally be assumed to result in an interior  $L_{DN}$  sound level of 45 dBA. Thus, no special wall or window constructions are likely needed for the majority of the development. However, for the west, north and south facades of Building F, and the west and north facade of Buildings E and the west façade of building G, upgraded construction are appropriate.

Detailed unit layouts, and wall and window schedules have not been developed at this preliminary stage of planning for the proposed development. Thus, the recommendations below are based on the assumption of a 100% exterior wall to floor area ratio at most, and a typical window to floor area ratio of 50% at most for all rooms.

Based on these assumptions, and a the maximum predicted  $L_{DN}$  sound level of 73 dBA (refer to Table 5), the following recommendations are made: The external walls on the west, north and south facades of Building F, the west and north facades of Buildings E, and the west façade of Building G should be provided with brick or another form of masonry for the exterior wall system on both the upper and lower floors. Windows on these facades should be provided with glazing units which are rated to achieve a minimum Sound Transmission Class (STC) rating of STC-34.

Alternate recommendations for wall and window constructions can be developed as part of the detailed design of the project, once floor plans and elevations for the buildings are available.

### 7.3 Summary of Recommended Mitigation

The following noise mitigation measures are recommended:

1. Central air conditioning systems are recommended to allow windows to remain closed.
2. No balconies should be constructed on the west, north or south façade of Building F, on the west or north façade of Building E, or the west façade of building G.
3. Any rear yard amenity areas on the west side of Building F should be protected by a 6' noise barrier wall. Any suitable noise barrier wall construction must be entirely free from gaps and cracks, and should achieve a reasonable surface density (a wall with a surface density of 4 lb/ft<sup>2</sup> would be adequate). A suitable construction is a board-on-board wood fence consisting of two back-to-back layers of boards, with the joints staggered.
4. Exterior walls on the west, north and south facades of Building F, the west and north facades of Buildings E, and the west façade of Building G should be provided with brick or another form of masonry for the exterior wall system on both the upper and lower floors.
5. Windows on the west, north and south facades of Building F, the west and north facades of Buildings E, and the west façade of Building G should provide a minimum acoustic performance of STC-34.

Alternate recommendations for wall and window constructions can be developed as part of the detailed design of the project, once floor plans and elevations for the buildings are available.

## 7.4 Resulting Noise Exposure

The project comprises eight blocks of two-story townhouse units. US 75 (Central Expressway) is located roughly 600 feet west of the west edge of the site, beyond an intervening roadway and existing residential area.

The modelling indicates that the  $L_{DN}$  sound level at the majority of the development is below the 65 dBA criterion beyond which noise mitigation is warranted. However, the modeled sound level at the townhomes closest to the expressway exceeds this threshold, with a worst-case façade location where an  $L_{DN}$  of 73 dBA is predicted.



Thus, a number of noise mitigation measures are recommended above. With these measures in place, outdoor sound levels in potential amenity areas such as balconies or rear yards are anticipated to remain below the 65 dBA  $L_{DN}$  criterion. To protect indoor spaces, recommended wall constructions and window ratings are also made. With these measures in place, the indoor sound level is predicted to remain below the 45 dBA  $L_{DN}$  indoor criterion discussed in HUD publications.

## 8 ADDITIONAL CONSIDERATIONS

The EHA Site Analysis Checklist contains additional recommendations or requirements that are not directly noise related. A suitable mechanical engineer will need to review these items once the design of the development reaches an appropriate stage. The items are reproduced below:

- Air intake vents are [to be] located on the side of the building facing away from expressway so the building itself provides shielding from air pollution.
- The proposed air quality filtration system(s) for buildings containing SLU(s) reduces at least 90% of particulate matter (PM10) emissions. A Minimum Efficiency Reporting Value (MERV) 12 rated air filtration system or higher is appropriate for air quality concerns.
- Environmental Quality Map [to be prepared]

## 9 SUMMARY

The proposed townhouse development to be located between "K" Avenue and Split Trail Road in Plano, TX is located about 600 feet from Central Expressway. As a result, under requirements of the City of Plano Comprehensive Plan 2021, the City of Plano requires that a Noise Study be undertaken to assess the traffic noise on the site, and the study described herein is intended to meet this requirement.

The study makes use of sound level measurements conducted on the site as well as a predictive assessment based on traffic noise modeling based on traffic volume data for the year 2040. The assessment indicates that the noise of the expressway at many of the townhouse units will be below the 65 dBA  $L_{DN}$  threshold specified by the City of Plano, and thus no special measures are necessary for these units. However, for units close to the expressway, sound levels will be above this threshold, with a worst-case façade exposure reaching an  $L_{DN}$  of 73 dBA. Mitigation is warranted under the City's requirements.



Various mitigation measures are described, intended to reduce expressway noise at sensitive outdoor areas to below an  $L_{DN}$  of 65 dBA. Additionally, to reduce indoor sound levels below the 45 dBA  $L_{DN}$  indoor sound level criterion discussed in HUD publications, recommendations are made for exterior wall constructions and window ratings of certain building facades.



NOISE



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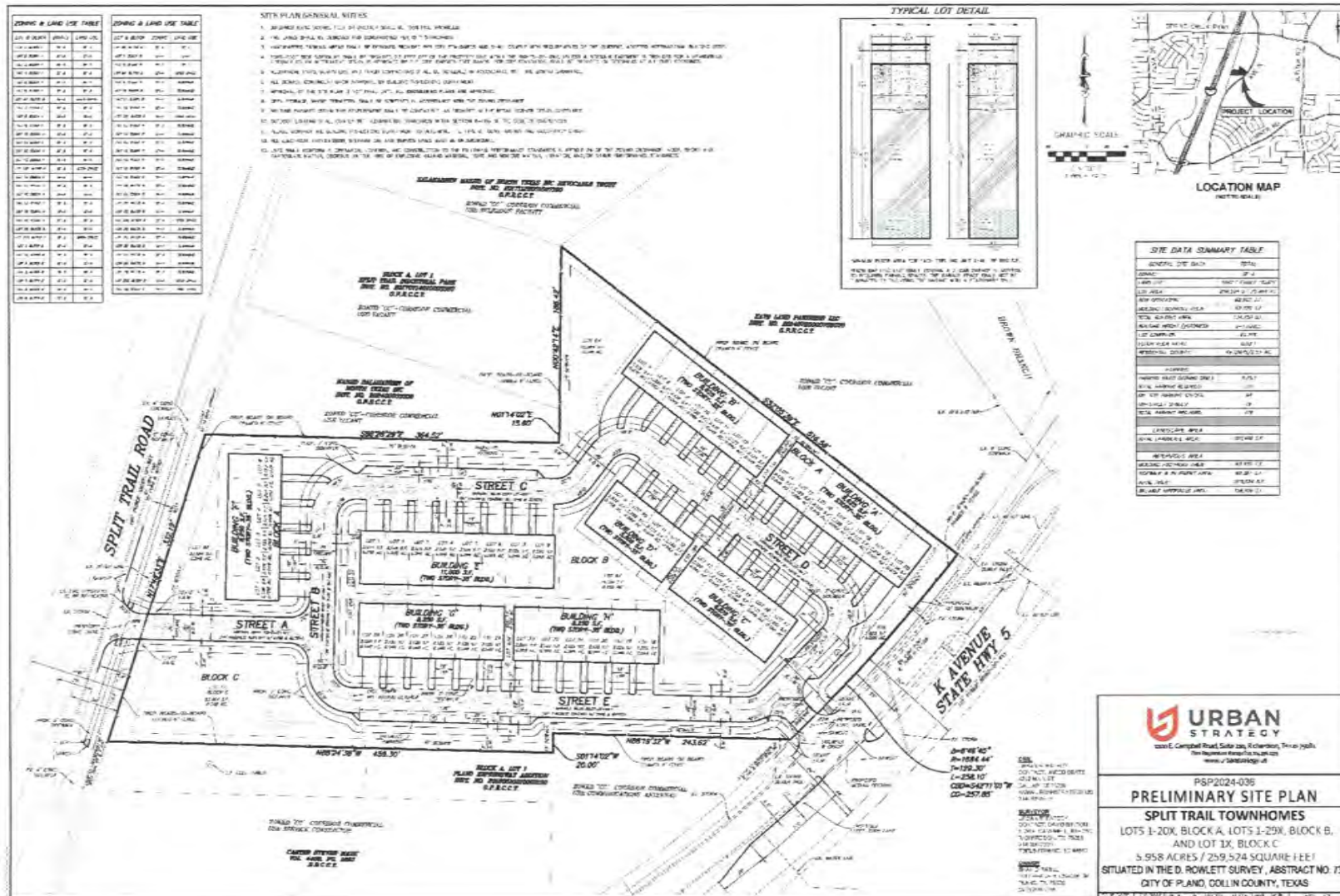
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**Figure 1: Site and Surroundings**



Figure 2: Proposed Site Plan





**Figure 3: Noise Measurement Site Plan**

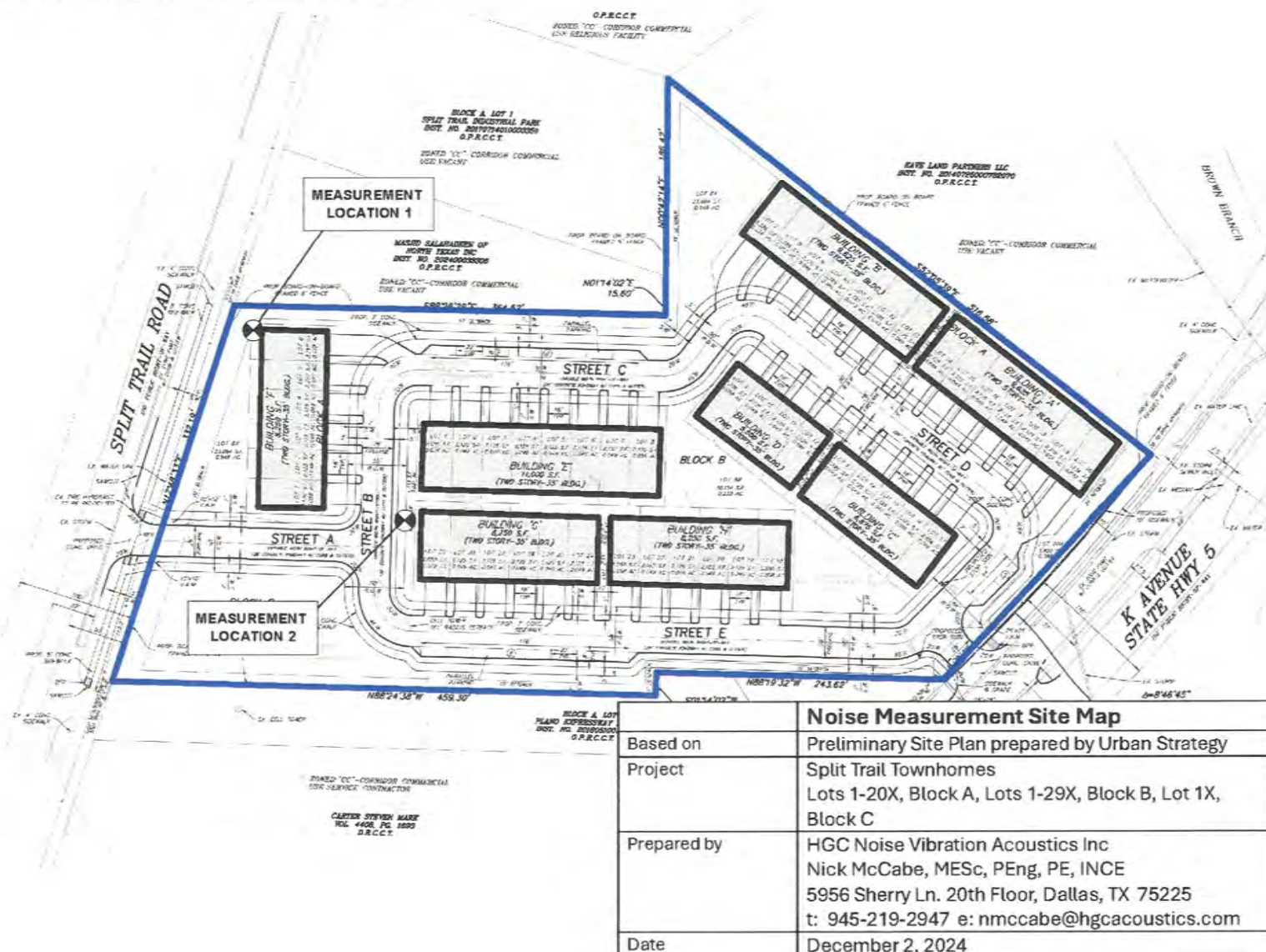
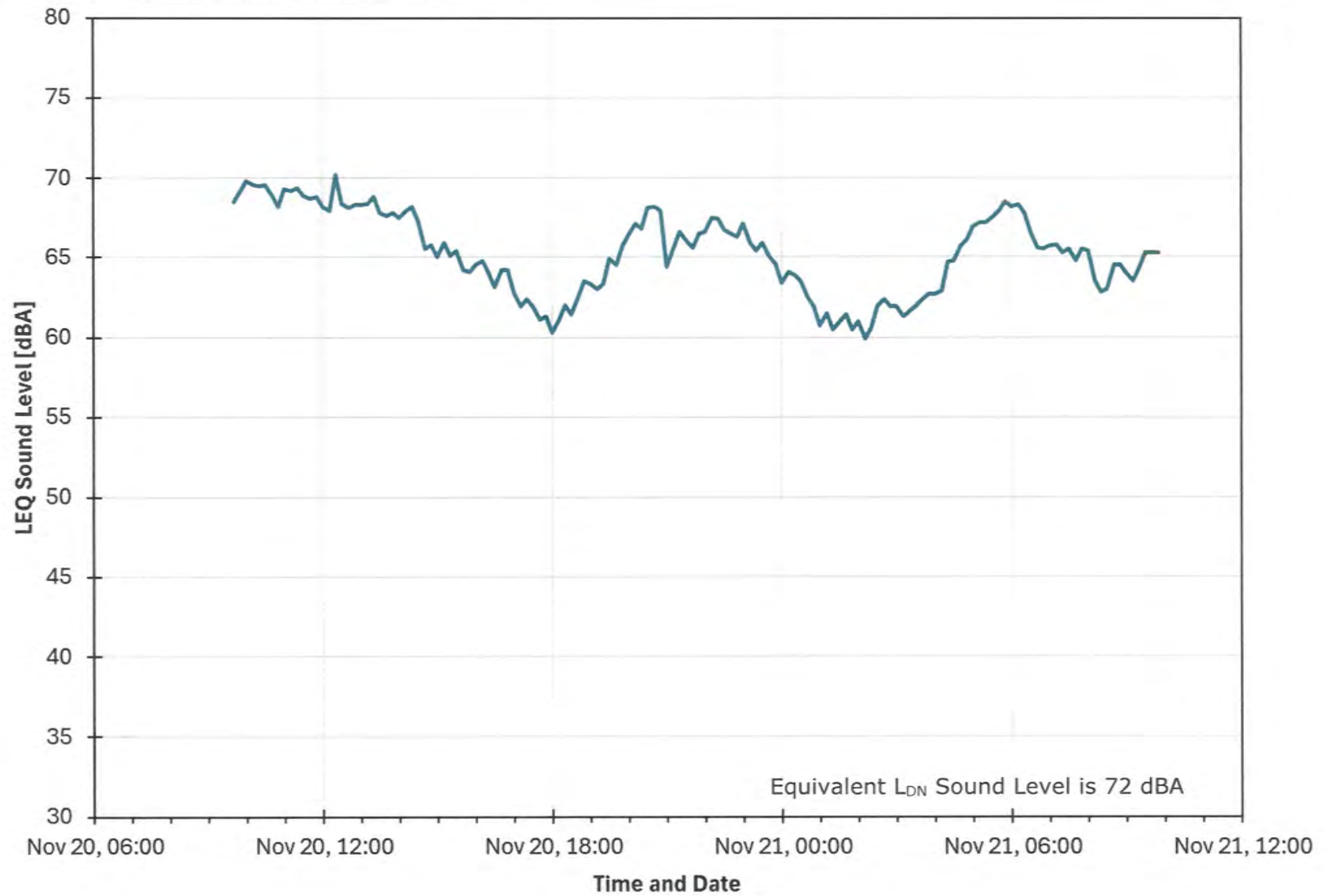
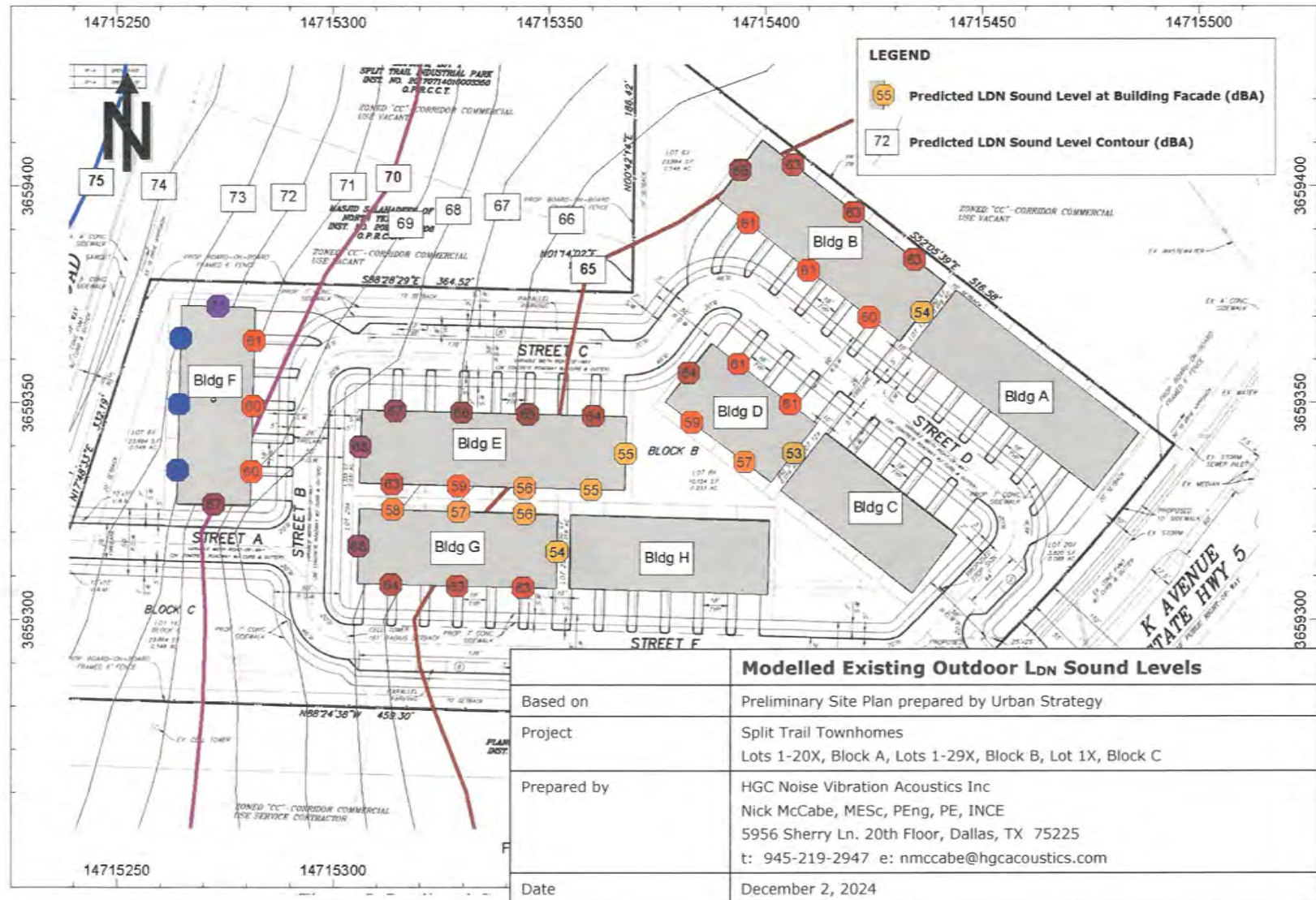




Figure 4: Sound Level Monitoring Results

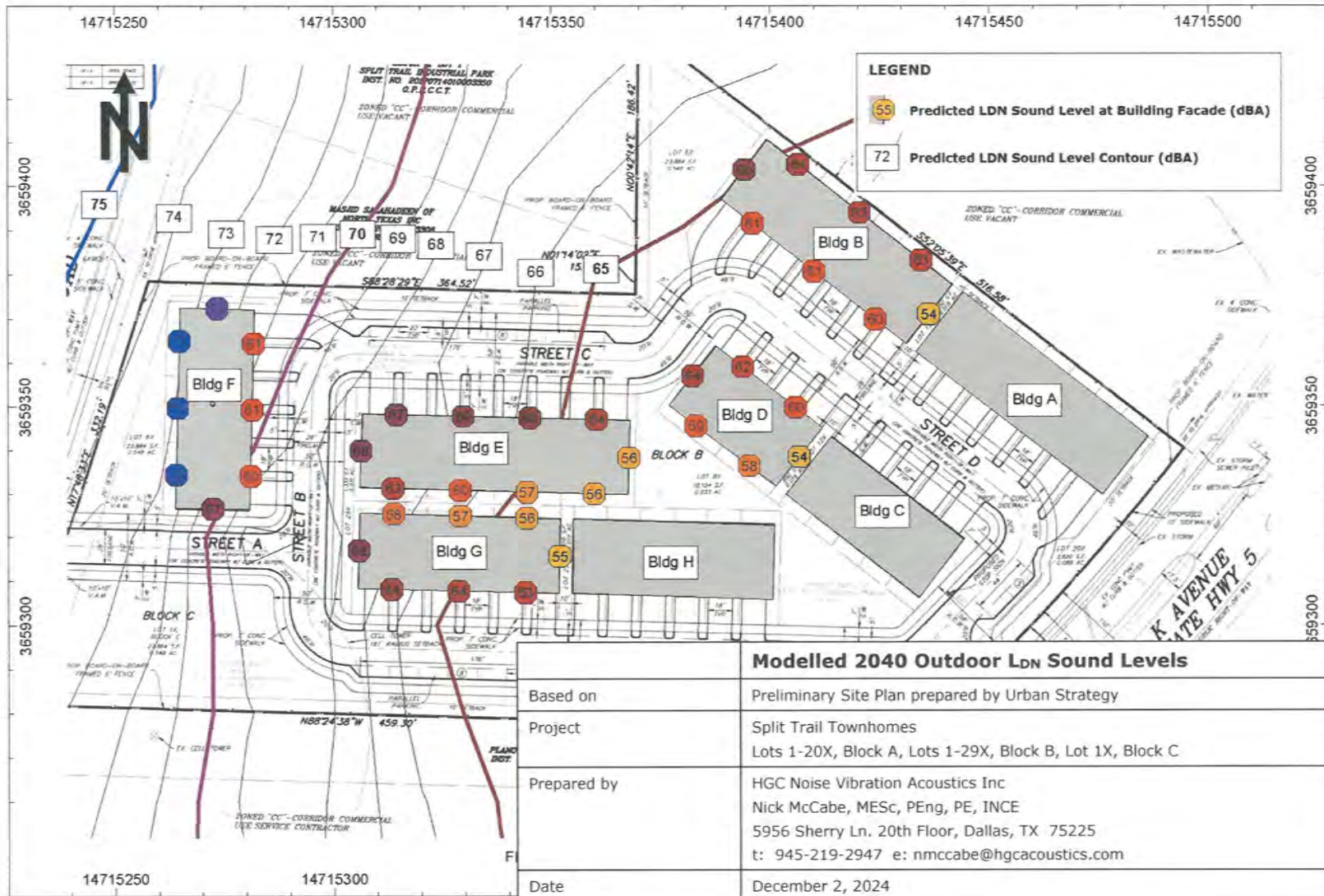


**Figure 5: Modelled Existing Outdoor L<sub>DN</sub> Sound Levels. All predictions at 15 feet**





**Figure 6: Modelled 2040 Outdoor L<sub>DN</sub> Sound Levels. All predictions at 15 feet**





**Figure 7: Modelled 2040 Outdoor  $L_{DN}$  Sound Levels at Facades. Looking East.**



## Photo Plates



NOISE



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NOISE



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## Appendix A: Calibration Certificates

## CERTIFICATE of CALIBRATION

Make :	Svantek	Reference # :	179240
Model :	SVAN977	Customer :	HGC Engineering Mississauga, ON
Descr. :	Sound Level Meter Type I		
Serial # :	36827	P. Order :	Sean Richardson
Asset # :	SV977 #6		

Cal. status : Received in spec's, no adjustment made.

*Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.*

Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.

*Our calibration system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.*

Calibrated : Dec 21, 2023

By :

Cal. Due : Dec 21, 2024

T. Beilin

Temperature : 23 °C ± 2 °C    Relative Humidity : 30% to 70%

Standards used : J-216 J-303 J-512

## Navair Technologies

REPAIR AND CALIBRATION TRACEABLE TO NRC AND NIST

6375 Dixie Rd unit 7 Mississauga, ON, L5T 2E7  
Phone: 800-668-7440 Fax: 905 565 8325

http://www.navair.com  
e-Mail: service@navair.com

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## CERTIFICATE of CALIBRATION

Make :	Svantek	Reference # :	179241
Model :	SVAN977	Customer :	HGC Engineering Mississauga, ON
Descr. :	Sound Level Meter Type I		
Serial # :	45420	P. Order :	Sean Richardson
Asset # :	SV977_08		
Cal. status :	Received in spec's, no adjustment made.		

*Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.*

Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.

Our calibration system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.

Calibrated : Dec 21, 2023

By :



T. Beilin

Cal. Due : Dec 21, 2024

Temperature : 23 °C ± 2 °C    Relative Humidity : 30% to 70%

Standards used : J-216 J-303 J-512

**Navair Technologies**

REPAIR AND CALIBRATION TRACEABLE TO NRC AND NIST

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Fax: 905 565 8325

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e-Mail: service@navair.com

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## CERTIFICATE of CALIBRATION

Make : Bruel & Kjaer

Reference # : 179263

Model : 4231

Customer : HGC Engineering  
Mississauga, ON

Descr. : Sound cal 94/114dB 1KHz Type 1

Serial # : 3012348

P. Order : Sean Richardson

Asset # : B&K CAL 5

Cal. status : Received in spec's, no adjustment made.

*Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.*

Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.

*Our Quality System system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.*

Calibrated : Dec 27, 2023

By: *Lee Allen*

Cal. Due : Dec 27, 2024

Petro Onasko

Temperature : 23 °C ± 2 °C    Relative Humidity : 30% to 70%

Standards used : J-203 J-216 J-261 J-333 J-420

## Navair Technologies

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## Appendix B: Meteorological Data

## National Weather Services Data for Dallas Love Field

Date and Time (CST)	Wind (mph)	Weather	Temperature (°F)		Relative Humidity	Wind Chill (°F)	Heat Index (°F)	Pressure		Precipitation (in)		
			Air	Dwpt				altimeter (in)	sea level (mb)	1 hr	3 hr	6 hr
Nov 20 2024, 09:53	N 12 G 22	Fair	55.9	28.9	36%			30.36	1027.9			
Nov 20 2024, 10:53	N 13 G 24	Fair	59	25	27%			30.36	1027.9			
Nov 20 2024, 11:53	N 10	Fair	62.1	21.9	21%			30.35	1027.5			
Nov 20 2024, 12:53	N 13 G 18	Fair	63	21	20%			30.34	1026.9			
Nov 20 2024, 13:53	N 16 G 32	Fair	64	18	17%			30.32	1026.2			
Nov 20 2024, 14:53	NW 10 G	Fair	64	19.9	18%			30.31	1026.1			
Nov 20 2024, 15:53	N 13	A Few Clouds	63	18	17%			30.3	1025.8			
Nov 20 2024, 16:53	NW 13	A Few Clouds	61	19	20%			30.3	1025.7			
Nov 20 2024, 17:53	NW 6	Fair	57.9	19	22%			30.3	1025.8			
Nov 20 2024, 18:53	Calm	A Few Clouds	53.1	27	37%			30.3	1026			
Nov 20 2024, 19:53	Calm	A Few Clouds	50	30.9	48%			30.31	1026.2			
Nov 20 2024, 20:53	NW 6	A Few Clouds	48.9	30.9	50%	47		30.31	1026.1			
Nov 20 2024, 21:53	Calm	Fair	50	30.9	48%			30.31	1026.2			
Nov 20 2024, 22:53	Calm	Fair	46.9	30.9	54%			30.31	1026.3			
Nov 20 2024, 23:53	Calm	Fair	46.9	33.1	59%			30.31	1026			
Nov 21 2024, 00:53	Calm	Fair	43	35.1	74%			30.3	1025.8			
Nov 21 2024, 01:53	Calm	Fair	42.1	35.1	76%			30.3	1025.7			
Nov 21 2024, 02:53	Calm	Fair	42.1	35.1	76%			30.29	1025.4			
Nov 21 2024, 03:53	Calm	Fair	39.9	35.1	83%			30.28	1025.3			
Nov 21 2024, 04:53	Calm	Fair	39.9	33.1	77%			30.28	1025.4			
Nov 21 2024, 05:53	Calm	Fair	42.1	33.1	71%			30.27	1025			
Nov 21 2024, 06:53	Calm	Fair	41	34	76%			30.28	1025.5			
Nov 21 2024, 07:53	Calm	Fair	45	33.1	63%			30.3	1026			
Nov 21 2024, 08:53	Vrbl 3	Fair	48.9	35.1	59%			30.32	1026.5			
Nov 21 2024, 09:53	W 3	A Few Clouds	55.9	35.1	46%			30.32	1026.4			
Nov 21 2024, 10:53	Vrbl 7	Fair	62.1	27	26%			30.31	1026.3			
Nov 21 2024, 11:53	W 7	Fair	64.9	28.9	26%			30.28	1025.1			





## Appendix C: Traffic Volume Data for 2040



NOISE



VIBRATION



ACOUSTICS

**Table 1 – 2040 Traffic: used in Plano Expressway Corridor Environmental Health Map**

Dallas North Tollway		2040 AADT	Speed (mph)	Histogram Used
Mainline*		177,039	70	Plano DNT
Dallas Parkway NB (Frontage Road)		20,867	45	Plano DNT
Dallas Parkway SB (Frontage Road)		22,133	45	Plano DNT
President George Bush Turnpike		2040 AADT	Speed (mph)	Histogram Used
Mainline*		167,978	70	Plano DNT
President George Bush Hwy (TX 190) EB (Frontage Road)		16,062	55	Plano DNT
President George Bush Hwy (TX 190) WB (Frontage Road)		16,253	55	Plano DNT
Sam Rayburn Tollway		2040 AADT	Speed (mph)	Histogram Used
Mainline*		141,311	70	Plano DNT
TX 121 EB (Frontage Road)		44,506	55	Plano DNT
TX 121 WB (Frontage Road)		50,241	55	Plano DNT
US 75		2040 AADT	Speed (mph)	Histogram Used
Mainline*		248,563	70	Plano US 75
Central Expressway NB (Frontage Road)		39,871	50	Plano DNT
Central Expressway SB (Frontage Road)		33,605	50	Plano DNT
Ramps		2040 AADT	Speed (mph)	Histogram Used
Sam Rayburn to Dallas North Tollway		11,658	50	Plano DNT
Dallas North Tollway to Sam Rayburn		14,606	50	Plano DNT
US 75 to President George Bush Turnpike		10,253	50	Plano US 75
President George Bush Turnpike to US 75		13,858	50	Plano US 75

\* Assume 50/50 split per direction on mainlines

**Table 2 – Average Hourly Histogram for 2040**

Average Hourly Histogram									
Plano DNT					Plano US 75				
Hour	Cars	Medium Trucks	Heavy Trucks	Total	Hour	Cars	Medium Trucks	Heavy Trucks	Total
0-1h	1.43%	0.04%	0.03%	1.50%	0-1h	0.65%	0.02%	0.03%	0.71%
1-2h	1.43%	0.04%	0.03%	1.50%	1-2h	0.33%	0.01%	0.02%	0.36%
2-3h	1.43%	0.04%	0.03%	1.50%	2-3h	0.22%	0.01%	0.01%	0.23%
3-4h	1.43%	0.04%	0.03%	1.50%	3-4h	0.19%	0.01%	0.01%	0.21%
4-5h	1.43%	0.04%	0.03%	1.50%	4-5h	0.22%	0.01%	0.01%	0.23%
5-6h	1.43%	0.04%	0.03%	1.50%	5-6h	0.68%	0.02%	0.04%	0.74%
6-7h	4.77%	0.14%	0.09%	5.00%	6-7h	2.16%	0.07%	0.11%	2.34%
7-8h	8.59%	0.25%	0.16%	9.00%	7-8h	5.85%	0.19%	0.30%	6.34%
8-9h	7.63%	0.23%	0.14%	8.00%	8-9h	6.73%	0.22%	0.35%	7.30%
9-10h	4.77%	0.14%	0.09%	5.00%	9-10h	4.32%	0.14%	0.23%	4.69%
10-11h	2.86%	0.08%	0.05%	2.99%	10-11h	4.19%	0.14%	0.22%	4.54%
11-12h	4.77%	0.14%	0.09%	5.00%	11-12h	5.13%	0.17%	0.27%	5.57%
12-13h	6.68%	0.20%	0.12%	7.00%	12-13h	6.34%	0.21%	0.33%	6.88%
13-14h	4.77%	0.14%	0.09%	5.00%	13-14h	6.03%	0.20%	0.31%	6.54%
14-15h	2.86%	0.08%	0.05%	2.99%	14-15h	5.76%	0.19%	0.30%	6.24%
15-16h	2.86%	0.08%	0.05%	2.99%	15-16h	6.34%	0.21%	0.33%	6.88%
16-17h	6.68%	0.20%	0.12%	7.00%	16-17h	6.85%	0.22%	0.36%	7.43%
17-18h	9.54%	0.28%	0.18%	10.00%	17-18h	7.74%	0.25%	0.40%	8.40%
18-19h	6.68%	0.20%	0.12%	7.00%	18-19h	7.05%	0.23%	0.37%	7.65%
19-20h	4.77%	0.14%	0.09%	5.00%	19-20h	5.37%	0.17%	0.28%	5.82%
20-21h	2.86%	0.08%	0.05%	2.99%	20-21h	4.19%	0.14%	0.22%	4.55%
21-22h	2.86%	0.08%	0.05%	2.99%	21-22h	2.98%	0.10%	0.16%	3.23%
22-23h	1.43%	0.04%	0.03%	1.50%	22-23h	1.83%	0.06%	0.10%	1.98%
23-24h	1.43%	0.04%	0.03%	1.50%	23-24h	1.05%	0.03%	0.05%	1.14%
Total	95.39%	2.78%	1.78%	99.95%	Total	92.20%	3.00%	4.80%	100.00%



**Table 4: Measurement Summary**

<b>Location ID (Refer to Figure 3)</b>	<b>Measurement Location 1</b>	<b>Measurement Location 2</b>
Duration	24-hour	30 min
Date and Time	Nov 20, 2024, 9:30 to Nov 21, 2024, 10:00	Nov 20, 2024, 10:00
Metrological Conditions	See Appendix B	
Highway Pavement	Dry	
Traffic Types	Typical mix	
Traffic Speeds [mph]	55 – 65 (expressway) 50 (collectors)	
Traffic Counts	See Table 3	
Height of Microphone	5'	
Measured $L_{EQ}$	70	65
Modeled $L_{EQ}$ (Refer to Section 6)	68	65
Difference between measured and modeled	2	0

## 6 TRAFFIC NOISE MODELLING

Traffic noise was predicted using a computer implementation of the FHWA Traffic Noise Model (TNM 2.5) within the CadnaA environmental noise modelling environment (CadnaA version 2024 MR1, build 205.5427). The model considers the geometry of the site and expressway, the surrounding environment, the AADT traffic volume data (current data obtained from STARS II and future data for the year 2040 obtained from the EHA Site Analysis Checklist), together with the Average Hourly Histogram data and commercial vehicle percentages taken from the checklist.

The model was first validated by predicting  $L_{EQ}$  sound levels at the two measurement locations shown in Figure 3, using the traffic count data shown in Table 3, with the observed traffic speeds. The results of this validation are shown



in Table 4 and indicate that the modelled  $L_{EQ}$  sound levels are within 3 dB of the measured  $L_{EQ}$  sound levels, validating the model.

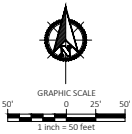
The model was then used to compute the existing average  $L_{DN}$  sound levels on the site, based on the current STARS II AADT data. The results are shown in Figure 5.

Finally, the model was used to compute the future average  $L_{DN}$  sound levels on the site, based on the AADT data for the year 2040 contained in the EHA Site Analysis Checklist. The 2024 traffic volume data and Average Hourly Histogram are reproduced in Appendix C. The results of the modelling using the 2040 data are shown in Figures 6 and 7, and are summarized in Table 5.

As shown in Figures 6 and 7, the  $L_{DN}$  sound levels at the facades closest to the expressway exceed 65 dBA, but are below 75 dBA. Thus, development can be acceptable if sufficient mitigation is included in the design of the development, under both City of Plano and HUD guidelines.

**Table 5: Predicted 2040  $L_{DN}$  Sound Levels at Building Facades**  
Levels Exceeding 65 dBA Indicated in Red.

Location (Refer to Figure 6)	First Floor	Second Floor
Building F (closest), West Façade	67	73
Building F (closest), North Façade	65	71
Building F (closest), South Façade	62	67
Building F (closest), East Façade	56	61
Building E, West Façade	64	68
Building E, North Facade	63	67
Building G, West Façade	64	68
Other Locations	< 65	< 65



**OWNER**  
 SHAHID RASUL  
 7612 PEACH BLOSSOM DR  
 PLANO, TX 75025  
 (972) 208-5258

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

**DATE:** January 7, 2025

**TO:** Applicants with Items before the Planning & Zoning Commission

**FROM:** Planning & Zoning Commission

**VIA:** Mike Bell, AICP, Development Review Manager acting as Secretary of the Planning & Zoning Commission *MB*

**SUBJECT:** Results of Planning & Zoning Commission Meeting of January 6, 2025

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**AGENDA ITEM NO. 4B - PRELIMINARY SITE PLAN  
SPLIT TRAIL TOWNHOMES, BLOCK A, LOTS 1-21 & 1X-2X, BLOCK B, LOTS 1-28 & 1X-2X, AND  
BLOCK C, LOT 1X  
APPLICANT: SHAHID RASUL**

49 Single-Family Residence Attached lots and five common area lots on 6.0 acres located on the west side of K Avenue, 2,240 feet south of Spring Creek Parkway. Zoned Corridor Commercial. Project #PSP2024-036.

**DENIED:** 8-0

**RESULTS:**

The Commission denied the item.

To view the hearing, please click on the provided link:  
<https://planotx.new.swagit.com/videos/325018?ts=1166>

JK/af

cc: Jeanna Scott, Building Inspections Manager

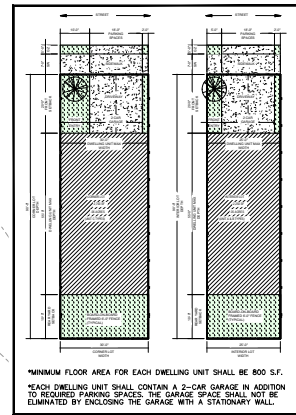


ZONING & LAND USE TABLE		
LOT & BLOCK	ZONING	LAND USE
LOT 1X, BLOCK A	SF-A	OPEN SPACE
LOT 1-2X, BLOCK A	SF-A	OPEN SPACE
LOT 2X, BLOCK A	SF-A	OPEN SPACE
LOT 1X, BLOCK B	SF-A	OPEN SPACE
LOT 2X, BLOCK B	SF-A	OPEN SPACE
LOT 1-2X, BLOCK B	SF-A	OPEN SPACE
LOT 1X, BLOCK C	SF-A	OPEN SPACE

# SITE PLAN 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 PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED INTERNATIONAL BUILDING CODE.
- FOUR-FOOT WIDE SIDEWALKS SHALL BE PROVIDED 2.5 FEET OFF OF THE PROPERTY LINE WITHIN THE RIGHTS-OF-WAY, UNLESS A SIDEWALK EASEMENT IS PROVIDED FOR A MEANDERING SIDEWALK OR AN ALTERNATIVE DESIGN IS APPROVED BY THE CITY. BARRIER-FREE RAMPS, 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.
- ALL SIGNAGE CONTINGENT UPON APPROVAL BY BUILDING INSPECTIONS DEPARTMENT.
- APPROVAL OF THE SITE PLAN IS NOT FINAL UNTIL ALL ENGINEERING PLANS ARE APPROVED.
- OPEN STORAGE, WHERE PERMITTED, SHALL BE SCREENED IN ACCORDANCE WITH THE ZONING ORDINANCE.
- BUILDING FACADES WITHIN THIS DEVELOPMENT SHALL BE COMPATIBLE, AS PROVIDED IN THE RETAIL CORNER DESIGN GUIDELINES.
- OUTDOOR LIGHTING SHALL COMPLY WITH ILLUMINATION STANDARDS WITHIN SECTION 6-456 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.
- USES SHALL CONFORM IN OPERATION, LOCATION, AND CONSTRUCTION TO THE FOLLOWING PERFORMANCE STANDARDS IN ARTICLE 24 OF THE ZONING ORDINANCE: NOISE, SMOKE AND PARTICULATE MATTER, OBSCURE MATTER, FIRE OR EXPLOSIVE HAZARD MATERIAL, TOXIC AND NOXIOUS MATTER, VIBRATION, AND/OR OTHER PERFORMANCE STANDARDS.

## TYPICAL LOT DETAIL

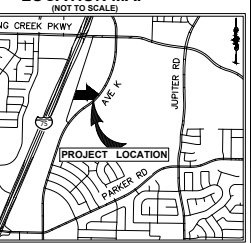


MINIMUM FLOOR AREA FOR EACH DWELLING UNIT SHALL BE 800 S.F.  
EACH DWELLING UNIT SHALL CONTAIN A 2-CAR GARAGE IN ADDITION TO REQUIRED PARKING SPACES. THE GARAGE SPACE SHALL NOT BE ELIMINATED BY ENCLOSING THE GARAGE WITH A STATIONARY WALL.

## SITE/PAVING LEGEND

LA LANDSCAPE AREA

## LOCATION MAP



GRAPHIC SCALE  
(IN FEET)  
1 inch = 40 ft.

## SITE DATA SUMMARY TABLE

GENERAL SITE DATA		TOTAL
ZONING		SF-A
LAND USE		SF-A
LOT AREA		259,524 S.F./5.958 AC
ROW DEDICATION		63,053 S.F.
BUILDING FOOTPRINT AREA		67,373 S.F.
TOTAL BUILDING AREA		134,750 S.F.
BUILDING HEIGHT (STORIES)		2-STORIES
BUILDING HEIGHT (FEET-DISTANCE TO TALLEST BUILDING ELEMENT)		35 FT.
LOT COVERAGE		25.96%
FLOOR AREA RATIO		0.52:1
EXISTING OPEN STORAGE		0
PROPOSED OPEN STORAGE		0
RESIDENTIAL DENSITY		49 UNITS/5.958 AC
MULTIFAMILY UNITS		
# OF STUDIOS		N/A
# OF 1 BEDROOMS & MIN. SIZE		N/A
# OF 2 BEDROOMS & MIN. SIZE		N/A
# OF 3 BEDROOMS & MIN. SIZE		N/A
TOTAL UNIT COUNT		N/A
RESIDENTIAL DENSITY		N/A
PARKING		
PARKING RATIO (ZONING ORD.)		2.25:1
STANDARD SPACES		111
ACCESSIBLE SPACES		0
TOTAL PARKING REQUIRED (# SPACES)		111
ON-SITE STANDARD SPACES		98
ON-SITE ACCESSIBLE SPACES		0
ON-STREET SPACES		17
OFF-SITE SPACES		0
TOTAL PARKING PROVIDED		115
PARKING IN EXCESS OF 110%:		0
LANDSCAPE AREA		
LANDSCAPE EDGE AREA PROVIDED		40,156 S.F.
REQ. INTERIOR LANDSCAPE AREA		N/A
ADD. INTERIOR LANDSCAPE AREA		N/A
OTHER LANDSCAPE AREAS		58,763 S.F.
TOTAL LANDSCAPE AREA		98,919 S.F.
PERMEABLE AREA		
PERMEABLE PAVEMENT		0
TOTAL PERMEABLE AREA (W/IN 10' SIDEWALKS)		0
TOTAL PERMEABLE AREA		0
IMPERVIOUS AREA		
BUILDING FOOTPRINT AREA		67,373 S.F.
AREA "X" SPACES, PARK & OTHER IMPERVIOUS AREAS		94,071 S.F.
OTHER IMPERVIOUS AREA		N/A
TOTAL IMPERVIOUS AREA		161,445 S.F.
ROW "X" TOTAL LANDSCAPE & TOTAL PERMEABLE AREA "X" TOTAL IMPERVIOUS AREA		258,416 S.F.
TOTAL IMPERVIOUS AREA		161,446 S.F.
LESS BMP IMPERVIOUS AREA CREDIT		0
BILLABLE IMPERVIOUS AREA		161,446 S.F.

**DENIED**  
City of Plano  
JANUARY 6, 2025  
PLZ COMMUNITY  
Planning Department

PSP2024-036

## PRELIMINARY SITE PLAN

### SPLIT TRAIL TOWNHOMES

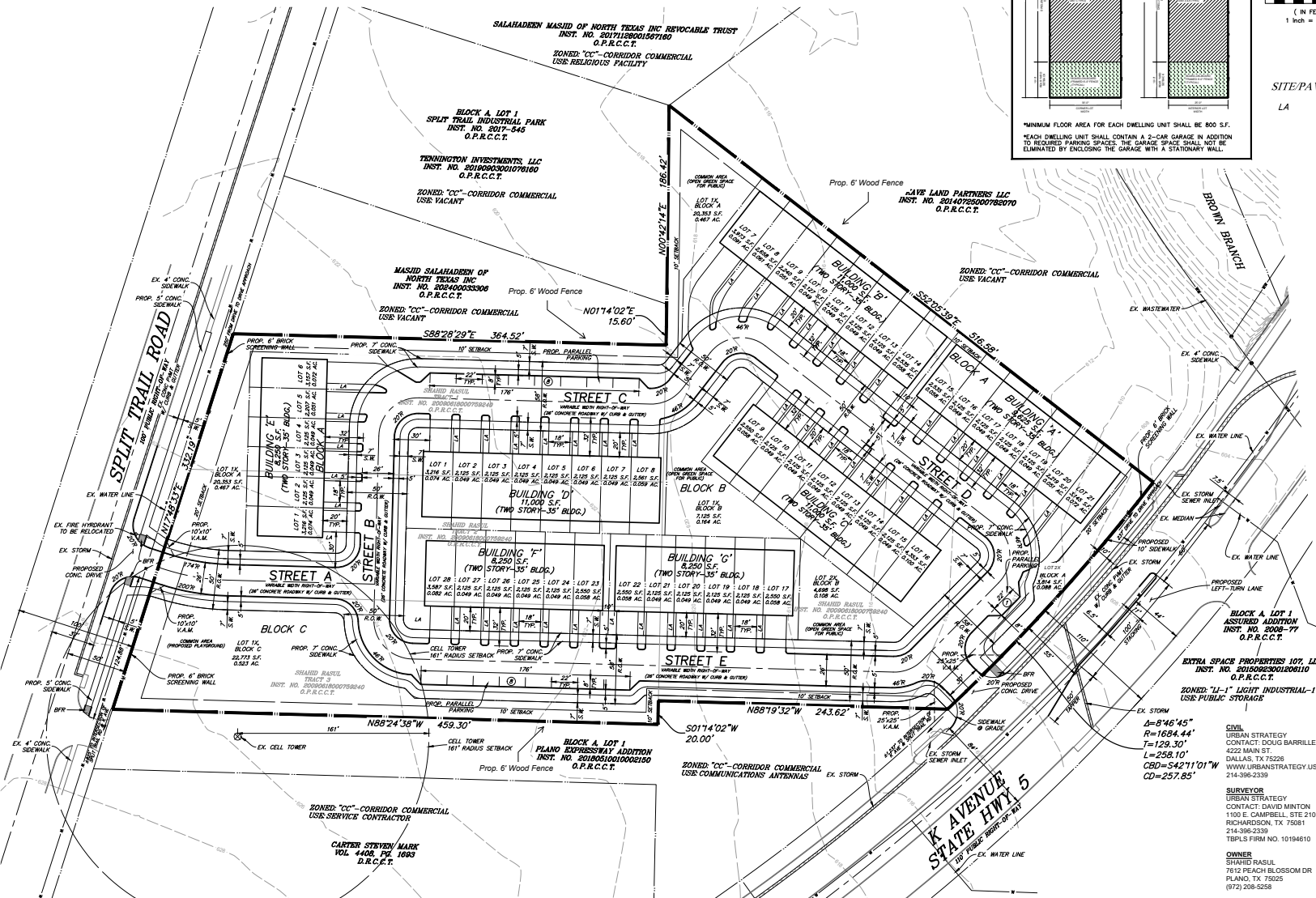
LOTS 1-21, 1X, 2X, BLOCK A, LOTS 1-28, BLOCK B, AND LOT 1X, BLOCK C

5.958 ACRES / 259,524 SQUARE FEET

SITUATED IN THE D. ROWLETT SURVEY, ABSTRACT NO. 738

CITY OF PLANO, COLLIN COUNTY, TEXAS

CIVIL  
URBAN STRATEGY  
CONTACT: DOUG BARRILLEAUX  
4222 MAIN ST.  
DALLAS, TX 75226  
WWW.URBANSTRATEGY.US  
214-396-2339  
TIPSL FIRM NO. 10194810  
  
SURVEYOR  
URBAN STRATEGY  
CONTACT: DAVID MINTON  
1100 E. CAMPBELL, STE 210  
RICHARDSON, TX 75081  
214-396-2339  
TIPSL FIRM NO. 10194810  
  
OWNER  
STANLEY RASUL  
7612 PEACH BLOSSOM DR  
PLANO, TX 75025  
(972) 208-5258



THIS DOCUMENT IS A PRELIMINARY SITE PLAN. IT IS NOT A FINAL ENGINEERING PLAN. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE.

## **AGENDA ITEM NO. 4B**

**PRELIMINARY SITE PLAN:** Split Trail Townhomes, Block A, Lots 1-21, 1X & 2X, Block B, Lots 1-28, and Block C, Lot 1X

**APPLICANT:** Shahid Rasul

**CASE PLANNER:** John Kim, AICP-Candidate

**DESCRIPTION:** 49 Single-Family Residence Attached lots on 6 acres located on the west side of K Avenue, 2,240 feet south of Spring Creek Parkway. Zoned Corridor Commercial. Project #PSP2024-036.

## **STAFF REPORT – REMARKS & RECOMMENDATION**

---

### **REMARKS:**

This Preliminary Site Plan is associated with Zoning Case 2024-023 and is contingent upon approval of the zoning case. The purpose for the Preliminary Site Plan is to show the proposed Single-Family Residence Attached development and its associated improvements.

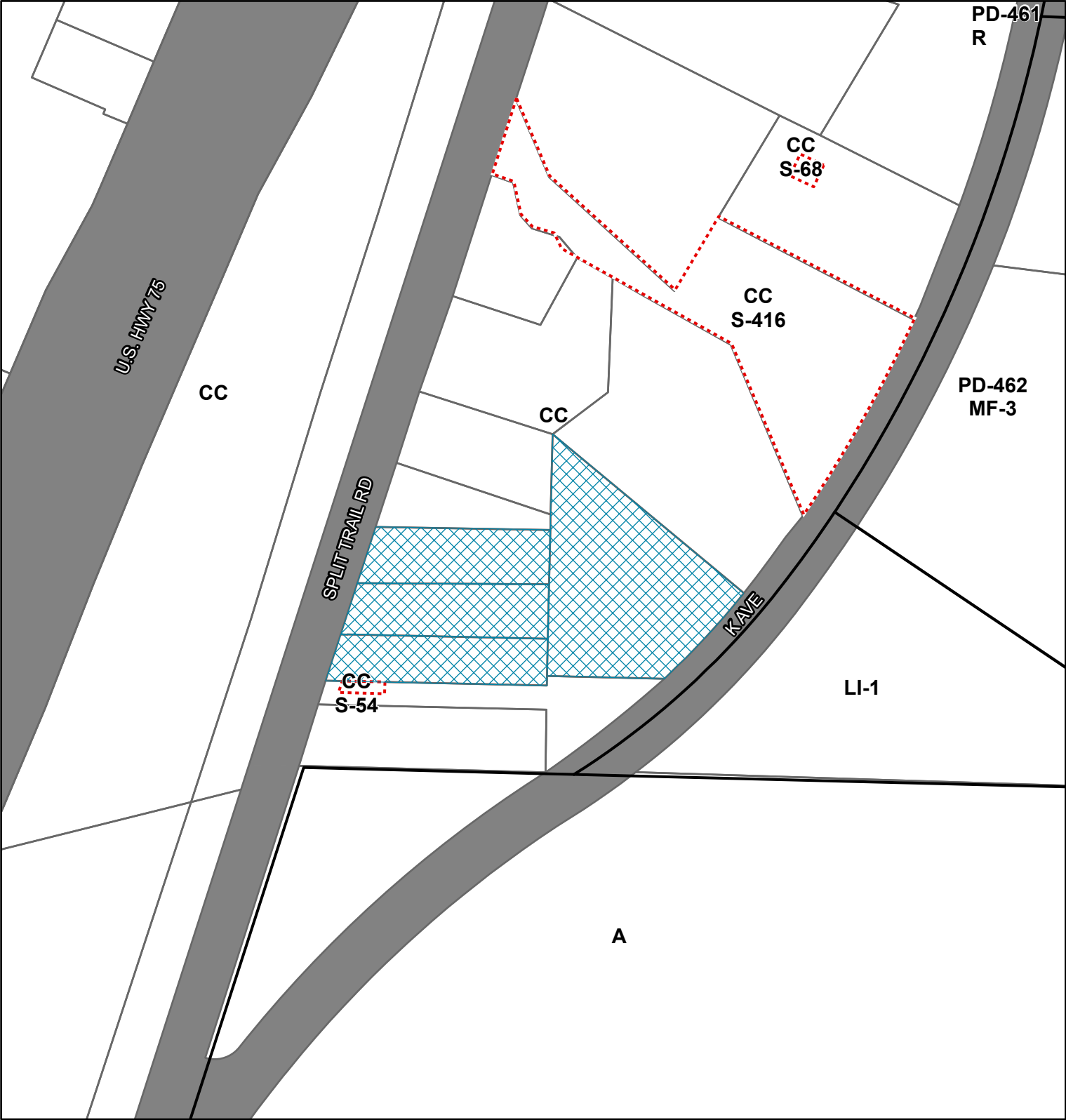
The preliminary site plan proposes a driveway located approximately 140 feet south from the existing median opening. The required driveway spacing along this portion of K Avenue is 235 feet and will require approval of a variance to the Street Design Standards from the Engineering Department. If the variance is denied, a revision to the preliminary site plan will be required.

### **RECOMMENDATION:**

Recommended for denial.

If approved by the Commission, staff recommends the approval be subject to:

1. City Council approval of Zoning Case 2024-023; and
2. Approval of a variance to the Street Design Standards by the Engineering Department for driveway separation from a median opening.



Item Submitted:


Title:


Zoning:


Preliminary Site Plan (PSP2024-036)


Split Trail Townhomes


Corridor Commercial


 Subject Property

 Municipal Boundaries

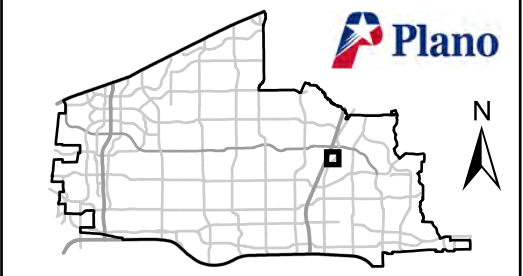
 Zoning Boundary


 Streets

 Zoning Boundary Change/SUP

 Specific Use Permit

Source: City of Plano





N

0

180

360

720

Feet

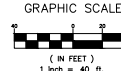
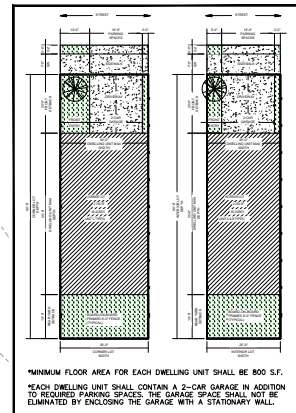


ZONING & LAND USE TABLE		
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LOT 1-2X, BLOCK A	SF-A	OPEN SPACE
LOT 2X, BLOCK A	SF-A	OPEN SPACE
LOT 1X, BLOCK B	SF-A	OPEN SPACE
LOT 2X, BLOCK B	SF-A	OPEN SPACE
LOT 1-2X, BLOCK B	SF-A	OPEN SPACE
LOT 1X, BLOCK C	SF-A	OPEN SPACE

# SITE PLAN GENERAL NOTES:

- BUILDINGS 6,000 SQUARE FEET OR GREATER SHALL BE 100% FIRE SPRINKLED.
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- FOUR-FOOT WIDE SIDEWALKS SHALL BE PROVIDED 2.5 FEET OFF OF THE PROPERTY LINE WITHIN THE RIGHTS-OF-WAY, UNLESS A SIDEWALK EASEMENT IS PROVIDED FOR A MEANDERING SIDEWALK OR AN ALTERNATIVE DESIGN IS APPROVED BY THE CITY. BARRIER-FREE RAMPS, PER CITY STANDARDS, SHALL BE PROVIDED ON SIDEWALKS AT ALL CURB CROSSINGS.
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- ALL SIGNAGE CONTINGENT UPON APPROVAL BY BUILDING INSPECTIONS DEPARTMENT.
- APPROVAL OF THE SITE PLAN IS NOT FINAL UNTIL ALL ENGINEERING PLANS ARE APPROVED.
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- OUTDOOR LIGHTING SHALL COMPLY WITH ILLUMINATION STANDARDS WITHIN SECTION 8-456 OF THE CODE OF ORDINANCES.
- PLEASE CONTACT THE BUILDING INSPECTIONS DEPARTMENT TO DETERMINE THE TYPE OF CONSTRUCTION AND OCCUPANCY GROUP.
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- USES SHALL CONFORM IN OPERATION, LOCATION, AND CONSTRUCTION TO THE FOLLOWING PERFORMANCE STANDARDS IN ARTICLE 24 OF THE ZONING ORDINANCE: NOISE, SMOKE AND PARTICULATE MATTER, OBSCURE MATTER, FIRE OR EXPLOSIVE HAZARD MATERIAL, TOXIC AND NOXIOUS MATTER, VIBRATION, AND/OR OTHER PERFORMANCE STANDARDS.

## TYPICAL LOT DETAIL

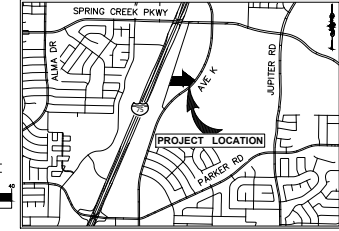


## SITE/PAVING LEGEND

LA LANDSCAPE AREA

## LOCATION MAP

(NOT TO SCALE)



## SITE DATA SUMMARY TABLE

GENERAL SITE DATA		TOTAL
ZONING		SF-A
LAND USE		259,524 S.F./5,958 AC
LOT AREA		61,053 S.F.
ROW DEDICATION		67,375 S.F.
BUILDING FOOTPRINT AREA		134,750 S.F.
TOTAL BUILDING AREA		259,524 S.F.
BUILDING HEIGHT (STORIES)		2-STORIES
BUILDING HEIGHT (FEET-DISTANCE TO TALLEST BUILDING ELEMENT)		35 FT.
LOT COVERAGE		25.96%
FLOOR AREA RATIO		0.52:1
EXISTING OPEN STORAGE		0
PROPOSED OPEN STORAGE		0
RESIDENTIAL DENSITY		49 UNITS/5,958 AC
MULTIFAMILY UNITS		
# OF STUDIOS		N/A
# OF 1 BEDROOMS & MIN. SIZE		N/A
# OF 2 BEDROOMS & MIN. SIZE		N/A
# OF 3 BEDROOMS & MIN. SIZE		N/A
TOTAL UNIT COUNT		N/A
RESIDENTIAL DENSITY		N/A
PARKING		
PARKING RATIO (ZONING ORD.)		2.25:1
STANDARD SPACES		111
ACCESSIBLE SPACES		0
TOTAL PARKING REQUIRED		111
PROVIDED PARKING (# SPACES)		115
ON-SITE STANDARD SPACES		98
ON-SITE ACCESSIBLE SPACES		0
ON-STREET SPACES		17
OFF-SITE SPACES		0
TOTAL PARKING PROVIDED		115
PARKING IN EXCESS OF 110%:		0
LANDSCAPE AREA		
LANDSCAPE EDGE AREA PROVIDED		40,156 S.F.
REQ. INTERIOR LANDSCAPE AREA		N/A
ADD. INTERIOR LANDSCAPE AREA		N/A
OTHER LANDSCAPE AREAS		58,763 S.F.
TOTAL LANDSCAPE AREA		98,919 S.F.
PERMEABLE AREA		
PERMEABLE PAVEMENT		0
TOTAL PERMEABLE AREA (PARKING LOT & DRIVEWAYS)		0
TOTAL PERMEABLE AREA		0
IMPERVIOUS AREA		
BUILDING FOOTPRINT AREA		67,375 S.F.
AREA "X" SPACES, PARK & OTHER IMPERVIOUS (OF 100%)		94,071 S.F.
OTHER IMPERVIOUS AREA		N/A
TOTAL IMPERVIOUS AREA		161,446 S.F.
IMP. % TOTAL LANDSCAPE AREA		16.42%
TOTAL IMPERVIOUS AREA		161,446 S.F.
LESS IMP. IMPERVIOUS AREA (CREDIT)		0
BILLABLE IMPERVIOUS AREA		161,446 S.F.

CITY OF PLANO APPROVAL

## PRELIMINARY SITE PLAN

### SPLIT TRAIL TOWNHOMES

LOTS 1-21, 1X, 2X, BLOCK A, LOTS 1-28, BLOCK B, AND LOT 1X, BLOCK C

5.958 ACRES / 259,524 SQUARE FEET  
SITUATED IN THE D. ROWLETT SURVEY, ABSTRACT NO. 738  
CITY OF PLANO, COLLIN COUNTY, TEXAS

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WWW.URBANSTRATEGY.US  
214-396-2339  
TIPPLS FIRM NO. 10194810

SURVEYOR  
STANLEY RASHEL  
7612 PEACH BLOSSOM DR  
PLANO, TX 75025  
(972) 208-5258

OWNER  
STANLEY RASHEL  
7612 PEACH BLOSSOM DR  
PLANO, TX 75025  
(972) 208-5258

PSP2024-036

## PRELIMINARY SITE PLAN

### SPLIT TRAIL TOWNHOMES

LOTS 1-21, 1X, 2X, BLOCK A, LOTS 1-28, BLOCK B, AND LOT 1X, BLOCK C

5.958 ACRES / 259,524 SQUARE FEET  
SITUATED IN THE D. ROWLETT SURVEY, ABSTRACT NO. 738  
CITY OF PLANO, COLLIN COUNTY, TEXAS

CIVIL  
URBAN STRATEGY  
CONTACT: DOUG BARRILLEAUX  
4222 MAIN ST.  
DALLAS, TX 75226  
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