



Memorandum

Date: September 30, 2014

To: Bruce D. Glasscock, City Manager
Frank F. Turner, Deputy City Manager

From: Eric Hill, Development Review Manager

Subject: Zoning Case 2014-27

At its September 15, 2014, meeting, the Planning & Zoning Commission (P&Z) considered this zoning petition to expand Planned Development-65-Central Business-1 (PD-65-CB-1) and recommended approval with a vote of 7-0. A portion of the zoning petition included a request for two electronic changeable wall signs to be located on the face of parking garages on the west side of the Dallas North Tollway. The applicant requested that each of these signs be allowed at 450 square feet in size, an increase from the 300 square foot size allowed under the current sign regulations for PD-65-CB-1 on the east side of the Dallas North Tollway.

P&Z noted that there is currently only one other electronic sign allowed along the Dallas North Tollway, and its size is limited to 150 feet, although it is a projecting sign, perpendicular to the garage. The Commission held that 300 square feet was an appropriate size for the electronic wall signs in this development, consistent with staff's recommendation.

The applicant has challenged the Commission's decision on the size of the signs and asks the City Council to support the request at 450 square feet. Since P&Z did not support the applicant's request, the recommendation of 300 square feet was, in essence, a denial of this portion of the zoning petition.

If the Council determines 450 square feet is an appropriate sign size, a separate three-quarter majority vote will be required in order to approve the request. This vote would only be related to the size of the signs. The remainder of the zoning case, including all other stipulations, may be approved in a separate motion with a simple majority.

If the Council finds that P&Z's recommended 300 square foot sign size is appropriate, they may take action on Zoning Case 2014-27 with one motion.

Please let me know if you have questions.

XC: Paige Mims, City Attorney
Victoria Huynh, Deputy City Attorney
Christina Day, Director of Planning

DATE: September 16, 2014
TO: Honorable Mayor & City Council
FROM: Richard Grady, Chairman, Planning & Zoning Commission
SUBJECT: Results of Planning & Zoning Commission Meeting of September 15, 2014

**AGENDA ITEM NO. 8A - PUBLIC HEARING
ZONING CASE 2014-27
APPLICANT: J.C. PENNEY CO., INC. AND SWC TOLLWAY &
STATE HIGHWAY 121, LLC**

Request to amend and expand Planned Development-65-Central Business-1 on 168.1± acres located at the northeast corner of the Dallas North Tollway and Tennyson Parkway in order to modify the development standards and to include 69.8± acres located at the southwest corner of the Dallas North Tollway and Headquarters Drive currently zoned Central Business-1. Zoned Planned Development-65-Central Business-1 and Central Business-1/Dallas North Tollway Overlay District with Specific Use Permit #265 for Day Care Center. Tabled September 2, 2014.

APPROVED: 7-0 **DENIED:** _____ **TABLED:** _____

LETTERS RECEIVED WITHIN 200 FOOT NOTICE AREA: **SUPPORT:** 9 **OPPOSE:** 8

LETTERS RECEIVED OUTSIDE 200 FOOT NOTICE AREA: **SUPPORT:** 0 **OPPOSE:** 1

PETITION(S) RECEIVED: N/A **# OF SIGNATURES:** N/A

STIPULATIONS:

Recommended for approval as follows:

(Proposed additions are indicated by underlined text; deletions are indicated by strikethrough text.)

Restrictions:

General Conditions of the Planned Development District

1. The zoning exhibits shall be adopted as part of this ordinance.
2. The Planned Development shall be divided into four tracts:
 - a. Tract A, south of Legacy Dr., must be developed using the standards required by the planned development district.

- b. Tract B, north of Legacy Dr., may be developed using either these requirements or the CB-1 regulations contained within the Zoning Ordinance. The initial development for Tract B will determine the standards to be used for the remainder of the property.
 - c. Tract C, west of the Dallas North Tollway, north of Legacy Dr., east of Communications Pkwy. and south of Headquarters Dr. must be developed using the standards required by the planned development district.
 - d. Tract D, at the southwest corner of Headquarters Dr. and Communications Pkwy. must be developed using the standards required by the planned development district. Tract D may be developed in accordance with the uses permitted within the CB-1 zoning district, or as single-family residence attached.
3. Telecommunications Plan - A plan for providing telecommunications service within the district and wireless antenna sites serving the larger area shall be submitted within one year of the approval of this ordinance.
 4. Street trees shall be provided at a rate of 1 4-inch caliper tree per 35 feet of street frontage per side. Exact spacing and location of street trees shall be determined at the time of site plan approval.
 5. Lots must have frontage on a street. There is no required frontage distance for a lot although each lot must meet the design standards of the district.

Specific Provisions of the Planned Development

1. Building Design

- a. On the south side of Legacy Dr., buildings fronting on Bishop Rd. must be designed to accommodate ground floor retail uses from Legacy Dr. south to Martin Rd. On the north side of Legacy Dr., retail, office, and live/work space is allowed on the ground floor of all multifamily buildings but is not required. Ground floor activities of nonresidential buildings shall be oriented to the street and shall have access directly from the street. Ground floor is defined as that portion of a building from the street-level finish floor elevation and extending 12.5 feet above the street-level finish floor elevation.
- b. Nonresidential buildings, except for parking garages, shall have a minimum of 40% of the ground floor facade comprised of window area. Facades facing the Dallas North Tollway frontage road and Legacy Dr. within 400 feet from the Dallas North Tollway frontage road are exempt from this requirement and shall have a minimum of 30% of the ground floor facade comprised of window area. No glass having an exterior visible reflectance of more than 30% shall be permitted as an exterior building material.
- c. Canopies, balconies, stoops, bay windows, awnings, and other building projections may encroach up to 5 feet into the public right-of-way.

- d. Buildings shall be constructed with 75% of each facade within 6 feet of the right-of-way for streets and mews, unless restricted by easements. Where easements are present, 75% of each facade must be built to the easement line. Exceptions to these setback requirements are:
- i. Within Tracts A and B, Bbuildings with facades along the Dallas North Tollway frontage road shall have a 300-foot maximum setback.
 - ii. Within Tracts A and B, Bbuildings with facades along Legacy Dr., within 400 feet from the Dallas North Tollway frontage road, shall have a 300-foot maximum setback
 - iii. Within Tracts A and B, Aall developments having building facades along Legacy Dr., except for item ii. above, shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Legacy Dr. A public or private mews street may also be installed between Legacy Dr. and the buildings. In this case, 75% of the building facade shall be within 6 feet of the mews street right-of-way. The initial development along the south side of Legacy Dr., except within the area defined in item ii. above, shall determine which development standard is to be used.
 - iv. Within Tract C, buildings shall be constructed with 75% of each façade within 30 feet of the back of curb of the quasi-public street or within 100 feet of the back of curb of Headquarters Dr., Communications Pkwy., Legacy Dr. or the Dallas North Tollway.
 - v. Within Tract C, off-street surface parking is prohibited between the quasi-public street and the building facade.
 - vi. Within Tract C, if a public open space, patio dining, plaza, or other public amenity is provided between the building face and the street, then the amenity may be used to meet the maximum building setback. Surface parking lots cannot be used to meet the maximum building setback.
- e. Within Tracts A and B, Bbuilding facades fronting Headquarters Dr. or Tennyson Pkwy. shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Headquarters Dr. or Tennyson Pkwy. If a mews street is used, the building facade shall have 75% of its face with 6 feet of the mews street right-of-way line.
- f. Within Tracts A and B, Bbuilding facades fronting Parkwood Blvd. shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with

double-loaded parking is installed along Parkwood Blvd. A public or private mews street may also be installed between the buildings and the right-of-way of Parkwood Blvd. If a mews street is used, the building facade shall have 75% of its face within 6 feet of the mews street right-of-way line. The minimum setback shall be 6 feet from the right-of-way of Parkwood Blvd.

g. No building facade shall exceed a length of 400 feet without a break in the facade of a minimum depth of 5 feet for a minimum length of 10 feet.

h. Tract C shall contain a quasi-public street connecting Legacy Dr. to Headquarters Blvd.

i. Quasi-Public Street Definition: Quasi-public streets are privately owned and maintained drives open to public access. A quasi-public street easement shall be dedicated for all quasi-public streets, and a fire lane shall be located within all quasi-public street easements. On-street parking and sidewalks provided along quasi-public streets shall be located within the quasi-public street easement. Lots may derive required street frontage from quasi-public streets and may be platted to the centerline of quasi-public streets.

ii. On-street parking is permitted along the quasi-public street provided it is parallel or angled. Ninety-degree, head-in parking, is prohibited along the quasi-public street.

iii. Buildings fronting the quasi-public street shall be designed to accommodate ground floor retail and office uses. Live/work space is permitted on the ground floor of all multifamily buildings. Ground floor activities of nonresidential buildings shall be oriented to the street and shall have access directly from the street. Ground floor is defined as that portion of building from the street-level finish floor elevation and extending 12.5 feet above the street-level finish floor elevation.

iv. Public or private mews streets may be installed between the buildings, perpendicular to the quasi-public street and all other public streets. If a mews street is used, the building facade shall have 75% of its face within 7 feet of the mews street right-of-way line.

i. Refer to Design Guidelines after PD-65-CB-1 for additional stipulations.

2. Residential Development Standards

a. Standards relating to all residential development

i. Within Tracts A and B, No minimum open space shall be required per residential dwelling unit. However, 2 park or courtyard areas must be provided within the planned development district, 1 on each side of Legacy Dr. The park areas shall total 5 acres in size. These areas may be publicly or privately owned. Parks, courtyards, and streetscape areas

shall be shown at the time of concept plan or site plan approval on the concept plan or site plan.

- ii. No off-street loading docks shall be required for buildings containing residential uses. Off-street loading docks for nonresidential uses may not be located adjacent to or across a street or alley from buildings containing residential uses unless the loading dock is screened in accordance with the following:
 - Solid metal gates
 - Masonry screening walls (in accordance with Section 3.1000)
 - Overhead doors
 - Any combination of the above

b. Standards relating to multifamily residence development

- i. Multifamily development shall be exempt from the supplemental regulations of Subsection 3.104.
- ii. The minimum residential density for multifamily development shall be 40 dwelling units per acre. Mid-rise residential is excluded from this requirement.
- iii. Within Tract C, the maximum number of multifamily dwelling units shall be 800.
- iv. Within Tract C, the first floor of residential buildings shall not solely consist of structured parking.

c. Standards relating to single-family residence attached development

- i. Each dwelling unit shall be on an individually-platted lot. Lots shall front on a public street, ~~or~~ private mews street, or slip road. Mews streets used for private lot frontage shall be named streets and shall not be gated.
- ii. Within Tract D, Garages for single-family residence attached uses shall not front on Headquarters Dr. or Communications Pkwy.
- iii. Minimum Lot Area: 700 square feet.
- iv. Maximum Density: 40 dwelling units per acre
- v. Minimum Lot Width: 20 feet
- vi. Minimum Lot Depth: 35 feet
- vii. Front yard setbacks shall apply as follows:
 - Minimum Setback from Mews Street or Slip Road: 12 feet from back of street curb to building
 - Maximum Setback from Mews Street or Slip Road: 18 feet from back of street curb to building

- Minimum Setback from Public Street or Slip Road: 15 feet from back of street curb to building
 - Maximum Setback from Public Street or Slip Road: 21 feet from back of street curb to building
 - Minimum of 75% of the front facade of the building shall fall within the minimum and maximum setback
- viii. Minimum Side Yard
- Interior Side Yard: None
 - Exterior Side Yard (Corner Lot): Shall be treated the same as front yards
- ix. Minimum Rear Yard: None
- x. Maximum Height: 3 story (50 feet)
- xi. Minimum Floor Area per Dwelling Unit: 800 square feet
- xii. Maximum Lot Coverage: 100%
- xiii. Street trees shall be placed in planting beds or tree grates within 6 feet of the back of the street curb.
- xiv. Sidewalks with a minimum unobstructed width of 6 feet shall be placed along street frontage within Tracts A and B. Sidewalks with a minimum unobstructed width of 7 feet shall be placed along street frontage within Tracts C and D. Sidewalks are in addition to and placed adjacent to street tree areas.
- xv. Stoops and landscaped areas adjacent to the building may extend a maximum distance of six feet into the area between the front facade of the building and the back of the street curb.
- xvi. Maximum Building Length: 200 feet
- xvii. Buildings must be separated by a minimum distance of 10 feet.
- xviii. Maximum Number of Units per Building: 10
- xix. Rear entry drives are required. The distance from the garage to the travel lane of the alley shall be 10 or less feet in length or shall be 20 feet or greater in length. The distance from the garage to the mews street shall be in accordance with the attached mews street section.

3. Street, Sidewalk, and Streetscape Regulations

- a. Streets, private streets and drives, streetscape and visibility triangles shall be in accordance with the attached street and drive sections and intersection diagrams.
- b. Outdoor patio and sidewalk dining, as well as other public seating areas, are permitted. These areas shall not be included in parking calculations.

- c. Within Tracts C and D, trees, landscaping, outdoor dining areas, bicycle racks and street furniture may be placed within a sidewalk but may not reduce the 7 feet unobstructed width.

4. Parking Regulations

- a. On-street parking within 300 feet of a proposed use may be counted toward satisfying the parking requirement for such use. Assignment of on-street parking shall be at the time of approval of the site plan.

The required parking within the district shall be as follows:

- Multifamily - One space per bedroom (including efficiencies). Spaces for multifamily uses may be provided in a joint use parking structure and need not be within 100 feet of the units served.
 - Single-Family Attached - Each dwelling unit shall have a rear entry drive within a minimum of 2 parking spaces per garage. The elimination of the garage space, by enclosing the garage with a stationary wall, shall be prohibited.
 - Live/Work Space - 1 space per 800 square feet of area on the ground floor
 - Retail - 1 space per 500 square feet of floor area
 - Office - 1 space per 300 square feet of floor area
 - Hotel - 1 space per guest room and 1 space per 160 square feet of meeting area
 - All Other Nonresidential Uses - 1 space per 250 square feet of floor area
- b. Within Tract C, a maximum of 100 off-street parking spaces are permitted within a surface parking area within each lot. These areas shall contain a five-foot landscaped edge between the parking area and the street. Within this landscape edge, ten shrubs (five gallon minimum) shall be planted per 500 square feet.
- c. The initial developments in the district will provide parking as required above. Required parking may be shared among the following uses: multifamily, residential, office, retail, restaurant, health club, hotel, and theater, based on time-of-day parking demands for such uses. A parking study detailing parking needs and shared parking arrangements must be submitted at the time of site plan review and approval.
- d. When a building is under single ownership, a maximum of 50% of the spaces provided in a parking structure may utilize small car parking requirements.
- e. Structured parking shall be designed to minimize the ground level view of automobiles below their hood lines. Parking structure facades shall have strong horizontal architectural elements. Pedestrian entrances to parking garages shall

be directly accessed by a sidewalk or mews or through an internal building vestibule.

5. Prohibited/Additional Allowed Uses

a. The following uses shall be prohibited:

- electrical substation
- railroad team track
- freight terminal or dock
- service yard for governmental agency
- shops, office, or storage area for public/private utility
- water treatment plant
- automobile parts sales (inside)
- automobile repair garage
- automobile storage
- car wash
- motorcycle sales/service
- tire dealer (no open storage)
- contract construction
- general commercial plant
- transfer storage and baggage terminal

b. The following additional uses shall be permitted:

- artisan's workshop
- bed & breakfast
- single-family residence attached

c. Within Tract C, the following additional uses shall be permitted:

- Multifamily and mid-rise residential

d. Within Tract D, the following additional uses shall be permitted:

- Single-family residence attached

6. Signage Regulations

In addition to signs permitted by Section 3.1600 of the Zoning Ordinance, the following additional signs and/or revised sign definitions and standards are permissible:

Freestanding Identification Signs - Freestanding identification signs may be installed at the following locations and shall comply with the Dallas North Tollway Overlay District signage requirements:

- The intersections of Type D and larger thoroughfares.
- The intersection of Bishop Rd. and Type D and larger thoroughfares.

Freestanding identification signs are exempt from the requirement that they be located at least 30 feet from a private property line.

Directional Signs

a. General

- A directional sign is any noncommercial sign, which directs the public to various locations, for instance, but not limited to, the retail, apartments, hotel, or parking areas.
- A directional sign may be a freestanding sign, a wall sign, a projecting sign, or mounted to a vertical support.
- These signs shall not contain advertising and shall be specifically directional in nature.

b. Sign Size - A directional sign mounted to a vertical support shall not exceed 15 square feet and the maximum sign width is 3 feet wide. The bottom of the sign shall not fall below 7 feet from the ground surface.

Banners - General

- Banners may be mounted to a vertical support or attached to a building or parking deck and may cross the street.
- Banners, which are mounted to a vertical support, may be integrated onto street and pedestrian light poles.
- Banners may display artwork or a message that pertains to the district or a special event.

Portals - General

- A portal is an entry feature, which may be freestanding, span across an area, or attached to a building or structure.
- Portals may be located at the following locations:
 - The intersections of Bishop Rd. and Type D and larger thoroughfares.
 - The intersection of Henry Cook Blvd. and Parkwood Blvd.

- Portals which span across the public right-of-way may be erected subject to city approval.

Directory Map

a. General

- A directory map is a noncommercial map listing the occupants within a shopping center, retail district, office district, or commercial site.
- A directory map may be freestanding, mounted to a wall, mounted to a vertical support, incorporated into a kiosk, or anchored within the public right-of-way.
- A directory map is used to provide way finding information for pedestrians.

b. Sign Size

- A directory map, mounted to a vertical support, shall not exceed 40 square feet.

Architectural Roof Signs

a. General

- An architectural roof sign is a sign on top of a roof structure which may extend above the highest point of a roofline.
- Architectural roof signs are prohibited on building facades facing the Dallas North Tollway, Headquarters Dr., Parkwood Blvd., Tennyson Pkwy., and Legacy Dr.

b. Sign Size

- Architectural roof signs shall not exceed an overall height of 9 feet and shall not exceed a maximum square footage of 150 square feet.

Sloping Roof Signs

a. General

- A sloping roof sign sits at the base of a sloping roof structure/awning element and does not extend above the roofline of the structure or element.
- Sloping roof signs are limited to the retail portions of Legacy Town Center and Tract C.

b. Sign Size

- Sloping roof sign height shall not exceed 1/3 of the height of the sloping roof seen in true elevation. (See attached zoning exhibit for sloping roof sign detail.)

A-frame Signs

a. General

- An a-frame sign is a self-supporting A-shaped sign with 2 visible sides that is located on or adjacent to a sidewalk.
- The sign shall be sufficiently weighted or anchored.
- A-frame signs may be located within the public right-of-way.

b. Sign Size

- The maximum square footage is 8 square feet per sign face and the maximum sign height is 4 feet high.

Projecting Signs

a. General

- Projecting signs must keep a minimum clearance of 8 feet above the sidewalk.
- Projecting signs may be located within the public right-of-way.

b. Sign Size

- The horizontal portion of any projecting sign shall not be more than 6 feet 6 inches in length measured from the building face.
- The projecting sign shall not exceed 60 square feet.

Murals - General

- Murals are noncommercial pictures, not advertising a product or service, which is sold on the premises, painted on, or attached to the exterior walls. The subject matter of a mural is expressed by means easily understood by a general audience.
- Murals shall be reviewed and approved at the discretion of the Building Official for compliance with the definition of a mural and for appropriate size and placement.

Kiosks

a. General

- Freestanding kiosk structures may be anchored within the public right-of-way or erected on individual lots. If anchored in the public right-of-way, kiosks are limited to 15 feet in height, and all accessibility and visibility requirements must be met for public sidewalks and streets. A maximum of 4 freestanding kiosks may be installed in the public right-of-way, 2 in the portion of the planned development district south of Legacy Dr., and 2 in the portion north of Legacy Dr.

- Kiosks in the public right-of-way may display directory maps, artwork, or messages that pertain to the district or special events, but shall not be used for commercial advertising signs. Kiosks located on private property may display commercial advertising signs.

b. Sign Size

- Signage on all kiosks shall not exceed 40 square feet in the public right-of-way. Signage on kiosks located on private property may not exceed 60 square feet. For multiple-sided kiosks, the gross surface area of each side shall not exceed 2 times the allowable square footage divided by the number of sign faces.

Multipurpose Wall Signs

a. General

- A multipurpose wall sign is any sign mounted on the wall of a building which is used to identify shopping centers, retail districts, office districts, or commercial sites and may include a listing of occupants within the development being identified. The multipurpose wall sign may also be an electronic changeable wall sign as defined herein.
- Multipurpose wall signs are exempt from Subsections 3.1603 (1)(b) and (2)(f) of Section 3.1600.
- An electronic changeable wall sign is a type of multipurpose wall sign that displays static images that change message or copy by programmable electronic processes. Electronic changeable wall signs shall be allowed to change copy every 8 seconds.

b. Size and Location

- Multipurpose wall signs shall not be limited in height or width except that they shall be limited to 300 square feet in size.
- Multipurpose wall signs within Tract C shall be limited to 300 square feet in size.
- A maximum of 2 multipurpose signs shall be mounted to parking garages located adjacent to the Dallas North Tollway within Tract C.
- A maximum of 2 multipurpose wall signs shall be mounted to the parking garage located at the southeast corner of the Dallas North Tollway frontage road and Legacy Cr. only. The signs shall be mounted on the north, west, or south facades, and only 1 sign shall be permitted on each facade.
- Multipurpose wall signs may only be used to advertise tenants, owners and uses and any of their products or services within PD-65. ~~by the Dallas North Tollway on the west, Legacy Dr. on the south, Bishop Rd. on the east, and Legacy Cr. on the north.~~

Design Guidelines for Planned Development-65-Central Business-1 and Planned Development- Central Business-1

OPEN SPACE

1. A minimum of 5% of the gross acreage of PD-CB-1 and Tracts C & D within PD-65-CB-1 shall be provided as open space.
2. A minimum of 0.25 acre shall be located on the quasi-public street within Tract C of PD-65-CB-1.
3. Open space shall be accessible to the public at all times and shall not be fenced.
4. Open space shall have a minimum dimension of 30 feet long by 30 feet wide.

FOR CITY COUNCIL MEETING OF: October 13, 2014 (To view the agenda for this meeting, see www.planotx.gov)

PUBLIC HEARING - ORDINANCE

EM/dc

xc: Fehmi Karnahan, SWC Tollway & State Highway 121, LLC
Trey Braswell, Kimley-Horn and Associates, Inc.
Wayne Snell, Permit Services Manager

<http://goo.gl/maps/s29cX>

CITY OF PLANO
PLANNING & ZONING COMMISSION

September 15, 2014

Agenda Item No. 8A

Public Hearing: Zoning Case 2014-27

Applicant: J.C. Penney Co., Inc. and SWC Tollway & State Highway 121, LLC

DESCRIPTION:

Request to amend and expand Planned Development-65-Central Business-1 on 205.3± acres located at the northeast corner of the Dallas North Tollway and Tennyson Parkway in order to modify the development standards and to include 69.8± acres located at the southwest corner of the Dallas North Tollway and Headquarters Drive currently zoned Central Business-1. Zoned Planned Development-65-Central Business-1 and Central Business-1/Dallas North Tollway Overlay District with Specific Use Permit #265 for Day Care Center. Tabled September 2, 2014.

REMARKS:

This item was tabled at the September 2, 2014 Planning and Zoning Commission meeting. It must be removed from the table.

The purpose of this request is to modify Planned Development-65-Central Business-1 (PD-65-CB-1) in two primary ways, as follows:

- The PD currently includes 168.1± acres located at the northeast corner of the Dallas North Tollway and Tennyson Parkway. This request expands the current PD to include an additional 69.8± acres located at the southwest corner of the Dallas North Tollway and Headquarters Drive references herein as "Tract C & D".
- The request includes modifications to the development standards of PD-65-CB-1 related to Tracts C and D, adding stipulations as appropriate for the unique nature of that property and the proposed development plan.

From this point forward, this report focuses on the addition of Tracts C and D (69.8± acres) to the existing PD, since Tracts A and B (168.1± acres mentioned above) are not new to the district and are almost fully developed, save a few infill lots.

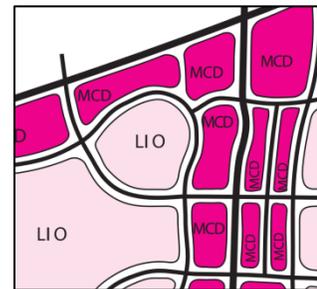
The request proposes to allow multifamily, mid-rise residential and single-family residence attached as additional permitted uses and to modify building setbacks and other requirements appropriate for urban, pedestrian-oriented development. Tract C is 53.3± acres which is undeveloped; Tract D is 16.5± acres out of the J.C. Penney Headquarters Addition, Block D, Lot 1. Both tracts include portions of Headquarters Drive and Communications Parkway right-of-way due to a proposed realignment of these thoroughfares. A concept plan for Legacy West Addition accompanies this request as Agenda Item 8B and shows a future development plan for Tracts C and D.

Surrounding Land Use and Zoning

The property to the north, across Headquarters Drive, is zoned Central Business-1 and is currently undeveloped. To the east, across the Dallas North Tollway, are general office, restaurant and retail uses zoned PD-65-CB-1 with S-394 for Cemetery and CB-1. To the south is a general office development zoned CE with S-265 for Day Care Center. To the west are several existing office developments zoned CE.

Conformance to the Comprehensive Plan

Future Land Use Plan: The Future Land Use Plan designates this property as Major Corridor Development (MCD) and Low-Intensity Office (LIO). The city's current land use policies recommend that land along expressway corridors be reserved for economic development and employment opportunities. However, mixed-use development may be appropriate along expressway corridors in accordance with the interim amendment policy recommendations of the Comprehensive Plan that were adopted in April, 2012. The policies that apply to this request include:



1. Residential should be set back a minimum of 1,200 feet from the centerline of State Highway 121 and the Dallas North Tollway. Factors including existing development patterns should be considered in applying this standard.
2. Isolated residential development should not be permitted; residential rezoning requests need to establish a complete neighborhood or expand an existing neighborhood or an urban mixed-use center. Mid-rise multifamily development (5 to 12 stories) and special needs housing (i.e. senior housing) could be an exception if the surrounding land uses are compatible.

The applicant is proposing a mixed-use, urban center with a maximum of 800 mid-rise residential and multifamily units within Tract C and single-family residence attached allowed by right within Tract D. Proposed residential uses will be located within the 1,200 foot setback but will be in the context of an urban center neighborhood. Similar to the Legacy Town Center development east of the Dallas North Tollway, residential uses are not proposed on lots immediately adjacent to the Tollway. On the concept plan, no residential use is shown closer than 350 feet from the Tollway by the main street and development between the main street and the Tollway. The property does not expand

into any existing residential neighborhoods. For this reason, this request is in conformance with the Future Land Use Plan and interim amendments to the comprehensive planning land use policies.

Adequacy of Public Facilities: Water and sanitary sewer services are available to serve the subject property. The available sanitary sewer capacity is sufficient to handle additional commercial development in the area. A lift station will be required to maintain sanitary sewer capacity in the area, of which the applicant may be responsible for making improvements to increase the system capacity.

Traffic Impact Analysis (TIA): A TIA is not required for this rezoning request. However, prior to approval of the preliminary site plan for the first phase of residential development, the applicant shall submit a TIA for review and approval due to the requested number of dwelling units generating traffic that exceeds the maximum threshold of 8,000 trips per day.

School Capacity: This is provided for informational purposes only. The subject property is within the Plano Independent School District and is served by the following schools:

Elementary School	Barksdale
Middle School	Renner
High School	Shepton
Senior High School	Plano West

Per the district's representative, there may be capacity issues at the following schools if all the proposed residential units were built today. However, Planning staff does not have a concrete study or report from the school district supporting overcrowding at any of these facilities and does not recommend considering school capacity as a factor for land use decisions. The District's policy indicates they follow the teacher-student ratio consistent with the Texas Education Code 25.111.

Public Safety Response Time: Based upon existing personnel, equipment and facilities, fire emergency response times will be sufficient to serve the site. Additional 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.

Access to and Availability of Amenities and Services: The subject property is not within a Park Fee service area. There are no existing neighborhood parks or linear parks to serve this area and the Park Master Plan does not identify any proposed parks to be located within this area of the city. Private open space will serve the residents of this area.

The subject property is located within Parr Library's service area, and service to the residents of this new area would be possible with the current library resources.

Mixed-Use Policy Statement

The mixed-use policy statement of the Comprehensive Plan defines mixed-use as vertical or horizontal integration of multiple uses that promotes easy access among uses and amenities especially by pedestrians. The mixed-use policy also provides a framework that is intended to assist with the evaluation of proposals for mixed-use projects. The following is an analysis of the proposed request compared to the policy criteria.

- **Location and Context Sensitivity:** Mixed-use projects are encouraged to be sensitive to surrounding land uses and character of an area. An important criterion to consider is of the uses being proposed, if the same uses were to be considered alone, would each use be appropriate in this location? The proposed residential uses would not be appropriate if they were to be considered on their own due to the adjacent non-residential zoning districts. However, these uses are appropriate in a mixed-use urban center development.
- **Multiple uses/integration of uses and density:** The mixed-use policy statement encourages buildings and uses that are well integrated and tightly connected or grouped. The policy considers whether the combining of land uses promotes easy access among stores, services and amenities used by pedestrians. The relationship of the nonresidential buildings with the residential uses has the opportunity to provide for integrated uses. The plan for Tracts C and D creates an urban center neighborhood between a corporate campus and the Dallas North Tollway, which is a very similar development pattern to what has successfully developed on the east side of the Tollway. The plan includes a mix of uses, quasi-public streets with on-street parking, wider sidewalks and urban building setbacks.
- **Pedestrian Orientation and Public Spaces:** The concept plan proposes a convenient, attractive and safe pedestrian system with sidewalks and pedestrian connections. The applicant is proposing a minimum of five percent of the gross acreage for Tracts C and D as well as the property under rezoning consideration to the north (Zoning Case 2014-28) to be dedicated as open space. This amount of open space is consistent with the existing Urban Mixed-Use (UMU) district requirements.
- **Parking:** The policy statement limits surface parking to 25% of the entire development thus promoting structured parking, and provides criteria for evaluating the amount and location of surface parking. There is minimal surface parking provided within the proposed development. The applicant is proposing a majority of the parking to be located within structured parking garages with some on-street parking, although exact parking counts are not available at this time.

ISSUES:

Creation of Tracts C and D

The applicant is not requesting any changes to the current PD-65-CB-1 regulations regarding existing Tracts A and B located on the east side of the Dallas North Tollway. The area of expansion is proposed to be divided into two tracts: Tracts C and D. Tract C is bounded by the Dallas North Tollway on the east, Legacy Drive on the south, Communications Parkway on the west and Headquarters Drive on the north. This tract is requested to be the core of the urban center with a mix of residential and commercial uses and a quasi-public street connecting Headquarters Drive to Legacy Drive. The proposed quasi-public street will have reduced building setbacks, on-street parking and minimum of a quarter acre of open space. The applicant is also requesting that buildings may be set back a maximum of 30 feet from the back of curb if a plaza, patio dining, or other amenity is provided between the face of the building and the street.

Tract D is bounded by Headquarters Drive to the north, Communications Parkway to the east and the existing J.C. Penney headquarters to the south and west. This tract is proposed to allow single-family residence attached development as an additional use utilizing the same design standards for PD-65-CB-1 as are currently allowed. Pedestrian connections are proposed between Tracts C and D so that residents within Tract D will be able to have access to uses and amenities within the core of the urban center, Tract C.

Residential Uses

The applicant is proposing to allow a maximum of 800 mid-rise residential and multifamily units by right within Tract C, and allow single-family residence attached uses by right within Tract D. These uses are proposed in addition to the existing nonresidential uses currently permitted within PD-65-CB-1. The request includes building setbacks and densities which will create an urban form of residential product consistent with the existing PD standards. Allowing residential uses within the context of an urban center development provides many benefits to future residents and can contribute to the overall success of the development. Staff believes that in this area, and in the context of the expansion of the planned development district, the proposed residential uses are appropriate.

Open Space

Open space is a key component of urban centers. The applicant is proposing that a minimum of five percent of the combined total acreage between Tracts C and D and the proposed PD-CB-1 to the north across Headquarters Drive be dedicated as open space, which equates to 6.8± acres. A minimum of one quarter of an acre of open space is proposed to be immediately adjacent to the quasi-public street within Tract C. This request is consistent with the existing UMU district open space requirements as well as the current PD-65-CB-1 regulations which require five acres of open space

between Tracts A and B. Staff believes that these minimum open space requirements provide sufficient area to meet the needs of future residents and patrons of the subject property.

Signage

In 2010, PD-65-CB-1 was amended to allow off-premise electronic changeable wall signs (multipurpose wall signs) in order to advertise individual tenants within the retail core of Legacy Town Center. The applicant is requesting to allow two similar electronic changeable wall signs within Tract C. The current maximum size for the off-premise wall signs within Tracts A and B is 300 square feet. The applicant is requesting that the proposed signs within Tract C be allowed at a maximum 450 square feet.

The proposed 450 square foot size is a concern for staff. The city currently allows for a maximum of 250 square feet for multipurpose wall signs. Although it may be appropriate to allow for off-premise signs which advertise for uses which do not have visibility from major thoroughfares, staff is concerned that the proposed size will be obtrusive to drivers and create a precedent for very large signs within the city. Although this size of a sign is not as large as a typical billboard (approximately 670 square feet), it is larger than any other sign within the city. Staff believes that 300 square feet is an acceptable allowance for this development.

The Commission should determine whether or not 450 square foot signs are appropriate for the proposed zoning request.

SUMMARY:

The applicant proposes to amend and expand PD-65-CB-1 on 168.1± acres located at the northeast corner of the Dallas North Tollway and Tennyson Parkway in order to modify the development standards and to include 69.8± acres located at the southwest corner of the Dallas North Tollway and Headquarters Drive currently zoned CB-1. The proposed PD-65-CB-1 zoning district is consistent with the surrounding zoning and uses, and the Future Land Use Plan of the Comprehensive Plan, which designates the property as Major Corridor Development (MCD) and Low-Intensity Office (LIO). The requested residential uses are appropriate in the context of an urban center, and the amount of open space is sufficient to serve the needs of future residents. Staff is in support of the proposed rezoning.

RECOMMENDATION:

Recommended for approval as follows:

(Proposed additions are indicated by underlined text; deletions are indicated by strikethrough text.)

Restrictions:

General Conditions of the Planned Development District

1. The zoning exhibits shall be adopted as part of this ordinance.
2. The Planned Development shall be divided into four tracts:
 - a. Tract A, south of Legacy Dr., must be developed using the standards required by the planned development district.
 - b. Tract B, north of Legacy Dr., may be developed using either these requirements or the CB-1 regulations contained within the Zoning Ordinance. The initial development for Tract B will determine the standards to be used for the remainder of the property.
 - c. Tract C, west of the Dallas North Tollway, north of Legacy Dr., east of Communications Pkwy. and south of Headquarters Dr. must be developed using the standards required by the planned development district.
 - d. Tract D, at the southwest corner of Headquarters Dr. and Communications Pkwy. must be developed using the standards required by the planned development district. Tract D may be developed in accordance with the uses permitted within the CB-1 zoning district, or as single-family residence attached.
3. Telecommunications Plan - A plan for providing telecommunications service within the district and wireless antenna sites serving the larger area shall be submitted within one year of the approval of this ordinance.
4. Street trees shall be provided at a rate of 1 4-inch caliper tree per 35 feet of street frontage per side. Exact spacing and location of street trees shall be determined at the time of site plan approval.
5. Lots must have frontage on a street. There is no required frontage distance for a lot although each lot must meet the design standards of the district.

Specific Provisions of the Planned Development

1. Building Design

- a. On the south side of Legacy Dr., buildings fronting on Bishop Rd. must be designed to accommodate ground floor retail uses from Legacy Dr. south to Martin Rd. On the north side of Legacy Dr., retail, office, and live/work space is allowed on the ground floor of all multifamily buildings but is not required. Ground floor activities of nonresidential buildings shall be oriented to the street and shall have access directly from the street. Ground floor is defined as that portion of a building from the street-level finish floor elevation and extending 12.5 feet above the street-level finish floor elevation.

- b. Nonresidential buildings, except for parking garages, shall have a minimum of 40% of the ground floor facade comprised of window area. Facades facing the Dallas North Tollway frontage road and Legacy Dr. within 400 feet from the Dallas North Tollway frontage road are exempt from this requirement and shall have a minimum of 30% of the ground floor facade comprised of window area. No glass having an exterior visible reflectance of more than 30% shall be permitted as an exterior building material.
- c. Canopies, balconies, stoops, bay windows, awnings, and other building projections may encroach up to 5 feet into the public right-of-way.
- d. Buildings shall be constructed with 75% of each facade within 6 feet of the right-of-way for streets and mews, unless restricted by easements. Where easements are present, 75% of each facade must be built to the easement line. Exceptions to these setback requirements are:
 - i. Within Tracts A and B, Bbuildings with facades along the Dallas North Tollway frontage road shall have a 300-foot maximum setback.
 - ii. Within Tracts A and B, Bbuildings with facades along Legacy Dr., within 400 feet from the Dallas North Tollway frontage road, shall have a 300-foot maximum setback
 - iii. Within Tracts A and B, Aall developments having building facades along Legacy Dr., except for item ii. above, shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Legacy Dr. A public or private mews street may also be installed between Legacy Dr. and the buildings. In this case, 75% of the building facade shall be within 6 feet of the mews street right-of-way. The initial development along the south side of Legacy Dr., except within the area defined in item ii. above, shall determine which development standard is to be used.
 - iv. Within Tract C, buildings shall be constructed with 75% of each façade within 30 feet of the back of curb of the quasi-public street or within 100 feet of the back of curb of Headquarters Dr., Communications Pkwy., Legacy Dr. or the Dallas North Tollway.
 - v. Within Tract C, off-street surface parking is prohibited between the quasi-public street and the building facade.
 - vi. Within Tract C, if a public open space, patio dining, plaza, or other public amenity is provided between the building face and the street, then the amenity may be used to meet the maximum building setback. Surface parking lots cannot be used to meet the maximum building setback.

- e. Within Tracts A and B, Bbuilding facades fronting Headquarters Dr. or Tennyson Pkwy. shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Headquarters Dr. or Tennyson Pkwy. If a mews street is used, the building facade shall have 75% of its face with 6 feet of the mews street right-of-way line.
- f. Within Tracts A and B, Bbuilding facades fronting Parkwood Blvd. shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Parkwood Blvd. A public or private mews street may also be installed between the buildings and the right-of-way of Parkwood Blvd. If a mews street is used, the building facade shall have 75% of its face within 6 feet of the mews street right-of-way line. The minimum setback shall be 6 feet from the right-of-way of Parkwood Blvd.
- g. No building facade shall exceed a length of 400 feet without a break in the facade of a minimum depth of 5 feet for a minimum length of 10 feet.
- h. Tract C shall contain a quasi-public street connecting Legacy Dr. to Headquarters Blvd.
 - i. Quasi-Public Street Definition: Quasi-public streets are privately owned and maintained drives open to public access. A quasi-public street easement shall be dedicated for all quasi-public streets, and a fire lane shall be located within all quasi-public street easements. On-street parking and sidewalks provided along quasi-public streets shall be located within the quasi-public street easement. Lots may derive required street frontage from quasi-public streets and may be platted to the centerline of quasi-public streets.
 - ii. On-street parking is permitted along the quasi-public street provided it is parallel or angled. Ninety-degree, head-in parking, is prohibited along the quasi-public street.
 - iii. Buildings fronting the quasi-public street shall be designed to accommodate ground floor retail and office uses. Live/work space is permitted on the ground floor of all multifamily buildings. Ground floor activities of nonresidential buildings shall be oriented to the street and shall have access directly from the street. Ground floor is defined as that portion of building from the street-level finish floor elevation and extending 12.5 feet above the street-level finish floor elevation.

iv. Public or private mews streets may be installed between the buildings, perpendicular to the quasi-public street and all other public streets. If a mews street is used, the building façade shall have 75% of its face within 7 feet of the mews street right-of-way line.

i. Refer to Design Guidelines after PD-65-CB-1 for additional stipulations.

2. Residential Development Standards

a. Standards relating to all residential development

i. Within Tracts A and B, No minimum open space shall be required per residential dwelling unit. However, 2 park or courtyard areas must be provided within the planned development district, 1 on each side of Legacy Dr. The park areas shall total 5 acres in size. These areas may be publicly or privately owned. Parks, courtyards, and streetscape areas shall be shown at the time of concept plan or site plan approval on the concept plan or site plan.

ii. No off-street loading docks shall be required for buildings containing residential uses. Off-street loading docks for nonresidential uses may not be located adjacent to or across a street or alley from buildings containing residential uses unless the loading dock is screened in accordance with the following:

- Solid metal gates
- Masonry screening walls (in accordance with Section 3.1000)
- Overhead doors
- Any combination of the above

b. Standards relating to multifamily residence development

i. Multifamily development shall be exempt from the supplemental regulations of Subsection 3.104.

ii. The minimum residential density for multifamily development shall be 40 dwelling units per acre. Mid-rise residential is excluded from this requirement.

iii. Within Tract C, the maximum number of multifamily dwelling units shall be 800.

iv. Within Tract C, the first floor of residential buildings shall not solely consist of structured parking.

c. Standards relating to single-family residence attached development

- i. Each dwelling unit shall be on an individually-platted lot. Lots shall front on a public street, ~~or~~ private mews street, or slip road. Mews streets used for private lot frontage shall be named streets and shall not be gated.
- ii. Within Tract D, Garages for single-family residence attached uses shall not front on Headquarters Dr. or Communications Pkwy.
- iii. Minimum Lot Area: 700 square feet.
- iv. Maximum Density: 40 dwelling units per acre
- v. Minimum Lot Width: 20 feet
- vi. Minimum Lot Depth: 35 feet
- vii. Front yard setbacks shall apply as follows:
 - Minimum Setback from Mews Street or Slip Road: 12 feet from back of street curb to building
 - Maximum Setback from Mews Street or Slip Road: 18 feet from back of street curb to building
 - Minimum Setback from Public Street or Slip Road: 15 feet from back of street curb to building
 - Maximum Setback from Public Street or Slip Road: 21 feet from back of street curb to building
 - Minimum of 75% of the front facade of the building shall fall within the minimum and maximum setback
- viii. Minimum Side Yard
 - Interior Side Yard: None
 - Exterior Side Yard (Corner Lot): Shall be treated the same as front yards
- ix. Minimum Rear Yard: None
- x. Maximum Height: 3 story (50 feet)
- xi. Minimum Floor Area per Dwelling Unit: 800 square feet
- xii. Maximum Lot Coverage: 100%
- xiii. Street trees shall be placed in planting beds or tree grates within 6 feet of the back of the street curb.

- xiv. Sidewalks with a minimum unobstructed width of 6 feet shall be placed along street frontage within Tracts A and B. Sidewalks with a minimum unobstructed width of 7 feet shall be placed along street frontage within Tracts C and D. Sidewalks are in addition to and placed adjacent to street tree areas.
- xv. Stoops and landscaped areas adjacent to the building may extend a maximum distance of six feet into the area between the front facade of the building and the back of the street curb.
- xvi. Maximum Building Length: 200 feet
- xvii. Buildings must be separated by a minimum distance of 10 feet.
- xviii. Maximum Number of Units per Building: 10
- xix. Rear entry drives are required. The distance from the garage to the travel lane of the alley shall be 10 or less feet in length or shall be 20 feet or greater in length. The distance from the garage to the mews street shall be in accordance with the attached mews street section.

3. Street, Sidewalk, and Streetscape Regulations

- a. Streets, private streets and drives, streetscape and visibility triangles shall be in accordance with the attached street and drive sections and intersection diagrams.
- b. Outdoor patio and sidewalk dining, as well as other public seating areas, are permitted. These areas shall not be included in parking calculations.
- c. Within Tracts C and D, trees, landscaping, outdoor dining areas, bicycle racks and street furniture may be placed within a sidewalk but may not reduce the 7 feet unobstructed width.

4. Parking Regulations

- a. On-street parking within 300 feet of a proposed use may be counted toward satisfying the parking requirement for such use. Assignment of on-street parking shall be at the time of approval of the site plan.

The required parking within the district shall be as follows:

- Multifamily - One space per bedroom (including efficiencies). Spaces for multifamily uses may be provided in a joint use parking structure and need not be within 100 feet of the units served.
- Single-Family Attached - Each dwelling unit shall have a rear entry drive within a minimum of 2 parking spaces per garage. The elimination of the garage space, by enclosing the garage with a stationary wall, shall be prohibited.
- Live/Work Space - 1 space per 800 square feet of area on the ground floor
- Retail - 1 space per 500 square feet of floor area

- Office - 1 space per 300 square feet of floor area
 - Hotel - 1 space per guest room and 1 space per 160 square feet of meeting area
 - All Other Nonresidential Uses - 1 space per 250 square feet of floor area
- b. Within Tract C, a maximum of 100 off-street parking spaces are permitted within a surface parking area within each lot. These areas shall contain a five-foot landscaped edge between the parking area and the street. Within this landscape edge, ten shrubs (five gallon minimum) shall be planted per 500 square feet.
- c. The initial developments in the district will provide parking as required above. Required parking may be shared among the following uses: multifamily, residential, office, retail, restaurant, health club, hotel, and theater, based on time-of-day parking demands for such uses. A parking study detailing parking needs and shared parking arrangements must be submitted at the time of site plan review and approval.
- d. When a building is under single ownership, a maximum of 50% of the spaces provided in a parking structure may utilize small car parking requirements.
- e. Structured parking shall be designed to minimize the ground level view of automobiles below their hood lines. Parking structure facades shall have strong horizontal architectural elements. Pedestrian entrances to parking garages shall be directly accessed by a sidewalk or mews or through an internal building vestibule.

5. Prohibited/Additional Allowed Uses

a. The following uses shall be prohibited:

- electrical substation
- railroad team track
- freight terminal or dock
- service yard for governmental agency
- shops, office, or storage area for public/private utility
- water treatment plant
- automobile parts sales (inside)
- automobile repair garage
- automobile storage
- car wash
- motorcycle sales/service
- tire dealer (no open storage)

- contract construction
 - general commercial plant
 - transfer storage and baggage terminal
- b. The following additional uses shall be permitted:
- artisan's workshop
 - bed & breakfast
 - single-family residence attached
- c. Within Tract C, the following additional uses shall be permitted:
- Multifamily and mid-rise residential
- d. Within Tract D, the following additional uses shall be permitted:
- Single-family residence attached

6. Signage Regulations

In addition to signs permitted by Section 3.1600 of the Zoning Ordinance, the following additional signs and/or revised sign definitions and standards are permissible:

Freestanding Identification Signs - Freestanding identification signs may be installed at the following locations and shall comply with the Dallas North Tollway Overlay District signage requirements:

- The intersections of Type D and larger thoroughfares.
- The intersection of Bishop Rd. and Type D and larger thoroughfares.

Freestanding identification signs are exempt from the requirement that they be located at least 30 feet from a private property line.

Directional Signs

a. General

- A directional sign is any noncommercial sign, which directs the public to various locations, for instance, but not limited to, the retail, apartments, hotel, or parking areas.
- A directional sign may be a freestanding sign, a wall sign, a projecting sign, or mounted to a vertical support.
- These signs shall not contain advertising and shall be specifically directional in nature.

- b. Sign Size - A directional sign mounted to a vertical support shall not exceed 15 square feet and the maximum sign width is 3 feet wide. The bottom of the sign shall not fall below 7 feet from the ground surface.

Banners - General

- Banners may be mounted to a vertical support or attached to a building or parking deck and may cross the street.
- Banners, which are mounted to a vertical support, may be integrated onto street and pedestrian light poles.
- Banners may display artwork or a message that pertains to the district or a special event.

Portals - General

- A portal is an entry feature, which may be freestanding, span across an area, or attached to a building or structure.
- Portals may be located at the following locations:
 - The intersections of Bishop Rd. and Type D and larger thoroughfares.
 - The intersection of Henry Cook Blvd. and Parkwood Blvd.
- Portals which span across the public right-of-way may be erected subject to city approval.

Directory Map

a. General

- A directory map is a noncommercial map listing the occupants within a shopping center, retail district, office district, or commercial site.
- A directory map may be freestanding, mounted to a wall, mounted to a vertical support, incorporated into a kiosk, or anchored within the public right-of-way.
- A directory map is used to provide way finding information for pedestrians.

b. Sign Size

- A directory map, mounted to a vertical support, shall not exceed 40 square feet.

Architectural Roof Signs

a. General

- An architectural roof sign is a sign on top of a roof structure which may extend above the highest point of a roofline.
- Architectural roof signs are prohibited on building facades facing the Dallas North Tollway, Headquarters Dr., Parkwood Blvd., Tennyson Pkwy., and Legacy Dr.

b. Sign Size

- Architectural roof signs shall not exceed an overall height of 9 feet and shall not exceed a maximum square footage of 150 square feet.

Sloping Roof Signs

a. General

- A sloping roof sign sits at the base of a sloping roof structure/awning element and does not extend above the roofline of the structure or element.
- Sloping roof signs are limited to the retail portions of Legacy Town Center and Tract C.

b. Sign Size

- Sloping roof sign height shall not exceed 1/3 of the height of the sloping roof seen in true elevation. (See attached zoning exhibit for sloping roof sign detail.)

A-frame Signs

a. General

- An a-frame sign is a self-supporting A-shaped sign with 2 visible sides that is located on or adjacent to a sidewalk.
- The sign shall be sufficiently weighted or anchored.
- A-frame signs may be located within the public right-of-way.

b. Sign Size

- The maximum square footage is 8 square feet per sign face and the maximum sign height is 4 feet high.

Projecting Signs

a. General

- Projecting signs must keep a minimum clearance of 8 feet above the sidewalk.
- Projecting signs may be located within the public right-of-way.

b. Sign Size

- The horizontal portion of any projecting sign shall not be more than 6 feet 6 inches in length measured from the building face.
- The projecting sign shall not exceed 60 square feet.

Murals - General

- Murals are noncommercial pictures, not advertising a product or service, which is sold on the premises, painted on, or attached to the exterior walls. The subject matter of a mural is expressed by means easily understood by a general audience.
- Murals shall be reviewed and approved at the discretion of the Building Official for compliance with the definition of a mural and for appropriate size and placement.

Kiosks

a. General

- Freestanding kiosk structures may be anchored within the public right-of-way or erected on individual lots. If anchored in the public right-of-way, kiosks are limited to 15 feet in height, and all accessibility and visibility requirements must be met for public sidewalks and streets. A maximum of 4 freestanding kiosks may be installed in the public right-of-way, 2 in the portion of the planned development district south of Legacy Dr., and 2 in the portion north of Legacy Dr.
- Kiosks in the public right-of-way may display directory maps, artwork, or messages that pertain to the district or special events, but shall not be used for commercial advertising signs. Kiosks located on private property may display commercial advertising signs.

b. Sign Size

- Signage on all kiosks shall not exceed 40 square feet in the public right-of-way. Signage on kiosks located on private property may not exceed 60 square feet. For multiple-sided kiosks, the gross surface area of each side shall not exceed 2 times the allowable square footage divided by the number of sign faces.

Multipurpose Wall Signs

a. General

- A multipurpose wall sign is any sign mounted on the wall of a building which is used to identify shopping centers, retail districts, office districts, or commercial sites and may include a listing of occupants within the development being identified. The multipurpose wall sign may also be an electronic changeable wall sign as defined herein.
- Multipurpose wall signs are exempt from Subsections 3.1603 (1)(b) and (2)(f) of Section 3.1600.
- An electronic changeable wall sign is a type of multipurpose wall sign that displays static images that change message or copy by programmable electronic processes. Electronic changeable wall signs shall be allowed to change copy every 8 seconds.

b. Size and Location

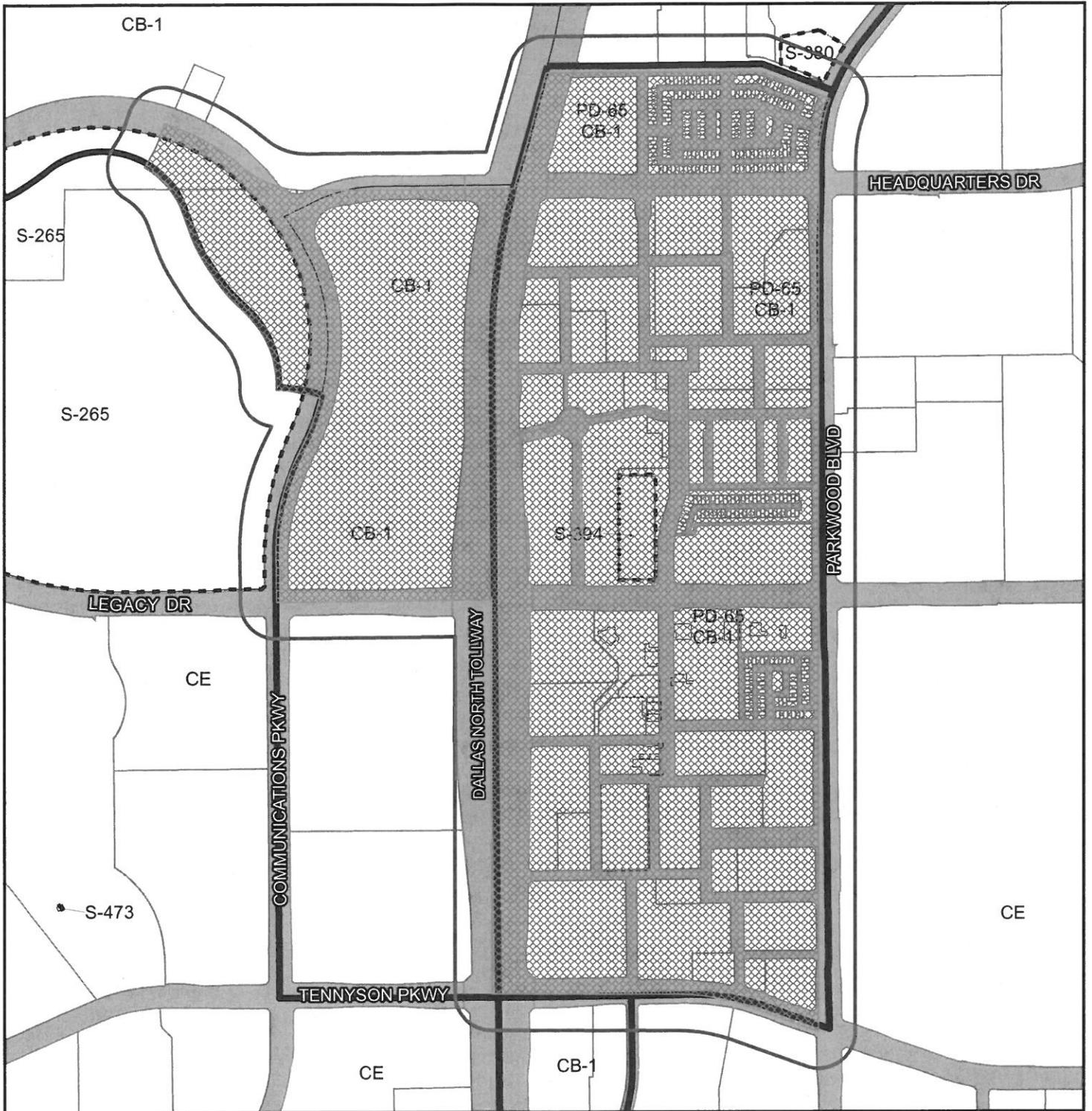
- Multipurpose wall signs shall not be limited in height or width except that they shall be limited to 300 square feet in size.
- Multipurpose wall signs within Tract C shall be limited to 300 square feet in size.
- A maximum of 2 multipurpose signs shall be mounted to parking garages located adjacent to the Dallas North Tollway within Tract C.
- A maximum of 2 multipurpose wall signs shall be mounted to the parking garage located at the southeast corner of the Dallas North Tollway frontage road and Legacy Cr. only. The signs shall be mounted on the north, west, or south facades, and only 1 sign shall be permitted on each facade.
- Multipurpose wall signs may only be used to advertise tenants, owners and uses and any of their products or services within PD-65. ~~by the Dallas North Tollway on the west, Legacy Dr. on the south, Bishop Rd. on the east, and Legacy Cr. on the north.~~

Design Guidelines for Planned Development-65-Central Business-1 and Planned Development-Central Business-1

OPEN SPACE

1. A minimum of 5% of the gross acreage of PD- CB-1 and Tracts C & D within PD-65-CB-1 shall be provided as open space.
2. A minimum of 0.25 acre shall be located on the quasi-public street within Tract C of PD-65-CB-1.

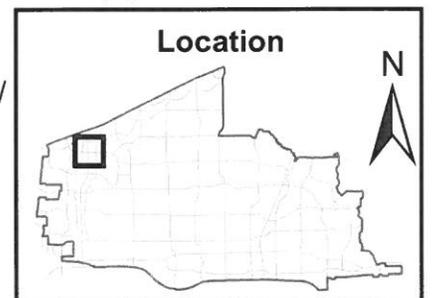
3. Open space shall be accessible to the public at all times and shall not be fenced.
4. Open space shall have a minimum dimension of 30 feet long by 30 feet wide.



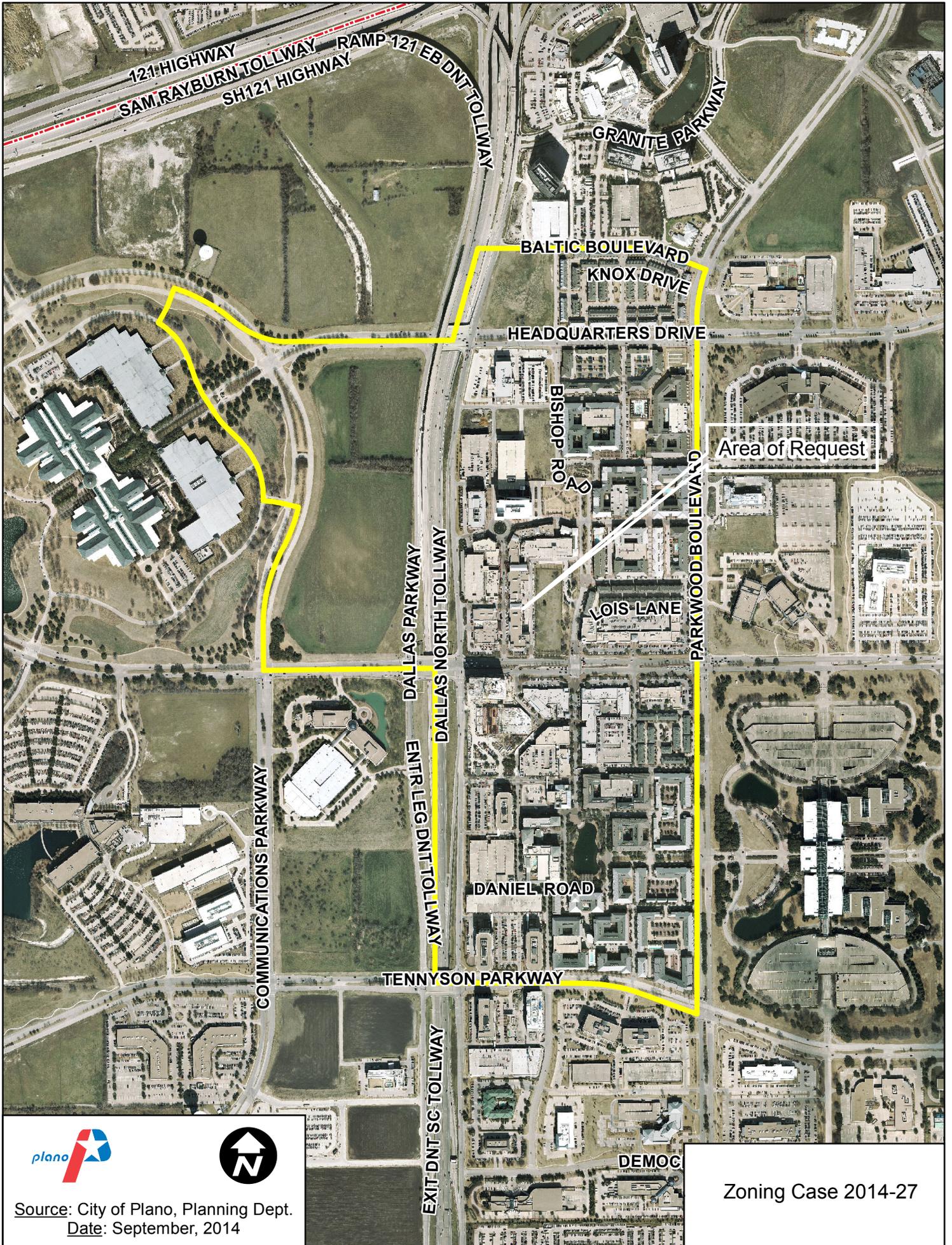
Zoning Case #: 2014-27

Existing Zoning: CENTRAL BUSINESS-1 &
 PLANNED DEVELOPMENT-65-CENTRAL BUSINESS-1/
 DALLAS NORTH TOLLWAY OVERLAY DISTRICT

- 200' Notification Buffer
- ▨ Subject Property
- Zoning Boundary
- City Limits
- - - Specific Use Permit
- Right-of-Way



Source: City of Plano Planning Department



121st HIGHWAY
SAM RAYBURN TOLLWAY RAMP
SH 121 HIGHWAY

DALLAS NORTH TOLLWAY

GRANITE PARKWAY

BALTIC BOULEVARD

KNOX DRIVE

HEADQUARTERS DRIVE

BISHOP ROAD

Area of Request

LOIS LANE

PARKWOOD BOULEVARD

DALLAS PARKWAY
DALLAS NORTH TOLLWAY

ENTR LEG DNT TOLLWAY

DANIEL ROAD

TENNYSON PARKWAY

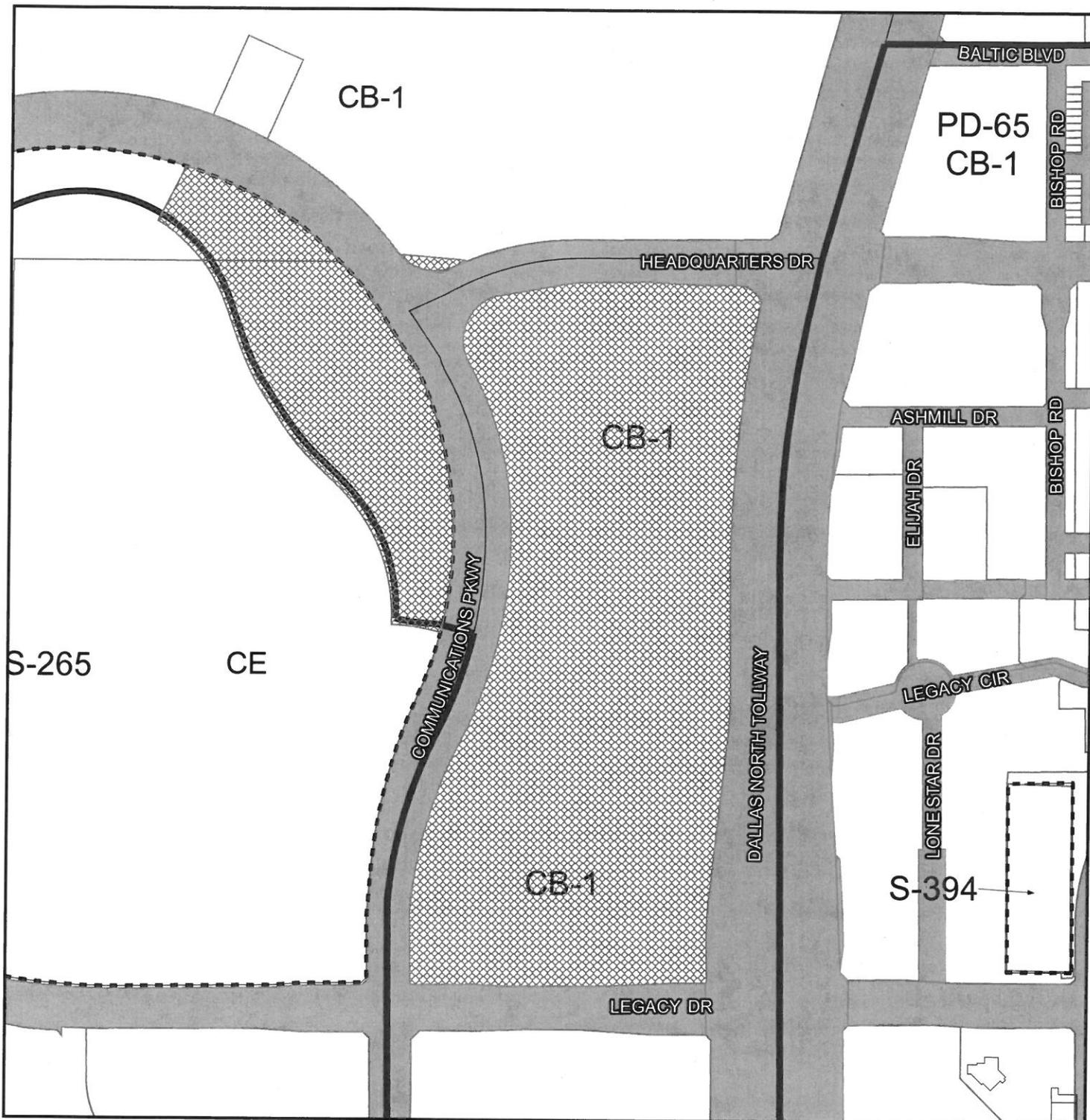
EXIT DNT SC TOLLWAY

DEMOG



Source: City of Plano, Planning Dept.
Date: September, 2014

Zoning Case 2014-27

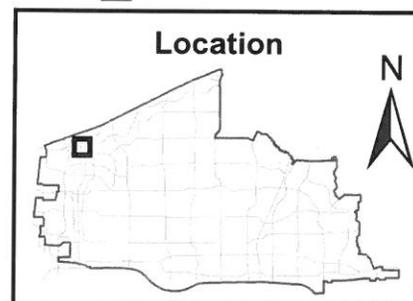


Item Submitted: CONCEPT PLAN

Title: LEGACY WEST
BLOCK D, LOT 1 & BLOCK E, LOT 1

Zoning: CENTRAL BUSINESS-1/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT

- 200' Notification Buffer
- Subject Property
- Zoning Boundary
- - - Specific Use Permit
- - - City Limits
- Right-of-Way



Source: City of Plano Planning Department

Zoning Case 2014-27

An Ordinance of the City of Plano, Texas, amending the Comprehensive Zoning Ordinance of the City, Ordinance No. 2006-4-24, as heretofore amended, so as to amend and expand Planned Development-65-Central Business-1 on 168.1± acres of land out of the Henry Cook Survey, Abstract No. 183, the J.C. Barrow Survey, Abstract No. 91, the G.R. Martin Survey, Abstract No. 622, the Collin County School Land Survey No. 6, Abstract No. 149, the J. Digman Survey, Abstract No. 279, the Maria C. Vela Survey, Abstract No. 935, the Samuel H. Brown Survey, Abstract No. 108 and the H. N. Thompson Survey, Abstract No. 896, located at the northeast corner of the Dallas North Tollway and Tennyson Parkway, in the City of Plano, Collin County, Texas, in order to modify the development standards and to include 69.8± acres of land out of the Henry Cook Survey, Abstract No. 183 and the H.N. Thompson Survey, Abstract No. 896, located at the southwest corner of the Dallas North Tollway and Headquarters Drive currently zoned Planned Development-65-Central Business-1 and Central Business-1 with Specific Use Permit No. 265 for Day Care Center; directing a change accordingly in the official zoning map of the City; and providing a penalty clause, a repealer clause, a savings clause, a severability clause, a publication clause, and an effective date.

WHEREAS, the City Secretary of Plano, Texas, directed that notices of a hearing be issued, as required by the Zoning Ordinance of the City of Plano and laws of the State of Texas, at a meeting of the City Council, to be held on the 13th day of October, 2014, for the purpose of considering amending and expanding Planned Development-65-Central Business-1 on 168.1± acres of land out of the Henry Cook Survey, Abstract No. 183, the J.C. Barrow Survey, Abstract No. 91, the G.R. Martin Survey, Abstract No. 622, the Collin County School Land Survey No. 6, Abstract No. 149, the J. Digman Survey, Abstract No. 279, the Maria C. Vela Survey, Abstract No. 935, the Samuel H. Brown Survey, Abstract No. 108 and the H. N. Thompson Survey, Abstract No. 896, located at the northeast corner of the Dallas North Tollway and Tennyson Parkway, in the City of Plano, Collin County, Texas, in order to modify the development standards and to include 69.8± acres of land out of the Henry Cook Survey, Abstract No. 183 and the H.N. Thompson Survey, Abstract No. 896, located at the southwest corner of the Dallas North Tollway and Headquarters Drive currently zoned Planned Development-65-Central Business-1 and Central Business-1 with Specific Use Permit No. 265 for Day Care Center; and

WHEREAS, the City Secretary of the said City accordingly caused to be issued and published the notices required by its Zoning Ordinance and laws of the State of Texas applicable thereto, the same having been published in a paper of general circulation in the City of Plano, Texas, at least fifteen (15) days prior to the time set for such hearing; and

WHEREAS, the City Council of said City, pursuant to such notice, held its public hearing and heard all persons wishing to be heard both for and against the aforesaid change in the Zoning Ordinance, on the 13th day of October, 2014; and

WHEREAS, the City Council is of the opinion and finds that such amendment would not be detrimental to the public health, safety, or general welfare, and will promote the best and most orderly development of the properties affected thereby, and to be affected thereby, in the City of Plano, and as well, the owners and occupants thereof, and the City generally.

IT IS, THEREFORE, ORDAINED BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT:

Section I. The Comprehensive Zoning Ordinance No. 2006-4-24, as the same has been heretofore amended, is hereby further amended so as to amend and expand Planned Development-65-Central Business-1 on 168.1± acres of land out of the Henry Cook Survey, Abstract No. 183, the J.C. Barrow Survey, Abstract No. 91, the G.R. Martin Survey, Abstract No. 622, the Collin County School Land Survey No. 6, Abstract No. 149, the J. Digman Survey, Abstract No. 279, the Maria C. Vela Survey, Abstract No. 935, the Samuel H. Brown Survey, Abstract No. 108 and the H. N. Thompson Survey, Abstract No. 896, located at the northeast corner of the Dallas North Tollway and Tennyson Parkway, in the City of Plano, Collin County, Texas, in order to modify the development standards and to include 69.8± acres of land out of the Henry Cook Survey, Abstract No. 183 and the H.N. Thompson Survey, Abstract No. 896, located at the southwest corner of the Dallas North Tollway and Headquarters Drive currently zoned Planned Development-65-Central Business-1 and Central Business-1 with Specific Use Permit No. 265 for Day Care Center, said property being described in the legal description on Exhibit "A" attached hereto.

Section II. The change granted in Section I is granted subject to the following:

Restrictions:

General Conditions of the Planned Development District

1. The zoning exhibits shall be adopted as part of this ordinance.
2. The Planned Development shall be divided into four tracts:
 - a. Tract A, south of Legacy Dr., must be developed using the standards required by the planned development district.
 - b. Tract B, north of Legacy Dr., may be developed using either these requirements or the CB-1 regulations contained within the Zoning Ordinance. The initial development for Tract B will determine the standards to be used for the remainder of the property.

- c. Tract C, west of the Dallas North Tollway, north of Legacy Dr., east of Communications Pkwy. and south of Headquarters Dr. must be developed using the standards required by the planned development district.
 - d. Tract D, at the southwest corner of Headquarters Dr. and Communications Pkwy. must be developed using the standards required by the planned development district. Tract D may be developed in accordance with the uses permitted within the CB-1 zoning district, or as single-family residence attached.
3. Telecommunications Plan - A plan for providing telecommunications service within the district and wireless antenna sites serving the larger area shall be submitted within one year of the approval of this ordinance.
 4. Street trees shall be provided at a rate of 1 4-inch caliper tree per 35 feet of street frontage per side. Exact spacing and location of street trees shall be determined at the time of site plan approval.
 5. Lots must have frontage on a street. There is no required frontage distance for a lot although each lot must meet the design standards of the district.

Specific Provisions of the Planned Development

1. Building Design

- a. On the south side of Legacy Dr., buildings fronting on Bishop Rd. must be designed to accommodate ground floor retail uses from Legacy Dr. south to Martin Rd. On the north side of Legacy Dr., retail, office, and live/work space is allowed on the ground floor of all multifamily buildings but is not required. Ground floor activities of nonresidential buildings shall be oriented to the street and shall have access directly from the street. Ground floor is defined as that portion of a building from the street-level finish floor elevation and extending 12.5 feet above the street-level finish floor elevation.
- b. Nonresidential buildings, except for parking garages, shall have a minimum of 40% of the ground floor facade comprised of window area. Facades facing the Dallas North Tollway frontage road and Legacy Dr. within 400 feet from the Dallas North Tollway frontage road are exempt from this requirement and shall have a minimum of 30% of the ground floor facade comprised of window area. No glass having an exterior visible reflectance of more than 30% shall be permitted as an exterior building material.
- c. Canopies, balconies, stoops, bay windows, awnings, and other building projections may encroach up to 5 feet into the public right-of-way.

- d. Buildings shall be constructed with 75% of each facade within 6 feet of the right-of-way for streets and mews, unless restricted by easements. Where easements are present, 75% of each facade must be built to the easement line. Exceptions to these setback requirements are:
- i. Within Tracts A and B, buildings with facades along the Dallas North Tollway frontage road shall have a 300-foot maximum setback.
 - ii. Within Tracts A and B, buildings with facades along Legacy Dr., within 400 feet from the Dallas North Tollway frontage road, shall have a 300-foot maximum setback
 - iii. Within Tracts A and B, all developments having building facades along Legacy Dr., except for item ii. above, shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Legacy Dr. A public or private mews street may also be installed between Legacy Dr. and the buildings. In this case, 75% of the building facade shall be within 6 feet of the mews street right-of-way. The initial development along the south side of Legacy Dr., except within the area defined in item ii. above, shall determine which development standard is to be used.
 - iv. Within Tract C, buildings shall be constructed with 75% of each facade within 30 feet of the back of curb of the quasi-public street or within 100 feet of the back of curb of Headquarters Dr., Communications Pkwy., Legacy Dr. or the Dallas North Tollway.
 - v. Within Tract C, off-street surface parking is prohibited between the quasi-public street and the building facade.
 - vi. Within Tract C, if a public open space, patio dining, plaza, or other public amenity is provided between the building face and the street, then the amenity may be used to meet the maximum building setback. Surface parking lots cannot be used to meet the maximum building setback.
- e. Within Tracts A and B, building facades fronting Headquarters Dr. or Tennyson Pkwy. shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Headquarters Dr. or Tennyson Pkwy. If a mews street is used, the building facade shall have 75% of its face with 6 feet of the mews street right-of-way line.

- f. Within Tracts A and B, building facades fronting Parkwood Blvd. shall have a maximum setback of 30 feet or to the easement line if greater than 30 feet. The setback may be increased to a maximum of 100 feet if a drive aisle with double-loaded parking is installed along Parkwood Blvd. A public or private mews street may also be installed between the buildings and the right-of-way of Parkwood Blvd. If a mews street is used, the building facade shall have 75% of its face within 6 feet of the mews street right-of-way line. The minimum setback shall be 6 feet from the right-of-way of Parkwood Blvd.
- g. No building facade shall exceed a length of 400 feet without a break in the facade of a minimum depth of 5 feet for a minimum length of 10 feet.
- h. Tract C shall contain a quasi-public street connecting Legacy Dr. to Headquarters Blvd.
 - i. Quasi-Public Street Definition: Quasi-public streets are privately owned and maintained drives open to public access. A quasi-public street easement shall be dedicated for all quasi-public streets, and a fire lane shall be located within all quasi-public street easements. On-street parking and sidewalks provided along quasi-public streets shall be located within the quasi-public street easement. Lots may derive required street frontage from quasi-public streets and may be platted to the centerline of quasi-public streets.
 - ii. On-street parking is permitted along the quasi-public street provided it is parallel or angled. Ninety-degree, head-in parking, is prohibited along the quasi-public street.
 - iii. Buildings fronting the quasi-public street shall be designed to accommodate ground floor retail and office uses. Live/work space is permitted on the ground floor of all multifamily buildings. Ground floor activities of nonresidential buildings shall be oriented to the street and shall have access directly from the street. Ground floor is defined as that portion of building from the street-level finish floor elevation and extending 12.5 feet above the street-level finish floor elevation.
 - iv. Public or private mews streets may be installed between the buildings, perpendicular to the quasi-public street and all other public streets. If a mews street is used, the building façade shall have 75% of its face within 7 feet of the mews street right-of-way line.
- i. Refer to Design Guidelines after PD-65-CB-1 for additional stipulations.

2. Residential Development Standards

a. Standards relating to all residential development

- i. Within Tracts A and B, no minimum open space shall be required per residential dwelling unit. However, 2 park or courtyard areas must be provided within the planned development district, 1 on each side of Legacy Dr. The park areas shall total 5 acres in size. These areas may be publicly or privately owned. Parks, courtyards, and streetscape areas shall be shown at the time of concept plan or site plan approval on the concept plan or site plan.
- ii. No off-street loading docks shall be required for buildings containing residential uses. Off-street loading docks for nonresidential uses may not be located adjacent to or across a street or alley from buildings containing residential uses unless the loading dock is screened in accordance with the following:
 - Solid metal gates
 - Masonry screening walls (in accordance with Section 3.1000)
 - Overhead doors
 - Any combination of the above

b. Standards relating to multifamily residence development

- i. Multifamily development shall be exempt from the supplemental regulations of Subsection 3.104.
- ii. The minimum residential density for multifamily development shall be 40 dwelling units per acre. Mid-rise residential is excluded from this requirement.
- iii. Within Tract C, the maximum number of multifamily dwelling units shall be 800.
- iv. Within Tract C, the first floor of residential buildings shall not solely consist of structured parking.

c. Standards relating to single-family residence attached development

- i. Each dwelling unit shall be on an individually-platted lot. Lots shall front on a public street, private mews street, or slip road. Mews streets used for private lot frontage shall be named streets and shall not be gated.
- ii. Within Tract D, garages for single-family residence attached uses shall not front on Headquarters Dr. or Communications Pkwy.
- iii. Minimum Lot Area: 700 square feet.
- iv. Maximum Density: 40 dwelling units per acre
- v. Minimum Lot Width: 20 feet
- vi. Minimum Lot Depth: 35 feet
- vii. Front yard setbacks shall apply as follows:
 - Minimum Setback from Mews Street or Slip Road: 12 feet from back of street curb to building
 - Maximum Setback from Mews Street or Slip Road: 18 feet from back of street curb to building
 - Minimum Setback from Public Street or Slip Road: 15 feet from back of street curb to building
 - Maximum Setback from Public Street or Slip Road: 21 feet from back of street curb to building
 - Minimum of 75% of the front facade of the building shall fall within the minimum and maximum setback
- viii. Minimum Side Yard
 - Interior Side Yard: None
 - Exterior Side Yard (Corner Lot): Shall be treated the same as front yards
- ix. Minimum Rear Yard: None
- x. Maximum Height: 3 story (50 feet)

- xi. Minimum Floor Area per Dwelling Unit: 800 square feet
- xii. Maximum Lot Coverage: 100%
- xiii. Street trees shall be placed in planting beds or tree grates within 6 feet of the back of the street curb.
- xiv. Sidewalks with a minimum unobstructed width of 6 feet shall be placed along street frontage within Tracts A and B. Sidewalks with a minimum unobstructed width of 7 feet shall be placed along street frontage within Tracts C and D. Sidewalks are in addition to and placed adjacent to street tree areas.
- xv. Stoops and landscaped areas adjacent to the building may extend a maximum distance of six feet into the area between the front facade of the building and the back of the street curb.
- xvi. Maximum Building Length: 200 feet
- xvii. Buildings must be separated by a minimum distance of 10 feet.
- xviii. Maximum Number of Units per Building: 10
- xix. Rear entry drives are required. The distance from the garage to the travel lane of the alley shall be 10 or less feet in length or shall be 20 feet or greater in length. The distance from the garage to the mews street shall be in accordance with the attached mews street section.

3. Street, Sidewalk, and Streetscape Regulations

- a. Streets, private streets and drives, streetscape and visibility triangles shall be in accordance with the attached street and drive sections and intersection diagrams.
- b. Outdoor patio and sidewalk dining, as well as other public seating areas, are permitted. These areas shall not be included in parking calculations.
- c. Within Tracts C and D, trees, landscaping, outdoor dining areas, bicycle racks and street furniture may be placed within a sidewalk but may not reduce the 7 feet unobstructed width.

4. Parking Regulations

- a. On-street parking within 300 feet of a proposed use may be counted toward satisfying the parking requirement for such use. Assignment of on-street parking shall be at the time of approval of the site plan.

The required parking within the district shall be as follows:

- Multifamily - One space per bedroom (including efficiencies). Spaces for multifamily uses may be provided in a joint use parking structure and need not be within 100 feet of the units served.
 - Single-Family Attached - Each dwelling unit shall have a rear entry drive within a minimum of 2 parking spaces per garage. The elimination of the garage space, by enclosing the garage with a stationary wall, shall be prohibited.
 - Live/Work Space - 1 space per 800 square feet of area on the ground floor
 - Retail - 1 space per 500 square feet of floor area
 - Office - 1 space per 300 square feet of floor area
 - Hotel - 1 space per guest room and 1 space per 160 square feet of meeting area
 - All Other Nonresidential Uses - 1 space per 250 square feet of floor area
- b. Within Tract C, a maximum of 100 off-street parking spaces are permitted within a surface parking area within each lot. These areas shall contain a five-foot landscaped edge between the parking area and the street. Within this landscape edge, ten shrubs (five gallon minimum) shall be planted per 500 square feet.
- c. The initial developments in the district will provide parking as required above. Required parking may be shared among the following uses: multifamily, residential, office, retail, restaurant, health club, hotel, and theater, based on time-of-day parking demands for such uses. A parking study detailing parking needs and shared parking arrangements must be submitted at the time of site plan review and approval.
- d. When a building is under single ownership, a maximum of 50% of the spaces provided in a parking structure may utilize small car parking requirements.

- e. Structured parking shall be designed to minimize the ground level view of automobiles below their hood lines. Parking structure facades shall have strong horizontal architectural elements. Pedestrian entrances to parking garages shall be directly accessed by a sidewalk or mews or through an internal building vestibule.

5. Prohibited/Additional Allowed Uses

- a. The following uses shall be prohibited:

- electrical substation
- railroad team track
- freight terminal or dock
- service yard for governmental agency
- shops, office, or storage area for public/private utility
- water treatment plant
- automobile parts sales (inside)
- automobile repair garage
- automobile storage
- car wash
- motorcycle sales/service
- tire dealer (no open storage)
- contract construction
- general commercial plant
- transfer storage and baggage terminal

- b. The following additional uses shall be permitted:

- artisan's workshop

- bed & breakfast
- single-family residence attached

c. Within Tract C, the following additional uses shall be permitted:

- Multifamily and mid-rise residential

d. Within Tract D, the following additional uses shall be permitted:

- Single-family residence attached

6. Signage Regulations

In addition to signs permitted by Section 3.1600 of the Zoning Ordinance, the following additional signs and/or revised sign definitions and standards are permissible:

Freestanding Identification Signs - Freestanding identification signs may be installed at the following locations and shall comply with the Dallas North Tollway Overlay District signage requirements:

- The intersections of Type D and larger thoroughfares.
- The intersection of Bishop Rd. and Type D and larger thoroughfares.

Freestanding identification signs are exempt from the requirement that they be located at least 30 feet from a private property line.

Directional Signs

a. General

- A directional sign is any noncommercial sign, which directs the public to various locations, for instance, but not limited to, the retail, apartments, hotel, or parking areas.
- A directional sign may be a freestanding sign, a wall sign, a projecting sign, or mounted to a vertical support.
- These signs shall not contain advertising and shall be specifically directional in nature.

b. Sign Size - A directional sign mounted to a vertical support shall not exceed 15 square feet and the maximum sign width is 3 feet wide. The bottom of the sign shall not fall below 7 feet from the ground surface.

Banners - General

- Banners may be mounted to a vertical support or attached to a building or parking deck and may cross the street.
- Banners, which are mounted to a vertical support, may be integrated onto street and pedestrian light poles.
- Banners may display artwork or a message that pertains to the district or a special event.

Portals - General

- A portal is an entry feature, which may be freestanding, span across an area, or attached to a building or structure.
- Portals may be located at the following locations:
- The intersections of Bishop Rd. and Type D and larger thoroughfares.
- The intersection of Henry Cook Blvd. and Parkwood Blvd.
- Portals which span across the public right-of-way may be erected subject to city approval.

Directory Map

a. General

- A directory map is a noncommercial map listing the occupants within a shopping center, retail district, office district, or commercial site.
- A directory map may be freestanding, mounted to a wall, mounted to a vertical support, incorporated into a kiosk, or anchored within the public right-of-way.
- A directory map is used to provide way finding information for pedestrians.

b. Sign Size

- A directory map, mounted to a vertical support, shall not exceed 40 square feet.

Architectural Roof Signs

a. General

- An architectural roof sign is a sign on top of a roof structure which may extend above the highest point of a roofline.
- Architectural roof signs are prohibited on building facades facing the Dallas North Tollway, Headquarters Dr., Parkwood Blvd., Tennyson Pkwy., and Legacy Dr.

b. Sign Size

- Architectural roof signs shall not exceed an overall height of 9 feet and shall not exceed a maximum square footage of 150 square feet.

Sloping Roof Signs

a. General

- A sloping roof sign sits at the base of a sloping roof structure/awning element and does not extend above the roofline of the structure or element.
- Sloping roof signs are limited to the retail portions of Legacy Town Center and Tract C.

b. Sign Size

- Sloping roof sign height shall not exceed 1/3 of the height of the sloping roof seen in true elevation. (See attached zoning exhibit for sloping roof sign detail.)

A-frame Signs

a. General

- An a-frame sign is a self-supporting A-shaped sign with 2 visible sides that is located on or adjacent to a sidewalk.
- The sign shall be sufficiently weighted or anchored.
- A-frame signs may be located within the public right-of-way.

b. Sign Size

- The maximum square footage is 8 square feet per sign face and the maximum sign height is 4 feet high.

Projecting Signs

a. General

- Projecting signs must keep a minimum clearance of 8 feet above the sidewalk.
- Projecting signs may be located within the public right-of-way.

b. Sign Size

- The horizontal portion of any projecting sign shall not be more than 6 feet 6 inches in length measured from the building face.
- The projecting sign shall not exceed 60 square feet.

Murals - General

- Murals are noncommercial pictures, not advertising a product or service, which is sold on the premises, painted on, or attached to the exterior walls. The subject matter of a mural is expressed by means easily understood by a general audience.
- Murals shall be reviewed and approved at the discretion of the Building Official for compliance with the definition of a mural and for appropriate size and placement.

Kiosks

a. General

- Freestanding kiosk structures may be anchored within the public right-of-way or erected on individual lots. If anchored in the public right-of-way, kiosks are limited to 15 feet in height, and all accessibility and visibility requirements must be met for public sidewalks and streets. A maximum of 4 freestanding kiosks may be installed in the public right-of-way, 2 in the portion of the planned development district south of Legacy Dr., and 2 in the portion north of Legacy Dr.
- Kiosks in the public right-of-way may display directory maps, artwork, or messages that pertain to the district or special events, but shall not be used for commercial advertising signs. Kiosks located on private property may display commercial advertising signs.

b. Sign Size

- Signage on all kiosks shall not exceed 40 square feet in the public right-of-way. Signage on kiosks located on private property may not exceed 60 square feet. For multiple-sided kiosks, the gross surface area of each side shall not exceed 2 times the allowable square footage divided by the number of sign faces.

Multipurpose Wall Signs

a. General

- A multipurpose wall sign is any sign mounted on the wall of a building which is used to identify shopping centers, retail districts, office districts, or commercial sites and may include a listing of occupants within the development being identified. The multipurpose wall sign may also be an electronic changeable wall sign as defined herein.
- Multipurpose wall signs are exempt from Subsections 3.1603 (1)(b) and (2)(f) of Section 3.1600.
- An electronic changeable wall sign is a type of multipurpose wall sign that displays static images that change message or copy by

programmable electronic processes. Electronic changeable wall signs shall be allowed to change copy every 8 seconds.

b. Size and Location

- Multipurpose wall signs shall not be limited in height or width except that they shall be limited to 300 square feet in size.
- Multipurpose wall signs within Tract C shall be limited to 300 square feet in size.
- A maximum of 2 multipurpose signs shall be mounted to parking garages located adjacent to the Dallas North Tollway within Tract C.
- A maximum of 2 multipurpose wall signs shall be mounted to the parking garage located at the southeast corner of the Dallas North Tollway frontage road and Legacy Cr. only. The signs shall be mounted on the north, west, or south facades, and only 1 sign shall be permitted on each facade.
- Multipurpose wall signs may only be used to advertise tenants, owners and uses and any of their products or services within PD-65.

Design Guidelines for Planned Development-64-Central Business-1 and Planned Development-65-Central Business-1

OPEN SPACE

1. A minimum of 5% of the gross acreage of PD-64-CB-1 and Tracts C & D within PD-65-CB-1 shall be provided as open space.
2. A minimum of 0.25 acre shall be located on the quasi-public street within Tract C of PD-65-CB-1.
3. Open space shall be accessible to the public at all times and shall not be fenced.
4. Open space shall have a minimum dimension of 30 feet long by 30 feet wide.

Section III. It is directed that the official zoning map of the City of Plano (which is retained in electronic record format) be changed to reflect the zoning classification established by this Ordinance.

Section IV. All provisions of the ordinances of the City of Plano in conflict with the provisions of this Ordinance are hereby repealed, and all other provisions of the Ordinances of the City of Plano not in conflict with the provisions of this Ordinance shall remain in full force and effect.

Section V. The repeal of any ordinance or part of ordinances affected by the enactment of this Ordinance shall not be construed as abandoning any action now pending under or by virtue of such ordinance or as discontinuing, abating, modifying or altering any penalty accruing or to accrue, or as affecting any rights of the municipality under any section or provisions of any ordinance at the time of passage of this Ordinance.

Section VI. Any violation of the provisions or terms of this ordinance by any person, firm or corporation shall be a misdemeanor offense and shall be subject to a fine in accordance with Section 1-4(a) of the City Code of Ordinances for each offense. Every day a violation continues shall constitute a separate offense.

Section VII. It is the intention of the City Council that this Ordinance, and every provision hereof, shall be considered severable, and the invalidity or partial invalidity of any section, clause or provision of this Ordinance shall not affect the validity of any other portion of this Ordinance.

Section VIII. This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED AND APPROVED THIS THE 13TH DAY OF OCTOBER, 2014.

Harry LaRosiliere, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY

ZONING CASE 2014-27

69.82 Acre Tract

BEING a tract of land situated in the Henry Cook Survey, Abstract No. 183 and the H.N. Thompson Survey, Abstract No. 896, City of Plano, Collin County, Texas and being all of Lot 1, Block C and part of Lot 1, Block D, J.C. Penney Headquarters, an addition to the City of Plano, Texas according to the plat recorded in Cabinet G, Page 783, Map Records of Collin County, Texas and being more particularly described as follows:

BEGINNING at the intersection of the centerline of Legacy Drive (a variable width right-of-way) and the centerline of Communications Parkway (a variable width right-of-way);

THENCE with the centerline of Communications Parkway, the following courses and distances to wit:

North, $00^{\circ} 38' 34''$ West, a distance of 284.84 feet to a point at the beginning of a tangent curve to the right having a central angle of $29^{\circ} 58' 12''$, a radius of 1,143.74 feet, a chord bearing and distance of North, $14^{\circ} 20' 32''$ East, 591.46 feet;

In a northeasterly direction, with said curve to the right, an arc distance of 598.26 feet to a point at the beginning of a non-tangent curve to the left having a central angle of $12^{\circ} 34' 33''$, a radius of 1,261.08 feet, a chord bearing and distance of North, $20^{\circ} 03' 31''$ East, 276.24 feet;

In a northeasterly direction, with said curve to the left, an arc distance of 276.79 feet to a point for corner;

THENCE departing said centerline, the following courses and distances to wit:

North, $76^{\circ} 19' 54''$ West, a distance of 122.14 feet to a point at the beginning of a tangent curve to the left having a central angle of $12^{\circ} 34' 21''$, a radius of 559.37 feet, a chord bearing and distance of North, $82^{\circ} 37' 05''$ West, 122.50 feet;

In a northwesterly direction, with said curve to the left, an arc distance of 122.74 feet to a point at the beginning of a non-tangent curve to the left having a central angle of $48^{\circ} 26' 58''$, a radius of 550.00 feet, a chord bearing and distance of North, $21^{\circ} 42' 51''$ West, 451.35 feet;

In a northwesterly direction, with said curve to the left, an arc distance of 465.08 feet to a point for corner;

North, $45^{\circ} 56' 20''$ West, a distance of 101.54 feet to a point at the beginning of a tangent curve to the right having a central angle of $13^{\circ} 00' 00''$, a radius of 700.00 feet, a chord bearing and distance of North, $39^{\circ} 26' 20''$ West, 158.48 feet;

In a northwesterly direction, with said curve to the right, an arc distance of 158.82 feet to a point for corner;

North, 32° 56' 20" West, a distance of 101.40 feet to a point at the beginning of a tangent curve to the right having a central angle of 13° 00' 00", a radius of 700.00 feet, a chord bearing and distance of North, 26° 26' 20" West, 158.48 feet;
In a northwesterly direction, with said curve to the right, an arc distance of 158.82 feet to a point for corner;

North, 19° 56' 20" West, a distance of 141.58 feet to a point at the beginning of a tangent curve to the left having a central angle of 39° 20' 01", a radius of 480.00 feet, a chord bearing and distance of North, 39° 36' 20" West, 323.09 feet;

In a northwesterly direction, with said curve to the left, an arc distance of 329.52 feet to a point for corner;

North, 31° 07' 28" East, a distance of 60.01 feet to a point at the beginning of a tangent curve to the left having a central angle of 11° 28' 12", a radius of 532.50 feet, a chord bearing and distance of North, 25° 23' 22" East, 106.42 feet;

In a northeasterly direction, with said curve to the left, an arc distance of 106.60 feet to a point for corner;

North, 19° 39' 16" East, a distance of 95.37 feet to a point in the centerline of Headquarters Drive (a variable width right-of-way) at the beginning of a non-tangent curve to the right having a central angle of 23° 03' 41", a radius of 1,191.79 feet, a chord bearing and distance of South, 60° 53' 48" East, 476.46 feet;

THENCE with the centerline of Headquarters Drive, in a southeasterly direction, with said curve to the right, an arc distance of 479.69 feet to a point at the beginning of a reverse curve to the left having a central angle of 41° 06' 45", a radius of 561.00 feet, a chord bearing and distance of South, 69° 55' 20" East, 393.96 feet;

THENCE in a southeasterly direction, with said curve to the left, an arc distance of 402.55 feet to a point for corner;

THENCE North, 89° 31' 17" East, a distance of 1,124.49 feet to a point at the intersection of said centerline of Headquarters Drive and the centerline of the Dallas North Tollway (a variable width right-of-way) at the beginning of a non-tangent curve to the left having a central angle of 14° 28' 01", a radius of 3,819.72 feet, a chord bearing and distance of South, 07° 14' 00" West, 961.90 feet;

THENCE with said centerline of the Dallas North Tollway, the following courses and distances to wit:

In a southwesterly direction, with said curve to the left, an arc distance of 964.46 feet to a point for corner;

South, 00° 00' 00" East, a distance of 1,295.59 feet to a point at the intersection of said centerline of the Dallas North Tollway and said centerline of Legacy Drive;

THENCE with said centerline of Legacy Drive, South, 89° 21' 26" West, a distance of 1,175.78 feet to the POINT OF BEGINNING and CONTAINING 69.82 acres of land.

75.033 Acre Tract

BEING a tract of land located in the Maria C. Vela Survey, Abstract No. 935 and the Henry Cook Survey, Abstract No. 183, in the City of Plano, Collin County, Texas, and being part of those tracts described in deed to Quorum Development Corporation as recorded in Volume 1171, Page 174 of the Deed Records of Collin County, Texas, and being more particularly described by metes and bounds as follows (bearings referenced to the EDS Control Monuments):

BEGINNING at the intersection of the east line of Dallas North Tollway (variable width right-of-way) with the south line of Legacy Drive (variable width right-of-way);

THENCE in an easterly direction along said south line of Legacy Drive as follows:

North, 44° 52' 02" East, a distance of 21.20 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, 89° 54' 36" East, a distance of 702.16 feet to a concrete monument with a brass cap found for a corner;

South, 00° 05' 24" East, a distance of 15.00 feet to a 1/2 inch iron rod found for a corner;

North, 89° 54' 36" East, a distance of 121.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, 00° 05' 24" West, a distance of 15.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, 89° 54' 36" East, a distance of 709.36 feet to a point for corner, on the westerly southwest corner for the intersection of Legacy and Parkwood Boulevard said point bears North, 16° 30' East, a distance of 0.2 feet from a found 1 inch iron rod;

THENCE South, $45^{\circ} 05' 22''$ East, a distance of 21.21 feet to a 5/8 inch iron rod capped with "KHA" set for corner on the west line of Parkwood Boulevard (variable width right-of-way);

THENCE in a southerly direction along said west line of Parkwood Boulevard as follows:

South, $00^{\circ} 05' 22''$ East, a distance of 191.50 feet to a 1 inch iron rod found for corner;

South, $03^{\circ} 54' 34''$ East, a distance of 97.72 feet to a 1 inch iron rod found for corner;

South, $00^{\circ} 05' 22''$ East, a distance of 1,623.35 feet to a point which bears North, $04^{\circ} 17'$ West, 0.3 feet from a found 1 inch iron rod;

South, $03^{\circ} 43' 29''$ West, a distance of 97.72 feet to a point which bears North, $00^{\circ} 05'$ West, 0.4 feet from a found 1 inch iron rod;

South, $00^{\circ} 05' 22''$ East a distance of 180.00 feet to a 1 inch iron rod found for corner;

THENCE South, $54^{\circ} 52' 25''$ West, a distance of 22.98 feet to a 1 inch iron rod found on the northerly line of Tennyson Parkway (variable width right-of-way);

THENCE in a westerly direction along the northerly line of Tennyson Parkway as follows:

North, $70^{\circ} 09' 50''$ West, a distance of 301.46 feet to a 5/8 inch iron rod capped with "KHA" set for beginning of a curve to the left same point bears South, $79^{\circ} 18'$ East, a distance of 0.6 feet from a bent 1 inch iron rod;

Along said curve to the left having a central angle of $19^{\circ} 38' 48''$, a radius of 1,212.00 feet and an arc length of 415.59 to the end of said curve;

North, $89^{\circ} 48' 37''$ West, a distance of 2.99 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $89^{\circ} 46' 07''$ West, a distance of 396.57 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $85^{\circ} 57' 12''$ West, a distance of 285.63 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $89^{\circ} 46' 07''$ West, a distance of 150.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

THENCE North, $46^{\circ} 58' 45''$ West, a distance of 69.47 feet to a 5/8 inch iron rod capped with "KHA" set for corner on the previously mentioned east line of Dallas North Tollway;

THENCE in a northerly direction along the east line of Dallas North Tollway as follows:

North, $00^{\circ} 10' 35''$ West, a distance of 206.88 feet to a 5/8 inch iron rod capped with "KHA" set for the beginning of a curve to the right;

Along said curve to the right having a central angle of $01^{\circ} 42' 05''$, a radius of 3,851.68 feet and an arc length of 114.37 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $01^{\circ} 31' 30''$ East, a distance of 1,079.88 feet to a 5/8 inch iron rod capped with "KHA" set for the beginning of a curve to the left;

Along said curve to the left, having a central angle of $01^{\circ} 40' 53''$, a radius of 2874.79 feet and an arc length of 84.36 to a 5/8 inch iron rod capped with "KHA" set for corner;

THENCE North, $00^{\circ} 10' 35''$ West, a distance of 471.55 feet to the POINT OF BEGINNING and CONTAINING 75.033 acres of land, more or less.

74.62 Acre Tract

BEING a tract of land located in the Samuel Brown Survey, Abstract No. 108 and the Maria C. Vela Survey, Abstract No. 935 in the City of Plano, Collin County, Texas, and being part of those tracts described by deeds to Quorum Development Corporation as recorded in Volume 1171, Page 174, Volume 1694, Page 823, and Volume 1283, Page 512, all of the Deed Records of Collin County, Texas, and being more particularly described by metes and bounds as follows (bearings referenced to the EDS Control Monuments):

BEGINNING at a 5/8 inch iron rod capped with "KHA" set on the most northwesterly corner of the intersection of the north line of Legacy Drive (a variable width right-of-way) with the east line of Dallas North Tollway (a variable width right-of-way);

THENCE in a northerly direction along the easterly line of Dallas North Tollway as follows:

North, $00^{\circ} 10' 35''$ West, a distance of 105.90 feet to a 5/8 inch iron rod capped with "KHA" set at the beginning of a curve to the left;

Along said curve to the left having a central angle of $03^{\circ} 00' 32''$, a radius of 2,874.79 feet and an arc length of 150.97 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $03^{\circ} 11' 07''$ West, a distance of 541.63 feet to a 5/8 inch iron rod capped with "KHA" set for the beginning of a curve to the right;

Along said curve to the right having a central angle of $03^{\circ} 00' 32''$, a radius of 1,890.04 feet and an arc length of 99.25 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $00^{\circ} 10' 35''$ West, a distance of 285.92 feet to a 5/8 inch iron rod capped with "KHA" set at the beginning of a curve to the right;

Along said curve to the right having a central angle of $14^{\circ} 26' 23''$, a radius of 3,669.72 feet and an arc length of 924.85 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

THENCE in an easterly and southerly direction departing said east line of Dallas North Tollway, the following:

North, $52^{\circ} 14' 49''$ East, a distance of 31.59 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, $89^{\circ} 55' 31''$ East, a distance of 180.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, $88^{\circ} 21' 23''$ East, a distance of 15007 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, $89^{\circ} 55' 31''$ East, a distance of 281.99 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, $88^{\circ} 12' 25''$ East, a distance of 150.07 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, $89^{\circ} 53' 31''$ East, a distance of 185.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, $45^{\circ} 00' 26''$ East, a distance of 21.24 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, $00^{\circ} 05' 22''$ East, a distance of 185.00 feet to a point for corner;

South, $01^{\circ} 48' 28''$ East, a distance of 150.07 feet to a point for corner;

South, $00^{\circ} 05' 22''$ East, a distance of 1,423.63 feet to a point for corner;

South, $01^{\circ} 37' 44''$ West, a distance of 150.07 feet to a point for corner;

South, 00° 05' 22" East, a distance of 175.00 feet to a point for corner;

South, 44° 54' 37" West, a distance of 35.36 feet to a point for corner;

South, 00° 05' 22" East, a distance of 4.50 feet to a point for corner on the north line of Legacy Drive (a variable width right-of-way);

THENCE westerly along said north line, the following:

South, 89° 54' 36" West, a distance of 701.36 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, 00° 05' 22" West, a distance of 15.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, 89° 54' 36" West, a distance of 121.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, 00° 05' 22" East, a distance of 15.00 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

South, 89° 54' 36" West, a distance of 702.34 feet to a 5/8 inch iron rod capped with "KHA" set for corner;

North, 45° 07' 58" West, a distance of 21.24 feet to the POINT OF BEGINNING and CONTAINING 77.231 gross acres of land, save and except a 2.61 acre unincorporated tract of land, known as Baccus Cemetery, leaving 74.62 net acres of land, more or less.

18.429 Acre Tract (north of Headquarters Drive)

BEING all that certain lot, tract or parcel of land situated in the Samuel H. Brown Survey, Abstract No. 108 and the Henry Cook Survey, Abstract No. 183, in the City of Plano, Collin County, Texas, and being that same called 18.47 acre tract of land described in deed to EDS Information Services, L.L.C., recorded in Volume 4853, Page 2203 of the Deed Records of Collin County, Texas;

BEGINNING at a "+" found in concrete at the northeast corner of said 18.47 acre tract, and being the southeast corner of Lot 1R, Block A of Granite Park, Phase I, an addition to the City of Plano, Collin County, Texas, according to the plat thereof recorded in Cabinet N, page 362 of the Plat Records of Collin County, Texas, and being in the west line of Parkwood Boulevard;

THENCE the following seven (7) calls along the west line of said Parkwood Boulevard:

Southwesterly with a curve to the left having a radius of 1,060.50 feet, with a central angle of $04^{\circ} 37' 08''$ and an arc length of 85.49 feet, whose chord bears South, $19^{\circ} 31' 34''$ West, a distance of 85.47 feet, to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

South, $17^{\circ} 13' 00''$ West, a distance of 68.42 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

Southwesterly with a curve to the left having a radius of 559.83 feet, with a central angle of $09^{\circ} 11' 37''$ and an arc length of 89.83 feet, whose chord bears South, $12^{\circ} 37' 12''$ West, a distance of 89.73 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

South, $08^{\circ} 01' 22''$ West, a distance of 12.45 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

Southwesterly with a curve to the left having a radius of 1,065.02 feet, with a central angle of $08^{\circ} 08' 48''$ and an arc length of 151.43 feet, whose chord bears South, $03^{\circ} 56' 59''$ West, a distance of 151.30 feet to a "+" set on an electrical transformer;

South, $00^{\circ} 07' 26''$ East, a distance of 51.65 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

South, $44^{\circ} 57' 30''$ West, a distance of 20.10 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY"; said point being in the north line of Headquarters Drive;

THENCE the following six (6) calls along the north line of said Headquarters Drive:

North, $89^{\circ} 55' 57''$ West, a distance of 185.23 feet to a 5/8" iron rod found with cap stamped "KHA";

South, $88^{\circ} 21' 07''$ West, a distance of 150.07 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

North, $89^{\circ} 55' 47''$ West, a distance of 675.21 feet to a 5/8 inch iron rod found with cap stamped "KHA";

North, $86^{\circ} 06' 56''$ West, a distance of 217.98 feet to a 5/8 inch iron rod found with cap stamped "KHA";

North, $89^{\circ} 55' 47''$ West, a distance of 182.02 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

North, $36^{\circ} 53' 29''$ West, a distance of 21.71 feet to a "+" set on a utility vault in the east line of North Dallas Tollway;

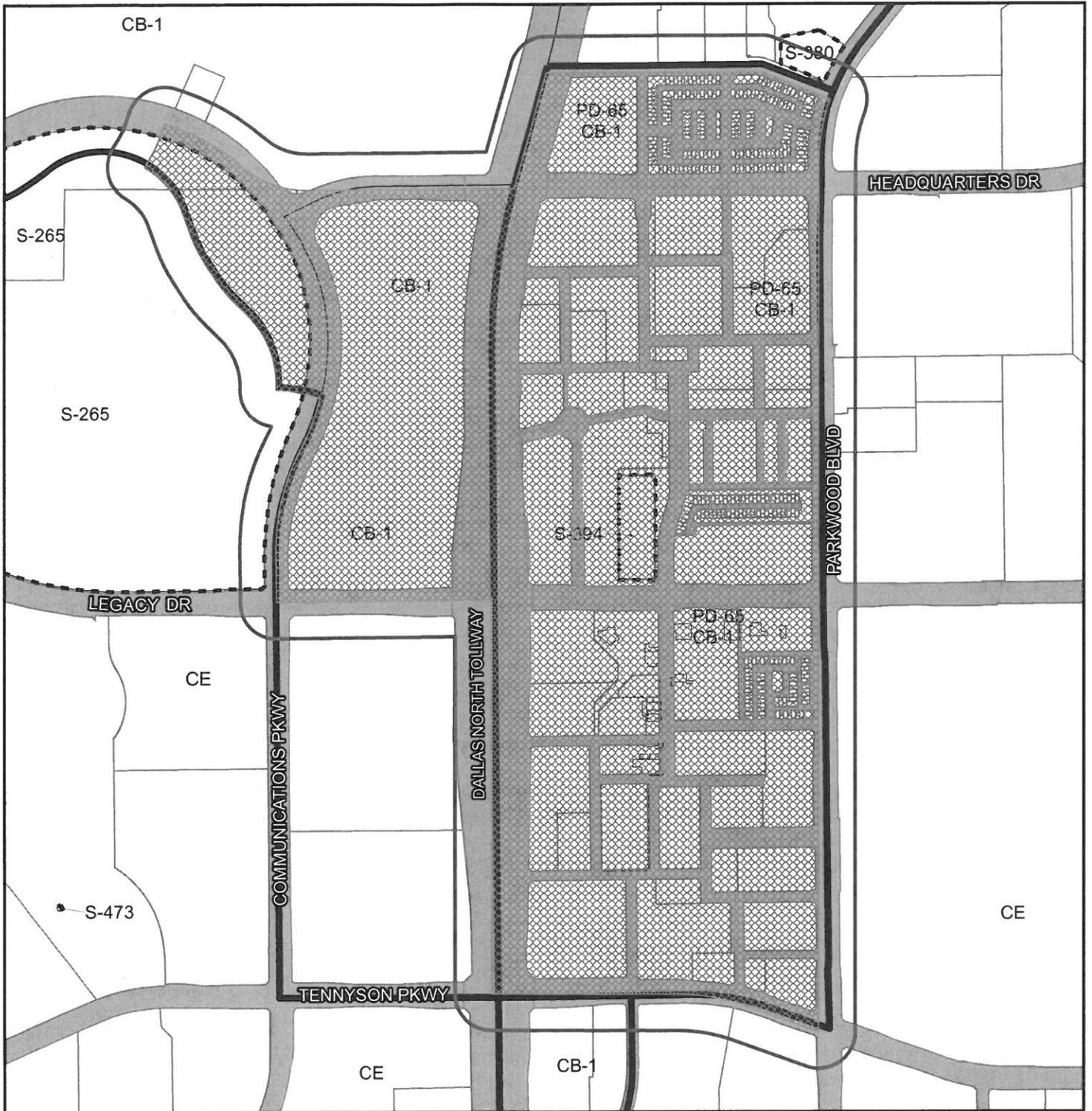
THENCE the following two (2) calls along the east line of said North Dallas Tollway:

North, $16^{\circ} 09' 16''$ East, a distance of 533.78 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY";

Northeasterly with a curve to the left having a radius of 3,969.72 feet, with a central angle of $00^{\circ} 42' 33''$ and an arc length of 49.13 feet, whose chord bears North, $15^{\circ} 48' 00''$ East, a distance of 49.13 feet to a 1/2 inch iron rod set with cap stamped "ARTHUR SURVEYING COMPANY", said point being the southwest corner of Lot 3, Block A of Granite Park, an addition to the City of Plano, Collin County, Texas, according to the plat thereof recorded in Cabinet M, Page 88 of the Plat Records of Collin County, Texas;

THENCE North, $89^{\circ} 47' 08''$ East, along the south line of said Lot 3, and passing at a distance of 497.22 feet a 60D nail found at the southeast corner thereof, being the southwest corner of said Lot 1R, and continuing along said course, a total distance of 1,023.30 feet to a 1 inch iron rod found;

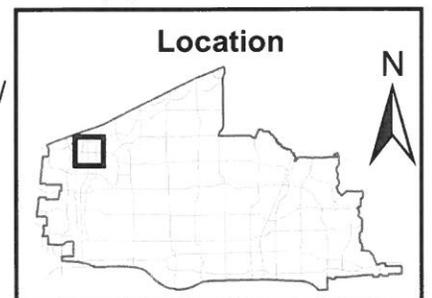
THENCE South, $68^{\circ} 36' 03''$ East, continuing along the south line of said Lot 1R, a distance of 357.08 feet to the POINT OF BEGINNING and CONTAINING 18.429 acres of land, more or less, and being subject to any and all easements that may affect.



Zoning Case #: 2014-27

Existing Zoning: CENTRAL BUSINESS-1 &
 PLANNED DEVELOPMENT-65-CENTRAL BUSINESS-1/
 DALLAS NORTH TOLLWAY OVERLAY DISTRICT

- 200' Notification Buffer
- ▨ Subject Property
- Zoning Boundary
- City Limits
- - - Specific Use Permit
- Right-of-Way



Source: City of Plano Planning Department

