

**DATE:** November 20, 2012  
**TO:** Honorable Mayor & City Council  
**FROM:** Chris Caso, Chairman, Planning & Zoning Commission  
**SUBJECT:** Results of Planning & Zoning Commission Meeting of November 19, 2012

**AGENDA ITEM NO. 10 - PUBLIC HEARING  
COMPREHENSIVE PLAN AMENDMENT - THOROUGHFARE PLAN MAP  
APPLICANT: CITY OF PLANO**

Request to amend the Thoroughfare Plan Map of the Comprehensive Plan.

**APPROVED:** 8-0 **DENIED:** \_\_\_\_\_ **TABLED:** \_\_\_\_\_

**STIPULATIONS:**

Recommended for approval as submitted.

SS/dc

CITY OF PLANO  
PLANNING & ZONING COMMISSION

November 19, 2012

**Agenda Item No. 10**

**Public Hearing:** Comprehensive Plan Amendment - Thoroughfare Plan Map

**Applicant:** City of Plano

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**DESCRIPTION:**

Request to amend the Thoroughfare Plan Map of the Comprehensive Plan.

**REMARKS:**

**Background**

In 1981, the City of Plano added a thoroughfare to the Thoroughfare Plan map at the request of a property owner who owned land situated along the west side of the Dallas North Tollway from Communications Parkway to Spring Creek Parkway. The proposed thoroughfare intersected the Dallas North Tollway halfway between Windhaven Parkway and Spring Creek Parkway. The design and designation of the proposed roadway has been amended over the past thirty years from a Type C thoroughfare (major, six lanes divided) to its current designation as a Type D thoroughfare (secondary, four lanes divided). The proposed roadway would begin at Communications Parkway and travel east to an existing underpass at the Dallas North Tollway and continuing eastward terminating at Spring Creek Parkway.

**Purpose of Amendment**

The same property owner has requested the City of Plano to amend the Thoroughfare Plan by removing the western segment of the Type D thoroughfare from Communications Parkway to the Dallas North Tollway. The eastern segment of the proposed roadway from the Dallas North Tollway to Spring Creek Parkway would remain as is on the Thoroughfare Plan map.

The property owner has submitted a development proposal for his land on the west side of the Dallas North Tollway for consideration by the Planning & Zoning Commission and City Council (see companion agenda items 9A and 9B). The removal of the western segment of the proposed thoroughfare allows for development of a larger tract of land. The proposed roadway segment to be removed from the Thoroughfare Plan map is identified on the attached map within a small oval to the left of the Dallas North Tollway above Windhaven Parkway.

## **Impact of Request**

The Transportation Engineering Division provided analysis regarding the traffic impact related to the removal of the proposed segment of the roadway from the Thoroughfare Plan map, and has determined that deleting this roadway segment does not cause a significant degradation in the quality of traffic flow at existing and planned intersections in the vicinity. The Transportation Engineering Division findings are attached to this staff report.

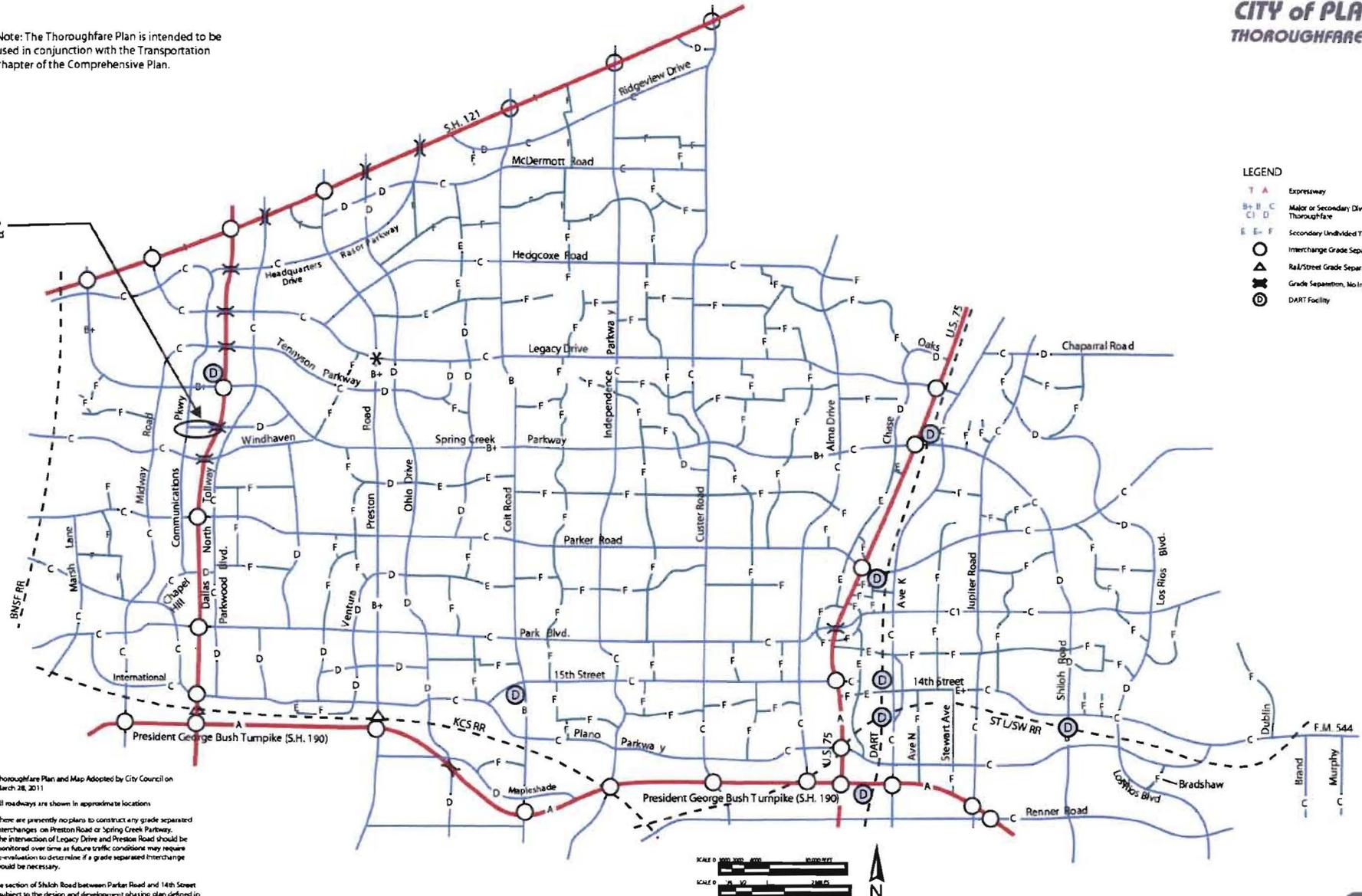
## **RECOMMENDATION:**

Recommended for approval as submitted.

# CITY of PLANO THOROUGHFARE PLAN

Note: The Thoroughfare Plan is intended to be used in conjunction with the Transportation chapter of the Comprehensive Plan.

Proposed Segment To Be Removed



- LEGEND**
- T A Expressway
  - B+ H C Major or Secondary Divided Thoroughfare
  - Cl D
  - E F Secondary Undivided Thoroughfare
  - Interchange Grade Separation
  - △ Rail/Street Grade Separation
  - ⊗ Grade Separation, No Interchange
  - Ⓚ DART Facility

Thoroughfare Plan and Map Adopted by City Council on March 28, 2011

All roadways are shown in approximate locations

\*There are presently no plans to construct any grade separated interchanges on Preston Road or Spring Creek Parkway. The intersection of Legacy Drive and Preston Road should be monitored over time as future traffic conditions may require re-evaluation to determine if a grade separated interchange would be necessary.

The section of Shiloh Road between Parker Road and 14th Street is subject to the design and development phasing plan defined in Resolution Number 96-2-24(R).





## Proposed Arterial Road Removal from the City of Plano Thoroughfare Plan

### Background:

The developer of an undeveloped parcel of land located in northwest Plano has proposed the removal of a segment (from Dallas North Tollway (DNT) to Communications Parkway) of a planned arterial road from the City of Plano Thoroughfare Plan. The removal will facilitate land development by not splitting the property thus creating one homogeneous parcel.

The planned arterial road (from Spring Creek Parkway to Communications Parkway) in question has not been built and although shown on the Thoroughfare Plan it is not contained in any local or regional transportation forecast model that could be found. Plano road development activities of the past 9 years did not consider the impact of having this particular segment built. This fact is moot since all roads and intersections during this period have been designed and constructed based on this arterial not being a part of the long range plan. These intersections are expected to continue to operate satisfactorily today and into the future. If the proposed arterial road were constructed the traffic volumes at the surrounding signalized intersections would be reduced leading to even less traffic delay than what exists today or planned for in the future.

A detailed analysis of the traffic impacts from this proposal was not undertaken given time constraints and data requirements to do so. Instead a review of available traffic data, planned local area road improvements, and discussions with Plano leadership and emergency service providers was made to ascertain the impact of the proposal.

### Road Classification:

The yet to be constructed arterial road that runs from Spring Creek Parkway to Communications Parkway is envisioned as a 35 mph Type D Arterial Road capable of carrying up to 31,600 vehicles per day (LOS E). The arterial road segment proposed for removal from the Thoroughfare Plan runs along the southern limits of the property from the DNT to Communications Parkway

### Adjacent Land Use:

The abutting land is classified as Regional Employment (RE). This classification permits office and manufacturing uses that are consistent with the regional status of tollways and expressways serving Plano and surrounding communities. A freestanding restaurant is permitted in this zone if it is 5000 square-feet or more in size with no drive-in window (see attached Regional Employment Permitted Uses sheet).

### Adjacent Intersections:

The number and type of lanes on the approach to signalized intersections surrounding the proposed site consists of left-turn, through, and dedicated right-turn lanes where appropriate.

### *Level of Service (LOS):*

The signalized intersections surrounding the proposed site operate with the following quality of service under existing and proposed conditions:

Intersection	LOS (2012)	
	Before	After
Communications at Spring Creek	C	C
Communications at Windhaven	A	A
DNT at Windhaven	C	C
DNT at Spring Creek	D	D
Parkwood at Spring Creek	B	D
Spring Creek at Windhaven	B	B
Parkwood at Windhaven	E	D

If the planned arterial road were to be constructed the intersections at Spring Creek Parkway, Parkwood Boulevard, Dallas North Tollway, and Communications Parkway will all operate at LOS D or better.

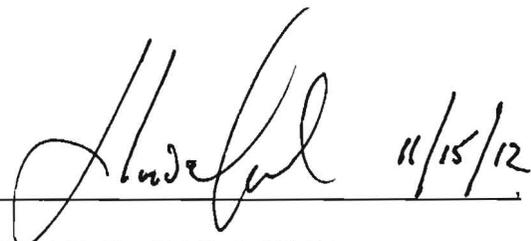
Conclusion:

The Plano Thoroughfare Road Network has been successfully designed, constructed, and operated without considering the traffic impact from building the proposed arterial road. The proposed removal of the arterial road segment (from DNT to Communications Parkway) does not cause a significant degradation in the quality of traffic flow at existing and planned intersections in the vicinity of the property.

It is the opinion of the Transportation Engineering Division that the proposed removal of a segment of the proposed arterial road from the Plano Thoroughfare Plan, for purposes of facilitating the development of the land parcel, will not cause unacceptable operation at surrounding signalized intersections.

Recommendation:

- Approve the applicant request to remove the segment (between Communication Parkway and the southbound Dallas North Tollway service road) of planned arterial road from the Plano Thoroughfare Plan.

By:  11/15/12

Lloyd E. Neal P.E. / P.T.O.E.  
Plano Transportation Engineering Manager

## Article 2. Zoning Districts and Uses

### 2.825 RE - Regional Employment

(ZC 2000-68; Ordinance No. 2000-10-11)

#### 1. Purpose

The RE district is intended to provide for office and limited manufacturing uses that are consistent with the regional status of certain tollways and expressways serving Plano and surrounding communities. Some retail uses are also appropriate when developed in conjunction with the primary uses. The district's standards are designed to ensure compatibility between the various uses within a corridor and surrounding residential neighborhoods.

#### 2. Permitted Uses

See Subsection '2.502 Schedule of Permitted Uses', for a complete listing.

#### 3. Area, Yard, and Bulk Requirements

Building placement and bulk are subject to compliance with building and fire codes.

Description	Requirement
Minimum Lot Area	None
Minimum Lot Width	None
Minimum Lot Depth	None
Minimum Front Yard	From the frontage roads of a Type T or AA thoroughfare (as identified on the city's Thoroughfare Plan), 50 feet From all other streets, 50 feet, except as specified in Section 3.500 or Other Setback Requirements below
Minimum Side Yard	None
--of Corner Lot	50 feet on street side
Minimum Rear Yard	None

## Article 2. Zoning Districts and Uses

Description	Requirement
Maximum Height (ZC 2001-08; Ordinance No. 2001-5-28)	<p>20 story, not to exceed 325 feet in height, except as noted in Other Setback Requirements below</p> <p>Structured parking is limited to three levels total at or above grade and may be further restricted by the setback requirements as set forth in Other Setback Requirements below. Grade level parking counts as one of the three total levels. Below grade parking may be constructed in addition to the three levels of at or above grade parking provided that at least one-half of the height of the level is below the average elevation of the ground, prior to berming, using measurements taken at each corner of the parking structure.</p>
Maximum Lot Coverage	50%, 70% if structured parking facilities are included
Maximum Floor Area Ratio	1:1
Other Setback Requirements (ZC 2001-08; Ordinance No. 2001-5-28)	<p>In addition to the front yard, side yard, rear yard, and maximum height requirements noted above, the following minimum setbacks from residential zoning districts shall apply to all main buildings, parking structures, and accessory buildings as measured from the district boundary line of the nearest residential district:</p> <p>A minimum setback of 50 feet as measured from the property line or three times the height, minus 30 feet as measured from the nearest residential district boundary line is required, whichever is more restrictive. Conversely, the allowed height of a main building, parking structure or accessory building, at a certain setback, would be equal to one-third the setback plus ten feet.</p> <p>A maximum height of eight stories or 140 feet, whichever is more restrictive, shall extend for a distance of 1,000 feet from the nearest residential district boundary line.</p> <p>Beyond 1,000 feet, the setback shall be increased at a rate of one time the height of that portion above 140 feet or eight stories, whichever is more restrictive, up to 325 feet in height or 20 stories, whichever is more restrictive.</p> <p>(See 'Appendix Illustrations' 17 for clarification.)</p>

4. **Parking Requirements (See Section '3.1100 Off-Street Parking and Loading'.)**
5. **Landscaping (See Sections '3.1200 Landscaping Requirements' and '4.600 Dallas North Tollway Overlay District' and 6. below)**

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## Article 2. Zoning Districts and Uses

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### 6. Special District Requirements

- a. The design and orientation of buildings and related elements shall be in accordance with the following:
  - i. Loading docks or spaces, trash collection facilities (dumpsters, compactors, and related devices), and automobile or truck service bays shall be located a minimum of 100 feet from rights-of-way of Type C and above thoroughfares that form a boundary between an RE district and adjacent zoning districts. The Planning & Zoning Commission may require wing walls or other techniques to visually screen loading docks or spaces, trash collection facilities, and service bays from surrounding streets. In addition to the requirements for placement and screening of these facilities as outlined above and in Sections 3.1000 and 3.1100, any loading docks or spaces, trash collection facilities, or service bays which face toward the parallel Type C and above thoroughfares and which are not blocked from view by a building or other structure shall be screened by increased landscaping requirements. In such instances, a 50-foot landscape edge will be required for the full length of the lot or parcel under development. Earthen berms of at least four feet in height, as measured from the finished grade of the lot, shall be placed within the landscape edge. Said berms shall have a maximum slope of four to one, requiring at least four feet of horizontal width for every one foot in vertical height. Said berms may be placed within the required front yard only when used to screen loading spaces, trash collection facilities, and service bays. The landscape edge shall include one three-inch caliper shade tree and one ornamental tree (seven foot planted height) per 25 feet of frontage on the specified thoroughfare. Driveways may extend through the landscape edge if they meet the city's requirements for location, design, and traffic visibility.
  - ii. Seventy-five percent of any exposed exterior wall of main buildings, parking structures, and accessory buildings shall consist of glass, native stone, clay-fired brick or tile, or a combination of these materials. All exterior building materials made of glass shall have a maximum exterior visible reflectance of 20%. Other finishes and materials may be used at the sole discretion of the Planning & Zoning Commission if adopted as part of the site plan approval and if permitted by building and fire codes. Any finish and material permitted by building and fire codes may be used on the remaining 25% of any exposed exterior wall, except that for high-rise buildings only this percentage may be increased to 50% for use of metal only. The Planning & Zoning Commission may allow, at its sole discretion, the use of concrete, concrete block, and tile, as described in the City of Plano Building Code on exterior walls that are not visible from public thoroughfares. These finishes must be consistent in color with the remainder of the building. These would include the walls of service courts and other facilities that are secluded from view by the specific design of a building or group of buildings. (*ZC 2011-02; Ordinance No. 2011-2-14; ZC 2001-08; Ordinance No. 2001-5-28*)
  - iii. Roof-mounted mechanical units shall be screened in accordance with Subsection 3.1003. Ground-mounted mechanical units shall be screened from view by walls constructed of the same materials and finishes as the building or by a solid landscape screen. These screens shall be a minimum of six feet in height. Plants must be placed so as to create a six-foot tall solid screen within two years of installation. All landscaping must be irrigated and must be replaced if damaged.

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## Article 2. Zoning Districts and Uses

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- iv. Cross-access easements shall be provided in accordance with Section 5.2, Lot Design and Improvements, of the City of Plano Subdivision Ordinance No. 95-4-25 and its subsequent amendments. In addition to requiring cross access to median openings, cross-access easements may be required to provide access to at least two public thoroughfares. The Planning & Zoning Commission may determine that cross access is not appropriate for reasons of security, safety, or circulation.
  
- b. Retail and service uses identified with an "\*" in Subsection 2.502, Schedule of Permitted Uses, may not occupy more than ten percent of the gross floor area\*\* of a building unless the building and the designated location and amount of said uses are part of an approved site plan for more than one building, and the amount of space for these uses does not exceed ten percent of the combined floor area of all constructed buildings. The space for these uses may be redistributed within and among the buildings with the approval of a revised site plan. If a site plan includes multiple lots, all property owners must authorize the application. These uses may not be distributed among noncontiguous parcels of land.
  
- c. A freestanding (sole use and occupant) restaurant/cafe/teria is permitted in an RE district if it has a minimum of 5,000 square feet of gross floor area\*\* and no drive-in window. (*ZC 2009-18; Ordinance No. 2009-11-8*)

\*\* "Gross Floor Area" means the total floor area of a building from the exterior face of a building or from the centerline of a wall separating two buildings, but shall exclude any space where the floor-to-ceiling height is less than six feet and all patios, balconies, and parking facilities.

**Disclaimer** - Uses listed by zoning district are provided as a convenience but should not be relied upon as the most current and accurate source of information. Please contact the City of Plano Planning Department to verify a specific use.

## RE - Regional Employment Permitted Uses

<b>Accessory and Incidental Uses</b>	
Accessory Building or Use	P
Caretaker's/Guard's Residence	P
Construction Yard (Temporary)	35
Field Office	35
Homebuilder Marketing Center	P

<b>Automobile and Related Uses</b>	
Automobile Parking Lot/Garage	P

<b>Commercial, Manufacturing, and Industrial Uses</b>	
Concrete/Asphalt Batching Plant (Temporary)	36
Manufacturing - Light-intensity	P

<b>Educational, Institutional, Public, and Special Uses</b>	
Assembly Hall	P
Assisted Living Facility	S
Cemetery/Mausoleum	S
Civic Center	P
College/University	P
Community Center	P
Continuing Care Facility	S
Farm, Ranch, Garden, or Orchard	P
Fire Station/Public Safety Building	P
Fraternal Organization, Lodge, or Civic Club	P
Golf Course/Country Club (Private)	S

<b>Educational, Institutional, Public, and Special Uses</b>	
Helistop	S
Hospital	P
Independent Living Facility	S
Long-term Care Facility	S
Park/Playground	P
Post Office	P
Private Recreation Facility	P
Recreation Center	P
Religious Facility	P
School - Primary or Secondary (Private)	P
School - Primary or Secondary (Public or Parochial)	P
Trade/Commercial School	P

<b>Office and Professional Uses</b>	
Clinic	P
Medical Office	P
Office Center	P
Office - Professional/General Administrative	P
Research and Development Center	P

<b>Retail Uses</b>	
Antique Shop	*
Convenience Store	R, *, 33
Florist Shop	*
Food/Grocery Store	*
Furniture, Home Furnishings, and Equipment Store	*
General Merchandise Store	*
Hardware	*
Miscellaneous Retail Store	*

**P** = Permitted Use; **S** = Specific Use Permit Required; **R** = Refer to Residential Adjacency Standards of the Zoning Ordinance; \* = Uses allowed when their combined area does not exceed ten percent of the gross floor area of a development; see Subsection 2.825 or Subsection 2.826 of the Zoning Ordinance; **33** = Fuel dispensing and/or car washing facilities associated with this use may be prohibited when in proximity to residential districts. See Residential Adjacency Standards of the Zoning Ordinance

Retail Uses	
Pet Shop	*
Retail/Service (Incidental)	*
Retail Stores and Shops	*
Shopping Center	*

Service Uses	
Arcade	S
Artisan's Workshop	*
Bank, Savings and Loan, or Credit Union	P
Body Piercing	37
Business Service	P
Cleaning - Small Plant/Shop	*
Commercial Amusement (Indoor)	S
Commercial Amusement (Outdoor)	S
Commercial Pet Sitting/Kennel (Indoor Pens)	P
Data Center	P
Day Care Center	P
Day Care Center (Accessory)	P
Gymnastics/Dance Studio	P
Health/Fitness Center	S
Licensed Massage Therapy	P
Mortuary/Funeral Parlor	P
Motel/Hotel	20
Personal Service Shop	P
Print Shop (Minor)	*
Private Club	S
Residence Hotel	20
Restaurant/Cafeteria	P, 43
Service Uses	

**P** = Permitted Use; **S** = Specific Use Permit Required; \* = Uses allowed when their combined area does not exceed ten percent of the gross floor area of a development; see Subsection 2.825 or Subsection 2.826 of the Zoning Ordinance; **20** = Permitted when the building is a minimum of 200 feet from the nearest residential district boundary; **37** = Permitted as an accessory use to a personal service shop and allowed in districts where that use is permitted; allowed by specific use permit as a primary use in the Retail, Corridor Commercial, Light Commercial, Light Industrial-1, and Light Industrial-2 districts. See Subsection 3.116 and Schedule of Permitted Uses of the Zoning Ordinance; **43** = See Subsection 2.825 of the Zoning Ordinance

Studio for Photographer, Musician, Artist, Radio, and/or TV	P
Tattooing and Permanent Cosmetics	37
Theater - Neighborhood	S
Theater - Regional	S
Veterinary Clinic	P

### Transportation, Utility, and Communications Uses

Antenna	34
Antenna Support Structure (Commercial and Amateur)	34
Electrical Substation	S
Private Utility (other than listed)	S
Transit Center	S
Transportation and Utility Structures/Facility	P
Utility Distribution/Transmission Line	P

### Wholesale Uses

Office - Showroom/Warehouse	P
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**P** = Permitted Use; **S** = Specific Use Permit Required; **34** = See Subsection 3.107 of the Zoning Ordinance; **37** = Permitted as an accessory use to a personal service shop and allowed in districts where that use is permitted; allowed by specific use permit as a primary use in the Retail, Corridor Commercial, Light Commercial, Light Industrial-1, and Light Industrial-2 districts. See Subsection 3.116 and Schedule of Permitted Uses of the Zoning Ordinance

**An Ordinance of the City of Plano, Texas, amending the Thoroughfare Plan map of the Comprehensive Plan as originally adopted by Resolution No. 86-11-22(R) providing procedures approving the utilization of said map as revised and amended by the appropriate personnel and departments of the City of Plano for the purpose of guiding future development within the City of Plano, Texas; and providing an effective date.**

**WHEREAS**, the Comprehensive Plan of the City of Plano provides for regular monitoring and updating, as needed; and

**WHEREAS**, the Thoroughfare Plan map was last updated on March 28, 2011, (Ordinance No. 2011-4-5); and

**WHEREAS**, the Planning & Zoning Commission has reviewed the proposed amendment to the Thoroughfare Plan map of the Comprehensive Plan removing the western segment of the Type D thoroughfare from Communications Parkway to the Dallas North Tollway and located between Spring Creek Parkway and Windhaven Parkway, during a public hearing held on November 19, 2012; and

**WHEREAS**, City Council has provided an opportunity for public review and input on the proposed map amendment to the Comprehensive Plan, and after receipt of the same wishes to approve the amendment to the Comprehensive Plan as a tool to provide guidance in transportation regulations; and

**WHEREAS**, the City Council held a public hearing on December 10, 2012, open to all persons wishing to comment on the proposed map amendment; and

**WHEREAS**, the City Council, having been presented the proposed map amendment, upon full review and consideration thereof, and all matters attendant and related thereto, is of the opinion that the amended Thoroughfare Plan map of the Comprehensive Plan should be approved, adopted and utilized by the City of Plano.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT:**

**Section I.** The Thoroughfare Plan map of the Comprehensive Plan is hereby amended removing the western segment of the Type D thoroughfare from Communications Parkway to the Dallas North Tollway and located between Spring Creek Parkway and Windhaven Parkway, a copy of which is attached hereto as Exhibit "A", and incorporated herein by reference, having been reviewed by the City Council of the City of Plano and found to be acceptable and in the best interest of the City of Plano and its citizens, is hereby approved and adopted.

**Section II.** The Comprehensive Plan provides a general framework of objectives and strategies for the long range development of the City. It provides a basis for establishing requirements for the development and redevelopment of public and private property, including land uses, streets, and public facilities.

**Section III.** Development regulations and their application should be generally consistent with the Comprehensive Plan as they relate to overall city standards and specific area or project requirements. In determining whether or not a regulation or its application is consistent with the Comprehensive Plan, the City Council, the Planning & Zoning Commission, or other City body should consider:

1. The Comprehensive Plan in its entirety;
2. Immediate or near-term constraints affecting the timing or phasing of development or redevelopment of a property in accordance with the plan;
3. The existing and planned capacities of public infrastructure and facilities serving a given site or location; and
4. Unanticipated changes in conditions or new information occurring since the last update of the plan or one of its elements.

**Section IV.** This Comprehensive Plan does not constitute zoning regulations nor does it establish zoning district boundaries. In addition, adoption of the plan as attached does not require the City to rezone property or amend development standards.

**Section V.** The Comprehensive Plan does not obligate the City to expend funds on any of the recommendations for possible activities, projects or studies.

**Section VI.** The City Council may amend the Comprehensive Plan following a public hearing held before the City Council and receipt of a report and recommendation of the Planning & Zoning Commission pertaining to the amendment. The Planning & Zoning Commission shall conduct a public hearing before making its report and recommendation to the City Council. Notice of a public hearing pertaining to consideration of an amendment to the Comprehensive Plan shall be given in a newspaper of general circulation not less than ten days prior to the hearing.

**Section VII.** City staff is permitted to add to or modify the literary and exhibit contents of the amended Transportation Element with such materials as graphs, tables, indexes, maps, background materials, additional policy statements, etc., so long as they are consistent with the policies and recommendations of the Comprehensive Plan, without the need for further City Council approval.

**Section VIII.** This ordinance shall become effective immediately from and after its passage.

**DULY PASSED AND APPROVED THIS 10TH DAY OF DECEMBER, 2012.**

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Phil Dyer, MAYOR

ATTEST:

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Diane Zucco, CITY SECRETARY

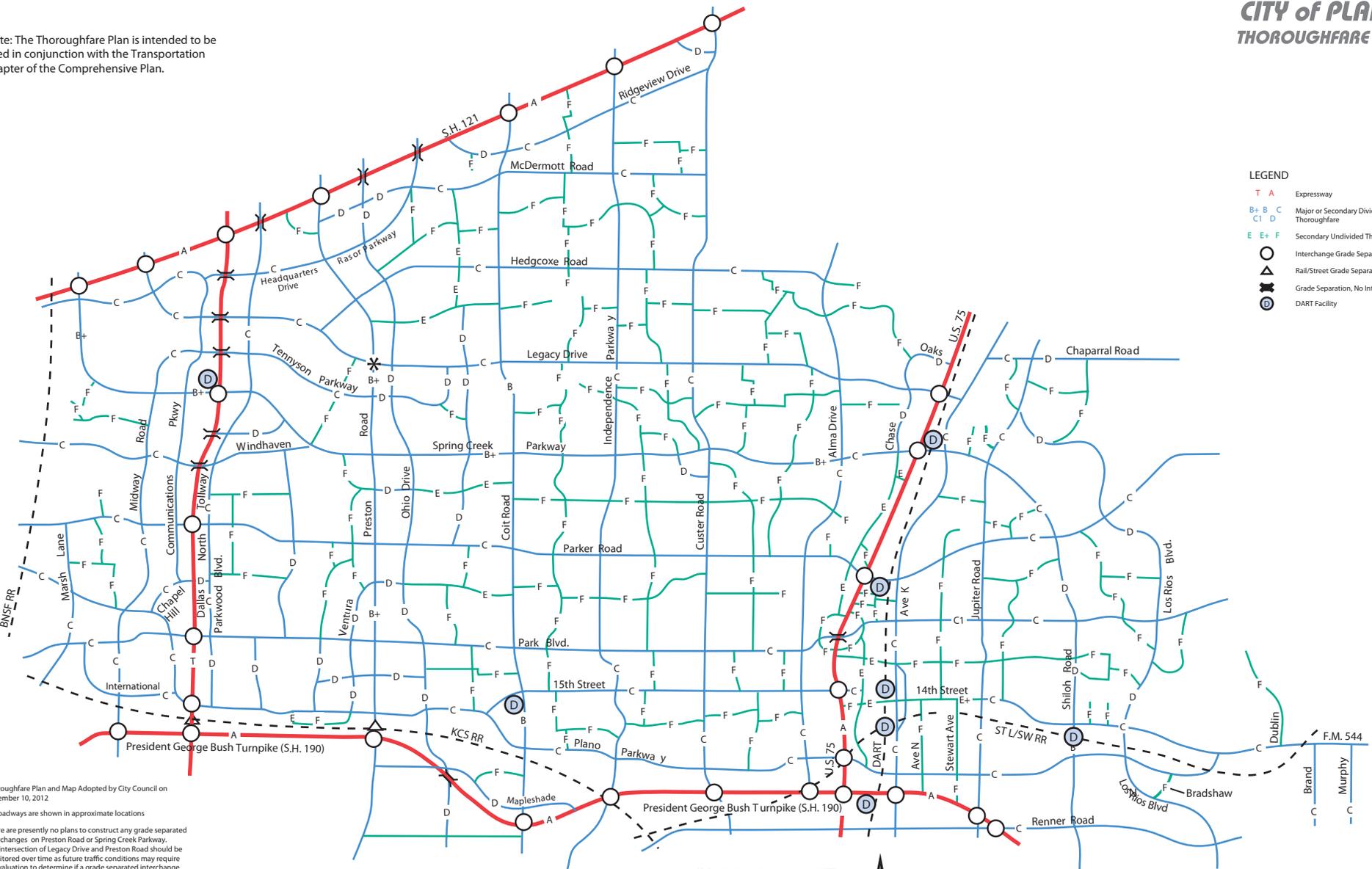
APPROVED AS TO FORM:

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Diane C. Wetherbee, CITY ATTORNEY

# CITY of PLANO THOROUGHFARE PLAN

Note: The Thoroughfare Plan is intended to be used in conjunction with the Transportation chapter of the Comprehensive Plan.



**LEGEND**

T A	Expressway
B+ B C	Major or Secondary Divided Thoroughfare
C1 D	Secondary Undivided Thoroughfare
E E+ F	Secondary Undivided Thoroughfare
○	Interchange Grade Separation
△	Rail/Street Grade Separation
✕	Grade Separation, No Interchange
Ⓧ	DART Facility

Thoroughfare Plan and Map Adopted by City Council on December 10, 2012

All roadways are shown in approximate locations

\*There are presently no plans to construct any grade separated interchanges on Preston Road or Spring Creek Parkway. The intersection of Legacy Drive and Preston Road should be monitored over time as future traffic conditions may require re-evaluation to determine if a grade separated interchange would be necessary.

The section of Shiloh Road between Parker Road and 14th Street is subject to the design and development phasing plan defined in Resolution Number 98-2-23(R).

