

ZONING

Case Coordinator: Christopher Barton

GENERAL PROJECT INFORMATION

SITE ZONING: PD-148 & PD-54 for the (HC) Heavy Commercial District with SUP 277 for required parking on a lot separate from the main use

	<u>SURROUNDING ZONING</u>	<u>SURROUNDING LAND USES</u>
NORTH	In Plano	General retail and restaurants (across Park Boulevard)
SOUTH	PD-195 for the (O-4) Office District	Private school
EAST	PD-195 for the (O-4) Office District, (IH) Interim Holding District and unincorporated Denton County	Private school; airfield & single family homes (across Air Park Drive)
WEST	PD-148 for the (HC) Heavy Commercial District and (LR-2) Local Retail District	General retail and restaurants, and undeveloped (across Midway Road)
REQUEST:	Approval of an amendment to the zoning to establish specific development standards for a mixed-use development	
PROPOSED USE:	Office and multi-family uses	
ACRES/LOTS:	Approximately 38.1 Acres/10 lots	
LOCATION:	East side of Midway Road, between Hebron Parkway (known in Plano as Park Blvd.) and International Parkway	
HISTORY:	The subject property was annexed into the city in February 1978. At that time the PD-54 zoning was established, although then it was for single family residential uses. In 1981 the PD for the subject tract was amended to provide for commercial uses. In 1983 the PD was amended again to remove certain uses, but the “base” zoning of (HC) was not changed. Subdivisions (including replats) in this area were recorded in 2000, 2001, 2003 & 2007. Eight of the ten lots have been developed with office and local retail uses. Two lots remain undeveloped.	
COMPREHENSIVE PLAN:	High Intensity Commercial uses	

TRANSPORTATION PLAN: Midway Road and Park Avenue (Hebron Parkway) are both designated as (A6D) Four-Lane Divided Arterials.

OWNER: Billingsley Development Corp., MidPark Center, LLC

REPRESENTED BY: Lucilio Pena/Billingsley Development Corp.

STAFF ANALYSIS

PROPOSAL

A request to create a new Planned Development to allow for a “horizontal mixed-use” development consisting of office buildings along Midway Road (one already existing) and a multi-family residential development further east, in the “interior” of the property.

The new development would take advantage of its proximity to the existing retail/restaurant development along Hebron Parkway as well as the existing fitness & recreational sports center (LA Fitness) to create an integrated development.

CURRENT ORDINANCE REQUIREMENTS

The southerly portion of the subject tract is currently zoned PD-148 for the (HC) Heavy Commercial District. The northerly portion of the subject tract is currently zoned PD-54 for the (HC) Heavy Commercial District.

Neither PD-54 (Ordinance No. 1054) nor PD-148 (Ordinance No. 2265) has any development standards which would apply to the current office building, the retail/restaurant developments along Hebron Parkway (Park Boulevard) or the existing fitness & recreational sports center. However, multi-family residential uses are not allowed in the (HC) Heavy Commercial District.

ELEMENTS TO CONSIDER

1. Given the way the area east of Midway Road between Hebron Parkway (Park Boulevard) and International Parkway have developed, the (HC) Heavy Commercial District is not an appropriate “base” zoning for the area. Properly designed, multi-family residential uses could take advantage of and support the surrounding retail and office uses.
2. The proposed multi-family residential development would be semi-urban in character, consisting of three, four & five-story buildings. The buildings would be pulled closer to internal private driveways (which would look and function like “streets”) giving a more traditional streetscape/atmosphere. Parking for the residential use would be a mix of surface parking, “tuck-under” parking (on the ground level of the backs of buildings) and a five-level parking garage.
3. The cost of the parking garage would drive construction costs up such that a very high-quality development would be expected.
4. The character of the architecture would be consistent with high-density, high-quality, more-urban design. The number of units would be about 500 (up to 40 per gross acre).

TRAFFIC IMPACT ANALYSIS

City staff has received and reviewed a Traffic Impact Analysis (TIA). Based on the results, staff has the following observations:

- Improvements to Air Park Drive (abutting the east side of the site) will be required from the southerly edge of the project to Park Boulevard.
- ~~Another new traffic signal on Midway (at the “primary entrance” to the multi-family development will be required. The actual signal will be in the City of Plano, which has been notified of this proposed development by Carrollton staff. (The City of Plano has jurisdiction over this intersection, and they will not allow the signal.)~~
- A deceleration lane for the “secondary entrance” along Midway Road will be required. At this conceptual stage this is not necessary to show, but is noted in the staff stipulations to inform the applicant.
- The Conceptual Site Plan does not show the required minimum 75-foot internal storage distance for the “secondary entrance” along Midway Road. At this conceptual stage this is not necessary to show, but is noted in the staff stipulations to inform the applicant.

ADDITIONAL INFORMATION
SUBSEQUENT TO THE 02/05/15 MEETING

First Meeting with Air Park Estates residents:

On Friday, February 20, 2015, City staff attended a meeting between two representatives of the Air Park Estates residents (John “JR” Hammond and Joe Head) and the applicant (Henry & Lucy Billingsley and Lucilo Pena). At that meeting the two parties concluded that three actions could be taken to make the proposed development more acceptable to the residents. Those elements are reflected in the revised staff stipulations found in the Result Sheet and are repeated here:

1. ~~Security gates shall be installed across the entrance to Piper Lane and across Air Park Drive south of the southern driveway into the multi-family development on the west side of Air Park Drive. Said gates shall be installed as part of the improvement of Air Park Drive by the developer, but shall be maintained by the Air Park Drive homeowners association, and shall provide appropriate access for all emergency personnel.~~
2. ~~The southern driveway into the multi-family development shall be designed, to the greatest extent feasible, to direct traffic exiting onto Air Park Drive to the north.~~
3. ~~To discourage trespassing, a minimum four-foot-tall chain link fence shall be installed by the developer between the airport runway and the eastern right-of-way of Air Park Drive. Said fence shall extend from the Park Boulevard right-of-way south to the north property line of the lots along the north side of Piper Drive, thence west to Air Park Drive (if not already along the east ROW of Air Park Drive). Said fence shall be maintained by the Air Park Drive homeowners association.~~

The three above elements were replaced by the items on the next page, subsequent to the meeting of March 20, 2015.

Note that an additional stipulation regarding the building façade material for the proposed multi-story office building along Midway Road has also been added to the staff stipulations, but it was not part of the discussion between the parties.

Additional information provided by the applicant in response to certain statements made at the Planning Commission meetings of February 5, 2015 and March, 2015 are included in this case report, attached after the minutes of those meeting.

Additional Information:

City staff has learned that the City of Plano will not allow a traffic signal to be located at the intersection of Air Park Drive and Park Boulevard. Carrollton staff still believes the intersection will function adequately, since the improvement of Air Park Drive to Carrollton standards will allow for two northbound lanes at the intersection: one for left turns (or “through movements into the QuikTrip), one for right turns.

Also, the City of Plano will not allow Air Park Drive to be extended directly to the south to intersect with International Parkway as it would be too close to an existing driveway for the Prince of Peace Church/School complex and would not align with an existing median opening.

Second Meeting with Air Park Estates residents:

On Friday, March 20, 2015, City staff attended a second meeting between representatives of the Air Park Estates residents and the applicant. The purpose of the meeting was to discuss the possibility of further changes to the site plan. At that meeting the two sides agreed to the following changes:

1. The southerly driveway into the project from Air Park Drive would be converted to an “emergency vehicle only” access gate.
2. The northerly driveway into the project from Air Park Drive would be closed entirely, and the residential buildings fronting Air Park Drive would be extended further north.
3. A fence (conceptually consisting of masonry columns with decorative steel (colloquially “wrought iron”) panels would extend from the southeast corner of the project (abutting Air Park Drive) to the northeasterly corner of the project. Said fence would be designed only to allow for emergency vehicle access (see number 1 above). The only pedestrian access would be that required by fire or other safety codes.
4. The parking garage would be redesigned to only have a single entrance, which would face away from Air Park Drive. This would discourage tenants from trying to use Air Park Drive.
5. A new parking lot landscaping island/median would be installed to further discourage tenants from going through the rear of the existing retail parking lots toward Air Park Drive.