



**AGENDA
CITY OF ALLEN
PLANNING AND ZONING COMMISSION
REGULAR MEETING
TUESDAY, JUNE 6, 2017 – 7:00 P.M.
CITY COUNCIL CHAMBERS
ALLEN CITY HALL
305 CENTURY PARKWAY
ALLEN, TEXAS 75013**

Call to Order and Announce a Quorum is Present

Pledge of Allegiance

Directors Report

1. Action taken on the Planning & Zoning Commission items by City Council at the May 23, 2017, regular meeting.

Consent Agenda (*Routine P&Z business. Consent Agenda is approved by a single majority vote. Items may be removed for open discussion by a request from a Commission member or member of staff.*)

2. Approve minutes from the May 16, 2017, regular meeting.
3. Extension Request – Consider a request for a 60-day extension to file the Final Plat for Allen High Point Addition, Block A, Lots 3 and 4, being 1.9175± acres situated in the Henry Wetsel Survey, Abstract No. 1026; generally located north of Exchange Parkway and west of Greenville Avenue. (FP-12/14/16-125) [Allen High Point Addition]

Regular Agenda

4. Preliminary Plat – Consider a request for a Preliminary Plat for Ashwood Creek Place, Lots 1-11, Block A, Lots 1-4, Block B, and Lots 1-3, Block C, being 6.245± acres situated in the Henry Wetsel Survey, Abstract No. 977; generally located south of Main Street and east of Greenville Avenue. (PL-Pre-040417-0001) [Ashwood Creek Place]
5. Tabled/Public Hearing – Conduct a Public Hearing and consider a request to amend the development regulations for Planned Development No. 54 and adopt a Concept Plan and Building Elevations relating to the use and development of Lot 8R, Block D, Bray Central One Addition; generally located at the northwest corner of US Highway 75 and McDermott Drive (and commonly known as 802 W. McDermott) (Z-1/19/17-5) [RaceTrac McDermott]
6. Public Hearing – Conduct a Public Hearing and consider a request to establish a Planned Development “PD” for Single-Family Residential “R-5” and “R-6” and adopt a Concept Plan, Building Elevations, Screening Plan, and Development Regulations, for approximately

79.095± acres out of the Francis Dosser Survey, Abstract No. 280 and the G. Phillips Survey, Abstract No. 701; generally located west of Chelsea Boulevard and south of the Ridgeview Drive right-of-way. (Z-2/23/17-19) [Ridgeview Crossing]

7. Public Hearing – Conduct a Public Hearing regarding proposed amendments to the Allen Land Development Code relating to the following: Section 4.06 “Changes and Amendments” regarding the placement of public hearing notice signs; Section 4.20.2 “Schedule of Principal Uses” regarding uses constituting Medical Clinics, Fat Rendering and Animal Reduction, Hatchery, Poultry and Egg Farm, Livestock Auction, and Stockyard or Slaughterhouse; Section 4.20.3 “Schedule of Accessory Uses” regarding uses constituting Medical Clinic or Medical or Dental Office; Section 4.20.4 “Schedule of Principal Uses Central Business District” regarding uses constituting Medical Clinic, Condominium Dwelling, Multi-Family Dwelling, and Urban Residential Dwelling; Section 5.01 “Floodplain Hazard” relating to floodplain hazard regulations; Section 6.06 “Supplemental Use Regulations” by adding additional development regulation to Section 6.06.2 “Fueling Stations” and adding a new Section 6.06.13 regarding Urban Residential Dwelling developments; Section 7.03.2 “Exterior Façade Materials” relating to security and burglar bars; Section 7.03.4 “Outdoor Lighting” relating to the regulation of outdoor lighting; Section 7.05 Landscaping Requirements relating to the regulation of landscaping in association with development; Section 8.05.1 “Street Design Standards” relating to design standards for cul-de-sacs; Appendix A “Definitions” adding a definition for “Urban Residential Dwelling”; amending the median improvement fee set forth in Appendix B “Filing Fees & Charges” ; and amending various design standards set forth in Appendix F “Standard Construction,” Appendix G “Storm Drainage and TxDOT Details,” Appendix H “Water Lines and Sanitary Sewer,” Appendix I “Trail Design Standards,” and Appendix L “Traffic Impact.”

Executive Session (As Needed)

As authorized by Section 551.071(2) of the Texas Government Code, this meeting may be convened into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any agenda item listed herein.

Adjournment

This notice was posted at Allen City Hall, 305 Century Parkway, Allen, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted on Friday, June 2, 2017, at 5:00 pm.

Shelley B. George, City Secretary

Allen City Hall is wheelchair accessible. Access to the building and special parking are available at the entrance facing Century Parkway. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by calling the City Secretary at 214-509-4105.

Director's Report from 5/23/2017 City Council Meeting

- There were no items taken to the May 23, 2017, City Council Meeting.



PLANNING AND ZONING COMMISSION

Regular Meeting

May 16, 2017

ATTENDANCE:

Commissioners Present:

Jeff Cocking, Chairman
Ben Trahan, 1st Vice-Chairman
Stephen Platt, Jr., 2nd Vice-Chairman
John Ogrizovich
Michael Orr

Absent:

Luke Hollingsworth

City Staff Present:

Lee Battle, AICP, LEED AP, Assistant Director of Community Development
Joseph Cotton, PE, Assistant Director of Engineering
Madhuri Mohan, AICP, Senior Planner
Victoria Thomas, City Attorney

Call to Order and Announce a Quorum is Present:

With a quorum of the Commissioners present, Chairman Cocking called the meeting to order at 7:00 p.m. in the City Hall Council Chambers Room at Allen City Hall, 305 Century Parkway.

Directors Report

1. Action taken on the Planning & Zoning Commission items by City Council at the May 9, 2017, regular meeting, attached.

Consent Agenda (*Routine P&Z business. Consent Agenda is approved by a single majority vote. Items may be removed for open discussion by a request from a Commission member or member of staff.*)

2. Approve minutes from the May 2, 2017, regular meeting.
3. Capital Improvement Program (CIP) Status Report.

Motion: **Upon a motion by 2nd Vice-Chair Platt, and a second by 1st Vice-Chair Trahan, the Commission voted 5 IN FAVOR, and 0 OPPOSED to approve the Consent Agenda.**

The motion carried.

Regular Agenda

4. Public Hearing – Conduct a Public Hearing and consider a request to amend the development regulations for Planned Development No. 54 and adopt a Concept Plan and Building Elevations relating to the use and development of Lot 8R, Block D, Bray Central One Addition; generally located at the northwest corner of US Highway 75 and McDermott Drive (and commonly known as 802 W. McDermott) [RaceTrac McDermott]

Ms. Madhuri Mohan, Senior Planner, presented the item to the Commission. She stated that the item is a Public Hearing for a Planned Development Amendment for a proposed RaceTrac.

The property is generally located at the northwest corner of US Highway 75 and McDermott Drive (and commonly known as 802 W. McDermott). The properties to the north and west are zoned Planned Development PD No. 54 Corridor Commercial CC. The property to the south (across McDermott Drive) is zoned Planned Development PD No. 8 General Business GB. The properties to the east (across US Highway 75) are zoned Shopping Center SC. Ms. Mohan explained that the applicant is requesting to amend the Development Regulations, adopt a Concept Plan, and Building Elevations for the property in order to redevelop the site as a RaceTrac gas station. She noted upfront that staff would be recommending denial solely based on one item that she would explain in greater detail later in the presentation.

Ms. Mohan provided an overview of the Concept Plan indicating that the site currently houses a Golden Chick Restaurant (no longer in operation), a Texaco gas station, and an ancillary car wash. The applicant is proposing to expand the building on both sides for a total of 4,921 sq. ft., which would include additional building space on the eastern side and an outdoor seating area on the western side of the building. The car wash would be removed in the redevelopment process. She said that the impetus for the PD amendment is the side yard setback and building expansion. The PD currently requires a 25 ft. side yard setback, but with the addition of the outdoor seating area, the applicant is requesting that the setback be reduced to 5 ft. The existing fueling station canopy will remain and the parking would be restriped and modified in order to meet current Allen Land Development Code (ALDC) parking standards. She stated that the main access points to the site will remain the same and landscaping will meet the ALDC standards.

Ms. Mohan then presented the elevations and outlined the exterior building materials for both the building and fueling station canopy. She noted that the red stripe will be in keeping with the other RaceTrac locations in the City and is restricted to 6 inches, which is not reflected on the fueling station elevations, but is reflected in the Development Regulations. She then stated that, as proposed, this location would not have a mansard roof as the applicant has refused to provide one, which is the main reason why staff is recommending denial of the request. She provided an example of a mansard roof at the RaceTrac location located at Exchange and US Highway 75 and stated that mansard roofs have become the City's standard in recent years and are utilized on two other RaceTrac locations in Allen as well as the AISD service center. This is the reason that staff would want to see a mansard roof at this location, especially with this development being on such a visible and prominent corner.

Ms. Mohan then presented the Development Regulations and formally recommended denial. She concluded that staff acknowledges that this is a redevelopment site; however, when redevelopment occurs, it gives the City an opportunity to require existing conditions to be brought up to current code. In addition, RaceTrac has developed two sites in Allen with a mansard roof so it is not unreasonable to require it at this location. She said that a letter was included in the packet from RaceTrac's Engineer stating that the current canopy would not support the addition of a mansard roof. However, from staff's perspective, modifications can be made to provide additional support or the canopy can be reconstructed completely to provide for the mansard roof. These options lead staff to believe that the refusal to install a mansard roof is purely financial, not a structural hardship. She stated that the plans overall meet the ALDC standards and staff is pleased

that this location is being considered for redevelopment; however, ultimately staff recommends denial based on the applicant's refusal to construct a mansard roof.

Commissioner Ogrizovich asked how long a mansard roof has been the City's standard.

Ms. Mohan stated that she did not know for sure, but that she estimated at least the last four years since the development of the other RaceTrac locations.

Commissioner Ogrizovich then asked how many exceptions had been made within that timeframe.

Ms. Mohan stated that she was not aware of any exceptions.

Chairman Cocking commented that requiring the mansard roof style of canopies was a directive from the City Council and has been the accepted standard for four to five years.

1st Vice-Chair Trahan asked if staff had asked the applicant to reconsider their proposal.

Ms. Mohan answered yes, staff has requested the mansard roof from the beginning and the applicant has refused to amend the proposal to include it.

Chairman Cocking confirmed that any applicant has the option to request a change to ALDC requirements through the PD process, and can request it with or without staff support.

Commissioner Ogrizovich asked if the current canopy meets current building code standards.

Ms. Mohan stated that based on the applicant's letter, she does not think it does because it was built 15 years ago.

The applicant's representative, Laura Hoffmann, 2728 N. Harwood Street, Dallas, TX, came forward to speak. She reiterated the current site conditions and RaceTrac's desire to renovate and redevelop the site. She provided renderings of the new store prototype and stated that the applicant considers this a major site improvement to what exists today. She showed pictures of the inside of the store and stated that they are requesting to enlarge the building to accommodate these improvements in keeping with the amenities and products provided in all RaceTrac locations. She stated that if they were not enlarging the building, then a PD amendment would not be needed because the use is allowed by right. Ms. Hoffmann presented the Site Plan. She stated that the ALDC requires a zone change when increasing a legal non-conforming building by more than 10%, which this proposal does. Once the applicants realized a zone change would be required, they decided to add the covered patio area and requested an amendment to the side yard setback since they would be going through the process anyway. She then addressed the mansard roof. She stated that RaceTrac has added a mansard roof on their new construction sites in Allen, but that their other redevelopment site on Bethany Drive did not require a zone change and retained a flat roof. She said that redevelopment sites have additional costs associated with them more so than new construction. She also stated that this is a prominent corner for the City and RaceTrac is providing substantial improvements. If it remains vacant, then another fueling company could be proposed and simply repaint and leave the site virtually the same since the use is allowed by right. RaceTrac wants to make substantial improvements because they are invested in the long-term longevity of their stores, but those improvements come with additional square footage, which requires the zone change. She stated that per their Engineers, the canopy cannot be reinforced to support a mansard roof. Thus, they would have to replace the entire canopy to meet that requirement, which would cost an additional \$300,000 to the project, which makes it economically unfeasible with all the other site improvements that are proposed. Instead, they are proposing to redo the existing canopy. She stated that some of their stores use a tan canopy instead of the red stripe, which they

are open to changing in this location should the Commission and Council desire. She also stated that should the canopy ever be destroyed beyond repair, then RaceTrac would replace it with a mansard roof and is willing to put that requirement in the PD Development Regulations. She asked the Commission not to let the perfect get in the way of the good and reiterated that as proposed, the RaceTrac would be a significant improvement of the site. She also stated that while the mansard roof is considered City policy and is a desired feature, it is not required in the ALDC and RaceTrac is meeting the ALDC requirements in regards to the canopy with this proposal.

Chairman Cocking opened the public hearing.

Chairman Cocking closed the public hearing.

1st Vice-Chair Trahan asked Ms. Mohan to confirm if the mansard roof is in the ALDC or a policy/preference.

Ms. Mohan stated that it has been a recognized policy for some time, but does not appear in the ALDC as of yet. An amendment is forthcoming, but to date, is not a mandatory requirement.

Mr. Lee Battle, Assistant Director of Community Development, clarified that a mansard roof is a standard that staff and the Council like to see with new fueling stations, and within the last four to five years, all fueling stations that have come through have required a PD or Specific Use Permit (SUP), which has allowed the Council to request the higher standard of roof with the approval of the zoning action. To date, all new fueling stations requiring a zone change have complied with the mansard roof and staff is in the process of bringing forward a formal amendment to the ALDC to require mansard roofs for fueling station canopies.

1st Vice-Chair Trahan asked if a competitor like Murphy Oil came in and strictly read the ALDC, would they build a mansard roof or flat roof canopy taking into consideration that they have never built anything in the City before.

Ms. Mohan stated that it depends on if they are required to do a PD or not, but if it were a PD, staff would request a mansard roof.

1st Vice-Chair Trahan asked for confirmation that this is a PD amendment and Ms. Mohan confirmed that it was. With that, he stated that he believes there are significant site improvements as proposed and would support the proposal as presented without the mansard roof.

2nd Vice-Chair Platt asked if this is the first time that a redevelopment is being asked to change the roof of an existing canopy or if it has come up before. He said he cannot remember it coming up before and was conflicted because they are making so many improvements to what is an existing ugly building and he understands the applicant's point about increased construction costs. He also noted that when traveling southbound on the US 75 service road, the tree line blocks the canopy, so from a visual standpoint, the flat roof is not that visible. He stated that he likes the idea of the tan color versus the red.

Ms. Mohan confirmed that there has not been a redevelopment site like this in the past.

Commissioner Orr stated that there was going to be work done to the canopy regardless of the mansard roof, and asked the RaceTrac representative to what extent the canopy would be changed to improve it as presented.

Drew Cunningham, 3225 Cumberland Blvd. Atlanta, Georgia, Applicant, came forward to speak for RaceTrac stating that they would be adding masonry columns that do not require any additional structural support. They would also rebrand by painting the canopy as previously discussed, as well as redo the decking to provide recessed LED lighting instead of the existing drop lights.

Commissioner Orr then asked if there was any additional steel required to meet code.

Mr. Cunningham stated that their structural engineer has indicated that there is no need for additional steel as long as they do not increase the height of the canopy. He went on to explain that it is not as much about the weight of the mansard roof, but rather the height and that a kite effect would be created by providing extra height and space for wind to blow under the roof, which is why more structural support would be needed. He stated that the roof itself is not expensive, but the complete rebuild of the canopy would be.

Commissioner Orr asked if any additional vents would be installed.

Mr. Cunningham stated that they would just use the vent stacks, which would be hidden in the masonry columns and would stick out a few feet above the roof line per fire code requirements.

2nd Vice-Chair Platt asked a question regarding the mansard roof and wind shear, wondering if the underside of the mansard roof is flat or vaulted up.

Mr. Cunningham stated that it is open in the middle.

Chairman Cocking stated that the engineering report submitted in the packet is basic in nature and asked how the actual costs were figured without a more detailed analysis.

Mr. Cunningham stated that knowing the previous building code criteria from 15 years ago versus the current code and the requirements to support the mansard roof, they are able to figure out that what is out there today cannot support the addition of the mansard roof.

2nd Vice-Chair Platt asked if there was anything they could do without structural improvements to provide a roof that would come closer to the look of a mansard roof without being a true mansard roof.

Mr. Cunningham referred to a picture on the screen and stated that they have looked into adding a cornice feature to the canopy's roof as a compromise, but structural engineers have said that even a slight height increase would require structural changes so it is not possible. He also reiterated that RaceTrac intends to be on this corner for a long time and is very open to replacing the canopy with a mansard roof when and if other structural changes are necessary or they decide to do additional upgrades to the site, but that right now, this is a unique redevelopment site and they want to use the canopy as is since it is structurally sound.

1st Vice-Chair Trahan asked if they have checked the integrity of the gas tanks underground.

Mr. Cunningham said that they are in the process of verifying that.

Commissioner Orr asked if the structural engineer will evaluate the current canopy (since it is 15 years old) for any defects that need to be addressed.

Mr. Cunningham responded that if in the future the canopy is deemed to not be structurally sound and they have to replace it for their own liability reasons, then they will replace it with a mansard roof, but to date no structural defects have been discovered.

Commissioner Ogrizovich commented that RaceTrac is a great facility, but that Council has said they want mansard roofs. He went on to say that three out of four of the corners in this area have dated fueling stations that are likely to be redeveloped in the future, so if they set a precedence of not requiring a mansard roof for RaceTrac, then what will happen when the other sites redevelop. An ALDC amendment is in the works and this will be a requirement in the future, which is why he believes the Commission should support the recommendation of denial if the applicant will not do the mansard roof.

Ms. Hoffmann asked to address the Commission and stated that if those other corners redeveloped or remodeled and did not increase the square footage of the building, then they would not have to install a mansard roof because it is not a Code requirement as of now.

Chairman Cocking said that there are many items that have come before the Commission such as urban apartments, curvilinear streets, etc. that are considered standard policy and are encouraged by staff, but which are not directly stated in the ALDC. A lot of the direction for the City comes from policy practices that are not outlined in the ALDC.

Mr. Battle stated that the bottom line on the authority is that this is a PD and the Commission and ultimately the City Council has full authority to make recommendations and decisions as to what they think is most fitting and in the community's best interest based on the intent of our Codes and the standard practices established over time that have influenced the City's development patterns. It is fully within the Commission's authority to make a recommendation as to what is the best fit for this location. Staff's opinion is that this is a highly visible location right on US Highway 75 and it makes a statement about the quality of development and redevelopment in the City of Allen and what we expect moving forward. Since there is the opportunity at this time to require a higher standard, we think it is appropriate to request it.

Chairman Cocking followed up by stating that most fueling stations in the City require an SUP or PD which creates an opportunity to reevaluate development standards when redevelopment occurs. He added that there are a lot of high producing businesses on that stretch of McDermott between US 75 and Alma that brings in significant money to the City and that he totally supports having a RaceTrac in that location and the building expansion, but does believe that it needs to be done without the mansard roof. This will be a profitable corner. He reiterated that if they do not expand the building and just want to paint it and move on, then they have every right to do so, but with the expansion of the building and the request to reduce setbacks comes the requirement to amend the PD and opens up the possibility for higher standards. He sees the mansard roof as an appropriate tradeoff.

Mr. Cunningham asked to address the Commission again and stated that while he understands where the Commission is coming from, it is RaceTrac's stance that this project is unique. They have proven to do quality work throughout the City and take pride in that. However, when the mansard roof is referred to as a minimal requirement or small add on, it is not. It is a substantial improvement and added cost onto the project. The canopy improvements alone as proposed will be around \$60,000 for the masonry columns, decking, and light improvements in addition to all the other site improvements that will come along with the redevelopment. He said the trouble that RaceTrac is having is that if they made a minimal investment in the property and only used the existing structure, then they could do that by right. However, because they are making a more substantial investment and enlarging the store, they are being asked to make an even more substantial investment in the canopy.

Chairman Cocking said that the Commission is not under the impression that all developers have deep pockets. They try to be good stewards of both tax payers and business owner's money. Conversely, the Commission does not respond well to threats that the City should accept something less than ideal because "you never know what you could get there." The City has high standards and demands excellence. He stated that there is obviously differing opinions amongst the Commissioners. He reiterated that overall, they love

the concept and want RaceTrac in that location, but thinks the one little tweak on the roof would make it better. He said that staff typically works very well to work out a happy medium and weigh both sides, but at times, those discussions come to an impasse, which is why the boards and commissions exist.

1st Vice-Chair Trahan asked if the applicant wanted the option to table the item and go back and discuss the mansard roof again or proceed with a vote.

Mr. Cunningham and Ms. Hoffmann both stated that at this time they felt this needed to go to a vote because they have done everything they can to address the concern.

Chairman Cocking reviewed the voting process and told them that if the Commission makes a recommendation for denial, then it will require a super majority vote from the City Council.

Commissioner Orr stated that from an architectural standpoint, a mansard roof is one style of roof that does not fit every building and this is a more modern design so it may not fit at this location.

Chairman Cocking stated that the applicant had not presented an alternative and is investing significant money into the existing canopy.

1st Vice-Chair Trahan asked staff if the mansard roof is the only reason for recommending denial or if there are any other reservations.

Ms. Mohan stated that the lack of mansard roof is the sole reason for recommending denial.

Chairman Cocking reviewed the fact that this corner in general is not in full conformance and this proposal will help to clean it up and bring it closer in line with the Code.

2nd Vice-Chair Platt said that was his struggle - the proposal would make significant improvements to that corner and he had to drive by the Exchange location just to observe the mansard roof that he had never noticed before. He is conflicted because as much as he wants to support the City, he believes the building is the main focal point, not the canopy. Similar to Commissioner Orr, he would like to see some non-structural improvements made to come closer towards the mansard roof style even if it cannot be fully achieved, but the overall change to the corner is the majority of the impact.

1st Vice-Chair Trahan reiterated that for him, the opportunity costs are outweighed by the nicer building and improvement to the corner. He said Mr. Battle had a good point that this is the gateway to Allen, but from his perspective, this is a significant improvement over what is there now.

Commissioner Ogrizovich wondered if the Commission would make the other three fueling stations on the corners make additional improvements if they came back for redevelopment. He reiterated that the mansard roof has been a Council directive and a Council policy and that he would not support a proposal that chips away at the ultimate desired outcome.

Chairman Cocking stated that he wished they could have seen some canopy options in different color schemes and designs to fully understand what they are voting for as an alternative to what is proposed.

Motion: Upon a motion by Commissioner Ogrizovich, and a second by Chairman Cocking, the Commission voted 2 IN FAVOR, and 3 OPPOSED to recommend denial of the request to amend the development regulations for

Planned Development No. 54 and adopt a Concept Plan and Building Elevations for RaceTrac McDermott.

The motion failed.

Mr. Battle clarified the voting options available to the Commission as follows: recommendation for denial, recommendation for approval as proposed or with conditions, or a tabling of the item.

Commissioner Ogrizovich asked if they could make conditions even if the applicant is not interested in meeting those conditions, and Mr. Battle said yes, that is an option.

Chairman Cocking stated that based on the previous vote, there are at least three commissioners interested in allowing Racetrac to move forward with the canopy without a mansard roof, so that could be one of the recommendations. He said he would be cautious to say “as presented” because what was presented is not necessarily the only option as they said they could do a tan canopy instead of the red stripe.

2nd Vice-Chair Platt asked how they could get a better understanding about what the canopy would look like because as much as he wants to support it, he needs more detail to be comfortable.

Chairman Cocking said they have the option to table this item and come back with more specific renderings of the canopy. With that option, Chairman Cocking said it would be best to reopen the public hearing so they can take additional input at the future meeting.

1st Vice-Chair Trahan agreed that a tabling would be a good option to allow the applicant time to produce detailed renderings of the canopy that accurately reflect the colors and materials that will be used at this particular location.

Commissioner Ogrizovich then commented that he would like to see a more detailed engineering analysis if that was reasonable, but would defer to the other Commissioner’s expertise.

Chairman Cocking said that from an Engineer’s perspective, they have stated in the letter that a mansard roof would not be reasonable as the entire structure would have to be rebuilt.

1st Vice-Chair Trahan asked if staff understood what was being asked. Ms. Mohan said yes and Mr. Battle restated that the Commission wants to see more accurate elevations reflective of what will be specifically at this store in regards to color schemes versus just seeing the standard prototype.

Motion: Upon a motion by 1st Vice-Chair Trahan, and a second by 2nd Vice-Chair Platt, the Commission voted 5 IN FAVOR, and 0 OPPOSED to continue the public hearing and table the request to amend the development regulations for Planned Development No. 54 and adopt a Concept Plan and Building Elevations for RaceTrac McDermott to the June 6, 2017, Planning and Zoning Commission meeting.

The motion carried.

Executive Session *(As Needed)*

As authorized by Section 551.071(2) of the Texas Government Code, this meeting may be convened into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any agenda item listed herein.

Adjournment

The meeting adjourned at 8:57 p.m.

These minutes approved this _____ day of _____ 2017.

Jeff Cocking, Chairman

Madhuri Mohan, AICP, Senior Planner

Director's Report from 5/9/2017 City Council Meeting

- The request to conduct a Public Hearing and adopt an Ordinance amending Planned Development No. 54 to change the base zoning from Medium Density Single Family to Single-Family Residential R-6, and adopt a Concept Plan, Building Elevations, and Development Regulations for a 28.378± acre portion of Lot 1, Block Y, Twin Creeks Phase 7A-1, generally Located at the southwest corner of Ridgeview Drive and Exchange Parkway, for Walnut Springs at Twin Creeks, was approved.
- The request to conduct a Public Hearing and adopt an Ordinance to establish Planned Development No. 128 and change the base zoning from Agriculture Open Space to PD No. 128 for Data Center use, and adopt a Concept Plan, Building Elevations, and Development Regulations relating to a 65.578± acre portion of the George Phillips Survey, Abstract No. 701, generally located north of Allen Commerce Parkway and east of Chelsea Boulevard, for Cyrus One Data Center, was approved.
- The request to conduct a Public Hearing and adopt an Ordinance to establish Planned Development No. 129 for Corridor Commercial for a Data Center use and adopt a Concept Plan, Building Elevations, Screening Plan, and Development Regulations for a 12.614± acre portion of Lot 2R, Block A, Allen Commerce Center Addition, generally located north of Allen Commerce Parkway and west of US Highway 75, for DFW II Data Center, was approved.

PLANNING & ZONING COMMISSION AGENDA COMMUNICATION
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AGENDA DATE: June 6, 2017

SUBJECT: Consider a request for a 60-day extension to file the Final Plat for Allen High Point Addition, Block A, Lots 3 and 4, being 1.9175± acres situated in the Henry Wetsel Survey, Abstract No. 1026; generally located north of Exchange Parkway and west of Greenville Avenue. (FP-12/14/16-125) [Allen High Point Addition]

STAFF RESOURCE: Madhuri Mohan, AICP
Senior Planner

PREVIOUS COMMISSION/COUNCIL ACTION: March, 1996 – PD No. 58 Adopted
November, 2008 – PD No. 58, Tract 5 Amended
January, 2014 – PD No. 58 Amended
August, 2014 – Preliminary Plat Approved
November, 2016 – Revised Preliminary Plat Approved
January, 2017 – Final Plat Approved
March 2017 – Final Plat Extension Approved

BACKGROUND

The *Allen Land Development Code*, Section 8.03.4, Paragraph 5, states that a Final Plat/Replat shall expire if not filed of record within 90 days of approval. However, the Planning & Zoning Commission, at its discretion, may grant an extension of time not to exceed sixty (60) days.

The Final Plat for Allen High Point Addition, Block A, Lots 3 and 4, was approved on January 3, 2017. The applicant had submitted a request for a 60-day extension of approval to allow more time to obtain offsite easements and finalize the Plat for recording purposes. With that extension, the Final Plat would have expired on June 2, 2017. The applicant is now requesting an additional 60-day extension as the off-site easements still need to be acquired. With this extension, the Final Plat will expire on August 1, 2017.

STAFF RECOMMENDATION

Staff recommends approval of the 60-day extension of the Final Plat to August 1, 2017.

RECOMMENDED MOTION

I make a motion to approve the 60-day extension for recording the Final Plat for Allen High Point Addition, Block A, Lots 3 and 4.

ATTACHMENTS

Letter from Applicant Requesting Extension



ROGERS-FORD, L.C.
ARCHITECTURE AND
INTERIOR DESIGN

2777 STEMMONS FREEWAY
SUITE 1375
DALLAS, TEXAS 75207-2277
TELEPHONE 214-871-9388
FAX 214-871-3155
ROGERS-FORD.COM

May 19, 2017

Ms. Madhuri Mohan
City of Allen
305 Century Parkway
Allen, Texas 75013

Re: **Final Plat**
Allen High Point Addition
Block A, Lot 3 and 4
NWQ Exchange Parkway @ Greenville Avenue (Highway 5)
Allen, Texas

Dear Ms. Mohan,

The Planning & Zoning Commission approved the referenced final plat on January 3, 2017. It is our understanding that the plat approval is about to expire on June 2, 2017. As you are aware, there are several off-site easements that are required for the infrastructure work associated with this plat. There has been a delay in the acquisition of these easements due to a number of factors including easement language requested by the adjacent property owner. On behalf of the property owner, we hereby respectfully request a 60-day extension of the plat approval to allow additional time to complete the easement acquisition and subsequent filing of those easements.

Regards,

Thomas B. Fancher, RA
Project Architect

PLANNING & ZONING COMMISSION AGENDA COMMUNICATION
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AGENDA DATE: June 6, 2017

SUBJECT: Consider a request for a Preliminary Plat for Ashwood Creek Place, Lots 1-11, Block A, Lots 1-4, Block B, and Lots 1-3, Block C, being 6.245± acres situated in the Henry Wetsel Survey, Abstract No. 977; generally located south of Main Street and east of Greenville Avenue. (PL-Pre-040417-0001) [Ashwood Creek Place]

STAFF RESOURCE: Madhuri Kulkarni, AICP
Senior Planner

**PREVIOUS COMMISSION/
COUNCIL ACTION:** November, 2016 - Adopted PD 123

LEGAL NOTICES: None.

ANTICIPATED CITY COUNCIL DATE: None.

BACKGROUND

The property is generally located south of Main Street and east of Greenville Avenue. The property to the north is zoned Community Facilities CF and Planned Development PD No. 120 Townhome Residential TH. The property to the east is zoned Community Facilities CF and Townhome Residential TH. To the south, the property is zoned Townhome Residential TH. To the west (across Greenville Avenue, the property is zoned Single-Family Residential R-3.

A new Planned Development was adopted and approved by City Council in November 2016 for a townhome development. Preliminary platting is the next step in the development process. The subject Preliminary Plat shows 6.245± acres of land subdivided into 18 Residential Lots and 7 Open Space/HOA Lots.

There are two (2) access points into the development; a primary access point on Greenville Avenue and a secondary, emergency access point also on Greenville Avenue.

The Preliminary Plat has been reviewed by the Technical Review Committee, is generally consistent with the Concept Plan, and meets the requirements of the Allen Land Development Code.

STAFF RECOMMENDATION

Staff recommends approval.

MOTION

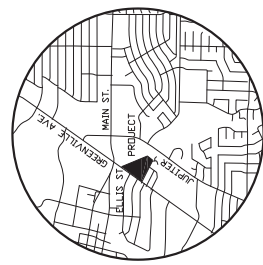
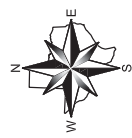
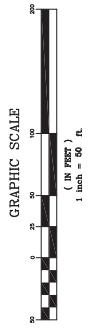
I make a motion to approve the Preliminary Plat for Ashwood Creek Place, generally located south of Main Street and east of Greenville Avenue.

ATTACHMENTS

Preliminary Plat



DESIGNED:		WRE	WRE	WRE	5-4-2017
DRAWN:		CHECKED:	DATE:		
4	▽				
3	▽				
2	▽				
1	▽				
REVISIONS		DATE			



1. This plat was prepared without the benefit of a survey for this insurance. No research was performed for any easements other than that shown on the record plat of this property. Therefore, easements, agreements, and other documents may exist that affect the subject property that are not shown on this plat.
 2. The H.O.A. shall own and maintain all neighborhood reserve areas and shall maintain all off-street parking spaces and stippling.
 3. The H.O.A. shall own and maintain all screening walls within a W.A.E., shall maintain all off-street parking spaces and stippling.
 4. Garage doors must be a minimum of 20' from street or alley right-of-way to the front of the building.
 5. No swimming pools, mechanical equipment, pools or pool apparatus are allowed to encroach within any easement. Fences are allowed by permit only.
 6. No air conditioning units allowed in side yards less than 7'.
 7. No landscaping or improvements over 24" in height will be allowed in the site.
 8. Total R.O.W. Acreage dedicated to the City of Allen = 0.99 Acres.
 9. Lots 1-7, Block X areas are HOA Lots.
 10. No lot to lot drainage will be allowed.
 11. Trash pick-up locations in the front of all lots.
 12. There shall be no on street parking permitted.
- NOTES:
1. If reclamation of FEMA Flood Plain is proposed, an approved CLOMR will be required prior to the initiation of site construction and an approved LOMR will be required prior to issuing building permits.
2. The H.O.A. shall own and maintain all neighborhood reserve areas and shall maintain all off-street parking spaces and stippling.
3. The H.O.A. shall own and maintain all screening walls within a W.A.E., shall maintain all off-street parking spaces and stippling.
4. Garage doors must be a minimum of 20' from street or alley right-of-way to the front of the building.
5. No swimming pools, mechanical equipment, pools or pool apparatus are allowed to encroach within any easement. Fences are allowed by permit only.
6. No air conditioning units allowed in side yards less than 7'.

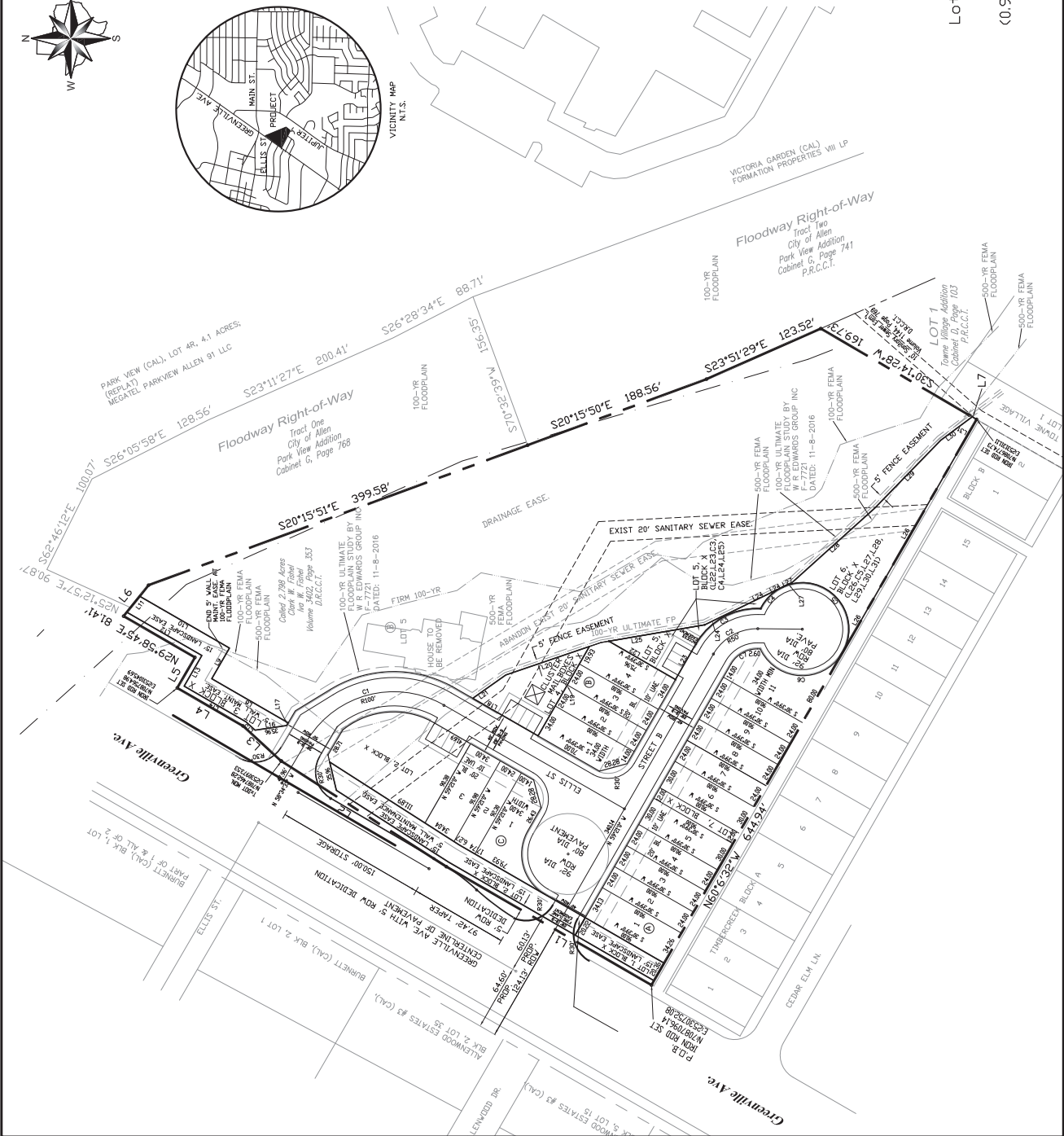
ENGINEER
W. R. EDWARDS GROUP, INC.
6060 N. CENTRAL EXPWY, SUITE 500
DALLAS, TEXAS 75206
214-226-4877

OWNER
SUDHIR TOORPU
706 S. JUPITER ROAD
ALLEN, TEXAS 75002
214-415-7305

6.245 ACRES TO BE USED FOR A TOWNHOME DEVELOPMENT
18 LOTS AND 7 OPEN SPACE LOTS
LOT DENSITY = 18 LOTS / 6.245 AC = 2.86 LOTS/AC
TOTAL LOT AREA = 6.245 AC
BUILDING PAD AREA = 55,024 = 1,320 SF
MINIMUM TOWNHOME DWELLING UNIT AREA = 2,000 SF
BUILDING COVERAGE = 61%
TOTAL OPEN SPACE COVERAGE = 39%
OPEN SPACE REQUIRED 687 SF/lot x du = 14,674 SF
PARKING REQUIRED = 9 STALLS
PARKING PROVIDED = 11 STALLS
PARKING SPACES AND 2 DRIVEWAY SPACES
CLUSTER MAILBOXES WILL BE REQUIRED FOR POSTAL SERVICE

PRELIMINARY PLAT
ASHWOOD CREEK PLACE

Lots 1-11, Block A, Lots 1-4, Block B,
Lots 1-3, Block C
6.245 ACRES
(0.99 ACRES RIGHT OF WAY DEDICATION)
18 RESIDENTIAL LOTS
7 HOA LOTS



PLANNING & ZONING COMMISSION AGENDA COMMUNICATION

AGENDA DATE:	June 6, 2017
SUBJECT:	Tabled Item - Conduct a Public Hearing and consider a request to amend the Development Regulations for Planned Development No. 54 and adopt a Concept Plan and Building Elevations relating to the use and development of Lot 8R, Block D, Bray Central One Addition; generally located at the northwest corner of US Highway 75 and McDermott Drive (and commonly known as 802 W. McDermott) [RaceTrac McDermott]
STAFF RESOURCE:	Madhuri Mohan, AICP Senior Planner
PREVIOUS COMMISSION/ COUNCIL ACTION:	May, 1993 – Planned Development No. 54 Adopted July, 1998 – Planned Development No. 54, Tract 4 Amended July, 1998 – Replat Approved November, 1998 – Replat Approved
LEGAL NOTICES:	Public Hearing Sign Installed – May 5, 2017 Public Hearing Notices Mailed – May 5, 2017
ANTICIPATED CITY COUNCIL DATE:	June 27, 2017

BACKGROUND

The property is generally located at the northwest corner of US Highway 75 and McDermott Drive (and commonly known as 802 W. McDermott). The properties to the north and west are zoned Planned Development PD No. 54 Corridor Commercial CC. The property to the south (across McDermott Drive) is zoned Planned Development PD No. 8 General Business GB. The properties to the east (across US Highway 75) are zoned Shopping Center SC.

The property is currently zoned Planned Development PD No. 54 Corridor Commercial CC. The applicant is proposing to redevelop the 1.289± acre lot for a RaceTrac Fueling Station, and amend the Development Regulations, adopt a Concept Plan, and Building Elevations for the property.

The property currently includes a Golden Chick, Texaco Fueling Station, and a carwash. The Concept Plan shows the existing building (approximately 2,977 square feet) to be expanded to the northeast. Covered seating will also be added on the southwestern side. The new total building square footage will be approximately 4,921 square feet. RaceTrac plans to demolish the existing carwash. The existing fueling station canopy is proposed to remain with minor changes.

Parking on site will be modified (and will either remain, be restriped, or added) and will meet the Allen Land Development Code parking requirements. The access points remain unchanged; primary access points include one (1) access point on McDermott Drive and one (1) access point on the US Highway 75 Service Road. Landscaping Requirements will also meet ALDC standards.

The attached building elevations for the retail building show brick, stone, metal, stucco, and glass as the exterior building materials. The retail building will be one story with a maximum height of 27'. The primary building materials for the fueling station canopy are stucco and brick. The fueling station canopy will be one story with a maximum height of 22'. The vent stacks for the fueling station will be enclosed in masonry

canopy columns. Similar to the two recently approved RaceTrac developments, the red stripe shown on the fueling station canopy must not be more than 6" wide.

The fueling station canopy of this RaceTrac does not show a mansard roof as the applicant has refused to provide it. A mansard roof has been the City's policy; staff does not support the lack of a mansard roof at this prominent street intersection. This type of roof adds additional value to fueling stations and more effectively hides mechanical equipment of fueling stations and has become the new standard in the City. The previous two RaceTrac developments in the City have provided a mansard roof, as has the Allen Independent School District Service Center - voluntarily. Therefore, due to the lack of a masonry roof, staff recommends denial of the request.

The attached development regulations include language regarding setbacks and the fueling station requirements.

The PD Amendment request has been reviewed by the Technical Review Committee.

On May 16, 2017, the Planning and Zoning Commission tabled this item to the subsequent Planning and Zoning Commission meeting for the applicant to provide more detailed and accurate fueling station canopy elevations. The applicant has provided this information. The applicant has also provided a letter agreeing to replace the fueling station canopy with a mansard roof at a later time if and when they choose to replace the existing canopy.

Staff continues to recommend denial as the revised fueling station canopy elevations still lack a mansard roof.

STAFF RECOMMENDATION

Staff recommends denial.

MOTION

I make a motion to recommend denial of the request to amend the Development Regulations for Planned Development No. 54 and adopt a Concept Plan and Building Elevations for RaceTrac McDermott.





ATTACHMENTS

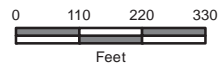
Property Notification Map
Development Regulations
Concept Plan
Color Elevations
Black and White Elevations
Color Canopy Elevations
Letter from Applicant - Structural Feasibility Evaluation
Letter from Applicant - Mansard Roof Deferral



Property Ownership Notification
Racetrac - McDermott

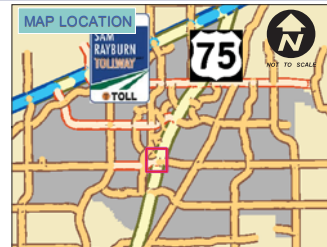
Map Legend

-  Public Rezone
-  200' Notification Buffer
-  Railroad
-  CollinCAD Parcels



Planning & Development - GIS
Date: 5/4/2017

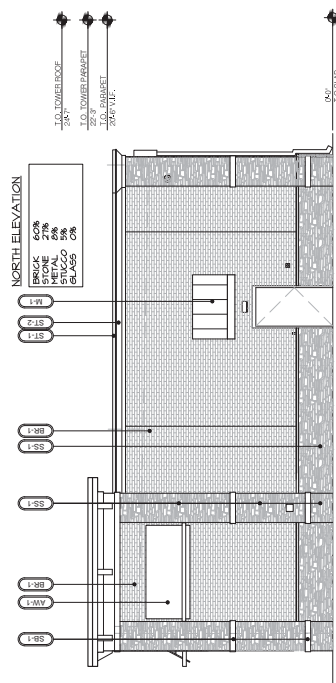
NOTE: This map is only for illustration purpose only, please contact the City of Allen Planning & Development Department for specific rules and regulations.



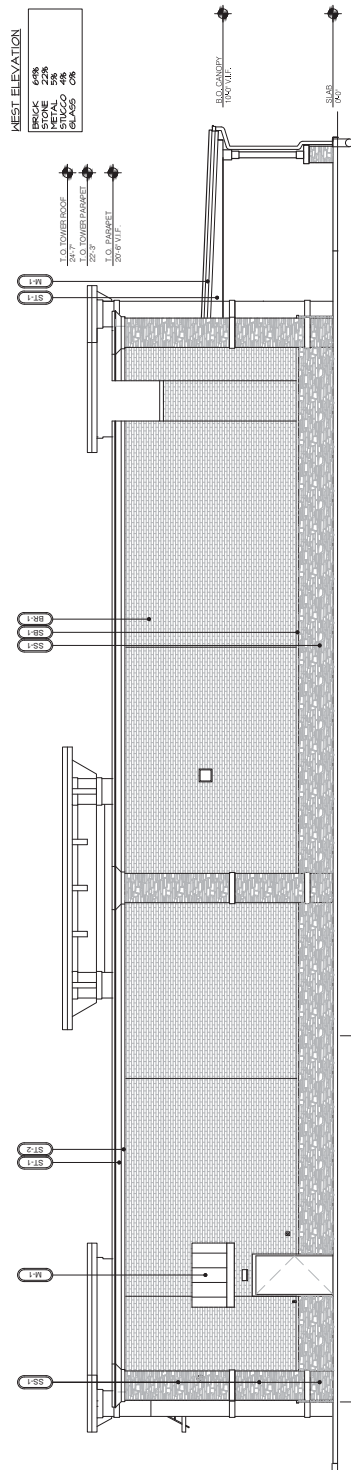
DRAFT OF PROPOSED DEVELOPMENT REGULATIONS FOR
RACETRAC MCDERMOTT

The Property shall be developed and used in accordance with the development regulations of Tract Four of Planned Development No. 54 Corridor Commercial CC and the applicable provisions of the *Allen Land Development Code* ("ALDC"), except to the extent modified by the Development Regulations set forth below:

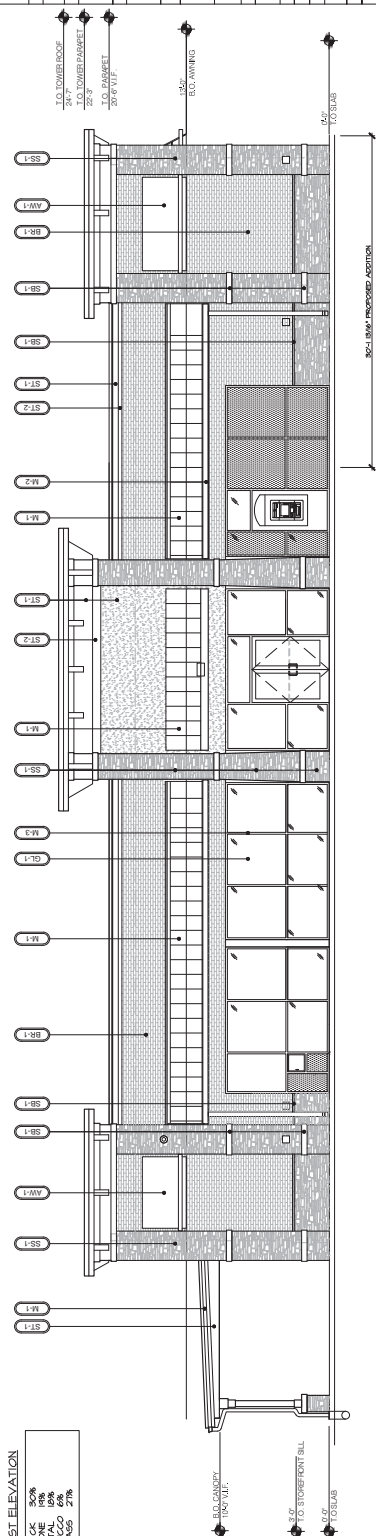
- A. **CONCEPT PLAN:** The Property shall be developed in general conformance with the Concept Plan attached hereto as Exhibit "A" and incorporated herein by reference. Minor modifications to streets that do not alter the general alignment shown on the Concept Plan may be made at the time of Site Plan approval.
- B. **BUILDING ELEVATIONS:** Buildings constructed on the Property shall be designed and developed in general conformance with the Building Elevations attached hereto as Exhibit "B", and incorporated herein by reference ("the Building Elevations"), subject to Subsection D "Fueling Station" below.
- C. **BUILDING SETBACKS:** The side yard and corner side yard setback shall be five feet (5.0').
- D. **FUELING STATION REQUIREMENTS:** The following additional requirements shall apply:
 - (1) The red fueling station band may not be more than six inches (6") wide.
 - (2) The fueling station canopy shall be designed and constructed with a mansard roof.
 - (3) The vent stacks for the fueling station shall be enclosed in masonry canopy columns.



D NORTH ELEVATION
A300 SCALE: 3/16"=1'-0"

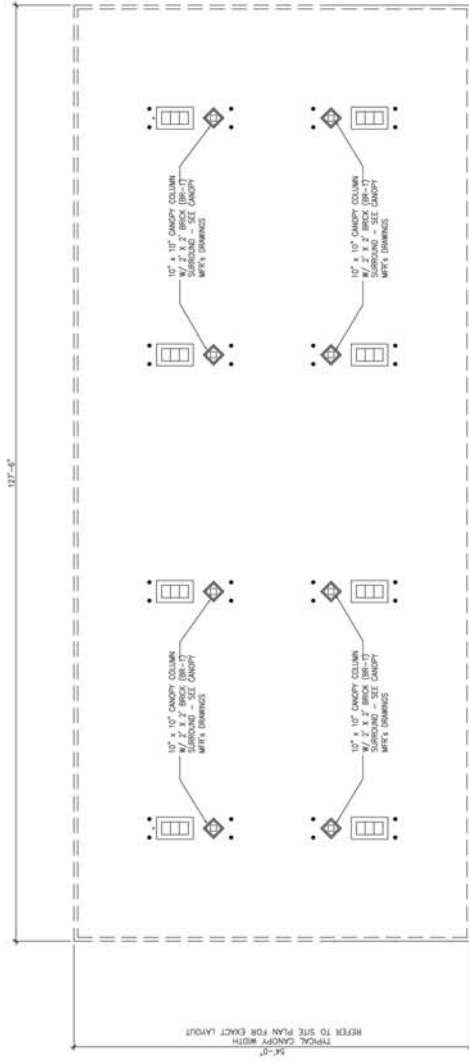


B WEST ELEVATION
A300 SCALE: 3/16"=1'-0"

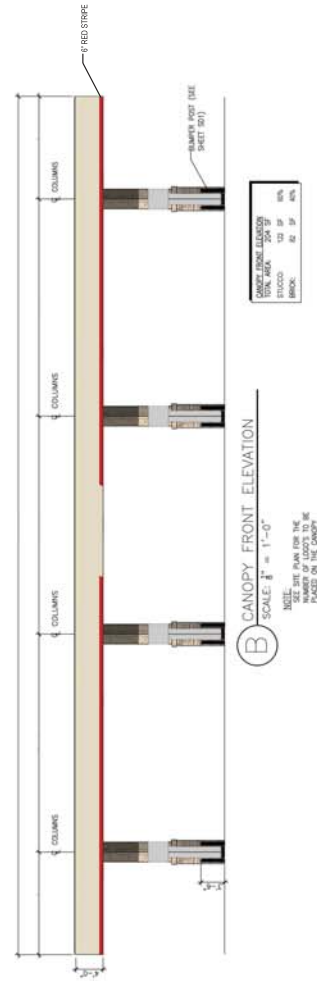


A EAST ELEVATION
A300 SCALE: 3/16"=1'-0"

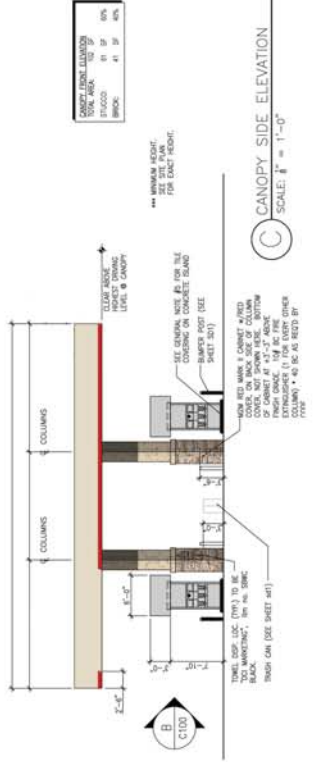
EXTERIOR MATERIAL LEGEND	
ID	DESCRIPTION
55-1	STONE AGERS COUNTRY LEDGESTONE BY BORAL (NET STACK APPLICATION)
55-1	STONE BAND TUSCAN LINTEL CHAMPAGNE BY BORAL
AM-1	ANNING ALUMINUM ANNING SYSTEM BY VENDOR- SELECTION RAMPING RAILS 60/4 TO COORDINATE INSTALLATION BRUSHED FINISH WITH VENEER
M-1	METAL STANDING SEAM METAL CANOPY BY 602 - 602 TO PAINT FIELD FINISH TO MATCH EXISTING DARK BRONZE NEW 6" GUTTER AND DOWNSPOUT TO MATCH EXISTING
M-2	MISC. SOPRANO BALCONY FURNISHING SYSTEM PROVIDED BY RACERTRAX VENEER INSTALLED BY 602- PREFINISHED DARK BRONZE ADDITIONAL ALUMINUM AA-H2222A44
60-1	MISC. "NON-RATED RATED INSULATED GLAZING
BR-1	BRICK FIELD BRICK - BORAL "KIMBERLY"
51-1	STUCCO STUCCO TO MATCH - "INTERACTIVE CREAM"
51-2	STUCCO TO MATCH - "SENSATIONAL SAND"



A CANOPY PLAN



B CANOPY FRONT ELEVATION



C CANOPY SIDE ELEVATION



120 Fairview
Arlington, Texas 76010
817-261-9116
FAX 817-275-1660
www.lanesupplyinc.com

April 24, 2017

Drew Cunningham
Engineering Project Manager
RaceTrac Petroleum, Inc.
3225 Cumberland Boulevard
Suite 100
Atlanta, GA 30339

RE: Existing Texaco Branded 8-Column Fuel Canopy
802 West McDermott Drive
Allen, TX 75013

Mr. Cunningham,

This letter is in response to your request for Lane Supply, Inc. to provide a structural feasibility evaluation of the existing 40'-0" by 115'-0" eight column canopy to support a typical RaceTrac mansard addition. The typical RaceTrac mansard on a new canopy is 4'-8" tall with a 5 on 12 slope. It is my understanding that this is an acquisition site for RaceTrac and no as built drawings are available. Attached are two pictures of the existing canopy from Google Earth. Based on the pictures I estimate that the canopy is approximately fifteen years old. With this information the canopy would have at best been designed according to the 2000 International Building Code. The current 2015 International Building Code requires that if an existing structure is modified by more than ten percent it must meet current building code requirements. This modification would thus require that the canopy be brought up to the new code requirements.

With this information as the basis of the evaluation the addition of the mansard increases the lateral wind load to the canopy structure by more than 100 percent. I am confident that the canopy does not have the capacity to support this amount of additional loading. This does not even include the additional loading induced by the dead load and live load of a new mansard. Additionally the wind speed has been increased as well as the load application factors for the fascia system since the design of the original structure.

Therefore, considering the age of the canopy and its present condition it is my professional opinion that the existing canopy structure will not support a mansard addition.

If you have any questions or need additional information about the canopy please contact me at (817) 261-9116.

Sincerely,



Lane Supply, Inc.
Texas Registered Engineering Firm
F-004358
120 Fairview
Arlington, TX 76010

Richard D. McCaskey, PE
VP/Director of Engineering

Cc: Richard D. McCaskey, File

APR 24 2017

"WE BEGIN WITH SERVICE & BUILD FROM THERE"



June 1, 2017

Department of Community Development
City of Allen, Texas
305 Century Parkway
Allen, Texas 75013

To Whom it May Concern:


This letter is to confirm our agreement that, in the event we elect to demolish and replace the existing fuel canopy (the "Existing Canopy") on the property commonly known as 802 W. McDermott Drive, the canopy erected in replacement of such Existing Canopy will include a "mansard"-style roof.

This letter shall not, in any event, be read or construed as creating or implying an obligation to demolish and/or replace the Existing Canopy, but simply as an agreement to feature a certain roof design if, and only if, we elect in the future to replace such Existing Canopy.

Thank you for your attention. Should you have questions about the foregoing, please contact Drew Cunningham at 770-431-7600, extension 1133.

Sincerely,

RaceTrac Petroleum, Inc.

By: 
Name: Drew Cunningham
Title: Lead Engineering Project Manager

PLANNING & ZONING COMMISSION	AGENDA COMMUNICATION
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AGENDA DATE: June 6, 2017

SUBJECT: Conduct a Public Hearing and consider a request to establish a Planned Development “PD” for Single-Family Residential “R-5” and “R-6” and adopt a Concept Plan, Building Elevations, Screening Plan, and Development Regulations, for approximately 79.095± acres out of the Francis Dosser Survey, Abstract No. 280 and the G. Phillips Survey, Abstract No. 701; generally located west of Chelsea Boulevard and south of the Ridgeview Drive right-of-way. (Z-2/23/17-19) [Ridgeview Crossing]

STAFF RESOURCE: Madhuri Kulkarni, AICP
Senior Planner

PREVIOUS COMMISSION/COUNCIL ACTION: June, 2016 – Approved Alternative Screening Request
July, 2016 – Approved General Development Plan
September, 2016 – Approved Preliminary Plat

LEGAL NOTICES: Public Hearing Sign Installed – May 26, 2017
Public Hearing Letters Mailed – May 26, 2017

ANTICIPATED CITY COUNCIL DATE: June 27, 2017

BACKGROUND

The property is generally located west of Chelsea Boulevard and south of the Ridgeview Drive right-of-way. The properties to the north (across the Ridgeview Drive right-of-way) are zoned Planed Development PD No. 92, Corridor Commercial CC and Community Facilities CF. The properties to the west are zoned Community Facilities CF and Planned Development PD No. 92 Single-Family Residential R-3. To the south, the properties are zoned Planned Development PD No. 92 Single-Family Residential R-3, Planned Development PD No. 92 Single-Family Residential R-5, and Planned Development PD No. 92 Single-Family Residential R-7. To the east (across Chelsea Boulevard), the property is zoned Agriculture Open Space AO.

The property is currently zoned Agriculture Open Space AO. The applicant is requesting to establish a Planned Development with a base zoning of both Single-Family Residential “R-5” and “R-6,” and adopt a Concept Plan, Building Elevations, Screening Plan, and Development Regulations to establish design standards for a new residential community.

The proposed residential development is approximately 79.095± acres. The Concept Plan shows a total of 262 front entry lots with two product types. Approximately 129 units (49% of the total lots) will be R-5 lots, which are 65’X120’ with a minimum dwelling unit size of 2,400 square feet. These lots are primarily located west of Hilliard Drive and south of Baugh Drive. Approximately 133 units (51% of the total lots) will be R-6 lots, which are 55’X120’ with a minimum dwelling unit size of 2,200 square feet. These lots are primarily located east of Hilliard drive and north of Baugh Drive. The maximum gross density of the development is 3.5 units/acre.

There are two (2) primary access points into the development; one on the future Ridgeview Drive right-of-way and one on Chelsea Boulevard.

The plan also shows approximately 5.5± acres of open space which is provided throughout the development; this exceeds ALDC requirements. The open space calculation includes an existing cemetery on the eastern side of the property (Lot 8, Block X). Approximately 0.7± acres of the property will include the amenity center. Additionally, approximately 2.3± acres of the property will be dedicated to a public park. A 10' Hike and Bike trail is proposed along the western side of the property. This trail connects to the existing trail to the south and continues to the north where it will be connected to future trails. Pedestrian seating/benches are proposed along the trail as well as a seating area with a shade structure (pavilion) proposed near the creek. Additionally, the trail continues east along Street K within this development and will connect to the Jenny Preston Elementary school. To ensure connectivity from the southern neighborhood to the school, a temporary sidewalk easement is shown along Lots 34-39, Block H.

Screening for the property will consist of eight foot (8') masonry screening wall on the northern property boundary along the Ridgeview Drive right-of-way and on the eastern property boundary along Chelsea Boulevard. An eight foot (8') masonry screening wall will also be constructed along the eastern side of Lots 39-46, Block H. An existing six foot (6') Wrought-Iron fence will remain along the southern property boundary. A six foot (6') Wrought-Iron fence or a six foot (6') builder fence will be constructed on the western side of the property along Lots 23-34, Block H. The portion of the cemetery will be enclosed with an eight foot (8') masonry screening wall, an eight foot (8') Wrought-Iron fence, and a four foot (4') Wrought-Iron fence.

The lot layout and development of Lots 23-33, Block H, is subject to approval of a flood study, which must prohibit any adverse impacts to the 100-year fully urbanized floodplain.

Several building elevations will be incorporated in the development. All sides of all elevations will be 100% masonry with primary building materials such as stone, brick, and stucco, with composition shingle roofing. The 100% masonry requirement exceeds the ALDC standards. Additionally, the elevations will be further enhanced through treated/textured driveways and enhanced garage doors.

The attached development regulations include building elevation standards, lot design criteria and setbacks, screening, and floodplain reclamation standards.

The request has been reviewed by the Technical Review Committee.

STAFF RECOMMENDATION

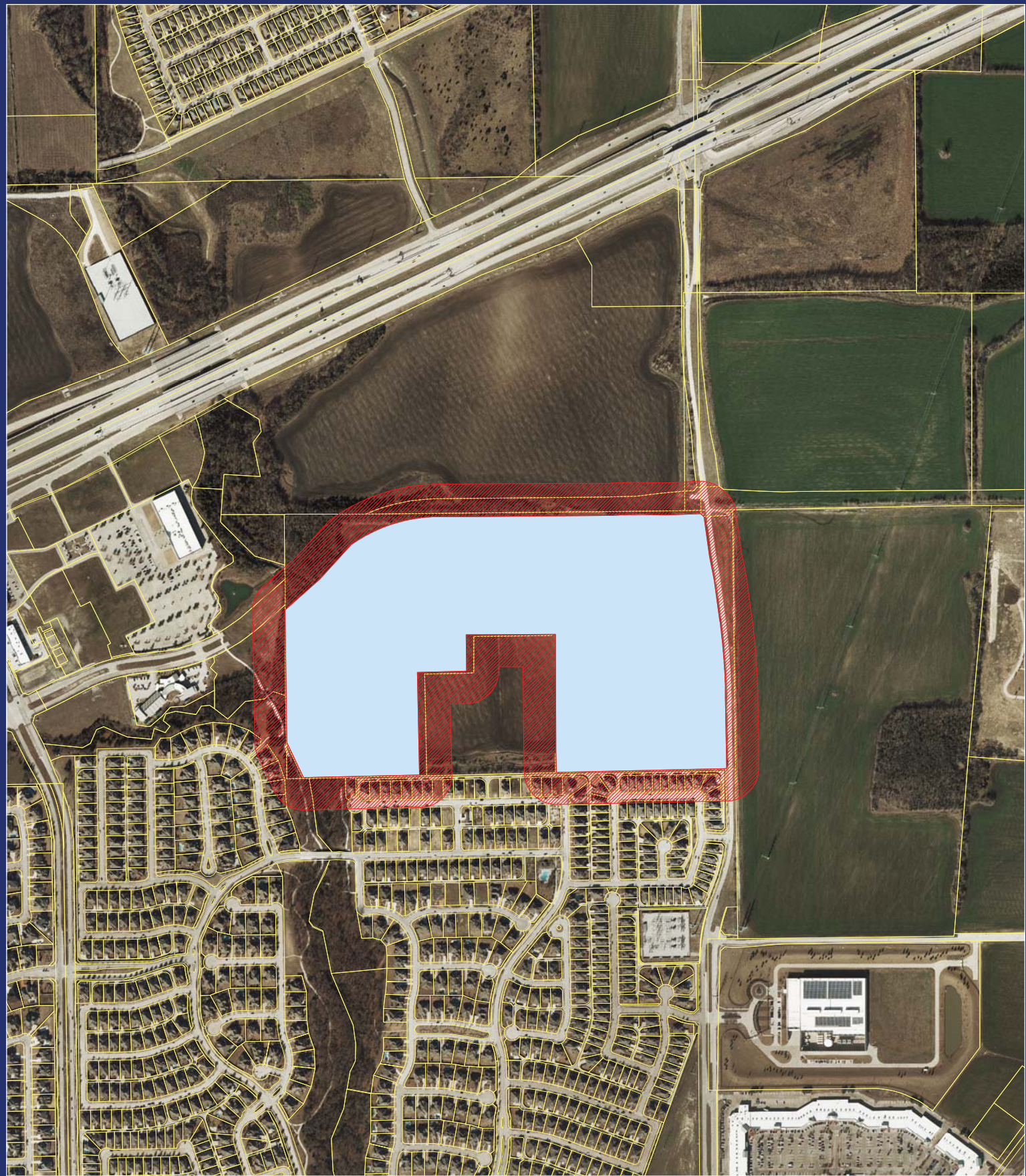
Staff recommends approval.

MOTION

I make a motion to recommend approval of the request to establish a Planned Development "PD" for Single-Family Residential "R-5" and "R-6" and adopt a Concept Plan, Building Elevations, Screening Plan, and Development Regulations, for approximately 79.095± acres; generally located west of Chelsea Boulevard and south of the Ridgeview Drive right-of-way, for Ridgeview Crossing.





ATTACHMENTS

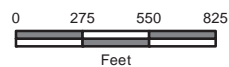
Property Notification Map
Development Regulations
Concept Plan
Building Elevations
Screening Plan



Property Ownership Notification
Ridgeview Crossing-PD

Map Legend

-  Public Rezone
-  200' Notification Buffer
-  Railroad
-  CollinCAD Parcels



Planning & Development - GIS
Date: 5/24/2017

NOTE: This map is only for illustration purpose only, please contact the City of Allen Planning & Development Department for specific rules and regulations.



DRAFT OF PROPOSED DEVELOPMENT REGULATIONS FOR
RIDGEVIEW CROSSING

The Property shall be developed and used in accordance with the applicable provisions of the Allen Land Development Code, as amended, (“ALDC”) except to the extent modified by the Development Regulations set forth below:

A. BASE ZONING DISTRICT: Except as otherwise provided in this Ordinance:

- (1) The portion of the Property west of Hilliard Drive and south of Baugh Drive shall be developed and used only in accordance with the regulations applicable to a Single-Family Residential District “R-5”; and
- (2) The portion of the Property east of Hilliard Drive and north of Baugh Drive shall be developed and used only in accordance with the regulations applicable to a Single-Family Residential District “R-6”.

B. CONCEPT PLAN: The Property shall be developed in general conformance with the Concept Plan attached hereto as Exhibit “B” and incorporated herein by reference. Minor modifications to streets that do not alter the general alignment shown on the Concept Plan may be made at the time of plat approval.

C. BUILDING ELEVATIONS: Buildings to be constructed on the Property shall be developed in general conformance with the materials and architectural style set forth on the Building Elevations attached hereto as Exhibit “C”, and incorporated herein by reference, and shall be further subject to the following:

- (1) The building materials of all sides of all elevations shall be 100% masonry.
- (2) Driveways shall be treated with textured and/or colored concrete.
- (3) Garage doors shall be enhanced with tongue and groove wood overlay or carriage house steel panel-patterned with or without glass.

D. LOT DESIGN CRITERIA AND BUILDING SETBACKS: The minimum lot dimensions and building setbacks for the lot types shown on the Concept Plan shall be modified as follows:

(1) **“R-5” Lots:**

Minimum Lot Depth	120 feet
Minimum Rear Setback	10 feet
Minimum Side Setback	7 feet
Minimum Dwelling Unit Size	2,400 square feet

(2) **“R-6” Lots:**

Minimum Lot Depth	120 feet
Minimum Side Setback	7 feet
Minimum Dwelling Unit Size	2,200 square feet

- (3) Maximum Gross Density: 3.5 units/acre.
 - (4) The face of the exterior garage wall must be setback not less than twenty (20) feet from the front lot line. The face of the exterior garage for J-Swing garages must be setback not less than fifteen (15) feet from the front lot line.
- E. SCREENING:** Screening shall be constructed and/or installed along the boundaries of the Property in general conformance with the Screening Plan attached hereto as Exhibit “D.”
- F. FLOODPLAIN RECLAMATION:** The lot layout and developable area is contingent upon the developer proving that the floodplain reconfiguration complies with the City’s policy of prohibiting adverse impact to the 100-year fully urbanized floodplain through a rise or increase in velocity and/or a decrease in valley storage within the floodplain area.

MAINVUE[®]

HOMES

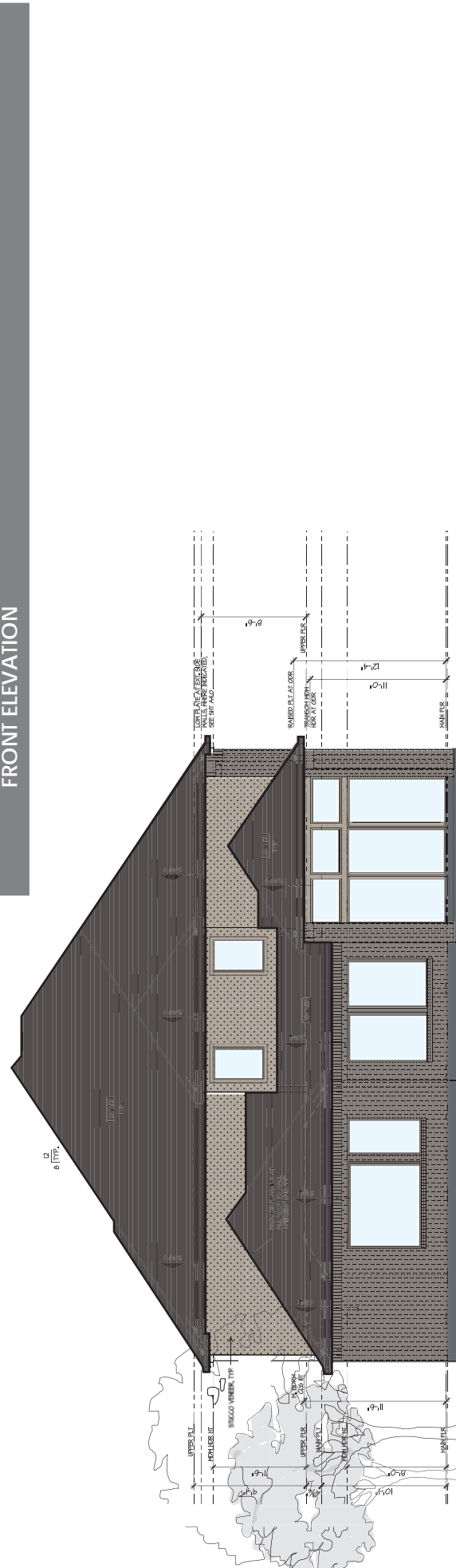


BARCELONA Q2
URBANE A FACADE SYTLE

No.	DATE	DESCRIPTION	5801 Terryson Pkwy, Suite 430 Plano, Texas 75024 Phone: (425) 646-0022 Fax: (972) 473-7179
▽	P-06-16	UPDATED INTERVAL ELEVATIONS (54)	
▽	P-04-16	UPDATED INTERVAL ELEVATIONS (54)	
▽	01-04-16	DETAIL REPAIRS AND VERIFICATION (43)	
			IPSD-02-03-17 GCA - PCN MODEL



FRONT ELEVATION

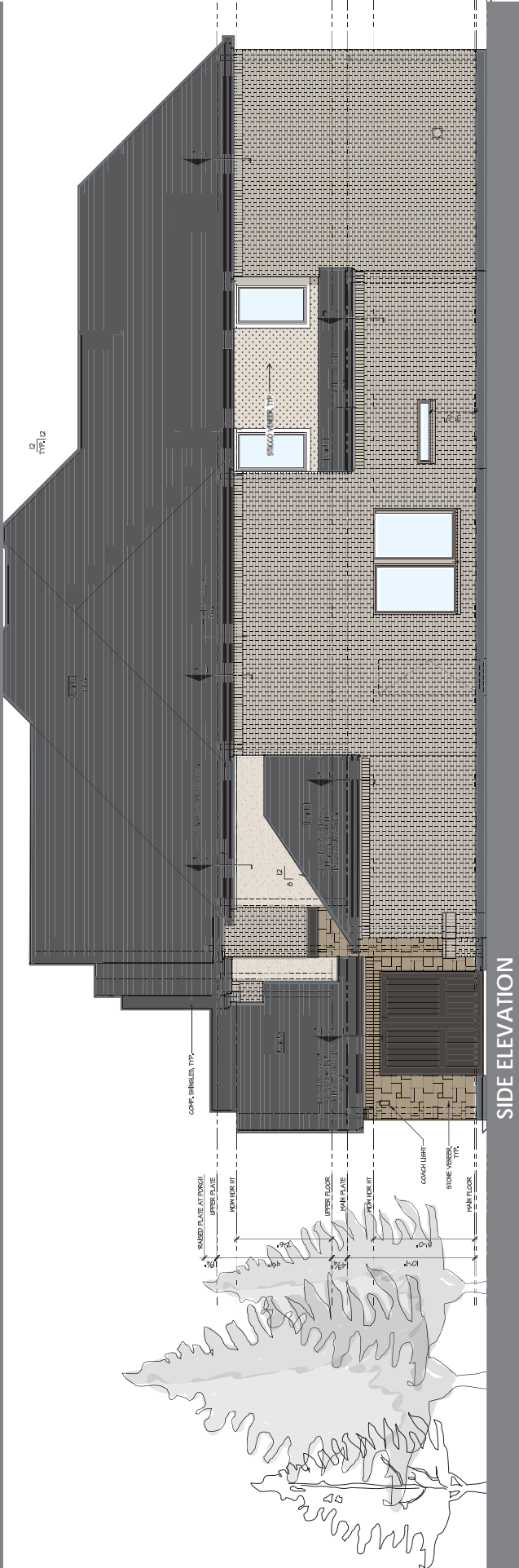
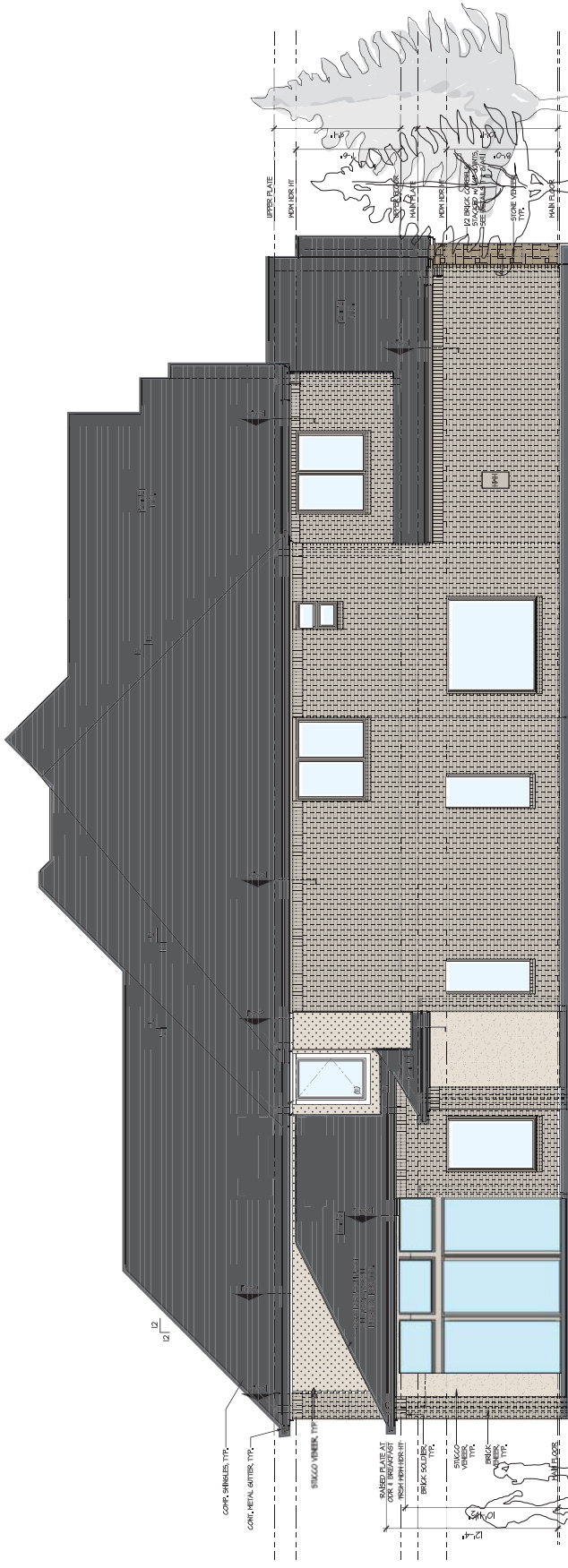


REAR ELEVATION

MAINVIEW[®] HOMES



BRIGHTON Q2
COSMOPOLITAN D FACADE SYTLE



MAINVIEW[®]

HOMES



LYON Q2
COSMOPOLITAN A FACADE SYTLE



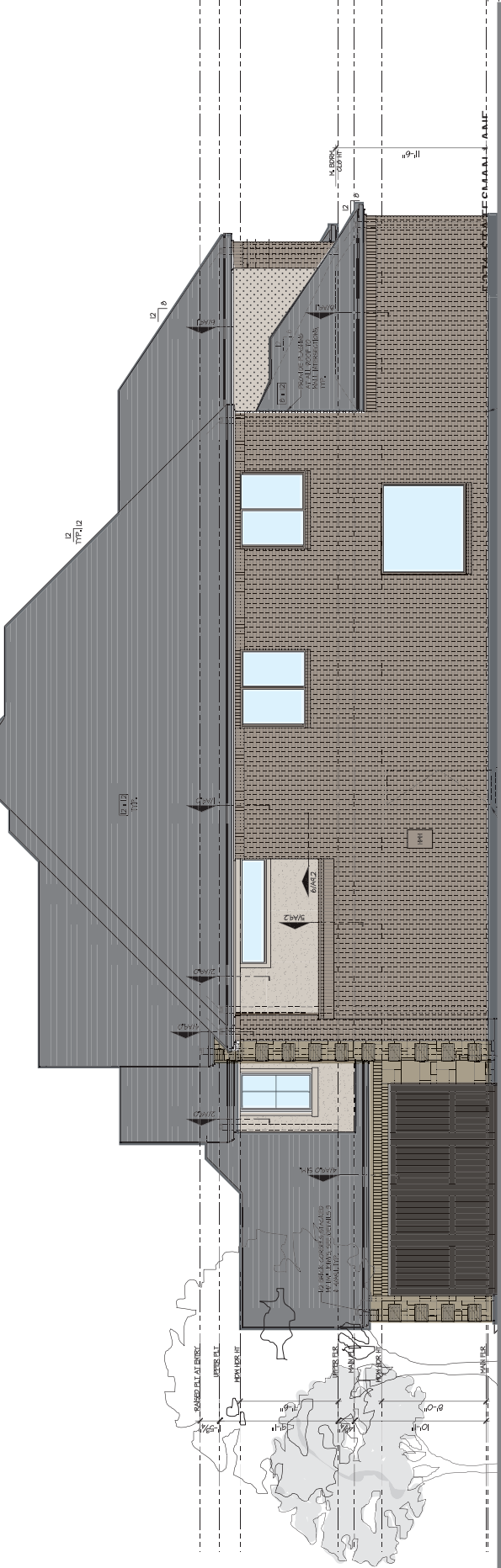
ELEVATIONS

LYON Q2
(13-50-02.11.17 TCA)
TEXAS TEMPORARY V'

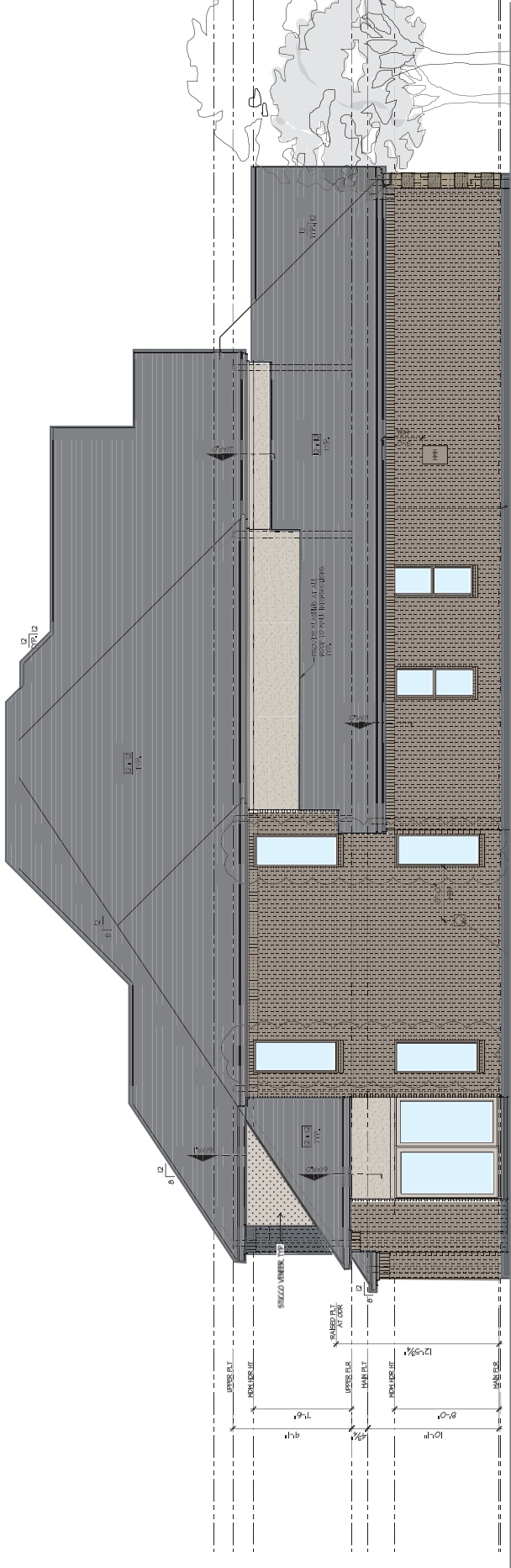
MAINVIEW
TX, LLC
1801 Trawson Pkwy, Suite 400
Plano, Texas 75074
Phone: (469) 666-4000
Fax: (972) 472-0000

No.	DATE	DESCRIPTION
04-20-16		FINAL REVISION AT PER 2 (B)
04-14-16		FINAL REVISION AT PER 2 (B)
04-14-16		FINAL REVISION AT PER 2 (B)
13-08-17		13-08-17 TCA - FOR MODEL

SIDE ELEVATION



SIDE ELEVATION

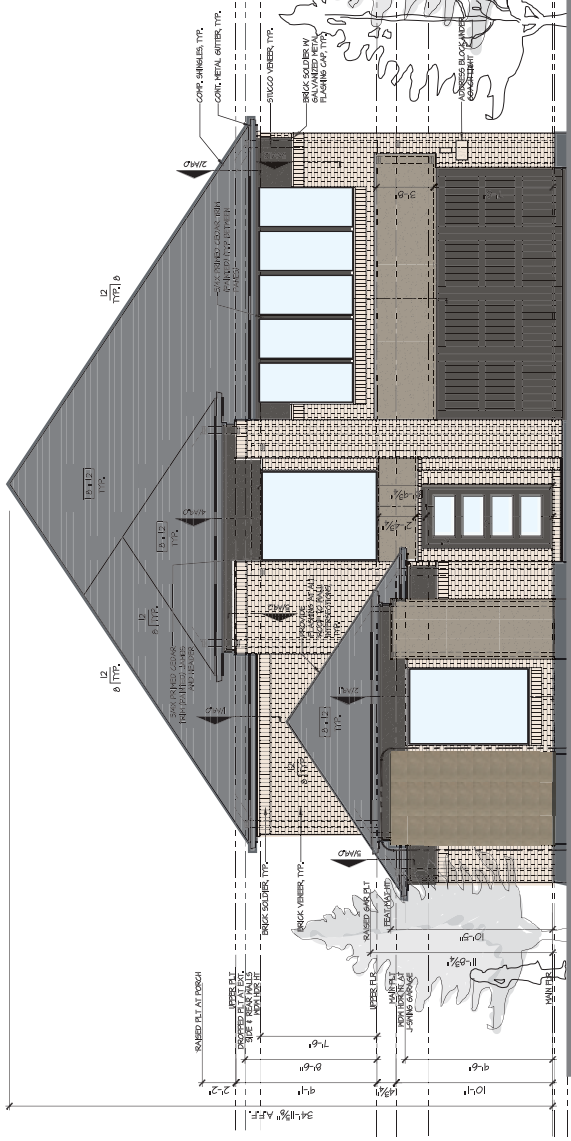


MAINVUE[®] HOMES

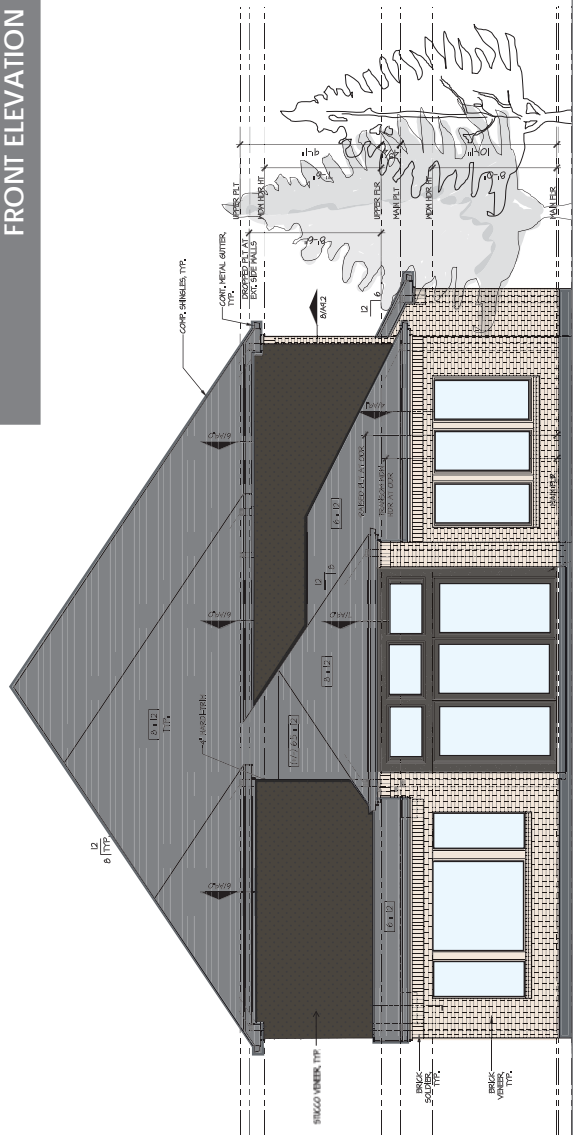


POSITANO Q2
URBANE B FACADE SYTLE

FRONT ELEVATION



REAR ELEVATION

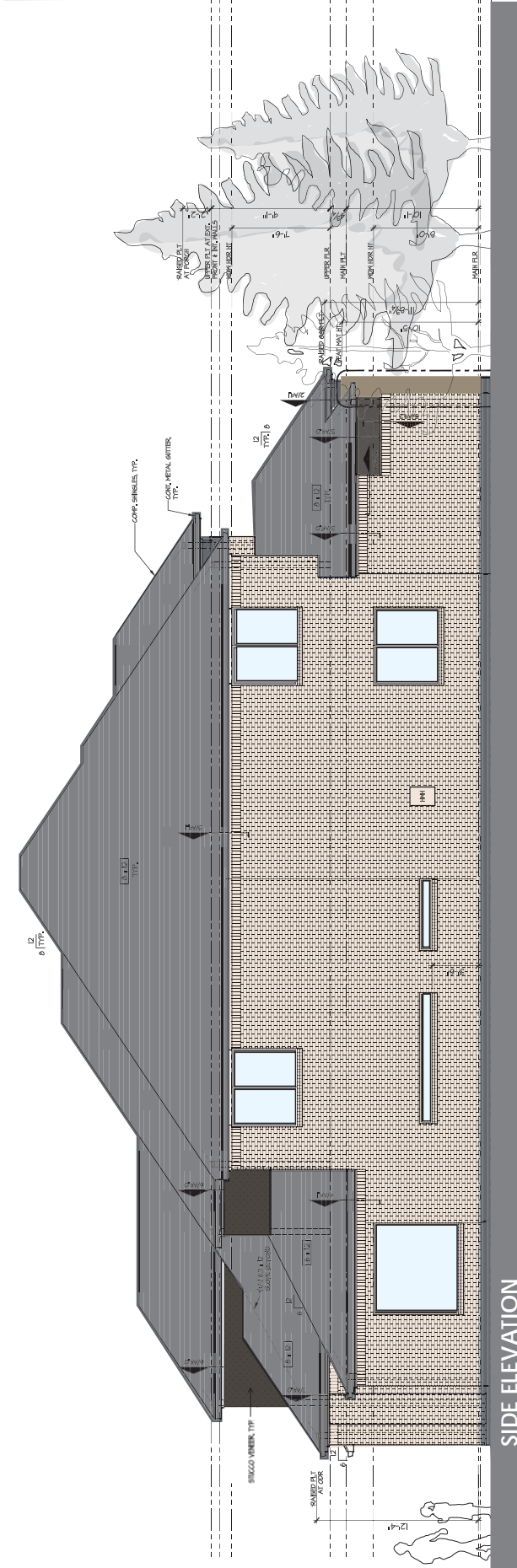


ELEVATIONS

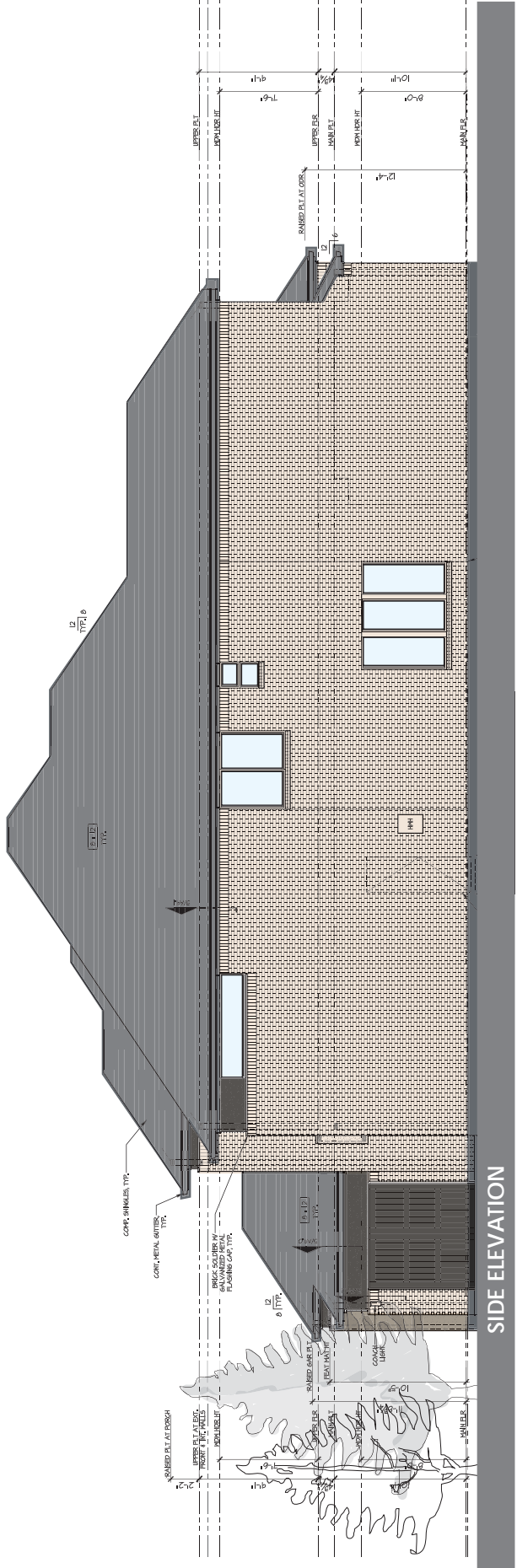
POSITANO Q2
(15-50-02.11.17 GC8)
GRAND CONTEMPORARY B'

MAINVIEW
TX, LLC
5801 Tennyson Plaza, Suite 430
Ft. Worth, Texas 76104
Phone: (817) 668-0022
Fax: (817) 473-7779

No.	DATE	DESCRIPTION
04-10	04-10-20	REVISIONS PER MAYBANK (J2)
04-10	04-10-20	REVISIONS PER MAYBANK (J2)
04-10	04-10-20	REVISIONS PER MAYBANK (J2)



SIDE ELEVATION



SIDE ELEVATION

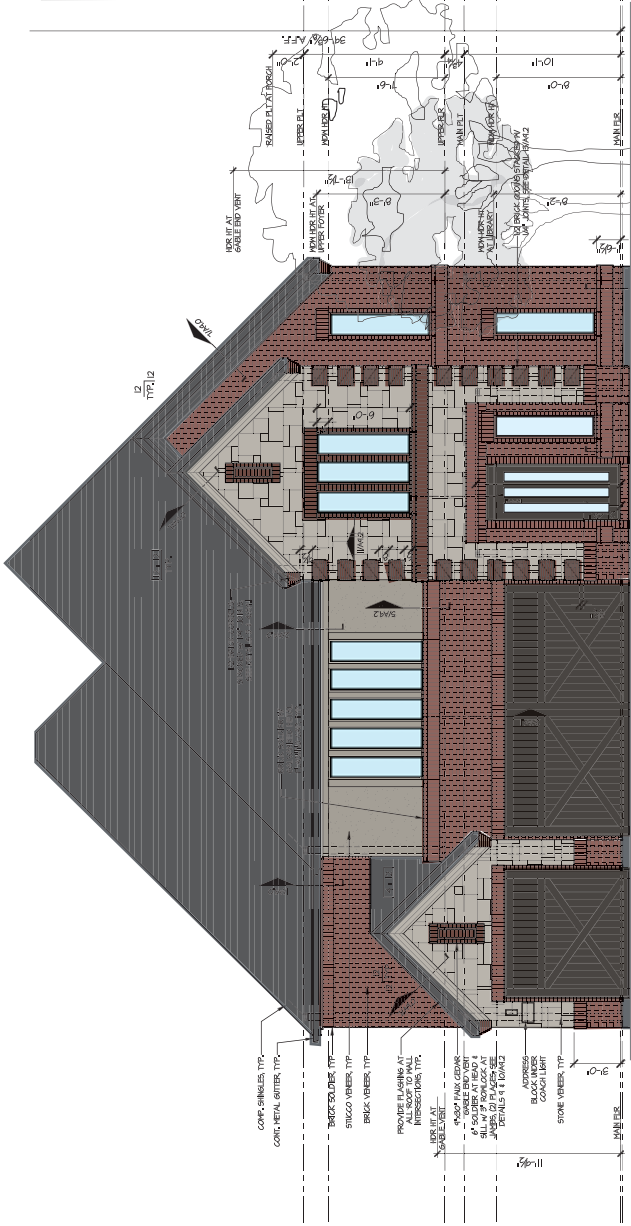
MAINVUE[®] HOMES



ZURICH Q2
URBANE A FACADE SYTLE

FRONT ELEVATION

REAR ELEVATION



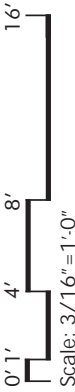
No.	DATE	DESCRIPTION
04-16	04-16-2016	PERMANENT REVISION (R)
04-16	04-16-2016	UPDATES REVISION ELEVATIONS AND 3D RENDERING
04-16-2016	04-16-2016	PERMANENT REVISION (R)
04-16-2016	04-16-2016	PERMANENT REVISION (R)

SIDE ELEVATION



SIDE ELEVATION





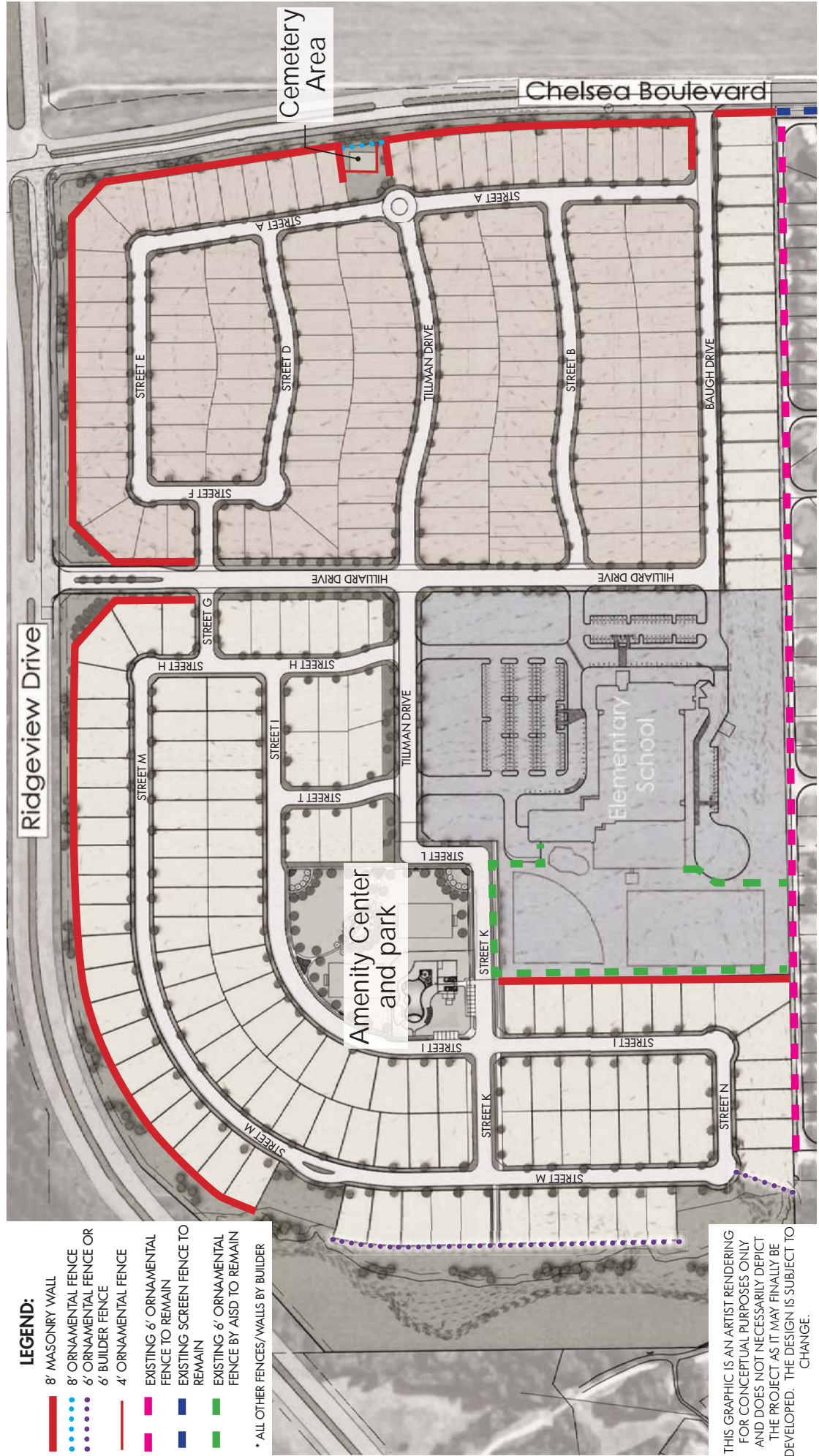
May 12, 2017

Ridgeview Crossing

Allen, Texas

Amenity Center Elevation C

MESA



LEGEND:

- 8' MASONRY WALL
- 8' ORNAMENTAL FENCE
- 6' ORNAMENTAL FENCE OR BUILDER FENCE
- 4' ORNAMENTAL FENCE
- EXISTING 6' ORNAMENTAL FENCE TO REMAIN
- EXISTING SCREEN FENCE TO REMAIN
- EXISTING 6' ORNAMENTAL FENCE BY AISD TO REMAIN
- * ALL OTHER FENCES/WALLS BY BUILDER

THIS GRAPHIC IS AN ARTIST RENDERING FOR CONCEPTUAL PURPOSES ONLY AND DOES NOT NECESSARILY DEPICT THE PROJECT AS IT MAY FINALLY BE DEVELOPED. THE DESIGN IS SUBJECT TO CHANGE.



May 12, 2017

Ridgeview Crossing

Screenwall Typology Diagram

Allen, Texas

PLANNING & ZONING COMMISSION AGENDA COMMUNICATION
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AGENDA DATE:

June 6, 2017

SUBJECT:

Conduct a Public Hearing regarding proposed amendments to the Allen Land Development Code relating to the following: Section 4.06 “Changes and Amendments” regarding the placement of public hearing notice signs; Section 4.20.2 “Schedule of Principal Uses” regarding uses constituting Medical Clinics, Fat Rendering and Animal Reduction, Hatchery, Poultry and Egg Farm, Livestock Auction, and Stockyard or Slaughterhouse; Section 4.20.3 “Schedule of Accessory Uses” regarding uses constituting Medical Clinic or Medical or Dental Office; Section 4.20.4 “Schedule of Principal Uses Central Business District” regarding uses constituting Medical Clinic, Condominium Dwelling, Multi-Family Dwelling, and Urban Residential Dwelling; Section 5.01 “Floodplain Hazard” relating to floodplain hazard regulations; Section 6.06 “Supplemental Use Regulations” by adding additional development regulation to Section 6.06.2 “Fueling Stations” and adding a new Section 6.06.13 regarding Urban Residential Dwelling developments; Section 7.03.2 “Exterior Façade Materials” relating to security and burglar bars; Section 7.03.4 “Outdoor Lighting” relating to the regulation of outdoor lighting; Section 7.05 Landscaping Requirements relating to the regulation of landscaping in association with development; Section 8.05.1 “Street Design Standards” relating to design standards for cul-de-sacs; Appendix A “Definitions” adding a definition for “Urban Residential Dwelling”; amending the median improvement fee set forth in Appendix B “Filing Fees & Charges” ; and amending various design standards set forth in Appendix F “Standard Construction,” Appendix G “Storm Drainage and TxDOT Details,” Appendix H “Water Lines and Sanitary Sewer,” Appendix I “Trail Design Standards,” and Appendix L “Traffic Impact.”

STAFF RESOURCE:

Lee Battle, AICP, LEED AP
Assistant Director of Community Services

**PREVIOUS BOARD/
COUNCIL ACTION**

N/A

PUBLIC NOTICE:

Newspaper Notice: Published May 18, 2017

ANTICIPATED CITY COUNCIL DATE: June 27, 2017**BACKGROUND**

The *Allen Land Development Code (ALDC)* is periodically amended to improve the effectiveness and efficiency of the code, address changing development trends and new technologies, and make changes necessary for compliance with state and federal laws.

Attached is a “red-lined” version of the proposed amendments. Existing language is in black text, changes are shown in red.

The proposed amendments have gone through a review and refinement process with participation from City attorneys.

STAFF RECOMMENDATION

Staff recommends approval.

MOTION

I make a motion to recommend approval of the proposed amendments to the Allen Land Development Code.

ATTACHMENTS

Red-lined version of proposed ALDC amendments
Newspaper Notice

Allen Land Development Code

Proposed Amendments – June 2017

Sec. 4.06. - Changes and amendments.

5. *Sign.* Not less than ten days prior to the public hearing held by the Commission relating to a proposed amendment to the zoning regulations applicable to a specific property, a sign shall be erected by the city on the property which is the subject of the proposed amendment, on which the change or classification is required, not less than ten days prior to the public hearing held by the planning and zoning commission. The sign shall be visible to the public and state in bold letters that a change in zoning has been requested and the telephone number for additional information. The sign placed on the property pursuant to this paragraph shall remain on the property until the day following the close of the public hearing conducted by the City Council on the proposed zoning amendment or the date the application is otherwise terminated, whichever is earlier. Failure to erect the sign on the property that is the subject of the zoning amendment does not invalidate the public hearing nor require a delay of action by the Commission or the City Council. The submission of an application by the owner or person authorized by the owner of the property that is the subject of rezoning constitutes consent by the owner of said property for city employees to enter the property to place and remove the sign as well as consent to place the sign on the property. If the change of zoning is initiated by the City, the sign required by this paragraph shall be placed on the closest public right of way to the boundary of the property that is the subject of the zoning amendment if the owner of the property does not otherwise consent to the placement of the sign on the property.

Sec. 4.20.2 – Schedule of principal uses.

RESIDENTIAL USES													TYPE OF USE	NON-RESIDENTIAL DISTRICTS												
R1	R1.5	R-2	R-3	R-4	R-5	R-6	R-7	2F	TH	MF12	MF18	MH		AO	GO	O	LR	SC	LC	GB	CC	IT	LI	HI	CF	
									X	X	X		BED & BREAKFAST	X												
													CLINIC, MEDICAL—		X	X	X	X	X	X	X				S	
													FAT RENDERING,— ANIMAL REDUCTION—											X		
													HATCHERY, POULTRY,— EGG FARM—	X										X		
													LIVESTOCK AUCTION—	S										X		
													NURSERY, RETAIL PLANT	X				X	X	X	X					
													STOCKYARDS OR— SLAUGHTERHOUSE—											X		
													VETERINARY HOSPITAL OR CLINIC	X			X	X	X	X						

Sec. 4.20.3 – Schedule of accessory uses.

RESIDENTIAL USES												TYPE OF USE		NON-RESIDENTIAL DISTRICTS											
R1	R1.5	R-2	R-3	R-4	R-5	R-6	R-7	2F	TH	MF12	MF18	MH		AO	GO	O	LR	SC	LC	GB	CC	IT	LI	HI	CF
													CLINIC, MEDICAL								X	X	X	X	S
													MEDICAL or DENTAL OFFICE								X	X	X	X	S

Sec. 4.20.4 – Schedule of principal uses central business district.

Section 4.20.4 Schedule of Principal Uses Central Business District	Central Business District	COMMENTS
CLINIC, MEDICAL	Ø	
DWELLING, CONDOMINIUM	X	
DWELLING, MULTI-FAMILY	Ø	
DWELLING, URBAN RESIDENTIAL	X	
MEDICAL CLINIC	S	
MEDICAL OR DENTAL OFFICE	X	

Sec. 6.06 Supplemental Use Regulations

6.06.2. Fueling Stations

- d. All fueling station canopies shall be designed and built with a sloped mansard roof or similar style. Fueling station canopies with flat roofs are not permitted. The columns supporting the fueling station canopy shall be encased with brick, stone, or other similar material that matches the primary building.
- e. Vent stacks and pipes shall be placed so they are not visible from any adjacent street.
- f. When developed on a corner at the intersection of two streets, the buildings, structures, and site improvements shall be oriented to face the intersection (radially / 45 degrees facing the point of intersection); provided however, the Director of Community Development and Director of Engineering may grant an exception to the foregoing requirement when one of the intersecting streets is a residential street or similar minor street.

6.06.13. Urban Residential

Urban Residential Dwelling uses shall be subject to the following additional development and use regulations:

- a. Base Zoning. Urban Residential uses shall comply with the use and development regulations applicable to the development of a multi-family residential district except as provided in this section or the development and use regulations of a Planned Development zoning district.
- b. Mixed-Use Integration. Urban Residential projects shall be integrated at the time of construction within mixed-use developments. Residential units may be located in separate freestanding buildings or may be combined in multi-use buildings of multi-story design.
- c. One-Bedroom Minimums. No less than 65% of the dwelling units shall be one-bedroom units.
- d. Access. All dwelling units shall be accessed through an interior climate controlled corridor.
- e. Parking. Not less than 70% of all parking spaces must be located in a parking structure or enclosed garage.
- f. Connectivity. Pedestrian walkways shall connect all on-site common areas, parking areas, open space, recreational facilities and to adjacent uses within the mixed-use development.
- g. Retail Component. Where buildings face a public or private street or an active pedestrian area, the first floor shall be retail ready, and shall be constructed with minimum 14-foot-high ceilings and mechanical chases necessary for conversion to commercial uses.
- h. Architecture. All buildings containing dwelling units shall be a minimum of three stories. Street-facing facades shall incorporate articulation and mix of color and materials consistent with the architectural style of the building to create diversity in the streetscape. All buildings are required to have consistent “four-sided” architectural treatments. Sloped roofs shall provide articulation, variations, parapets, gables, dormers or similar architectural elements to screen the roof and to break up the massiveness of the roof.

Sec. 7.03.2. - Exterior facade materials.

1. The installation of security bars, panels, metal grates, or other similar security devices both on the exterior of the structure and any portion of the interior visible from the outside is prohibited. Interior, retractable security screens and grilles may be utilized during non-business hours only.

Sec. 7.03.4. - Outdoor lighting.

1. *Approval authority.* The chief building official shall approve lighting of all private facilities, to include, but not limited to, private parking lots, and buildings.

2. *Definitions.*

a. Outdoor or exterior lighting means lighting equipment installed:

- i. within the property line and outside of a building located on a subject property, whether attached to poles, building structures, the ground, or any other location, and any associated lighting control equipment, including façade and landscape lighting; and
- ii. on the interior of a building but which is oriented in a direction with the intent and effect of illuminating one or more areas exterior to the building, or with the intent of being viewed from outside.

b. *Fully shielded* shall mean outdoor light fixtures shielded or constructed so that all light rays emitted by the fixture are projected below the horizontal plane passing through the lowest point on the fixture from which light is emitted, nearly 100 percent cut-off type, as evidenced by the manufacturer's photometric data.

c. *Partially shielded* shall mean shielding so that the lower edge of the shield is at, or below, the centerline of the light source or lamp so as to minimize the light transmission above the horizontal plane, or at least 90 percent of the emitted light projects below the horizontal plane as evidenced by the manufacturer's photometric data.

d. *Unshielded* shall mean fixtures lacking any means to restrict the emitted light to below the horizontal plane.

3. *General standards.*

a. *Lighting trespass.* All exterior lighting shall be located so as to not produce direct illumination across the bounding property line. ~~All outside lights shall be made up of a light source and reflector so selected that acting together the light beam is controlled and not directed across any bounding property line above a height of three feet.~~ The Director may require submission of a photometric survey to determine the potential for light trespass with respect to the location, height, type, and number of outdoor lighting fixtures proposed to be installed on a property.

b. *Outdoor signs, etc.* Outdoor advertising displays, billboards, and signs, not exclusively illuminated internally, may only utilize illuminating devices mounted on the top of the advertising display structure. All such fixtures shall comply with all other provisions of this section. Outdoor advertising signs constructed of translucent materials and wholly illuminated from within do not require shielding.

c. *Glare.* Exterior lights shall be constructed in a manner consistent with the property maintenance code requirements section 6-85(e), Glare.

d. *Under canopy lighting.* Light fixtures mounted on canopies or service islands (e.g. at fueling stations) shall be recessed so that the lens cover is recessed or flush with the bottom surface (ceiling) of the canopy.

e. *Shielding.* Shielding shall be required in all installations except as specified in this section. The allowable light sources and the requirements for shielding light emissions for outdoor light fixtures shall be as set forth in the following table:

Lamp Type	Requirements
High pressure sodium	Fully shielded
Metal halide	Fully shielded
Mercury vapor (color corrected only)	Fully shielded
Fluorescent	Fully shielded
Incandescent (over 150 watts per fixture)	Prohibited
Incandescent (under 150 watts per fixture)	Partially or fully shielded
Any light source 50 watts and under	Unshielded permitted
Low intensity neon, or krypton, or argon discharge tubes	Unshielded permitted
Light emitting diode (LED)	Fully shielded

4. *Hours of operation.*

- a. Outdoor sales and eating areas, on-site advertising, assembly areas, repair areas, and businesses may be operated during the hours that the facilities are open to the public.
- b. Off-site advertising displays and billboards or signs may be operated from dusk to 11:00 p.m. only; unless fully shielded and pointed downward.
- c. Recreational and sporting areas may operate from dusk to 11:00 p.m., except to conclude a specific recreational or sporting event or similar activity which was in progress prior to 11:00 p.m.

5. *Nonresidential walkway lighting.*

- a. The mounting height of luminary fixtures shall not exceed 12 feet.
- b. Pole and wall-mounted fixtures mounted above eight feet shall be fully shielded.

6. *Nonresidential accent lighting.*

- a. Lighting may be used to highlight landscape elements, building entries or other important architectural elements, and site elements such as opaque signage, fountains and sculptures.
- b. Lighting shall be concealed or otherwise positioned in such a manner that the light source cannot be seen from any property line of the site on which the light is located.

7. *Nonresidential security lighting.*

- a. Pole and wall-mounted fixtures mounted six feet or more above surrounding grade shall be fully shielded.
- b. If a rear yard security light is mounted higher than ten feet, it shall be placed at the property line and directed away from adjacent properties.

8. *Parking lot and loading area lighting.*

- a. The mounting height of luminary fixtures shall not exceed the following:

Parking Area	Maximum Mounting Height
0 to 50 parking spaces	14 feet
51 to 200 parking spaces	20 feet
201 or greater parking spaces	25 feet

- b. All parking lot and loading area lighting shall comply with the following requirements:
- i. Base cover and base, pole, light arm, and luminaire housing shall all be dark bronze in color;
 - ii. Light pole must be square straight steel with an anchor base;
 - iii. Luminaire shall be generally rectangular or square in shape and have either high pressure sodium or LED fixture; and
 - iv. All lighting fixtures shall be fully shielded;

- c. All electric utility service facilities shall be underground.

9. *Prohibitions.*

- a. Laser source light and strobe lights and similar high intensity light sources for advertising or entertainment shall not be projected above the horizontal plane, unless a permit is obtained for specific events and time frames.
- b. Searchlights are not permitted (see section 7.09, Sign Control).
- c. Inoperative and obsolete lighting fixtures may not be modified, replaced, or upgraded without complying with this section.
- d. Low-pressure sodium lamps are prohibited.
- e. LED or other continuous or connected series of lights are prohibited, except as accent lighting for outdoor patios and seating areas.
- f. No lighting shall be permitted to outline individual windows (whether installed inside or outside of the building), buildings, accessory structures, signs, light poles or other appurtenances on site, except that neon lighting may be used on primary buildings.

10. *Exemptions and alternative designs.*

- a. Section Not Applicable. This section shall not apply to the following types of outdoor lighting: Permanent exemptions:
 - i. Navigation and airport lighting required for the safe operation of boats and airplanes;
 - ii. Emergency lighting by police, fire, and rescue authorities;
 - iii. Gas lighting.
- b. Temporary exemptions:
 - i. The chief building official or his designee may approve temporary exemptions from the requirements of this section provided that the duration of the approval shall be for not more than 30 days from the date of approval. No outdoor light fixtures shall be exempt from the requirements of this section for more than 90 days during any 12-month period.
 - ii. Requests for renewal of exemptions shall be processed in the same way as the original request.

c. Alternative designs:

- i. Alternative designs to parking lot and loading area lighting may be approved by the Planning Commission and must be compatible with the architecture of the building.
- ii. Architecturally decorative light fixtures used for buildings and walkways, may have the shielding requirements modified in consideration for aesthetics and theme style lighting. Such modifications may be approved by the Director when determined that the lighting will not create a nuisance to adjacent properties or the general public. The Director may require the modifications be approved by the Planning Commission.
- iii. Notwithstanding paragraphs i. and ii., above, to the contrary, no alternative design shall be approved that increases light trespass on adjacent property.

8.05.1. Street Design Standards

8. *Cul-de-sac and dead-end streets.*

- b. Minimum right-of-way width (diameter) and pavement width of turnarounds shall be as follows:

Type of Use	Right of Way Width	Pavement
Single-Family, Two-Family and Townhome	100 feet	80 feet
All Other Uses	120 feet	100 feet

~~of 100 feet, and a minimum pavement width of 80 feet, for single family and two family uses, and a minimum right of way width of 120 feet and a minimum pavement width of 100 feet for all other uses.~~

Appendix A - Definition

Dwelling, Urban Residential – means an attached high-density residential structure that takes on a more urban site arrangement. Units may be for rent, or for sale as a condominium, and may be integrated with non-residential uses.

Appendix B – Filing Fees & Charges

Schedule A. Other Charges

11. Median Improvement Fee. The payment in lieu of Median Improvement Construction. The fee for deferral of construction of median improvements (i.e. irrigation, landscaping, and lighting of current or future medians) may be paid to the engineering department prior to recordation of the final plat. The Median Improvement Fee is \$50/LF of frontage along a thoroughfare, or \$100/LF if developing both sides of the thoroughfare.

Various updates to design standards in:

Appendix F – Standard Construction

Appendix G – Storm Drainage and TxDOT Details

Appendix H – Water Lines and Sanitary Sewer

Appendix I – Trail Design Standards

Appendix L – Traffic Impact

(Repeal and replace Sections 7.05.1 – 7.05.5)

Sec. 7.05. - Landscaping requirements.

The provisions of this section:

1. Establish standards for landscaping of nonresidential and multifamily development and surface parking lots.
2. Establish tree-planting requirements for new single-family residential development.
3. Provide for reduction hydrocarbons to improve air quality.
4. Provide for reforestation of the urban area.
5. Establish standards and requirements for the installation of irrigation systems.

Sec. 7.05.1. - Landscape plan approval.

1. A proposed landscape plan must be submitted with all applications for non-single family residential site plans, and engineering construction plans all for single-family residential developments with. No certificate of occupancy shall be issued until the planting of all landscaping required by the approval landscape plan has been verified by the Planning Department unless a delay in planting has been granted as the result of operation of the City's water conservation and drought contingency plan adopted in accordance with Section 14-14.1 of the Code of Ordinances.
2. All landscape plans shall be sealed by a Texas registered landscape architect and be generated in a neat and legible manner. The City shall provide the applicant with a landscape review checklist and shall evaluate the appropriateness of the landscape plan and may approve it, or approve it subject to stipulations.
3. Landscape plans shall be submitted, and landscaping shall be updated, to meet the requirements of this Code when:
 - a. A site is being redeveloped; or
 - b. Where an existing parking area is altered or expanded to increase the total number of spaces by 1/3 or more of the total existing spaces, then the entire parking lot shall be updated to meet the current landscape standards. This shall include interior parking lot landscaping, parking screening, and required landscaping for street frontages; or
 - c. The existing building area square footage increases more than 25%.
 - d. A modification to the existing landscaping or landscape plan is proposed.

Sec. 7.05.2. - Standard planting materials.

1. Minimum caliper for trees required under this section is three inches.
2. Minimum height required:
 - a. Shade trees: Ten feet.
 - b. Ornamental trees: Eight feet.
3. Materials and planting standards must meet the American Association of Nurserymen, Inc., American Standard for Nursery Stock (latest edition).

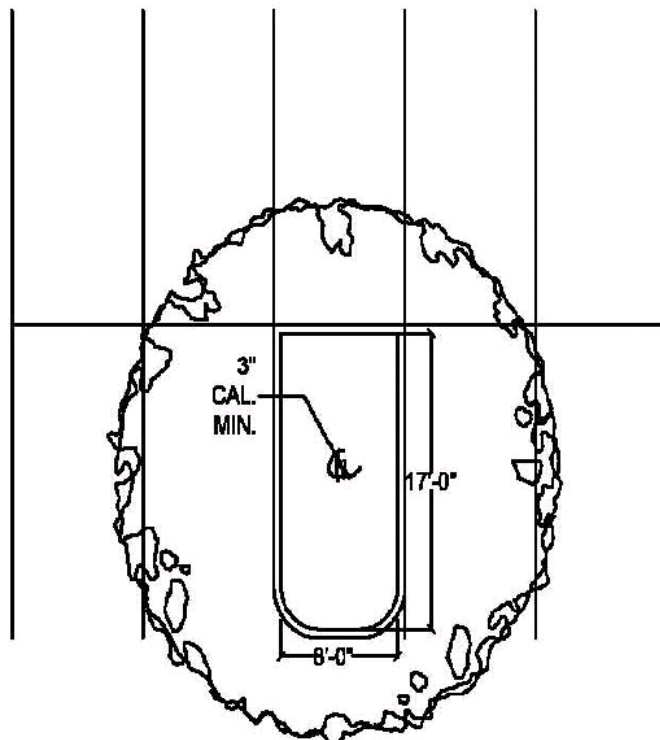
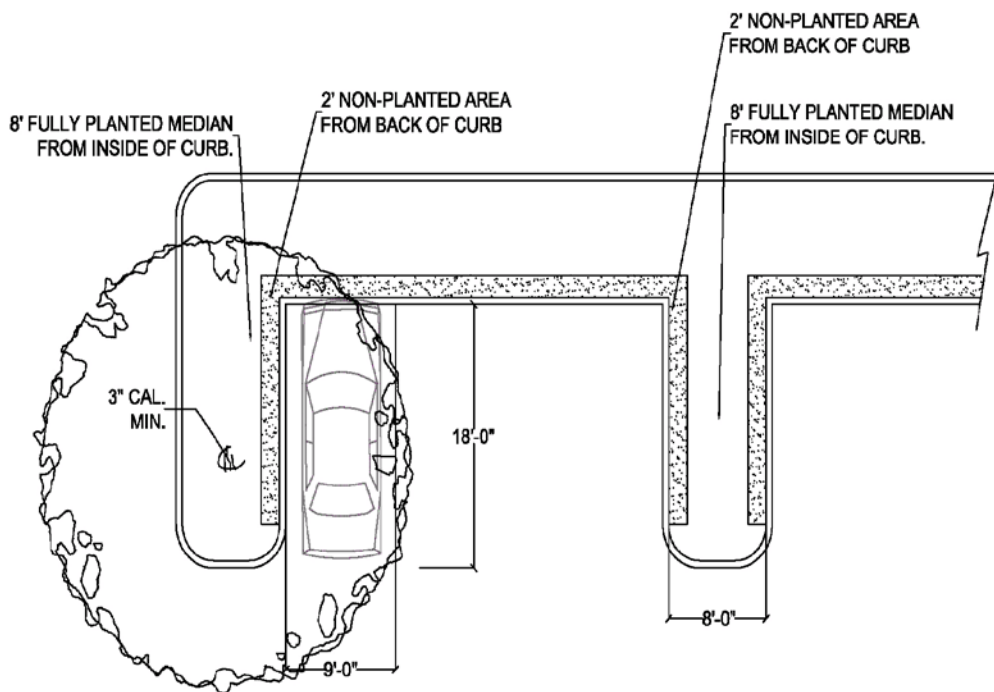
Sec. 7.05.3. – Nonresidential and Multifamily landscaping requirements.

These standards shall apply to all multifamily and nonresidential districts and to any area within a planned development district containing multifamily and nonresidential uses.

1. Except as otherwise provided elsewhere in this section, the minimum landscaping area for multifamily and nonresidential uses shall be not less than 10% of the area of the site.
2. The minimum landscaping area for the following nonresidential districts shall be not less than 15% of the area of the site:
 - a. "GO" Garden Office
 - b. "O" Office
3. Landscape in rights-of-way. All rights-of-way (area located between the property line and the edge of pavement of any adjacent street or alley) shall be planted with turf.
4. *Landscape buffers adjacent to streets.* A landscape buffer in which no building, structure or parking shall be located, shall be required adjacent to the right-of-way line of all dedicated public streets as follows:
 - a. Adjacent to United States Highway 75 and State Highway 121: 25 feet
 - b. Adjacent to public streets with a right-of-way of 100 feet or more: 15 feet
 - c. Adjacent to public streets with a right-of-way less than 100 feet: 10 feet
 - d. Where public improvements, including deceleration lanes, are necessary, the City may consider, on a case by case basis, reducing the landscape buffer up to 50 percent. The total amount of landscape buffer reduced (in square feet) must be relocated within the site.

- e. *Certain Corner Lots.* Corner lots at the intersection of two major or larger thoroughfares classified as P8D, P6D, M6D, M4D, M4U, C4U shall comply with the following landscaping requirements in addition to the required plantings for the landscaped buffer and parking lot landscaping:
 - i. A minimum 20-foot wide landscaped buffer shall be located along all street rights-of-way beginning at the corner and extending 175 feet or to the closest driveway. Beyond this point, the landscaped edge may be gradually reduced over a distance of 25 feet to the required width (10 or 15 feet);
 - ii. Where the city traffic engineer has determined the need for a right-turn lane, and design constraints exist, the City may consider reducing the landscape buffer. The landscape buffer shall not be reduced to a width of less than ten feet (see section 8.05.2., thoroughfare design standards); and the total amount of landscape buffer reduced (in square feet) must be relocated within the site;
 - iii. A minimum landscaped area of 900 square feet shall be located at the intersection corner of the lot and shall be designed. ~~This landscaped area must meet to comply with visibility triangle requirements set forth in Section 13-1 of the Code of Ordinances.~~
5. *Landscape buffer planting requirements.* ~~Where landscape buffers are required per by subSection 4 above, the following shall be required~~ comply with the following:
- a. For all lots, one shade tree for every 40 feet of street frontage, or portion thereof, and one ornamental tree for every two shade trees shall be planted.
 - b. No more than 50 percent of the landscape buffer area shall be planted with turf. The following shall not be considered "turf": shrubs, trees and groundcover in combination with mulch, crushed granite, river rock, decorative pavers or similar material.
 - ~~b.c.~~ Non-vegetative materials shall not exceed 50 percent of the landscape buffer area, with the design, and installation methods, approved by the Parks Department.
 - ~~e.d.~~ The requirements for a landscape buffer and tree planting may be modified in the central business district in a manner set forth in a landscaping plan approved by the Commission, provided such landscaping plan allows for adequate pedestrian circulation and handicap access.
6. *Surface parking lot landscaping.* Landscaping in surface parking lots for non-residential uses shall comply with the following requirements.
- a. *Retail uses.* One shade tree and one ornamental tree for every 40 parking spaces shall be planted from the outside edge of the parking lot and dispersed within the parking lot area.

- b. *Non-retail uses.* One shade tree and one ornamental tree for every 30 parking spaces shall be planted, starting from the outside edge of the parking lot, distributed such that one tree per 20 spaces is distributed in the parking lot and the remainder dispersed within the building site.
- c. No parking space shall be more than 50 feet from the center point of any city approved parking lot tree, other than trees required for street right-of-way landscape buffer plantings or other landscape requirements.
- d. When the parking lot contains more than 200 parking spaces, the parking lot shall be subdivided into separate parking areas of not more than 200 spaces. These parking areas shall be separated by a landscaped area with a minimum width of ten feet.
- e. A two-foot-wide non-planted pervious surface area adjacent to the back of the curb shall be installed adjacent to all parking spaces. This area may include mulch, crushed granite, river rock, or similar material. (See figure below for an example.)
- f. A parking lot island shall be located at both ends of every interior and peripheral parking row, regardless of the length of the row.
- g. All peripheral parking rows shall not contain more than ten continuous parking spaces without a landscape island.
- h. Each parking lot islands shall be no less than eight feet wide and no less than 17 feet in length or the length of the adjacent parking stall, whichever is longer, with an area of not less than 136 square feet. All dimensions shall be measured from back-of-curb to back-of-curb. "Diamond" islands are not allowed. All islands must be fully landscaped. (See figure below for an example.)



**MINIMUM TREE ISLAND
(ALL MEASUREMENTS TAKEN FROM BACK-OF-CURB TO
BACK-OF-CURB)**

- i. Parking lots must be screened from any street right-of-way using evergreen shrubs, berms or a combination of both extending and wrapping around the entire side of all end parking spaces. Both berms and shrubs must be a minimum of 42 inches above the average grade of the parking lot curbs. The slope of a berm shall not exceed a 4 to 1 gradient, and the top of the berm shall be rounded, without a "peaked" appearance. Shrubs, when used, must be three gallons and 18 inches in height at the time of planting, and be arranged so that by themselves or in combination with a berm, they create a continual, unbroken screen,
 - j. All landscaped areas shall be protected by a raised six-inch concrete curb. Pavement shall not be placed within four feet of a newly planted tree unless a root barrier approved by the Director of Parks and Recreation is used.
 - k. Landscaped areas may include shrubs, trees and groundcover in combination with mulch, crushed granite, river rock, decorative pavers or similar material. Non-vegetative materials shall be limited to 50 percent of the landscaped area, with the design, and installation methods, approved by the Parks Department.
7. Landscaping/screening for parking lots adjacent to residential areas.
- a. A continuous screen of evergreen shrubs (five-gallon minimum) not less than 42 inches in height shall be planted on a maximum of three feet on center on the boundary of a parking lot facing property zoned for residential use if the parking lot is located within 50 feet of such residentially zoned property ~~for residential purposes~~ and is not otherwise screened from view.
 - a. At any location where vehicle headlights may shine directly at residential areas, a headlight screening made up consisting of shrubs and/or decorative fencing must be installed in a manner to block the light.
8. Landscaping for multifamily districts. In addition to the requirements above, multi-family developments shall:
- a. In addition to the landscaped buffer required in subsection 1 of this section, eight square feet of landscaping for each parking space shall be provided within the parking lot to include a minimum of one shade tree per ten parking spaces; and
 - b. One shade tree per 1,000 square feet of required open space shall be provided.
9. Fully automated underground irrigation systems shall be installed in all landscaped areas.

Sec. 7.05.4. - Tree planting requirements for new single-family residential development (attached and detached).

This section shall apply to all new attached and detached single-family residential developments and to any area within a planned development district containing less restrictive landscaping standards:

1. Two shade trees shall be planted in the front yard for each dwelling unit. Where design constraints exist, alternatives may be approved by the City Forester.
2. All required trees shall be planted prior to request for final building inspection of the dwelling unit.
3. Where screening walls are required adjacent to a public street by section 7.07.4, there shall be a landscape buffer area with the following requirements:
 - a. One shade tree and one ornamental tree shall be planted for every 40 feet of street frontage or portion thereof.
 - b. No more than 50 percent of the landscape buffer area shall be planted with turf. The following shall not be considered "turf": shrubs, trees and groundcover in combination with mulch, crushed granite, river rock, decorative pavers or similar material.
 - ~~b-c.~~ Non-vegetative materials shall not exceed 50 percent of the landscape buffer area, with the design, and installation methods, approved by the Parks Department.
 - ~~e-d.~~ The landscape buffer area shall be shown on the preliminary and final plats in accordance with Sec. 8.03.3.2.a.xx.

Sec. 7.05.5. - Landscape maintenance requirements.

1. All plant material on property subject to an approved landscape plan shall be maintained in a healthy and growing condition, and must be replaced with plant material of similar variety and size if damaged, destroyed, removed, or dead.
2. Landscaped areas on property subject to an approved landscape plan shall be kept free of trash, litter, weeds, and other such materials and plants not a part of the landscaping. Materials including mulch, rocks and decorative pavers shall be maintained in accordance with the approved landscape plan.
3. All irrigation systems shall be maintained in proper operating condition and in accordance with the requirements of this Code.
4. Entryway or amenity features within city right-of-way shall be developed under the responsibility of a homeowners' association or commercial property owners' association.

5. Diameters of existing trees are measured at four feet above grade. If the tree is on a slope, measurement shall be from the high side of the slope. Measure above unusual swells in the trunk.
6. To determine the diameter of a multitrunk tree, measure all the trunks; add the total diameter of the largest trunk to one-half the diameter of each additional trunk. Diameter measurements should be accurate to the nearest one-half inch. Trees may be measured with a caliper, cruise stick, standard tape measure or diameter tape

CITY OF ALLEN
NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the Planning & Zoning Commission and the Allen City Council will conduct public hearings at their regular meetings as follows in the City Hall Council Chambers, 305 Century Parkway, Allen, Texas:

Planning & Zoning Commission
Allen City Council

June 6, 2017 7:00 p.m.
June 27, 2017 7:00 p.m.

The purpose of the hearing is to receive comment from interested members of the public regarding proposed amendments to the Allen Land Development Code relating to the following: Section 4.06 “Changes and Amendments” regarding the placement of public hearing notice signs; Section 4.20.2 “Schedule of Principal Uses” regarding uses constituting Medical Clinics, Fat Rendering and Animal Reduction, Hatcher, Poultry and Egg Farm, Livestock Auction, and Stockyard or Slaughterhouse; Section 4.20.3 “Schedule of Accessory Uses” regarding uses constituting Medical Clinic or Medical or Dental Office; Section 4.20.4 “Schedule of Principal Uses Central Business District” regarding uses constituting Medical Clinic, Condominium Dwelling, Multi-Family Dwelling, and Urban Residential Dwelling; Section 5.01 “Floodplain Hazard” relating to floodplain hazard regulations; Section 6.06 “Supplemental Use Regulations” by adding additional development regulation to Section 6.06.2 “Fueling Stations” and adding a new Section 6.06.13 regarding Urban Residential Dwelling developments; Section 7.03.2 “Exterior Façade Materials” relating to security and burglar bars; Section 7.03.4 “Outdoor Lighting” relating to the regulation of outdoor lighting; Section 7.05 Landscaping Requirements relating to the regulation of landscaping in association with development; Section 8.05.1 “Street Design Standards” relating to design standards for cul-de-sacs; Appendix A “Definitions” adding a definition for “Urban Residential Dwelling”; amending the median improvement fee set forth in Appendix B “Filing Fees & Charges” ; and amending various design standards set forth in Appendix F “Standard Construction,” Appendix G “Storm Drainage and TxDOT Details,” Appendix H “Water Lines and Sanitary Sewer,” Appendix I “Trail Design Standards,” and Appendix L “Traffic Impact.”

The public is invited to attend and participate or submit written comments. For further information, contact the Department of Community Development, City of Allen, 305 Century Parkway, Allen, Texas, 214-509-4176, or e-mail Erin Jones at ejones@cityofallen.org.