City of Richardson
City Plan Commission
Agenda Packet
Tuesday, March 18, 2025

To advance to the background material for each item in the agenda, click on the item title in the agenda or click on Bookmarks in the tool bar on the side of your screen.

AGENDA
CITY OF RICHARDSON – CITY PLAN COMMISSION
TUESDAY, MARCH 18, 2025, AT 7:00 P.M.
RICHARDSON CITY HALL
2360 CAMPBELL CREEK BOULEVARD, SUITE 525
RICHARDSON, TX 75082

The City Plan Commission meeting will be held in the Multipurpose Room #CH 157, of the Richardson City Hall located at 2360 Campbell Creek Boulevard, Richardson, TX 75082. Members of the public may also watch City Plan Commission (CPC) meetings via live-stream online and on-demand at (https://www.cor.net/city).

Persons not attending the meeting who would like their views to be made a part of the public record may utilize the online Public Comment Card (https://www.cor.net/PublicCommentForm).

BRIEFING SESSION: 6:00 P.M. Prior to the regular business meeting, the City Plan Commission will meet with staff in Multipurpose Room #CH 157 at the above listed address to receive a briefing on:

A. Drone Workshop
B. Discussion of regular agenda items
C. Staff report on pending development, zoning permits, and planning matters

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REGULAR BUSINESS MEETING 7:00 P.M. – MULTIPURPOSE ROOM #CH 157

MINUTES

1. **Approval of minutes of the regular business meetings of March 4, 2025.**

PUBLIC HEARING

2. **Zoning File 25-03 Special Permit Amendment – Chick Fil A:** Consider and act on a request to amend a Special Permit for an existing restaurant with drive-through service for the properties at 106 and 110 W. Campbell Road to accommodate the expansion of the drive-through lanes. Owners: PWE Campbell 75 LLC and Francia Investments. Staff: Derica Peters.

3. **Zoning File 25-04 PD Planned Development Amendment – Amazon Prime Air:** Consider and act on a request to amend a PD Planned Development on 33.36 acres located at 3051 Research Drive, at the southeast corner of Shiloh Road and Breckinridge Boulevard currently zoned PD Planned Development for the I-M(1) Industrial District with Development Regulations to accommodate an outdoor drone delivery distribution center. Owner: Lit Industrial Limited Partnership LLC. Staff: Derica Peters.

4. **Zoning File 25-05 PD Planned Development – Point North Residence:** Consider and act on a request to change the zoning on 2-acres east of Synergy Park Boulevard, on the south side of Point North Parkway from R-2000-M Residential with Special Conditions to PD Planned Development for R-2000-M Residential to allow the construction of one (1) single-family dwelling. Owner: Dennis Collins representing Four Collins Group Corporation. Staff: Andrew Bogda.

ADJOURN

I HEREBY CERTIFY THAT THE ABOVE AGENDA WAS POSTED ON THE BULLETIN BOARD AT RICHARDSON CITY HALL ON OR BEFORE 5:30 P.M., FRIDAY, MARCH 14, 2025.

ANNA JO CASTANEDA, EXECUTIVE SECRETARY
DEVELOPMENT SERVICES

ACCOMMODATION REQUESTS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS PRIOR TO THE MEETING BY CONTACTING THE ADA COORDINATOR, LOCATED AT 2360 CAMPBELL CREEK BLVD., SUITE 550, RICHARDSON, TX 75082. VIA PHONE AT (972) 744-4168 OR VIA EMAIL AT ADACOORDINATOR@COR.GOV.

PURSUANT TO SECTION 46.03. PENAL CODE (PLACES WEAPONS PROHIBITED). A PERSON MAY NOT CARRY A FIREARM OR OTHER WEAPON ON THIS PROPERTY. *

FOR THE PURPOSE OF THIS NOTICE "PROPERTY" SHALL MEAN THE RICHARDSON ROOM AND OR COUNCIL CHAMBERS OF ANY OTHER ROOM WHERE A MEETING SUBJECT TO AN OPEN MEETING UNDER GOVERNMENT CODE CHAPTER 551 OF THE RICHARDSON CITY PLAN COMMISSION IS HELD.

Briefing Item A

Drone Workshop

RICHARDSON, TX
DEVELOPMENT SERVICES

MEMO

DATE: **March 18, 2025**

TO: **City Plan Commission**

FROM: **Andrew Bogda, AICP, Assistant Director of Development Services - Planning** *AB*

SUBJECT: **Drone Work Session**

With the increase in activity from commercial drone operators seeking to operate in the City, Staff will brief the Commission on the various types of drones and drone operations, commercial drone delivery characteristics, types of drone facilities, the regulatory framework regarding drone operations, background on how other local cities and the City of Richardson are handling the regulation of drone-related uses, the established and proposed definitions related to drones and drone facilities, and the recent and pending zoning items related to drones.

Staff will also give three (3) drone operators that are active or looking to be active in the City an opportunity to go over the specifics of their operations.

In addition, the work session will provide an opportunity for commissioners to ask questions and have concerns addressed.

Agenda Item 1

Approval of the Minutes of the March 4, 2025 City Plan Commission Meeting

CITY OF RICHARDSON
CITY PLAN COMMISSION MINUTES – MARCH 4, 2025

The Richardson City Plan Commission met on March 4, 2025, at 6:00 p.m. in the Multipurpose Room #CH157 of the Richardson City Hall, 2360 Campbell Creek Boulevard, Suite 525, Richardson, TX.

MEMBERS PRESENT: Bryan Marsh, Chairman
Kenneth Southard, Vice Chairman
Nate Roberts, Commissioner
Rebecca Poynter, Commissioner
Michael Keller, Commissioner

MEMBERS ABSENT: Joe Costantino, Commissioner
Sebrena Bohnsack, Commissioner
Gary Beach, Commissioner
Byron Purdy, Commissioner

CITY STAFF PRESENT: Charles Goff, Assistant City Manager
Andrew Bogda, Assistant Director of Dev. Svcs. – Planning
Aaron Zilz, Planner II
Anna Jo Castaneda, Executive Secretary

DRAFT

BRIEFING SESSION

Prior to the start of the regular business meeting, the City Plan Commission met with Staff at 6:00 p.m. regarding staff reports, agenda items, recent action by City Council on zoning cases, and discussion concerning future training topics. No action was taken.

CALL TO ORDER

Chairman Marsh called the regular business meeting to order at 7:00 p.m.

REGULAR BUSINESS MEETING

1. Approval of Minutes of the regular business meetings of February 4, 2025.

Motion: Chairman Marsh made a motion to approve the minutes as presented. Commissioner Roberts seconded the Motion. Motion passed 5-0.

CONSENT AGENDA

All items listed under the consent agenda are considered to be routine by the City Plan Commission and will be enacted upon by one motion in the form listed below. There will be no separate discussion of these items unless desired, in which case any item(s) may be removed from the Consent Agenda for separate consideration.

2. **Replat – Shiloh Business Park, Lot 1I, Block B:** Consider and act on a request for a replat of Lot 1H, Block B, of the Shiloh Business Park to dedicate and abandon easements for relocation of a water line. The 24.944-acre tract of land is located south of Breckenridge Blvd. and east of Telecom Parkway. *Owner: Jeffry Self, Bank of America, N.A. Staff: Aaron Zilz.*

3. **Final Plat – Greenwood Square Addition:** Consider and act on a request for a final plat of Tract 26 of the Original Town of Richardson to dedicate easements and establish 24-residential lots and common area lots for a single-family development. The 4.348-acre tract of land is located north of W. Arapaho Rd. and east of West Shore Dr. *Owner: Quadri Akamo, D.R. Horton, Inc. Staff: Aaron Zilz.*

4. **Replat – Northrich West Addition, 4th Section, Lot 11A, Block 12:** Consider and act on a request for a replat of Lots 11-15, Block 12 of the Northrich West Addition, 4th Section to dedicate an easement, dedicate ROW and to combine five lots into a single lot for a dentist office. The 1.06-acre tract of land is located south of W. Campbell Rd. and west of Custer Rd. *Owner: Erik Shockley, BDSA-501 Ventures, LLC. Staff: Aaron Zilz.*

Motion: Chairman Marsh made a motion to approve the Consent Agenda items as presented. Vice Chairman Southard seconded the Motion. Motion passed 5-0.

ADJOURN

With no further business before the Commission, Chairman Marsh adjourned the regular business meeting at 7:02 p.m.

_____

Bryan Marsh, Chairman

DRAFT

Agenda Item 2

Zoning File 25-03:
Chick Fil A

ZONING FILE 25-03

Attachments:

1. Staff Report
2. Zoning/Aerial Map
3. Proposed Concept Plan (Exhibit “B”)
4. Approved Elevations (Exhibit “C”)
5. Drive-Through Exhibit
6. Site Photos
7. Applicant’s Statement
8. Notice of Public Hearing
9. Notification List

RICHARDSON, TX
DEVELOPMENT SERVICES

STAFF REPORT

TO: City Plan Commission

FROM: Derica Peters, Senior Planner DP

DATE: March 18, 2025

RE: **Zoning File 25-03**: **Chick-fil-A**

REQUEST

Consider and act on a request to amend a Special Permit for an existing restaurant with drive-through service for the properties at 106 and 110 W. Campbell Road to accommodate the expansion of the drive-through lanes.

APPLICANT & PROPERTY OWNER

Chris Sanchez – Interplan, LLC (applicant) on behalf of Giovanna Francia of Chick-fil-A, Inc. (owner)

EXISTING DEVELOPMENT

The subject site at 106 W. Campbell Road contains an existing 4,175 square-foot drive-through restaurant on a 0.8-acre lot and the subject site at 110 W. Campbell Road is developed with a 113,675 square-foot single-story building on an 8.8-acre lot.

ADJACENT ROADWAYS

Collins Boulevard: Six-lane, divided arterial; 15,600 vehicles per day on all lanes, northbound and southbound, south of Campbell Road (2024).

Campbell Road: Six-lane, divided arterial; 42,300 vehicles per day on all lanes, eastbound and westbound, west of US-75 (2024).

Alamo Road: Local street; no traffic counts available.

SURROUNDING LAND USE AND ZONING

North: Retail/Commercial; C-M Commercial
South: Retail/Commercial; C-M Commercial *(across Campbell Rd.)*
East: Retail/Commercial; LR-M(2) Local Retail *(across Alamo Rd.)*
West: Retail/Commercial; C-M Commercial

FUTURE LAND USE PLAN

The Future Land Use Plan of the *Envision Richardson Comprehensive Plan* designates this area as part of the Community Commercial PlaceType, which allows retail/restaurant as a primary use and a drive-through restaurant as a secondary use. The area may attract regional traffic for shopping and retail needs and may also contain smaller retail destinations or boutiques.



EXISTING ZONING

C-M Commercial.

TRAFFIC/INFRASTRUCTURE IMPACTS

The proposed improvements will not have an impact on the surrounding roadway system or the existing utilities in the area.

STAFF COMMENTS

Background:
A Special Permit for a restaurant with drive-through service was first approved for this site in 1983 (Ordinance 2357-A). In 2014, a new Special Permit was approved for a new drive-through restaurant, Pollo Tropical, located in the same area as the previous restaurant (Ordinance 4078). The 0.82-acre lot was subdivided in 2015 into its current configuration. In 2017, Pollo Loco vacated the location, and in 2018 a new Special Permit was approved for Chick-fil-A (Ordinance 4260).

Request:
The applicant is requesting to amend the existing Special Permit to allow modifications that will accommodate the expansion of the existing drive-through lanes. The project scope is primarily limited to the Chick-fil-A property at 106 W. Campbell Road. The only modification to the adjacent property at 110 W. Campbell Road will be a reduction in the size of an existing landscape island to accommodate the drive-through expansion.

The applicant has indicated that a large amount of its business occurs in the drive-through and this project aims to enhance functionality of the drive-through operation while not reducing parking. The previous Special Permit was approved with 40 parking spaces required to be provided onsite. The location of the drive through lane will require the relocation of two (2) spaces along the eastern wall of the building and no parking spaces will be removed.

The expansion of the drive-through has been configured in a manner to maximize stacking within the drive-through lanes and minimize traffic impacts outside of the Chick-fil-A property limits.

Proposed Improvements:

Drive-Through:
Existing Condition: Currently, the drive-through begins with two (2) lanes at the entrance, both covered by overhead canopies. The two lanes merge into a single lane, which accommodate up to sixteen (16) stacked vehicles prior to the pick-up window. There is also a 9.5-foot-wide bypass lane north of the drive-through lanes.

To better manage traffic, the site has directional signage and moveable lane delineators. During times of heavy traffic, Chick-fil-A has a team of staff working the drive-through lanes to take remote orders and payment to help with the efficiency of the drive-through process and vehicles are directed to enter the drive through from the northeast of the property.

Proposed Modification: A new, uncovered lane dedicated to mobile-order pickup only will be constructed between the building and the existing drive-through lanes. The existing bypass lane will be removed and replaced with a new drive-through pickup lane. This changes the layout of the drive-through to an entrance with three (3) lanes that merge into two (2) lanes, allowing up to twenty-seven (27) vehicles to stack prior to the pickup window. Chick-fil-A staff will continue to utilize temporary delineators to manage traffic flow. To avoid a conflict with vehicles entering the drive-through, the new mobile order lane will be accessed via the southwest of the property while the two main lanes will continue to be accessed from the northeast.

Landscaped Areas:
Existing Condition: The Chick-fil-A property is separated from the property to the north by a landscape island that is 147 feet long and 8 feet wide. It is currently planted with a 3-foot-tall shrub row, lacebark elms, and knockout roses, to provide vehicle headlight screening to the adjacent property.

Proposed Modification: To accommodate the new drive-through lane, the Chick-fil-A property will be expanded by 3-feet to the north along most of the northern property line. This expansion will reduce the existing landscape buffer island on the northern property from 8 feet to 5 feet. The landscape materials will be replaced by accent plants and a new row of evergreen screening shrubs after the landscape island is modified. This expansion requires the northern property conveying a portion of the site and replatting at the time of development. The applicant has confirmed they will continue to meet minimum landscape requirements on both properties. A new landscape plan showing modifications to both properties will be required at the time of development

Additionally, the new lane will replace approximately 3,108 square feet of landscaped area in the rear of the building. The site is required to provide 2,560 square feet of landscaped area (7%) and will provide 6,361 square feet (17%).

Correspondence: As of this date, no correspondence has been received.

Motion: The Commission will be making a recommendation to the City Council regarding this request. The Commission may approve the request as presented; add, amend, or delete the requested modifications; or recommend denial of the request.

Should the CPC recommend approval of the applicant's request as presented, the motion should include the following special conditions:

1. A Special Permit shall be granted to allow a restaurant with drive-through service which shall be limited to the are as shown on the concept plan attached as Exhibit "B" (the "Concept Plan") and made a part thereof and shall be limited to Chick-fil-A. No other person(s), company, business or legal entity may operate a restaurant with drive-through service on the property other than Chick-fil-A. The Special Permit automatically terminates upon the change in ownership or operator, in accordance with Article XXII-A, Section 7 of the Comprehensive Zoning Ordinance, as amended.

2. The Special Permit shall be subject to the time or operation restrictions (including expiration and termination) as specified in Article XXII-A, Section 7 of the Comprehensive Zoning Ordinance, as amended.

3. The restaurant with drive-----through service shall be constructed in substantial conformance with the attached Concept Plan and the building elevations attached as Exhibits "C-1", "C-2", and "C-3".



ZF 25-03 Aerial and Zoning Map
106 and 110 W Campbell Rd

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

RICHARDSON TEXAS

SITE DATA

LEASE AREA	36,577 SF	0.840 ACRES
PROPOSED PAVEMENT AREA	25,554 SF	69.9%
PROPOSED GREEN AREA	6,852 SF	18.7%
EXISTING BUILDING AREA	4,171 SF	11.4%
		100 %
PROPOSED IMPERVIOUS AREA	29,725 SF	81.3%
PROPOSED PERVIOUS (OPEN SPACE) AREA	6,852 SF	18.7%
		100 %
EXISTING IMPERVIOUS AREA	27,906 SF	76.3%
EXISTING PERVIOUS (OPEN SPACE) AREA	8,671 SF	23.7%
		100 %

MAXIMUM BUILDING HEIGHT	ALLOWED	PROVIDED
BUILDING HEIGHT	50 FT.	23 FT.

ZONING — THE ZONING CLASSIFICATION IS COMMERCIAL (C-M)

NUMBER OF SEATS
INDOOR 100 SEATS
OUTDOOR 16 SEATS

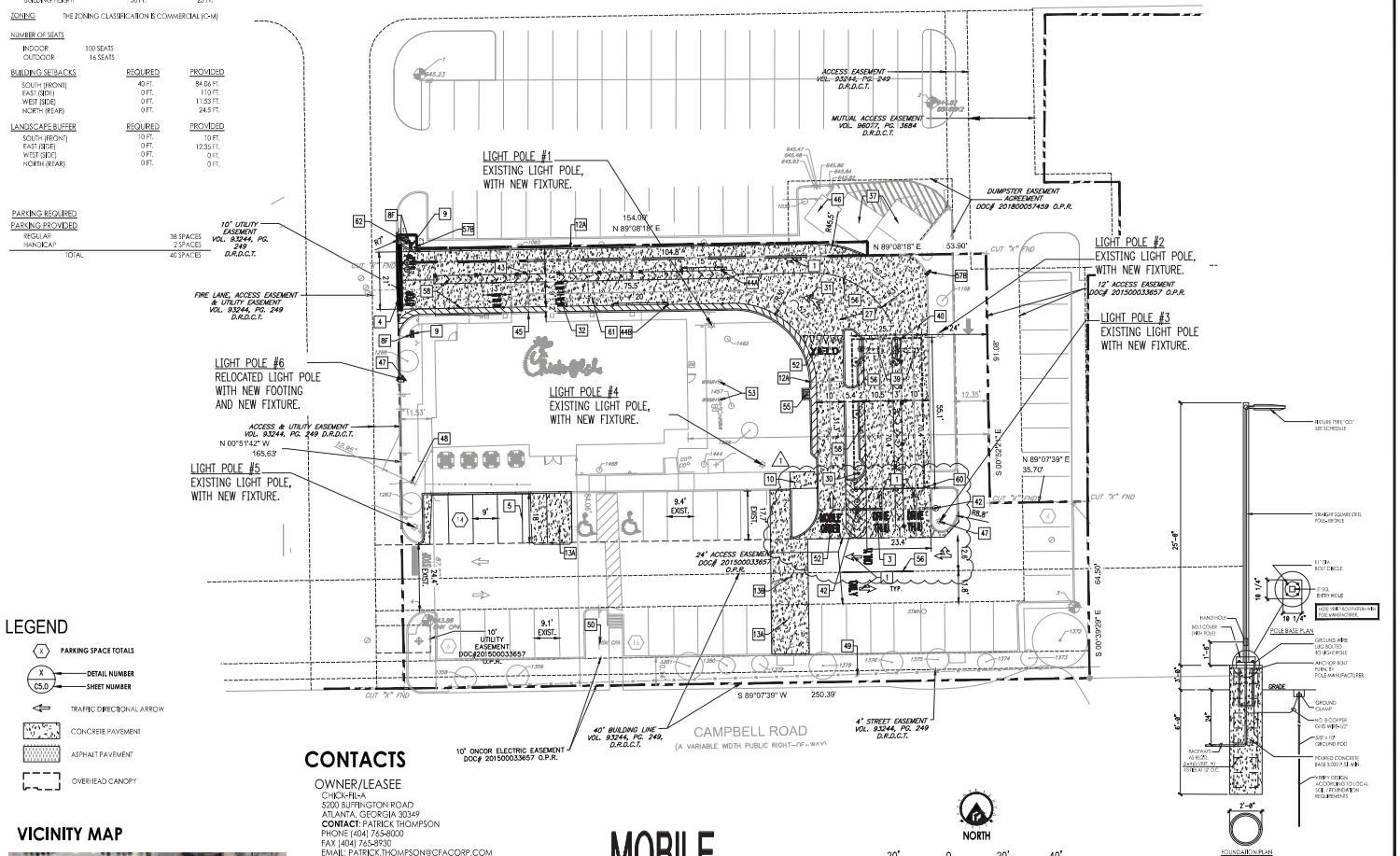
BUILDING SETBACKS	REQUIRED	PROVIDED
SOUTH (FRONT)	40 FT.	84.06 FT.
EAST (SIDE)	0 FT.	110 FT.
WEST (SIDE)	0 FT.	11.53 FT.
NORTH (REAR)	0 FT.	24.5 FT.

LANDSCAPE BUFFER	REQUIRED	PROVIDED
SOUTH (FRONT)	10 FT.	10 FT.
EAST (SIDE)	0 FT.	12.35 FT.
WEST (SIDE)	0 FT.	0 FT.
NORTH (REAR)	0 FT.	0 FT.

PARKING REQUIRED

PARKING PROVIDED	
REGULAR	38 SPACES
HANDICAP	2 SPACES
TOTAL	40 SPACES

STRIPING NOTE:
CONTRACTOR SHALL ERADICATE EXISTING STRIPING WITH EITHER SAND BLASTING OR WATER PRESSURE THEN SEAL EXISTING ASPHALT BEFORE APPLYING NEW STRIPING, OR USE **DOUBLE** BLACKOUT PAINT OVER EXISTING STRIPING.



LEGEND

- PARKING SPACE TOTALS
- DETAIL NUMBER / SHEET NUMBER
- TRAFFIC DIRECTIONAL ARROW
- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- OVERHEAD CANOPY

VICINITY MAP



SITE PLAN 1" = 20'

CONTACTS

OWNER/LEASEE
CHICK-FIL-A
5200 BUFFINGTON ROAD
ATLANTA, GEORGIA 30349
CONTACT: PATRICK THOMPSON
PHONE (404) 765-8000
FAX (404) 765-8930
EMAIL: PATRICK.THOMPSON@CFACORP.COM

ENGINEER/APPLICANT
INTERPLAN LLC.
220 E CENTRAL PKWY, SUITE 4000
ALTAMONTE SPRINGS, FL 32701
EOR: STUART ANDERSON, P.E.
CONTACT: FELIPE REYES, E.I.
PHONE (407) 645-5008
FAX (407) 629-9124
EMAIL: FREYES@INTERPLANLLC.COM

ARCHITECT
INTERPLAN LLC.
220 E CENTRAL PKWY, SUITE 4000
ALTAMONTE SPRINGS, FL 32701
AOR: TAN VU, R.A., NCARB
CONTACT: JONATHAN FIESTA
PHONE (407) 645-5008
FAX (407) 629-9124
EMAIL: JFIESTA@INTERPLANLLC.COM

NOTES:
1. GENERAL CONTRACTOR SHALL REFER TO PARKING LOT STRIPING SPECIFICATIONS, SEE DETAIL.
2. PAVEMENT MARKINGS SHALL BE APPLIED ACCORDING TO REQUIREMENTS AS OUTLINED IN SECTION 3B OF THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. CONTRACTOR SHALL USE WHITE REFLECTIVE PAINT ON ASPHALT & YELLOW REFLECTIVE PAINT ON CONCRETE, UNLESS UPON VERIFICATION BY THE GENERAL CONTRACTOR IT IS DETERMINED THAT LOCAL, STATE, OR ADA CODES DIFFER, IN WHICH CASE THESE CODES SHALL GOVERN.
4. IF STOP SIGNS ARE PROPOSED, "STOP" LETTERING ON STOP BAR DETAIL IS NOT REQUIRED.

1 C2.0 PAVEMENT MARKINGS - 2
NOT TO SCALE

NORTH
20' 0 20' 40'
GRAPHIC SCALE

LIGHTING NOTE:
THIS PLAN IS PROVIDED FOR LIGHT POLE PLACEMENT AND PHOTOMETRIC DESIGN ONLY. THE PROJECT ELECTRICAL ENGINEER WILL SPECIFY THE CIRCUITING OF THE SITE AND BUILDING LIGHTING AS WELL AS PROVIDING THE POWER AND SWITCHES IN THE BUILDING'S ELECTRICAL PANEL.

NOTES:
1. REFER TO SHEET ES-1.1 FOR ELECTRICAL CIRCUIT PLAN.
2. ALL POLES ARE TO BE PLACED 3'-0" BEHIND BACK OF CURBS.

SITE PLAN DESIGN NOTES & KEY PLAN

1 DIRECTIONAL ARROW
2 PAINTED HANDICAP PARKING SYMBOL (NOT USED)
3 DRIVE-THRU GRAPHICS
4 STOP LINE GRAPHIC
5 STANDARD PARKING STALL
6 BOLLARD MOUNTED SIGN (NOT USED)
7 ACCESSIBLE PARKING SIGN (NOT USED)
8 DIRECTIONAL SIGNAGE

NOTES:
1. ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION.
2. **SIGNS SHALL BE PROVIDED AND INSTALLED BY CHICK-FIL-A GENERAL CONTRACTOR** UNLESS **A BRAND-IMAGE REMODEL.**

8A "CIRCLE BUILDING FOR DRIVE-THRU" SIGN (NOT USED)
8B "LEFT TURN ONLY" SIGN (NOT USED)
8C "RIGHT-TURN ONLY" SIGN (NOT USED)
8D "CAUTION - WATCH FOR PEDESTRIAN" SIGN (NOT USED)
8E "ONE WAY" WITH ARROW SIGN
8F "DO NOT ENTER" SIGN

9 "STOP" SIGN
10 CONCRETE SIDEWALK
11 SIDEWALK WITH CURB AND GUTTER (NOT USED)
12 24" CONCRETE CURB AND GUTTER
12A STANDARD CURB & GUTTER
12B MOUNTABLE CURB & GUTTER (NOT USED)
13 CONCRETE PAVEMENTS
13A MEDIUM DUTY (PARKING STALLS)
13B HEAVY DUTY (DRIVE AISLES)
14 CURB RAMP w/ SHORT FLARED SIDES (NOT USED)
15 CURB RAMP WITH FLARED SIDES (NOT USED)
16 SIDEWALK ACCESSIBLE RAMP (NOT USED)
17 DETECTABLE WARNING DEVICE (ADA) - CAST IN PLACE (NOT USED)
18 SOLID YELLOW PLASTIC WHEEL STOP (NOT USED)
19 EXPANSION JOINT
20 DOWELED CONST. JOINT (EX. CONCRETE TO NEW)
21 KEYED CONSTRUCTION JOINT (NEW CONC TO EX. ASPH) (NOT USED)
22 CONTRACTION JOINT
23 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
24 PAVEMENT EDGE (ASPHALT & CONCRETE) (NOT USED)
25 CONCRETE APRON AT DUMPSTER ENCLOSURE (NOT USED)
26 LONGITUDINAL BUTT JOINT
27 CONCRETE PAVING AT DRIVE-THRU LANES
28 TYPICAL HMAC (ASPHALT) PAVEMENT SECTION (NOT USED)
29 BUTT JOINT (EX. ASPHALT TO NEW) (NOT USED)
30 CONCRETE BOLLARD (6" STEEL PIPE)
31 MULTI-LANE DIRECTIONAL GRAPHICS
32 CROSSWALK MARKINGS (CONTINENTIAL TYP.)
33 ALUMINUM HANDRAIL (NOT USED)
34 TYPICAL ADA RAMP AND HANDRAIL (NOT USED)
35 ENTRY DOOR FROST SLAB (NOT USED)
36 SCREENED REFUSE ENCLOSURE (NOT USED)
37 EXISTING SCREENED REFUSE ENCLOSURE PLAN (ALT.)
38 SCREENED REFUSE ENCLOSURE (ALT. DRAINAGE) (NOT USED)
39 MENU BOARD LOOP DETECTION SYSTEM
40 DRIVE-THRU ORDER POINT ISLAND CURB (MENU BOARDS)
41 DRIVE-THRU PLAN - PICKUP (AUTOMATIC DOOR) (NOT USED)
42 DRIVE-THRU CLEARANCE BAR
43 DRIVE-THRU ISOMETRIC
44A MOVABLE "MAGNETIC BASE" DELINEATOR (TOTAL QTY:12)
44B MOVABLE "RUBBER BASE" DELINEATOR (TOTAL QTY: 13)
45 DRIVE-THRU PLAN (PICK-UP WINDOW)
46 EXISTING REFUSE STORAGE BUILDING
47 TYPICAL LIGHT POLE BASE (REFER TO THIS SHEET)
48 EXISTING FLAGPOLE - ECX SERIES FOOT FLAG POLE PACKAGE. APPROVED VENDORS: THE FLAG COMPANY OR ATLAS FLAGS.
49 EXISTING AERIAL TRANSFORMER
50 EXISTING CHICK-FIL-A PYLON SIGN
NOTE: CONTRACTOR SHALL COORDINATE WITH SIGN COMPANY IF THERE WILL BE SPECIAL FINISH REQUIREMENTS AT THE BASE OF THE MONUMENT SIGN.
51 CASH STATION (ON 4" THICK, 5'X9' CONCRETE PAD) (NOT USED)
52 MOBILE ORDER / YIELD GRAPHICS
53 EXISTING GREASE INTERCEPTOR
54 EXISTING OUTDOOR PATIO SEATING (16 SEATS)
55 PROPOSED INLET (REFER TO SHEET C-3.0)
56 4" WIDE WHITE STRIPING (SEE PAINT NOTES IN DETAIL 4, SHEET C-4.0)
57A SECURITY CAMERA (LIGHT POLE MOUNTED) (NOT USED)
57B SECURITY CAMERA (12' POLE MOUNTED - COORD. WITH STRONG SYSTEMS)
58 PAINTED DIAGONAL / CHEVRON STRIPING
59 LANDSCAPE & IRRIGATION PROTECTOR (NOT USED)
60 PROPOSED MULTI-LANE ORDER POINT CANOPY (MLOP / P2P)
61 EXISTING MULTI-LANE ORDER MEAL DELIVERY CANOPY (OMD)
62 PROPOSED WATER METER
63 CHICK-FIL-A "WELCOME" BENCH (BENCHMARK MODEL #50731A) (NOT USED) (REFER TO ARCHIT. PLANS FOR DETAILS).

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

INTERPLAN
INTERPLAN LLC
FL#2219
ARCHITECTURE ENGINEERING PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5008

SEAL:
STATE OF TEXAS
STUART A. ANDERSON
116598
LICENSED PROFESSIONAL ENGINEER
Digitally signed by Stuart A Anderson
Date: 2025.03.05 16:51:06-05'00'

CHICK-FIL-A
75TH & CAMPBELL
106 W CAMPBELL ROAD,
RICHARDSON, TX 75080

FSR#04187
BUILDING TYPE / SIZE: 5088- Custom
RELEASE: v0.22.09
PRINTED FOR: **Project Status**

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	03/2025	CITY COMMENTS

CONSULTANT PROJECT #: 2021.0578
DATE: 12/2023
DRAWN BY: MA
CHECKED BY: FAR

Information contained on this drawing and in all digital files produced for above named project may not be reproduced in any form or by any means whatsoever, or reused beyond that authorized project representatives.

SHEET: SITE PLAN

SHEET NUMBER: **C-2.0**

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roxaliv - 03/05/2025 2:11:11 PM

PROPOSED CONCEPT PLAN - EXHIBIT B



WEST ELEVATION

N.T.S.



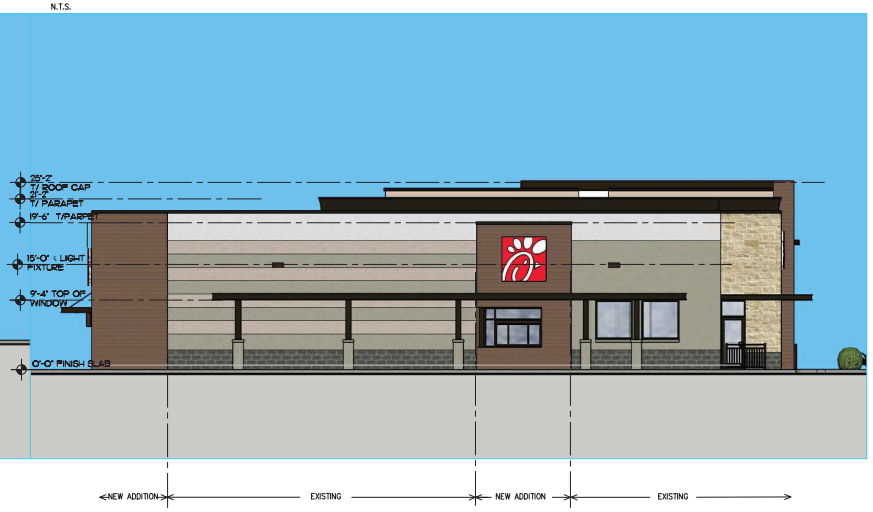
SOUTH ELEVATION

N.T.S.



EAST ELEVATION

N.T.S.



NORTH ELEVATION

N.T.S.

5200 Buffington Rd.
Atlanta Georgia,
30349-2998

Revisions:

Mark	Date	By

Seal

REGISTERED ARCHITECT GREGORY A. MAYSE STATE OF TEXAS F-3284

04-26-18

MAYSE & ASSOCIATES, INC.
Architecture • Planning • Construction Management

STORE
75 & CAMPBELL FSU
CUSTOM

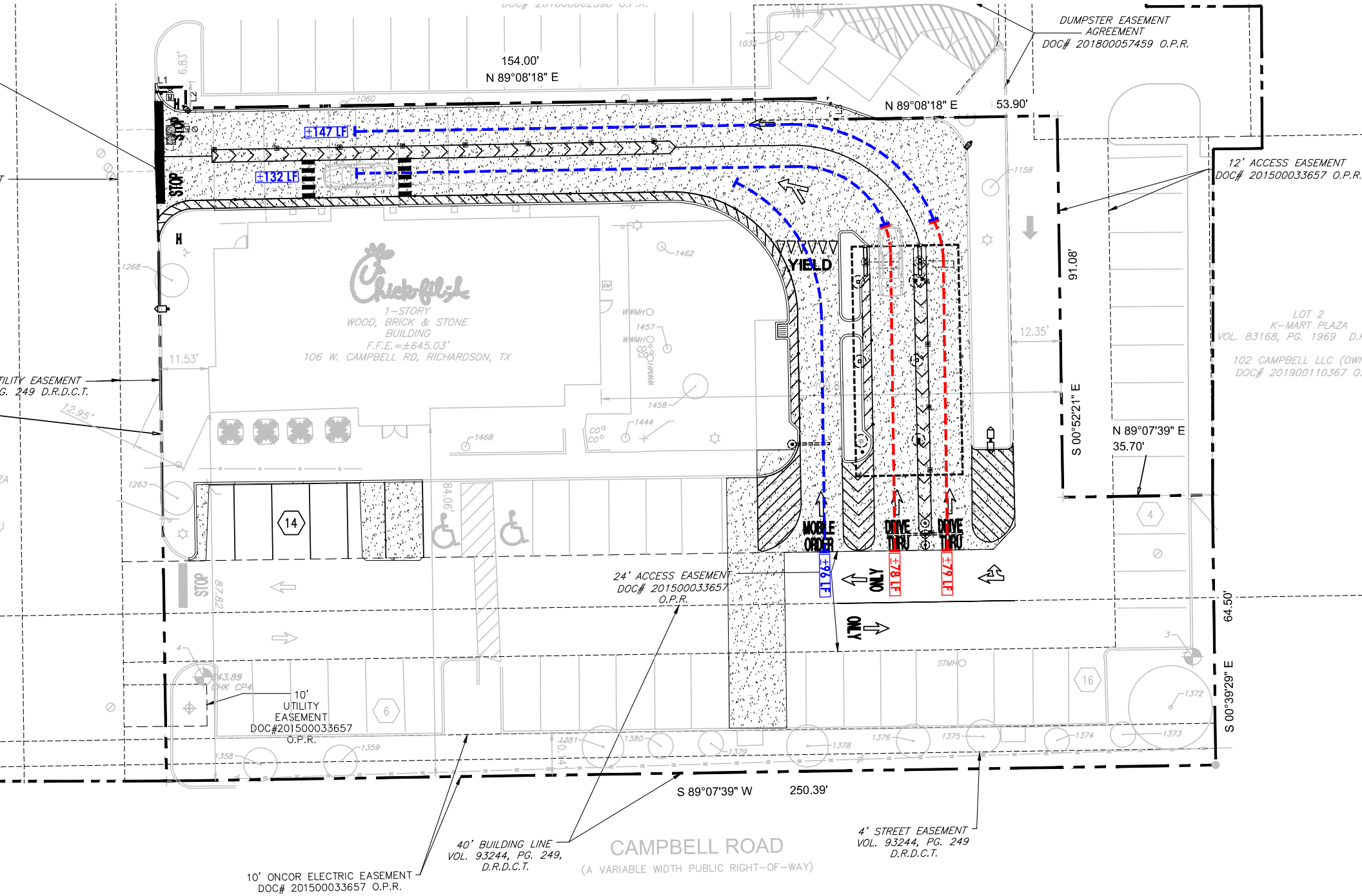
RICHARDSON, TX

SHEET TITLE
RENDERED
ELEVATIONS

VERSION: V7
ISSUE DATE: 06-2016

Job No. : 17090
Store : 04187
Date : 04-26-18
Drawn By : DW
Checked By: ____

APPROVED ELEVATIONS - EXHIBIT C



DRIVE-THROUGH EXHIBIT

SITE PHOTOS – ZF 25-03



1 – West Elevation

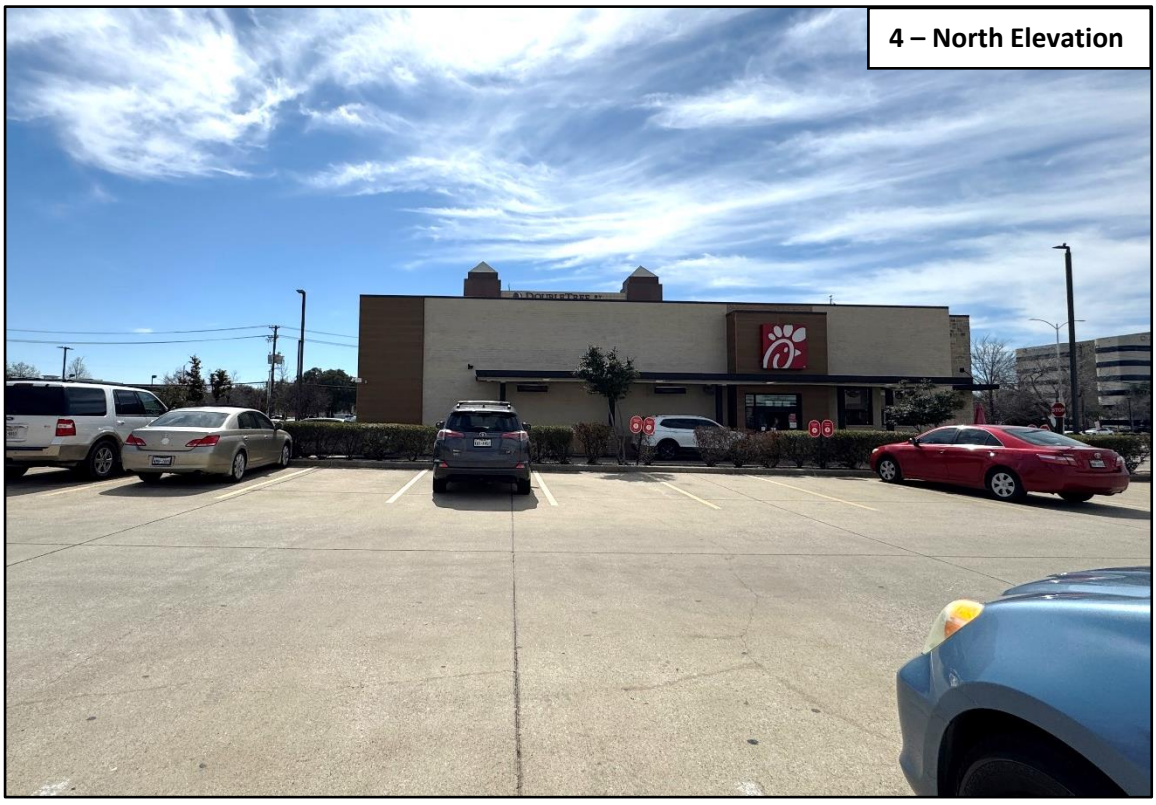


2 – Southwest Elevation

SITE PHOTOS – ZF 25-03



3 –Drive-Through



4 – North Elevation

INTERPLAN

220 E. Central Pkwy, Ste 4000
Altamonte Springs, FL 32701

407-645-5008
Interplanllc.com

March 6, 2025

City of Richardson Development Services
2360 Campbell Creek Boulevard, Suite 525
Richardson, TX 75082
972.744.4240

Reference: Chick-fil-A #4187 – 75th and Campbell
106 West Campbell Road
Richardson, TX 75080
IP#: 2021.0578
Applicant Letter

To the Whom It May Concern,

We are writing to formally submit our application for approval of the proposed modifications to the Chick-fil-A located at 106 West Campbell Road. Our team at Interplan LLC is committed to ensuring compliance with the intent of the applicable building codes, regulations, and standards, and we appreciate your department's review of our submission.

The scope of work for this project includes a modification to the drive-thru, to include two (2) full through lanes and a merging mobile order lane, proposal of a multi-lane order point canopy and all associated site work. This project aims to enhance functionality of the drive-thru while also not eliminating parking. A unique aspect of this Chick-fil-A location is that a large amount of its business occurs through the drive-thru. The proposed layout is the best configuration for maximum drive-thru lane stacking.

Relief, if granted, would not result in any detriment to the public or impair the purposes or intent of City of Richardson's Code of Ordinances. The expansion of the drive-thru intends to keep as much traffic within the Chick-fil-A property limits, alleviating traffic congestion and reduce stacking to West Campbell Road.

Upon review of this package, please contact me if you have any questions or require additional information. If I am unavailable, Gabriela Mosquera, the Permit Manager, will be able to answer your questions.

Sincerely,
INTERPLAN LLC

Chris Sanchez

Chris Sanchez
Permit Lead / Development Services

CC: F. Reyes, Interplan LLC
R. Alvarado, Interplan LLC
G. Mosquera, Interplan LLC

Notice of Public Hearing
City Plan Commission

An application has been received by the City of Richardson for a:

SPECIAL PERMIT AMENDMENT

File No.:	**ZF 25-03 Chick-fil-A**
Applicant:	Chris Sanchez, Interplan LLC
Location:	(See map on reverse side)
Request:	Consider and act on a request to amend a Special Permit for an existing restaurant with drive-through service for the properties at 106 and 110 W. Campbell Road to accommodate the expansion of the drive-through lanes. Owners: PWE Campbell 75 LLC and Francia Investments. Staff: Derica Peters.

The City Plan Commission will consider this request at a public hearing on:

TUESDAY, MARCH 18, 2025
7:00 p.m.
Richardson City Hall
2360 Campbell Creek Boulevard, Suite 525
Richardson, TX 75082

This notice has been sent to all owners of real property affected by the zoning request and those who are within 200 feet of the request, as such ownership appears on the last approved City tax roll.

Process for Public Input: Individuals attending the meeting in person will be allocated a maximum of 3 minutes to address the City Plan Commission to express whether they are in favor or oppose the request.

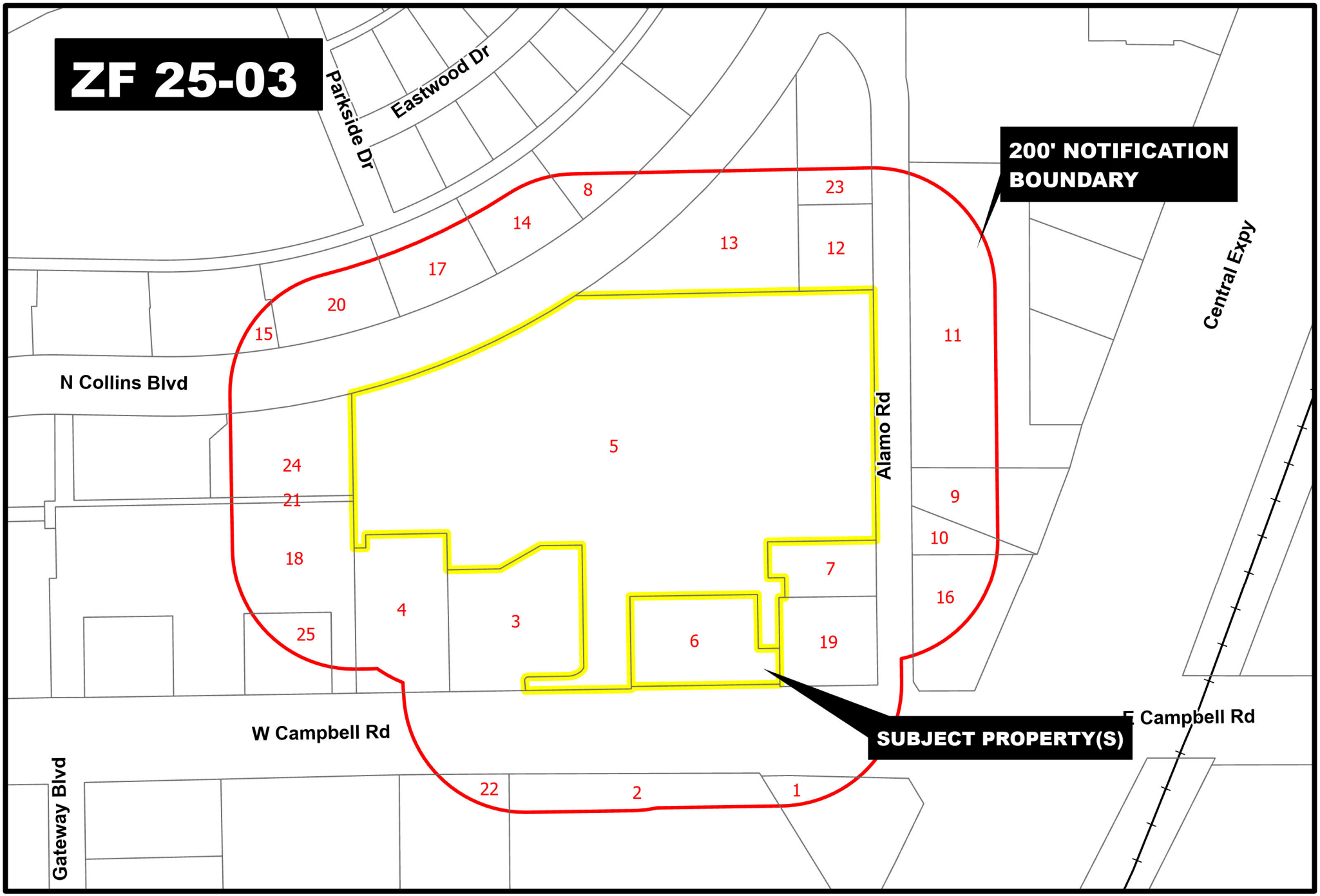
Persons not attending the meeting who would like their views to be made a part of the public record may send signed, written comments, referencing the file number above, prior to the date of the hearing to: Dept. of Development Services, PO Box 830309, Richardson, TX 75083 or by utilizing the Public Comment Card at https://www.cor.net/PublicCommentForm.

The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions, or recommend denial. Final approval of this application requires action by the City Council.

Agenda: The City Plan Commission agenda for this meeting will be posted on the City of Richardson website the Saturday before the public hearing. For a copy of the agenda, please go to: http://www.cor.net/index.aspx?page=1331.

For additional information, please contact the Dept. of Development Services at 972-744-4240 and reference Zoning File number ZF 25-03

Posted and Mailed prior to: March 7, 2025



ZF 25-03 Notification Map
106 and 110 W Campbell Rd

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

RICHARDSON TEXAS

1 POPE KATHERINE V DR
10 TAINTOR DR
SOUTHPORT, CT 06890-1380

2 ENVISION HOSPITALITY
DALLAS PKWY LLC
1981 N CENTRAL EXPY
RICHARDSON, TX 75080-3509

3 MCDONALDS REAL ESTATE CO ATT US LEGAL DI
110 N CARPENTER ST
CHICAGO, IL 60607-4106

4 180 W CAMPBELL ROAD LLC
3696 N FEDERAL HWY STE 203
FT LAUDERDALE, FL 33308-6262

5 PWE CAMPBELL 75 LLC
C/O H DANIEL KIM
150 GESSNER RD UNIT 9E
HOUSTON, TX 77024-6149

6 FRANCIA INVESTMENTS
CAMPBELL RD LLC
1454 LEWISTON DR
SUNNYVALE, CA 94087-3110

7 2005 ALAMO LLC
3910 INTERSTATE 30
MESQUITE, TX 75150-2022

8 VISION & STRUCTURE LLC SERIES 1
% MO ARANI
2095 N COLLINS BLVD STE 100
RICHARDSON, TX 75080-8303

9 PATIRIS FAMILY IRREV TRUST & STE 600
1077 CENTRAL PKWY S
SAN ANTONIO, TX 78232-5066

10 PATIRIS FAMILY IRREV TRUST & STE 600
1077 CENTRAL PKWY S
SAN ANTONIO, TX 78232-5066

11 BRAVO CENTRAL LLC % KEITH KOOP
5720 LYNDON B JOHNSON FWY STE 180
DALLAS, TX 75240-6386

12 TAKANORI LLC
2150 N COLLINS BLVD
RICHARDSON, TX 75080-2639

13 COLLINS REAL ESTATE PARTNERS LLC
2100 N COLLINS BLVD STE 200
RICHARDSON, TX 75080-2693

14 PRINCE & GOLDEN PROP LP
105 N TRENTON ST
RUSTON, NA 71270-4321

15 LION ROCK LP
2083 N COLLINS BLVD STE 100
RICHARDSON, TX 75080-2660

16 BEACH COMMERCIAL REALTY LLC
22771 KEEL CT
REHOBOTH BCH, DE 19971-1696

17 EVAN AZ ENTERPRISES LP
3232 LANGLEY DR
PLANO, TX 75025-5332

18 NW CANYON CREEK LP
7047 CURRIN DR
DALLAS, TX 75230-3527

19 102 CAMPBELL LLC
8214 WESTCHESTER DR
DALLAS, TX 75225-6100

20 CONTEX PROPERTIES LLC % J MICHAEL TIBBALS
12222 MERIT DR STE 1400
DALLAS, TX 75251-3244

21 RICHARDSON CAMPBELL LP PMB 356
11700 PRESTON RD STE 660185
DALLAS, TX 75230-6112

22 BURGER KING COMPANY LLC
5707 BLUE LAGOON DR
MIAMI, FL 33126-2015

23 TAKANORI LLC
2150 N COLLINS BLVD
RICHARDSON, TX 75080-2639

24 ARMIJO INVESTMENTS LLC
2709 KNOLLWOOD CT
PLANO, TX 75075-6424

25 FSH GLORY ENTERPRISE LLC
825 SIMMONS CT
SOUTHLAKE, TX 76092-5556

INTERPLAN
% CHRIS SANCHEZ
220 E. CENTER PKWY, SUITE 4000
ALTAMONTE SPRINGS, FL 32701

CHICK-FIL-A
% GIOVANNA FRANCIA
5200 BUFFINGON RD
ATLANTA, GA 30349

ZF 25-03

Agenda Item 3

Zoning File 25-04:
Amazon Prime Air

ZONING FILE 25-04

Attachments:

1. Staff Report
2. Zoning/Aerial Map
3. Zoning Concept Plan (Exhibit “B”)
4. Axonometric Plan
5. On-Site Traffic Circulation Plan (Exhibit “C”)
6. Approved Concept Landscape Plan (Exhibit “D”)
7. Building Elevations (Exhibits “E-1” through “E-5”)
8. PD Planned Development Standards (Exhibit “F”)
9. Site Photos
10. Applicant’s Statement
11. Notice of Public Hearing
12. Notification List
13. Correspondence

RICHARDSON, TX
DEVELOPMENT SERVICES

STAFF REPORT

TO: City Plan Commission

FROM: Derica Peters, Senior Planner DP

DATE: March 18, 2025

RE: **Zoning File 25-04: Amazon Prime Air**

REQUEST

Consider and act on a request to amend a PD Planned Development on 33.36 acres located at 3051 Research Drive, at the southeast corner of Shiloh Road and Breckinridge Boulevard currently zoned PD Planned Development for the I-M(1) Industrial District with Development Regulations to accommodate an outdoor drone delivery distribution center.

APPLICANT & PROPERTY OWNER

Sam Bailey – Amazon

EXISTING DEVELOPMENT

The subject site is developed with a 141,360 square-foot distribution center.

ADJACENT ROADWAYS

Breckenridge Boulevard: Four-lane, divided arterial; 5,000 vehicles on all lanes, eastbound and westbound, east of Shiloh Road (2024).

Shiloh Road: Six-lane, divided arterial; 11,600 vehicles on all lanes, northbound and southbound, south of Plano Pkwy (2024).

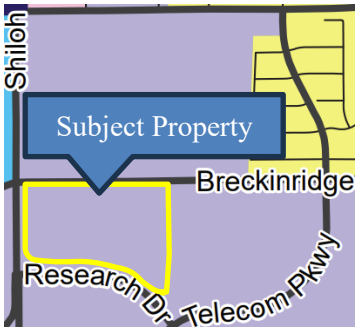
Research Drive: Four-lane, undivided arterial; no traffic count date is available.

SURROUNDING LAND USE AND ZONING

North: Vacant / PD Planned Development *(across Breckenridge Blvd.)*
South: Office / PD Planned Development *(across Research Dr.)*
East: Industrial / I-M(1) Industrial
West: Commercial / I-M(1) Industrial and LR-M(1) Local Retail *(across Shiloh Rd.)*

FUTURE LAND USE PLAN

The Future Land Use Plan of the *Envision Richardson Comprehensive Plan* designates this area as part of the Innovation/Industry PlaceType, which is *"characterized by low- to medium-density offices as well as manufacturing and distribution facilities, and research and development activities"*.



EXISTING ZONING

PD Planned Development (Ordinance 4362)

TRAFFIC/INFRASTRUCTURE IMPACTS

The proposed improvements will not have an impact on the surrounding roadway system or the existing utilities in the area.

STAFF COMMENTS

Background:
The subject property was rezoned in the 1970s to the I-M(1) Industrial District with special conditions to allow an airport and all O-M Office uses. However, an airport was never developed on the site. In 2018, the subject property was rezoned to a PD Planned Development allowing the development of a data center campus that was also never developed.

In 2020, the subject site was approved for a new PD Planned Development to accommodate a 141,360 square-foot Amazon fulfillment and distribution center. The site has since developed and has been operating since 2023.

Drone Use Overview:
Drones are defined as unmanned aircraft. Unmanned means that there is no human pilot, crew, or passengers present. They are piloted remotely or fly autonomously. Drones may be used for personal, commercial, or institutional use. Commercial drones can range in size and operations and are becoming increasingly used for deliveries in the North Texas area. Delivered items may include small household goods, groceries, prepared food, medication, and other lightweight commodities.

This is an emerging and evolving industry, however drone delivery operations typically include a ground- or roof-based area with a landing and/or docking area for commercial drones to be stored, charged, and loaded for delivery. There may be fencing to secure the area and sometimes a separate building for storage or administration. An item is loaded in the drone based on its conveyance system. The maximum package weight varies between 2.65 lbs. and 10 lbs. depending on the drone and the operator. The drone takes off from the base and travels to its delivery location at a speed

of 32-80 mph and at an altitude of between 200-400 feet, or as otherwise regulated by federal authorities. The drone is equipped with obstacle avoidance measures such as cameras or instruments that can detect issues in the flight path and adjust as needed. Delivery service areas vary from 1 mile to around 10 miles. At the delivery location, the item is delivered based on the specifications of the provider. Items may be dropped at a specified location from a specified height, lowered by a tether and retrieved or released, or delivery performed at ground level.

Regulatory Framework:

Federal Regulations

Regulations pertaining to drone flights are the purview of the federal government, which sets and enforces regulations and minimum standards for Unmanned Aircraft Systems/drones. The Federal Aviation Administration (FAA) manages the flight altitude, paths, and most operations, such as required safety or pilot training. The FAA defines a drone as follows*: an unmanned aircraft operated without the possibility of direct human intervention from within or on the aircraft.*

For commercial operators, the FAA requires a five-phase certification process for package delivery by drone (Part 107 Small Unmanned Aircraft Systems and Part 135 Air Carrier Certification). This includes airspace authorizations, carrier or operating certificates, and registrations. There are only six (6) vendors in the U.S. that are certified for package delivery by drone.

There is a requirement for an Environmental Assessment (EA) which includes a public review and comment period. The EA includes a noise study and establishes if there are any limitations to the service area, number of average daily flights, and hours of operation. For drone delivery operations, this includes evaluating potential effects on biological resources such as wildlife

During the EA process, there is an assessment of critical infrastructure sites. Businesses and property owners can also make requests to limit or prohibit flights over specific locations. The FAA would review and determine if the airspace limitation is warranted. Certified drone operator systems can be programmed so that drones' flight paths would not interfere with areas determined to be critical infrastructure.

State Legislation

The State of Texas has passed laws pertaining to unmanned aircraft operations (State of Texas Government Code Chapter 423 – Use of an Unmanned Aircraft) With respect to privacy, it is legal for a drone operator to capture an image for various research, data gathering, and infrastructure planning purposes outlined in the State Government Code, however, it is illegal to capture an image of an individual or private property with the intent to conduct surveillance. The State has also adopted restrictions pertaining to "Critical Infrastructure", defined as: petroleum refineries, electrical power generating facilities, chemical facilities, water intake structures, water treatment plants, waste water treatment plants, natural gas compressor stations, railroad switching yards, trucking terminals, steel making facilities, transmission facilities, certain dams, above ground pipelines, and confined animal feeding operations (CAFOs). Drones must fly at minimum 400 feet off the ground when over a critical infrastructure facility, and the drone cannot make contact with the facility or come within a distance close enough to cause interference or a disturbance to the facility.

Local Authority
The FAA is the only agency with the authority to restrict the use of airspace. However, they have indicated they recognize that drone safety is a partnership with local government entities who have rights to regulate where drones are allowed to take off and land.

The Federal and Texas State laws indicate cities have local authority over the following:
1. Zoning authority over take-off and landing areas
2. The use of drones by the City
3. The use of drones during a special event, defined by the State as a festival, celebration, or gathering that requires a significant use or coordination of City services, involves the reservation and temporary use of public land, and involves one of the following: entertainment, the sale of merchandise, food or beverages, or mass participation in a sports event.
4. The use of drones near a facility or infrastructure owned by the City (upon approval of the FAA.)

There are at least seventeen (17) cities in the DFW area that have a level of commercial drone operations or regulations. At least four (4) cities–Colleyville, Plano, Princeton, and Prosper–have adopted specific ordinances. Most cities are allowing commercial delivery hubs as incidental or accessory uses, approved by site plan or on trial basis. Staff has been engaged in research and coordinating with other communities involved in developing regulations. The City of Plano passed an ordinance regulating commercial drone delivery hubs in February 2024.

In February 2025, the City approved a PD Amendment to the Collins/Arapaho TOD and Innovation District Form Based Code Planned Development to allow a Drone Operations and Maintenance Center as a use permitted by Special Permit in the Employment Sub-District (Section II.A.2) and to add definitions of Drone Operations and Maintenance Center and related definitions to the PD Definitions and to add Supplemental Use Regulations for Drone Operations and Maintenance Center. That use is not related to actual item delivery by drone but is related specifically to the operation of facilities that would provide service and maintenance to a drone vendor and would include the flight of drones to and from such facility.

Delivery of goods by drone would be considered a commercial delivery hub and would be regulated separately. The City of Richardson has been aware of temporary commercial delivery hub operating at the Walmart Neighborhood Market at 1501 Buckingham Road. In that situation, the use was allowed by staff as there were no permanent structures or infrastructure added to the site, the drones were brought to the site in vehicles, and operations were limited. There have been other inquiries over the past year regarding various drone operations in the City and Staff has taken a case-by-case approach. Commercial delivery hubs will continue to be addressed as either an accessory use, as an unlisted use requiring a Special Permit, or through PD amendments depending on the proposed location and circumstance.

Request:
The applicant is requesting to amend the existing Planned Development to allow a Commercial Delivery Hub, which Amazon refers to as a Prime Air Drone Delivery Center (PADDC) on-site at the existing distribution facility. Upon approval, the new Commercial Delivery Hub will be

reflected on the updated Concept Plan (Exhibit "B) and the following will be included in the Development Standards (Exhibit "F"):

- The Distribution Center may include a Commercial Delivery Hub for the purposes of conducting commercial drone delivery. A Commercial Delivery Hub is any building, structure, or area of land designed and set aside to support Commercial Delivery Drone operations, including but not limited to takeoff, landing, maintenance, storage, or related activities conducted as accessory uses. Commercial delivery drone is defined as an unmanned aircraft system (UAS) and its associated elements used to conduct commercial package deliveries under applicable Federal Aviation Administration regulations and authorizations.

- The Commercial Delivery Hub shall be limited to no more than 10,000 square feet with no more than four (4) launch and delivery pads

Commercial Delivery Hub
The Commercial Delivery Hub, which Amazon refers to as a Prime Air Drone Delivery Center (PADDC), will be installed in the parking lot between Breckenridge Boulevard and the north wall of the building (in the portion located closest to the building) to support the operations. The PADDC will be a fenced area where drones are stored, where they launch and land, and where they are maintained for operations outside of the fulfillment center. The PADDC will be adjacent to the fulfillment center and includes two (2) modular buildings, one (1) launch circle, two (2) landing circles, and one (1) diversion circle. The modular units include a unit for battery charging and storage and another for maintenance, operations, and storing of the drones. The PADDC area is approximately 9,100 square feet and setback 900 feet from Breckinridge Boulevard to the north, and 760 feet from Shiloh Road to the west.

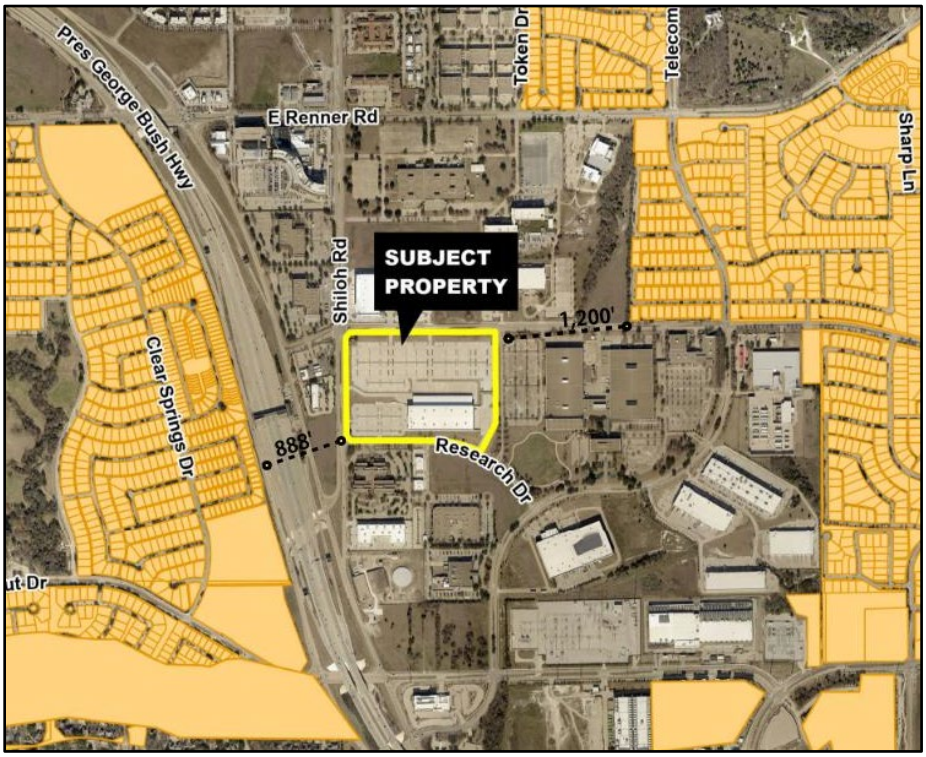
If approved, Amazon orders will be fulfilled inside the fulfillment center and once packaged, will be moved to the PADDC loading facility outdoors. The package will be loaded onto the drone by a trained Amazon associate and limited to a maximum load of one order per flight. The drone will then take off vertically and transition into forward flight along a pre-defined flight path to the customer's home. After completing delivery, the drone will return to the PADDC and will land on a landing pad.

Currently, the site provides a total of 1,149 parking spaces. 452 spaces were originally designated for passenger vehicle spaces for employees of the fulfillment center, with the balance (695 spaces) for delivery vehicles. The current parking far exceeds the required number of spaces for the development (174 spaces).

The proposed PADDC will be located in a portion of the parking area designated for delivery vehicles. Initially, the distribution center was going to distribute packages via delivery vans and flex drivers. However, the distribution center has since operated on a flex-driver-only model and does not store or operate delivery vans at this location. The area of the parking lot designated for 72 delivery van parking spaces will be replaced with the PADCC, leaving the site with 1,077 parking spaces. The approved vehicle traffic circulation pattern will remain and there are no other modifications proposed on the site.

The subject site is buffered by developments with industrial, warehouse, and commercial uses and there is a minimum of 900 feet between the subject property and the closest residential property. This is the first request for a Commercial Delivery Hub in the City, but the standards for a Drone Operations and Maintenance Center that operates in the Collins/Arapaho Innovation District, referenced in the Background section above, defined a DOMC as a designated area of land or structure at least 300 feet from a single-family or multi-family residentially zoned property, measured in a straight horizontal line from the drone staging areas within the DOMC to the closest single-family or multi-family residentially zoned property.

The following map highlights in orange the residential properties located within an approximately one-half-mile radius (2,640 ft) from the subject site and labels the distance to the closest residential properties (888 feet and 1,200 feet).



Drones

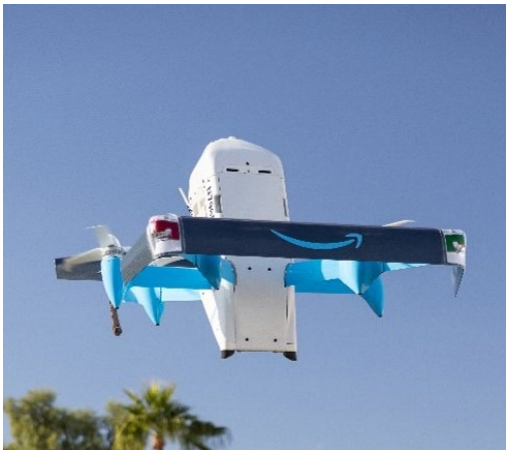
Amazon Prime Air offers drone delivery of packages to customers in 60 minutes or less using a fleet of electric drones designed, built, and operated by Amazon. The MK30 model received FAA approval to begin operations to customers in October 2024. The approval included the ability to fly beyond visual line of sight using a system of on-board detection and avoidance systems, which allow the drone to identify and avoid objects such as aircraft, cranes, temporary structures, and other items to ensure the safety of people, animals, and property. The battery-powered drone carries one item up to five pounds and has a delivery range of 7.5 miles. This range provides coverage for all of Richardson. The MK30is 83 pounds and is 4-feet-11-inches-wide and 5-feet-6-inches-tall. The drones fly autonomously using onboard detect-and-avoid capabilities. If there is an issue in the field, the local Amazon distribution center has staff on-site to help with technical

or customer issues. These details of the drone specifications, operations, and performance may change with advancements in technology and with future FAA approvals.

Amazon provided the following information in regard to noise generated by the drone delivery operations. The MK30 is about 40% quieter to the human ear than previous drones. The drone also has different decibel levels at different stages of flight and there are numerous factors, such as landscape and weather, that determine how much aircraft sound is experienced on the ground. During a delivery, the drone is audible at peak sound for about a minute. Even as the drone is descending, its sound is still quieter than the range of sounds you'll generally hear in a neighborhood. Amazon evaluates utilizing multiple routes and flying at higher altitudes to reduce the sounds heard by individual households.

The takeoff profile from the PADDC of the MK30 at 25 feet distance is 88.9 dBA (weighted decibel unit), which is equivalent to a diesel truck at 50 feet. When the drone is flying at 200 feet above ground level, overflight at max weight and 58 knots (brief exposure), the MK30 measures at 63.9 dBA, which is equivalent to a typical busy commercial area. For a customer delivery, the MK30 will descend and drop the customer order in their backyard in seconds at 12 feet. The delivery profile of the MK30 at 25 feet distance is 91.2 dBA, which is equivalent to a diesel truck at 50 feet. Again, this happens in seconds before the drone ascends and returns to the Amazon facility. This does not account for ambient noise in the community or neighborhoods.





Federal Aviation Administration (FAA)
Should the zoning request be approved, Amazon intends on pursuing the required federal permits. While zoning entitlements are not a pre-requisite for application or condition of approval, the Amazon representative stated they intend to first vet the project with the City and secure local land use approvals, which will allow them to move more confidently through the federal permitting processes, which they anticipate will take 6 – 12 months.

To obtain FAA approval to operate in airspace, Amazon will complete an environmental assessment (EA) under the National Environmental Policy Act (NEPA), which requires the FAA to assess the environmental impacts of proposed operations, including noise. As part of the EA process, Amazon will seek feedback from the community.

Residents, businesses, and governments can provide feedback during a public comment period established during the permitting process. A notice will be published on the Federal Register, and mailed directly to nearby residents, providing notification of the proposal and offering an opportunity to submit feedback. If there are no negative impacts identified during the EA, the FAA will provide a Final Environmental Assessment and Finding of No Significant Impact/Record of Decision (FONSI-ROD).

Following federal approvals, Amazon will continue to collaborate with the FAA on the status of the drones. If an incident were to occur, the FAA has a defined process for drone operators to follow in reporting issues. Amazon will also work with the FAA's Flight Standards District Offices to identify airspace where they can safely operate and areas that they are not allowed to operate in, which will be designated as no-fly zones (NFZ). This could potentially include hospitals and other critical infrastructure.

Correspondence: As of this date, staff has received one (1) letter in opposition to the request.

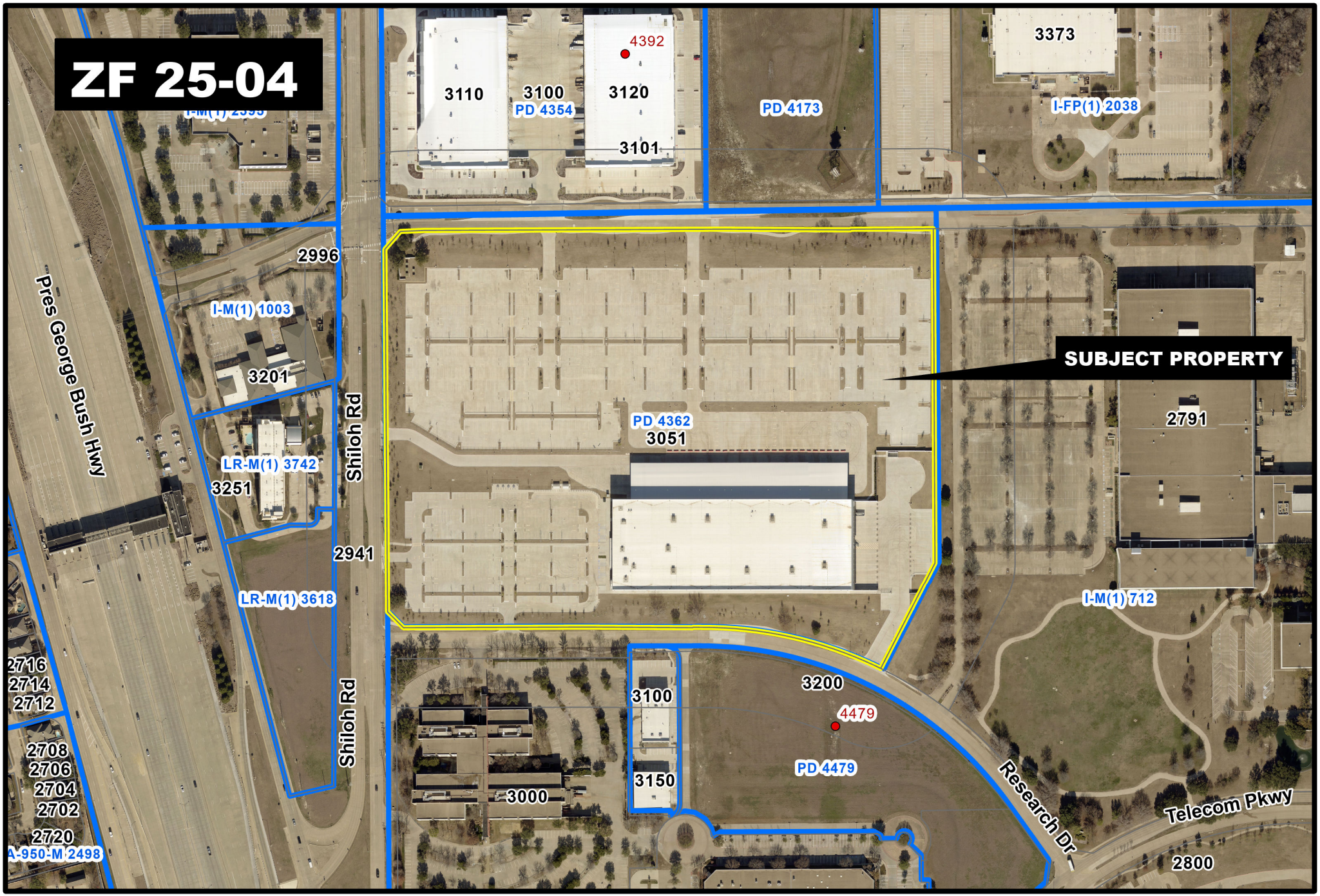
Motion: The Commission will be making a recommendation to the City Council regarding this request. The Commission may approve the request as presented; add, amend, or delete the requested modifications; or recommend denial of the request.

Should the CPC recommend approval of the applicant's request as presented, the motion should include the following special conditions:

1) The subject site shall be zoned PD Planned Development District for the I-M(1) Industrial District and shall be used and developed in substantial conformance with the Concept Plan attached hereto as Exhibit "B", the Parking and On-Site Circulation Plan attached as Exhibit "C", the Landscape Plan attached as Exhibit "D", the Building Elevations attached hereto as Exhibits "E-1" through "E-5", and in accordance with the requirements of the I-M(1) Industrial District zoning regulations, except as otherwise provided in the Development Standards, attached hereto as Exhibit "F.

2) The Distribution Center may include a Commercial Delivery Hub for the purposes of conducting commercial drone delivery. A Commercial Delivery Hub is any building, structure, or area of land designed and set aside to support Commercial Delivery Drone operations, including but not limited to takeoff, landing, maintenance, storage, or related activities conducted as accessory uses. A commercial delivery drone is defined as an unmanned aircraft system (UAS) and its associated elements used to conduct commercial package deliveries under applicable Federal Aviation Administration regulations and authorizations.

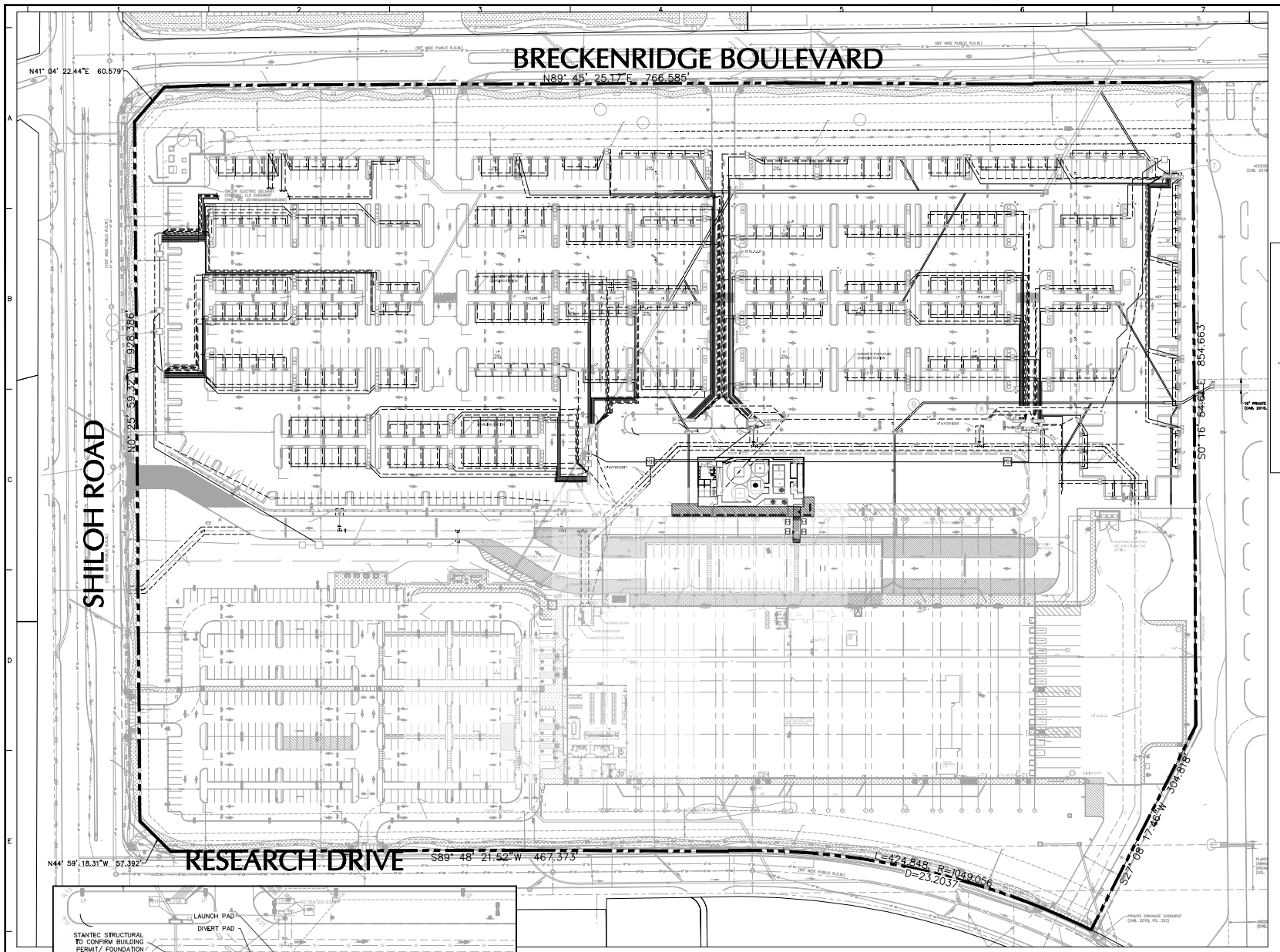
i) The Commercial Delivery Hub shall be limited to no more than 10,000 square feet with no more than four (4) launch and delivery pads.

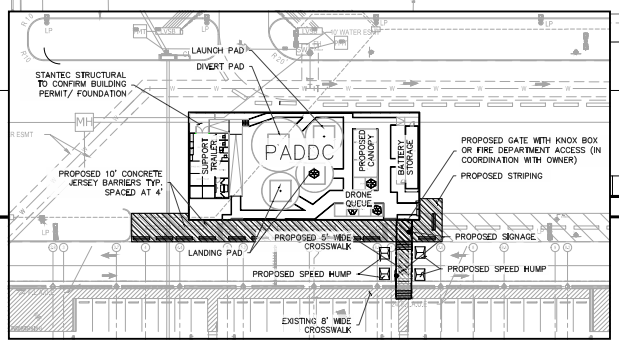


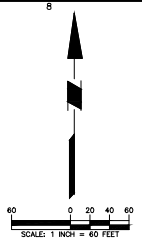
ZF 25-04 Aerial and Zoning Map
3051 Research Dr

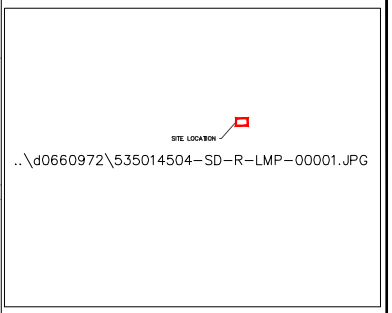
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

RICHARDSON TEXAS









NOTES:

LOT NUMBER: LOT 1 BLOCK 1

AREA: 33.360 ACRES

ZONING: PD

OWNER NAME : LIT INDUSTRIAL LIMITED PARTNERSHIP

ADDRESS: 3051 RESEARCH DR, RICHARDSON TX

LEGEND	
	PROPERTY BOUNDARY

Site Plan Notes:
Traffic calming devices shown as conceptual and to be reviewed by Fire Marshal.

90% SET - NOT FOR CONSTRUCTION

Description	No.
Revisions	

DRAFT
03/07/2025

LANGAN
Langan Engineering and Environmental Services, LLC.
13750 San Pedro Avenue, Suite 730
San Antonio, TX 78232
T: 800.952.6426 www.langan.com
TBPE FIRM REG. #F-13709

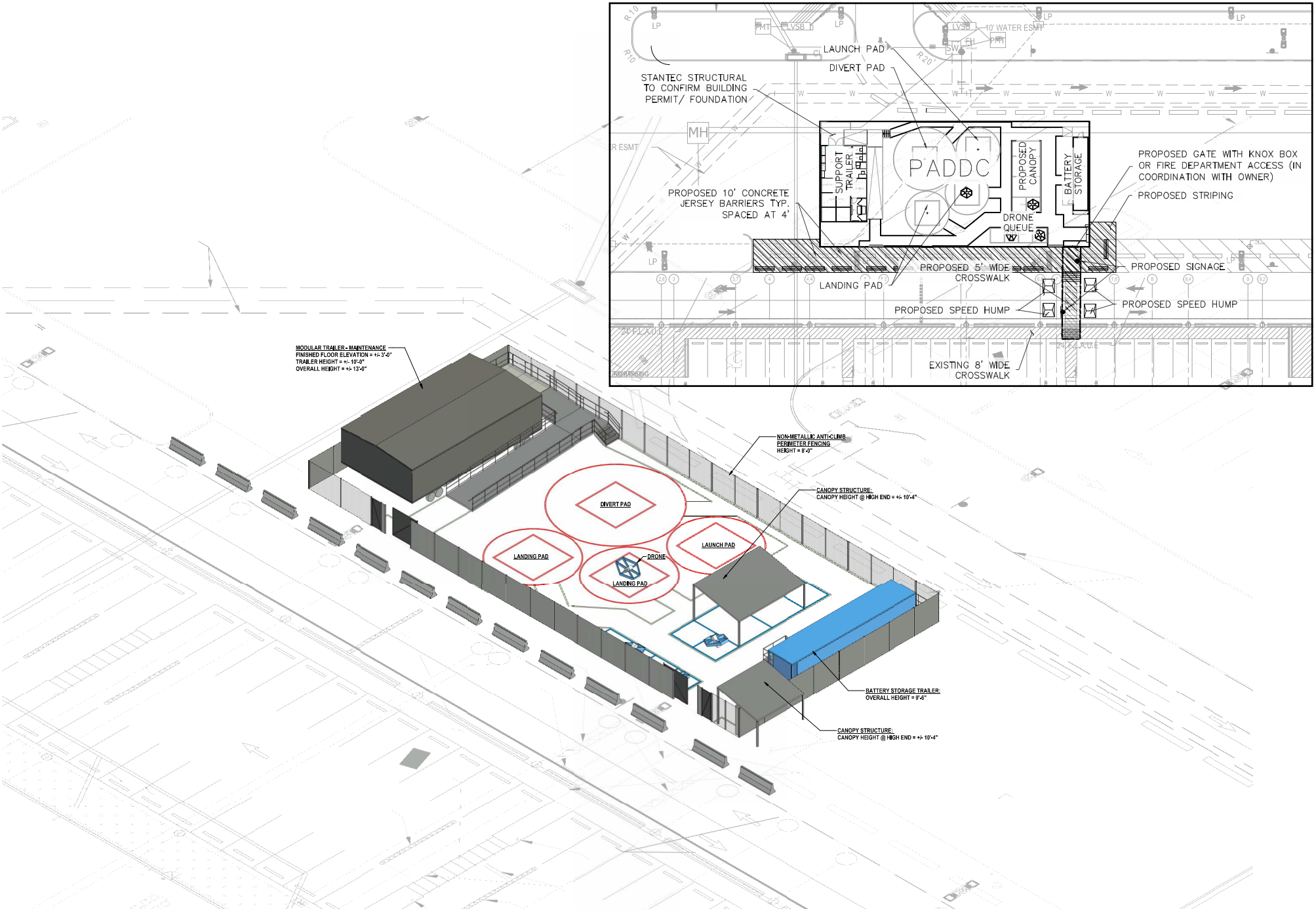
Project	AMZ PRIME AIR PADDC QTX1 RICHARDSON
	RICHARDSON, COLLIN COUNTY, TEXAS
Drawing Title	SITE PLAN
Project No.	535014504
Date	02/19/2025
Drawn By	BP
Checked By	SK
Drawing No.	CS101

Date: 3/7/2025 Time: 16:07 User: bpelangka Style Table: Langan.stb Layout: OVERALL SITE EXHIBIT Document Code: 535014504-0101-CS101-0101

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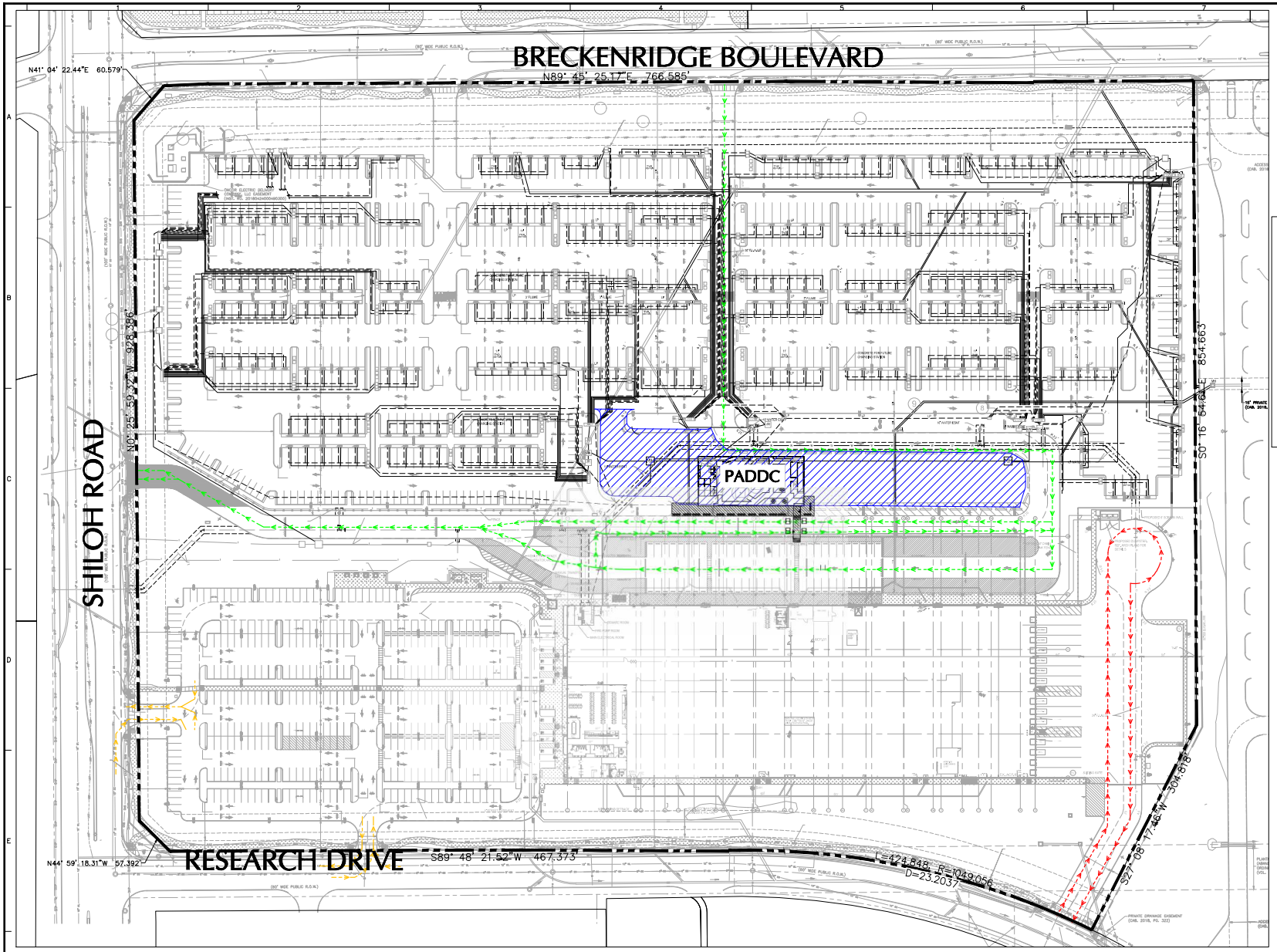
Project No. 535014504

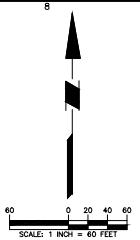
Concept Plan - Exhibit B

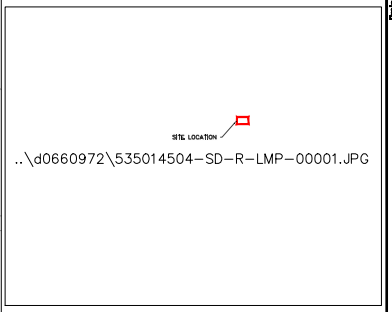


1 A-100 **STX8 - GROUND PADDC - AXON**

Axonometric Plan







NOTES:

LOT NUMBER: LOT 1 BLOCK 1

AREA: 33.360 ACRES

ZONING: PD

OWNER NAME : LIT INDUSTRIAL LIMITED PARTNERSHIP

ADDRESS: 3051 RESEARCH DR, RICHARDSON TX

LEGEND	
	PROPERTY BOUNDARY
	TRUCK FLOW
	FLEX DRIVER FLOW
	ASSOCIATE FLOW
	NOT USED AREA

90% SET - NOT FOR CONSTRUCTION

Date	Description	No.
Revisions		

DRAFT
03/07/2025

LANGAN
Langan Engineering and Environmental Services, LLC.
13750 San Pedro Avenue, Suite 730
San Antonio, TX 78232
T: 800.952.6426 www.langan.com
TBPE FIRM REG. #F-13709

Project
AMZ PRIME AIR PADDC
QTX1 RICHARDSON
COLLIN COUNTY RICHARDSON TEXAS

Drawing Title
SITE PLAN

Project No. 535014504
Date 02/19/2025
Drawn By BP
Checked By SK

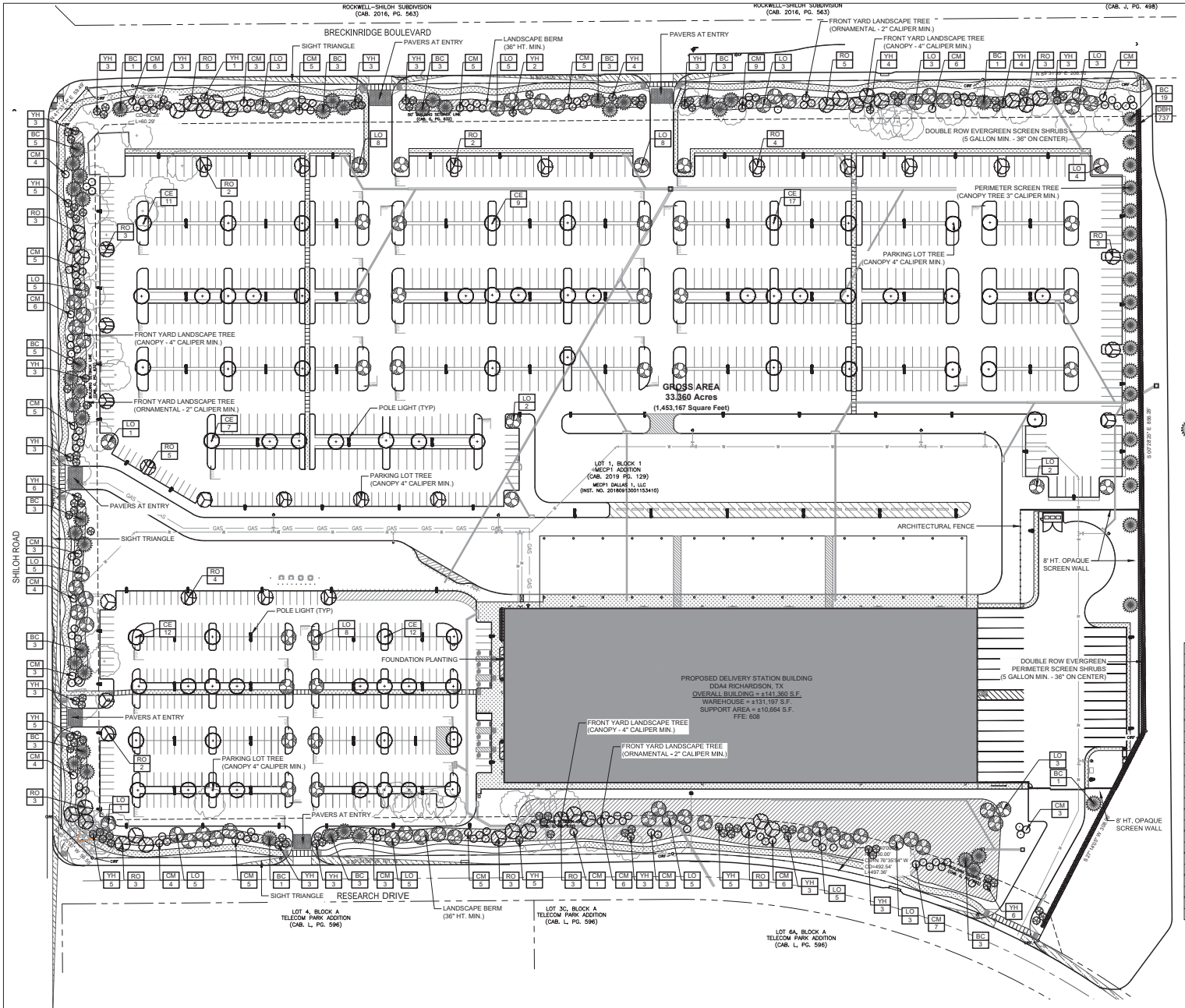
Drawing No.
CS101

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Project No. 535014504

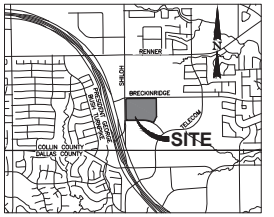
On-Site Circulation Plan - Exhibit C



N

0 30 60 120

SCALE: 1" = 60'



VICINITY MAP
(NOT TO SCALE)

LEGEND:

- FRONT YARD LANDSCAPE TREE CANOPY TREE (4" CALIPER MIN.)
- FRONT YARD LANDSCAPE TREE ORNAMENTAL TREE (2" CALIPER MIN.)
- PARKING LOT TREE CANOPY TREE (4" CALIPER MIN.)
- PERIMETER SCREEN TREE CANOPY TREE (3" CALIPER MIN.)
- PERIMETER SCREEN SHRUB EVERGREEN (5 GALLON MIN.)
- FOUNDATION PLANTING

LANDSCAPE TABULATIONS

SITE AREA	1,453,167 SF (33.36 AC)	
BUILDING FOOTPRINT	141,360 SF	
LANDSCAPING	REQUIRED	PROVIDED
LANDSCAPE AREA (.) 1,453,167 SF x 15% = 141, 360 SF)	145,317 SF (15%)	411,491 SF (28%)
INTERNAL PARKING AREA (141,360 SF x 20%)	28,272 SF (20%)	89,000 SF (63%)
FRONT YARD LANDSCAPING	REQUIRED	PROVIDED
(1) CANOPY TREE / 30 LF (4" CAL. MIN.) (1) ORNAMENTAL TREE / 100 LF (2" CAL. MIN)		
SHILOH ROAD	35 CANOPY TREES / 42 ORNAMENTAL	35 CANOPY TREES / 42 ORNAMENTAL
1,040.42 LF / 30 LF = 34.73 (4" CAL. MIN) 1,040.42 LF / 100 LF = 10.40 (4 " DUAL 2" CAL. MIN)		
BRECKINRIDGE BOULEVARD	44 CANOPY TREES / 79 ORNAMENTAL	44 CANOPY TREES / 79 ORNAMENTAL
1,321.69 LF / 30 LF = 44.06 (4" CAL. MIN) 1,321.69 LF / 100 LF = 13.22 (4 " DUAL 2" CAL. MIN)		
RESEARCH DRIVE	42 CANOPY TREES / 76 ORNAMENTAL	42 CANOPY TREES / 76ORNAMENTAL
1,338.5 LF / 30 LF = 41.81 (4" CAL. MIN) 1,338.5 LF / 100 LF = 13.84 (4 " DUAL 2" CAL. MIN)		
PARKING LOT LANDSCAPE	REQUIRED	PROVIDED
(1) TREE / 10 SPACES (4" CAL. MIN.) (1,047 SPACES / 10 = 105 TREE	107	127
EARTHEN BERM	REQUIRED	PROVIDED
ALONG ALL STREET FRONTAGE 30" HT. MIN.) (1 SLOPE/MIN)	YES	YES
SITE VISIBILITY TRIANGLES	REQUIRED	PROVIDED
STREET, ALLEY, & PRIVATE INTERSECTIONS NO OBSTRUCTION ABOVE 30" HT. LIMBS 7' HT. MIN.	YES	YES
FOUNDATION PLANTING	REQUIRED	PROVIDED
ADJACENT TO BUILDING	YES	YES
PERIMETER SCREENING		
SIDE YARD FROM INCOMPATIBLE USE	SCREEN TREES & SHRUBS	SCREEN TREES & SHRUBS
STORAGE AREA	7' OPAQUE SCREEN WALL	8' OPAQUE SCREEN WALL

BGE, Inc.
2595 Dallas Parkway, Suite 101
Frisco, TX 75034
Tel: 972-464-4800 ● www.bgeinc.com
TBPE Registration No. F-1046

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DEVELOPER
Seefried Properties
3030 Lyndon B Johnson #1650
Dallas, Tx 75234
TEL: 214-393-6063
CONTACT: Doug Otte

PDMS Design Group
2225 E.Randol Mill Rd #300,
Arlington, TX 76011
TEL: (817) 701-4803
CONTACT: Matthew Moreau

SEEFRIED INDUSTRIAL PROPERTIES, INC.
ON-SITE INFRASTRUCTURE
DDA4 ADDITION
BEING 33.36 ACRES
CITY OF RICHARDSON, DALLAS COUNTY, TEXAS

THESE PLANS ARE ISSUED FOR THE PURPOSE OF PRELIMINARY REVIEW AND ARE NOT INTENDED FOR CONSTRUCTION. WHEN ISSUED IN FINAL FORM THEY WILL BE SEALED, SIGNED AND DATED.

RESPONSIBLE ENGINEER:
BGE, INC.
TEXAS REGISTERED ENGINEERING FIRM F-1046
NICHOLAS D. HOBBS, P.E.
TEXAS REGISTRATION NO. 112949

!!CAUTION!!
Contractor to Verify exact location & Depth of Exist Facilities Prior to any Construction Activities

CAUTION !!!
CONTACT: 1-800-DIG-TESS
48 HOURS PRIOR TO CONSTRUCTION

REVISIONS

REV NO.	DATE	DESCRIPTION

DRAWN BY: GMS
CHECKED BY: NDH
DATE: SEPTEMBER 2020
PROJECT NUMBER: 7978-00

CONCEPT LANDSCAPE PLAN

BROWN & GAY ENGINEERS, INC.
G:\SURVEY\projects\dwg\J_Project\7978-00\Civil_3D\sheets\PDS_LANDSCAPE_CONCEPT.dwg, Sep 29, 2020 8:54am dallo

Approved Landscape Concept Plan - Exhibit D

MATERIALS TABULATION

SOUTH ELEVATION:

TOTAL SF = 27,651 SF
- METAL PANEL = 444 SF (2%)
- TILT WALL = 27,207 SF (97%)
- ALUMINUM CLADDING = 284 SF (1%)

WEST ELEVATION:

TOTAL SF = 10,207 SF
- METAL PANEL = 555 SF (5%)
- GLAZING = 1,400 SF (14%)
- TILT WALL = 8,252 SF (80%)
- ALUMINUM CLADDING = 105 SF (1%)

EXTERIOR FINISH SCHEDULE

BUILDING ELEMENTS	COLOR
METAL COPING	PT-3 "PANTONE 2995 C"
METAL DOWNSPOUT AND CONDUCTOR HEADS	PAINTED TO MATCH TILT UP WALL PANEL
HOLLOW METAL DOORS AND FRAMES	P-4 "ELLIE GRAY"
EXTERIOR METAL RAILINGS, STAIRS AND LANDINGS	P-9 SAFETY YELLOW
ENTRY SOFFIT & LOADING CANOPY SOFFIT	PT-3 "PANTONE 2995 C"
PICKUP ENTRY METAL CANOPY FASCIA	PT-3 "PANTONE 2995 C"
ASSOCIATE ENTRY CANOPY	PT-3 "PANTONE 2995 C"
BOLLARDS	SAFETY YELLOW
INTERIOR STAIRS, RAILINGS AND GUARDRAILS	RED / GRAY
EXTERIOR PICKUP ENTRY PANELS	PT-1 "NEBULOUS WHITE"
ALL EXPOSED METAL STRUCTURE	PT-1 "NEBULOUS WHITE"

LEGEND

T	TEMPERED GLAZING PER DESIGN CRITERIA
PJ	PANEL JOINT
ISF	INSIDE FACE

EXTERIOR PAINT COLOR LEGEND

- PT-1 SHERWIN WILLIAMS SW 7063 NEBULOUS WHITE
- PT-2 SHERWIN WILLIAMS SW 7006 GRAY MATTERS
- PT-3 PANTONE 2995 C
- ANODIZED ALUMINUM STOREFRONT SYSTEM

NOTE: SEPARATE EXTERIOR PAINT SCHEDULE AND AN INTERIOR SCHEDULE IS PROVIDED. EXTERIOR REF' = A4.01-A4.03, AND INTERIOR REF' = A2.05

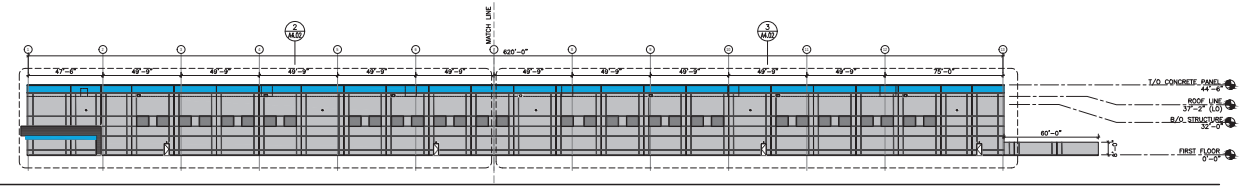
KEY NOTES

1. ROOF LINE BEYOND
2. PANEL JOINT, TYP. SEE DETAIL 2/A5.04
3. PANEL REVEAL, SEE A5.04
4. TILT UP CONCRETE PANEL, PAINT PT-1
5. CONCRETE COLUMN PROTECTION, PAINT PT-1
6. ALUMINUM CLADDING - PT-1
7. STEEL STRUCTURE PAINT PT-1 ENTRY CANOPY
8. PRE-FINISHED GALVANIZED METAL COPING. MFRS STANDARD COLOR TO MATCH PT-1
9. THROUGHWAY SCUPPER AS REQUIRED, CONFIRM LOCATION, SIZE AND NUMBER WITH SITE CONDITIONS. ALIGN W/ PANEL JOINT, PAINT TO MATCH TILT-UP PANEL. SEE ELEVATIONS FOR ADDITIONAL INFORMATION. REFER TO DETAILS 9/A6.01 AND 7/A2.23
10. COILING OVERHEAD LOAD OUT DOOR (INSULATED), PRIMED AND FIELD PAINTED, PT-1 SECTIONAL OVERHEAD TRUCK DOCK DOOR (INSULATED) WITH BUMPERS AND DOCK SEALPRE -PRIMED, PAINT PER LEGEND, TYP. REFER TO A1.35
11. KNOCK OUT PANEL. SEE STRUCTURAL
12. HM DOOR AND FRAME, PAINT PT-1 TYP
13. KNOCK OUT WINDOW LOCATIONS AT SECOND LEVEL NOT A PART OF BASE SCOPE BUT INDICATE TENANTS PREFERRED LOCATION AS REQUIRED BY AHJ PANEL REVEAL, SEE 5/A5.04
14. TENANT SIGNAGE. (DEFERRED SUBMITTAL)
15. WALL PACK LIGHT, SEE ELECTRICAL.

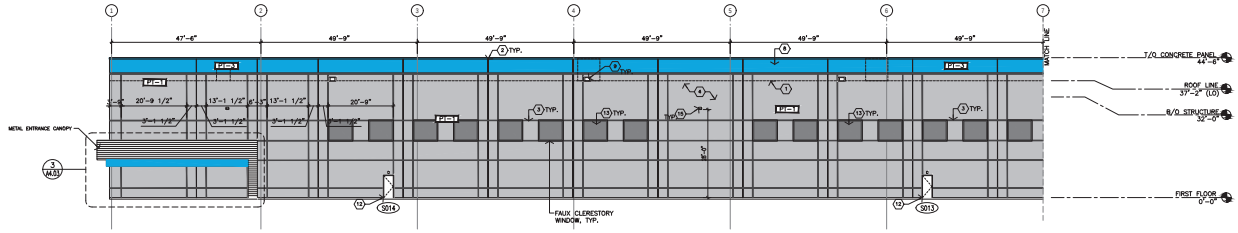
PLEASE NOTE: NOT ALL KEY NOTES WILL APPLY TO EACH ENLARGED PLAN

GENERAL ELEVATION NOTES

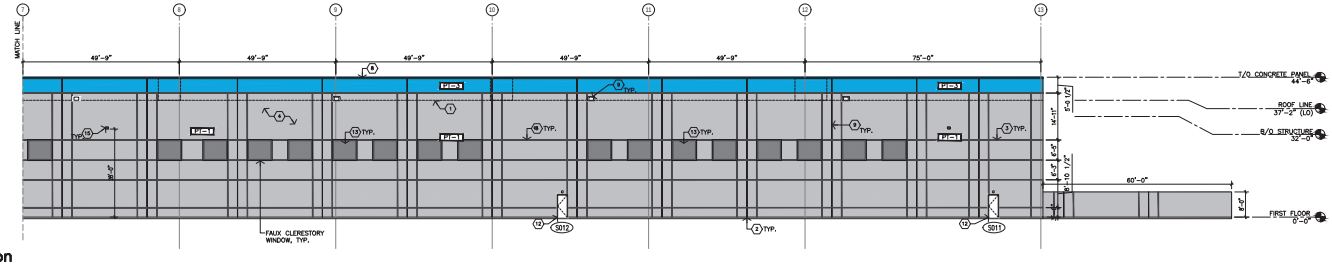
1. ELEVATION 0'-0" = FINISH FLOOR ELEVATION INDICATED IN CIVIL DRAWINGS.
2. SEE PLANS AND WALL SECTIONS FOR ROUGH OPENING LOCATIONS AND WINDOW TYPES.
3. SEE A4.07 FOR WINDOW TYPES.
4. ALL STOREFRONT GLAZING TO BE INSULATED GLAZING TYP, UNLESS NOTED OTHERWISE.
5. VERIFY WITH AHJ FOR SITE REQUIREMENTS FOR TEMPERED INSULATED GLAZING BEFORE IMPLEMENTING
6. ALL FIXED INSULATED GLAZING SHALL BE CERTIFIED & LABELED WITH ITS RATING BY AN APPROVED, INDEPENDENT, THIRD-PARTY SEALANT MANUFACTURER AGENCY LICENSED BY THE NFRC, IN COMPLIANCE WITH THE VALUES LISTED IN THE DESIGN CRITERIA
7. PROVIDE AND COORDINATE "KNOXBOX" LOCATION WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL
8. ALL VERTICAL DIMENSIONS ARE FROM FINISHED FLOOR, U.N.O.
9. CHANGE IN PAINT COLOR OCCURS AT BACK OF REVEAL, TYP. U.N.O.
10. ALUMINUM DOOR TO MATCH STOREFRONT SYSTEM, TYP. SEE DOOR SCHEDULE.
11. PAINT ALL SIDES OF SOFFIT PT-3
12. REFER TO TENANT CANOPY DESIGN GUIDELINES FOR ADDITIONAL INFORMATION.
13. REFER TO SHEET A1.33-A1.36 FOR SIGNAGE AND GRAPHICS.



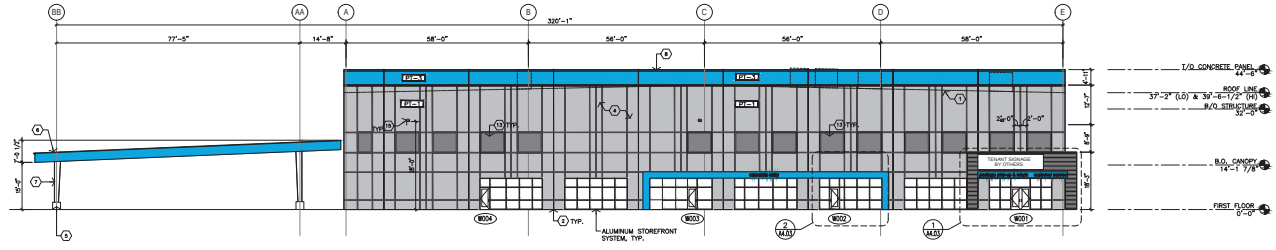
4 South Elevation
SCALE 1/32" = 1'-0"



3 South Enlarged Elevation
SCALE 1/16" = 1'-0"



2 South Enlarged Elevation
SCALE 1/16" = 1'-0"



1 West Elevation
SCALE 1/16" = 1'-0"

Exhibit "E-2"

Approved Elevations - Exhibit E-1

pbms design group
2225 E. Randol Mill Road, Suite 300
Arlington, Texas 76011
817.633.4300 p 817.633.41531

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Project Address
Delivery Station
DDA4 - Richardson
Shiloh Rd & Breckinridge Blvd
Richardson, TX 75082

Issue Date 07/29/20

Revisions

	No.	Date	Description	By

DELIVERY STATION: DDA4
SHILOH RD & BRECKINRIDGE BLVD
RICHARDSON, TX 75082

MICHAEL R. BLACK, AIA
2225 E. RANDOL MILL RD., SUITE 300
ARLINGTON, TEXAS 76011
817.701.4817
WISCONSIN LICENSE NO.: 9423-005

Seal

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Job Number 200407
Drawn By ACS
Appvd By JBM
Sheet Title
Enlarged Exterior Elevations

MATERIALS TABULATION

NORTH ELEVATION:

TOTAL SF – 27,651 SF
TILT WALL – 27,651 SF (86%)
ALUMINUM CLADDING (FACADE) – 284 SF (1%)
ALUMINUM CLADDING (CANOPY) – 3,544 SF (13%)

EAST ELEVATION:

TOTAL SF – 10,207 SF
TILT WALL – 10,207 SF (99%)
ALUMINUM CLADDING – 105 SF (1%)

EXTERIOR FINISH SCHEDULE

BUILDING ELEMENTS	COLOR
METAL COPING	PT-3 "PANTONE 2995 C"
METAL DOWNSPOUT AND CONDUCTOR HEADS	PAINTED TO MATCH TILT UP WALL PANEL
HOLLOW METAL DOORS AND FRAMES	P-4 "ELLIE GRAY"
EXTERIOR METAL RAILINGS, STAIRS AND LANDINGS	P-9 SAFETY YELLOW
ENTRY SOFFIT & LOADING CANOPY SOFFIT	PT-3 "PANTONE 2995 C"
PICKUP ENTRY METAL CANOPY FASCIA	PT-3 "PANTONE 2995 C"
ASSOCIATE ENTRY CANOPY	PT-3 "PANTONE 2995 C"
BOLLARDS	SAFETY YELLOW
INTERIOR STAIRS, RAILINGS AND GUARDRAILS	RED / GRAY
EXTERIOR PICKUP ENTRY PANELS	PT-1 "NEBULOUS WHITE"
ALL EXPOSED METAL STRUCTURE	PT-1 "NEBULOUS WHITE"

LEGEND

T TEMPERED GLAZING PER DESIGN CRITERIA
PJ PANEL JOINT
ISF INSIDE FACE

EXTERIOR PAINT COLOR LEGEND

PT-1 SHERWIN WILLIAMS SW 7063 NEBULOUS WHITE
PT-2 SHERWIN WILLIAMS SW 7066 GRAY MATTERS
PT-3 PANTONE 2995 C
ANODIZED ALUMINUM STOREFRONT SYSTEM

NOTE: SEPARATE EXTERIOR PAINT SCHEDULE AND AN INTERIOR SCHEDULE IS PROVIDED. EXTERIOR REF' – A4.01–A4.03, AND INTERIOR REF' – A2.05

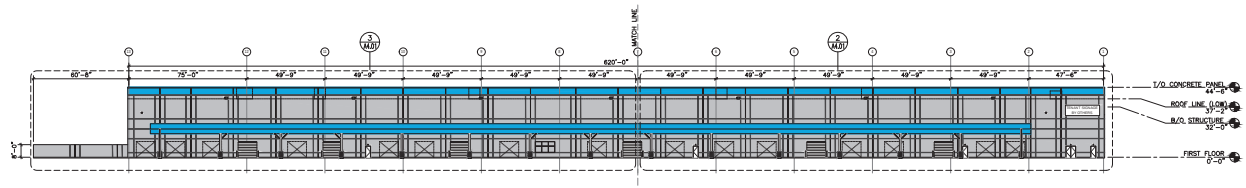
KEY NOTES

1. ROOF LINE BEYOND
2. PANEL JOINT, TYP. SEE DETAIL 2/A5.04
3. PANEL REVEAL, SEE A5.04
4. TILT UP CONCRETE PANEL, PAINT PT-1
5. CONCRETE COLUMN PROTECTION, PAINT PT-1
6. ALUMINUM CLADDING – PT-1
7. STEEL STRUCTURE PAINT PT-1 ENTRY CANOPY
8. PRE–FINISHED GALVANIZED METAL COPING. MFRS STANDARD COLOR TO MATCH PT-1
9. THROUGHWAY SCUPPER AS REQUIRED, CONFIRM LOCATION, SIZE AND NUMBER WITH SITE CONDITIONS. ALIGN W/ PANEL JOINT, PAINT TO MATCH TILT–UP PANEL. SEE ELEVATIONS FOR ADDITIONAL INFORMATION. REFER TO DETAILS 9/A6.01 AND 7/A2.23
10. COILING OVERHEAD LOAD OUT DOOR (INSULATED), PRIMED AND FIELD PAINTED, PT-2 SECTIONAL OVERHEAD TRUCK DOOR (INSULATED) WITH BUMPERS AND DOCK SEAL,PRE –PRIMED, PAINT PER LEGEND, TYP. REFER TO A1.35
11. KNOCK OUT PANEL. SEE STRUCTURAL
12. HM DOOR AND FRAME, PAINT PT-2 TYP
13. KNOCK OUT WINDOW LOCATIONS AT SECOND LEVEL NOT A PART OF BASE SCOPE BUT INDICATE TENANTS PREFERRED LOCATION AS REQUIRED BY A/U PANEL REVEAL, SEE 3/A5.04
14. TENANT SIGNAGE. (DEFERRED SUBMITTAL)
15. WALL PACK LIGHT, SEE ELECTRICAL.

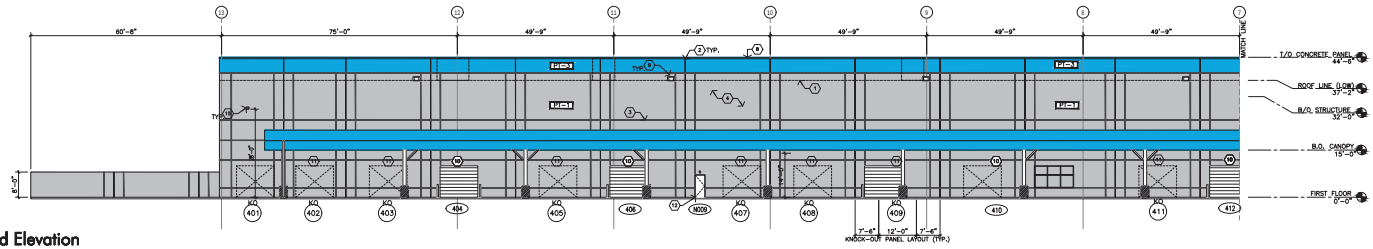
PLEASE NOTE: NOT ALL KEY NOTES WILL APPLY TO EACH ENLARGED PLAN

GENERAL ELEVATION NOTES

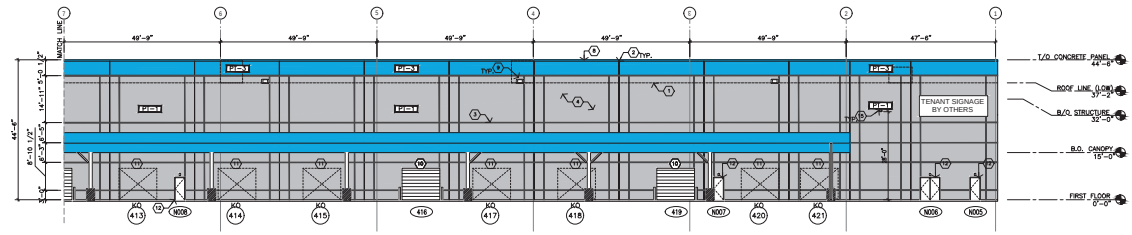
1. ELEVATION 0'–0" = FINISH FLOOR ELEVATION INDICATED IN CIVIL DRAWINGS.
2. SEE PLANS AND WALL SECTIONS FOR ROUGH OPENING LOCATIONS AND WINDOW TYPES.
3. SEE A6.01 FOR WINDOW TYPES.
4. ALL STOREFRONT GLAZING TO BE INSULATED GLAZING TYP, UNLESS NOTED OTHERWISE
5. VERIFY WITH ANJ FOR SITE REQUIREMENTS FOR TEMPERED INSULATED GLAZING BEFORE IMPLEMENTING
6. ALL FIXED INSULATED GLAZING SHALL BE CERTIFIED & LABELED WITH ITS MAX. U–FACTOR OF & SOLAR HEAT GAIN COEFFICIENT BY AN INDEPENDENT AGENCY LICENSED BY THE NFRC, IN COMPLIANCE WITH THE VALUES LISTED IN THE DESIGN CRITERIA
7. PROVIDE AND COORDINATE "KNOXBOX: LOCATION WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL.
8. ALL VERTICAL DIMENSIONS ARE FROM FINISHED FLOOR, U.N.O.
9. CHANGE IN PAINT COLOR OCCURS AT BACK OF REVEAL, TYP. U.N.O.
10. ALUMINUM DOOR TO MATCH STOREFRONT SYSTEM, TYP, SEE DOOR SCHEDULE.
11. PAINT ALL SIDES OF SOFFIT PT–3
12. REFER TO TENANT CANOPY DESIGN GUIDELINES FOR ADDITIONAL INFORMATION.
13. REFER TO SHEET A1.33–A1.36 FOR SIGNAGE AND GRAPHICS.



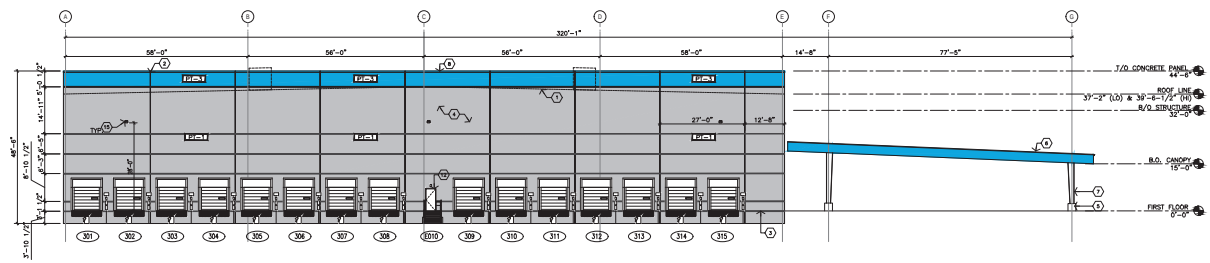
4 North Elevation
SCALE 1/32" = 1'-0"



3 North Enlarged Elevation
SCALE 1/16" = 1'-0"



2 North Enlarged Elevation
SCALE 1/16" = 1'-0"



1 East Elevation
SCALE 1/16" = 1'-0"

pbms design group
2225 E. Randol Mill Road, Suite 300
Arlington, Texas 76011
817.633.4200 p 817.633.4152 f

Project Address
Delivery Station
DDA4 - Richardson
Shiloh Rd & Breckinridge Blvd
Richardson, Tx 75082

Issue Date 07/29/20

Revisions

	Date	Description	By
1			
2			
3			
4			
5			
6			
7			

DELIVERY STATION: DDA4
SHILOH RD & BRECKINRIDGE BLVD
RICHARDSON, TX 75082

MICHAEL R. BLACK, AIA
2236 E. RANDOL MILL RD., SUITE 300
ARLINGTON, TEXAS 76011
817.701.4019
WISCONSIN LICENSE NO.: 9422-006

Seal

Job Number 180107
Drawn By ACS
Appvd By MM
Sheet Title Exterior Elevations
Exhibit "E-1"

Approved Elevations - Exhibit E-2

LEGEND

- STEEL COLUMN
- BOLLARD
- STANDARD DELIVERY VAN LOADING SPACE

EXTERIOR PAINT COLOR LEGEND

- PC-1 SHERWIN WILLIAMS SW 7063 NEBULOUS WHITE
- PC-2 SHERWIN WILLIAMS SW 7066 GRAY MATTERS
- PC-3 PANTONE 2995 C
- ANODIZED ALUMINUM STOREFRONT SYSTEM
- PC-4 MANU STANDARD "BRIGHT WHITE"
- PC-5 MFR. COLOR CAUTION YELLOW/ BLACK DIAGONAL STRIPES

NOTE: SEPARATE EXTERIOR PAINT SCHEDULE AND AN INTERIOR SCHEDULE IS PROVIDED. EXTERIOR REF – A4.01–A4.04, AND INTERIOR REF – A2.20

KEY NOTES

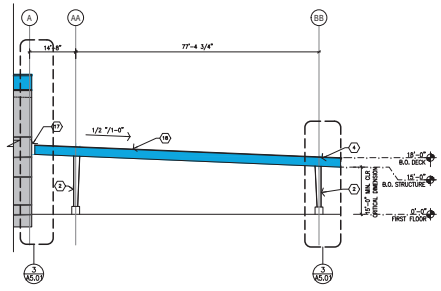
1. LINE OF VAN LOAD CANOPY
2. LOADING CANOPY STRUCTURAL COLUMN WITH 18" DIA., 4'-0" HIGH CONCRETE BASE (TYP.) STRUCTURAL FOR COLUMN SIZE AND DETAILS.
3. STEEL STRUCTURE, REF STRUCTURAL FOR ALL COLUMNS, BEAMS, AND JOIST SIZES.
4. PREFINISHED METAL GUTTER WITH DOWNSPOUTS, LOCATION SIZE AND NUMBER AS REQUIRED BY SITE CONDITIONS. DOWNSPOUTS TO OCCUR ONLY AT COLUMN LINES. REF CIVIL FOR DOWNSPOUT TERMINATION TO UNDER GROUND.
5. HIGH SPEED FABRIC ROLL-UP DOOR. SEE DOOR SCHEDULE
6. SURFACE MOUNTED BOLLARD.
7. CANOPY LIGHTING. REF ELECTRICAL.
8. CANOPY TO BE FULLY SPRINKLED UNDER DEFERRED SUBMITTAL.
9. BIRD SCREEN TO BE INSTALLED ACROSS ENTIRE UNDERSIDE OF LOADING CANOPY.
10. VAN PARKING BELOW.
11. OVERHEAD COILING DOOR. SEE DOOR SCHEDULE.
12. PICKUP CART MANEUVERING ZONE. MAINTAIN 11'-0" CLR (14'-0" OVERHEAD) MINIMUM.
13. VAN MANEUVERING MAINTAIN REQUIRED 40'-0" CLEARANCE FOR M AND L. PROVIDE 55'-0" AT XL
14. CLEAR ZONE DEMARCATED BY PAINTED RED STRIPING ON THE GROUND WITH DIAGONAL STRIPING IN CENTER AREA. CLEAR ZONE TO BE THE WIDTH OF THE OPENING AND 4'-0" DEEP, OFFSET 2'-0" TO BOTH THE INTERIOR AND EXTERIOR OF THE DOOR. PROVIDE STENCILED TEXT "STAY CLEAR" AT INTERIOR AND EXTERIOR EDGES OF EACH ZONE. TYPICAL AT ALL HIGH-SPEED ROLL UP DOOR LOCATIONS.
15. PROVIDE MOVEMENT JOINT AT CANOPY AND FASCIA TO BUILDING INTERFACE.
16. METAL PANEL FASCIA TO COVER FULL DEPTH OF STRUCTURE. MINIMUM 14" – 0" MIN. CLEAR FROM BOTTOM OF FASCIA TO PAVEMENT.
17. SEE STRUCTURAL CANOPY DRAWINGS FOR LAUNCH PAD FRAMING.
18. LAYOUT DIMENSIONS FOR CANOPY HAVE INCLUDED A SPACE FOR DEVICES, PIPES, CONDUITS, DOWNSPOUTS ETC TO OCCUR NO ELEMENTS CAN EXTEND BEYOND THIS ZONE.
19. VAN PARKING AND LOADING SPACE, SEE CIVIL.
20. MAINTAIN 14'-0" CLR THROUGHOUT

GENERAL NOTES

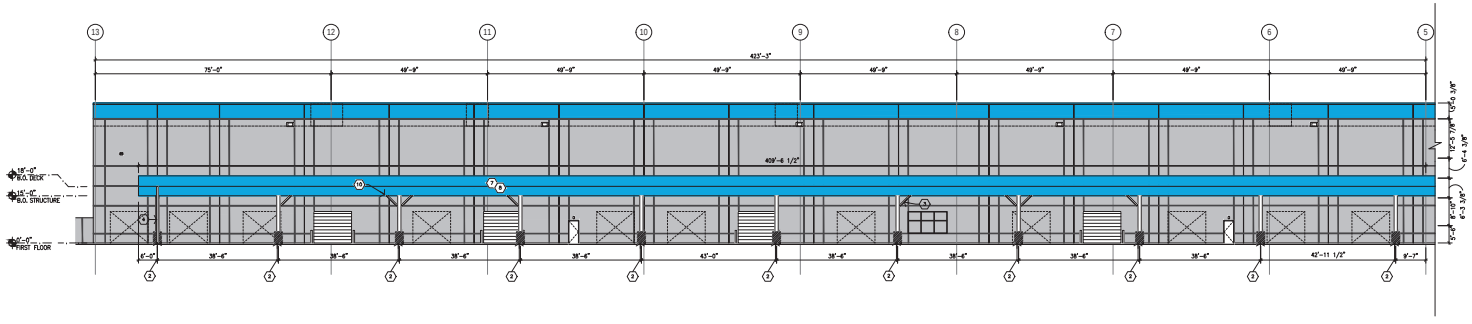
1. AT AREAS OPEN TO STRUCTURE, PAINT METAL DECK, STRUCTURE, EXPOSED CONDUIT, MECHANICAL DUCT WORK, AND FIRE SPRINKLER COMPONENTS (EXCEPT HEADS) PC-1 UNLESS OTHERWISE NOTED.
2. SEE STRUCTURAL FOR FRAMING INFORMATION.
3. COORDINATE PERIMETER CONDITIONS WITH ARCHITECTURAL DRAWINGS AND SITE ELEMENTS.
4. LIGHTING, SPRINKLERS, SIGNAGE AND OTHER MEPF ELEMENTS ARE NOT SHOWN. COORDINATE AS REQUIRED WITH EACH DISCIPLINE.
5. CRITICAL DIMENSIONS ARE DELINEATED AS "CLEAR"
6. REGIONAL WEATHER CONDITION CONSIDERATIONS: REGIONAL DESIGN TEAM TO VERIFY WITH LOCAL ARCHITECT OF RECORD AS NECESSARY TO ACCOUNT FOR DESIGN WEATHER REQUIREMENTS INCLUDING BUT NOT LIMITED TO: OCEAN WATER, WIND SPEED, UV EXPOSURE, HOT/COLD TEMPERATURE, HUMIDITY, SNOW LOAD, SNOW DRIFT, AND ICE BUILDUP. CANOPY OVERHANG AS REQUIRED BY SITE SPECIFIC CLIMATIC REQUIREMENTS, TO KEEP LAUNCH AREA CLEAR OF EXCESSIVE RAIN, SNOW AND SUN EXPOSURE.
7. FIRE EXTINGUISHER TO BE PROVIDED EVERY 6,000 SQ.FT. AT VAN LOAD CANOPY. EXTINGUISHER TO BE INSTALLED ON FACE OF COLUMN THAT DOES NOT INTRUDE ON VAN DRIVING PATH.

ROOF MATERIAL BASIS DESIGN

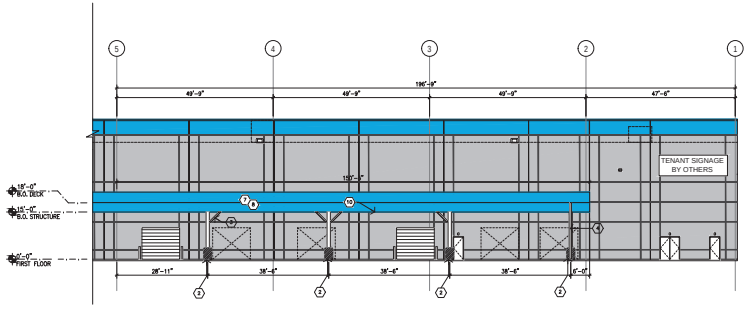
1. SINGLE COMPONENT RAISED SEAM METAL PANEL ROOF CLADDING SYSTEM FORMED WITH MEDIUM RIBS AT PANEL EDGES AND A FLAT PAN BETWEEN RIBS, DESIGNED FOR SEQUENTIAL INSTALLATION BY MECHANICALLY ATTACHING PANELS TO SUPPORTS USING SCREW FASTENERS LOCATED UNDER CONCEALED SIDE OF PANELS AND LAPPING AND INTERCONNECTING SIDE EDGES OF ADJACENT PANELS. BASIS OF DESIGN AEPSPAN SPAN–LOK OR SIMILAR. COLOR TO BE PC-1. PROVIDE FINISH ON BOTH SIDES.
2. ALTERNATE: PROVIDE INSULATED METAL PANEL, KINGSPAN KINGSEAM, PANELS TO BE DESIGNED FOR SEQUENTIAL INSTALLATION BY MECHANICALLY ATTACHING PANELS TO SUPPORTS USING SCREW FASTENERS LOCATED UNDER CONCEALED SIDE OF PANELS AND LAPPING AND INTERCONNECTING SIDE EDGES OF ADJACENT PANELS. COLOR TO BE PC-1. PROVIDE FINISH ON BOTH SIDES. THIS ALTERNATE SELECTION WILL RESULT IN A DIFFERENT JOIST LAYOUT – REFER TO STRUCTURAL SHEETS.
3. FASCIA PANEL PC-1 OR AS REQUIRED BY SPECIFIC PROJECT'S SIGNAGE AND BRANDING REQUIREMENTS.



3 Delivery Van Canopy Elevation
SCALE 1/16" = 1'-0"



2 Delivery Van Canopy Elevation
SCALE 1/16" = 1'-0"



1 Delivery Van Canopy Elevation
SCALE 1/16" = 1'-0"

Exhibit "E-3"

Approved Elevations - Exhibit E-3

pbms design group
2225 E. Randol Mill Road, Suite 300
Arlington, Texas 76011
817.633.4200 p 817.633.4153 f

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Project Address
Delivery Station
DDA4 - Richardson
Shiloh Rd & Breckinridge Blvd
Richardson, TX 75082

Issue Date 07/29/20

Revisions			
	Date	Description	By
△			
△			
△			
△			
△			
△			
△			

DELIVERY STATION: DDA4
SHILOH RD & BRECKINRIDGE BLVD
RICHARDSON, TX 75082

MICHAEL R. BLACK, AIA
2225 E. RANDOL MILL RD., SUITE 300
ARLINGTON, TEXAS 76011
817.791.4819
WISCONSIN LICENSE NO.: 56828-006

Seal

Job Number 200107
Drawn By ACS
Appvd By JBM
Sheet Title Canopy Elevations & Section

MATERIALS TABULATION

EXTERIOR FINISH SCHEDULE

BUILDING ELEMENTS	COLOR
METAL COPING	PT-3 "PANTONE 2995 C"
METAL DOWNSPOUT AND CONDUCTOR HEADS	PAINTED TO MATCH "TILT UP WALL PANEL"
HOLLOW METAL DOORS AND FRAMES	P-6 "ELLIE GRAY"
EXTERIOR METAL RAILINGS, STAIRS AND LANDINGS	P-5 SAFETY YELLOW
ENTRY SOFFIT & LOADING CANOPY SOFFIT	PT-3 "PANTONE 2995 C"
PICKUP ENTRY METAL CANOPY FASCIA	PT-3 "PANTONE 2995 C"
ASSOCIATE ENTRY CANOPY	PT-3 "PANTONE 2995 C"
BOLLARDS	SAFETY YELLOW
INTERIOR STAIRS, RAILINGS AND GUARDRAILS	RED / GRAY
EXTERIOR PICKUP ENTRY PANELS	PT-1 "NEBULOUS WHITE"
ALL EXPOSED METAL STRUCTURE	PT-1 "NEBULOUS WHITE"

LEGEND

T	TEMPERED GLAZING PER DESIGN CRITERIA
PJ	PANEL JOINT
ISF	INSIDE FACE

EXTERIOR PAINT COLOR LEGEND

- PT-1 SHERWIN WILLIAMS SW 7063 NEBULOUS WHITE
- PT-2 SHERWIN WILLIAMS SW 7066 GRAY MATTERS
- PT-3 PANTONE 2995 C
- ANODIZED ALUMINUM STOREFRONT SYSTEM

NOTE: SEPARATE EXTERIOR PAINT SCHEDULE AND AN INTERIOR SCHEDULE IS PROVIDED. EXTERIOR REF – A4.01-A4.03, AND INTERIOR REF – A2.05

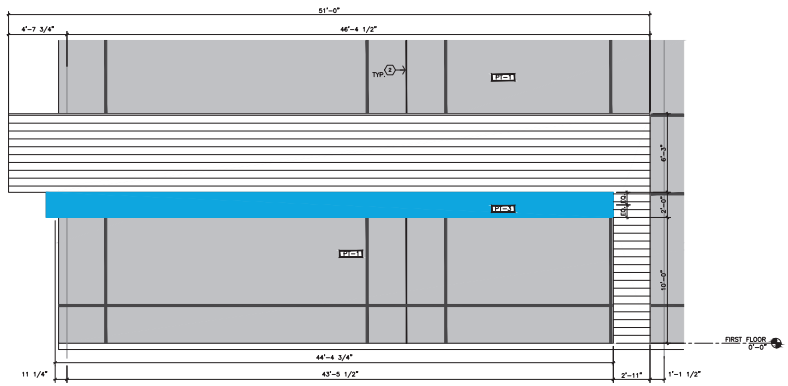
KEY NOTES

1. ROOF LINE BEYOND
2. PANEL JOINT, TYP. SEE DETAIL 2/A5.04
3. PANEL REVEAL, SEE A5.04
4. TILT UP CONCRETE PANEL, PAINT PC1
5. CONCRETE COLUMN PROTECTION, PAINT PC1
6. ALUMINUM CLADDING – PC1
7. STEEL STRUCTURE PAINT PC1 ENTRY CANOPY
8. PRE-FINISHED GALVANIZED METAL COPING. MFRS STANDARD COLOR TO MATCH PC1
9. THROUGHWAY SCUPPER AS REQUIRED, CONFIRM LOCATION, SIZE AND NUMBER WITH SITE CONDITIONS. ALIGN W/ PANEL JOINT. PAINT TO MATCH TILT-UP PANEL. SEE ELEVATIONS FOR ADDITIONAL INFORMATION. REFER TO DETAILS 9/A6.01 AND 7/A2.23
10. COILING OVERHEAD LOAD OUT DOOR (INSULATED). PRIMED AND FIELD PAINTED, PT-3 SECTIONAL OVERHEAD TRUCK DOCK DOOR (INSULATED) WITH BUMPERS AND DOCK SEALPRE –PRIMED, PAINT PER LEGEND, TYP; REFER TO A1.33
11. KNOCK OUT PANEL. SEE STRUCTURAL
12. HM DOOR AND FRAME. PAINT PC1 TYP
13. KNOCK OUT WINDOW LOCATIONS AT SECOND LEVEL NOT A PART OF BASE SCOPE BUT INDICATE TENANTS PREFERRED LOCATION AS REQUIRED BY AHJ PANEL REVEAL, SEE 3/A5.04
14. TENANT SIGNAGE. (DEFERRED SUBMITTAL)
15. WALL PACK LIGHT, SEE ELECTRICAL.

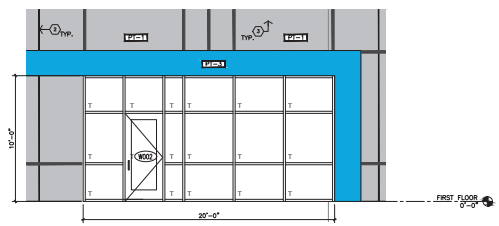
PLEASE NOTE: NOT ALL KEY NOTES WILL APPLY TO EACH ENLARGED PLAN

GENERAL ELEVATION NOTES

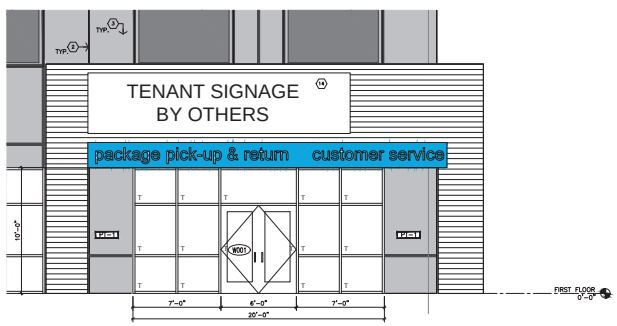
1. ELEVATION 0'-0" = FINISH FLOOR ELEVATION INDICATED IN CIVIL DRAWINGS.
2. SEE PLANS AND WALL SECTIONS FOR ROUGH OPENING LOCATIONS AND WINDOW TYPES.
3. SEE A4.07 FOR WINDOW TYPES.
4. ALL STOREFRONT GLAZING TO BE INSULATED GLAZING TYP, UNLESS NOTED OTHERWISE
5. VERIFY WITH AHJ FOR SITE REQUIREMENTS FOR TEMPERED INSULATED GLAZING BEFORE IMPLEMENTING
6. ALL FIXED INSULATED GLAZING SHALL BE CERTIFIED & LABELED WITH ITS MAX. U-FACTOR OF & SOLAR HEAT GAIN COEFFICIENT BY AN INDEPENDENT AGENCY LICENSED BY THE NFRC, IN COMPLIANCE WITH THE VALUES LISTED IN THE DESIGN CRITERIA
7. PROVIDE AND COORDINATE "KNOXBOX: LOCATION WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL
8. ALL VERTICAL DIMENSIONS ARE FROM FINISHED FLOOR, U.N.O.
9. ALUMINUM PAINT FINISH ASSURE AT BACK OF REVEAL, TYP. U.N.O.
10. ALUMINUM PAINT TO MATCH STOREFRONT SYSTEM, TYP. SEE DOOR SCHEDULE.
11. PAINT ALL SIDES OF SOFFIT PT-3
12. REFER TO TENANT CANOPY DESIGN GUIDELINES FOR ADDITIONAL INFORMATION.
13. REFER TO SHEET A1.33–A1.36 FOR SIGNAGE AND GRAPHICS.



3 South Enlarged Elevation
SCALE 1/4" = 1'-0"



2 West Enlarged Elevation
SCALE 1/4" = 1'-0"



1 West Enlarged Elevation
SCALE 1/4" = 1'-0"

Exhibit "E-4"

Approved Elevations - Exhibit E-4

rdms design group
2225 E. Randol Mill Road, Suite 300
Arlington, Texas 76011
817.633.4200 p. 817.633.4152f

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Project Address
Delivery Station
DDA4 - Richardson
Shiloh Rd & Breckinridge Blvd
Richardson, TX 75082

Issue Date 07/29/20

Revisions

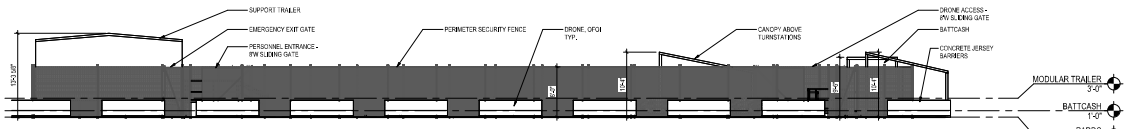
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DELIVERY STATION: DDA4
SHILOH RD & BRECKINRIDGE BLVD
RICHARDSON, TX 75082

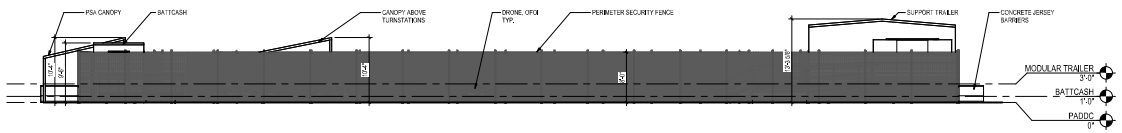
MICHAEL R. BLACK, AIA
2225 E. RANDOL MILL RD., SUITE 300
ARLINGTON, TEXAS 76011
817.261.4816
WISCONSIN LICENSE NO.: 9402-005

Seal

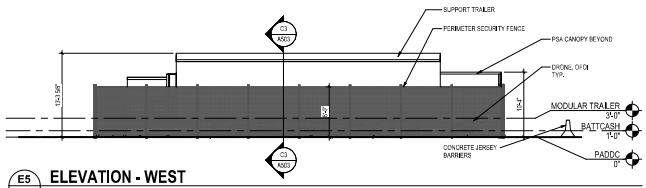
Job Number 200407
Drawn By ACS
Appvd By JBM
Sheet Title Enlarged Exterior Elevations
Sheet Number



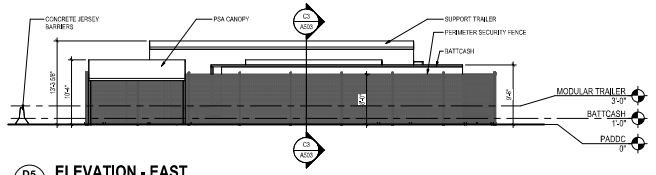
E1 A502 **ELEVATION - SOUTH**
1/8" = 1'-0"



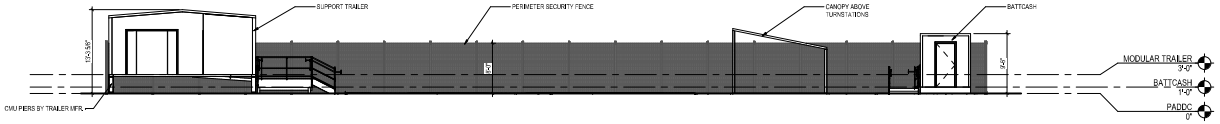
D1 A502 **ELEVATION - NORTH**
1/8" = 1'-0"



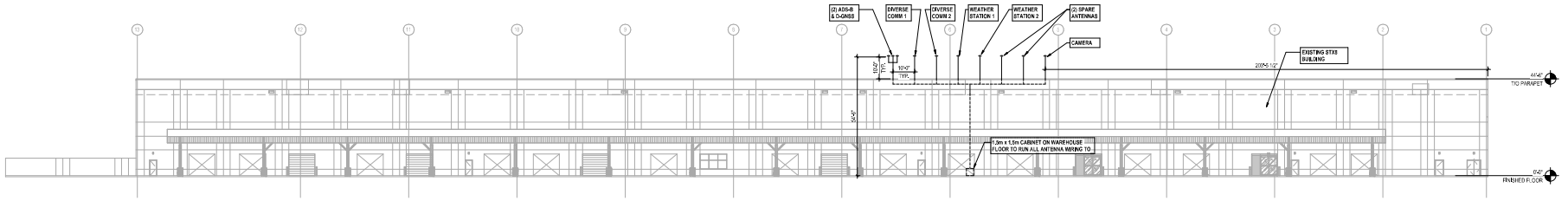
E5 A502 **ELEVATION - WEST**
1/8" = 1'-0"



D5 A502 **ELEVATION - EAST**
1/8" = 1'-0"



C3 A502 **FACTORY-BUILT BUILDINGS SECTION - SOUTH**
1/8" = 1'-0"



B1 A502 **STX8 - EXISTING BUILDING ELEVATION - NEW ANTENNAS**
1" = 20'-0"

Stantec

Stantec Architecture Inc.
8911 Research Drive Suite 200
Irvine, CA 92618
Tel (1) 4 472-0400 • www.stantec.com

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Consultant

Issued/Revision
YYYY.MM.DD

Permit/Seal

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Not for permits, pricing or other official purposes. This document has not been completed or checked and is for general information or comment only.

N

PAIR
QTX1 - RICHARDSON, TX
3051 RESEARCH DR.
RICHARDSON, TX 75082

Project No.: 218012106
Sheet Date: YYYY.MM.DD

Title
ELEVATIONS & SECTIONS

Scale: As indicated
Revision:
Drawing No. **A502**

Proposed PADDC Elevations - Exhibit E-5

"Exhibit F"
ZF 25-04 - Development Standards

1. Base Zoning District: PD Planned Development for the I-M(1) Industrial District. The Property shall be developed and used in substantial conformance with the Concept Plan attached hereto as Exhibit "B", the Building Elevations attached hereto as Exhibits "E-1" through "E-5", the Parking and On-Site Circulation Plan attached as Exhibit "C", the Landscape Plan attached as Exhibit "D", and in accordance with the requirements of the I-M(1) Industrial District zoning regulations, except as otherwise provided herein:

    a. For the purposes of this Planned Development District, a distribution center shall have the respective meaning:

        i. Distribution Center means a building or facility used for the storage and distribution of items/products, which may include (a) receiving, storing, assembling, shipping, distributing, preparing, and selling items/products and serving as a pick-up/drop-off location for products, materials, food, grocery and liquor items; (b) the parking, storage, incidental mobile maintenance, washing, and fueling of automobiles, trucks, machinery and trailers, including indoor and outdoor loading, unloading and parking; (c) warehouse and office use; (d) using, handling or storing materials in the ordinary course of business, including any packaged merchandise to be sold, handled, and/or held for shipment to customers; (e) installing and operating rooftop equipment such as satellite dishes, cellular antenna, and renewable energy systems, including solar energy systems and related equipment; (f) installing and operating battery storage systems for electric vehicles; (g) installing and operating, on a temporary and as-needed basis only, electrical generators; and (h) ancillary and related uses for any of the foregoing, all on a twenty-four-hour, seven-days-per-week, fifty-two-weeks-per-year basis.

    b. The Distribution Center may include a Commercial Delivery Hub for the purposes of conducting commercial drone delivery. A Commercial Delivery Hub is any building, structure, or area of land designed and set aside to support Commercial Delivery Drone operations, including but not limited to takeoff, landing, maintenance, storage, or related activities conducted as accessory uses. A commercial delivery drone is defined as an unmanned aircraft system (UAS) and its associated elements used to conduct commercial package deliveries under applicable Federal Aviation Administration regulations and authorizations.

        i. The CDH shall be limited to no more than 10,000 square feet and include no more than four (4) launch and landing pads.

    c. The City Manager or designee shall have the authority to approve a request for minor modifications to the development plans that:

        i. Do not materially change the circulation and building location on the site;

iii. Do not increase the building coverage, floor area ratio; or

iv. Do not substantially changes the access or circulation on or adjacent to the Property as depicted on Exhibit “C”.

c. Maximum Building Height: Fifty (50) feet, including height of parapet wall.

d. The developer and/or property owner shall be required to escrow all funding for the installation of a traffic signal for the intersection of Shiloh Road and Breckinridge Boulevard on or before January 31, 2021.

e. Site ingress and egress shall be in conformance with the Parking and On-Site Circulation Plan attached hereto as Exhibit “C” and all points of ingress and egress shall be signed accordingly.

f. No fuel tanks shall be permitted on the Property. Vehicles will be fueled with a mobile fuel truck.

g. Incidental mobile maintenance consists of an after-hours program to provide standard preventative maintenance on-site. More intensive vehicle maintenance shall not be permitted on the Property.

h. Landscaping shall be installed and maintained in substantial conformance with the Landscape Plan attached hereto as Exhibit “D”.

QTX1_STX8_Prime Air - Operational Narrative for Planned Development Amendment

Operational Narrative:

Amazon is seeking approval from the City of Richardson to launch Prime Air from the STX8 fulfillment center located at 3051 Research Dr, Richardson, TX 75082. Prime Air is Amazon's drone delivery service, which is currently operational in Tolleson, Arizona and College Station, Texas. Since launching in 2022, we've safely delivered thousands of packages to customers in 60 minutes or less using a fleet of electric drones designed, built, and operated by Amazon. Customers within the service area of STX8 who are interested in drone delivery will have an opportunity to onboard virtually through their existing Amazon account to understand if their delivery addresses are eligible. This is an optional service and customers not interested in drone delivery will still have their orders delivered in the manner they currently do.

To launch Prime Air from our STX8 fulfillment center, Amazon will need to construct a Prime Air Drone Delivery Center (PADDC) within the property boundaries. The PADDC is a gated area where drones are stored, deployed for deliveries, and maintained for operations outside of the fulfillment center. The PADDC is approximately 9,100 square feet of fenced-in space located in proximity to the fulfillment center that includes landing circles and two modular units. The modular units include a unit for battery charging and storage and another for maintenance, operations, and storing of the drones. We anticipate the PADDC to consume (0) existing parking spots on our site.

Completed customer orders will be fulfilled inside the STX8 sub same day fulfillment center. Once completed orders are packaged for Prime Air drone delivery, Amazon associates will place the customer orders on a moveable cart that will be transported from inside STX8 to the Prime Air Drone Delivery Center (PADDC). The package will be handed to an Amazon associate with specific training who will load a Prime Air drone with a single customer order. Prime Air drone deliveries allow for one order per flight.

When the service is available at STX8, eligible customers can order from the Amazon webpage or app and request a delivery via drone if available for the selected item. Once the order is placed, the item is retrieved by an employee in the STX8 fulfillment center and loaded into a drone. The drone will then take-off vertically and transition into forward flight along a pre-defined flight path to the customer's home. After completing delivery, the drone returns back to the PADDC and lands back on a landing pad. The brand-new MK30 drone underwent rigorous

testing to ensure it meets or exceeds the Federal Aviation Administration's (FAA) high bar for regulatory approval, which Amazon received in October 2024. The approval included the ability to fly beyond visual line of sight using Prime Air's sophisticated on-board detect and avoid systems, which allow the drone to identify and avoid objects such as aircraft, cranes, temporary structures, and other items to ensure the safety of people, pets, and property.

Amazon is working in alignment with the FAA to secure all required federal approvals to ensure our drone can operate within the airspace over your community and within the region. We will also seek feedback from your community to ensure we align federal and local engagement as part of the process. We understand the importance of ensuring Prime Air operations do not interfere with mission critical or essential assets in the community such as police and fire departments, hospitals, schools, and other locations. Our airspace teams work diligently with the FAA and the community to ensure our Prime Air operations serve customers while integrating seamlessly into the existing airspace.

Amazon, and our construction partners at Stantec, are available to provide additional information if requested.

SITE PHOTOS – ZF 25-04

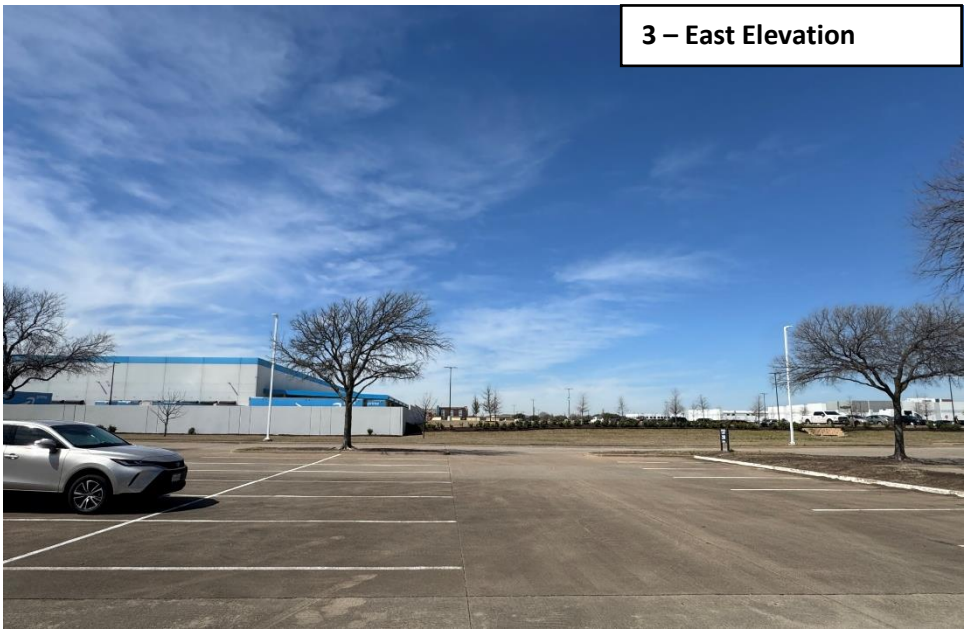


1 –North Elevation



2 –South Elevation

SITE PHOTOS – ZF 25-04



3 – East Elevation



4 – West Elevation

Notice of Public Hearing
City Plan Commission

An application has been received by the City of Richardson for a:

PD PLANNED DEVELOPMENT AMENDMENT

File No.:	**ZF 25-04 Amazon Prime Air**
Applicant:	Amazon
Location:	(See map on reverse side)
Request:	Consider and act on a request to amend a PD Planned Development on 33.36 acres located at 3051 Research Drive, at the southeast corner of Shiloh Road and Breckinridge Boulevard currently zoned PD Planned Development for the I-M(1) Industrial District with Development Regulations to accommodate an outdoor drone delivery distribution center. Owner: Lit Industrial Limited Partnership LLC. Staff: Derica Peters

The City Plan Commission will consider this request at a public hearing on:

TUESDAY, MARCH 18, 2025
7:00 p.m.
Richardson City Hall
2360 Campbell Creek Boulevard, Suite 525
Richardson, TX 75082

This notice has been sent to all owners of real property affected by the zoning request and those who are within 200 feet of the request, as such ownership appears on the last approved City tax roll.

Process for Public Input: Individuals attending the meeting in person will be allocated a maximum of 3 minutes to address the City Plan Commission to express whether they are in favor or oppose the request.

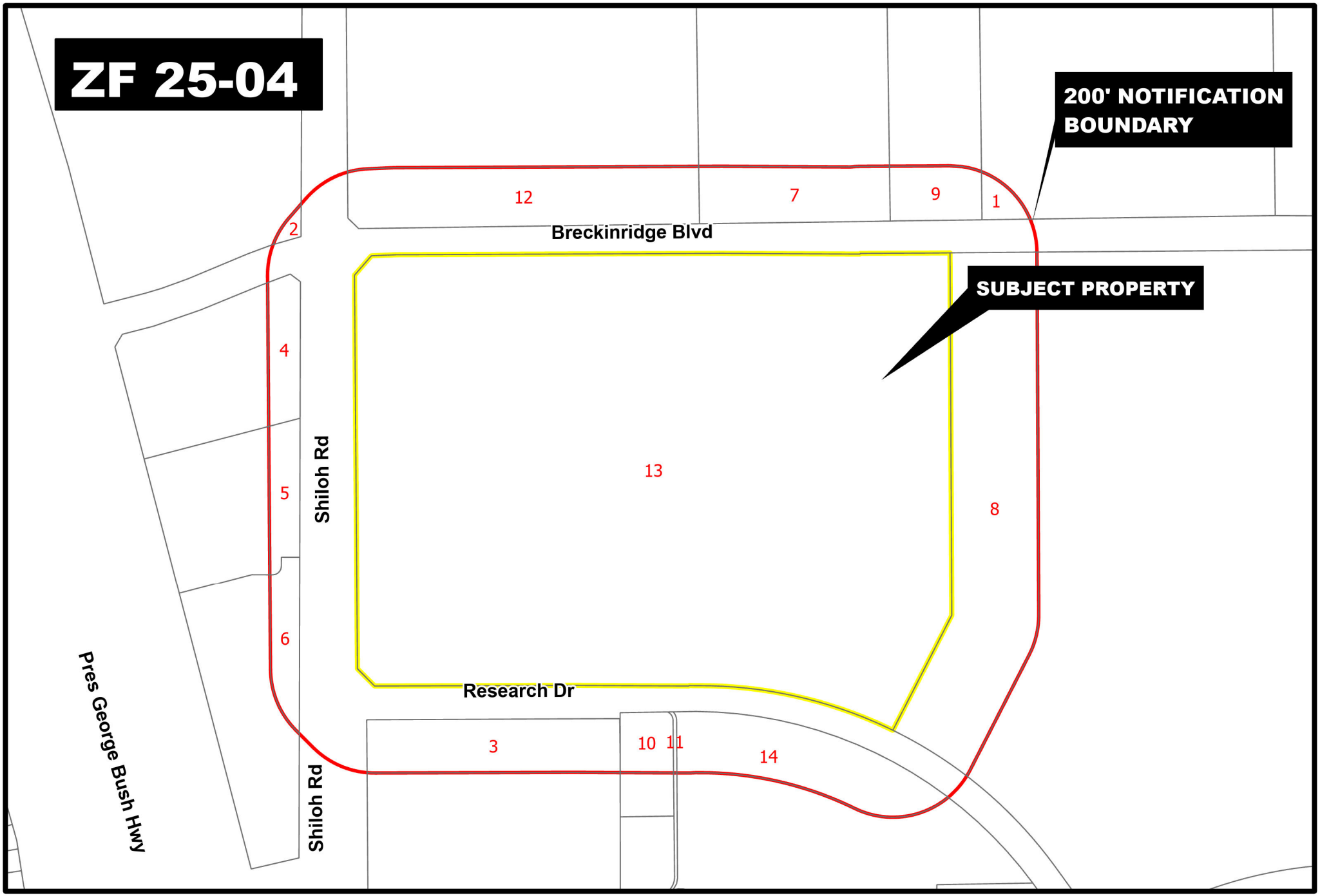
Persons not attending the meeting who would like their views to be made a part of the public record may send signed, written comments, referencing the file number above, prior to the date of the hearing to: Dept. of Development Services, PO Box 830309, Richardson, TX 75083 or by utilizing the Public Comment Card at https://www.cor.net/PublicCommentForm.

The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions, or recommend denial. Final approval of this application requires action by the City Council.

Agenda: The City Plan Commission agenda for this meeting will be posted on the City of Richardson website the Saturday before the public hearing. For a copy of the agenda, please go to: http://www.cor.net/index.aspx?page=1331.

For additional information, please contact the Dept. of Development Services at 972-744-4240 and reference Zoning File number ZF 25-04

Posted and Mailed prior to: March 7, 2025



ZF 25-04 Notification Map
3051 Research Dr

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

RICHARDSON TEXAS

1 BOEING NORTH AMERICAN INC %
THE BOEING CO #3701006004
C/O MARVIN F. POER & COMPANY, SPS RE
PO BOX 52427
ATLANTA, GA 30355-0427

2 POT BIG SKY RICHARDSON LLC
4849 GREENVILLE AVE STE 1270
DALLAS, TX 75206-4130

3 HARMAN FINANCIAL GROUP LLC
3000 RESEARCH DR
RICHARDSON, TX 75082-3546

4 BRECKENRIDGE PROPERTIES LP
3201 GEORGE BUSH HWY STE 101
RICHARDSON, TX 75082-3565

5 LOWEN SHILOH LP
1920 ENCHANTED WAY STE 200
GRAPEVINE, TX 76051-1029

6 HHRE RICHARDSON MOB LLC
ATTN JEFF ANDERSON
5550 W EXECUTIVE DR STE 550
TAMPA, FL 33609-1009

7 ROCKWELL COLLINS INC
MAIL STOP 124-318
400 COLLINS RD NE
CEDAR RAPIDS, IA 52498-0505

8 HIG/DSP RICHARDSON OWNER LLC
C/O DAYTON STREET PARTNERS
ATTN: H WEDREN & M SHACK
350 W HUBBARD ST STE 605
CHICAGO, IL 60654-6974

9 3300 RENNER PROPERTY COMANY LLC
C/O APEX CAPITAL INVESTMENT CO
ATTN: JOHN GAGHAN
1515 MARKET ST STE 804
PHILADELPHIA, PA 19102-1914

10 RCC RESEARCH NORTH LLC
4407 N BELTWOOD PKWY STE 106
DALLAS, TX 75244-3246

11 RCC RESEARCH NORTH LLC
4407 N BELTWOOD PKWY STE 106
DALLAS, TX 75244-3246

12 WSRE CP SHILOH OWNER L P
C/O WALTON STREET CAPITAL LLC
ATTN: TOM JAEGER
900 N MICHIGAN AVE STE 1900
CHICAGO, IL 60611-6536

13 LIT INDUSTRIAL LIMITED PARTNERSHIP
C/O CLARION PARTNERS
2323 VICTORY AVE STE 1500
DALLAS, TX 75219-7657

14 3200 HOLDINGS LLC
2505 MERRITT DR
GARLAND, TX 75041-6158

AMAZON
% SAMUEL BAILEY
1515 WYNKOOP ST, STE 500
DENVER, CO 80202

LIT INDUTSRIAL LTD PARTNERSHIP
% COURTNEY PHELPS
2323 VICTORY AVE, STE 1500
DALLAS, TX 75219

ZF 25-04

From: Kathryn Nguyen [redacted]
Sent: Monday, March 10, 2025 2:06 PM
To: Jennifer Justice <Jennifer.Justice@cor.gov>; Ken Hutchenrider <ken.hutchenrider@cor.gov>; Joe Corcoran <Joe.Corcoran@cor.gov>; Dan Barrios <Dan.Barrios@cor.gov>; Curtis Dorian <Curtis.Dorian@cor.gov>; Arefin Shamsul <Arefin.Shamsul@cor.gov>; Bob Dubey <Bob.Dubey@cor.gov>
Subject: Amazon drone pilot program

Some people who received this message don't often get email from [redacted]
Learn why this is important

Hello, Mayor Dubey and Richardson City Council.

I live in the Creek Hollow neighborhood at Breckinridge and Telecom - less than a mile from the Amazon distribution center at Breckinridge and Shiloh.

I'm very concerned about the proposed drones from Amazon. The vehicular traffic increase since Amazon came is already a heavy hit to our lives. Changes to our air traffic would only worsen industrial presence.

We homeschool our children and are home all day with lots of time out of doors. The potential significant decrease to our quality of life has me extremely perplexed about our future in Richardson, as well as concerned about resale value of our home should we leave.

The city of College Station recently fought against ending the drone program at their Amazon center. They specifically cited how horrible the noise was. As a child, I grew up across the street from a municipal airport. The constant din of planes coming and going plagued my days. Climbing trees, tromping through the fields, outdoor sports and play were all diminished from the ubiquitous drone of noise hovering above us. I have enjoyed this spot in Richardson being much more child-friendly than my hometown, and I'd like it to stay that way.

I urge you all to please prioritize considering the residents around Amazon and decline their proposal for a drone program.

Kathryn Nguyen

Agenda Item 4

Zoning File 25-05:
Point North Residence

ZONING FILE 25-05

Attachments:

1. Staff Report
2. Zoning/Aerial Map
3. Proposed Development Standards (Exhibit “B”)
4. Proposed Concept Plan (Exhibit “C”)
5. Proposed Concept Elevations (Exhibit “D-1”)
6. Proposed Concept Floor Plan (Exhibit “D-2”)
7. Approved Conditional Letter of Map Revision (CLOMR)
8. Applicant’s Statement
9. Notice of Public Hearing
10. Notification List

RICHARDSON, TX
DEVELOPMENT SERVICES

STAFF REPORT

TO: City Plan Commission

FROM: Andrew Bogda, AICP, Assistant Director of Development Services - Planning *AB*

DATE: March 18, 2025

RE: **Zoning File 25-05: 1025 Point North Pkwy.**

REQUEST

Approval of a request to change the zoning on approximately 2 acres east of Synergy Park Boulevard, on the south side of Point North Parkway, from R-2000-M Residential District with Special Conditions to PD Planned Development District for R-2000-M Residential to allow the construction of one (1) single-family dwelling.

APPLICANT/ PROPERTY OWNER

Dennis Collins of Four Collins Group Corp.

EXISTING DEVELOPMENT

The property is approximately 2.0028 acres and is currently undeveloped.

ADJACENT ROADWAYS

Point North Parkway: Two-lane undivided local road (no traffic count data available)

SURROUNDING LAND USE AND ZONING

North: Vacant land; PD for A-950-M uses *(across Point North Parkway)*
South: Golf course; R-2000-M with Special Conditions
East: Single Family Residential; R-1800-M
West: Single Family Residential; R-1500-M

FUTURE LAND USE PLAN

Parks and Open Space
The *Envision Richardson Comprehensive Plan* designates this area as part of the Parks and Open Space PlaceType, which allows for public and private open space as a primary use and public/institutional facilities and utilities as secondary uses. The property is adjacent to the Neighborhood Residential PlaceType, which allows Single-Family Detached Residential as a primary use.



EXISTING ZONING

R-2000-M Residential District with Special Conditions.

TRAFFIC/INFRASTRUCTURE IMPACTS

The proposed single-family residence will not have a significant impact on the surrounding roadway system or the existing utilities in the area.

STAFF COMMENTS

Background
The 2-acre subject property is currently vacant land and was originally intended to be open space and part of the Canyon Creek Country Club. As this property was previously part of the larger country club tract, the current zoning for the property, approved in 1977, includes Special Conditions limiting the use of the property to a country club. In 1987, the 2-acre subject property, most of which is separated from the rest of country club tract by Prairie Creek, was given to Richardson ISD. The school district never utilized the property, and, in 2017, the property was sold to the current owner.

Request
The applicant is seeking approval of a PD Planned Development District following many of the R-2000-M Residential District standards of the City's Comprehensive Zoning Ordinance with a few modified development regulations. As depicted in the Concept Plan (Exhibit "C"), the proposed development will include one (1) single-family residence oriented along Point North Parkway, with an extensive area of floodplain to be preserved on the rear and east sides of the property.

<u>Proposed Development Standards</u>
In addition to allowing the property to be developed for a single-family residence, as part of their request, the applicant is also seeking a 10' reduction from the minimum front yard setback requirement typically applied to R-2000-M zoning due to the large area of floodplain significantly reducing the depth of developable property. In addition, the applicant is providing for some increased development standards above what the City would typically require in the R-2000-M

zoning district. The proposed development standards are described in the table below with the deviations italicized:

	Typical R-2000-M Zoning Requirements	**Proposed Planned Development Requirements**
Minimum Lot Area	14,000 sq. ft.	*87,120 sq. ft. (2 ac.)*
Minimum Unit Size	2,000 sq. ft	2,000 sq. ft.
Building Height	2 stories, w/ max. of 25' for first story and 15' for the second story (40 ft.)	2 stories, w/ max. of 25' for first story and 15' for the second story (40 ft.)
Minimum Lot Width	100 ft.	100 ft.
Minimum Lot Depth	125 ft.	125 ft.
Maximum Lot Coverage	45%	45%
Minimum Front Setback	30 ft.	*20 ft.*
Minimum Side Setback	15 ft.	15 ft.
Minimum Rear Setback	15 ft.	15 ft.
Parking	2 off-street, enclosed parking spaces	2 off-street, enclosed parking spaces; *swing or side-entry garage(s) only*

As shown on the Concept Plan (Exhibit "C"), the size of the residence is proposed to include 5,377 sq. ft. of air-conditioned space, far exceeding the typical minimum unit size of 2,000 sq. ft. The residence will also include 1,000 sq. ft. of garage space, a 909 sq. ft. porch, and a 576 sq. ft. second-story observation deck. In addition, the side and rear yards will be far exceeded due to the large floodplain on the sides and rear of the property.

The applicant proposes a circular, U-shaped driveway with single entry and exit points on Point North Parkway, subject to City design requirements. In addition, a masonry fence and gate are proposed along the front building line. The applicant has committed to providing queuing space in front of the gate large enough to accommodate at least three (3) stacked vehicles in order to accommodate off-street resident queuing as well as parking for visitors and delivery and maintenance services.

The following special requirements are also proposed:

- Sidewalks: The existing sidewalk along Point North Parkway meets the City's residential standard of four (4) feet in width and is allowed to remain in its current configuration, with any necessary repairs to be completed by the developer during construction.
- Landscaping: Providing raised planter boxes along a minimum of 25% of the length of the front building façade.

- Property Maintenance: Specifying that the property owner will be responsible for the maintenance of the entirety of the property and adherence to all applicable regulations related to Prairie Creek and the associated floodplain.
- Retaining Wall: Constructing a retaining wall composed of stone, gabion, split-face concrete masonry units (CMU), or textured/decorative concrete at the location specified on the Concept Plan (Exhibit "C") and designed as generally depicted on the Elevations (Exhibit "D").
- Fencing:
    - All fencing, with the exception of the fencing along the front building line and east side of the property shall be at least 50% transparent, composed of decorative metal, and limited to a height of 6 ft.
    - Fencing along the east side of the property shall be allowed to be solid wood up to a maximum height of 6 ft.
    - Fencing along the front building line shall be allowed to be masonry, shall match or complement the front façade of the residence, and may vary/taper in height with a maximum height of 10 ft.
    - No fencing shall extend forward of the 20-foot front building line.
    - All balcony railing shall have at least 50% transparency and constructed of decorative metal, glass, Plexi-glass, or other approved material.

Elevations and Architecture

Conceptual Elevations for the proposed residence are provided in Exhibit "D" and show a modern single-story residence, with some projecting elements, including an observation deck and chimneys, as well as a mix of flat and lean-to roof designs. The development standards include a commitment to the typical masonry material requirements, with the exception of second-story façades and rear- and side-facing facades. In addition, the development standards include horizontal and vertical articulation requirements, which may be expressed by changes in building plane, providing windows to break up expanses of blank wall, changes in roofline, building height variations, chimneys and projecting elements, changes in material, or changes in color.

Floodplain Considerations

Prairie Creek is located along the southern portion of the property, with approximately 80% of the property located in the floodplain. In order to grade the property and remove a sufficient amount of the property to develop it, the creek and floodplain will need to be altered, which will include grading work, modifications to the channel, and construction of a retaining wall.

Prior to making their zoning request, the applicant conducted a flood study as required by the City. The applicant hired an engineering consultant to survey the area and use that data to update the existing hydraulic model provided by the Federal Emergency Management Agency (FEMA). Based on the survey data, the consultant added new cross sections of the creek, which added more detail and refined the model of the creek in the subject area. The revised model was then altered to include the proposed modifications to the channel to facilitate the proposed building pad. These proposed modifications will include regrading and flattening the existing high bank on the north side of the creek from the normal water's edge for approximately sixty feet (60') to the north to a proposed eight-foot-(8')-tall retaining wall; this will allow for the construction of the retaining wall and the fill necessary for the residential pad site. After review by the City's floodplain

administrator and development engineering staff, the modeling was approved by the City and sent to FEMA for final review.

After addressing review comments from FEMA, a final resubmittal was made and FEMA agreed with the model, stating "the proposed project meets the minimum floodplain management criteria of the NFIP" (National Flood Insurance Program) and issued a Conditional Letter of Map Revision (CLOMR). This authorizes the owner to proceed with the alternation of the channel once all local permits are acquired. A copy of the CLOMR is attached to this report. After the completion of the proposed regrading of the channel, the new grades will be verified and submitted to FEMA, who at that time will issue a Letter of Map Revision (LOMR), which will change the mapping of the floodplain in this area.

Separate from the zoning change, the applicant is also requesting a variance from Chapter 9-42 of the City's Code of Ordinances, which prohibits the alteration or channelization of Rowlett Creek and its major tributaries (including Prairie Creek), including altering the creek from its natural state, except as required for safety and public welfare. As previously noted, alterations are needed in order to allow the development of the portion of the property as shown on the Concept Plan (Exhibit "C"). The applicant will be requesting this variance from City Council as a matter separate from, but concurrent with, the zoning change request.

Correspondence: To date, no correspondence has been received.

Motion: The Commission will be making a recommendation to the City Council regarding this request. The Commission may approve the request, add, or amend conditions, or recommend denial of the request.

Should the CPC accept the applicant's request as presented, the motion should include the following:

1. The subject property shall be zoned PD Planned Development District for the R-2000-M Residential District and developed in accordance with the Development Standards (Exhibit "B"), Concept Plan (Exhibit "C"), and Elevations (Exhibit "D").



ZF 25-05 Aerial and Zoning Map
Point North Road

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

RICHARDSON TEXAS

1025 Point North Pkwy.
Development Regulations
Exhibit "B"

A. Base Zoning District: The subject property shall be developed in accordance with the R-2000-M Residential Zoning District Regulations, except as otherwise provided herein, and in general conformance with the Concept Plan attached as Exhibit "C" and Conceptual Elevations attached as Exhibit "D".

1. Building Regulations:

    a. Minimum dwelling unit size: 2,000 square feet (exclusive of garage floor area and breezeways)

    b. Type of materials: All buildings shall be constructed in accordance with Article IV-A (R-2000-M Residential District Regulations) and Article XXII-F (Residential Exterior Construction Standards) of the City of Richardson Comprehensive Zoning Ordinance with the following exception:

        i. All second-story façades and rear and side-facing façades are not subject to masonry material requirements.

    c. Architecture: The building architecture shall generally be consistent with the Conceptual Elevations provided in "Exhibit "D", which indicate the general character of the proposed residence. The building shall provide horizontal and vertical articulation, which may be expressed by a change in building plane, stepping portions of façades in and out, providing windows to break up expanses of blank wall, changes in roofline, building height variations, chimneys and other projecting elements, changes in material, or changes in color.

2. Density:

    a. The maximum number of dwelling units shall be one (1).

3. Height Regulations:

    a. The maximum building height shall be two (2) stories, with a maximum height of 25' for the first story and 15' for the second story.

4. Area Regulations:

    a. Minimum lot area: 87,120 square feet (2 acres)

    b. Minimum lot width: 100 feet

    c. Minimum lot depth: 125 feet

    d. Maximum lot coverage: 45 percent

    e. Minimum front yard setback: 20 feet

    f. Minimum rear yard setback: 25 feet

    g. Minimum side yard setback: 15 feet

    h. All exceptions to the setback requirements shall be in accordance with the R-2000-M Residential Zoning District Regulations.

5. Parking and access regulations:

    a. A minimum of two (2) off-street parking spaces, accessible from a driveway constructed of an approved parking surface, shall be provided on the lot in an enclosed parking structure behind the front building line to accommodate at least two (2) motor vehicles. All-garage entry orientations shall be swing or side-entry in which garage doors do not directly face the street.

b. Adequate paved area must be provided for maneuvering of the vehicles in and out of the enclosed garage structure.

c. The garage and a portion of the driveway may be gated as shown on "Exhibit C", the Concept Plan. The gate shall be located behind the front building setback and meet all requirements for emergency access. Queuing space large enough to accommodate at least three (3) stacked vehicles on an approved surface in front of the gate shall be provided to accommodate resident queuing as well as parking for visitors and delivery and maintenance services.

d. A U-shaped driveway with one (1) entry point and one (1) exit point onto Point North Parkway shall be allowed as generally shown on "Exhibit C", the Concept Plan, and subject to City requirements regarding access point locations and engineering design standards.

e. Carports are prohibited.

B. Special Requirements:

1. Sidewalks: The existing sidewalk along Point North Parkway shall remain in its current configuration. Any repairs to the sidewalk that are required along the frontage of the property shall be completed by the developer during the time of construction.

2. Landscaping:

a. Four-(4)-foot-tall, raised planter boxes/beds with landscaping (to include any combination of shrubs, grasses, or groundcover) shall be provided along

a minimum of twenty-five percent (25%) of the length of the front building façade.

3. Property Maintenance: The property owner is responsible for the maintenance of the entirety of the property and shall adhere to all applicable federal, state, and local regulations related to Prairie Creek and the associated floodplain.
4. Retaining Wall: A retaining wall composed of stone, gabion, split-face concrete masonry units (CMU), or textured/decorative concrete shall be constructed by the developer at the general location identified on the Concept Plan ("Exhibit C"), designed as generally depicted on the Elevations ("Exhibit "D"), and designed and constructed in accordance with the City's engineering design standards.
5. Fencing:
    a. All fencing, with the exception of fencing along the front building line and the east side of the property, shall have at least fifty percent (50%) transparency, constructed of decorative metal or other material approved by the City Manager or their designee, and limited to a maximum height of six (6) feet.
    b. Fencing along the east side of the property shall be allowed to be solid wood (or other material approved by the City Manager or their designee) and limited to a maximum height of six (6) feet.
    c. Fencing along the front building line shall be allowed to be masonry (or other material approved by the City Manager or their designee) and shall be allowed to vary/taper in height, with a maximum height of ten (10) feet.

Fencing along the front building line shall be designed to match or be complementary with the front façade of the residence.

d. No fencing shall extend forward of the 20' front building line along Point North Parkway.

e. All balcony railings shall have at least fifty percent (50%) transparency and constructed of decorative metal, glass, Plexi-glass, or other material approved by the City Manager or their designee.

PROJECT INFORMATION

LOCATION
1025 Point North Pkwy,
Richardson, TX 75080

ZONING

ZONING DISTRICT	R-2000-M w/ Special Conditions
FRONT YARD SETBACK	20' (Requested)
SIDE YARD SETBACK	15'
REAR YARD SETBACK	25'
MAXIMUM HEIGHT	2 STORY (1st - 25' Max / 2nd - 15' Max)
MAX LOT COVERAGE	45%

LOT COVERAGE

TOTAL LOT AREA	87,242 SQFT
COVERED LOT AREA	6,377 SQFT
LOT COVERAGE	7.3%

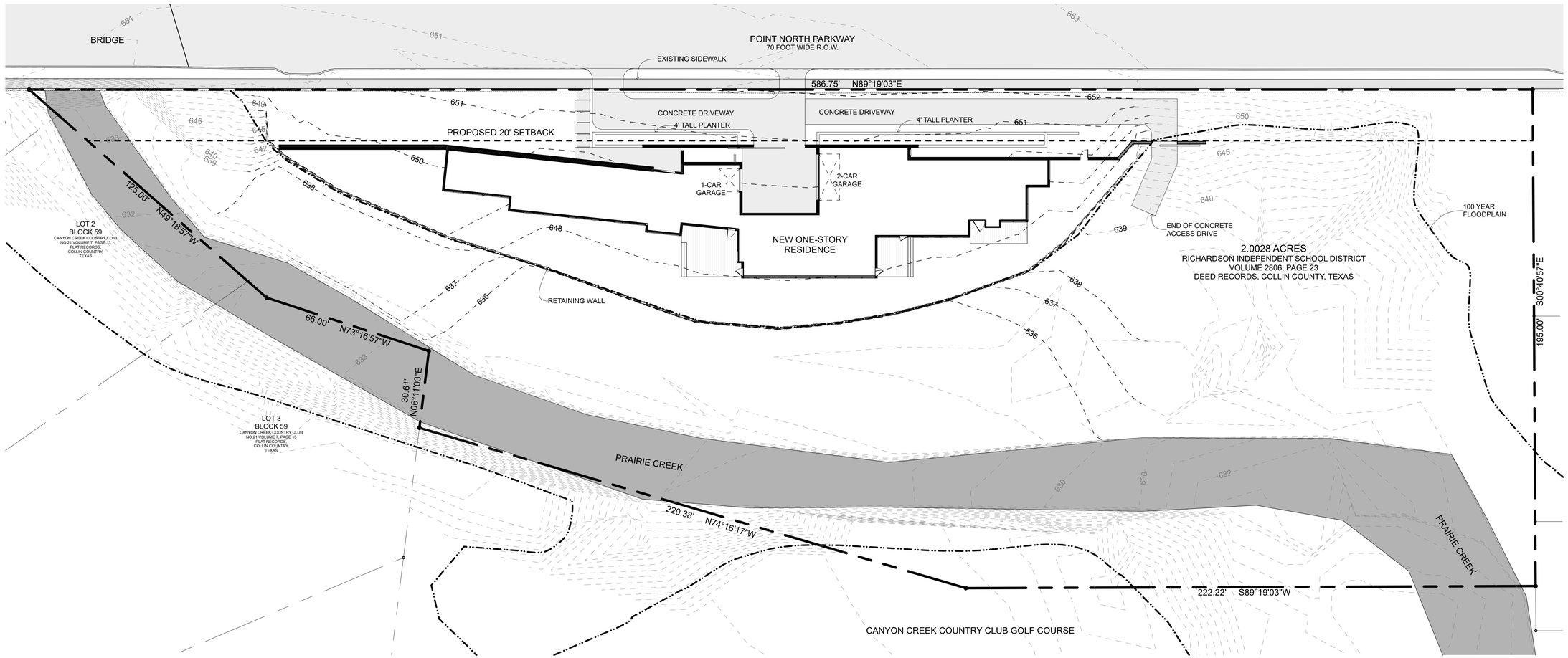
BUILDING AREA

RESIDENCE	
FIRST FLOOR	5,377 SQFT
TOTAL CONDITIONED SF	**5,377 SQFT**
NON-CONDITIONED SPACE	
GARAGE	1,000 SQFT
FIRST FLOOR PORCH	909 SQFT
OBSERVATION DECK	576 SQFT
TOTAL NON-CONDITIONED SF	**2,485 SQFT**
TOTAL RESIDENCE SF	**7,862 SQFT**

LEGEND

- 650 — EXISTING CONTOUR
- 650 — NEW CONTOUR
- CONC.
- GRAVEL
- PROPERTY LINE
- 100 YEAR FLOODPLAIN

ORDINANCE VARIANCE REQUEST	
EXISTING	**PROPOSED**
ORDINANCE NO.2000-A, SECTION 2.a: "THAT THE ABOVE ZONING CLASSIFICATION CHANGE IS GRANTED SUBJECT TO THE FOLLOWING SPECIAL CONDITIONS: NO LAND SHALL BE USED AND NO BUILDINGS SHALL BE ERECTED FOR OR CONVERTED TO ANY USE OTHER THAN A COUNTRY CLUB."	REMOVAL.
ARTICLE IV-A., R-2000-M RESIDENTIAL DISTRICT REGULATIONS, SECTION 4.e.1 - FRONT SETBACK: "THERE SHALL BE A FRONT SETBACK HAVING A MINIMUM DEPTH OF 30 FEET."	FRONT SETBACK HAVING A MINIMUM DEPTH OF 20 FEET, TO MATCH WITH ADJACENT LOTS' SIDE SETBACKS.



SITE PLAN
SCALE: 1" = 20'

studio LEMA

401 N. Interurban Street
Suite 100
Richardson, Texas 75081

O 469.399.1603
www.studio-lema.com



07 MARCH 2025

POINT NORTH
1025 Point North Pkwy
Richardson, TX 75080

ISSUES

ZF 25-05
Exhibit "C"

PROJECT # 2430

ISSUE FOR REVIEW
07 MARCH 2025

SITE PLAN

A1.0



SCHEME A STREET VIEW



SCHEME A BACK VIEW

studio LEMA

401 N. Interurban Street
Suite 100
Richardson, Texas 75081

O 469.399.1603
www.studio-lema.com

"NOT FOR REGULATORY APPROVAL, PERMITTING OR CONSTRUCTION"

SCOTT A MAREK
REGISTERED ARCHITECT
NO. 18502
06 DECEMBER 2024

POINT NORTH
1025 Point North Pkwy
Richardson, TX 75080

ISSUES

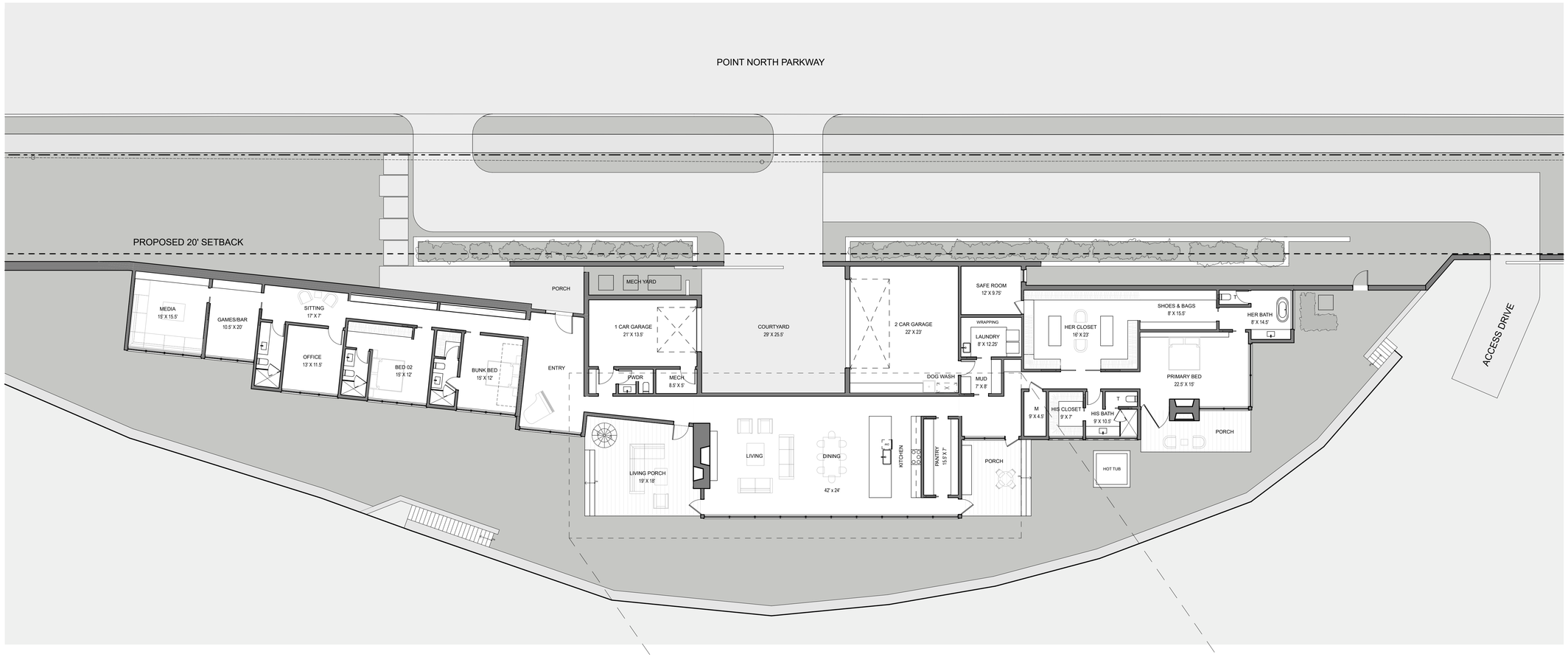
ZF 25-05
Exhibit "D-1"

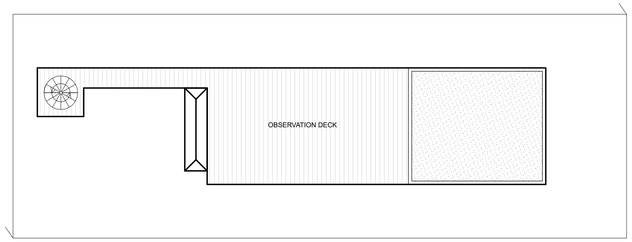
PROJECT # 2430

ISSUE FOR REVIEW
06 DECEMBER 2024

COLORED PERSPECTIVE

A3.3





ROOF PLAN

AREA CALCULATIONS:

CONDITIONED AREA	
FIRST FLOOR	5,377 SF
FIRST FLOOR TOTAL	5,377 SF

NON-CONDITIONED AREA	
GARAGE	1,000 SF
OUTDOOR PORCH	909 SF
OBSERVATION DECK	576 SF
TOTAL NON	2,485 SF
TOTAL AREA	7,862 SF

N

SCHEMATIC FLOOR PLAN

SCALE: 3/32" = 1'-0"

studio LEMA

401 N. Interurban Street
Suite 100
Richardson, Texas 75081

O 469.399.1603
www.studio-lema.com

REGISTERED ARCHITECT
SCOTT A. MAREK
18502
STATE OF TEXAS

07 MARCH 2025

POINT NORTH
1025 Point North Pkwy
Richardson, TX 75080

ISSUES

ZF 25-05
Exhibit "D-2"

PROJECT # 2430

ISSUE FOR REVIEW
07 MARCH 2025

SCHEMATIC FLOOR PLAN

A1.1

Federal Emergency Management Agency

Washington, D.C. 20472

January 21, 2025

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
Case No.: 25-06-0093R

The Honorable Bob Dubey
Mayor, City of Richardson
P. O. Box 830309
Richardson, TX 75083

Community Name: City of Richardson, TX
Community No.: 480184

104

Dear Mayor Dubey:

We are providing our comments with the enclosed Conditional Letter of Map Revision (CLOMR) on a proposed project within your community that, if constructed as proposed, could revise the effective Flood Insurance Study (FIS) report and Flood Insurance Rate Map (FIRM) for your community.

If you have any questions regarding the floodplain management regulations for your community, the National Flood Insurance Program (NFIP) in general, or technical questions regarding this CLOMR, please contact the Director, Mitigation Division of the Federal Emergency Management Agency (FEMA) Regional Office in Denton, Texas, at (940) 898-5127, or the FEMA Mapping and Insurance eXchange (FMIX) toll free at 1-877-336-2627 (1-877-FEMA MAP). Additional information about the NFIP is available on our website at https://www.fema.gov/flood-insurance.

Sincerely,

Patrick "Rick" F. Sacbibit, P.E
Chief, Engineering Services Branch
Risk Management Directorate | Resilience

Enclosure:
Conditional Letter of Map Revision Comment Document

cc: Hamilton Dallagasperina, P.E., CFM
Senior Engineer
City of Richardson

Thomas Caffarel, P.E., CFM
Principal - Engineering Services Manager
Cardinal Strategies Engineering Services, LLC

Federal Emergency Management Agency

Washington, D.C. 20472

CONDITIONAL LETTER OF MAP REVISION
COMMENT DOCUMENT

COMMUNITY INFORMATION		PROPOSED PROJECT DESCRIPTION	BASIS OF CONDITIONAL REQUEST
COMMUNITY	City of Richardson Collin County Texas	FILL	1D HYDRAULIC ANALYSIS FLOODWAY UPDATED TOPOGRAPHIC DATA
	COMMUNITY NO.: 480184		
IDENTIFIER	Point North Parkway	APPROXIMATE LATITUDE AND LONGITUDE: 32.997, -96.739 SOURCE: OTHER DATUM: NAD 83	

AFFECTED MAP PANELS	
TYPE: FIRM* NO.: 48085C0505K DATE: June 7, 2017	* FIRM - Flood Insurance Rate Map

FLOODING SOURCE AND REACH DESCRIPTION

Prairie Creek – from approximately 1,460 feet upstream of West Lookout Drive to the upstream side of Point North Parkway

PROPOSED PROJECT DESCRIPTION

Flooding Source	Proposed Project	Location of Proposed Project
Prairie Creek	Fill Placement	from approximately 510 feet downstream of Point North Parkway to the downstream side of Point North Parkway

SUMMARY OF IMPACTS TO FLOOD HAZARD DATA

Flooding Source	Effective Flooding	Proposed Flooding	Increases	Decreases
Prairie Creek	BFEs*	BFEs	Yes	Yes
	Zone AE	Zone AE	Yes	Yes
	Zone X (shaded)	Zone X (shaded)	Yes	Yes
	Floodway	Floodway	Yes	Yes

* BFEs - Base (1-percent-annual-chance) Flood Elevations

COMMENT

This document provides the Federal Emergency Management Agency's (FEMA's) comment regarding a request for a CLOMR for the project described above. This document is not a final determination; it only provides our comment on the proposed project in relation to the flood hazard information shown on the effective National Flood Insurance Program (NFIP) map. We reviewed the submitted data and the data used to prepare the effective flood hazard information for your community and determined that the proposed project meets the minimum floodplain management criteria of the NFIP. Your community is responsible for approving all floodplain development and for ensuring that all permits required by Federal or State/Commonwealth law have been received. State/Commonwealth, county, and community officials, based on their knowledge of local conditions and in the interest of safety, may set higher standards for construction in the Special Flood Hazard Area (SFHA), the area subject to inundation by the base flood). If the State/Commonwealth, county, or community has adopted more restrictive or comprehensive floodplain management criteria, these criteria take precedence over the minimum NFIP criteria.

This comment is based on the flood data presently available. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on the FEMA website at https://www.fema.gov/flood-insurance.

Patrick "Rick" F. Sacbibit, P.E
Chief, Engineering Services Branch
Risk Management Directorate | Resilience

Federal Emergency Management Agency

Washington, D.C. 20472

CONDITIONAL LETTER OF MAP REVISION
COMMENT DOCUMENT (CONTINUED)

COMMUNITY INFORMATION

To determine the changes in flood hazards that will be caused by the proposed project, we compared the hydraulic modeling reflecting the proposed project (referred to as the proposed conditions model) to the hydraulic modeling used to prepare the Flood Insurance Study (FIS) (referred to as the effective model). If the effective model does not provide enough detail to evaluate the effects of the proposed project, an existing conditions model must be developed to provide this detail. This existing conditions model is then compared to the effective model and the proposed conditions model to differentiate the increases or decreases in flood hazards caused by more detailed modeling from the increases or decreases in flood hazards that will be caused by the proposed project.

The table below shows the changes in the BFEs:

BFE Comparison Table

Flooding Source: Prairie Creek		BFE Change (feet)	Location of maximum change
Existing vs. Effective	Maximum increase	1.5	At the downstream side of Point North Parkway
	Maximum decrease	0.6	Approximately 340 feet downstream of Point North Parkway
Proposed vs. Existing	Maximum increase	None	N/A
	Maximum decrease	0.7	Approximately 90 feet downstream of Point North Parkway
Proposed vs. Effective	Maximum increase	0.9	At the downstream side of Point North Parkway
	Maximum decrease	0.9	Approximately 340 feet downstream of Point North Parkway

NFIP regulations Subparagraph 60.3(b)(7) requires communities to ensure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management ordinances; therefore, responsibility for maintenance of the altered or relocated watercourse, including any related appurtenances such as bridges, culverts, and other drainage structures, rests with your community. We may request that your community submit a description and schedule of maintenance activities necessary to ensure this requirement.

This comment is based on the flood data presently available. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on the FEMA website at https://www.fema.gov/flood-insurance.

Patrick "Rick" F. Sacbibit, P.E
Chief, Engineering Services Branch
Risk Management Directorate | Resilience

Federal Emergency Management Agency

Washington, D.C. 20472

CONDITIONAL LETTER OF MAP REVISION
COMMENT DOCUMENT (CONTINUED)

COMMUNITY INFORMATION (CONTINUED)

DATA REQUIRED FOR FOLLOW-UP LOMR

Upon completion of the project, your community must submit the data listed below and request that we make a final determination on revising the effective FIRM and FIS report. If the project is built as proposed and the data below are received, a revision to the FIRM and FIS report would be warranted.

• Detailed application and certification forms must be used for requesting final revisions to the maps. Therefore, when the map revision request for the area covered by this letter is submitted, Form 1, entitled "Overview and Concurrence Form," must be included. A copy of this form may be accessed at https://www.fema.gov/flood-maps/change-your-flood-zone/paper-application-forms/mt-2.

• The detailed application and certification forms listed below may be required if as-built conditions differ from the proposed plans. If required, please submit new forms, which may be accessed at https://www.fema.gov/flood-maps/change-your-flood-zone/paper-application-forms/mt-2, or annotated copies of the previously submitted forms showing the revised information.

Form 2, entitled "Riverine Hydrology and Hydraulics Form." Hydraulic analyses for as-built conditions of the base flood, the 10-percent, 2-percent, 0.2-percent-annual-chance floods, and the regulatory floodway must be submitted with Form 2.

• A certified topographic work map showing the revised and effective base and 0.2-percent-annual-chance floodplain and floodway boundaries. Please ensure that the revised information ties in with the current effective information at the downstream and upstream ends of the revised reach.

• An annotated copy of the FIRM, at the scale of the effective FIRM, that shows the revised base and 0.2-percent-annual-chance floodplain and floodway boundary delineations shown on the submitted work map and how they tie-in to the base and 0.2-percent-annual-chance floodplain and floodway boundary delineations shown on the current effective FIRM at the downstream and upstream ends of the revised reach.

• As-built plans, certified by a registered Professional Engineer, of all proposed project elements.

• A copy of the public notice distributed by your community stating its intent to revise the regulatory floodway, or a signed statement by your community that it has notified all affected property owners and affected adjacent jurisdictions.

• Documentation of the individual legal notices sent to property owners who will be affected by any widening or shifting of the base floodplain and/or any BFE increases along Prairie Creek.

This comment is based on the flood data presently available. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on the FEMA website at https://www.fema.gov/flood-insurance.

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Chief, Engineering Services Branch
Risk Management Directorate | Resilience

Federal Emergency Management Agency

Washington, D.C. 20472

CONDITIONAL LETTER OF MAP REVISION
COMMENT DOCUMENT (CONTINUED)

COMMUNITY INFORMATION (CONTINUED)

DATA REQUIRED FOR FOLLOW-UP LOMR (continued)

• FEMA's fee schedule for reviewing and processing requests for conditional and final modifications to published flood information and maps may be accessed at https://www.fema.gov/flood-maps/change-your-flood-zone/status/flood-map-related-fees. The fee at the time of the map revision submittal must be received before we can begin processing the request. Payment of this fee can be made through a check or money order, made payable in U.S. funds to the National Flood Insurance Program, or by credit card (Visa or MasterCard only). Please either forward the payment, along with the revision application, to the following address:

LOMC Clearinghouse
Attention: LOMR Manager
3601 Eisenhower Avenue, Suite 500
Alexandria, VA 22304-6426

or submit the LOMR using the Online LOMC portal at: https://hazards.fema.gov/femaportal/onlinelomc/signin

After receiving appropriate documentation to show that the project has been completed, FEMA will initiate a revision to the FIRM and FIS report. Because the flood hazard information (i.e., base flood elevations, base flood depths, SFHAs, zone designations, and/or regulatory floodways) will change as a result of the project, a 90-day appeal period will be initiated for the revision, during which community officials and interested persons may appeal the revised flood hazard information based on scientific or technical data.

This comment is based on the flood data presently available. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on the FEMA website at https://www.fema.gov/flood-insurance.

Patrick "Rick" F. Sacbibit, P.E
Chief, Engineering Services Branch
Risk Management Directorate | Resilience

Federal Emergency Management Agency
Washington, D.C. 20472

CONDITIONAL LETTER OF MAP REVISION
COMMENT DOCUMENT (CONTINUED)

COMMUNITY INFORMATION (CONTINUED)

COMMUNITY REMINDERS

We have designated a Consultation Coordination Officer (CCO) to assist your community. The CCO will be the primary liaison between your community and FEMA. For information regarding your CCO, please contact:

Roosevelt Grant
Director, Mitigation Division
Federal Emergency Management Agency, Region VI
800 North Loop 288
Denton, TX 76209
(940) 898-5127

This comment is based on the flood data presently available. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on the FEMA website at https://www.fema.gov/flood-insurance.

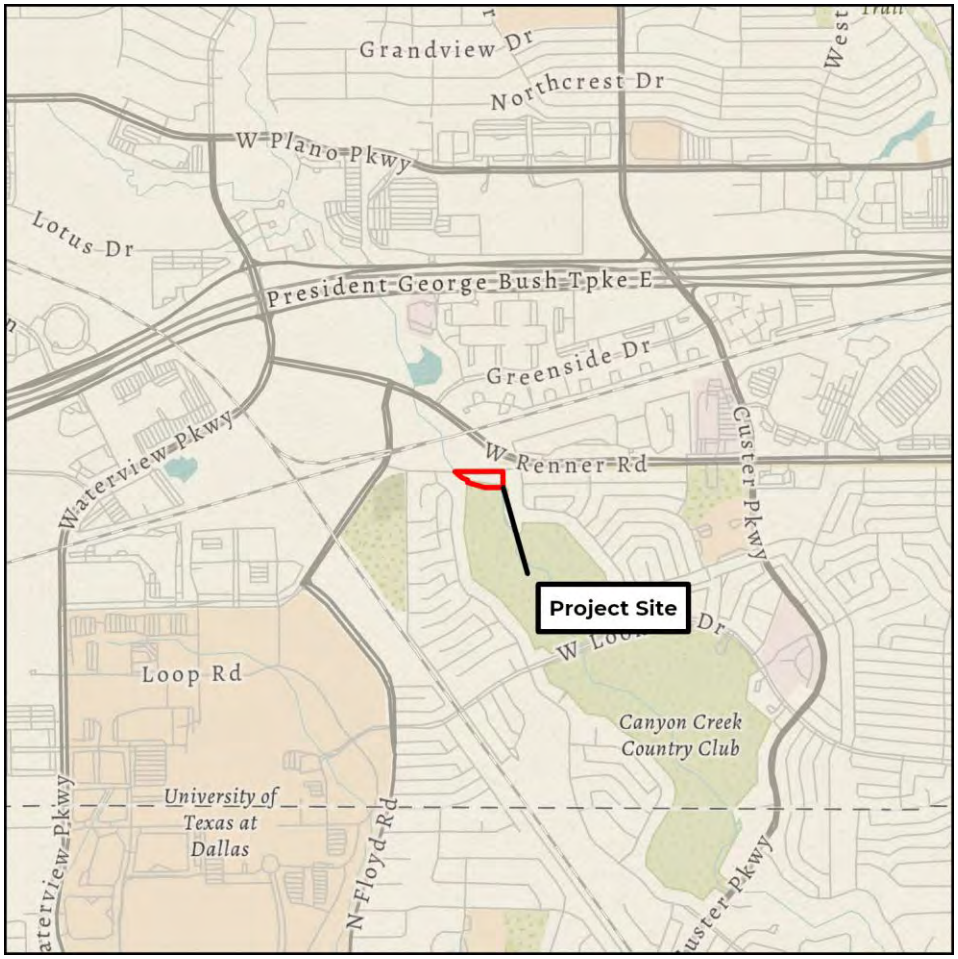
Patrick "Rick" F. Sacbibit, P.E
Chief, Engineering Services Branch
Risk Management Directorate | Resilience

1025 POINT NORTH PKWY

CONDITIONAL LETTER OF MAP REVISION (CLOMR)

Prairie Creek

Richardson, TX



Prepared by:

CARDINAL STRATEGIES

TBPE Firm No. F -11976

Prepared for:

Mr. Collins

January 16, 2025

STATE OF TEXAS
THOMAS N. CAFFAREL
103444
LICENSED
PROFESSIONAL ENGINEER
P.E.
01/16/2025

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CARDINAL STRATEGIES

Mr. Dennis Collins
3101 W. FM 544
Wylie, TX 75098

Re: CLOMR – Prairie Creek
Project Name – 1025 Point North Pkwy, Richardson, TX

Dear Mr. Collins:

Enclosed herewith is the Conditional Letter of Map Revision (CLOMR) report for Prairie Creek to support the proposed improvements at 1025 Point North Pkwy property. This report includes hydraulic modeling and results for the existing and proposed conditions under the existing flows.

Should you have any questions or concerns, please do not hesitate to contact me at (817) 721-6405 to discuss any items related to this Report.

Sincerely,



Thomas Caffarel, P.E. CFM
Principal, Engineering Services Manager
Cardinal Strategies Engineering Services, LLC
TBPE Firm Registration No. F-11976

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1.0 Project Description

1.1 Purpose

The purpose of this submittal is to outline the intent to revise the Special Flood Hazard Area, area inundated by the base (1-percent-annual chance) flood and to reflect the placement of fill for the proposed development. This study will indicate whether the fill placed on property is adverse to the water surface elevations (WSELs) of the Prairie Creek under existing flows. It's important to note that excavation are proposed within the FEMA designated floodway and therefore will be subject to no rise (0.00) ft in 100-year WSELs.

1.2 Site Location and Proposed Improvements

The property is situated on the Point North Parkway in the City of Richardson. The site is specifically located at 1025 Point North Parkway, on the left overbank of Prairie Creek. The total lot area is 2 acres, the location can be seen in Figure 1.

1.3 FEMA Flood Insurance Rate Map

The majority of project site and Prairie Creek is currently mapped within FEMA Special Hazard Area, designated Zone AE with floodway on the Flood Insurance Rate Map (FIRM) 48113C0205K dated July 7, 2014, as shown in Figure 2.

1.4 Data Collection

Data obtained in support of the flood study includes but not limited to the following:

- Texas Natural Resources Information System (TNRIS) 1m Lidar dated 2009.
- LOMR 17-06-1790P models for Prairie Creek effective 02/22/2018.
- Topographic survey by Macatee Engineering dated January 2024.
- Proposed grading plan by Macatee Engineering dated February 2024.

The horizontal datum utilized for the project is the NAD83 Texas State Plane North Central Zone FIPS 4202. The vertical datum is NAVD88.



CARDINAL STRATEGIES
2770 Capital Street | Wylie, TX 75098 | 469-547-1281
TBPE Firm No. F-11976 | www.cardinalstrategies.com

Project Site Boundary

FEMA NFHL

Profile Baselines

Flood Hazard Zones

1% Annual Chance Flood Hazard

Regulatory Floodway

0.2% Annual Chance Flood Hazard

N

0 50 100

1" = 100-Feet

NAD 1983 StatePlane Texas North Central FIPS 4202 Feet NAVD88

CLOMR

Prairie Creek

1025 Point North Pkwy
Richardson, TX

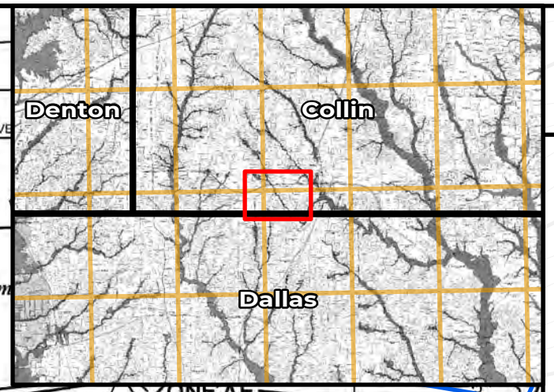
Prepared For:
Mr. Collins

Vicinity Map

Figure **1**

I:\Projects\2023_0689_Collins_PointNorth_Richardson\DATA\ArcGISPro\689_PointNorth_Richardson.aprx 9/4/2024 minh.vu

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TBPE Firm No. F-11976 | www.cardinalstrategies.com



Effective

Project Site Boundary

FIRM Panel Boundary

N

0 500 1,000

1" = 1,000-Feet

NAD 1983 StatePlane Texas North Central FIPS 4202 Feet NAVD88

CLOMR

Prairie Creek

1025 Point North Pkwy
Richardson, TX

Prepared For:
Mr. Collins

FEMA FIRM

Figure **2**

I:\Projects\2023_0689_Collins_PointNorth_Richardson\DATA\ArcGISPro\689_PointNorth_Richardson.aprx 12/12/2024 minh.vu

2.0 Hydraulic Analysis

The 2018 LOMR model is used as the regular basis for hydraulic analysis. This model was performed in HEC-RAS version 4.1.0. The following sections will provide more detail for both the Pre-Project and Post-Project analysis.

2.1 Flows Data

The FEMA Effective model utilized FEMA Effective multiple profiles. These flows with the corresponding flow change locations are provided below in Table 1. The downstream boundary condition uses normal depth of 0.002 ft/ft for all profiles. No modifications were made to the effective hydrologic models for this CLOMR.

Table 1 – Multiple Profiles and Fully-Developed Peak Discharges.

Cross-Section	10-YEAR (cfs)	50-YEAR (cfs)	100-YEAR (cfs)	500-YEAR (cfs)
21674	4400	7400	8600	11200
19753	4400	6800	8100	11600
19297	4400	7000	8300	11900
17738	4400	7200	8600	12200
16236	4400	7300	8700	12400
15067	4400	7300	8700	12500
13846	4500	7400	8900	12800
13452	4500	7500	9000	13000
12191	4600	7800	9500	13700
10446	4800	8200	9900	14600
8758	4800	8200	9900	14600
8234	4700	8100	9900	14700
6267	4800	8200	10100	15100
4226	5100	8600	10600	15800

2.2 Pre-Project Condition

The FEMA Effective model is used as the basis for creating a Pre-Project condition. The Pre-Project model added six XSs 19209, 19138, 19099, 18967, 18901 and 18775, while removing one existing cross-section 19246. Cross sections were cut with the on-site topographic survey data and TNRIS 2009 LiDAR data offsite. Manning's N coefficients match with the FEMA Effective model and existing condition of the site. Table 2 shows the 100-YR water surface elevation (WSEL) comparison of the Effective model and Pre-Project model under existing conditions.

Table 2 – Effective vs Pre-Project – 100YR Existing WSEL Comparison

Cross-Section	Effective WSEL (ft)	Pre-Project WSEL (ft)	Difference (ft)
19927	656.06	656.06	0.00
19869	656.02	656.03	0.01
19753	655.90	655.90	0.00
19727	Union Pacific Railroad		
19659	650.79	650.79	0.00
19479	650.60	650.61	0.01
19345	650.09	650.09	0.00
19317	Point North Parkway Bridge		
19297	646.86	648.38	1.52
19246	646.84	-	-
19209	-	646.87	-
19138	-	646.63	-
19099	-	646.62	-
18967	-	645.83	-
18901	-	645.74	-
18775	-	645.93	-
18651	645.88	645.88	0.00
18375	644.81	646.89	0.00
17738	643.23	646.58	0.00

The Pre-Project model has introduced several new cross sections, resulting in increases in WSEL upstream under existing and fully-developed conditions. The maximum rise is approximately 1.5 ft downstream of the Point North Parkway Bridge due to the addition of ineffective areas in XS 19209 and 19138. The ineffective areas extend further downstream at XS 19138 due to the skewed culverts and appear to block conveyance on the left overbank. Figure 5 shows the as-built plan of the Point North Parkway crossing provided by the City Engineer, outlining ineffective flow areas due to the skewed channel. The ineffective areas were set at a 2:1 ratio and made to bend with the stream centerline. Although the maximum change is 1.5 ft, this change immediately dissipates upstream of culverts and the updated floodplain mapping does not affect any property owners.

2.3 Post-Project Condition

The Pre-Project geometry is used as the starting point for the Proposed condition. The Post-Project geometry updates the proposed fill on XS 19209 - 18901 to match the grading plan provided by Macatee Engineering. The reclaimed floodplain area will be elevated above the Base Flood Elevations (BFE) using 9 to 11 ft tall retaining walls.

Tables 3 and 4 compare the 100-YR WSELs and channel velocity of the Pre-Project and Post Project under existing conditions.

Table 3 – Pre-Project vs Post-Project – 100YR Existing WSEL Comparison

Cross-Section	Pre-Project WSEL (ft)	Post-Project WSEL (ft)	Difference (ft)
19659	650.79	650.79	0.00
19479	650.61	650.61	0.00
19345	650.09	650.09	0.00
19317	Point North Parkway Bridge		
19297	648.38	647.79	-0.59
19209	646.87	646.18	-0.69
19138	646.63	646.10	-0.53
19099	646.62	646.12	-0.50
18967	645.83	645.54	-0.29
18901	645.74	645.62	-0.12
18775	645.93	645.93	0.00
18651	645.88	645.88	0.00

Table 4 – Pre-Project vs Post-Project – 100YR Existing Velocity Comparison

Cross-Section	Pre-Project Velocity (fps)	Post-Project Velocity (fps)	Difference (fps)
19659	6.81	6.81	0.00
19479	5.69	5.69	0.00
19345	6.82	6.82	0.00
19317	Point North Parkway Bridge		
19297	7.36	7.90	0.54
19209	10.60	10.54	-0.06
19138	10.45	9.16	-1.29
19099	9.71	7.19	-2.52
18967	10.51	8.30	-2.21
18901	9.53	6.94	-2.59
18775	6.57	6.57	0.00
18651	5.10	5.10	0.00

Table 3 indicates the project development does not cause any adverse impacts to the WSELs of Prairie Creek under existing conditions. Therefore, the proposed project encroaches upon a regulatory floodway and would not result in increases above 0.00 foot compared to pre-project conditions.

Table 4 shows there is no erosive velocity (greater than 8 fps) created because of project development. The fill within floodplain does not increase the existing erosive velocity.

2.4 Floodway Analysis

The model revises floodway encroachments downstream and through the property (XS 17738 – XS 19209) based on existing conditions. It is important to note that these revised floodway widths will not exceed the effective floodway width and will still ensure a positive 1.00 foot or less surcharges. Table 5 shows the Effective and Pre-Project floodway encroachments. Table 6 indicates the Effective and Pre-Project floodway elevations comparison.

Table 5 – Effective vs Pre-Project – Floodway Encroachments.

Cross-Section	Effective Encroachments		Pre-Project Encroachments	
	Left	Right	Left	Right
19659	725.00	840.00	725.00	840.00
19479	613.00	800.48	613.00	800.48
19345	600.98	730.17	600.98	730.17
19317	Point North Parkway Bridge			
19297	524.72	672.49	524.72	672.49
19246	650.00	771.78	-	-
19209	-	-	227.70	312.73
19138	-	-	132.00	214.00
19099	-	-	107.00	188.57
18967	-	-	77.00	157.56
18901	-	-	79.00	176.00
18775	-	-	105.00	237.6
18651	241.1	455.22	240.00	418.00
18375	518.67	680.1	545.00	650.00
17738	555.00	727.74	575.00	718.00

Table 6 – Effective and Pre-Project – 100YR and Floodway WSELs Comparison.

Cross-Section	Effective WSELs (ft)			Pre-Project WSELs		
	100YR	Floodway	Difference	100YR	Floodway	Difference
19659	650.79	650.79	0.00	650.79	650.95	0.16
19479	650.60	650.60	0.00	650.61	650.77	0.16
19345	650.09	650.09	0.00	650.09	650.28	0.19
19317	Point North Parkway Bridge					
19297	646.86	646.87	0.01	648.38	648.96	0.60
19246	646.84	646.82	-0.02	-	-	-
19209	-	-	-	646.87	647.74	0.87
19138	-	-	-	646.63	647.45	0.82
19099	-	-	-	646.62	646.91	0.29
18967	-	-	-	645.83	646.10	0.27
18901	-	-	-	645.74	645.78	0.04
18775	-	-	-	645.93	646.09	0.16
18651	645.88	645.97	0.08	645.88	646.28	0.40
18375	644.81	644.94	0.13	644.81	645.09	0.28
17738	643.23	643.41	0.17	643.23	643.43	0.20
17167	641.48	642.12	0.64	641.48	642.12	0.64
16422	640.69	641.52	0.83	640.69	641.52	0.83

Table 6 indicates the effective floodway encroachment results in negative surcharge in XS 19246. The Pre-Project Floodway shows that revised encroachments do not lead to any negative surcharges or surcharges exceeding 1.0' for any of the cross sections. The revised encroachments were also used in the Post-Project floodway run to ensure the consistency of floodway encroachment on both models. Table 7 shows the Post-Project floodway elevations.

Table 7 – Post Project 100YR and Floodway WSELs.

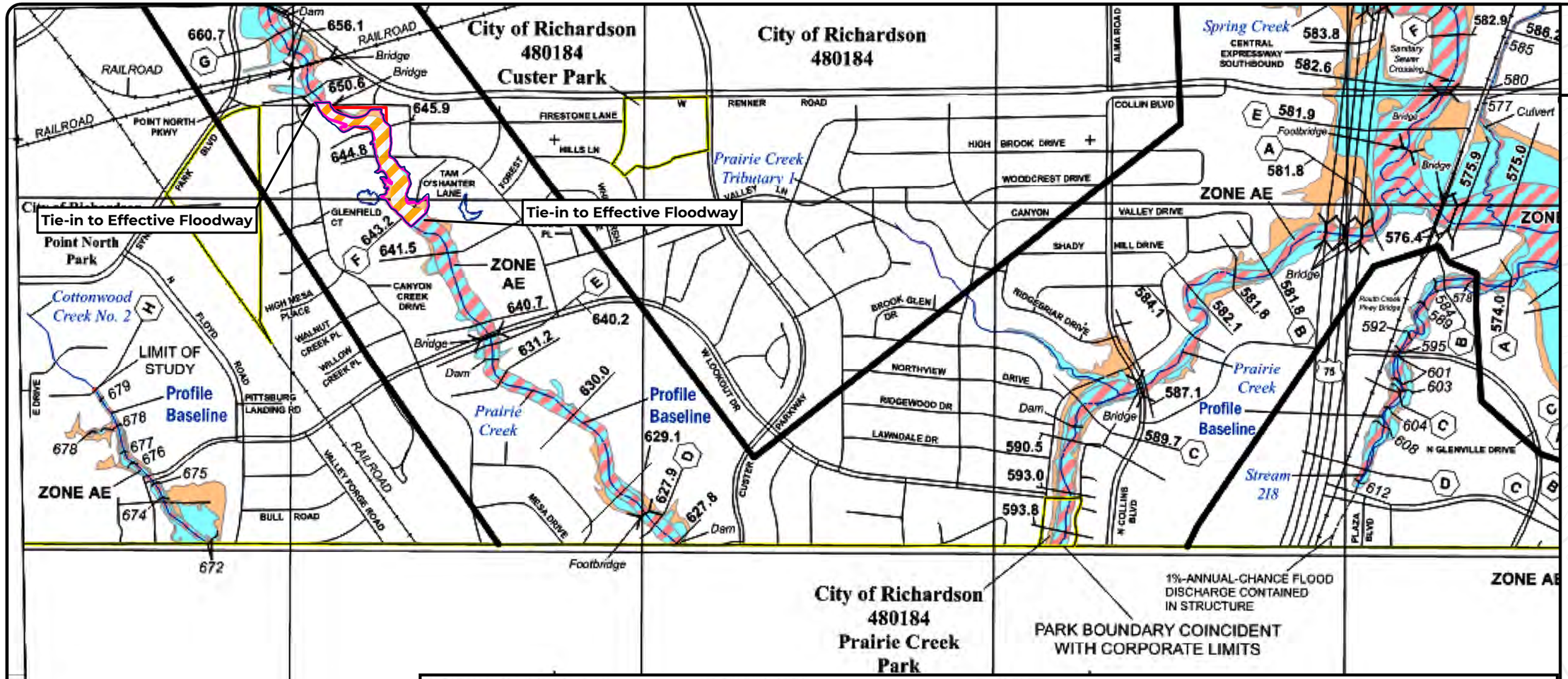
Cross-Section	Post-Project WSELs (ft)		Difference (ft)
	100YR	Floodway	
19659	650.79	650.79	0.00
19479	650.61	650.61	0.00
19345	650.09	650.09	0.00
19317	Point North Parkway Bridge		
19297	647.79	648.10	0.31
19209	646.18	646.70	0.52
19138	646.10	646.61	0.51
19099	646.12	646.59	0.47
18967	645.54	646.10	0.56
18901	645.62	646.17	0.55
18775	645.93	646.09	0.16
18651	645.88	646.28	0.40
18375	644.81	645.09	0.28
17738	643.23	643.43	0.20

Table 7 shows the development at 1025 Point North Pkwy site do not result in any negative surcharges or surcharges exceeding 1.0' for any of the cross sections.

2.5 Endangered Species Act Compliance

FEMA requires documentation of Endangered Species Act (ESA) compliance for a proposed project before it will process a LOMR. According to the FEMA Fact Sheet for ESA compliance, private projects must document that the proposed project has no potential for "Take", which is to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such contact, to threatened or endangered species.

An evaluation of endangered and threatened species was performed for the McKinney Dodge project and it was determined that there is no potential for "Take". Further documentations are provided in Appendix A.



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR ZONE DESCRIPTIONS AND INDEX MAP

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee See Notes. Zone X
OTHER AREAS	NO SCREEN Areas Determined to be Outside the 0.2% Annual Chance Floodplain Zone X
	Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation (BFE)
	Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was derived from multiple sources. This information was compiled from the U.S. Geological Survey, 1989 and 1999, National Geodetic Survey, 2004, US Census Bureau, 2008 and 2009, Bureau of Land Management, 2006, FEMA existing DFIRM data, 2009, and the North Central Texas Council of Governments, 2007 and 2010.

SCALE

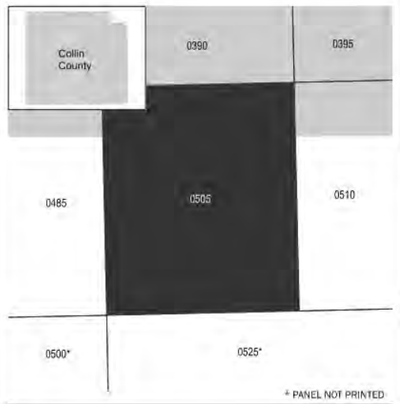
Map Projection:
NAD 1983 UTM Zone 14N
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 Feet

0 250 500 1,000 Meters

PANEL LOCATOR



National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

COLLIN COUNTY, TEXAS
and Incorporated Areas

PANEL 505 OF 600

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
RICHARDSON, CITY OF	480184	0505	K

REVISED TO REFLECT LOMR EFFECTIVE: FEBRUARY 22, 2018

VERSION NUMBER
1.1.1.0

MAP NUMBER
48085C0505K

MAP REVISED
JUNE 7, 2017

CARDINAL STRATEGIES
2770 Capital Street | Wylie, TX 75098 | 469-547-1281
TBPE Firm No. F-11976 | www.cardinalstrategies.com

- Post-Project 500yr Floodplain
- Post-Project 100yr Floodplain
- Proposed Floodway
- Project Site Boundary

N

0 500 1,000

1" = 1,000-Feet

NAD 1983 StatePlane Texas North Central FIPS 4202 Feet NAVD88

CLOMR

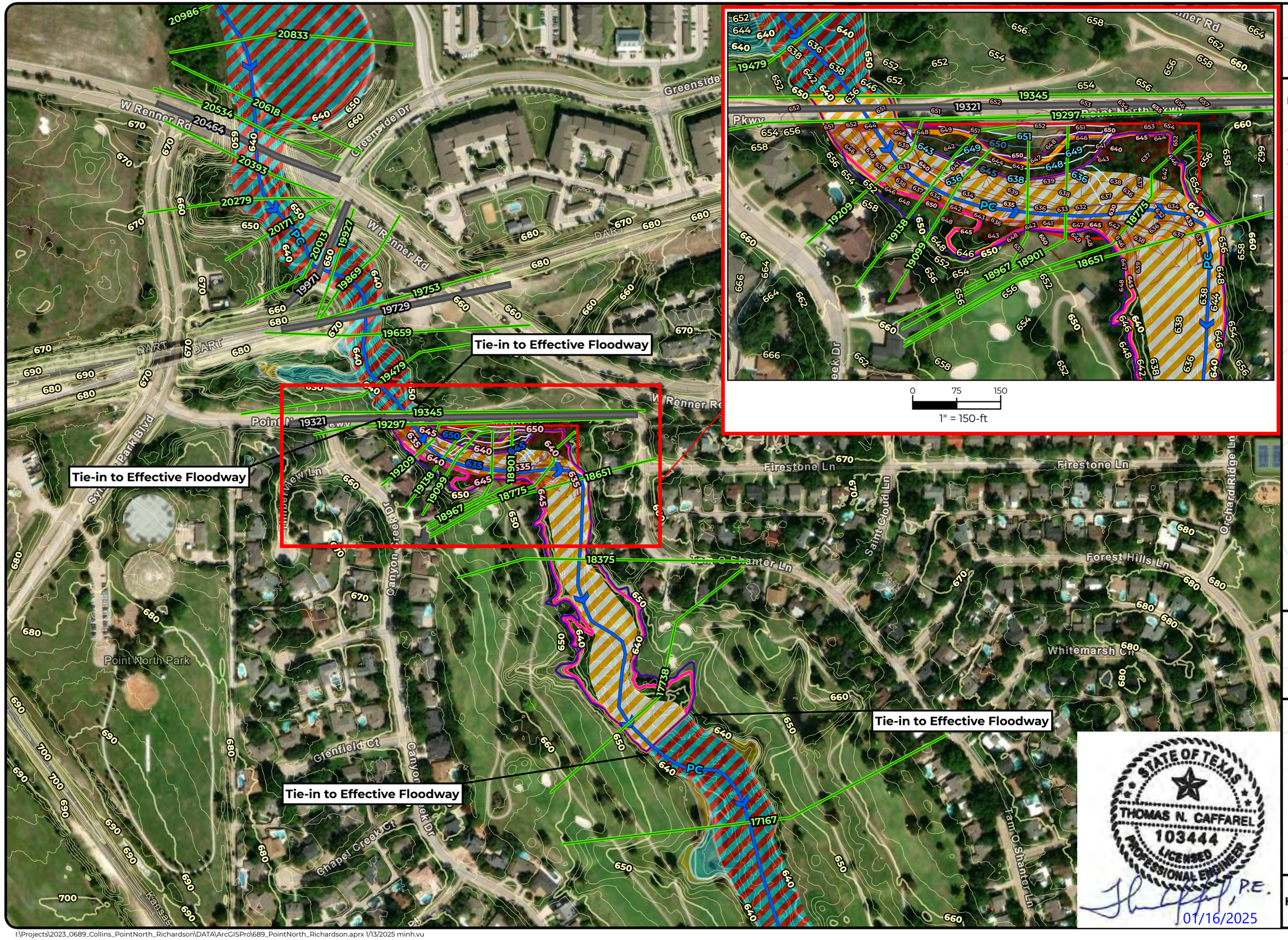
Prairie Creek

1025 Point North Pkwy
Richardson, TX

Prepared For:
Mr. Collins

Annotated FIRM

Figure **3**



CARDINAL STRATEGIES
2770 Capital Street | Wylie, TX 75098 | 469-547-1281
TBPE Firm No. F-11976 | www.cardinalstrategies.com

- Pre-Project Bridges
- Pre-Project Cross Sections
- Pre-Project Stream Centerline
- Post-Project 500yr Floodplain
- Post-Project 100yr Floodplain

Grading Contours
- 5-FT
- 1-FT

Existing Contours
- 5-FT
- 1-FT

- Pre-Project 500YR Floodplain
- Pre-Project 100yr Floodplain
- FEMA Effective AE
- FEMA Effective Floodway
- FEMA Effective 500YR
- Proposed Floodway
- Project Site Boundary

TNRIS 2009 Contours
- 10-FT
- 2-FT

NAD 1983 StatePlane Texas North Central FIPS 4202 Feet NAVD88

CLOMR

Prairie Creek

1025 Point North Pkwy
Richardson, TX

Prepared For:
Mr. Collins

Hydraulic Workmap

Figure **4**

I:\Projects\2023_0689_Collins_PointNorth_Richardson\DATA\ArcGISPro\689_PointNorth_Richardson.aprx 1/13/2025 minh.vu

3.0 Conclusion

The flood study results confirm that the fill placed on the study site has no adverse impacts on the 100-year Water Surface Elevation (WSEL) under existing conditions. Table 4 shows that no new erosive velocities greater than 8 fps are created as a result of the project. Where erosive velocities exceed 8 fps, the proposed development ensure no rises in these erosive sections. Furthermore, Section 2.3 shows that the proposed project encroaches upon a regulatory floodway and would not result in increases above 0.00 foot compared to pre-project conditions.

The floodway analysis also indicates that the existing floodway encroachments could be narrowed. The updated delineation is provided in Figures 3-4 and Appendix C, with shapefiles included for reference. All collected data is provided in Appendix A, while hydraulic output is available in Appendix B. Appendix C contains the digital models and GIS data.

RICHARDSON
TEXAS

November 20, 2024

11:00 a.m.

→5 1025

1024 Point North

Zoning Application Presubmittal

2/18/2025
Applicant Statement below
X

Zoning-

Planned Development

1. Remove Country Club use designation
2. Variance Chapter 9-42
   4. *No alteration or channelization of Rowlett Creek and its major tributaries* (Spring Creek, Prairie Creek and Beck Branch) except where required for safety and public welfare. The drainageway, which includes the floodway, of the creek and its major tributaries should be left in a natural state to control erosive velocities, prevent excessive downstream discharges and preserve the natural effect of the stream.
3. 20 Foot Front Building Line
4. Rock Driveway Surface → CONCRETE

Notice of Public Hearing
City Plan Commission

An application has been received by the City of Richardson for a:

PD PLANNED DEVELOPMENT

File No.:	**ZF 25-05 Point North Residence**
Applicant:	Dennis Collins
Location:	(See map on reverse side)
Request:	Consider and act on a request to change the zoning on 2-acres east of Synergy Park Boulevard, on the south side of Point North Parkway from R-2000-M Residential with Special Conditions to PD Planned Development for R-2000-M Residential to allow the construction of one (1) single-family dwelling. Owner: Dennis Collins representing Four Collins Group Corporation. Staff: Andrew Bogda.

The City Plan Commission will consider this request at a public hearing on:

TUESDAY, MARCH 18, 2025
7:00 p.m.
Richardson City Hall
2360 Campbell Creek Boulevard, Suite 525
Richardson, TX 75082

This notice has been sent to all owners of real property affected by the zoning request and those who are within 200 feet of the request, as such ownership appears on the last approved City tax roll.

Process for Public Input: Individuals attending the meeting in person will be allocated a maximum of 3 minutes to address the City Plan Commission to express whether they are in favor or oppose the request.

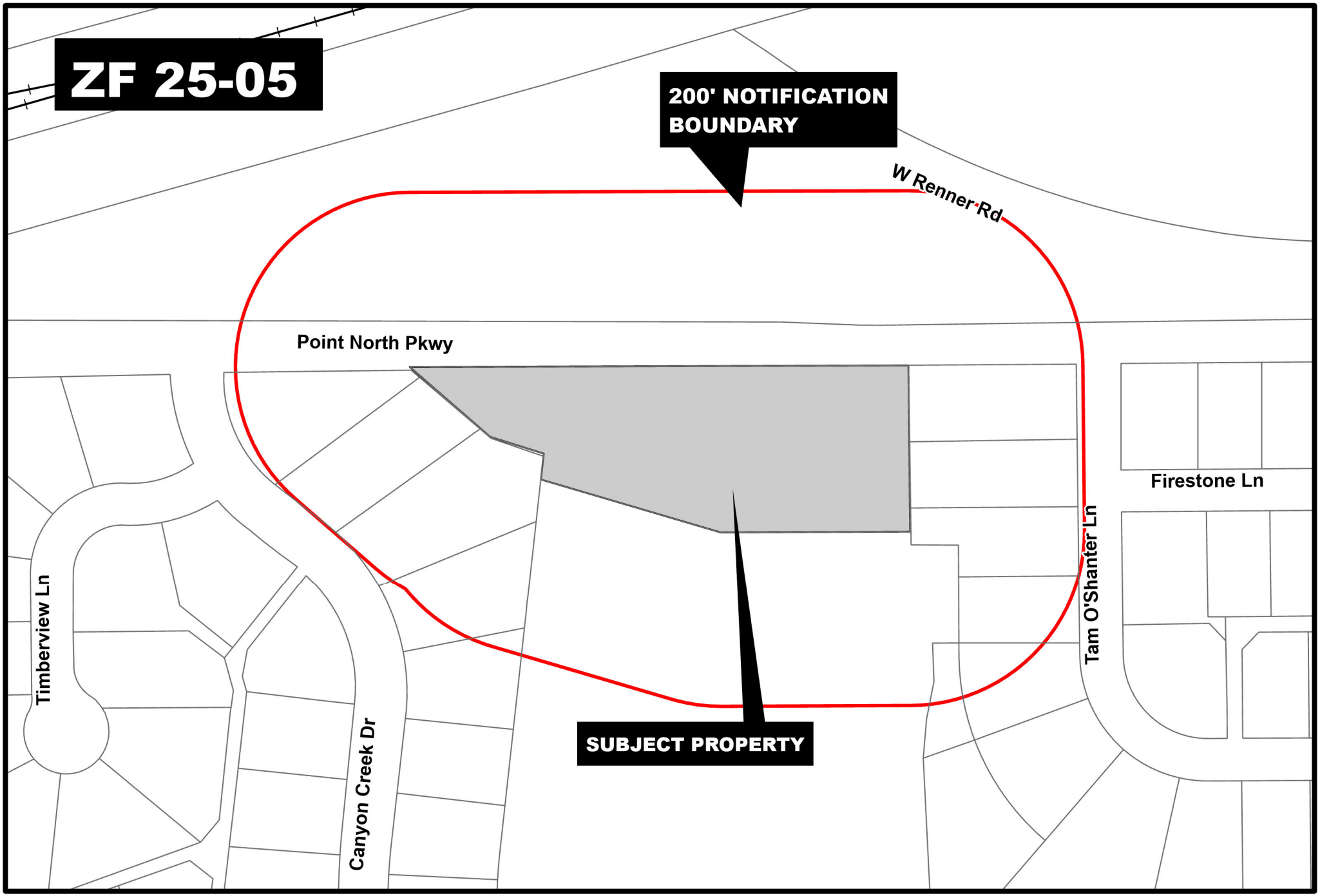
Persons not attending the meeting who would like their views to be made a part of the public record may send signed, written comments, referencing the file number above, prior to the date of the hearing to: Dept. of Development Services, PO Box 830309, Richardson, TX 75083 or by utilizing the Public Comment Card at https://www.cor.net/PublicCommentForm.

The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions, or recommend denial. Final approval of this application requires action by the City Council.

Agenda: The City Plan Commission agenda for this meeting will be posted on the City of Richardson website the Saturday before the public hearing. For a copy of the agenda, please go to: http://www.cor.net/index.aspx?page=1331.

For additional information, please contact the Dept. of Development Services at 972-744-4240 and reference Zoning File number ZF 25-05

Posted and Mailed prior to: March 7, 2025



ZF 25-05 Notification Map
Point North Road

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

RICHARDSON TEXAS

1 RICHARDSON CITY OF
411 W ARAPAHO RD STE 204
RICHARDSON, TX 75080

2 KUNKEL BLAKE A
3217 TAM O SHANTER LN
RICHARDSON, TX
750801532

3 FISHER BRADLEY R & NANCY G
3219 TAM O SHANTER LN
RICHARDSON, TX 750801532

4 MANDERS KATHRYN MARIE &
MARK DAVID MANDERS
3221 TAM O SHANTER LN
RICHARDSON, TX 750801532

5 FIELDS CHRISTI LYNNE
3301 TAM O SHANTER LN
RICHARDSON, TX
750801533

6 TIMMONS WILLIAM BLAKE &
SMITH MARY LONG
3303 TAM O SHANTER LN
RICHARDSON, TX 750801533

7 ARTZ ZACHARY JOSEPH &
AMY
3312 CANYON CREEK DR
RICHARDSON, TX 750801511

8 SALM CHRISTOPHER M &
CATHERINE K SALM
3310 CANYON CREEK DR
RICHARDSON, TX
750801511

9 MCCORD W KIRK & BEVERLY B
3308 CANYON CREEK DR
RICHARDSON, TX 750801511

10 DUNCAN JOYCE D
3306 CANYON CREEK DR
RICHARDSON, TX 750801511

11 ROSSI FAMILY TRUST
3304 CANYON CREEK DR
RICHARDSON, TX
750801511

12 KUNKEL BLAKE A
3217 TAM O SHANTER LN
RICHARDSON, TX 750801532

13 SPIRIT REALTY LP
2727 N HARWOOD ST STE 300
DALLAS, TX 75201

14 **FOUR COLLINS GROUP CORP**
% DENNIS COLLINS
3101 W FM 544
WYLIE, TX 75098

ZF 25-05