

Final Subcommittee Report – April 2, 2021

Overview:

On January 5, 2021, the Comprehensive Plan Review Committee (CPRC) agreed to the formation of a subcommittee to work through outstanding differences in the draft Comprehensive Plan and prepare recommended changes to the full Committee. The subcommittee included Members Jim Dillavou, Hilton Kong, Salvator La Mastra, and Yoram Solomon, and was facilitated by Vice Chair Mike Bronsky. Each subcommittee member was asked to provide up to four statements for modifications to the Plan. After five meetings, the subcommittee reached agreement on 11 criteria to incorporate in the draft Plan and reviewed the associated revisions prepared by staff and the consultants.

Criteria under agreement are as follows:

- 1. Development of all types should be based on *real* city-level demand referenced to Collin County. The plan looks at desires of citizens/residents.**

Results: Added Action RGM6 (Page 13 of the Draft Plan):

“Consider conducting an annual market study to determine *demand-based* housing and employment needs for Plano, referenced to Collin County that may be used to inform zoning and land use related decisions. The study should include residents’ preferences for development as part of the results.”

- 2. Praise the suburban environment of Plano; state that Plano is almost completely developed, and significant changes to population and development are not anticipated. Emphasis should be on preserving and enhancing the built environment.**

Results: This was addressed through the following additions to the Guiding Principles and Redevelopment & Growth Management (RGM) Policy:

- Added Guiding Principle 1.4: “The Plan respects the suburban character of Plano and seeks to preserve and enhance the built environment.” (Page 3 of the Draft Plan)
- Added Guiding Principle 2.4: “The Plan acknowledges that Plano is mostly developed and does not anticipate significant changes in population or development in the future.” (Page 3 of the Draft Plan)
- Revised RGM Website Context: “Due to the limited amount of undeveloped land and high demand for development in Plano, there is significant pressure for new growth and redevelopment in many parts of the city. As Plano is now mostly developed with a well-established built environment, significant changes to population and development patterns, as in previous decades, are no longer anticipated. However, the city’s reputation as a highly desirable suburban community and world-class business center means significant pressure for new

growth and redevelopment will continue in many parts of the city. Although this is positive for sustaining reinvestment and continuing vitality of the community, zoning requests also often include some component of high density residential and/or high intensity commercial uses in close proximity to established, lower-density neighborhoods. This creates tension between two major priorities for the city: creating a business-friendly environment that promotes a healthy economy and conserving the existing suburban character of established neighborhoods within the city. [...]” (Page 12 of the Draft Plan)

- Revised RGM Policy: “Plano will protect and preserve the well-established built environment of Plano and prevent overcrowding by requiring require new growth and redevelopment to respect the unique development patterns, suburban character, housing needs, infrastructure capacity considerations, and fiscal constraints of our community. (Page 12 of the Draft Plan)

3. The bar for exceptions to the principles of the plan will be very high.

Result: Added Action RGM1:

"Review zoning change requests for consistency with the Future Land Use Map and Dashboards. Requests that do not conform to the mix of uses, density, and buildings heights as described in the Dashboards are disfavored. Develop zoning regulations that allow occasional proposals that do not strictly conform to these criteria, yet are found consistent with the Guiding Principles of the Comprehensive Plan and substantially beneficial to the immediate neighbors, surrounding community, and general public interest, to be approved with a supermajority vote by City Council.” (Page 12 of the Draft Plan)

4. Significant zoning changes are not generally needed and are only considered when beneficial to surrounding neighbors.

Results: This was addressed in three ways:

- Added Guiding Principle 3.4: “The Plan manages growth and redevelopment in a gradual manner, ensuring changes are beneficial to neighbors and the surrounding community.” (Page 4 of the Draft Plan)
- As described in Criteria 2, the RGM Policy and Website Context now include language to emphasize that significant changes are not anticipated. (see Criteria 2 above)
- As described in Criteria 3, a higher bar has been set to approve zoning changes that do not strictly comply with the mix of uses, density, and building heights of the Future Land Use Dashboards. This includes a finding that the request is beneficial to the immediate neighbors. (see Criteria 3 above)

5. Share information broadly, proactively, and simply. Seek input intentionally.

Results: Based on feedback from the subcommittee, the full Committee, and public comments over time, staff proposed several updates to Plano’s zoning procedures that would improve customer-friendliness and create additional opportunities for public input. These include a revamped zoning notice and an enhanced webpage with additional information on zoning cases. Additionally, a review by Plano’s Department of Communications and Community Outreach may result in other recommendations. A memo from Eric Hill, Sr. Planning Manager, includes more details on these proposed changes and will be presented to the full Committee at its next meeting. (see Exhibit 1)

Also of note, Guiding Principle 1.5 and Action RGM2 help address this criteria:

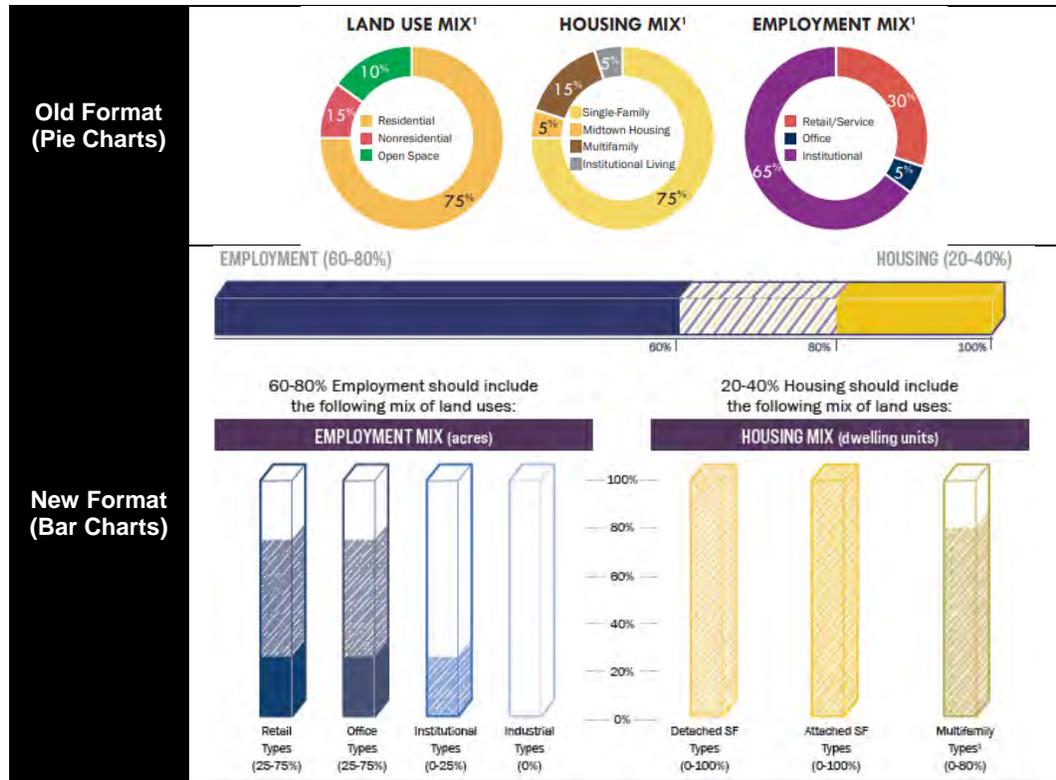
- Guiding Principle 1.5: “Implementation of the Plan will be open and transparent, proactively seeking community input, with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.” (Page 3 of the Draft Plan)
- Action RGM2: “Develop and implement a formalized community forum process during which rezoning petitioners adjacent to established neighborhoods engage with interested citizens as part of the rezoning process.” (Page 12 of the Draft Plan)

6. Place individual and overall limits on the number of living units on the number of corners and activity centers that are redeveloped and on the amount of acreage and living units that would be added in other areas such as transit corridors and expressway corridors that is relative to size of the area.

Results: This was addressed in the following ways:

- An updated format of the FLU Dashboard Land Use Mix was created which removed the compatibility bubbles and instead uses percentage ranges (rather than fixed percentages) to allow greater flexibility and more practical implementation from site to site. These ranges are based on acreage distribution for Land Use Mix and Employment mix, and unit distribution for Housing Mix.

(see chart on next page)



- The Employment Types and Housing Types were simplified into the following categories:

Category	Old Draft	New Draft
Land Use Mix	Nonresidential Residential Open Space	Employment Housing
Employment Mix	Office Restaurant/Retail Service Institutional Warehouse Lodging	Retail Types Office Types Institutional Types Industrial Types
Housing Mix	Traditional SF-D Traditional SF-A Midtown – Single Unit Midtown – Multi-Unit Garden-Style MF Main Street-Style MF Mid-Rise MF High-Rise MF Institutional Living	Detached SF Types Attached SF Types Multifamily Types

This change resulted in elimination of the Housing Menu, with descriptions of the new types incorporated into Page 72 of the Draft Plan and the Glossary (Pages 103-107 of the Draft Plan). Open space considerations remain in the Desirable Character Defining Elements in each FLU Dashboard.

- Dwelling units within Institutional Living Centers are now counted towards MF Types in the Housing Mix and Assisted Living Facilities are counted as an Institutional Type in the Employment Mix. This is noted in the Draft Plan as a footnote on Page 72 and in the Glossary on Pages 105-106.
- Staff used the updated categories above to analyze the existing land use of all the FLU Categories in the city, which resulted in the creation of an existing land use and housing inventory. This inventory is intended to enable more effective analysis of zoning change requests in relation to the reformatted Land Use Mix charts and existing conditions. For this analysis, projects not yet built, but that have approved zoning and imminent development plans, were factored into existing development. Please note, however, that properties change use over time and the land use mix of the city will continue to evolve. These changes do not typically require a zoning change, as a zoning district may allow both Institutional Type and Retail Types by-right. Staff anticipates needing to routinely update the existing land use if this is to be used as an implementation tool of the Comprehensive Plan

The proposed Land Use Mixes and existing land use and housing inventory for each FLU category are listed below. Each FLU category is assigned a Mix of Use Measurement Area, listed below and described on Pages 72 and 105 of the Draft Plan.

Neighborhoods (N) – citywide

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	17,876 acres (90%)	90-100%
	Employment	1,579 acres (8%)	0-10%
	Undeveloped/Other	369 acres (2%)	NA
Housing Mix (units)	Detached SF Types	69,401 units (72%)	70-95%
	Attached SF Types	4,070 units (4%)	5-25%
	Multifamily Types	23,489 units (24%)	0-20%
Employment Mix (acres)	Retail Types	96 acres (6%)	0-10%
	Office Types	95 acres (6%)	0-10%
	Institutional Types	1,310 acres (83%)	80-100%
	Industrial Types	78 acres (5%)	0-5%

Neighborhood Corners (NC) – per adjoining corner

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	0 acres (0%)	0-40%
	Employment	502 acres (93%)	60-100%
	Undeveloped/Other	38 acres (7%)	NA
Housing Mix (units)	Detached SF Types	0 units (0%)	0-100%
	Attached SF Types	0 units (0%)	0-100%
	Multifamily Types	0 units (0%)	0%
Employment Mix (acres)	Retail Types	385 acres (77%)	25-75%
	Office Types	45 acres (9%)	0-75%
	Institutional Types	67 acres (13%)	0-50%
	Industrial Types	5 acres (1%)	0%

Community Corners (CC) – per adjoining corner

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	23 acres (4%)	0-50%
	Employment	490 acres (89%)	50-100%
	Undeveloped/Other	41 acres (7%)	NA
Housing Mix (units)	Detached SF Types	0 units (0%)	0-100%
	Attached SF Types	0 units (0%)	0-100%
	Multifamily Types	264 units ¹ (100%)	0%
Employment Mix (acres)	Retail Types	392 acres (80%)	50-75%
	Office Types	71 acres (15%)	15-40%
	Institutional Types	24 acres (5%)	10-35%
	Industrial Types	3 acres (<1%)	0-5%

¹recently approved Promontory of Preston zoning case

Suburban Activity Centers (SA) – per adjoining center

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	441 acres (27%)	0-40%
	Employment	1,010 acres (62%)	60-100%
	Undeveloped/Other	178 acres (11%)	NA
Housing Mix (units)	Detached SF Types	161 units (2%)	10-100%
	Attached SF Types	213 units (2%)	10-100%
	Multifamily Types	10,283 units (96%)	0-60% ¹
Employment Mix (acres)	Retail Types	671 acres (66%)	40-80%
	Office Types	141 acres (14%)	20-40%
	Institutional Types	151 acres (15%)	0-40%
	Industrial Types	48 acres (5%)	0-5%

¹ Consistent with RGM Policy

Urban Activity Centers (UA) – per adjoining center

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	189 acres (31%)	20-40%
	Employment	350 acres (58%)	60-80%
	Undeveloped/Other	65 acres (11%)	NA
Housing Mix (units)	Detached SF Types	65 units (1%)	0-100%
	Attached SF Types	983 units (9%)	0-100%
	Multifamily Types	9,368 units (90%)	0-80% ¹
Employment Mix (acres)	Retail Types	171 acres (49%)	25-75%
	Office Types	179 acres (51%)	25-75%
	Institutional Types	0 acres (0%)	0-25%
	Industrial Types	0 acres (0%)	0%

¹ Consistent with RGM Policy

Employment Centers (EM) – citywide

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	118 acres (2%)	0%
	Employment	4,091 acres (83%)	100%
	Undeveloped/Other	722 acres (15%)	NA
Housing Mix (units)	Detached SF Types	126 units (7%)	0%
	Attached SF Types	0 units (0%)	0%
	Multifamily Types	1,670 units (93%)	0%
Employment Mix (acres)	Retail Types	434 acres (11%)	0-25%
	Office Types	1,871 acres (46%)	50-100%
	Institutional Types	400 acres (10%)	0-25%
	Industrial Types	1,387 acres (34%)	0-35%

Downtown Corridors (DT) – citywide

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	70 acres (10%)	10-15%
	Employment	578 acres (83%)	85-90%
	Undeveloped/Other	47 acres (7%)	NA
Housing Mix (units)	Detached SF Types	91 units (3%)	0-90%
	Attached SF Types	144 units (5%)	0-90%
	Multifamily Types	2,853 units (92%)	0-90% ^{1, 2}
Employment Mix (acres)	Retail Types	250 acres (43%)	50-60%
	Office Types	105 acres (18%)	20-30%
	Institutional Types	84 acres (15%)	15-30%
	Industrial Types	139 acres (24%)	0-25%

¹ Consistent with RGM Policy

² Prioritized within 1,000 feet of planned rail transit stations

Expressway Corridors (EX) – per expressway

	Category	Existing	FLU Dashboard
Land Use Mix (acres)	Housing	91 acres (5%)	0-2% ¹
	Employment	1,223 acres (72%)	98-100%
	Undeveloped/Other	399 acres (23%)	NA
Housing Mix (units)	Detached SF Types	394 units (18%)	0-15%
	Attached SF Types	13 units (1%)	0-15%
	Multifamily Types	1,771 units (81%)	70-85% ²
Employment Mix (acres)	Retail Types	623 acres (51%)	50-60%
	Office Types	315 acres (26%)	25-50%
	Institutional Types	161 acres (13%)	0-25%
	Industrial Types	134 acres (11%)	0-10%

¹ Up to 12% Housing along US75 due to age and existing conditions of development.

² Consistent with RGM Policy

- A maximum density for SF Types was added to the “Desirable Character Defining Elements” section for SA, UA, DT, and EX. Additionally, ranges of densities were provided for all FLU categories where residential may be appropriate, to better illustrate the typical densities that may be found in each category:

FLU Category	SF Types Density	MF Types Density	Page
Neighborhoods (N)	0.5 to 10 DUA	10 to 22 DUA	77
Neighborhood Corners (NC)	1 to 15 DUA	N/A	79
Community Corners (CC)	4 to 22 DUA	N/A	81
Suburban Activity Centers (SA)	4 to 22 DUA	10 to 50 DUA	83
Urban Activity Centers (UA)	10 to 40 DUA	30 to 120 DUA	85
Downtown Corridors (DT)	10 to 40 DUA	20 to 100 DUA	89
Expressway Corridors (EX)	10 to 40 DUA	20 to 75 DUA	91

- Typical densities for each FLU category were added to the description of Density in the Glossary on Page 104 as follows:

FLU Category	Average Density
Neighborhoods (N)	6 DUA
Neighborhood Corners (NC)	NA
Community Corners (CC)	NA
Suburban Activity Centers (SA)	25 DUA
Urban Activity Centers (UA)	59 DUA
Employment Centers (EX)	NA
Downtown Corridors (DT)	45 DUA
Expressway Corridors (EX)	25 DUA
Social Network (SN)	NA
Open Space Network (OS)	NA

- Staff presented the subcommittee with several scenarios (see Exhibits 3, 4, and 5) intended to demonstrate the effectiveness of the inventory and reformatted charts and as an implementation tool of the Comprehensive Plan. These scenarios illustrate maximum build-out potential (not anticipated development) supported by the dashboards and existing conditions. The following assumptions were built into each scenario:
 1. “Housing” acreage in the Land Use Mix is maximized to its full potential;
 2. “Multifamily Types” are maximized to their full potential in the Housing Mix, followed by the “Attached SF Types;”
 3. Densities are maximized to the fullest extent of the range listed in the Desirable Character Defining Elements of each category. For SA, which has a minimum Detached SF percentage, and for UA, where the lot sizes of Attached SF may vary significantly, two densities are shown, including the maximum density;
 4. Independent Living units count towards MF Types in the Housing Mix, as described above;
 5. Assisted Living Facilities count towards Institutional Types in the Employment Mix;

6. An average of 30 to 50% of the redeveloped area for SF developments will be utilized for open space and infrastructure dedication, consistent with case studies in Plano;
7. Unless noted otherwise, the acreages and housing units of existing development will not change and are the baseline for new development; and
8. Projects not yet built, but that have approved zoning and imminent development plans, were factored into existing development.

(As noted above, the land use mix of the city will continue to evolve and it is anticipated the existing land use and housing inventory will need to be routinely updated if this is to be used as an implementation tool of the Comprehensive Plan.)

- A 3D model (see Exhibit 2) was also created to illustrate a maximum redevelopment scenario in a Suburban Activity Center (SA) at the southeast corner of Park Boulevard and Preston Road. Market limitations were not a significant factor in the design. The model scenario includes complete redevelopment of the corner with the exception of the 8-story office towers on Preston Rd (which exceed the 5-story max building height recommended by the SA FLU dashboard).
- A sentence was added to Page 71 of the Draft Plan explaining that large deviations to the Mix of Uses are not favorable in this plan:

3. MIX OF USES

This section includes charts illustrating a preferable mix of uses that are representative of the general vision for each category. As Future Land Use Categories cover large portions of the city, **these charts should not be interpreted as hard caps or minimums for the mix of uses at individual locations**; however, changes in land use should improve, rather than detract, from the preferable mix of uses established for the Future Land Use Category in an area. The actual mix of uses may vary from location to location based on existing conditions, market demand, and individual site considerations that may limit the suitability of certain uses. Large deviations, however, should warrant close consideration and are generally **not favorable** in this plan. See more information on the next page.

7. **City Council should consider voting on the necessity for updates and maintenance of the Plan and such changes should “truly involve” the community at regular intervals.**

Result: Action RGM7 was added to the RGM Policy:

“Review the Comprehensive Plan every two years to determine if routine updates are warranted to ensure consistency with citywide goals and respond to development trends and changing conditions. When major changes are deemed necessary, consider creating a citizen committee, working collaboratively with the Planning & Zoning Commission, to ensure the community has opportunities to actively participate in the recommended updates.” (Page 13 of the Draft Plan)

8. Any consideration of new mixed-use development should require commercial elements to be 50% of square footage and be constructed before or concurrent to the residential.

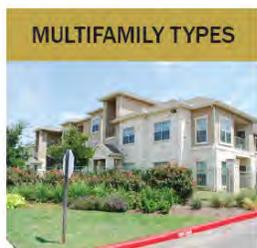
Results: This was addressed in two ways:

- Modified Action RGM5 (Page 13 of the Draft Plan):
 - “Ensure that any rezoning requests for multiuse development include:
 - A. “At least 50% of total square footage for nonresidential uses, and
 - B. “A maximum 2:1 ratio of residential to nonresidential square footage maintained throughout construction of the full project (e.g., every two square feet of residential development requires at least one square foot of nonresidential development), and
 - C. “Key design features provided prior to or concurrent with the development of residential uses. Key design features are those elements of a development supporting the long-term value to the overall community, and specifically new residents, including, but not limited to, open/green space, amenities, street enhancements, and trails.”
- The Land Use Mix in SA, UA, DT, and EX allow no more than 50% residential acreage. (Pages 83, 85, 89, and 91 of the Draft Plan, respectively)

9. Eliminate midtown housing or reduce density to 12 DUA.

Results: This was addressed in the following ways:

- The Housing Menu and all references to Midtown Housing have been removed.
- Small-scale apartments were added to the FLU Dashboard Mix of Uses Description, along with other multifamily types, to more accurately represent the full spectrum of apartment types that exist in the city today (Page 72 of the Draft Plan):



MULTIFAMILY TYPES

Multifamily Types (MF) includes any housing product with more than three dwelling units per lot, including:

- garden-style apartments/condominiums
- main-street style apartments/condominiums
- small-scale apartments/condominiums
- mid-rise apartments/condominiums
- high-rise apartments/condominiums
- independent living centers²

- Small-scale multifamily is described in the Glossary (Page 106 of the Draft Plan):

Multifamily Types, Small-Scale
 Apartments, including condominiums, that contain up to 10 units per lot and are managed by a governance association. Generally 1 to 3 stories in height. Parking is available in garage or surface parking at the rear of the property.

10. Remove Bundle 23; get buy-in across all citizens.

Result: Bundle 23 and the Density Guidance Map have been removed. Refer to Criteria 5 for information about proactively seeking public input.

11. In order to preserve the current suburban housing density and prevent overcrowding, the city strongly prefers new housing is built as single-family units based on the limited availability of residential land. However, new multiunit housing may be acceptable in UA, SA, DT, EX future land use categories under the following circumstances:

- 1) Meeting one or more of the following housing diversification or economic development criteria:
 - a) Part of a larger development, exceeding 10 acres, where multiunit housing is not more than 25% of the unit mix and controlled by a governance association.
 - b) Within 1,000 feet of a rail transit station and anticipated as part of a station or area plan for transit-oriented development.
 - c) Meeting a special housing need, such as disability housing, as defined in the city's consolidated plan. or
 - d) Is part of a high rise 10 stories or greater, and
- 2) The site is in a location appropriate for residential development, and
- 3) The design meets the city's adopted policies and plans.

Results:

This was addressed in the following ways:

- Added Action RGM8 to address 1b-1d, 2, and 3:
 "Limit new residential development to areas that are appropriate based on individual site considerations and consistency with the Future Land Use Map and Dashboards. Multifamily developments should also meet a housing diversification or economic development need of the city, including transit-oriented development, special housing needs (as defined by the city's Consolidated Plan), or be constructed as part of a high-rise ten stories or greater." (Page 13 of the Draft Plan)
- Added Action RGM9 to address 1a:
 "Limit small-scale multifamily to developments that are at least 10 acres in size, have a unit mix of no more than 25% multifamily units, and are controlled by a governance association." (Page 13 of the Draft Plan)
- Added special notes to the FLU Dashboards in SA, UA, ST, and EX categories to cross-reference the RGM Policy. (Pages 83, 85, 89, and 91 of the Draft Plan, respectively)

- The description of Density was updated on the FLU Dashboards to state (Page 73 of the Draft Plan):

DENSITY

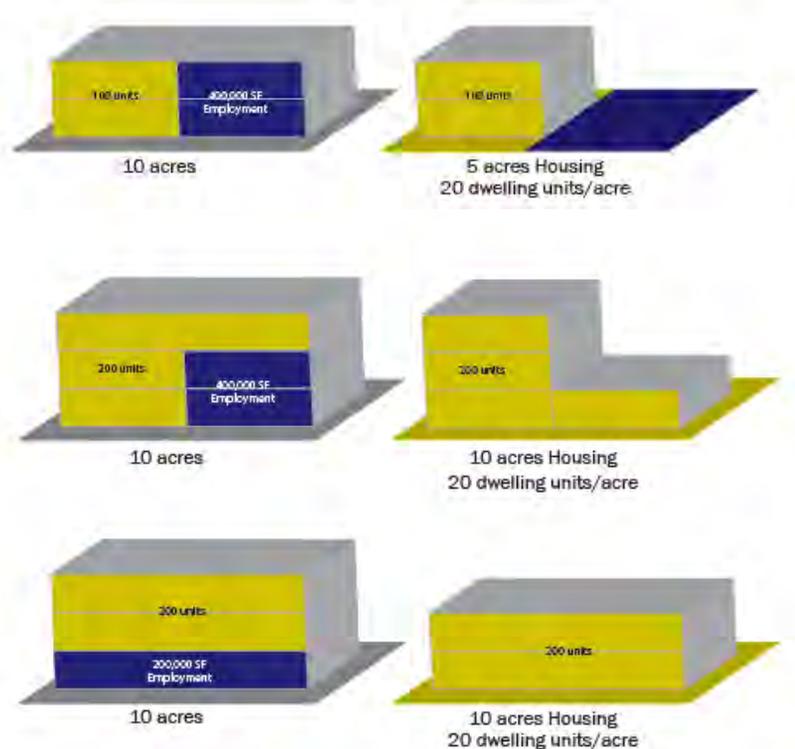
For the purposes of the Future Land Use Map, density is measured by the number of dwelling units per acre (DUA) on an individual lot or within a residential subdivision (reasonably excluding public or private streets, park land, and public open space). Where both residential and non-residential uses share a lot and/or common facilities (parking, open space, etc.), the acreage attributed to non-residential uses will be removed from the density calculation. Refer to the Glossary for more information.

- Added the following language to the Glossary (Page 104 of the Draft Plan):

Density (Future Land Use Map)

For the purposes of the Future Land Use Map, density is measured by the number of dwelling units per acre (DUA) on an individual lot or within a residential subdivision (reasonably excluding public or private streets, park land, and public open space).

Where both residential and non-residential uses share a lot and/or common facilities (parking, open space, etc.), the acreage attributed to non-residential uses will be removed from the density calculation. The following examples illustrate how residential density should be calculated in each instance:



Additional Changes Resulting from Subcommittee Discussions:

The following changes were made in response to subcommittee comments during review of Draft Plan materials, but were not a direct result of the 11 criteria listed above:

1. With the removal of the Density Guidance Map and its references to small area plans, a new reference was needed in the Future Land Use Dashboards. As a result, the following language was added to the “How to Read the Dashboards” section on Page 71:

“Small Area Plans (where existing) are considered an extension of the Comprehensive Plan and may be used to further refine the community’s vision for specific locations within the city. If there are conflicts with the dashboards, the Small Area Plan controls due to the extensive public outreach and additional detail within these plans.”

2. A graphic for 5 DUA was added to the Density description on Page 73 to better represent a more complete range of densities in the city.
3. The names “Extra Low-rise Scale” and “Low-rise Scale” were revised to “Low-Rise Scale” and “Low/Mid-Rise Scale” on the Intensity and Scale description on Page 73. The Desirable Character Defining Elements table for each FLU category were also updated accordingly.
4. The description of Neighborhoods was revised on Page 76 to state:

“Neighborhoods are predominantly residential, and also include light commercial, office, institutional, and other residential-supporting uses. Low-density single-family is the most prevalent housing type in Neighborhoods, but townhouses, duplexes, and garden-style apartments are also common.”

5. The methodologies used to determine what qualifies as a Neighborhood Corner versus a Community Corner were added to descriptions of Neighborhood Corners (NC) and Community Corners on Pages 79 and 81, respectively, as follows:
 - Page 79: “To qualify as a Neighborhood Corner, a site is typically less than 10 acres in size but may be as large as 25 acres if it does not meet the Criteria for Community Corners on page 81.”
 - Page 81: “Criteria for Community Corners - A Community Corner is typically 25 acres or more, but may be as small as 10 acres if it meets two of the three following criteria:
 - does not directly abut single-family neighborhoods
 - at least 250,000 sq. ft. of commercial floor area is located within 1/4 mile
 - at least two 50,000 sq. ft. or larger anchor stores are located within 1/4 mile”
6. To better differentiate the streetscape names from zoning terms, the word “Street” was added to the end of streetscape types on Page 74 and as necessary where referenced in the FLU Dashboards.

7. The photos on the Suburban Activity Centers (Page 84) and the Urban Activity Centers (page 86) dashboards were revised to include examples of residential in these areas.
8. To better clarify open space recommendations for Downtown Corridors, the following changes were:
 - Modified ranges in the Desirable Character Defining Elements on page 89 as follows:



OPEN SPACE

TOD Areas: 5% to 10%

Other: 10% to 20%

Active Open Space
 - The following language was added to the description of Open Space on Page 75: “Conversely, not all properties are appropriate for open space requirements, such as very small single-family housing developments where the associated governance association needed to maintain open space would be an undue burden on a small number of owners.”
9. A range of Green and Open Space was also provided for each open space category on Page 75, as precise percentages will not be practical in implementation.
10. Former LU2 and PG2, regarding updates to the Future Land Use and Growth and Change Maps, were deleted as a result of the new RGM7 (Page 13).

Exhibits:

1. Zoning Notice & Participation Improvements Memo
2. Park & Preston 3D Model
3. Community Corner Scenarios
4. Suburban Activity Center Scenarios
5. Urban Activity Center Scenarios
6. Draft Plan



Memorandum

Date: March 9, 2021
To: Comprehensive Plan Review Subcommittee Members
From: Eric Hill, AICP, Senior Planning Manager
Subject: Zoning Notice and Information Updates

The purpose of this memo is to provide a summary of proposed and existing zoning notice and public information efforts. Per Chapter 211 of the Texas Local Government Code (LGC), all municipalities are required to provide a minimum level of notice regarding rezoning requests to the public and surrounding property owners in advance of public hearings at the Planning & Zoning Commission (P&Z) and the City Council meetings. In addition to complying with State Law, the City of Plano provides extra notifications and further opportunities for public comment.

Proposed Updates

In addition to maintaining the existing procedures and opportunities for input detailed below, the following updates are proposed based upon input from the Comprehensive Plan Review Committee (CPRC) and public feedback:

1. Revamped Zoning Notices – New zoning notices are proposed with simplified and resident-focused language. A separate response form will be provided so that property owners can retain details regarding the request. Attached is a sample draft notice and response form (Attachment 2A).
2. Enhanced Active Zoning Case Webpage – Additional weekly updates to the zoning case web page are proposed. The web page will have details of each case including proposed uses, links to draft copies of plans, and new details about each proposal. Attached is a draft of the new website content (Attachment 2B).
3. Zoning Case Summary Table – With the submission of each zoning case, applicants will be required to submit a table with case details specifying proposed uses, residential units, parking requirements, and other information (Attachment 2C).
4. Communications Review – Planning Department staff has been working with the Department of Communications and Community Outreach staff to review the proposed updates. This effort is to provide an additional review of the notices and website changes to ensure the information is user-friendly and avoids technical jargon, to the extent possible.

If the CPRC is comfortable with these recommendations, staff will present the recommended changes to the Planning & Zoning Commission for additional feedback. The information has been prepared and can be implemented quickly, once fully approved.

The following information details the current zoning processes performed by the city:

Type of Request	Items	State Law	City of Plano
Property	Notice to property owners within 200 feet of request	Mailed to property owners at least 10 days prior to the public hearing at P&Z.	Mailed to property owners at least 20 days prior to the public hearing at P&Z.
Property	Notice to property owners within 500 feet of request	Not Required	Mailed to property owners at least 20 days prior to the public hearing at P&Z.
Property	Notice to media, neighborhood organizations, and nearby HOAs	Not Required	Mailed to media contacts, two contacts at Plano Homeowners Council, and registered homeowner groups within 1,500 feet at least 20 days prior to the public hearing at P&Z.
Property	Signs Posted on Property	Not Required	Posted on property at least 20 days prior to P&Z in accordance with zoning petition requirements.
Property	Written Notice to School Districts	Mailed to applicable school districts at least 10 days prior to the public hearing at P&Z for residential and multifamily rezoning requests.	Mailed to school districts at least 20 days prior to the public hearing at P&Z for all rezoning requests.
Property	Information regarding potential impacts to school districts	Not Required	For residential zoning requests, staff contacts the applicable Independent School District via email.
Zoning Ordinance Amendments	Newspaper Notice	Posted in an official newspaper or newspaper of general circulation at least 15 days prior to the public hearing at the Planning & Zoning Commission.	Posted in The Dallas Morning News at least 20 days prior to the public hearing at the Planning & Zoning Commission.
All Requests	Newspaper Notice	Posted in an official newspaper or newspaper of general circulation at least 15 days prior to the public hearing at City Council.	Posted in The Dallas Morning News at least 15 days prior to the public hearing at City Council.
Additional Opportunities for Public Comment/Information			
Zoning Case Online Response Map Zoning & Recent Development Activity Map Online Packets and Video Recordings		Plano City News Email Newsletter City Website	

Property-Based Zoning Cases

Notice to Surrounding Property Owners

- State Law Requirements
Chapter 211 of the LGC requires that written notice of a public hearing must be mailed out at least 10 days before the P&Z hearing date to each owner of real property within 200 feet of the zoning petition's subject property. If a signed, written protest from at least 20% of the surrounding property owners is received, a three-fourths majority of all City Council members is required to approve the rezoning. *(Note: The 20% protest is calculated using either (a) the area of the lots or land covered by the proposed change, or (b) the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area. Streets and alleys are included in the percentage.)*
- City of Plano Requirements
In Plano, this written notice is mailed at least 20 days before the P&Z public hearing date pursuant to Section 4.300.2 of the Zoning Ordinance. The notice provides an opportunity for property owners to respond in support, neutrality, or opposition to the rezoning request and provide written comment (Attachment 2-D). All responses are provided to the P&Z and response totals are provided to City Council (Attachment 2-F).

Since May 2015, a written courtesy notice is also mailed at least 20 days before the P&Z hearing date to property owners beyond 200 feet and within 500 feet of the rezoning request (Attachment 2-E) pursuant to Section 4.300.5 of the Zoning Ordinance. Responses from owners within this area are not calculated in the 20% protest calculation.

Lastly, written notice is also provided at least 20 days prior to the public hearing at P&Z to media contacts, two contacts at the Plano Homeowners Council, and [registered homeowners groups](#) that are located within 1,500 feet of the subject property. These notices are not required by any state or local statute, but are good practice intended to inform nearby residents and neighborhood organizations of rezoning requests.

Signs Posted on Property

- State Law Requirements
Chapter 211 of the LGC does not require any signs be posted on properties requesting a change in zoning.
- City of Plano Requirements
Since May 2015, applicants for zoning cases are required to post a sign on each street frontage of the property (up to a maximum of three signs) at least 20 days before the first public hearing at P&Z. The sign must remain in place through all subsequent public hearings at P&Z and City Council. The applicant must provide photographs of the sign as well as an [affidavit of posting](#) prior to the city publishing and mailing public hearing notices for the zoning petition. An [affidavit of sign maintenance](#) must also be provided at least 14 days before the City Council hearing. Refer to Attachment 2-G for the sign requirements.

Notice to School Districts

- State Law Requirements
Chapter 211 of the LGC requires that written notice of all residential rezoning requests be mailed to applicable independent school districts at least 10 days before the P&Z hearing date.
- City of Plano Requirements
In Plano, this notice is sent to Plano ISD, Frisco ISD, and Lewisville ISD for all rezoning requests at least 20 days prior to the P&Z public hearing. Additionally, as part of any residential rezoning request, the City of Plano contacts the applicable school district via email to solicit any information on potential impacts to the school district (Attachment 2-H). This information is included in the P&Z and City Council packets.

Zoning Ordinance Text Amendments

Newspaper Notice

- State Law Requirements
Chapter 211 of the LGC requires that notice of the time and place of the public hearing must be published in an official newspaper or a newspaper of general circulation in the municipality at least 15 days prior to consideration by the Planning & Zoning Commission.
- City of Plano Requirements
In Plano, notice of rezoning requests are published in The Dallas Morning News at least 20 days prior to the public hearing at the Planning & Zoning Commission.

Notification for all Zoning Cases Prior to City Council

- State Law Requirements
Chapter 211 of the LGC requires that notice of the time and place of the public hearing must be published in an official newspaper or a newspaper of general circulation in the municipality at least 15 days prior to consideration by City Council.
- City of Plano Requirements
In Plano, notice of rezoning requests are published in The Dallas Morning News at least 15 days prior to the public hearing at City Council.

Additional Opportunities for Public Comment/Information

The following are not required by state law, but are additional opportunities made available by the City of Plano for residents and property owners to be informed and comment on all rezoning requests across the city.

1. The [Zoning Case Response Map](#) allows individuals to provide written comment on property-based active zoning cases using their computer or phone. All responses are provided to P&Z and response totals are provided to City Council (Attachments 2-F, 2-I, and 2-J).

2. The [Zoning & Recent Development Activity Map](#) is an interactive map which allows residents to see active and recent property-based zoning and development cases throughout the city. Clicking on a case allows the user to see a brief description of the case, meeting dates, and staff contact information to find out more about the case. Cases remain visible on the map for 12 months after they were last active.
3. Public hearing [agendas and packets](#) with background information are available at least 72 hours in advance of the P&Z and City Council hearings.
4. P&Z and City Council meetings are televised on [Plano TV](#) and streamed via Facebook Live on the [City's Facebook page](#). Video recordings of [Planning & Zoning Commission](#) and [City Council](#) meetings are available online, typically within 24 hours of the meeting.
5. The weekly "[Plano City News](#)" email newsletter includes a link to active zoning cases.
6. A list of all current development projects and zoning petitions is available on the City website at:
 - o www.planoplanning.org,
 - o www.plano.gov/ActiveZoning, and
 - o www.plano.gov/DocumentCenter/View/25530.

ZONING NOTICE

CASE #2021-001

PLANNING & ZONING COMMISSION HEARING DATE:

FEBRUARY 15, 2021 AT 7PM

HEARING LOCATION:

Plano Municipal Center located at 1520 K Avenue in the Senator Florence Shapiro Council Chambers **or** via videoconference. The location and technological means for holding the hearing will be determined and posted on the agenda for this meeting based upon the health restrictions at the time of posting.

If held via video conference, all public participation is via video conference. All persons wishing to enter testimony during a video conference are invited to participate remotely via broadcast by webinar to voice their opinion (registration is required). A URL address for the webinar will be listed on the agenda which will be available on _____, 2021 after 5:00 p.m. at the following link: _____.

CASE DETAILS:

Existing Zoning: Retail (R)

Proposed Zoning: Light Industrial-1 (LI-1)

Acreage: 0.6 acre

Purpose: Expand LI-1 zoning to allow for additional open storage of goods and materials.

Associated Plan: No plan has been submitted by the applicant.

Proposed Residential Uses: None

Proposed Nonresidential Uses: Open storage of goods and materials.

Note: These details may change prior to the public hearing.

Additional information regarding this request may be found at the following website:

For questions and the latest information and details, contact us at 972-941-7151 and ask to speak to the case planner _____.

ZONING NOTICE – Public Response Form

CASE #2021-001

PLANNING & ZONING COMMISSION HEARING DATE:

FEBRUARY 15, 2021 AT 7PM

HEARING LOCATION:

Plano Municipal Center located at 1520 K Avenue in the Senator Florence Shapiro Council Chambers **or** via videoconference. The location and technological means for holding the hearing will be determined and posted on the agenda for this meeting based upon the health restrictions at the time of posting.

PROVIDE YOUR RESPONSE:

If you would like to provide a response, please fill out the information below and return it in the envelope provided.

Response (Circle One): Support Neutral Oppose

Comments: _____

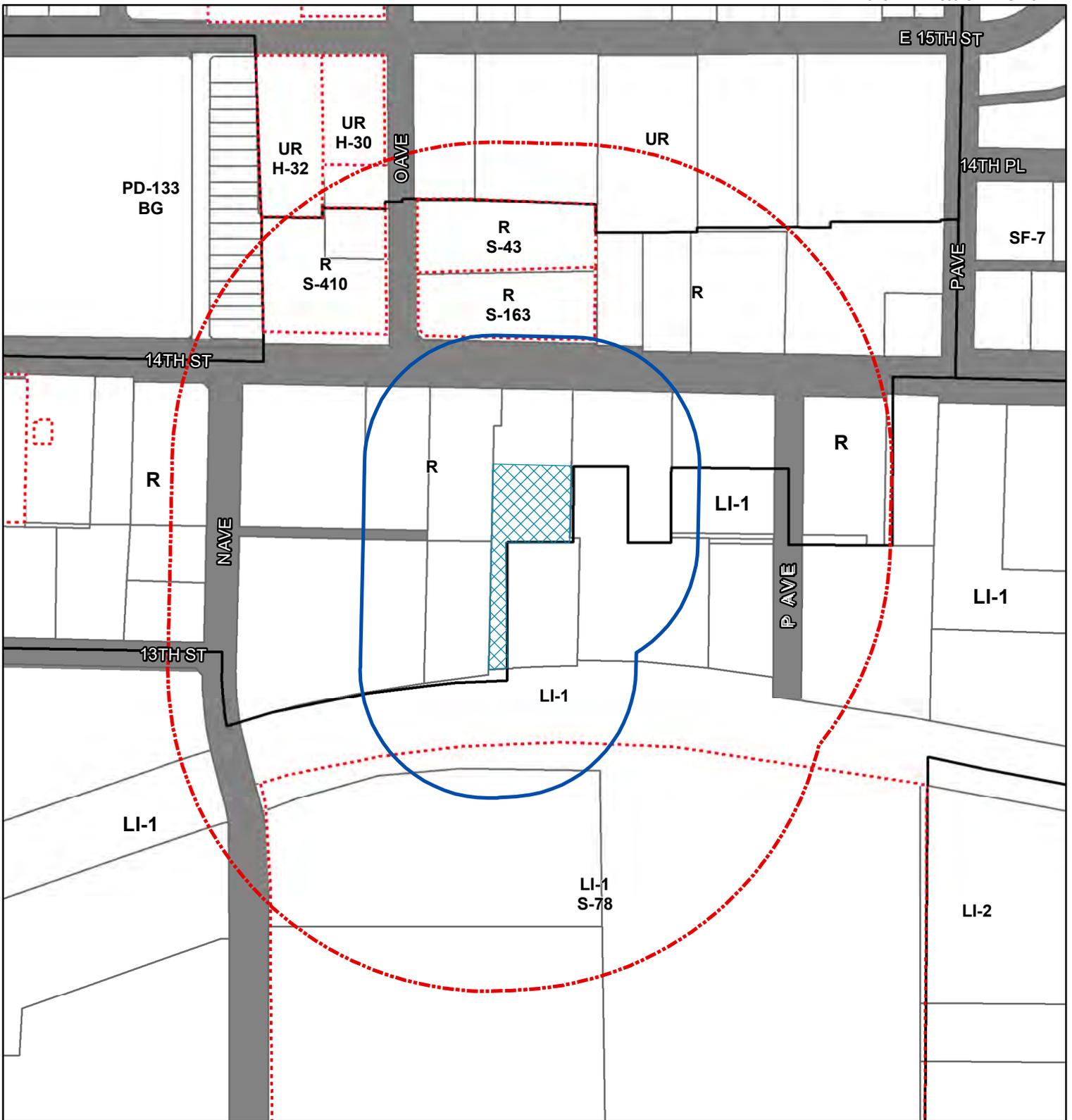
By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Name (print) _____

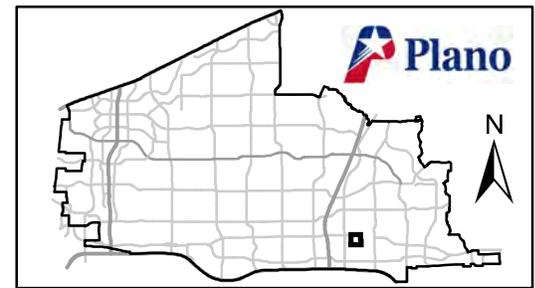
Signature _____

Address _____

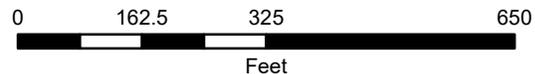
Date _____



Zoning Case: 2021-001
 Existing Zoning: Retail
 Proposed Zoning: Light Industrial-1



- 500' Courtesy Notification Buffer
- 200' Notification Buffer
- Subject Property
- Streets
- Zoning Boundary
- Zoning Boundary Change/SUP
- Specific Use Permit
- Municipal Boundaries



Source: City of Plano






Zoning Case 2021-001

 Area of Request



Zoning Case #	Description	Zoning Case Summary Table	Draft Plans	Draft Standards
2021-001	This is a request to rezone 0.6 acre from Retail to Light Industrial-1, located 119 feet south of 14th Street, and 320 feet west of P Avenue.	Summary Table	Locator Map (Note: No plan has been provided)	n/a
2021-002 (Heritage Creekside)	This is a request to amend Urban Mixed-Use-1 on 156.3 acres located at the southwest corner of Plano Parkway and Alma Drive to modify development standards which may include but are not limited to: the location and size of multifamily uses; the location, size, and height of office and hotel uses; increasing the number and adjusting the location of single-family residence attached uses.	Summary Table	Locator Map Draft Plan Version 1	Draft #1
2021-003 (Fry's Property)	This is a request to rezone 19.1 acres located at the southwest corner of Plano Parkway and Executive Drive from Corridor Commercial to Planned Development-Corridor Commercial. The purpose of this request is to allow mid-rise residential as an additional permitted use and to modify development standards which may include but are not limited to: building setbacks; floor area ratio; open space; landscaping; building design; and parking.	Summary Table	Locator Map Draft Plan Version 1 Draft Plan Version 2	Draft #1

Zoning Impact Site Data Table

Provide as part of Zoning Petition and updated with each resubmittal of an associated plan or zoning exhibit where no plan is proposed.

This information is posted online at time of application and as part of P&Z and Council packets.

<i>Item</i>	<i>Current</i>	<i>Proposed</i>	<i>Net Change</i>
General Site Data			
Zoning (from zoning map)			
Land Use (from Zoning Ordinance; include all applicable uses)			
Lot Area (square feet & acres)			
Building Height (# stories)			
Building Height (feet – distance to tallest building element)			
Lot Coverage (percent – x.xx%)			
Existing Open Storage (square feet)			
Proposed Open Storage (square feet)			
Nonresidential Buildings			
Building Footprint Area (square feet)			
Floor Area Ratio (ratio x.xx:1)			
Single Family Units Detached			
Total Unit Count / Minimum square feet			
Single Family Units Attached			
Total Unit Count / Minimum square feet			
Multifamily Units			
# of efficiencies / Minimum square feet			
# of 1 bedrooms / Minimum unit size			
# of 2 bedrooms / Minimum unit size			
# of 3 bedrooms / Minimum unit size			
Total Unit Count			
Transportation & Parking			
Estimated Trips Per Day			
Traffic Impact Analysis provided? (Yes, required/ Yes, voluntary/ No)			
Parking Ratio (from Zoning Ordinance)			
Required Parking (# spaces)			
Provided Parking (# spaces)			
Landscape Area (including turf areas)			
Landscape Edge Area Provided (square feet)			
Required interior landscape area (parking lot landscaping) (sq. feet)			
Required interior landscape area (residential requirement) (sq. feet)			
Additional interior landscape area provided (square feet)			
<i>Total Landscape Area (square feet)</i>			

**NOTICE OF PUBLIC HEARING FOR
PROPOSED ZONING CHANGE**
Zoning Case #2018-034

The Planning & Zoning Commission (P&Z) of the City of Plano will hold a public hearing on **Zoning Case 2018-034** on **Monday, April 1, 2019, 7:00 p.m.**, in the Plano Municipal Center, 1520 K Avenue, Senator Florence Shapiro Council Chambers. State law requires that cities notify all property owners within 200 feet of any proposed zoning change. For this reason, we are sending you this notice.

PROPOSED ZONING CHANGE: This is a request to rezone 103.6 acres located on the east side of Alma Drive, 760 feet south of 15th Street **from** Corridor Commercial with Specific Use Permits No. 588 for Arcade and No. 621 for Day Care Center **to** Urban Mixed-Use and rescinding Specific Use Permits No. 588 for Arcade and No. 621 for Day Care Center. The Urban Mixed-Use (UMU) district is intended to provide a planning, regulatory, and management framework for the design, development, and operation of urban mixed-use centers which promote social interaction, community identity, and efficient use of land and resources. The UMU district should also support and encourage a variety of transportation options, including transit, bicycles, and walking. The zoning district is applicable primarily to large undeveloped properties where higher density residential and commercial uses are appropriate. The applicant is proposing amendments which would modify uses and development standards in order to accommodate redevelopment of the site. Project #ZC2018-034.

CURRENT ZONING: The current zoning is Corridor Commercial (CC) with Specific Use Permits (SUP) No. 588 for Arcade and No. 621 for Day Care Center. The CC district is intended to provide for retail, service, office, and limited manufacturing uses within major regional transportation corridors. The regulations and standards of this district are reflective of the high traffic volumes and high visibility of these regional highways. An SUP is intended to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established.

Persons wanting more information should contact the Planning Department at (972) 941-7151.

You are not required to attend this hearing, but if you do attend, you will be given the opportunity to speak for or against the change. **APPLICANTS AND/OR AGENTS ARE EXPECTED TO ATTEND.**

Please circle one:

In favor of request

Neutral to request

Opposed to request

Comments:

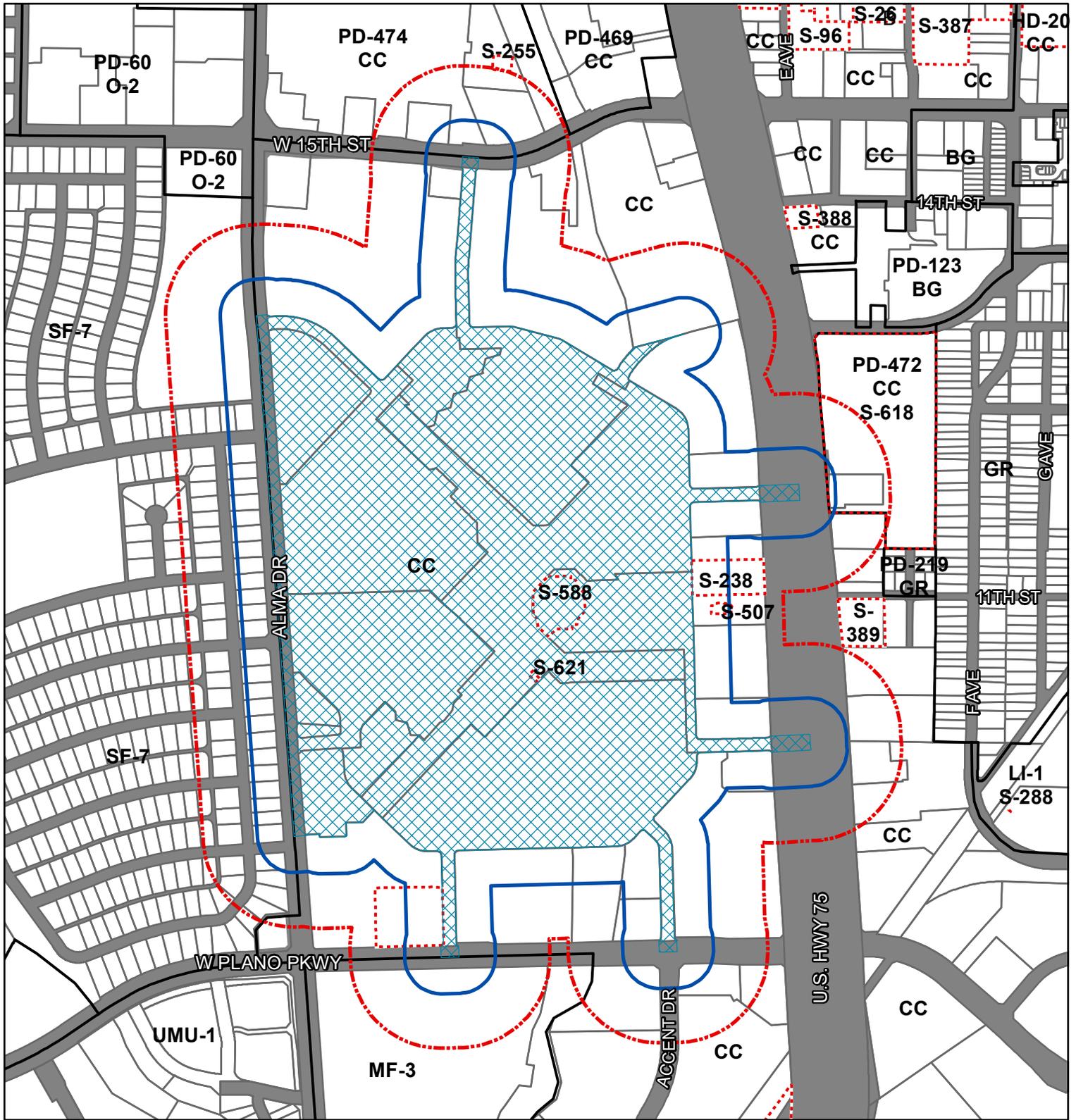
By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Name (Please Print)

Signature

Address

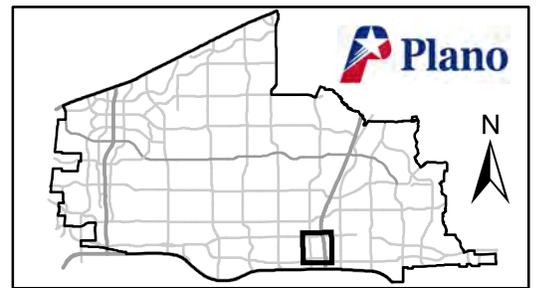
Date KS/amc



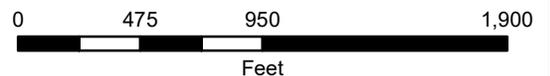
Zoning Case: 2018-034

Existing Zoning: Corridor Commercial with Specific Use Permit No. 588 for Arcade and No. 621 for Day Care Center (CC w/ S-588 & S-621)

Proposed Zoning: Urban Mixed-Use (UMU)



- 500' Courtesy Notification Buffer
- 200' Notification Buffer
- Subject Property
- Zoning Boundary Change/SUP
- City Limits
- Zoning Boundary
- Streets
- Specific Use Permit



**COURTESY NOTICE OF PUBLIC HEARING FOR
PROPOSED ZONING CHANGE**

Zoning Case #2018-034

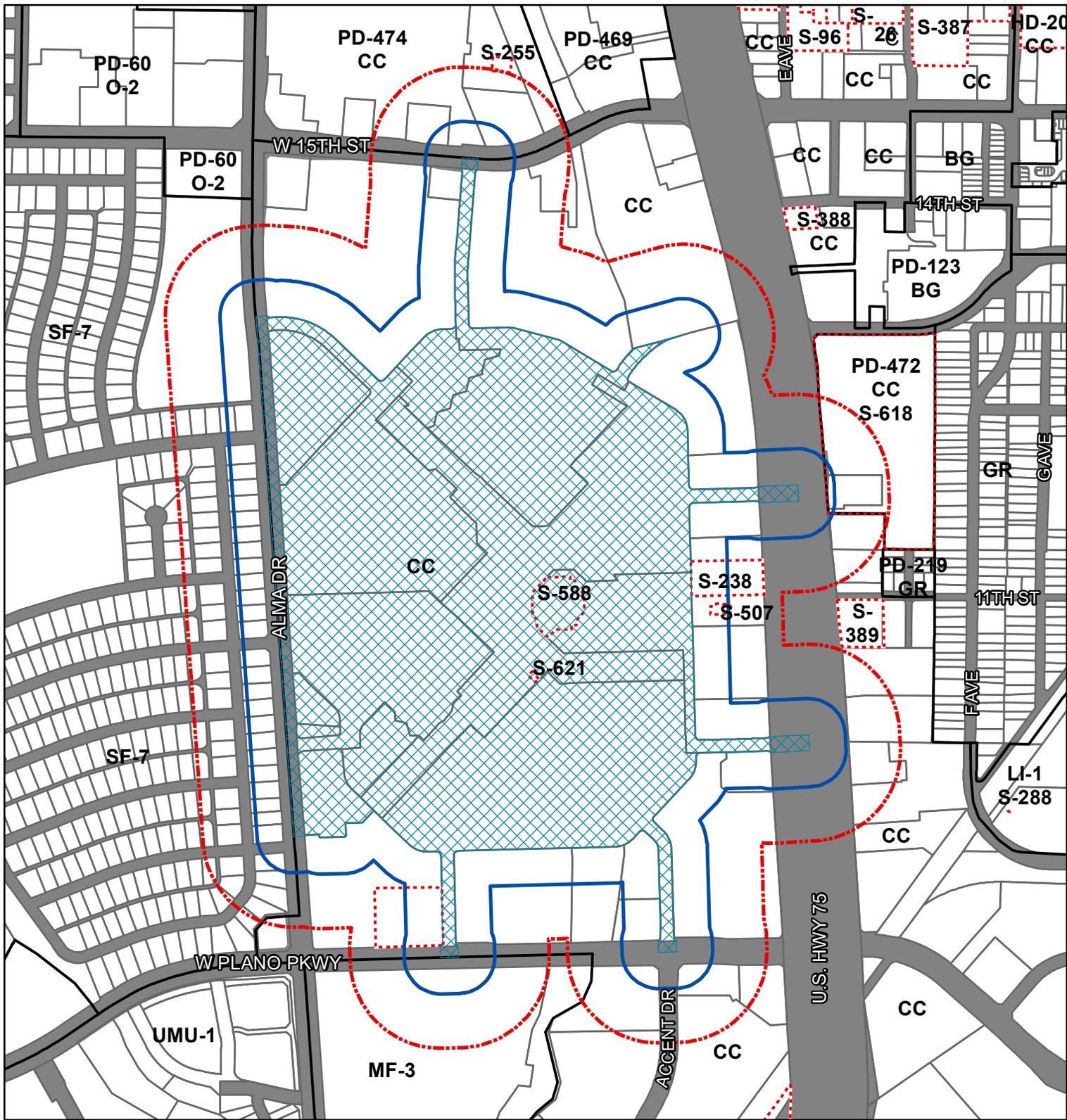
The Planning & Zoning Commission (P&Z) of the City of Plano will hold a public hearing on **Zoning Case 2018-034** on **Monday, April 1, 2019, 7:00 p.m.**, in the Plano Municipal Center, 1520 K Avenue, Senator Florence Shapiro Council Chambers. Because you live between 200 feet and 500 feet of the subject property we are sending you this notice and map of the area of the proposed zoning change including the boundary of the notification area.

PROPOSED ZONING CHANGE: This is a request to rezone 103.6 acres located on the east side of Alma Drive, 760 feet south of 15th Street **from** Corridor Commercial with Specific Use Permits No. 588 for Arcade and No. 621 for Day Care Center **to** Urban Mixed-Use and rescinding Specific Use Permits No. 588 for Arcade and No. 621 for Day Care Center. The Urban Mixed-Use (UMU) district is intended to provide a planning, regulatory, and management framework for the design, development, and operation of urban mixed-use centers which promote social interaction, community identity, and efficient use of land and resources. The UMU district should also support and encourage a variety of transportation options, including transit, bicycles, and walking. The zoning district is applicable primarily to large undeveloped properties where higher density residential and commercial uses are appropriate. The applicant is proposing amendments which would modify uses and development standards in order to accommodate redevelopment of the site. Project #ZC2018-034.

CURRENT ZONING: The current zoning is Corridor Commercial (CC) with Specific Use Permits (SUP) No. 588 for Arcade and No. 621 for Day Care Center. The CC district is intended to provide for retail, service, office, and limited manufacturing uses within major regional transportation corridors. The regulations and standards of this district are reflective of the high traffic volumes and high visibility of these regional highways. An SUP is intended to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established.

Persons wanting more information should contact the Planning Department at (972) 941-7151.

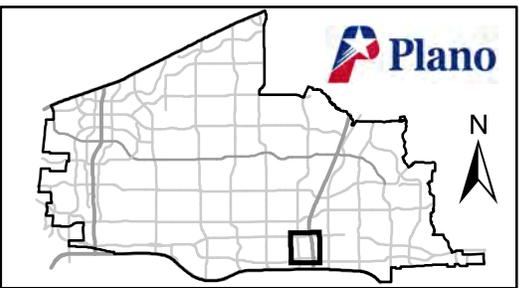
KS/amc



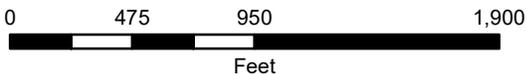
Zoning Case: 2018-034

Existing Zoning: Corridor Commercial with Specific Use Permit No. 588 for Arcade and No. 621 for Day Care Center (CC w/ S-588 & S-621)

Proposed Zoning: Urban Mixed-Use (UMU)



- 500' Courtesy Notification Buffer
- 200' Notification Buffer
- Specific Use Permit
- Zoning Boundary Change/SUP
- City Limits
- Streets
- Subject Property
- Zoning Boundary



DATE: April 2, 2019
TO: Honorable Mayor & City Council
FROM: John Muns, Chair, Planning & Zoning Commission
SUBJECT: Results of Planning & Zoning Commission Meeting of April 1, 2019



**AGENDA ITEM NO. 2 - PUBLIC HEARING
ZONING CASE 2018-034 AND DEVELOPMENT PLAN FOR COLLIN CREEK
APPLICANTS: MM CCM 48M, LLC; JCPENNEY COMPANY, INC.; AND NATIONAL
RETAIL PROPERTIES, LP.**

Request to rezone 103.6 acres located on the east side of Alma Drive, 760 feet south of 15th Street **from** Corridor Commercial with Specific Use Permits No. 588 for Arcade and No. 621 for Day Care Center **to** Urban Mixed-Use and rescinding Specific Use Permits No. 588 for Arcade and No. 621 for Day Care Center. Zoned Corridor Commercial with Specific Use Permits No. 588 for Arcade, No. 621 for Day Care Center, and located within the 190 Tollway/Plano Parkway Overlay District. Project #ZC2018-034.

APPROVED:	<u>7-0</u>	DENIED:	<u> </u>	TABLED:	<u> </u>		
Speaker Card(s) Received		Support:	<u>16</u>	Oppose:	<u>0</u>	Neutral:	<u>1</u>
Letters Received Within 200' Notice Area:		Support:	<u>12</u>	Oppose:	<u>0</u>	Neutral:	<u>0</u>
Petition Signatures Received:		Support:	<u>0</u>	Oppose:	<u>0</u>	Neutral:	<u>0</u>
Other Responses:		Support:	<u>98</u>	Oppose:	<u>19</u>	Neutral:	<u>0</u>

STIPULATIONS:

Recommended for approval as noted in the attached development plan and list of exceptions.

FOR CITY COUNCIL MEETING OF: April 22, 2019 (To view the agenda for this meeting, see www.plano.gov)

PUBLIC HEARING - ORDINANCE

KS/amc

xc: Mehrdad Moayedi, MM CCM 48M, LLC
J. Prabha Cinclair, Miklos Cinclair, PLLC
Paul Bayer, National Retail Properties, LP
Warren Corwin, Corwin Engineering
Larry Smith, JCPenney

Kevin Gaskey, Kimley-Horn & Associates, Inc.
Jeanna Scott, Building Inspections Manager
Lauren Mecke, Planner

<https://goo.gl/maps/ma9mvBS5i6D2>



ZONING PETITION

PAGE 1 OF 4

For Office Use Only

Project # _____

All submittals for a plat, plan, or rezoning request must be in electronic form in PDF format with the required hard copies.

Type of Petition Requested *(check the appropriate box)*

- Rezoning/Initial Zoning *(for single-family detached, single-family attached, and two-family residential petitions)*
- Rezoning/Initial Zoning *(for multifamily residential, nonresidential, and planned development petitions)*
- Specific Use Permit *(specify use in General Description below)*
- Zoning Ordinance Text Amendment *(specify request in General Description below)*
- Heritage Resource Designation *(specify request in General Description below)*

General Description of Request *(complete the following)*

Existing Zoning _____

Proposed Zoning/Purpose of Request _____

Subject Property Information *(complete the following)*

General Location *(street frontage and distance to cross street)* _____

Gross Area of Parcel *(to the nearest tenth of acre)* _____

Items Required with Submittal *(check the appropriate boxes to indicate items submitted with petition)*

The items listed below must be submitted with the zoning petition unless noted otherwise on the zoning petition checklist. (Please refer to the checklist for additional information.)

- Zoning Request or Specific Use Permit Fee **(See Fee Schedule)** Fee Amount \$ _____
- Zoning Petition *(1 signed and notarized in electronic PDF)*
- Zoning Exhibit *(1 copy - 24" x 36")*
- Zoning Exhibit Checklist *(1 completed in electronic PDF)*
- Zoning Sign Affidavit with Photograph *(1 copy in electronic PDF - 8 ½" x 11")*
- Zoning Sign Location Exhibit *(1 copy in electronic PDF - 8 ½" x 11")*
- Current Tax Certificate *(1 ORIGINAL TAX CERTIFICATE FROM ALL TAXING AGENCIES)*
- Pre-Application Conference Form *(in electronic PDF)*
- Metes and Bounds Legal Description *(1 copy in electronic Word – NOT in all caps - 8 ½" x 11")*
- Proposed Development Stipulations *(1 copy in electronic PDF - 8 ½" x 11")*
- Traffic Impact Analysis *(3 copies - 8 ½" x 11")* **(See Fee Schedule)** Fee Amount \$ _____
- Concept Plan or Preliminary Site Plan *(requires separate development application)*
- Site-Specific Storm Water Management Plan *(requires separate development application)*

ZONING PETITION

PAGE 2 OF 4

<i>For Office Use Only</i>
Project # _____

Property Owner and Authorization *(sign and notarize)*

Name *(signature required below)* _____
 Company Name _____
 Address _____
 City _____ State _____ Zip Code _____
 Phone _____ Fax _____ Email **(REQUIRED)** _____

Property Owner, check ONE of the following:

- I will represent the application myself; OR
- I hereby designate _____ *(name of project representative)* to act in the capacity as my agent for submittal, processing, representation, and/or presentation of this request. The designated agent shall be the principal contact person for responding to all requests for information and for resolving all issues of concern relative to this request.

I hereby certify that I am the property owner of the property requested for zoning in this petition and further certify that the information provided on this zoning petition is true and correct.

Property Owner's Signature _____ Date _____

STATE OF TEXAS:
COUNTY OF:

BEFORE ME, a Notary Public, on this day personally appeared _____
(printed property owner's name) the above signed, who, under oath, stated the following: "I hereby certify that I am the property owner for the purposes of this application; that all information submitted herein is true and correct."

SUBSCRIBED AND SWORN TO before me, this the _____ day of _____, 20_____

Notary Public in and for the State of Texas

Project Representative *(complete if designated by owner)*

- Purchaser Tenant Preparer of Zoning Petition
- Other *(specify)* _____

Name _____
 Company Name _____
 Address _____
 City _____ State _____ Zip Code _____
 Telephone _____ Fax _____ Email _____

ZONING PETITION

PAGE 3 OF 4

For Office Use Only

Project # _____

Signage Requirements

The following is a listing of requirements for signage associated with zoning petitions. A completed checklist must be submitted with each zoning petition. Petitioners shall indicate willingness to comply with standards by checking the box adjacent to the standard.

Sign Posting Standards

Zoning signage shall comply with the following standards:

- The applicant shall be responsible for posting at least one zoning sign on each street frontage of the subject property at least 28 days prior to the Planning & Zoning Commission (P&Z) scheduled public hearing as noted on the exhibit.
- The applicant shall furnish an affidavit, as well as date-stamped photograph(s) of each posted sign, to the City of Plano Planning Department prior to the city publishing and mailing public hearing notices for the zoning petition certifying that the required signs were posted on the subject property on or before the 28th day prior to the said P&Z meeting.
- Failure to post signage at least 28 days prior to the P&Z public hearing shall result in the postponement of the zoning petition and delay of notices.
- The City of Plano will furnish zoning notification signs for zoning petitions requesting a specific use permit for a lease space in an existing building, in lieu of signs described on page 4 of this petition.

Sign Maintenance Standards

Maintenance of zoning notification signage shall comply with the following standards:

- The applicant shall be responsible for maintaining all zoning notification signage on the subject property throughout the zoning petition process. The City of Plano is not responsible for monitoring the required zoning notification signage. Should the City of Plano discover through routine duties related to other aspects of their daily functions that the signage is not being maintained, the City of Plano shall contact the applicant. Within five days of contact, an affidavit from the applicant certifying that the applicant has corrected the posting shall indicate that the intent of the posting requirement was met. Failure to maintain the sign during the process shall not result in the postponement of the zoning petition consideration as long as the applicant attempted to replace damaged or missing signage upon notification.
- The applicant shall furnish an affidavit, as well as date-stamped photograph(s) of each posted sign, to the City of Plano Planning Department by 12:00 p.m. (noon) two weeks prior to the scheduled City Council meeting date certifying that the required sign was maintained on the subject property in a manner consistent with the requirements contained herein prior to City Council holding a public hearing to consider the application.
- The applicant shall be responsible for removing zoning notification signage within two weeks of final action by the City of Plano.

ZONING PETITION

PAGE 4 OF 4

For Office Use Only

Project # _____

Sign Criteria

- The number and placement of zoning notification signs has been determined at the time of pre-application meeting at a rate of one sign per street frontage, not to exceed three signs. It is the responsibility of the person submitting the zoning petition to comply with these standards.

Sign Design Criteria

Signs must be:

- Two-sided wooden or opaque coroplast signs.
- Lettering on both sides of the sign with colors as shown on the exhibit below.
- Place sign perpendicular to street as illustrated on the required exhibit submitted.
- Sign installed on wooden posts.



Provide your input on active zoning cases!
www.plano.gov/MapIt



SIX SIMPLE STEPS TO GIVE YOUR FEEDBACK!

1

Go to www.plano.gov/MapIt

2

Select the Zoning Case Response Map

2b if using mobile phone, select Open Application



3

Select the case you want to comment on to learn more about the request



4

Click the blue comment button



5

Enter your response and optional comments



6

Click Submit and you're done!



All responses will be provided to the Planning & Zoning Commission and will become part of the permanent record. Page 23 of 24

Response	Comments	First & Last Name	Street Number	Street Name	City	Zip Code	PROJECT_NO
In favor of request	I'm in favor of redevelopment of Collin Creek to Urban Mixed-use development.	Shari Forbes	1405	Municipal Avenue	Plano	75074	ZC2018-034
Opposed to request	Traffic in the area is already horrible and having that many apartments and condos in the area plus the Rosewood Development increase in density will make the traffic unbearable! There are ways to revive the shopping mall. Northpark did it and they are so busy now that it's tough to find a place to park. The first clue to the density isn't just the number of apartments but that the parking will be 3 levels UNDERGROUND!!! Ridiculous and we don't need this impact on our schools, streets, traffic, utilities, etc. City Leaders want to turn Plano into Los Angeles and it's not wanted here. We moved to Plano for a quiet place to live, not to sit through 5 lights just to get through an intersection.	Terry Traveland	1936	Shadow Tr.	Plano	75075	ZC2018-034
In favor of request	This is an excellent proposal to take this area from a dying mall to something that will make Plano better!	Warren Casteel	3504	Brookshire Drive	Plano	75075	ZC2018-034
In favor of request	Excited for this much-needed development, and cannot wait to see final plan development and watch the process.	Patricia Pavalko	2724	Clear Springs Dr.	Plano	75075	ZC2018-034
In favor of request		Joel Woiton	1309	Commerce	Plano	75093	ZC2018-034
Opposed to request	No more apartments, Traffic is a nightmare.	Carrn Hemmila	1013	Janwood Drive	Plano	75075	ZC2018-034
In favor of request	I am looking forward to the revitalization of Collin Creek Mall and the surrounding properties.	Robert Miller	2300	Westridge Dr.	Plano	75075	ZC2018-034
In favor of request	Very much In Favor!	Janet Miller	2300	westridge Drive	Plano	75075	ZC2018-034
In favor of request		James Cooper	1804	Shadow Tr	PLANO	75075	ZC2018-034
In favor of request	Would be a great boost to the area	Charlie Powell	1429	Faringdon Dr	Plano	75075	ZC2018-034

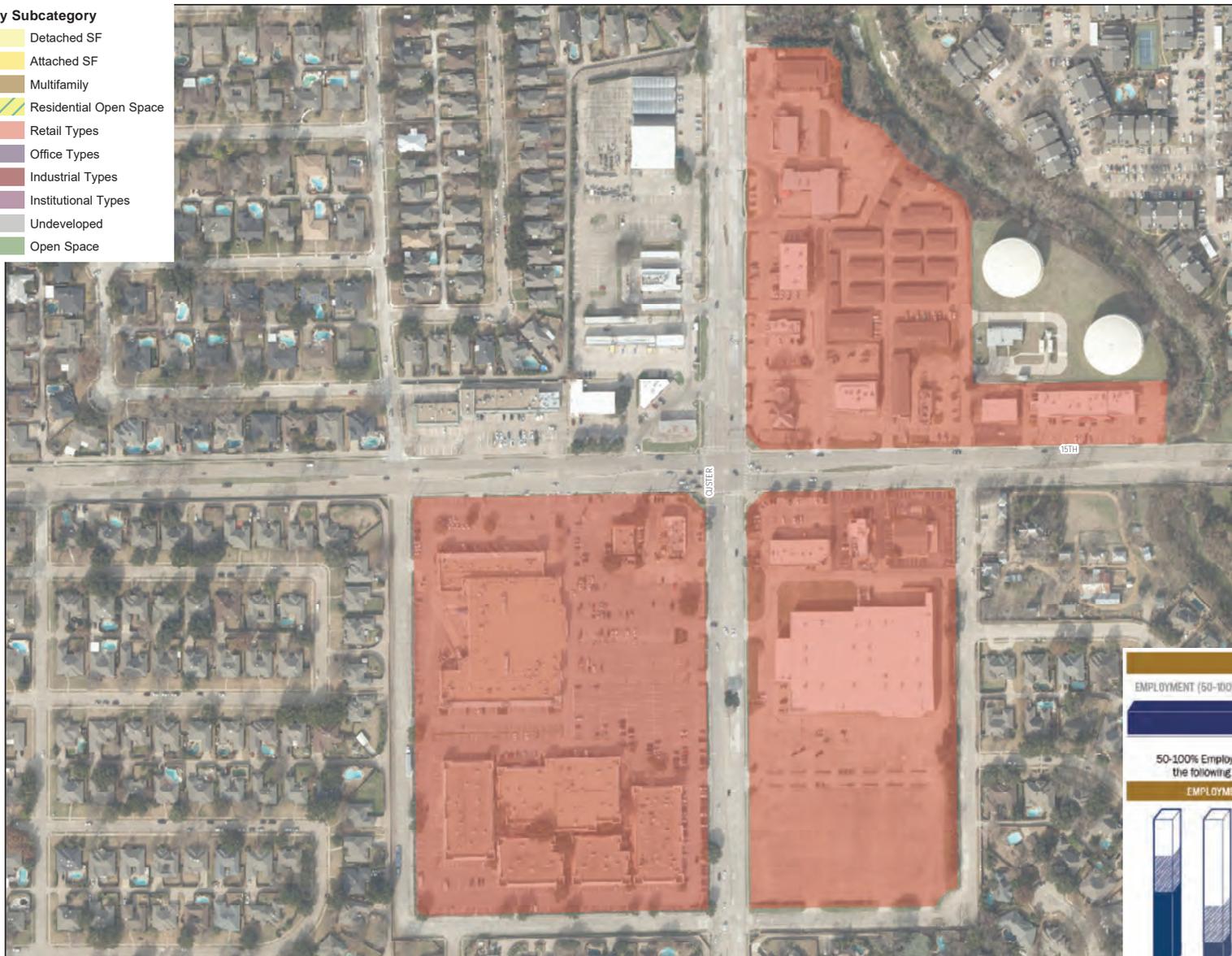


3D Model			Existing		
LAND USE MIX	Acres	Percent	LAND USE MIX	Acres	Percent
Housing	33	34%	Housing	15	15%
Employment	65	66%	Employment	82	84%
Total	98		Undeveloped	1	1%
			Total	98	
EMPLOYMENT MIX	Acres	Percent	EMPLOYMENT MIX	Acres	Percent
Retail	28	42%	Retail	178	76%
Office	21	32%	Office	50	21%
Retail/Office Mix	17	26%	Institutional	6	3%
Total	65		Total	234	
HOUSING MIX	Units	Percent	HOUSING MIX	Units	Percent
Detached SF	80	15%	Detached SF	0	0%
Attached SF	166	32%	Attached SF	0	0%
MF	280	53%	MF	280	100%
Total	526		Total	280	
RETAIL TYPES	Sq. Ft.	Percent	EMPLOYMENT TYPES	Sq. Ft.	Percent
2-story Strip Retail	373,500	51%	Retail (All Types)	490,065	40%
Movie Theater	35,000	5%	Institutional (All Types)	92,457	8%
Hotel	166,000	23%	8-story Office (Existing)	344,000	28%
1st-floor Mixed Use	152,000	21%	Other Office	284,077	23%
Total	726,500		Total	1,210,599	
OFFICE TYPES	Sq. Ft.	Percent			
5-story	471,000	42%			
8-story (existing)	344,000	31%			
2nd Floor Mixed-Use	304,000	27%			
Total	1,119,000				

Note: The 3D Model was created with Trimble Inc.'s SketchUp software, and the Existing data was pulled from Esri's ArcMap software, which will generally create more precise measurements, as this software also is used for the Future Land Use Map. The ArcMap acreage measurement was 98 acres, while the SketchUp acreage measurement was 95 acres. For this comparison, these acres were divided evenly between the three Employment Mix categories: 1 each to Retail, Office, and Retail/Office Mix.

By Subcategory

- Detached SF
- Attached SF
- Multifamily
- Residential Open Space
- Retail Types
- Office Types
- Industrial Types
- Institutional Types
- Undeveloped
- Open Space



15th & Custer
~39 total acres

LAND USE MIX (acres)
Housing: 0 ac. (0%)
Employment: 39 ac. (100%)
Undeveloped: 0 ac. (0%)

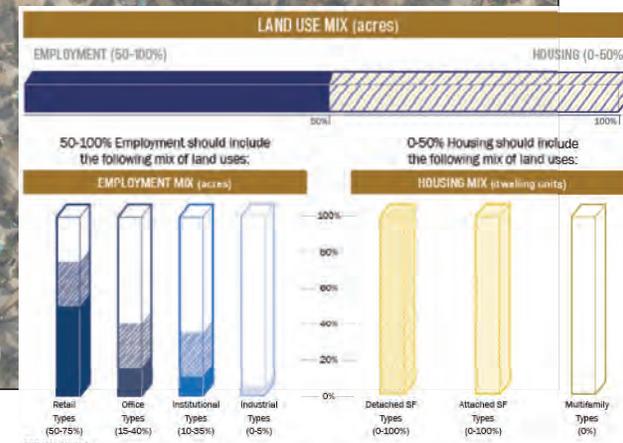
HOUSING MIX (units)
Detached SF: 0 units (0%)
Attached SF: 0 units (0%)
Multifamily: 0 units (0%)

EMPLOYMENT MIX (acres)
Retail Types: 39 ac. (100%)

NEW HOUSING POTENTIAL
Acres: 19.5

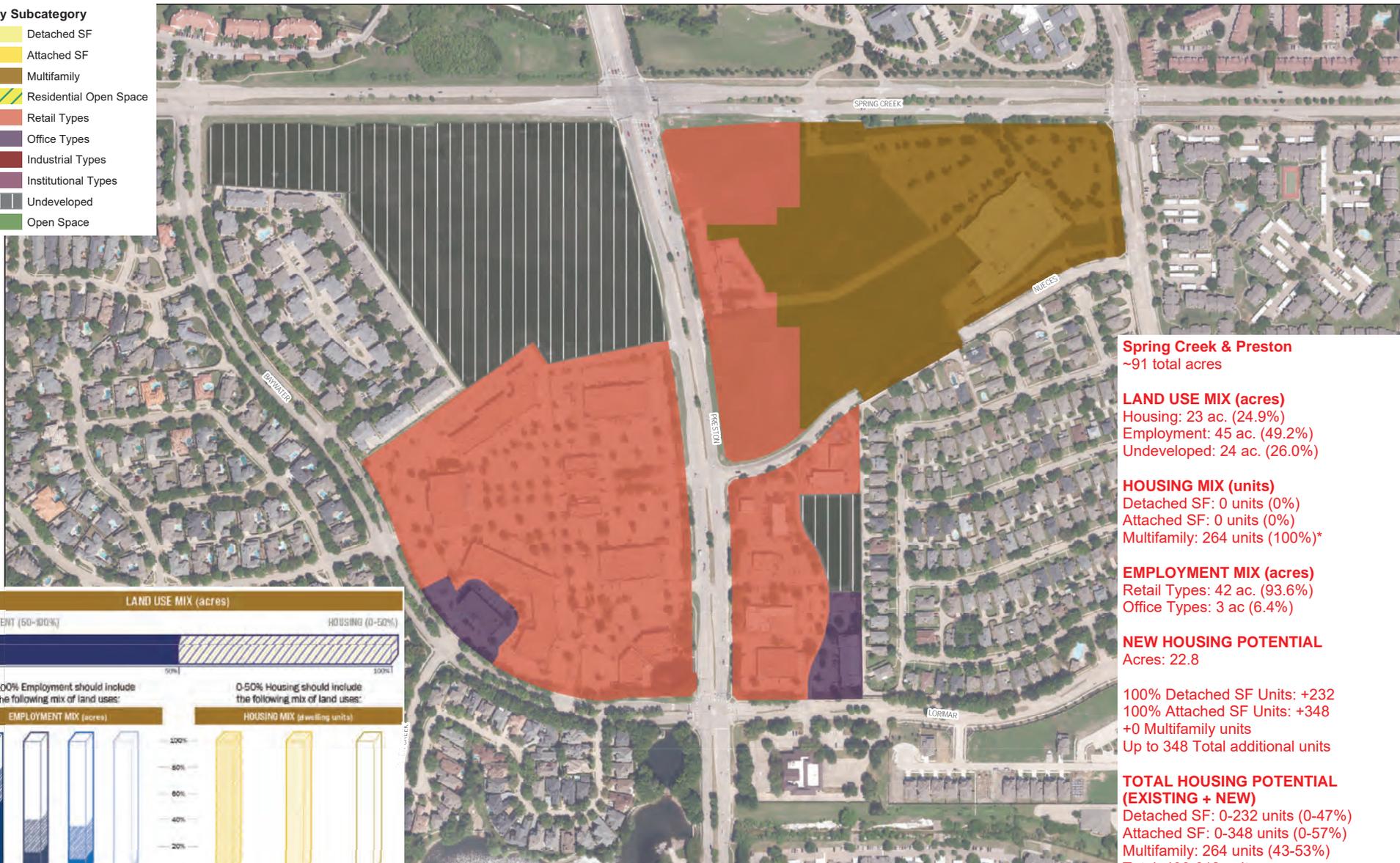
100% Detached SF Units: +198
100% Attached SF Units: +297
+0 Multifamily units
Up to 297 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 0-198 units (0-100%)
Attached SF: 0-297 units (0-100%)
Multifamily: 0 units (0%)
Total: 198-297 units



SPECIAL NOTES:
Information above represents preferred mixes per adjoining CC corners

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Spring Creek & Preston
~91 total acres

LAND USE MIX (acres)
Housing: 23 ac. (24.9%)
Employment: 45 ac. (49.2%)
Undeveloped: 24 ac. (26.0%)

HOUSING MIX (units)
Detached SF: 0 units (0%)
Attached SF: 0 units (0%)
Multifamily: 264 units (100%)*

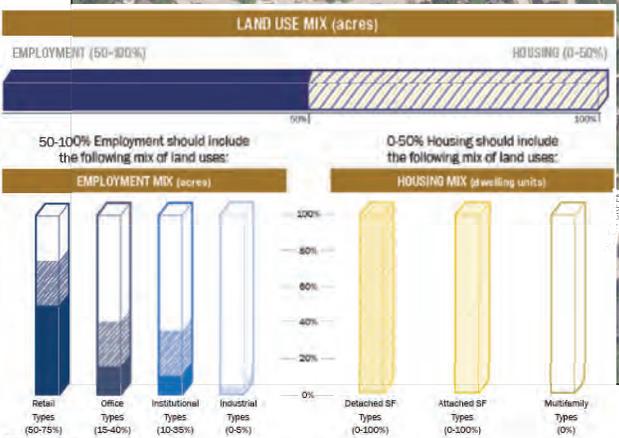
EMPLOYMENT MIX (acres)
Retail Types: 42 ac. (93.6%)
Office Types: 3 ac. (6.4%)

NEW HOUSING POTENTIAL
Acres: 22.8

100% Detached SF Units: +232
100% Attached SF Units: +348
+0 Multifamily units
Up to 348 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 0-232 units (0-47%)
Attached SF: 0-348 units (0-57%)
Multifamily: 264 units (43-53%)
Total: 496-612 units

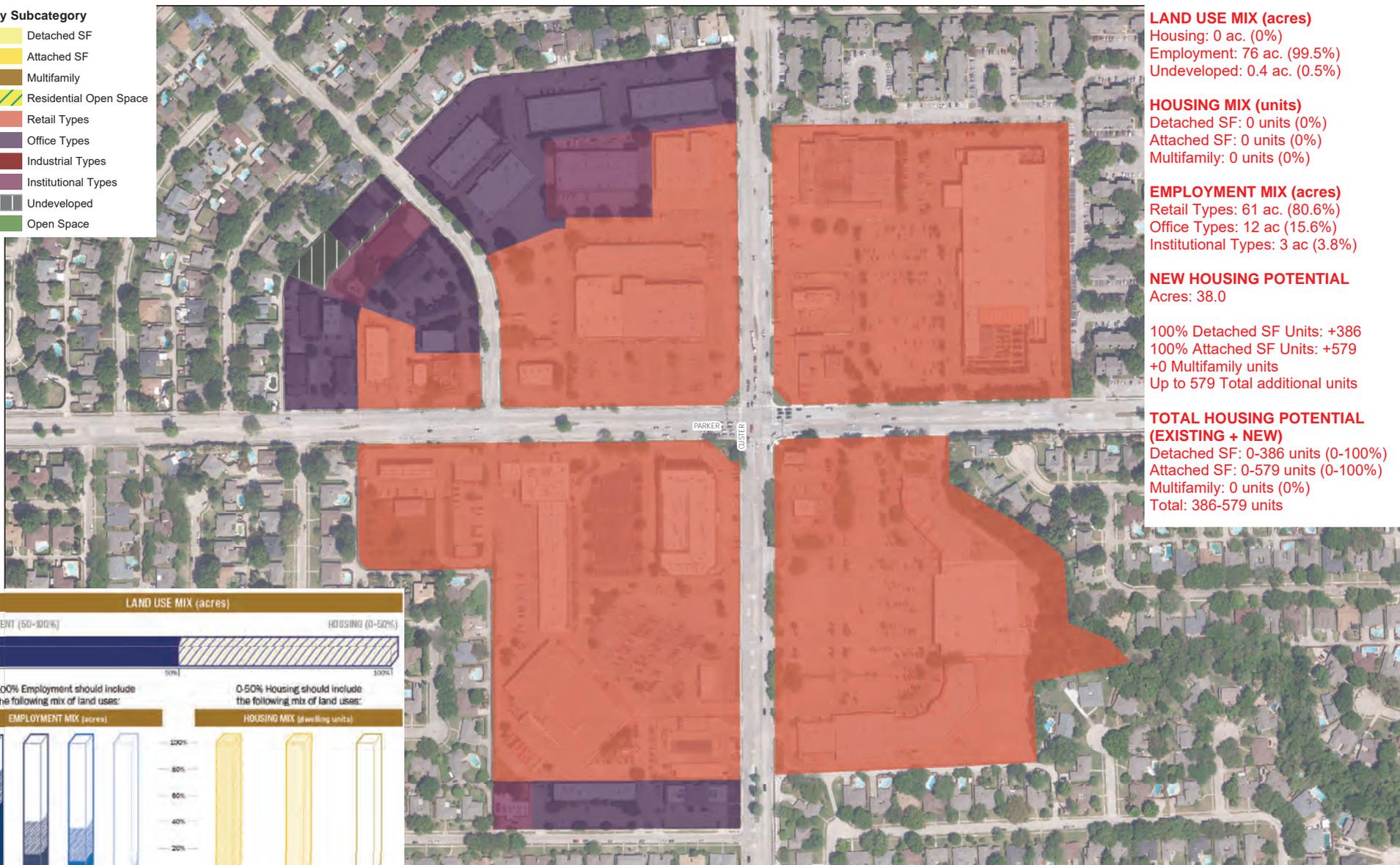
* Promontory on Preston zoning change for 264 MF units was approved in July 2020.



SPECIAL NOTES:
Information above represents preferred mixes per adjoining CC corners

Parker & Custer
~76 total acres

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



LAND USE MIX (acres)
Housing: 0 ac. (0%)
Employment: 76 ac. (99.5%)
Undeveloped: 0.4 ac. (0.5%)

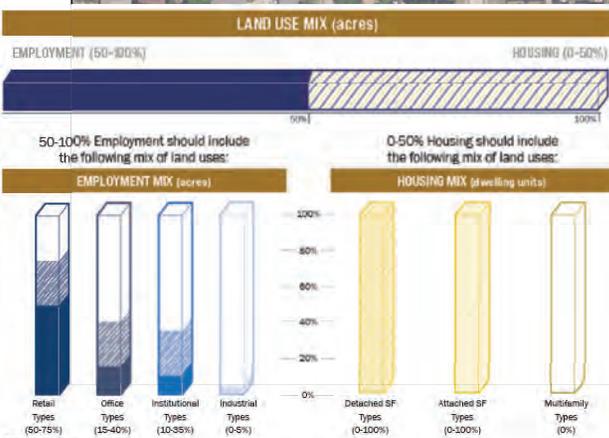
HOUSING MIX (units)
Detached SF: 0 units (0%)
Attached SF: 0 units (0%)
Multifamily: 0 units (0%)

EMPLOYMENT MIX (acres)
Retail Types: 61 ac. (80.6%)
Office Types: 12 ac (15.6%)
Institutional Types: 3 ac (3.8%)

NEW HOUSING POTENTIAL
Acres: 38.0

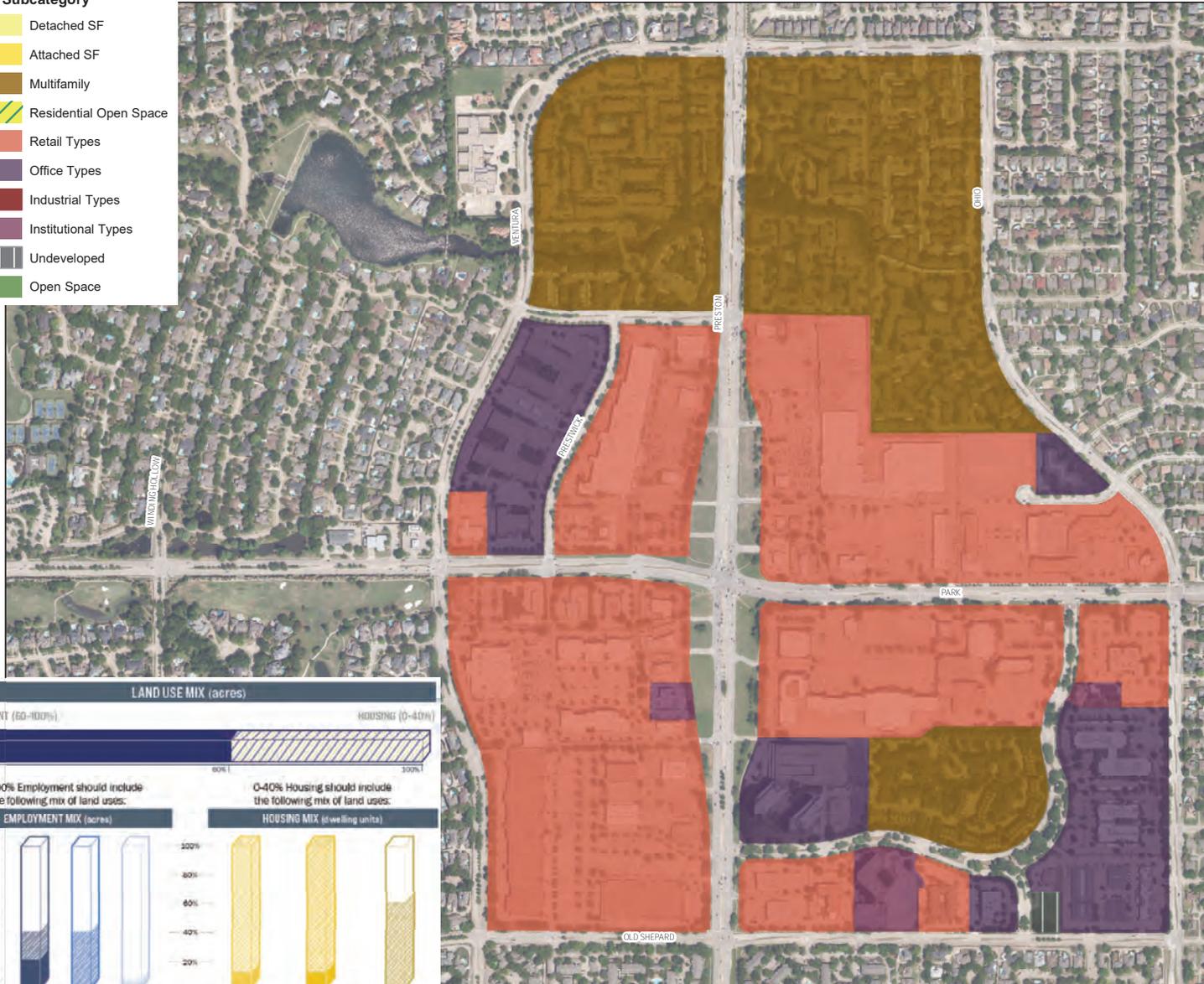
100% Detached SF Units: +386
100% Attached SF Units: +579
+0 Multifamily units
Up to 579 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 0-386 units (0-100%)
Attached SF: 0-579 units (0-100%)
Multifamily: 0 units (0%)
Total: 386-579 units



SPECIAL NOTES:
Information above represents preferred mixes per adjoining CC corners

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Park & Preston
~345 total acres

LAND USE MIX (acres)
 Housing: 109.5 ac. (31.7%)
 Employment: 234.7 ac. (68.0%)
 Undeveloped: 0.9 ac. (0.3%)

HOUSING MIX (units)
 Detached SF: 0 units
 Attached SF: 0 units
 Multifamily: 2,028 units (100%)

EMPLOYMENT MIX (acres)
 Retail Types: 178 ac. (75.9%)
 Office Type: 50 ac. (21.3%)
 Institutional Types: 6 ac. (2.7%)

NEW HOUSING POTENTIAL
Acres: 28.6

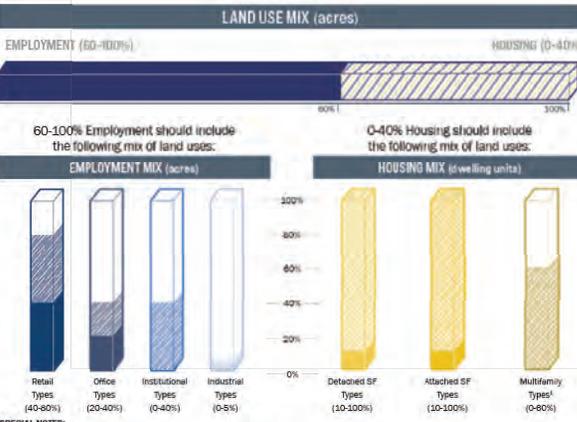
28.6 acres is not enough land to reach the recommended 10% Detached SF and 10% Attached SF.

Detached SF @ 15 DUA
 100% Detached SF units: +291
 100% Attached SF units: +436
 +0 Multifamily Units (capped by Housing Mix)
 Up to 436 total units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 0-291 units (0-13%)
 Attached SF: 0-436 units (0-18%)
 Multifamily: 2,028 units (82-87%)
 Total: 2,319-2,464 units

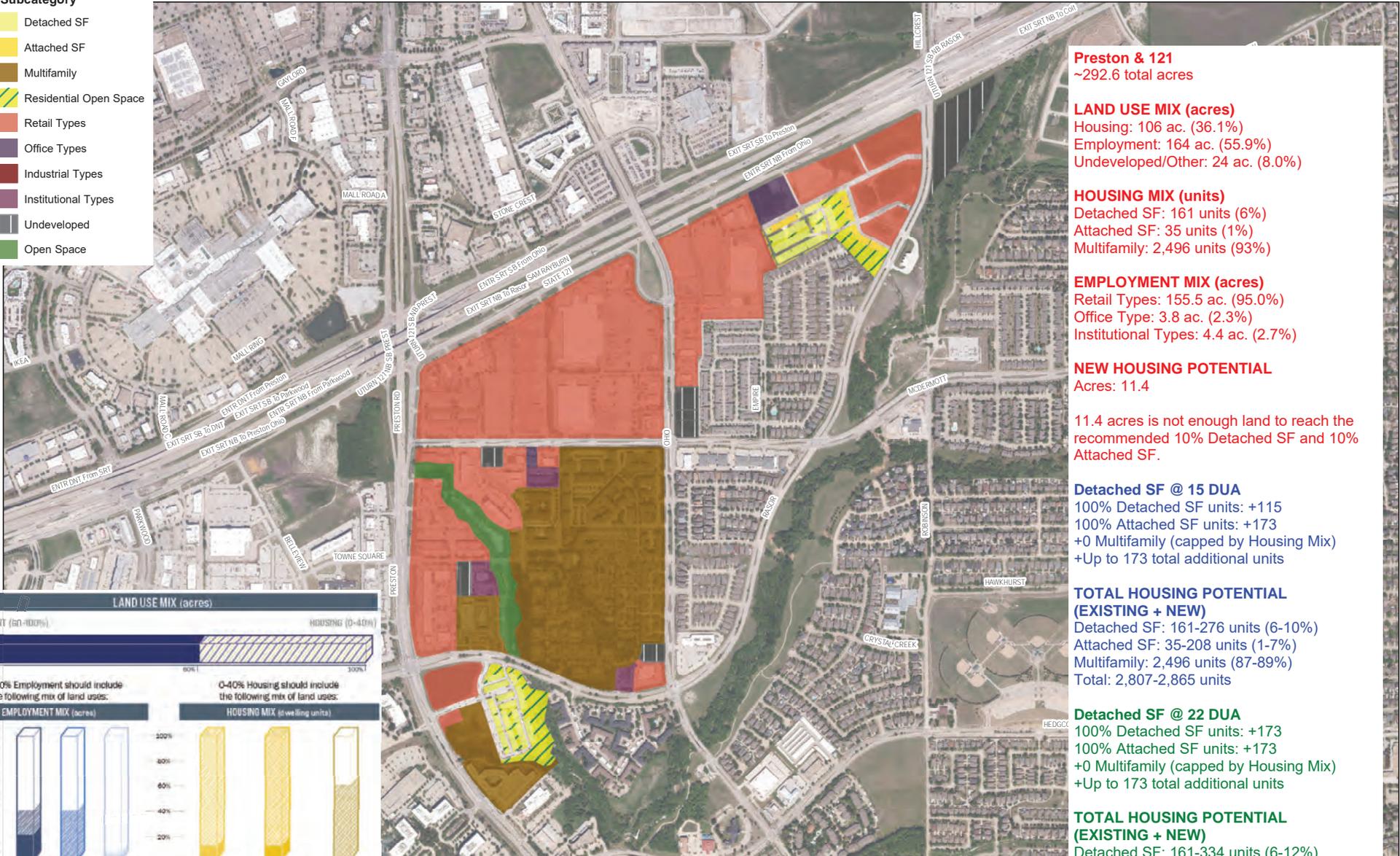
Detached SF @ 22 DUA
 100% Detached SF units: +436
 100% Attached SF units: +436
 +0 Multifamily Units (capped by Housing Mix)
 Up to 436 total units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 0-436 units (0-18%)
 Attached SF: 0-436 units (0-18%)
 Multifamily: 2,028 units (82%)
 Total: 2,464 units



SPECIAL NOTES:
 Information above represents preferred mixes per adjoining SA centers
 *Consistent with the Redevelopment & Growth Management Policy

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Preston & 121
 ~292.6 total acres

LAND USE MIX (acres)
 Housing: 106 ac. (36.1%)
 Employment: 164 ac. (55.9%)
 Undeveloped/Other: 24 ac. (8.0%)

HOUSING MIX (units)
 Detached SF: 161 units (6%)
 Attached SF: 35 units (1%)
 Multifamily: 2,496 units (93%)

EMPLOYMENT MIX (acres)
 Retail Types: 155.5 ac. (95.0%)
 Office Type: 3.8 ac. (2.3%)
 Institutional Types: 4.4 ac. (2.7%)

NEW HOUSING POTENTIAL
 Acres: 11.4

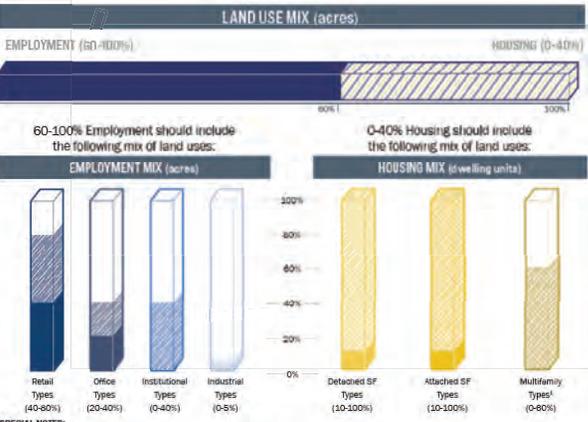
11.4 acres is not enough land to reach the recommended 10% Detached SF and 10% Attached SF.

Detached SF @ 15 DUA
 100% Detached SF units: +115
 100% Attached SF units: +173
 +0 Multifamily (capped by Housing Mix)
 +Up to 173 total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 161-276 units (6-10%)
 Attached SF: 35-208 units (1-7%)
 Multifamily: 2,496 units (87-89%)
 Total: 2,807-2,865 units

Detached SF @ 22 DUA
 100% Detached SF units: +173
 100% Attached SF units: +173
 +0 Multifamily (capped by Housing Mix)
 +Up to 173 total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 161-334 units (6-12%)
 Attached SF: 35-208 units (1-7%)
 Multifamily: 2,496 units (87%)
 Total: 2,865 units



SPECIAL NOTES:
 Information above represents preferred mixes per adjoining SA centers
 *Consistent with the Redevelopment & Growth Management Policy

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space

W 15th St & Alma
~112.5 total acres

LAND USE MIX (acres)
Housing: 16 ac. (14.6%)
Employment: 73 ac. (65.2%)
Undeveloped: 23 ac. (20.2%)

HOUSING MIX (units)
Detached SF: 0 units (0%)
Attached SF: 0 units (0%)
Multifamily: 327 units (100%)

EMPLOYMENT MIX (acres)
Retail Types: 24 ac. (33.3%)
Office Type: 19 ac. (26.4%)
Institutional Types: 25 ac. (34.1%)
Industrial Types: 5 ac. (6.2%)

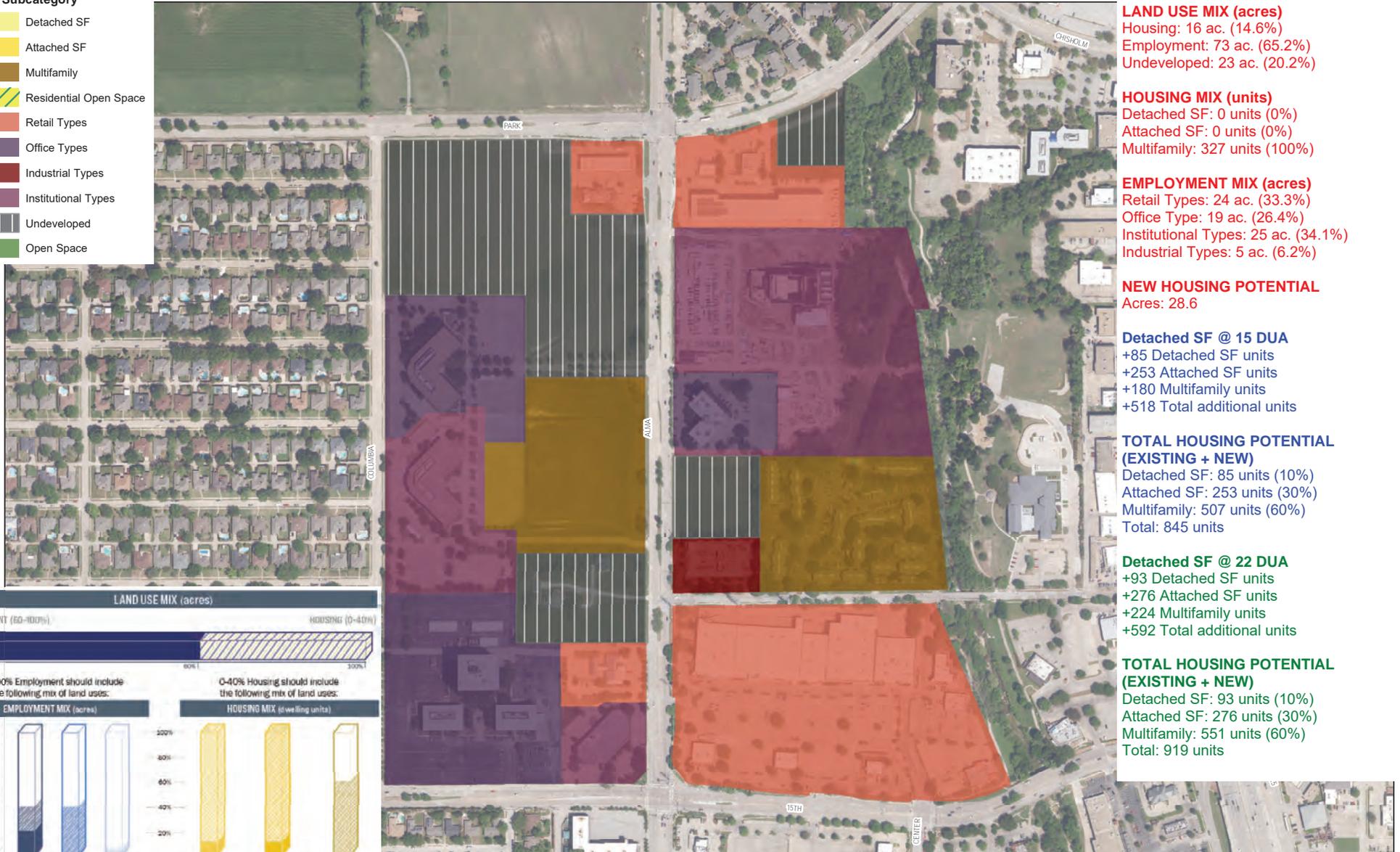
NEW HOUSING POTENTIAL
Acres: 28.6

Detached SF @ 15 DUA
+85 Detached SF units
+253 Attached SF units
+180 Multifamily units
+518 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 85 units (10%)
Attached SF: 253 units (30%)
Multifamily: 507 units (60%)
Total: 845 units

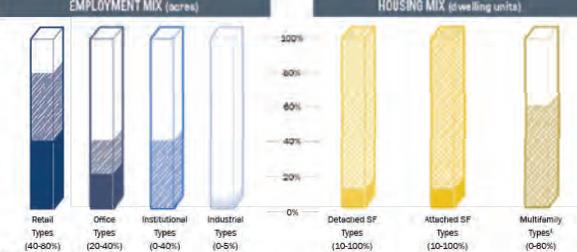
Detached SF @ 22 DUA
+93 Detached SF units
+276 Attached SF units
+224 Multifamily units
+592 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 93 units (10%)
Attached SF: 276 units (30%)
Multifamily: 551 units (60%)
Total: 919 units



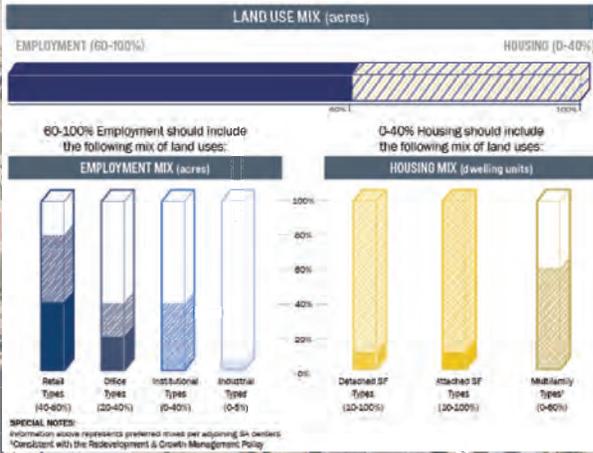
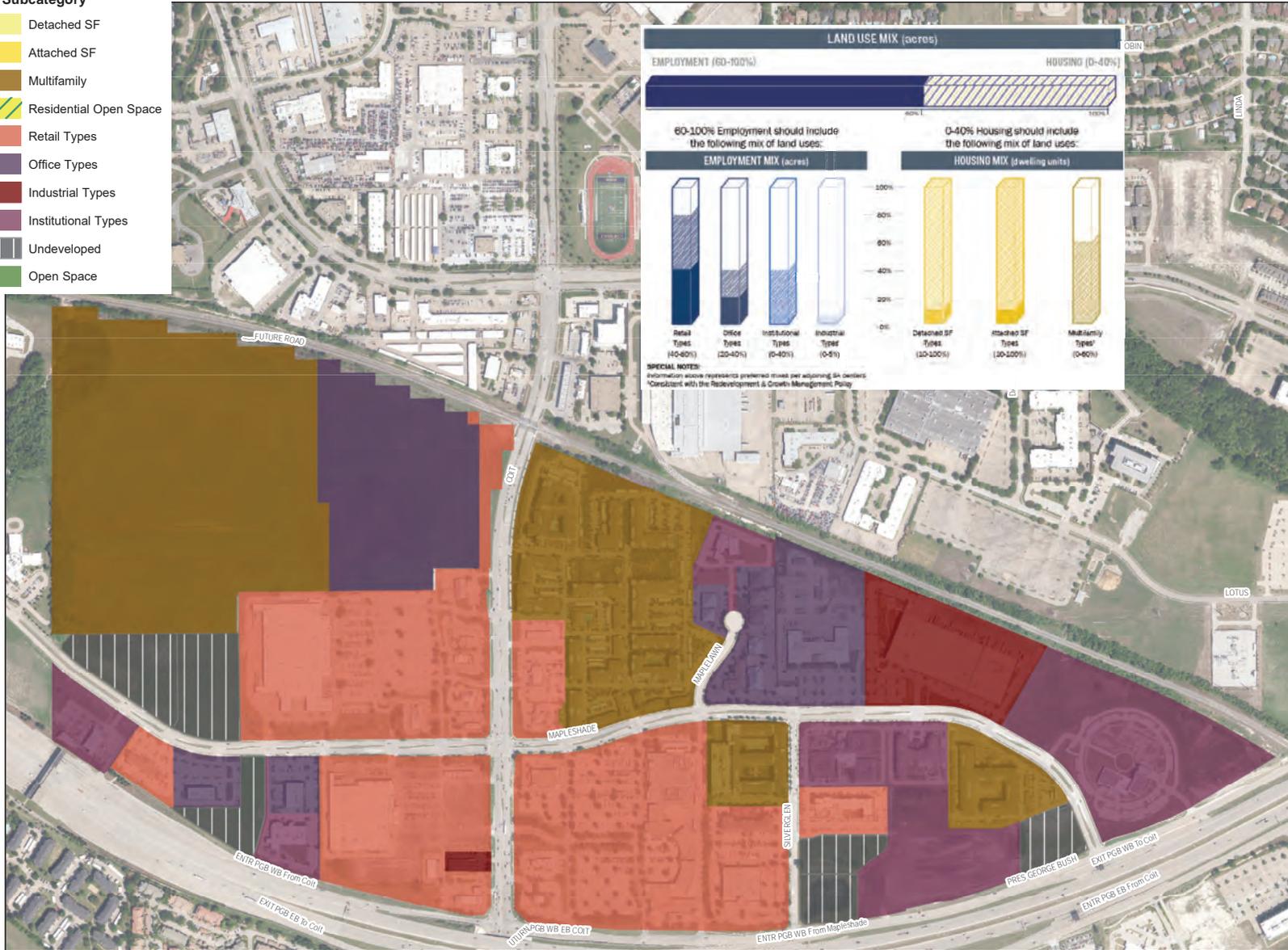
60-100% Employment should include the following mix of land uses:

0-40% Housing should include the following mix of land uses:



SPECIAL NOTES:
Information above represents preferred mixes per adjoining SA centers
*Consistent with the Redevelopment & Growth Management Policy

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Coit & Mapleshade

~325.9 total acres

LAND USE MIX (acres)
 Housing: 103.4 ac. (31.7%)
 Employment: 192.1 ac. (62.1%)
 Undeveloped: 30.4 ac. (6.1%)

HOUSING MIX (units)
 Detached SF: 0 units (0%)
 Attached SF: 0 units (0%)
 Multifamily: 2,565 units (100%)

EMPLOYMENT MIX (acres)
 Retail Types: 95 ac. (47.1%)
 Office Types: 45 ac. (22.4%)
 Institutional Types: 48 ac. (23.6%)
 Industrial Types: 14 ac (6.8%)

NEW HOUSING POTENTIAL
 Acres: 27

27 acres is not enough land to reach the recommended 10% Detached SF and 10% Attached SF.

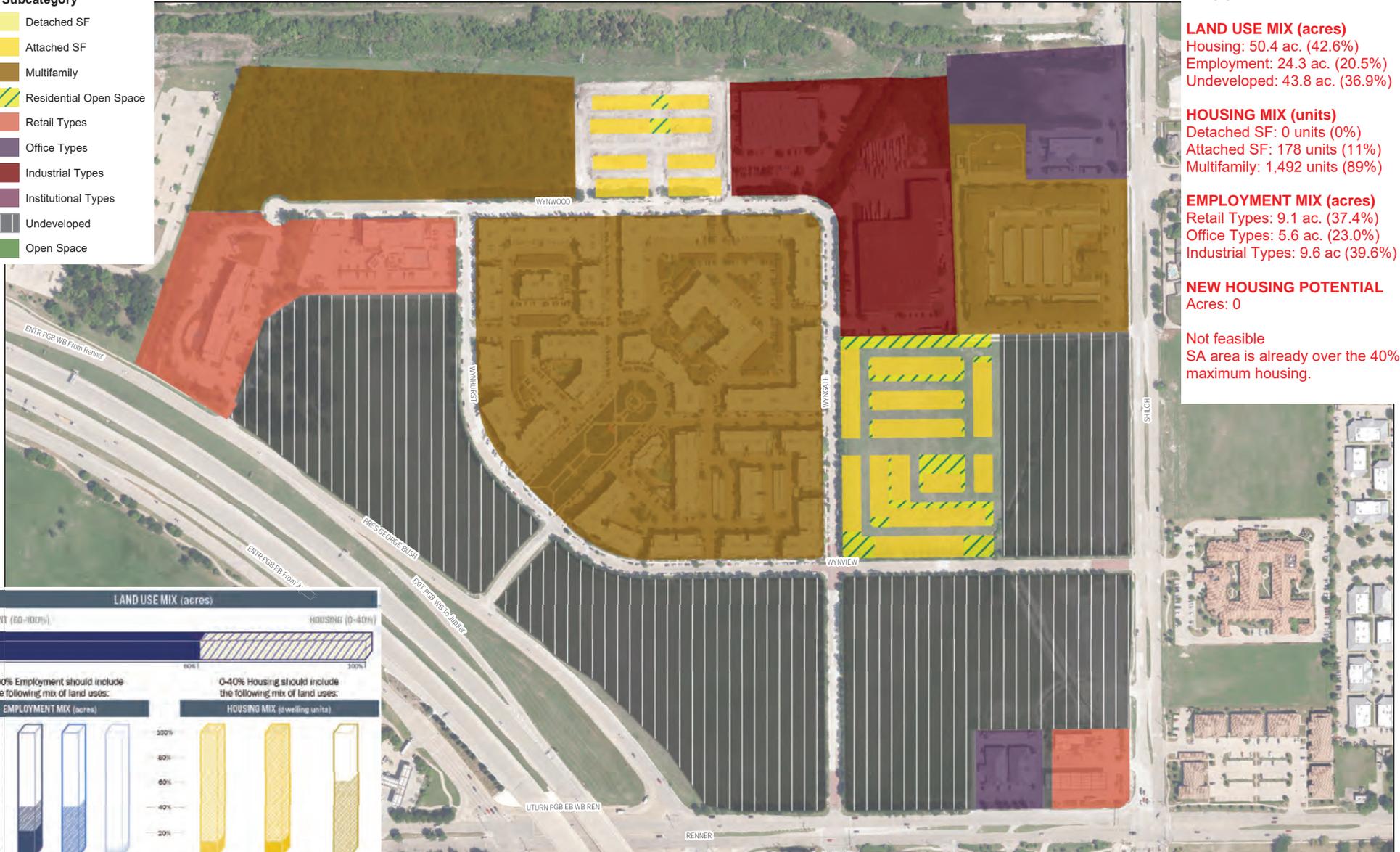
Detached SF @ 15 DUA
 100% Detached SF units: +274
 100% Attached SF units: +412
 +0 Multifamily units (capped by Housing Mix)
 Up to 412 total units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 0-274 units (0-10%)
 Attached SF: 0-412 units (0-14%)
 Multifamily: 2,565 units (86-90%)
 Total: 2,839-2,977 units

Detached SF @ 22 DUA
 100% Detached SF units: +412
 100% Attached SF units: +412
 +0 Multifamily units (capped by Housing Mix)
 Up to 412 total units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 0-412 units (0-14%)
 Attached SF: 0-412 units (0-14%)
 Multifamily: 2,565 units (86%)
 Total: 2,977 units

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Gateway

~118.5 total acres

LAND USE MIX (acres)

Housing: 50.4 ac. (42.6%)
 Employment: 24.3 ac. (20.5%)
 Undeveloped: 43.8 ac. (36.9%)

HOUSING MIX (units)

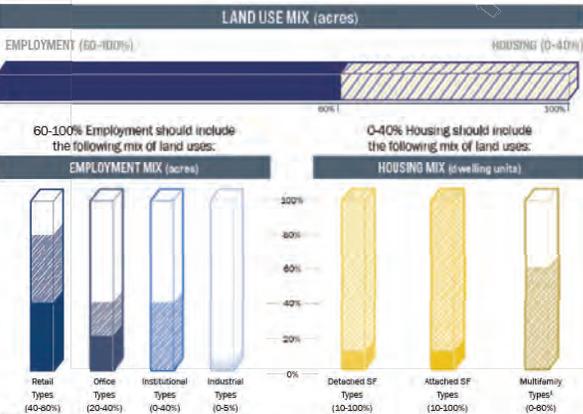
Detached SF: 0 units (0%)
 Attached SF: 178 units (11%)
 Multifamily: 1,492 units (89%)

EMPLOYMENT MIX (acres)

Retail Types: 9.1 ac. (37.4%)
 Office Types: 5.6 ac. (23.0%)
 Industrial Types: 9.6 ac (39.6%)

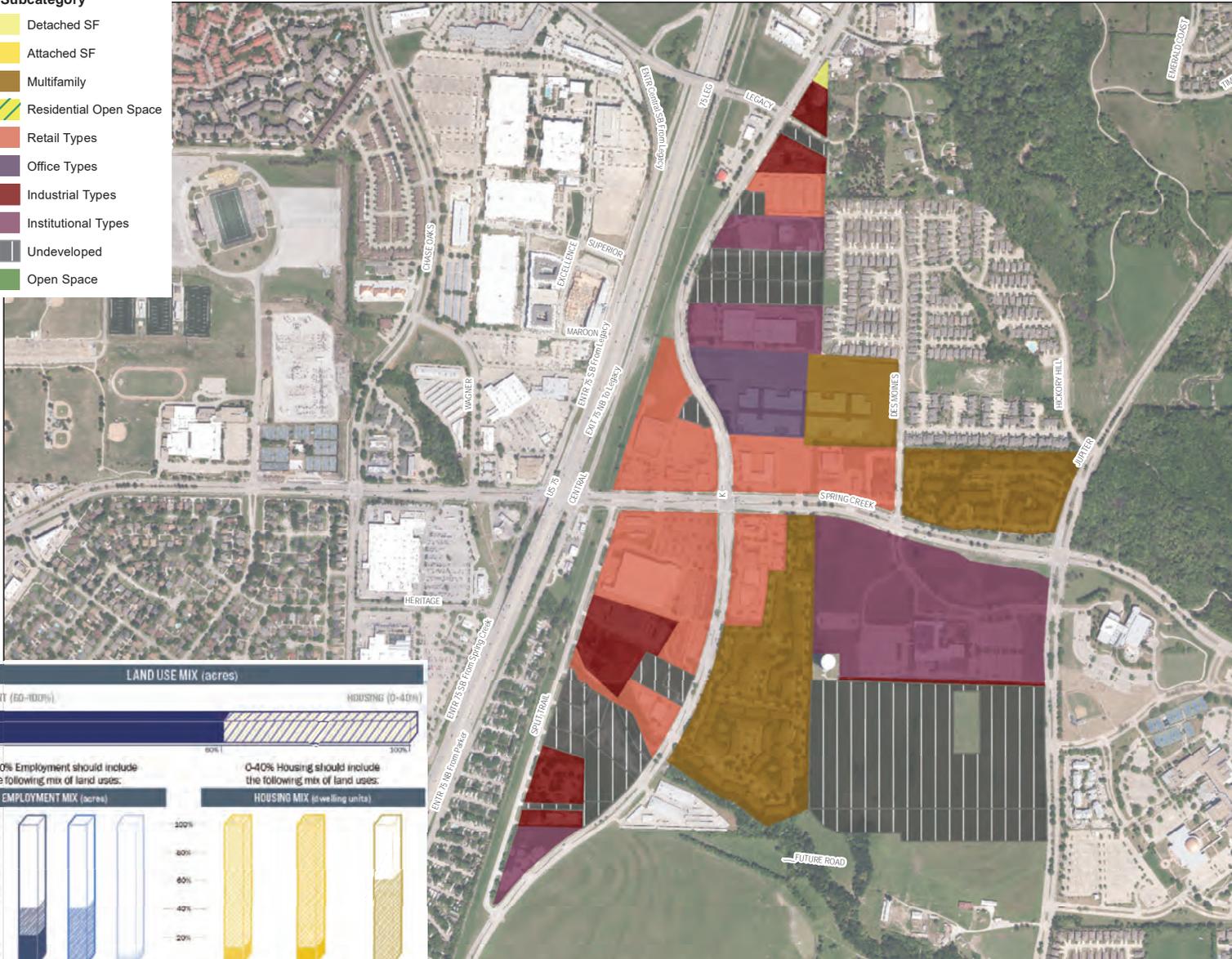
NEW HOUSING POTENTIAL

Acres: 0
 Not feasible
 SA area is already over the 40% maximum housing.



SPECIAL NOTES:
 Information above represents preferred mixes per adjoining SA centers
 *Consistent with the Redevelopment & Growth Management Policy

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Spring Creek & K
~285.9 total acres

LAND USE MIX (acres)
 Housing: 64.3 ac. (22.5%)
 Employment: 147.4 ac. (51.6%)
 Undeveloped: 74.1 ac. (25.9%)

HOUSING MIX (units)
 Detached SF: 0 units (0%)
 Attached SF: 0 units (0%)
 Multifamily: 1,375 units (100%)

EMPLOYMENT MIX (acres)
 Retail Types: 54.2 ac. (36.8%)
 Office Types: 11.6 ac. (7.9%)
 Institutional Types: 59.0 ac. (40.1%)
 Industrial Types: 22.5 ac (15.3%)

NEW HOUSING POTENTIAL
 Acres: 50.0

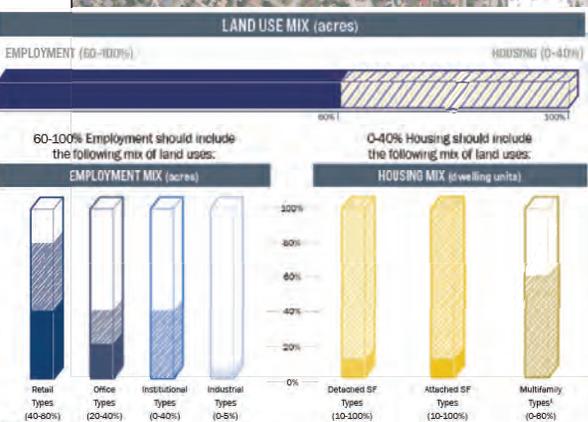
50.0 acres is not enough land to reach the recommended 10% Detached SF and 10% Attached SF

Detached SF @ 15 DUA
 100% Detached SF Units: +508
 100% Attached SF Units: +762
 +0 Multifamily units (capped by Housing Mix)
 Up to 762 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 0-508 units (0-27%)
 Attached SF: 0-762 units (0-36%)
 Multifamily: 1,375 units (64-73%)
 Total: 1,883-2,137 units

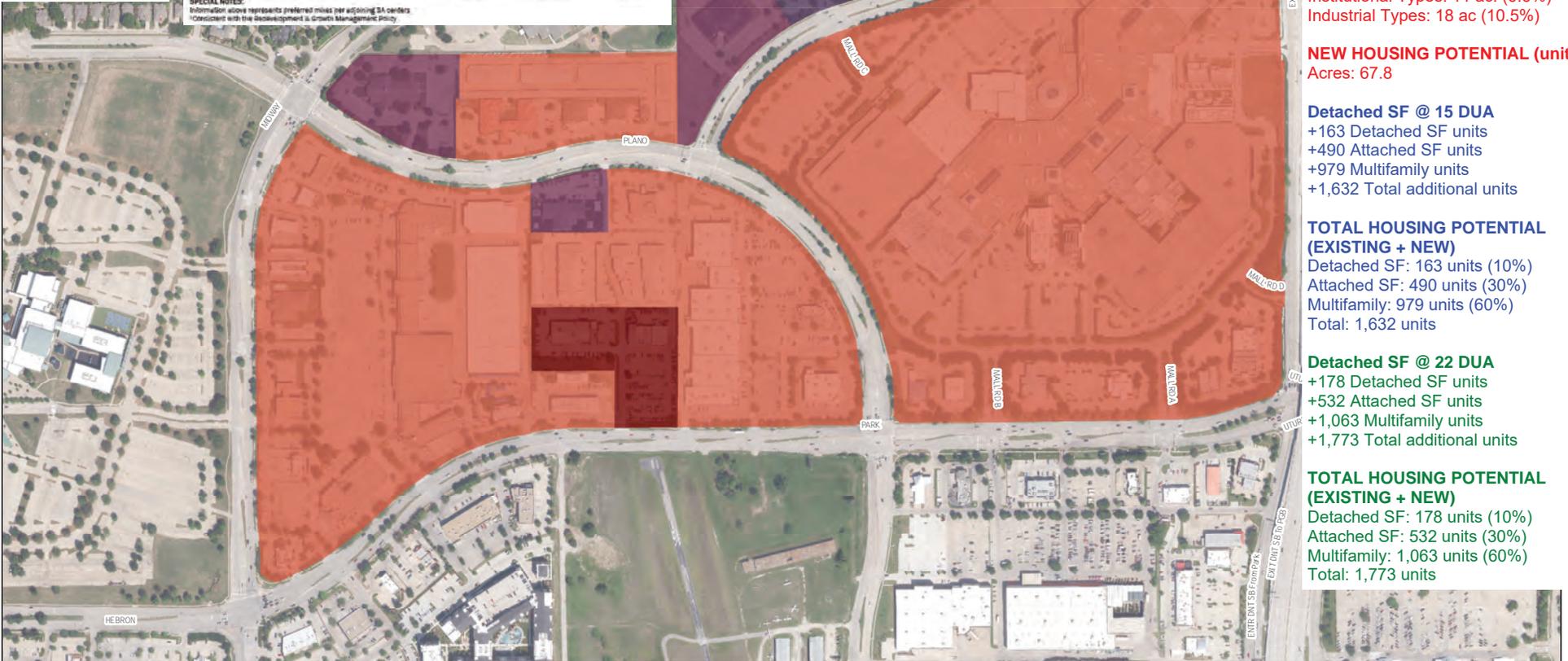
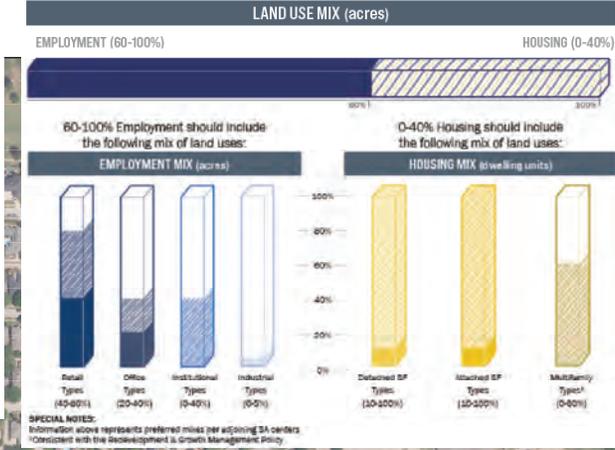
Detached SF @ 22 DUA
 100% Detached SF Units: +762
 100% Attached SF Units: +762
 +0 Multifamily units (capped by Housing Mix)
 Up to 762 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
 Detached SF: 0-762 units (0-36%)
 Attached SF: 0-762 units (0-36%)
 Multifamily: 1,375 units (64%)
 Total: 2,137 units



SPECIAL NOTES:
 Information above represents preferred mixes per adjoining SA centers
 *Consistent with the Redevelopment & Growth Management Policy

- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Willow Bend
~169.5 total acres

LAND USE MIX (acres)
Housing: 0 ac. (0%)
Employment: 169.5 ac. (100%)
Undeveloped: 0 ac. (0%)

HOUSING MIX (units)
Detached SF: 0 units (0%)
Attached SF: 0 units (0%)
Multifamily: 0 units (0%)

EMPLOYMENT MIX (acres)
Retail Types: 135 ac. (79.9%)
Office Types: 5 ac. (3.0%)
Institutional Types: 11 ac. (6.6%)
Industrial Types: 18 ac. (10.5%)

NEW HOUSING POTENTIAL (units)
Acres: 67.8

Detached SF @ 15 DUA
+163 Detached SF units
+490 Attached SF units
+979 Multifamily units
+1,632 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 163 units (10%)
Attached SF: 490 units (30%)
Multifamily: 979 units (60%)
Total: 1,632 units

Detached SF @ 22 DUA
+178 Detached SF units
+532 Attached SF units
+1,063 Multifamily units
+1,773 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 178 units (10%)
Attached SF: 532 units (30%)
Multifamily: 1,063 units (60%)
Total: 1,773 units

Collin Creek, CC South, & Heritage Creekside

~253 total acres

LAND USE MIX (acres)

Housing: 101 ac. (39.9%)
 Employment: 125 ac. (49.4%)
 Undeveloped/Other: 27 ac. (10.8%)

HOUSING MIX (units)

Detached SF: 65 units (1.3%)
 Attached SF: 694 units (13.6%)
 Multifamily: 4,339 units (85.1%)

EMPLOYMENT MIX (acres)

Retail Types: 92 ac. (73.8%)
 Office Types: 33 ac. (26.2%)

NEW HOUSING POTENTIAL

Acres: 0.3

Attached SF @ 22 DUA

0.3 acres is not enough land to lower the MF to the recommended 80%.

100% Detached SF units: +2
 100% Attached SF units: +3
 +0 Multifamily units (capped by Housing Mix)
 Up to 3 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)

Detached SF: 65-67 units (1%)
 Attached SF: 694-697 units (14%)
 Multifamily: 4,339 units (85%)
 Total: 5,100-5,101 units

Attached SF @ 40 DUA

0.3 acres is not enough land to lower the MF to the recommended 80%.

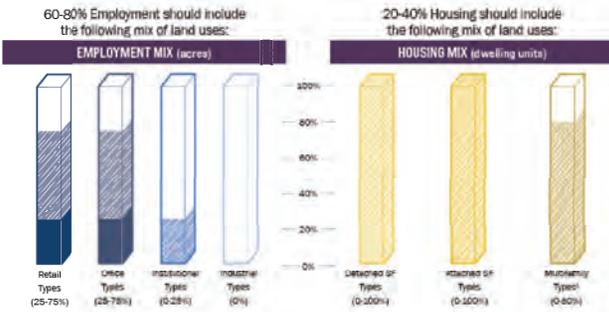
100% Detached SF units: +2
 100% Attached SF units: +5
 +0 Multifamily units (capped by Housing Mix)
 Up to 5 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)

Detached SF: 65-67 units (1%)
 Attached SF: 694-699 units (14%)
 Multifamily: 4,339 units (85%)
 Total: 5,100-5,101 units

By Subcategory

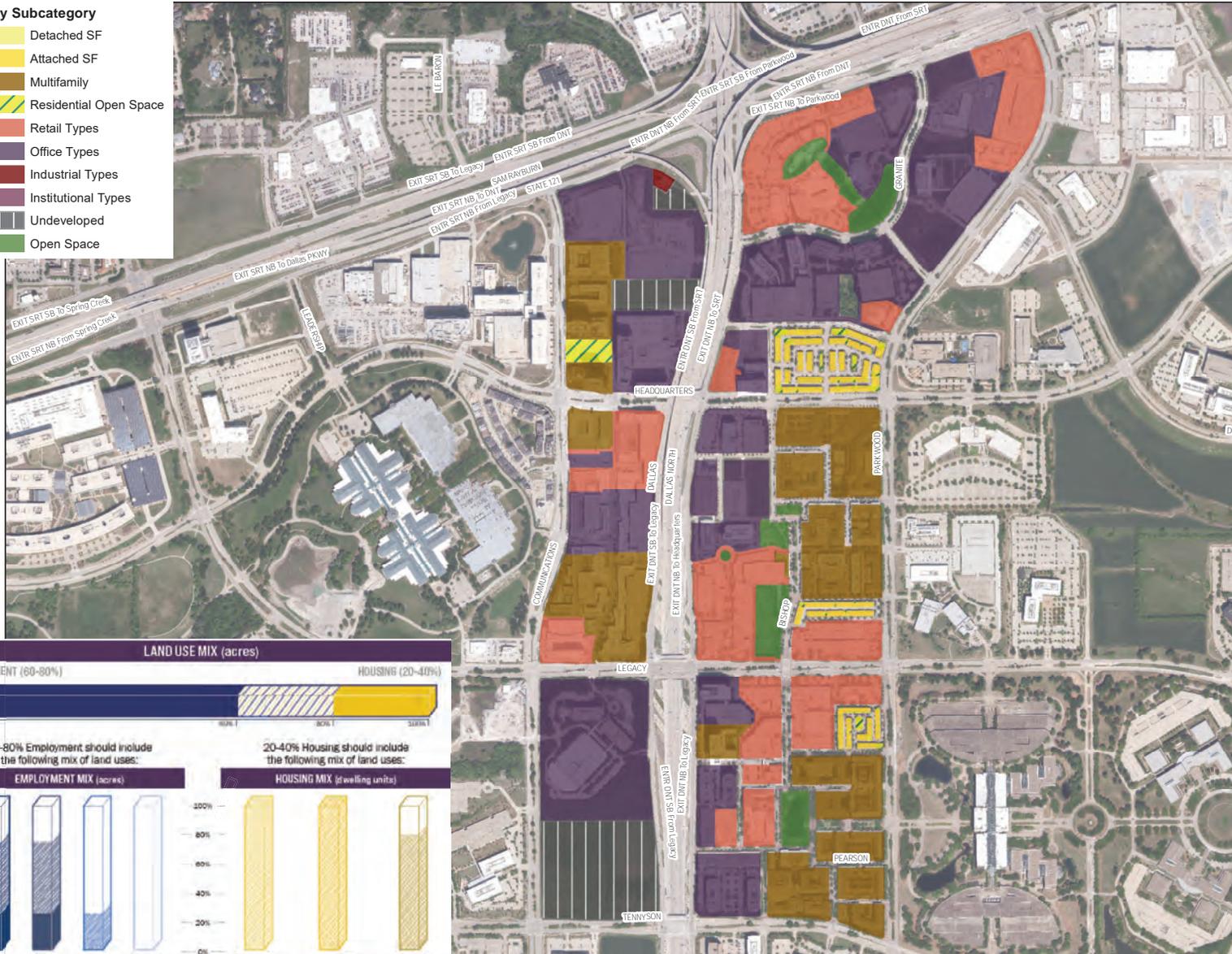
- Detached SF
- Attached SF
- Multifamily
- Residential Open Space
- Retail Types
- Office Types
- Industrial Types
- Institutional Types
- Undeveloped
- Open Space



SPECIAL NOTES
 Information above represents preferred mixes per adjoining UA centers. Consistent with the development & Growth Management Policy.



- By Subcategory**
- Detached SF
 - Attached SF
 - Multifamily
 - Residential Open Space
 - Retail Types
 - Office Types
 - Industrial Types
 - Institutional Types
 - Undeveloped
 - Open Space



Legacy Combined
~351 total acres

LAND USE MIX (acres)
Housing: 88 ac. (25.1%)
Employment: 226 ac. (64.2%)
Undeveloped/Other: 37 ac. (10.6%)

HOUSING MIX (units)
Detached SF: 0 units (0%)
Attached SF: 289 units (5.4%)
Multifamily: 5,029 units (94.6%)

EMPLOYMENT MIX (acres)
Retail Types: 79 ac (34.8%)
Office Types: 147 ac (65.0%)
Industrial Types: 1 ac (0.2%)

NEW HOUSING POTENTIAL
Acres: 52.3

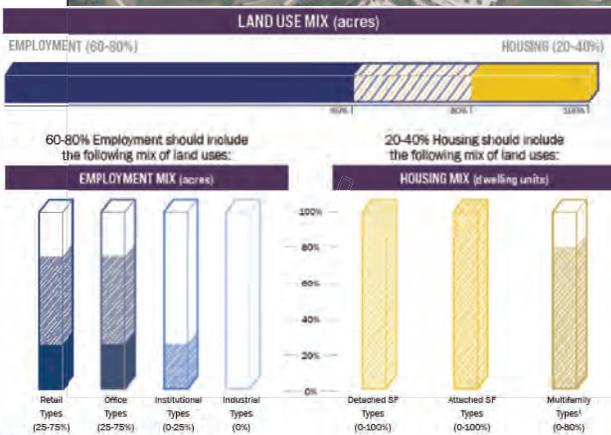
Attached SF @ 22 DUA
52.3 acres is not enough land to lower the MF to the recommended 80%.

100% Detached SF units: +379
100% Attached SF units: +569
+0 Multifamily units (capped by Housing Mix)
Up to 569 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 0-379 units (0-7%)
Attached SF: 289-858 units (5-15%)
Multifamily: 5,029 units (85-88%)
Total: 5,697-5,887 units

Attached SF @ 40 DUA
+0 Detached SF units
+1,014 Attached SF units
+182 Multifamily units
+1,196 Total additional units

TOTAL HOUSING POTENTIAL (EXISTING + NEW)
Detached SF: 0 units (0%)
Attached SF: 1,303 units (20.1%)
Multifamily: 5,211 units (79.9%)
Total: 6,514 units



SPECIAL NOTES:
Information above represents preferred mixes per adjoining UA Centers
*Consistent with the Redevelopment & Growth Management Policy



City of Plano
2021 COMPREHENSIVE PLAN

DRAFT

APRIL 13, 2021

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PLAN STRUCTURE

VISION & GUIDING PRINCIPLES

Plano is a global leader, excelling in exceptional education, abounding with world class businesses and vibrant neighborhoods.



5 MAPS

- Future Land Use Map & Dashboards
- Expressway Corridor Environmental Health Map & Guidelines
- Thoroughfare Plan Map & Cross-Sections
- Parks Master Plan Map
- Bicycle Transportation Plan Map

VISION & GUIDING PRINCIPLES

Comprehensive Plan Vision Statement

Plano is a global leader, excelling in exceptional education, abounding with world class businesses and vibrant neighborhoods.



Guiding Principles

The following set of guiding principles to the Comprehensive Plan establish overarching themes that apply to all policies and actions and express values for “Plano Today,” “Plano 2050,” and “Plano Together.” These principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

- 1.1** The Plan enhances the quality of life in the near term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.
- 1.2** The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth, and shaping change that complements the city’s suburban character and rich history.
- 1.3** The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, entertainment, and institutions that support a vital economy.
- 1.4** The Plan respects the suburban character of Plano and seeks to preserve and enhance the built environment.
- 1.5** Implementation of the Plan will be open and transparent, proactively seeking community input, with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

- 2.1** The Plan enhances the quality of life in the long-term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.
- 2.2** The Plan successfully manages Plano’s transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.
- 2.3** The Plan builds on Plano’s strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.
- 2.4** The Plan acknowledges that Plano is mostly developed and does not anticipate significant changes in population or development in the future.
- 2.5** Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.

Guiding Principle 3 | Plano Together

- 3.1** The Plan serves people of all backgrounds, striving to meet the needs of an inclusive and vibrant community that calls Plano “home.”
- 3.2** The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.
- 3.3** The Plan embraces Plano’s position as a leader in the region, demonstrating the city’s standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.
- 3.4** The Plan manages growth and redevelopment in a gradual manner, ensuring changes are beneficial to neighbors and the surrounding community.
- 3.5** Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.

BUILT ENVIRONMENT

Built Environment Vision Statement

Plano is a vibrant city with attractive and walkable neighborhoods, distinct mixed-use urban centers with active nightlife, strong commercial corridors, and a multimodal transportation system that includes a variety of transit options.

PILLAR COMPONENTS

PILLAR MAPS



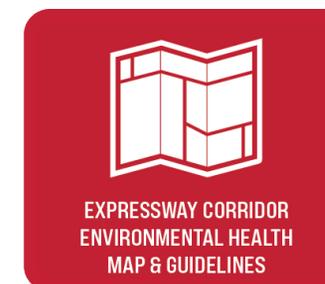
Land Use & Community Design Component

Land use planning provides general guidance for the development and use of all land within the city, while community design addresses the relationship of buildings to each other, streets, and public spaces. The region's projected population and job growth will be the greatest factors influencing land use decisions and site design. With few vacant properties remaining, the city will encourage the most efficient use of land in both new construction and redevelopment projects.

POLICIES



MAPS





Land Use

Zoning has played an important role for cities in addressing the issue of land use compatibility. The maps and dashboards in the city's Comprehensive Plan provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses advantageous in some cases. To provide housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.

Policy

Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.

Actions

- LU1)** Review and evaluate the Zoning Ordinance and make appropriate amendments based on direction from the Comprehensive Plan.
- LU5)** Review and ensure residential adjacency standards provide appropriate transitions in building height and bulk that are sensitive to the physical character of adjoining neighborhoods.
- LU2)** Review development regulations and implement standards that configure development to provide complementary uses and foster good connections, using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation, that enhance the quality of neighborhoods.
- LU6)** Develop locations for special area plans to focus development and redevelopment efforts in conformity with the Comprehensive Plan.
- LU3)** Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map.
- LU7)** Develop review criteria that provides guidance on the community's preferences regarding mixed-use developments, such as desired mix of uses, densities, parking, phasing plans, minimum open space, building placement, quality of building materials, residential adjacency, and other urban design elements.
- LU4)** Create regulations that incentivize the redevelopment and revitalization of underperforming retail and multifamily development.



Community Design

Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. Plano will promote and incorporate community design components within all new developments, public spaces, and streetscapes.

Policy

Plano will incorporate community design components within public spaces and streetscapes and will promote compatible design components within new developments, to enrich areas throughout the city, create distinctive visual character, and encourage a pedestrian-friendly environment where appropriate. Plano will also promote Crime Prevention Through Environmental Design (CPTED) and Universal Design within all of the above.

Actions

- CD1)** As part of the Community Design Plan, develop review criteria to provide guidance on the desired functional and aesthetic qualities of various development contexts in Plano, such as streetscape design, lighting, signage, building and paving materials, and landscaping. Functional guidance shall include Crime Prevention Through Environmental Design (CPTED) and Universal Design.
- CD2)** Work with the community to develop a Community Design Plan to identify key corridors and design districts of the city that would benefit from unified design themes and standards.
- CD3)** In areas identified by the Community Design Plan, develop strategies to minimize the visual impact of overhead utilities and wireless communication facilities.
- CD4)** Develop wayfinding guidelines to apply to special areas and public facilities citywide.
- CD5)** Evaluate parking regulations and revise to meet parking demand and ensure good community form.



Redevelopment of Regional Transportation Corridors

Four expressway corridors, one active light rail, and one planned commuter rail line provide a variety of travel opportunities through the city and around the region. Development along these corridors should be carefully planned as a transition between adjacent residential neighborhoods and the expressways. To ensure the city's regional transportation corridors remain vibrant and attractive, Plano will encourage reinvestment in and redevelopment of regional transportation corridors to create cohesive developments that incorporate well-designed commercial and retail opportunities. When housing is considered, noise and air quality standards will be maintained to protect the quality of life for residents.

Policy

Plano will encourage reinvestment and redevelopment of identified regional transportation corridors to create cohesive developments that incorporate well-designed commercial, retail, and housing opportunities, where those uses are appropriate according to the Future Land Use Map and other related Comprehensive Plan standards.

Actions

- RTC1)** Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts. Develop other Expressway Corridor Plans as needed.
- RTC2)** Adopt regulatory strategies that permit and encourage a viable mix of residential, employment, and other diverse land uses in locations identified as Urban Activity Centers.

- RTC3)** Implement the Expressway Corridor Environmental Health Guidelines in order to mitigate the impacts of noise and air pollution for sensitive land uses, such as schools, daycares, parks, senior housing, and other residential uses. Update the Expressway Corridor Environmental Health Map and Guidelines at least once every 5 years or as changes in expressway corridor conditions warrant reassessment.



Undeveloped Land

The amount of undeveloped land remaining in Plano is limited, primarily located in nonresidential areas, and generally zoned for office and commercial uses. Though demand for new residential development has consistently remained high, the city has established policies encouraging employment generating uses on most remaining vacant land. To ensure adequate land for projected employment growth is provided, Plano will reserve its remaining undeveloped land for businesses offering skilled employment and limit new housing where consistent with the Future Land Use Map.

Policy

Plano will reserve its remaining undeveloped land for high quality development with distinctive character, prioritizing businesses offering skilled employment. New housing in these areas will only be considered appropriate where it is consistent with the Future Land Use Map and other related Comprehensive Plan standards.

Actions

- UL1)** Develop review criteria to provide guidance on rezoning undeveloped properties including such considerations as appropriate location, environmental conditions, and impact on public service facilities, infrastructure, and adjacent land uses.
- UL2)** Create an interactive Undeveloped Land Map updated on a quarterly basis and post to the city’s website for public use.
- UL3)** Ensure that new housing growth on undeveloped land provides functional and appropriate environments for residential uses and activities such as proximity to existing compatible residential development, configuration to support housing, and access to neighborhood parks, and ensure any development standards include adequate green space. When adjacent to existing residential neighborhoods a compatible transition in building height and bulk should be provided.



Transit-Oriented Development

Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano's downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

Policy

Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

Actions

- TOD1)** Develop Criteria for Review of Transit-Oriented Developments, including existing and projected DART ridership, and update as necessary.
- TOD2)** Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.
- TOD3)** Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.
- TOD4)** Implement parking best practices in transit-served areas and identified Urban Activity Centers where increased land productivity provides opportunity for additional open space.
- TOD5)** Prepare developer "Request for Qualifications (RFQ)/Request for Proposals (RFP)" for disposition of city property with language including, but not limited to, fair-value pricing and regulatory requirements.



Redevelopment & Growth Management

As Plano is now mostly developed with a well-established built environment, significant changes to population and development patterns, as in previous decades, are no longer anticipated. However, the city's reputation as a highly desirable suburban community and world-class business center means significant pressure for new growth and redevelopment will continue in many parts of the city. Although this is positive for sustaining reinvestment and continuing vitality of the community, zoning requests also often include some component of high density residential and/or high intensity commercial uses in close proximity to established, lower-density neighborhoods. This creates tension between two major priorities for the city: creating a business-friendly environment that promotes a healthy economy and conserving the existing suburban character of established neighborhoods within the city.

To address these priorities effectively, the process for zoning changes in Plano needs to manage change in a way that encourages collaboration and communication between land owners making significant investments in the community and nearby residents and property owners who are the most impacted by zoning decisions. Engaging the community early in the process often leads to more successful outcomes for all parties. To that end, Plano will create innovative tools and update processes that encourage proactive engagement in zoning decisions. These processes will promote redevelopment and growth management consistent with the Guiding Principles.

Policy

Plano will protect and preserve the well-established built environment of Plano and prevent overcrowding by requiring new growth and redevelopment to respect the unique development patterns, suburban character, housing needs, infrastructure capacity considerations, and fiscal constraints of our community.

Actions

- RGM1)** Review zoning change requests for consistency with the Future Land Use Map and Dashboards. Requests that do not conform to the mix of uses, density, and building heights as described in the Dashboards are disfavored. Develop zoning regulations that allow occasional proposals that do not strictly conform to these criteria, yet are found consistent with the Guiding Principles of the Comprehensive Plan and substantially beneficial to the immediate neighbors, surrounding community, and general public interest, to be approved with a supermajority vote by City Council.
- RGM2)** Develop and implement a formalized community forum process during which rezoning petitioners adjacent to established neighborhoods engage with interested citizens as part of the rezoning process.
- RGM3)** Develop zoning and design guidelines incentivizing single-family housing options compatible with current market conditions and community needs.

- RGM4)** Revise regulations and administrative procedures to ensure new residential and mixed-use development provides sufficient public open space, green space, and pedestrian connectivity.
- RGM5)** Ensure that any rezoning requests for multiuse development include:
- A)** At least 50% of total square footage for nonresidential uses, and
 - B)** A maximum 2:1 ratio of residential to nonresidential square footage maintained throughout construction of the full project (e.g., every two square feet of residential development requires at least one square foot of nonresidential development), and
 - C)** Key design features provided prior to or concurrent with the development of any residential uses. Key design features are those elements of a development supporting the long-term value to the overall community, and specifically new residents, including, but not limited to, open/green space, amenities, street enhancements, and trails.
- RGM6)** Consider conducting an annual market study to determine demand-based housing and employment needs for Plano, referenced to Collin County, that may be used to inform zoning and land use related decisions. The study should include residents' preferences for development as part of the results.
- RGM7)** Review the Comprehensive Plan every two years to determine if routine updates are warranted to ensure consistency with citywide goals and respond to development trends and changing conditions. When major changes are deemed necessary, consider creating a citizen committee, working collaboratively with the Planning & Zoning Commission, to ensure the community has opportunities to actively participate in the recommended updates.
- RGMS)** Limit new residential development to areas that are appropriate based on individual site considerations and consistency with the Future Land Use Map and Dashboards. Multifamily developments should also meet a housing diversification or economic development need of the city, including transit-oriented development, special housing needs (as defined by the city's Consolidated Plan), or be constructed as part of a high-rise 10 stories or greater.
- RGM9)** Limit small-scale multifamily to developments that are at least 10 acres in size, have a unit mix of no more than 25% multifamily units, and are controlled by a governance association.

Transportation Component

Transportation is a critical component of city planning that lays the foundation for the physical design of a community. While vehicle traffic in Plano is increasing, there are limited opportunities to expand the existing roadway system to provide greater capacity. As the DFW region grows, the City must look for new solutions to accommodate a variety of transportation options and improve traffic flow.

POLICIES



MAPS





Roadway System

Plano’s street system is determined by the Thoroughfare Plan, a component of the Comprehensive Plan. There are many users of the city’s roadway system, including vehicles, public transit, bicycles, and pedestrians, all competing for the same space. Vehicles will likely remain the primary means of transportation; however additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

Multimodal roadways, common throughout the US, are designed to provide space to accommodate bicyclists and mass transit while improving pedestrian safety through increased distance from vehicular traffic. To prepare for future traffic demands, Plano will develop a multimodal transportation system to improve safety and efficiency of the roadways for all users. Future multimodal accommodations should be strategic and meet the needs and priorities of Plano residents, businesses, and institutions.

Increasingly, technological innovations are being utilized to mitigate traffic congestion. Intelligent Transportation Systems (ITS) monitor traffic flow and provide real-time information to drivers of possible delays and alternative routes. Innovative projects such as smartphone traffic apps, solar panel roadways and trails, and automated vehicles are changing traffic conditions and will likely affect future mobility.

Policy

Plano will develop a safe and efficient roadway system.

Actions

- RS1)** Develop a transportation plan that addresses all modes of travel, while acknowledging vehicular traffic is expected to continue to be the primary mode of travel for residents and the workforce of Plano.
- RS2)** Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.
- RS3)** Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.
- RS4)** Review and update roadway standards to efficiently and safely accommodate all modes of transportation.
- RS5)** Develop criteria to assess the costs and effectiveness of pilot transportation projects.
- RS6)** Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

- RS7)** Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.

- RS8)** Review and update the Traffic Impact Assessment (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.



Bicycle & Other Micromobility

Plano has three major off-street, shared-use paths along with 168 miles of on street marked routes for Plano's active cycling community. While Texas statutes allow cyclists use of roadways, dedicated bicycle lanes may improve safety and increase ridership. Additionally, trails and routes need to connect residential neighborhoods with more commercial and employment activities for the bicycle to serve as a more practical transportation alternative. To provide a viable option for travel to destinations accessible to all users, Plano will enhance and maintain a safe regional bicycle system.

Policy

Plano will enhance and maintain a micromobility system to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

Actions

- BOM1)** Meet with businesses, residents, and other stakeholders to share ideas regarding bicycle and other micromobility transportation options.
- BOM2)** Incorporate bicycle usage data, crash reduction strategies with a target crash reduction, and safety recommendations with a safety goal within the city's transportation plan.
- BOM3)** Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.
- BOM4)** Adopt a Multimodal Streets Ordinance based on best practices to provide additional safety and transportation choices in appropriate locations of the city.
- BOM5)** Measure the bicycle level of service to evaluate existing routes, prioritize sites for improvements, and evaluate alternative treatments.
- BOM6)** Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.



Public Transit

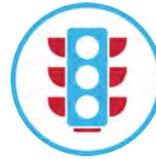
In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and receives public bus transportation and light rail services. Plano residents desire more east-west transit connections and the city looks towards new solutions, such as Bus Rapid Transit to fulfill this need. Utilizing a dedicated service lane on a major thoroughfare or unused railroad rights-of-way, additional bus, light rail or commuter rail options could encourage new riders for public transit services within the city. Trolleys can also be used to transport residents within and between employment and commercial centers. Plano will provide access to a convenient transit network focused on increased travel options to local destinations.

Policy

Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.

Actions

- PT1)** Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.
- PT2)** Develop metrics to measure ridership and to identify service enhancements.
- PT3)** Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired.
- PT4)** Partner with DART to study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.
- PT5)** Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic.
- PT6)** Investigate feasibility of partnerships regarding the provision of short hop services, including streetcars, self-driving shuttles, or alternatives providing the same benefits, within major destination areas in Plano.



Transportation Demand Management

Transportation Demand Management (TDM) utilizes public private partnerships to reduce peak hour travel. Plano currently partners with the Plano Independent School district (ISD) for staggered hours of operation that disperse school personnel and students during peak travel time. With major employers in multiple business parks, there are numerous opportunities for further TDM partnerships through ridesharing, tele-commuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.

Policy

Plano will utilize Transportation Demand Management to mitigate traffic congestion and improve the safety and efficiency of the existing roadway system during periods of high travel demand, such as morning and afternoon rush hour.

Actions

TDM1) Partner with the business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.

TDM2) Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.

TDM3) Share ideas, expertise, and knowledge with innovative businesses focused on transportation, such as ridesharing or automobile companies, and other stakeholders regarding the city's transportation planning efforts.



Pedestrian Environment

The current arrangement of Plano's sidewalks, organization of land uses within the city as well as major thoroughfare crossings make walking, from residential neighborhoods to commercial and retail areas, a challenge. Pedestrian-oriented developments typically, have wider sidewalks, street trees and furniture, as well as narrowed street intersections to reduce the crosswalk distance and slow vehicular traffic. The design principles that encourage walkability in popular locations could also be utilized in redevelopment of existing retail centers and enhancement of neighborhoods. Plano will pursue an accessible, well-connected pedestrian system that promotes walkability.

Policy

Plano will pursue a safe, universally accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.

Actions

- | | |
|--|--|
| <p>PE1) Develop strategies and identify priorities within the city's transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano.</p> | <p>PE4) Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian-oriented enhancements.</p> |
| <p>PE2) Update development standards to prioritize streetscape design that enhances Plano's pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, paseos, and other amenities where appropriate.</p> | <p>PE5) Improve pedestrian safety and convenience by completing sidewalk gaps along the city's roadway system. Include prioritization strategies when developing and updating the city's transportation plan.</p> |
| <p>PE3) Improve safety in highly-trafficked pedestrian areas by evaluating and implementing effective traffic calming methodologies to reduce traffic speeds and improve pedestrian safety, such as median islands, landscaping, crosswalks, and on-street parking.</p> | <p>PE6) Partner with local school districts and other educational institutions to annually provide Safe Routes to School maps.</p> |
| | <p>PE7) Partner with educational institutions, businesses, and other stakeholders to develop public service announcements that promote pedestrian safety, awareness, and education.</p> |

Housing & Neighborhoods Component

Neighborhoods are the heart of any thriving city. Plano has many successful, established residential neighborhoods with a variety of housing options. In order for the city to continue as a desirable place to live, Plano must ensure its neighborhoods remain vibrant and opportunities for new residential growth are considered. Most of Plano’s residential development occurred between the 1960s and the 2000s in neighborhoods based on a one-mile grid. Lower density housing, schools, and parks are located towards the interior; higher density housing and neighborhood retail centers are found at intersections of major thoroughfares. By 2000, the amount of land available for development of typical residential neighborhoods was diminishing. In 2021, less than 1% of undeveloped land remained zoned for future residential development.

POLICIES





Neighborhood Conservation

By 2040, the largest segment of the city's housing inventory will be 25 to 70 years old. If residential areas are not maintained, causing structures to deteriorate and values to decline, the community will become less attractive to current and potential residents. While the city has developed innovative programs to address maturing areas, Plano must continue to pursue reinvestment in existing housing and neighborhoods to ensure long-term stability.

Many people find the city's suburban character desirable as a place to live. Older neighborhoods typically provide the best opportunities for moderately priced homes. To ensure a variety of safe and walkable residential options are available, Plano will conserve and enhance established neighborhoods to preserve the city's suburban character.

Policy

Plano will conserve and enhance established residential neighborhoods through city programs, initiatives, and regulations that support neighborhood identity; ensure safe, walkable communities; and preserve the suburban form that contributes to the overall character and livability of the neighborhoods.

Actions

- | | |
|---|--|
| <p>NC1) Establish programs and initiatives that enable homeowners to maintain and enhance their properties and neighborhoods.</p> | <p>NC5) Monitor and evaluate the impacts of the Great Update Rebate program and modify to improve effectiveness over time.</p> |
| <p>NC2) Review and update the Housing Value and Retention Analysis study to compare and coordinate with the Comprehensive Plan.</p> | <p>NC6) Review residential zoning to ensure housing standards allow residents to age in place, care for dependents, and meet special needs, while maintaining neighborhood integrity.</p> |
| <p>NC3) Conserve Plano's established residential neighborhoods to maintain an inventory of entry level housing.</p> | <p>NC7) Work with neighborhoods to identify community character within residential areas and build opportunities to enhance neighborhood identity.</p> |
| <p>NC4) Develop a plan to address housing gaps identified in the Consolidated Plan and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to compare and coordinate with the Comprehensive Plan.</p> | <p>NC8) Partner with local school districts to prioritize neighborhood services and programs to make elementary schools desirable for young families.</p> |



Revitalization of Retail Shopping Centers

Plano has many retail corners that typically were built at the corners of major intersections to serve surrounding neighborhoods. The total retail acreage zoned for these corners, particularly from the 1970s to 1990s, was greater than demand justified. Since that time, dramatic shifts in the national retail environment have further reduced demand for the types of businesses originally planned for these areas. While many stores have been successfully re-purposed and fulfill a need or niche, in many cases they no longer generate the traffic originally envisioned, resulting in underutilized facilities and excess parking.

Revitalization of Plano's underperforming retail corners is desired in a manner that is positive for the businesses and the surrounding neighborhoods. When appropriate, redevelopment of all or part of a retail corner may present opportunities for new uses and reduction of marginal or overbuilt retail space.

Policy

Plano will encourage reinvestment, revitalization, and redevelopment of underperforming neighborhood retail corners to accommodate a viable combination of local commercial, retail, and entertainment uses. Where appropriate transitions can be maintained, redevelopment may present opportunities to introduce residential uses and improve access.

Actions

RRSC1) Working with neighborhoods and property owners, identify retail corners that are prime candidates for redevelopment and reinvestment.

RRSC2) Develop a reinvestment toolkit for neighborhood retail corners which could include rezoning, fee waivers, or other incentives and planning assistance. When evaluating use of the toolkit for specific redevelopments, additional weight should be given to proposals that enhance surrounding neighborhoods, improve community aesthetics, and maximize the return to taxpayers.

RRSC3) Modify regulations to promote retail center redevelopment inclusive of creative design solutions, active open space, adequate green space, sustainable retail, and walkable streetscapes to create desirable destinations.

RRSC4) Establish design guidelines that provide safe connections for residents to conveniently access commercial businesses, open space, and other amenities in retail centers. Implementation should be limited to locations where connections are desired by the adjoining neighborhood.



Special Housing Needs

Segments of the city’s population, such as disabled adults, seniors, and low to moderate income households, require additional assistance to meet their housing needs. While many of Plano’s seniors desire to remain in their homes long-term, some will require further assistance to safely age in place. Provision of housing is also needed for adults with disabilities that are unable to live alone. Additionally, there are significant gaps in the number of housing units affordable to some Plano households.

Policy

Plano will support the special housing needs of residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special housing needs should be afforded the same health and safety considerations as other housing.

Actions

- SHN1)** Conduct a community needs assessment to identify and prioritize service demands and resources of the city’s residents.
- SHN2)** Create affordable homeownership opportunities in Plano for income qualifying households including, but not limited to, homeownership assistance programs, construction of new housing, and rehabilitation of existing structures.
- SHN3)** Support residents with special needs by providing financial assistance from federal, state, and local government grants to qualified social service agencies.
- SHN4)** Provide programs to rehabilitate and improve existing housing occupied by low and moderate income households.
- SHN5)** Review zoning regulations to provide reasonable opportunities for safe and healthy housing in support of special needs populations.
- SHN6)** Identify methods to incorporate Universal Design practices and encourage their implementation in new housing projects and home renovations.

SOCIAL ENVIRONMENT

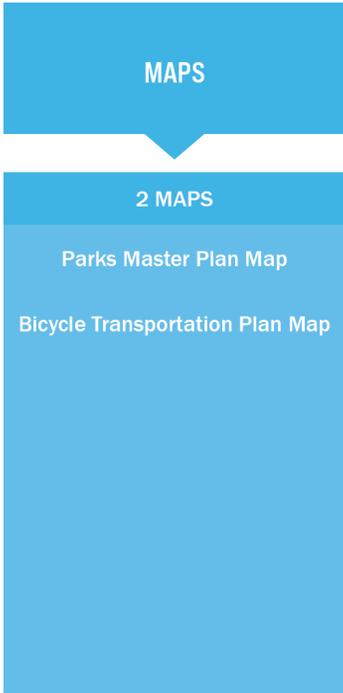
Social Environment Vision Statement

Plano provides a strong sense of community and high standard of living for its citizens through sustaining strong local partnerships and programs that ensure superior services, diverse cultural amenities, and quality educational opportunities.

PILLAR COMPONENTS



PILLAR MAPS



Safety & Services Component

Multiple city services increase quality of life for Plano citizens and preserve property values within the community. In many areas of the city, aging buildings have created property maintenance issues and reconstruction of older public facilities and infrastructure is required. Plano must proactively manage the transition to a mature community by maintaining and enhancing the city’s appearance for health, safety, and economic stability.

Today, Plano’s public safety efforts are consistently recognized on national, state, and local levels. The city’s reputation as a safe and secure community is a result of a successful, cooperative relationship between Fire-Rescue, Police, 911/Public Safety Communications, and Emergency Management. Plano will enhance its present high-quality public safety initiatives to lower crime rates, sustain quality fire protection, and better prepare the public and city staff during emergencies.

POLICIES





Emergency Management

Policy

Plano will evaluate and expand its emergency management initiatives and education to better prepare the public and city staff during emergencies.

Actions

- EM1)** Implement strategies to reduce or eliminate the impact of large-scale emergencies or disasters through the implementation of Plano's Hazard Mitigation Action Plan (HMAP).
- EM2)** Update Plano's Continuity of Operations Plan to ensure that the City is able to continue performance of essential functions.
- EM3)** Identify, assess, and prioritize local vulnerabilities to emergencies or disasters and the resources available to mitigate, respond to, or recover from them.
- EM4)** Monitor changes in citizen demographics to assure readiness initiatives are properly targeted and formatted.
- EM5)** Increase community resiliency through direct comprehensive preparedness activities; community-wide disaster preparedness education, training of citizens for the Community Emergency Response Team (CERT), and participation in the North Central Texas Council of Governments (NCTCOG) Safe Room program.
- EM6)** Prepare for and anticipate all types of disasters and emergencies that may trigger coordinated local response and recovery efforts.
- EM7)** Coordinate with other city departments to integrate emergency management techniques into long range planning efforts.



Public Safety

Policy

Plano will enhance its present high quality public safety and public outreach initiatives to lower crime rates and sustain quality fire protection while providing greater services to the community.

Actions

- PS1)** Implement the strategic plans for Police and Fire-Rescue and update every five years.
- PS2)** Provide yearly updates to City Council and the public for police and fire-rescue services.
- PS3)** Identify and prioritize projects for inclusion in Community Investment Program (CIP) fiscal year budget and future bond elections.
- PS4)** Annually meet with the Planning Department to evaluate population growth and changing demographics in order to effectively maintain fire service coverage and police services at the highest level.
- PS5)** Respond to and prepare for continued increases in emergent and non-emergent medical responses, with consideration to the aging population, new senior living facilities, and the evolving socio-economics of the Plano community.
- PS6)** Meet the national standards for emergency response times for Emergency Medical Services (EMS) calls, fire calls, and police Priority 1 calls.
- PS7)** Recognize and strengthen the role of social networks in public safety through increasing lawful activity in public spaces and through information sharing.
- PS8)** Direct resources to education and prevention programs, such as Neighborhood Crime Watches, that encourage residents to be proactive regarding personal property and share responsibility for community safety.
- PS9)** Evaluate new technological advances and programs to modernize public safety efforts and provide efficient and effective services in the most cost effective manner.



Property Standards

Policy

Plano will educate the community on the importance of property maintenance and provide proactive inspections to improve the quality of life, enhance the city's appearance and protect the health and safety of the community.

Actions

- PRS1)** Evaluate and leverage technology to increase the effectiveness of on-site inspections and enhance communication with citizenry.
- PRS2)** Facilitate a reduction of assigned neighborhood units per inspector to effectuate an increased awareness of property maintenance and voluntary compliance.
- PRS3)** Maintain a citywide catalog of residential properties per neighborhood to develop a housing stock baseline.
- PRS4)** Conduct periodic surveys of residential properties to measure change in neighborhood property conditions.
- PRS5)** Implement a systematic inspection program for single-family residential structures.
- PRS6)** Expand community engagement initiatives with HOAs, crime watch groups, and others to reduce common property maintenance issues and garner increased interactions.
- PRS7)** Complete an inspection efficiency study to analyze the number of reactive cases reported by residents versus the number of proactive cases identified by staff within a defined period.
- PRS8)** Incorporate the use of volunteers to address routine property maintenance violations.
- PRS9)** Develop strategic plans to include the outline of essential processes required for the maintenance and preservation of mixed-use developments and other innovative land use improvements
- PRS10)** Establish best practices to advance voluntary compliance and progressive code enforcement alternatives.



Facilities & Infrastructure

Policy

Plano will strategically plan and implement improvements to city facilities and infrastructure to ensure the necessary needs and services are provided to the community.

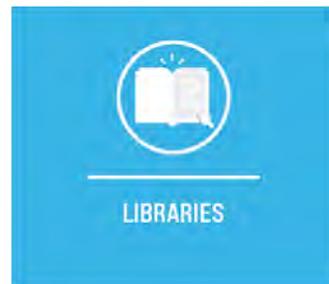
Actions

- FI1)** Implement the goals in the Facilities Master Plan and update every five years or as needed to prioritize and schedule projects for the Community Investment Program (CIP).
- FI2)** Design municipal buildings that are functional, distinctive, and appropriate for their surroundings.
- FI3)** When upgrading, expanding, or building new public facilities, utilize signage, landscaping, and related amenities to improve their visual appeal.
- FI4)** Maintain an asset management system to evaluate and rate the conditions of public infrastructure.
- FI5)** Work with private utility providers to ensure that ordinances and policies can accommodate innovative service technologies.

Quality of Life Component

The City of Plano is committed to providing a high quality of life for its citizens and businesses. Quality of life, known as the general well-being of individuals and societies, includes several components which are desired by citizens within the Plano community. Plano's quality of life and municipal services became a well-known commodity in the 1980s. The superior school districts, state of the art city facilities, and low crime rates contributed to the community's rapid population growth and corporate recruitment. Today, Plano continues to provide exceptional services that are nationally recognized. As Plano matures and the population diversifies, new challenges must be addressed in order to maintain a high standard of living for all citizens.

POLICIES



MAPS





Social Services

Plano collaborates with a number of nonprofit organizations and school districts to ensure unmet needs and services are provided throughout the community. The city contributes grant funding to assist in homelessness and poverty prevention, crisis services, and health access. Proactive measures have been proven to reduce long-term costs and have a greater impact in reducing demand on municipal services such as police enforcement and emergency medical response. Partnerships are vital to providing adequate services to underserved populations within the community and the city will support and build relationships with social service providers to address these needs to improve quality of life.

Policy

Plano will partner with private enterprises, nonprofit organizations, Collin County, Plano Independent School District, and other entities to provide adequate support to underserved populations within the community.

Actions

- SS1)** Implement the goals in the Consolidated Plan and update every five years in accordance with U.S. Department of Housing and Urban Development (HUD) requirements.
- SS2)** Participate in the annual Collin County Homeless Coalition’s homeless count.
- SS3)** Seek funding through partnerships and grants to provide health, human care, and shelter accommodations that meet the objectives stated in the Consolidated Plan.
- SS4)** Assist local partners in expanding access to health care services for underserved populations.
- SS5)** Develop a plan to identify underserved populations and barriers to participation in parks and recreation programs, and offer inclusionary support strategies to address the barriers.



Parks & Recreation

An accredited and award-winning parks and recreation system is a major contributor to the excellent quality of life in Plano. Citizens enjoy 85 public parks covering more than 4,300 acres and 88 miles of paved trails. Plano will keep pace with the city's changing demographics and growing population by developing a comprehensive system of facilities and programs that anticipates future needs and provides excellent parks, recreation facilities, trails, and open space.

Policy

Plano will develop and maintain a comprehensive system of park, trail, recreational, fitness, and sports facilities and programs that keeps pace with the city's changing demographics, creates multiuse destinations, and improves the health, wellness, and morale of the citizens.

Actions

- PR1)** Implement the Parks and Recreation Master Plan and update the plan every five years.
- PR5)** Acquire remaining properties to complete the trail system within Plano and link with systems in surrounding communities.
- PR2)** Develop and maintain a comprehensive program of parks and recreation facilities, based on the park classification system and master plan, that includes current facilities and approximate locations for future facilities.
- PR6)** Identify and prioritize projects required to complete the park system for inclusion in Community Investment Program (CIP) fiscal year budget and future bond elections.
- PR3)** Improve efficiency and cost effectiveness of providing certain programs and facilities through privatization, public/private partnerships, and joint operations with other public entities.
- PR7)** Examine the impact of changing demographics and recreational needs on parks, facilities, and programming through research of trends and gathering public feedback.
- PR4)** Create a strategic plan to enhance the trail network and create interconnectivity of neighborhoods, commercial areas, and other places of interest where feasible.



Active Living & Citizen Well-Being

America's Health Rankings recently rated Texas in the lower half of healthy states in the nation. Significant health issues identified by Collin County's medical providers such as diabetes, high cholesterol, and cardiovascular disease can be mitigated by encouraging active and healthy living initiatives. These initiatives include encouraging farmer's markets and community gardens to promote healthy food options, participating in a variety of Plano's Recreation Center wellness programs, or utilizing locally focused programs and services from Plano's medical providers. Collaboration and partnerships with local businesses and medical providers will provide an opportunity to address these public health issues for Plano's future.

Policy

Plano will partner with local medical providers to create health and wellness initiatives that increase active living and citizen well-being.

Actions

ALCW1) Conduct a Community Health Impact Assessment to evaluate community concerns and risks and develop evidence-based recommendations to protect and improve community health and wellbeing.

ALCW2) Develop educational programs and campaigns to inform the public and provide better access to information on healthy lifestyles and community health resources.

ALCW3) Improve partnerships between the City of Plano and school districts to promote healthy lifestyles and supporting activities through schools.

ALCW4) Support farm-direct programs (such as farm-to-work or farm-to-school) that link local farmers and food vendors to consumers.

ALCW5) Increase the number of tobacco and smoke-free environments, including outdoor areas, worksites, schools, and multi-unit housing, to reduce exposure to secondhand smoke and improve indoor air quality.

ALCW6) Encourage successful formation and patronage of retail food establishments with healthy options throughout the city, such as: farmers markets, community supported agriculture, corner and neighborhood stores, and supermarkets.

ALCW7) Increase health programs and outreach to senior citizens and meet needs of the growing number of retirees.



Libraries

Educational opportunities also contribute to the high standard of living in Plano. With five libraries, approximately 800,000 books in circulation, and thousands of print and non-print materials, the Plano Public Library System contributes to the academic advancement of the citizens. However, today’s libraries serve a larger role in the Plano community; they are places that provide an interactive human element where people can meet, learn, get help, be entertained, and improve their quality of life. The Plano libraries are continuously evolving with new technology to enhance and expand services that meet the future needs of the community.

Policy

Plano will enhance and expand, as appropriate, the existing library services to accommodate additional community needs that serve the changing demographics and library trends for the city.

Actions

- L1)** Implement the Library Strategic Plan and update every three years.
- L2)** Identify and prioritize projects for inclusion in Community Investment Program (CIP) fiscal year budget and future bond elections.
- L3)** Implement and sustain reliable technology to support new information and service delivery formats.
- L4)** Expand and enhance educational programming to reflect the changing demographics of Plano’s community.
- L5)** Evaluate the use of mobile library facilities and other ways to increase public outreach and enhance Plano’s active public spaces.
- L6)** Create a marketing program that promotes the libraries as civic focal points and resource hubs for Plano’s community.
- L7)** Expand existing libraries to include meeting spaces, workshop spaces, enlarged program rooms, and quiet spaces.
- L8)** Provide library materials in all formats as they become desired by the public.



Educational Opportunities

Plano's educational opportunities are reinforced by its three award-winning school districts and numerous National Blue Ribbon Schools of Excellence. Quality education is an important component of the culture and expectations of Plano's citizens, and the educational opportunities found within the city often attract new businesses and residents to the community. Though school districts are separate governmental entities from the city, both share a number of future challenges and can work cohesively to ensure high quality learning within the city.

Policy

Plano will assist with local education initiatives and opportunities to ensure high quality learning within the city.

Actions

- | | |
|---|--|
| <p>E01) Meet on a yearly basis with the school districts and Collin College staff to share demographic information and discuss changes in population.</p> | <p>E05) Evaluate the possibility of sharing facilities in areas of the city going through the cycle of reduced numbers of school children.</p> |
| <p>E02) Assist school districts in identifying demographic attributes that could impact education requirements.</p> | <p>E06) Update the Facility Siting Guidelines and adopt as a supplementary document of the Comprehensive Plan.</p> |
| <p>E03) Partner with local school districts to sponsor youth city council, mentoring programs, and support for civic government course work.</p> | <p>E07) Provide volunteer opportunities with local government agencies (City of Plano, Plano ISD, Collin College, Collin County) for city residents to develop employment skills and work experience.</p> |
| <p>E04) Increase awareness of volunteer programs by connecting with local school districts and colleges to provide students community service opportunities.</p> | |

Sense of Community Component

Sense of community is an individual's perception, understanding, and feeling about where they live. A strong sense of community, focusing on personal experience and emotional connection, can build resilient neighborhoods and establish a sense of belonging for Plano residents. As Plano matures and diversifies, a number of growing challenges affect citizens' sense of community. The city can address these challenges through identified efforts to ensure Plano builds and retains a strong feeling of connection among its residents.

POLICIES





Placemaking & Public Spaces

Placemaking, a community design technique that creates distinctive public spaces while encouraging social interaction, is utilized by cities across the world. Improving streets as interactive zones, linking health to public spaces, and transforming parks into multi-use destinations are all common techniques that can enrich the desirability of civic areas. Plano will utilize placemaking techniques to create memorable and unique experiences, and build neighborhood identity to enhance the community's character.

Policy

Plano will create memorable and unique public spaces to enhance community character and build neighborhood identity.

Actions

- PPS1)** Evaluate the cost and other resources needed to create active programming in parks and along trails to create multi-use destinations that support both formal and informal activities.
- PPS6)** Evaluate current facilities in terms of hosting regional and national events which could attract visitors to the city and determine the costs required to complete the necessary improvements.
- PPS2)** Participate with national PARKing Day where artists, designers, and citizens transform parking spots into temporary public parks.
- PPS7)** Review development regulations as needed to ensure site design requirements support and encourage public spaces.
- PPS3)** Create a public space activation guide that provides guidance to the city and developers on activating public spaces.
- PPS8)** Coordinate with the Historic Downtown Plano Association to support active programming for McCall Plaza.
- PPS4)** Identify areas for food truck events.
- PPS5)** Explore the addition of complementary facilities on the Plano Event Center site or surrounding properties that would enhance its ability to attract regional and national events.



Arts & Culture

Plano’s artistic and cultural assets contribute greatly to its unique character and overall livability. As the city’s population evolves, diverse cultural traditions and experiences are also providing Plano with a wealth of international perspectives that complement the existing creative community. Private and nonprofit organizations are leading the advancement of arts and cultural facilities, and Plano will partner with these organizations to improve quality of life and enrich the community’s culture.

Policy

Plano will promote the advancement of arts and cultural amenities with private and nonprofit partners to enhance quality of life and enrich community culture.

Actions

- AC1)** Develop a policy to support the installation of public art throughout the community.
- AC2)** Coordinate with the Plano Multicultural Outreach (MCOR) to determine the needs of different cultures living in Plano and possible impacts on municipal services.
- AC3)** Create a cultural awareness program for city employees to learn about the different cultures represented in the city.
- AC4)** Build on the success of the annual music festival and promote additional arts and entertainment throughout the year.
- AC5)** Promote events and programs that recognize and celebrate social and cultural diversity in Plano.
- AC6)** Coordinate with the various arts and performing arts organizations to expand cultural activities within Plano.
- AC7)** Target public investment to leverage additional capital for heritage, arts, and cultural activities.
- AC8)** Determine the feasibility of performing arts venues within the City of Plano.



Heritage Preservation

A city’s history is one of the most important factors shaping its identity. In 1979, with rapid population increase and threats to historic resources, Plano adopted the first heritage preservation plan to protect city landmarks. Today, Plano’s cultural heritage and historic character provide a distinctive environment for residents and business owners with two heritage districts (Downtown and Haggard Park) and 34 individually designated historic resources. Preservation has become much more than saving bricks and mortar. It provides a community with sustainable social, cultural, and economic advantages. To embrace its unique historical character, Plano will identify and preserve historic and cultural resources that promote the understanding of the city’s history and enrich the city’s sense of place.

Policy

Plano will embrace its unique historical character and authenticity by identifying and preserving historic and cultural resources that promote the understanding of the city’s history and enrich the city’s sense of place.

Actions

- HP1)** Implement the City of Plano’s Heritage Preservation Plan and update every five years to serve as the guiding document for the city’s Heritage Preservation Program and related activities.
- HP2)** Conduct a survey to evaluate structures built between 1945 and 1975 to determine potential eligible historic areas.
- HP3)** Review, and amend as necessary, the zoning ordinance for compatibility with the character of the existing historic districts.
- HP4)** Increase compliance actions to meet the adopted heritage district guidelines.
- HP5)** Establish standards for appropriate infill development within historic districts.
- HP6)** Develop standards to guide rehabilitation of historic properties with energy efficient or clean energy technology.



Community Building

An individual’s emotional connection to their community is important to establish a high quality of life and ensure a city’s success. Plano will encourage cohesion among its diverse citizens by building new relationships that create a community where everyone is proud to live and work. Therefore, Plano will pursue community building efforts and initiatives and provide the tools needed to strengthen community cohesion and sense of belonging among residents.

Policy

Plano will pursue community building efforts and initiatives and provide the tools needed to strengthen community cohesion and sense of belonging among residents.

Actions

- CB1)** Strengthen and expand existing community outreach and participation programs such as Love Where You Live and Citizens Assisting Plano Police.
- CB2)** Develop a community pride initiative and include an educational component that addresses the history, arts, culture, educational resources, and natural resources in Plano.
- CB3)** Create a centralized database and integrated online mapping tool that provides all information available for a specific geography, including trash collection, property standards contacts, emergency contacts, and upcoming events and programs to encourage community and civic engagement.
- CB4)** Create a mentorship program for established homeowners associations to mentor developing organizations.
- CB5)** Increase the number of neighborhoods with crime watch programs and encourage residents to become block captains.
- CB6)** Create a neighborhood association toolkit to assist citizens in forming neighborhood associations.
- CB7)** Promote HOA and Neighborhood Association Quarterly Breakfasts to new neighborhood associations.
- CB8)** Create a marketing campaign to encourage neighborhoods to host block parties and utilize the city’s Block Party Trailer.
- CB9)** Facilitate opportunities for neighborhood representatives, business organizations, not-for-profit organizations and agencies, and other stakeholders to meet regularly with and obtain information from city staff on city initiatives and activities.
- CB10)** Continue the Neighborhood Vitality and Beautification Grant Program to assist in creating a sense of identity for neighborhoods.



Community Involvement & Participation

To effectively determine citizen needs and appropriate solutions, city government must interact with residents, businesses, non-governmental organizations, and other governmental agencies. The City of Plano has encouraged citizen input through a number of efforts including public meetings, outreach programs, and social media. Plano will proactively seek civic participation from all ages, ethnicities, and cultures and provide residents with opportunities to increase citizen involvement.

Policy

Plano will proactively seek civic participation from all ages, ethnicities, and cultures and provide residents with information, education, and opportunities to increase citizen involvement.

Actions

- CIP1)** Assist in creating a young adult leadership program to engage the next generation of Plano leaders.
- CIP2)** Provide leadership and training programs that encourage and support representation on local boards and commissions reflective of the community's diversity.
- CIP3)** Provide the public with regular communication and sufficient information regarding policies, programs, and decision-making using traditional outreach methods and social media marketing.
- CIP4)** Create and support meaningful and inclusive community engagement initiatives through new and innovative service opportunities.
- CIP5)** Evaluate new innovative technology to increase public participation and emphasize interactive participation methods.
- CIP6)** Coordinate and collaborate with nongovernmental organizations to increase public participation.
- CIP7)** Coordinate with county officials to create marketing campaigns for increasing voter participation.
- CIP8)** Create a public engagement guide and update yearly to include best practices for hosting successful public meetings.
- CIP9)** Develop a strategy with the Plano Multicultural Outreach Roundtable (MCOR) to increase communication and participation by diverse populations within the community.

NATURAL ENVIRONMENT

Natural Environment Vision Statement

Plano is a healthy and sustainable city, whose policies and investments focus on building and site efficiency, protecting and restoring natural resources, and improving the resiliency of the community.

PILLAR COMPONENTS



Building & Site Efficiency Component

A healthy environment is critical to ensuring and sustaining a strong, productive, and resilient community. An important health component of Plano's environment is the relationship between buildings or site improvements and their natural setting. Developing a site that is respectful of the natural environment is key to achieving a balance between conservation of natural resources and continuing economic growth.

POLICIES





Building & Development Design

Plano consistently updates its building codes to implement the latest building efficiency measures as defined by the International Code Council. Since building codes provide minimum requirements, the city will explore incentive programs to encourage greater energy efficiency measures for both new and renovated buildings city-wide. In 2007, Plano decided to lead by example through implementation of a policy requiring all new city-owned buildings and significant remodels to incorporate energy conservation measures. As we move into the future, Plano will invest responsibly in municipal facilities and utilize codes and incentive programs, to protect, conserve, and enhance the city's environmental resources.

Policy

Plano will implement energy efficient building codes and make sustainable investments to new and existing facilities to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.

Actions

- BDD1)** Annually review the Facility Policies and Procedures to incorporate new building efficiency measures as feasible.
- BDD2)** Create a policy requiring any public-private project that includes a development agreement to apply sustainable construction standards, as appropriate, to the project.
- BDD3)** Review development and building regulations every three years to ensure provisions for the efficient use of natural resources and promote environmental quality.
- BDD4)** Promote buildings and projects that are environmentally friendly and educate the public about the health and environmental benefits of green buildings.
- BDD5)** Ensure timely adoption of building codes as established by the International Code Council.
- BDD6)** Create a building incentive program for new development and redevelopment projects to incorporate sustainable design elements such as: solar energy; natural lighting; reflective roofs or green roofs; low Volatile Organic Compounds (VOC) materials and ventilation; heating, ventilation, and air conditioning (HVAC) energy performance and efficiency systems; on-site renewable energy; waste minimization; and water reclamation and conservation.
- BDD7)** Determine if viable options exist within the North Central Texas Council of Governments (NCTCOG) amendments of the International Green Construction Code (IgCC) for possible inclusion into the development process.
- BDD8)** Create regulations for sustainable building and site planning practices such as tree preservation, reduced impervious coverage, and green infrastructure.



Renewable Energy

An important energy conservation measure for buildings is reducing the dependence on non-renewable energy sources. The State of Texas ranks in the top of the nation in several renewable energy rankings. With an average of 232 days of sunshine a year, solar is the most viable option for our community. Drought and topography make other renewable energy sources less economically feasible. However, energy providers across the state produced 38.1 million megawatt-hours of renewable energy in 2013, up 12% from the previous year. Consumers, including the city, have the ability to negotiate for higher percentages of these resources. Plano will increase the use of renewable energy sources for city operations and encourage residents and businesses to make improvements in energy efficiency.

Policy

Plano will increase the use of solar power and other renewable sources for city infrastructure, facilities, and operations and encourage residents and businesses to make renewable energy improvements that diversify the energy supply, reduce dependence on fossil fuels, improve air quality, and reduce greenhouse gas emissions.

Actions

- REN1)** Develop energy conservation education and energy efficiency retrofit programs and identify appropriate new financing opportunities for energy efficiency and solar energy installations for commercial, residential, and civic buildings.
- REN2)** Create a marketing campaign that increases awareness and participation with the city’s Smart Energy Loan Program, Housing Rehabilitation Program, and Great Update Rebate Program to provide homeowners and renters assistance in upgrading their homes to be more energy and water efficient.
- REN3)** Explore public/private partnerships for the development of energy efficiency programs with private utility companies.
- REN4)** Increase renewable energy participation with homeowners and business owners by supporting private initiatives such as Solarize Plano.
- REN5)** Evaluate the feasibility of using rooftops of public facilities and parking garages for renewable micro-power generation, such as solar.
- REN6)** Evaluate the feasibility of geothermal energy as an alternative energy source for public and private buildings.
- REN7)** Negotiate higher renewable energy minimums with the city’s electric providers at the time of contract expiration.

- REN8)** Establish a cost-effective program for replacing city vehicles operating on fossil fuels with those that operate on alternative fuels or electricity.

- REN9)** Review the Zoning Ordinance and amend as necessary to facilitate the development of alternative fuel distribution facilities.

- REN10)** Seek grants to assist with the funding for alternative fueling stations and electric charging stations.



Stormwater Management

The design of buildings and development sites should also incorporate efficient management of stormwater. Although a natural part of the water cycle, stormwater runoff can also be an environmental concern. Pollutants such as oil and gasoline from roadways or fertilizers from lawns and farming can enter our lakes, creeks, streams, and other natural waters. Stormwater can also cause stream bank erosion and habitat destruction if it’s not properly managed. To improve water quality, Plano will require development plans to minimize contamination of waterways and protect natural habitats.

Policy

Plano will improve water quality by requiring design and use of erosion control plans and stormwater pollution prevention plans to ensure compliance with federal, state, and local regulations, minimize pollution and contamination of water ways, and enhance and protect biodiversity and ecosystems.

Actions

- SM1)** Implement the goals and objectives of Plano’s Stormwater Management Plan, which is updated every five years.
- SM2)** Provide annual reports of Plano's stormwater management program to the regulating authorities.
- SM3)** Expand city regulations for post construction stormwater management in new developments and redevelopments by a combination of structural and nonstructural Best Management Practices (BMPs) appropriate for the community.
- SM4)** Develop and provide training opportunities for local developers, property owners, consultants, and city staff on how to design, construct, inspect, and maintain permanent stormwater structural Best Management Practices (BMPs).
- SM5)** Create a stormwater demonstration program for select neighborhoods, districts, or on city property to show the proper installation of structural Best Management Practices (BMPs) for streets and parking lots.
- SM6)** Create a stormwater volunteer program to engage residents in cleaning and testing in efforts to improve water quality of creeks.



Water Conservation

The state's continuing drought also makes water conservation an important aspect in the design of buildings and development sites. Over the past ten years, the Dallas-Fort Worth region is averaging only 3.1 inches of rain per month. In the same amount of time, the region has grown by 1.1 million people and continues to grow at a rapid pace.

Residents must make a conscious effort to conserve water for future generations. In our community, the irrigation of lawns continues to be one of the greatest uses of water and new conservation techniques such as xeriscaping, drought tolerant landscaping, rain barrels, and drip irrigation systems must be encouraged. To ensure the city has an adequate long-term water supply, Plano will expand education and incentive programs to encourage water conservation measures.

Policy

Plano will conserve water resources by expanding education and incentive programs to ensure the city has adequate water supply to meet the long-term needs of the citizens.

Actions

- | | |
|--|--|
| <p>WC1) Apply adopted water conservation measures even during periods of adequate supply, not just during drought.</p> | <p>WC4) Study potential of air conditioning condensation harvesting and grey water use as a water conservation measure.</p> |
| <p>WC2) Create incentives for water conservation techniques such as drip irrigation systems, rainwater collection and harvesting, and drought tolerant landscaping, and create demonstration projects on city facilities to increase awareness.</p> | <p>WC5) Provide educational materials, seminars, and workshops on conservation and sustainability practices for water resources.</p> |
| <p>WC3) Utilize traditional and emerging marketing methods such as large-scale media, social marketing campaigns, and presence at public events to improve awareness and participation for the city's water conservation programs.</p> | <p>WC6) Evaluate environmental impacts of artificial turf or synthetic grass as an alternative for residential and commercial developments.</p> |

Environmental Quality Component

Over the past 50 years, Plano has experienced rapid growth in land area and population. This growth presents challenges in protecting the natural environment. The future success of cities will be judged by their ability to address these environmental challenges, becoming more resilient in the community's form and function.

POLICIES





Waste Minimization

Minimizing waste also improves the environmental quality of our community and conserves natural resources by saving energy, reducing landfills, and improving air quality. Diverting waste from landfills through recycling and composting efforts is a priority for the city. In 1999, with a 5% recycling diversion rate, the Plano City Council created a 40% citywide diversion goal. By the end of 2013, the city was recycling over 37% of all waste; a greater percentage than the state and national average. Several outreach and educational programs offered by the City have resulted in this increase and encourage citizens to recycle. It includes the Zero Waste Program and Litter Cleanup Days. The commercial construction and demolition program, created in 2009, has been one of the most successful recycling initiatives to date. This program requires a refundable deposit as a financial incentive to recycle debris from building projects. As a result, construction and demolition recycling has increased over 170% and has significantly contributed to the city’s diversion rate. The City of Plano also supports large-scale composting as part of a regional council or coalition of cities. Yard trimmings and clean wood are processed to create compost materials marketed as Texas Pure products and sold at a discounted rate to Plano residents. To conserve environmental resources, Plano will reduce the overall disposal of solid waste and increase reuse and recycling.

Policy

Plano will reduce the overall disposal of solid waste and increase reuse and recycling to conserve environmental resources.

Actions

- WM1)** Create a 20-year Solid Waste Plan and incorporate focus groups to cover the identified key areas of: commercial businesses (separated by large, medium, and small), multi-family complexes, and residential sections (separated by home size/age, ethnicity and culture, family size, and median age).
- WM2)** Develop and implement the 2015-2025 Regional Compost Program in conjunction with North Texas Municipal Water District and four (4) additional solid waste member cities: Richardson, Frisco, Allen, and McKinney.
- WM3)** Complete the implementation of the Construction and Demolition Recycling Incentive Program enhancements.
- WM4)** Utilize traditional and emerging marketing methods such as large-scale media, social marketing campaigns, and presence at public events to improve awareness and participation in the City’s recycling programs.
- WM5)** Evaluate and determine the next tier of residential-based materials potentially targeted through future recycling activities, collections, or programs to increase recycling and decrease waste disposal.
- WM6)** Develop and refine Plano’s Commercial Recycling-based Green Business Certification program and increase promotion of and participation in the program.



Open Space & Natural Resource Conservation

Plano's open space preserves and natural resources are extremely important for residents. Three of the region's most desired nature preserves are located in Plano and dedicated to providing leisure amenities as well as protecting the community's wildlife. As Plano continues to redevelop, dedicating open space and preserving natural resources are imperative to enhance the health of people, wildlife, and our ecosystems. Land is a limited resource and available open space must be strategically expanded to provide for a growing community.

Another initiative to improve the environmental quality of our community is to establish and maintain an abundant tree canopy. Trees create shade, providing comfortable outdoor pedestrian environments during hot summer months and reducing energy usage in buildings. A healthy tree canopy can help lower higher temperatures found in cities, often referred to as heat islands. Heat absorbed from sunlight is retained by man-made structures, creating areas of higher temperatures. At night, developed areas of the city continue to radiate heat stored during the day. It keeps temperatures as much as 10-15 degrees warmer than areas outside the city. The warmer temperatures can also attribute to more frequent ozone air pollution days and greater health impacts. Having a tree canopy and green spaces are critical to combating these heat effects. Plano will protect open spaces, conserve natural resources, and maintain the city's urban forest to improve air quality and the health of Plano's citizens.

Policy

Plano will conserve and restore open spaces and natural resources to increase resilience, adaptability, and biological integrity and maintain the city's urban forest as a key component of the natural infrastructure network to improve air quality and the health of Plano's citizens.

Actions

OSRC1) Rehabilitate and enhance natural drainage systems, water detention and retention basins, and other infiltration areas for multiple benefits, such as recreation, wildlife habitat, and stormwater management.

OSRC2) Identify opportunities to conserve and reestablish open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition.

OSRC3) Work with local arboricultural institutions and agencies to update the Urban Forest Master Plan that establishes goals for treescape improvements and enhancements throughout the community.

OSRC4) Conduct a citywide study every 8-10 years, or as necessary, to determine heat island hot spots.

OSRC5) Evaluate the feasibility of creating a tree planting program to assist specific property owners in addressing heat island hot spots.

- OSRC6)** Create a pavement reduction incentive program that identifies innovative ways to reduce the amount of impervious surfaces and reestablishes green infrastructure.

- OSRC7)** Evaluate the commercial landscaping requirements within the Zoning Ordinance as part of the Urban Forestry Plan updates to ensure zoning regulations meet the intent of the urban forestry policies.

ECONOMIC ENVIRONMENT

Economic Environment Vision Statement

Plano has a diverse and resilient economic base with a variety of businesses and employment opportunities for a well-educated and highly-skilled resident population.

PILLAR COMPONENTS



Economy Component

A diverse economy creates a city that is resilient in times of change or economic stress. Plano's current economy is comprised of a mixture of businesses that vary in size and industry sectors. To ensure the city has a wide range of future commercial activities, Plano will focus efforts to retain existing businesses and target outreach to innovative knowledge-based companies.

POLICY





Diverse & Resilient Economy

Business retention and expansion is a primary initiative of the City of Plano's Economic Development Department. The city fosters relationships between businesses and community leaders to understand local needs and facilitate the growth and expansion of existing companies. The Plano Chamber of Commerce and Collin County Small Business Development Center also serve as a liaison to encourage the promotion and creation of business-friendly policies.

Corporate headquarters and technology companies presently serve as the city's primary focus for business attraction. The city seeks companies that provide highly-skilled job opportunities for residents and support local industry sectors. While retention of existing business is very important to the city's success, Plano must anticipate the community's changing needs by attracting new companies and industry sectors.

Corporate campuses are still a desirable layout for many companies. The City of Plano has ample opportunities for relocation within one of the four major business parks. The Comprehensive Plan's policies support the retention of vacant land for economic development and employment opportunities in identified areas throughout the city. There is also a shift towards compact offices and collaborative work spaces that allow smaller footprints in a highly concentrated built environment. Increased office development on smaller lots is encouraged through the recommended redevelopment of expressway corridors and placement of mixed-use centers at targeted locations throughout the city.

In addition to available land for economic development, Plano's high quality of life, including a variety of housing options, strong schools, and excellent parks and recreation facilities, attracts companies that are considering relocation. Comprehensive Plan policies support the enhancement of these assets to sustain a vibrant, growing community, allowing employees of all economic levels to enjoy living and working in Plano.

Policy

Plano will focus efforts to retain existing businesses and target outreach to innovative knowledge-based companies to ensure a diverse and resilient economic base.

Actions

DRE1) Analyze Plano's current economic base to identify current needs and opportunities.

DRE2) Identify business clusters within the city and develop market studies to support the continued growth and expansion of these industry sectors.

- DRE3)** Review undeveloped land areas within the city to anticipate infrastructure needs required to assist with economic development activities.

- DRE4)** Formally engage with business leaders on a regular basis to address specific needs to assist with the expansion and retention of existing businesses as well as the development and growth of new companies.

- DRE5)** Provide strong customer support to businesses for the delivery of municipal services.

- DRE6)** Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.

Workforce Development Component

A diverse economic environment demands a highly-skilled workforce that continues to improve job skills, education, and knowledge to compete in a dynamic business climate. Although 57% of all adults in Plano have a bachelor's degree and are employed in managerial, technical, and professional jobs, business concepts and operations are constantly changing. To ensure that Plano residents possess the characteristics desired by leading innovative corporations, the city will support local education and business efforts to develop and retain a competitive workforce.

POLICY





Jobs & Workforce Development

Plano residents are served by three public school districts. Plano ISD, the city's largest school district, reported the completion rate for the class of 2014 was 98.2%. 95% of those graduating students attended college during the fall of 2014. With 25 colleges and universities in the Dallas-Fort Worth region, Plano companies have a pipeline of 157,000 students currently enrolled in four year universities. An additional 187,000 students are attending community colleges. More than 6% of Plano's adult population are enrolled in continuing education classes in area institutions that are focused on enhancing workforce skills.

Collin College offers more than 100 degrees and certificates in a wide range of fields. The University of Texas at Dallas (UTD) is a four-year emerging research university providing numerous undergraduate and advanced degree programs to Plano residents. Through specially designed undergraduate and graduate degree programs, these universities enhance professional development for working adults pursuing advanced education.

Workforce development programs by local organizations, such as the Plano Chamber of Commerce, are also offered to enrich personal development skills. The Young Professionals of Plano, Leadership Plano, and The Women's Division are all Chamber initiatives that have specialized training for specific workforce groups to receive instruction on career development and business leadership. TEDxPlano, a Chamber initiative, provides a platform to explore innovative ideas, emerging business trends and best practices – inspiring further development of local companies.

Through collaborative efforts with the education and business communities, the City of Plano can assist in developing a competitive workforce. To attract and retain this selective employee base as residents, Plano will need to enhance the existing community character and provide a superior quality of life by creating interactive social spaces, diverse housing options, and excellent municipal services to distinguish itself from neighboring communities. Education, business, and local government efforts provide the foundation to attract skilled workers and ensure competitive job skills that provide area businesses with an ever-improving employee base.

Policy

Plano will assist the education and business communities in developing a competitive workforce to provide job skills demanded by the regional marketplace and employment opportunities for local graduates.

Actions

- JWD1)** Create a partnership involving executive leadership from the city, local education services, and businesses for providing data and analysis that address community issues impacting workforce development.
- JWD2)** Create an annual report on the city's workforce strengths and challenges.
- JWD3)** Meet with local colleges and public education providers and encourage the creation of programs that enhance job skills of city residents needed by employers.
- JWD4)** Encourage and support efforts by area colleges and businesses to integrate recent graduates into the local workforce.
- JWD5)** Enhance Plano's quality of life to retain and recruit a highly-skilled workforce for the community.

REGIONALISM

Regionalism Vision Statement

Plano is a leader and an innovator in the Dallas-Fort Worth region, by working with other communities to address population growth, regional transportation, air quality, water conservation, consistency with neighboring cities, and educational opportunities.

PILLAR COMPONENTS



Regionalism Component

Plano is a principal city in the Dallas-Fort Worth region located in North Texas. With a population of 7.4 million people, the Dallas-Fort Worth Metroplex is the largest urban region in the state of Texas and the fourth largest in the United States. Dallas-Fort Worth is also one of the fastest growing areas in the United States, supplying 4.5 million jobs. As a large metropolitan area, there are many future challenges that are beyond the ability of a single city to address. Working cooperatively with the regional governments, Plano and its neighboring cities will need to find complementary solutions to solve broader problems and attain area goals. The Comprehensive Plan has identified several regional topics to address.

POLICIES





Population Growth

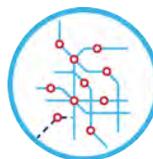
By 2045, the DFW area is expected to increase by 4 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopment. This increased regional population will also have an impact on the area's transportation network although infill and urban development are more efficient than continued regional expansion.

Policy

Plano will plan for regional population growth in identified areas while preserving the suburban character of the community.

Actions

- PG1)** Evaluate the potential of preferred growth and redevelopment locations to accommodate anticipated growth in a way that compliments and respects existing neighborhoods. Where potential is found to align with community priorities, initiate action to support desired outcomes.
- PG2)** Collaborate with neighboring cities to determine compatibility with residential development policies. Whenever possible, seek solutions that are mutually beneficial.
- PG3)** Coordinate with the North Central Texas Council of Governments to ensure Plano's projected residential development is included within regional traffic modeling.
- PG4)** Participate in regional discussions regarding population change and migration into the Dallas-Fort Worth area and its impact on cities and the region.



Regional Transportation

Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices, reduction of traffic demand, and improving safety.

Policy

Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility.

Actions

- RT1)** Create criteria to evaluate regional transportation projects to determine the impact upon the city and develop solutions to mitigate negative effects.
- RT2)** Complete all proposed bicycle trail connections with neighboring cities as identified on the City’s adopted plans.
- RT3)** Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system.
- RT4)** Annually review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.
- RT5)** Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.



Air Quality

Enhancements to regional mobility will also improve the area’s air quality by reducing emissions from vehicles. Currently, DFW does not meet federal standards for ozone levels, which results in breathing difficulties for some area residents and increases in local temperatures. If this situation does not improve, the Environmental Protection Agency could impose sanctions that would result in the loss of federal funding for major transportation projects. Plano intends to lead by example to reach federal standards for regional air quality.

Policy

Plano will lead by example in the Dallas-Fort Worth area by developing polices that assist the region in reaching attainment for air quality.

Actions

- AQ1)** Implement the regional vehicle idling policies for local government vehicle fleets established by the North Central Texas Council of Governments (NCTCOG).
- AQ2)** Evaluate and implement new technologies, such as idling detection for city vehicles, to assist with reducing air pollutants.
- AQ3)** Improve timing and coordination of traffic signals with Plano, the state of Texas, the North Texas Tollway Authority (NTTA), and neighboring cities to reduce emissions from idling vehicles and improve traffic flow.
- AQ4)** Initiate and participate in regional alternative energy projects to reduce dependence on fossil fuels.
- AQ5)** Develop a policy that limits roadway construction within Plano to non-peak hours to the maximum extent possible.
- AQ6)** Work with area cities to develop a policy regarding High Occupancy Vehicle (HOV) access and congestion pricing.



Regional Water Conservation

Another key issue in the Dallas-Fort Worth area is water conservation. Droughts are a fact of life in Texas, so water conservation must be an ongoing effort. Plano shares Lavon Lake, its primary water source, with thirteen neighboring cities. As population increases and drought conditions persist, it will become more difficult to meet future water needs. Plano will assume a regional leadership position and work with neighboring cities to encourage more efficient water use.

Policy

Plano will assume regional leadership regarding water issues and work with North Texas Municipal Water District (NTMWD) member organizations to encourage more efficient water use and conservation.

Actions

- RWC1)** Develop a regional water usage plan with NTMWD for all member cities.
- RWC2)** Participate in regional planning activities to prepare for predicted future drought conditions.
- RWC3)** Develop a landscaping water usage plan that would enable Plano to conserve and reduce the costs for purchasing water from the NTMWD.
- RWC4)** Actively educate residents to achieve compliance with water restrictions.
- RWC5)** Require drought resistant and native plants for required landscaping on all new development and replacement of current landscaping throughout the city.
- RWC6)** Study operational impacts of drought conditions on the city's water and sewer system.



Consistency with Neighboring Cities

Municipal boundaries are primarily for governmental purposes – many residents are unaware of moving from one city to another since roadways, trails, and parks often continue across city borders. To take advantage of its centralized location in the region, Plano will coordinate with neighboring cities to provide more efficient and consistent municipal services and public improvements.

Policy

Plano will coordinate with neighboring cities to provide municipal services and plan for compatible growth, public improvements, and operational efficiencies, in a way that compliments and respects the Plano community.

Actions

- CNC1)** Review plans with neighboring cities to ensure consistency in land use activities and transportation facilities and services every two years.
- CNC2)** Explore and identify additional opportunities to share municipal services with area cities.
- CNC3)** Partner with neighboring cities on vector control of insects and animals.
- CNC4)** Analyze changing demographics in cooperation with neighboring cities to determine impacts on programs and facilities provided by municipal park departments and sports organizations.



Regional Education

Other partners for the City of Plano are the local and regional education providers. Educational opportunities and quality of education are major factors in determining a community of choice. While school districts serving Plano receive strong local support that enables academic excellence, the city should advocate for reliable and adequate state funding for education. In addition, access to Tier 1 research institutions and other quality colleges and universities enhance the economic competitiveness of Plano and the region. Partnerships with local and regional education providers will ensure quality academic opportunities for the Dallas-Fort Worth area.

Policy

Plano will partner with education institutions to provide quality educational opportunities to retain students in the region and for economic development opportunities to attract businesses seeking universities to provide research and development opportunities.

Actions

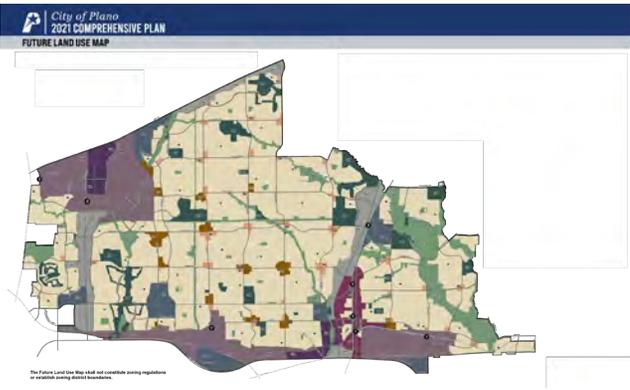
- RE1)** Participate in research and economic development opportunities with local colleges and universities.
- RE2)** Support initiatives to improve the quality of and accessibility to educational resources in Plano.
- RE3)** Attract and retain the presence of higher education institutions within the City of Plano.
- RE4)** Support Collin College's efforts for academic excellence and provide student opportunities for professional work experience including corporate and business partnerships.
- RE5)** Support the efforts of educational institutions in utilizing new technologies that improve access to higher education and vocational training for Plano residents.
- RE6)** Participate in partnerships with local schools and businesses to provide student opportunities for internships, job skills, and professional work place experience.

MAPS

Future Land Use Map & Dashboards

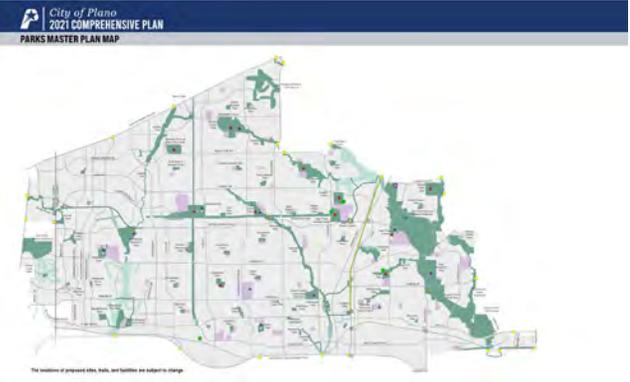
Expressway Corridor Environmental Health Map & Guidelines

Thoroughfare Plan Map & Cross-Sections



Parks Master Plan Map

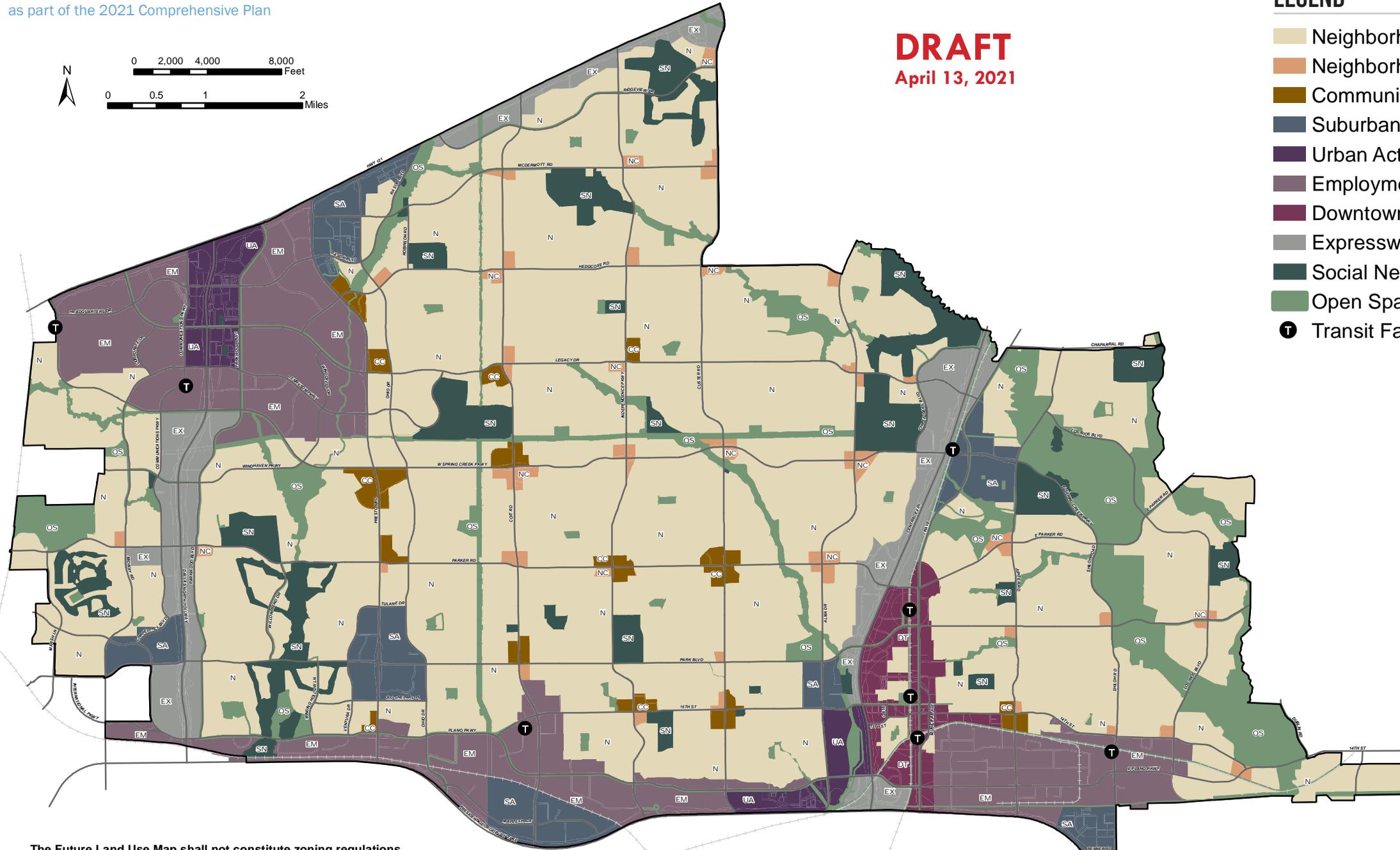
Bicycle Transportation Plan Map



FUTURE LAND USE MAP

Future Land Use Map and Dashboards adopted by City Council on MMMM D, YYYY
 as part of the 2021 Comprehensive Plan

DRAFT
 April 13, 2021



LEGEND

- Neighborhoods (N)
- Neighborhood Corners (NC)
- Community Corners (CC)
- Suburban Activity Centers (SA)
- Urban Activity Centers (UA)
- Employment Centers (EM)
- Downtown Corridors (DT)
- Expressway Corridors (EX)
- Social Network (SN)
- Open Space Network (OS)
- T Transit Facilities

The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.

Source: City of Plano
 Freese and Nichols, Inc.

How to Read the Dashboards

Each Future Land Use Category includes a general description, list of priorities, and dashboard illustrating the mix of land uses and typical design characteristics that are desirable to meet the community’s vision for these areas. It is intended that these dashboards be broad enough to adequately portray similarities of large geographies of the city, while also adding the necessary specificity to establish reasonable community expectations for how these areas should develop or redevelop. As Plano is mostly developed, existing conditions are not anticipated to align perfectly with the dashboards, and individual sites under the same category will develop with their own unique mix, character, and flavor. Small Area Plans (where existing) are considered an extension of the Comprehensive Plan and may be used to further refine the community’s vision for specific locations within the city. If there are conflicts with the dashboards, the Small Area Plan controls due to the extensive public outreach and additional detail within these plans. The sections below describe how to use and interpret the Future Land Use Category Dashboards of the Comprehensive Plan.

1. DESCRIPTIONS

This section provides a written description of the broad vision, form, and desired characteristics for each Future Land Use Category. **These descriptions are aspirational in nature, indicating the desired future conditions.** They are intended to describe the typical qualities of each category and may not reflect the full variety of uses and existing conditions of individual locations. *(For example, the Neighborhoods (N) Future Land Use Category, while primarily single-family in nature, will cover neighborhoods in Plano ranging from estate lots to townhomes and apartments.)*

2. PRIORITIES

This section provides a list of major priorities and necessary action to achieve the vision for each Future Land Use Category.

3. MIX OF USES

This section includes charts illustrating a preferable mix of uses that are representative of the general vision for each category. As Future Land Use Categories cover large portions of the city, **these charts should not be interpreted as hard caps or minimums for the mix of uses at individual locations;** however, changes in land use should improve, rather than detract, from the preferable mix of uses established for the Future Land Use Category in an area. The actual mix of uses may vary from location to location based on existing conditions, market demand, and individual site considerations that may limit the suitability of certain uses. Large deviations, however, should warrant close consideration and are generally **not favorable** in this plan. See more information on the next page.

4. DESIRABLE CHARACTER DEFINING ELEMENTS

This section describes the general characteristics that are desired for **new growth, infill,** and **redevelopment** in each category. Improvements to existing uses should also be encouraged to incorporate these desirable character defining elements. More information is described on pages 73 - 75.

LAND USE CATEGORY

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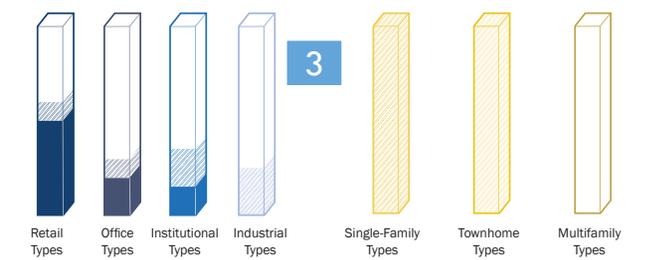
LAND USE CATEGORY PRIORITIES

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LAND USE MIX (acres)



EMPLOYMENT (acres) **HOUSING (dwelling units)**



DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	SF: up to 10 DUA Other: up to 22 DUA	Low intensity Low-rise scale	10% to 50% Passive green space
PARKING ORIENTATION		BLOCK PATTERN & STREETSCAPE	
	Res: garages with driveways Non-res: surface lots		Gridded or curvilinear blocks Traditional Residential streetscape
MULTI ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 HIGH direct access from local streets	 MEDIUM served by bus on perimeter arterial streets	 HIGH connected to trails and bike routes	 HIGH walkable to parks and schools

¹ See how to guide on pages 1-4.



Mix of Uses

The Land Use Mix section provides the preferred balance of housing and employment uses within the category. This is calculated in total acres of land, excluding areas that are generally recognized as unsuitable for private development, such as the 100-year floodplain and electric transmission line easements. The area to be used in calculating the total acreage varies from category to category as listed to the right:

EMPLOYMENT MIX (acres)

The Employment Mix chart describes the preferred mix of the following employment types within each Future Land Use Category:

<div data-bbox="25 570 294 816"> <p>RETAIL TYPES</p>  </div>	<p>Retail Types generally includes businesses with commercial store frontages located in pad, strip, activity, or big box shopping centers. It also includes supporting businesses such as light office, hotels, self-storage, gas stations, light automotive servicing centers, entertainment venues, and other similar uses when located in a retail shopping center.</p>
<div data-bbox="25 829 294 1076"> <p>OFFICE TYPES</p>  </div>	<p>Office Types generally includes businesses that provide professional, medical, or administrative services located in a neighborhood or corporate campus setting, such as:</p> <ul style="list-style-type: none"> • doctor/dentist offices • attorney offices • research/technology businesses • insurance agencies • corporate offices
<div data-bbox="25 1089 294 1336"> <p>INSTITUTIONAL TYPES</p>  </div>	<p>Institutional Types includes educational, medical, and government related uses, such as:</p> <ul style="list-style-type: none"> • hospitals • emergency rooms • schools • post offices • government facilities • assisted living² • religious facilities • police/fire stations
<div data-bbox="25 1349 294 1596"> <p>INDUSTRIAL TYPES</p>  </div>	<p>Industrial Types includes businesses that are heavy commercial or industrial related, often with outside storage, vehicle storage, and multiple bay doors, such as:</p> <ul style="list-style-type: none"> • office/warehouses • distribution centers • private utilities • wholesale building supplies • transmission/collision repair • car dealerships

MEASUREMENT AREAS

<p>Citywide¹</p> <ul style="list-style-type: none"> Neighborhoods (N) Downtown Corridors (DT) Employment Centers (EM) Social Network (SN) Open Space Network (OS) 	<p>Per Adjoining Corner/Center¹</p> <ul style="list-style-type: none"> Neighborhood Corners (NC) Community Corners (CC) Suburban Activity Centers (SA) Urban Activity Centers (UA) 	<p>Per Expressway¹</p> <ul style="list-style-type: none"> Expressway Corridors (EX)
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HOUSING MIX (dwelling units)

The Housing Mix chart describes the preferred mix of the following housing types within each Future Land Use Category:

<div data-bbox="1073 570 1333 816"> <p>DETACHED SINGLE-FAMILY TYPES</p>  </div>	<p>The most prolific type of housing in Plano's suburban neighborhoods, Detached Single-family Types (Detached SF) includes detached housing products with a single dwelling unit per lot, such as:</p> <ul style="list-style-type: none"> • conventional houses • estates • patio homes • small-lot single-family
<div data-bbox="1073 829 1333 1076"> <p>ATTACHED SINGLE-FAMILY TYPES</p>  </div>	<p>Attached Single-family Types (Attached SF) includes housing products with generally one dwelling unit per lot attached by a common wall to a similar dwelling, such as:</p> <ul style="list-style-type: none"> • duplexes • townhomes • brownstones • row houses
<div data-bbox="1073 1089 1333 1336"> <p>MULTIFAMILY TYPES</p>  </div>	<p>Multifamily Types (MF) includes any housing product with more than three dwelling units per lot, including:</p> <ul style="list-style-type: none"> • garden-style apartments/condominiums • main-street style apartments/condominiums • small-scale apartments/condominiums • mid-rise apartments/condominiums • high-rise apartments/condominiums • independent living centers²

¹: See *Mix of Use Measurement Areas* in the Glossary for more information.
²: While retirement housing is categorized as EIPS in the Zoning Ordinance, institutional housing can be associated with both Residential and Employment uses. Housing units within independent living centers are counted towards Multifamily Types for the purposes of the Future Land Use Map and Dashboards due to their design and function. However, assisted living and long-term care facilities are considered Institutional Types due to their operations.



Desirable Character Defining Elements

This section describes the general characteristics that are desired for **new growth, infill,** and **redevelopment** in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. Each Future Land Use Category lists the range of heights, densities, and private open space that may be acceptable in a given area, although not all properties will be suitable for the minimum or maximum range. These should be decided on a case by case basis for context-sensitivity through zoning districts and regulations.

INTENSITY & SCALE

Intensity and Scale are terms used to measure how large a building can be built relative to the size of an individual property or district. For the purpose of the Future Land Use Map, intensity and scale are defined as follows:

- Low Intensity: 0-50% lot coverage
- Medium Intensity: 50-75% lot coverage
- High Intensity: 75-100% lot coverage

- Low-Rise Scale: 1 to 2 stories
- Low/Mid-Rise Scale: 3 to 4 stories
- Mid-Rise Scale: 5 to 9 stories
- High-Rise Scale: 10+ stories

LOW-RISE SCALE



LOW/MID-RISE SCALE



MID-RISE SCALE



HIGH-RISE SCALE



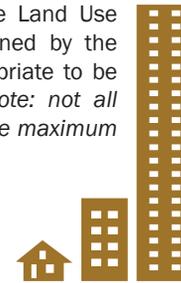
DENSITY

For the purposes of the Future Land Use Map, density is measured by the number of dwelling units per acre (DUA) on an individual lot or within a residential subdivision (reasonably excluding public or private streets, park land, and public open space). Where both residential and non-residential uses share a lot and/or common facilities (parking, open space, etc.), the acreage attributed to non-residential uses will be removed from the density calculation. Refer to the Glossary for more information.



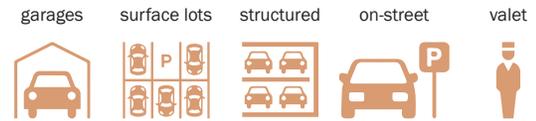
BUILDING HEIGHTS

For the purposes of the Future Land Use Map, building heights are defined by the range of stories that are appropriate to be constructed for a building. *Note: not all properties will be suitable for the maximum height.*



PARKING ORIENTATION

Parking Orientation is the means in which parking is provided in each category. This can include personal garages, surface parking lots, structured parking garages, on-street parking, and valet. All parking should be provided in a context-sensitive manner.



BLOCK PATTERN

Block Pattern describes how wide or compact the street network is in an area. Some areas may have internal streets or public ways.



MULTIMODAL ACCESS

Multimodal Access is measured in HIGH, MEDIUM, and LOW to rate the ability to get to a site using a variety of transportation options and, once there, how easy it is to move from business to business without getting back in a personal automobile. HIGH typically have direct access using that mode. MEDIUM typically have direct access using that mode, but may require a short walk. LOW typically means access is limited in the area.



STREETSCAPE

Streetscape describes the uniformity of setbacks or presence of pedestrian amenities. The streetscape contributes to a location's aesthetics, the form of public and open space, and orientation of buildings. Streetscapes will range in style and intensity across land uses, but will share common design elements, including **trees and landscaping, street lighting, sidewalks, and seating.**

URBAN COMMERCIAL STREET	URBAN RESIDENTIAL STREET	TRADITIONAL COMMERCIAL STREET	TRADITIONAL RESIDENTIAL STREET	CORPORATE CORRIDOR STREET	OPEN SPACE CORRIDOR STREET
<ul style="list-style-type: none"> • small setbacks • wide sidewalks, street trees, & pedestrian amenities • storefronts & patio dining • multimodal infrastructure • on-street parking 	<ul style="list-style-type: none"> • small to medium setbacks • medium-width sidewalks • stoops & porches • tree-lined streets • multimodal infrastructure • on-street parking 	<ul style="list-style-type: none"> • medium to large setbacks • medium sidewalks • street trees & landscape edges • surface parking lots • multimodal infrastructure 	<ul style="list-style-type: none"> • medium setbacks • lawns & xeriscapes • medium sidewalks • on-street parking • bike routes & trails 	<ul style="list-style-type: none"> • extra-large setbacks • ample greenspace buffers • medium sidewalks • street trees & landscape edges • surface parking lots • multimodal infrastructure 	<ul style="list-style-type: none"> • extra-large setbacks • natural open areas • sidewalks connecting to trails, open space, & recreational areas

OPEN SPACE

Open Space as a character defining element means the portion of a development that should not be used for buildings. These areas can be passive open spaces, like the grass and landscaping that surround a building, or active open spaces with plazas, playgrounds, public art, water features, benches, and other pedestrian amenities. *Note: not all properties will be suitable for the maximum open space. Conversely, not all properties are appropriate for open space requirements, such as very small single-family housing developments where the associated governance association needed to maintain open space would be an undue burden on a small number of owners.*

PASSIVE OPEN SPACE



- Natural areas and community parks
- Outdoor learning areas
- Walking & bicycling paths
- Unstructured green space surrounding private development

85-95%
Green space

5-15%
Hardscape



ACTIVE OPEN SPACE



- Social gathering places
- Seating and interactive amenities
- Public art, branding, & wayfinding
- Plazas, courtyards, and dog parks

30-70%
Green space

30-70%
Hardscape



RECREATIONAL OPEN SPACE



- Programmed recreational activities
- Walking & bicycling paths
- Playgrounds & splash pads
- Athletic fields and skate parks

60-85%
Green space

15-40%
Hardscape



Future Land Use Categories

The Future Land Use Map determines appropriate locations for future uses, establishing the community’s vision for the placement of housing, employment, social activities, and protection of natural areas. Ten categories provide guidance for new development and redevelopment, describing the typical mix of land uses and design characteristics that are desirable to create distinct areas of the city. The map does not establish zoning district boundaries or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each category. Land use decisions on individual properties should consider not only the Future Land Use Map, but also other Comprehensive Plan policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of the Comprehensive Plan.

NEIGHBORHOODS

Neighborhoods are predominantly residential, and also include light commercial, office, institutional, and other residential-supporting uses. Low-density single-family is the most prevalent housing type in Neighborhoods, but townhouses, duplexes, and garden-style apartments are also common.



CORNERS

Corners are primarily commercial areas located at the intersections of major arterials that serve as shopping, dining, and social hubs for nearby neighborhoods. These areas will vary in size and scale across the city, with the introduction of residential uses at some locations to support the health and viability of non-residential uses.



CENTERS

Centers include major employment-only districts, as well as activity hubs for destination shopping, office, and entertainment, that serve large parts of the city and the region. These areas will vary in the level of intensity, walkability, and mix of uses from center to center.



CORRIDORS

Corridors are areas of development oriented along expressways, major streets, or rail lines. As areas of high-visibility for visitors and the traveling public in Plano, these areas will develop with quality aesthetics and character that represent the city’s high standards for excellence.



NETWORKS

Networks include the systems of social, educational, and recreational needs distributed across the city. Serving all residents of the city, these areas will be highly accessible by automobiles, public transit, bicycle routes and trails, and enhanced pedestrian connections.



TRANSPORTATION



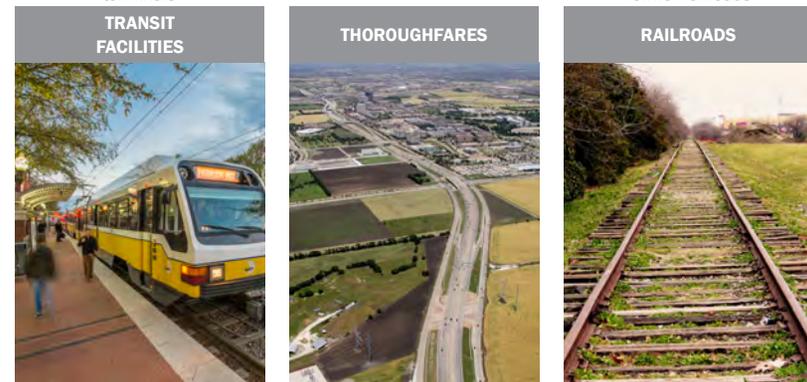
existing and planned light rail stations or bus terminals



expressways and major streets throughout the city



active freight and commuter rail lines or right-of-way of former railroads



NEIGHBORHOODS (N)

The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses.

Residential Areas - Single-family residential should remain the primary use within neighborhoods. It is the intention to preserve and enhance these uses and to regulate the design of new residential infill products to be within the context of the surrounding environment. Existing multifamily developments, which function as transitions from moderate and high intensity commercial areas, should be well maintained to preserve neighborhood character. With few large tracts left for residential development, some infill and redevelopment opportunities may not fit the typical neighborhood design.

Non-Residential Areas - Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and intersections.

Residential Adjacency Standards - Adequate transitions in building setbacks and height must be provided when development is proposed near established neighborhoods.



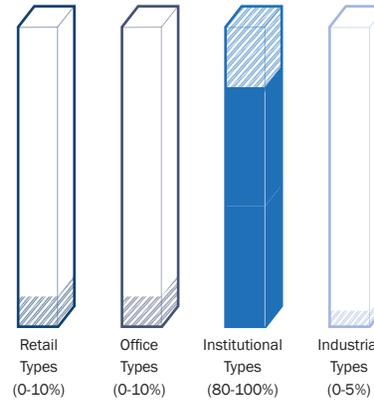
LAND USE MIX (acres)



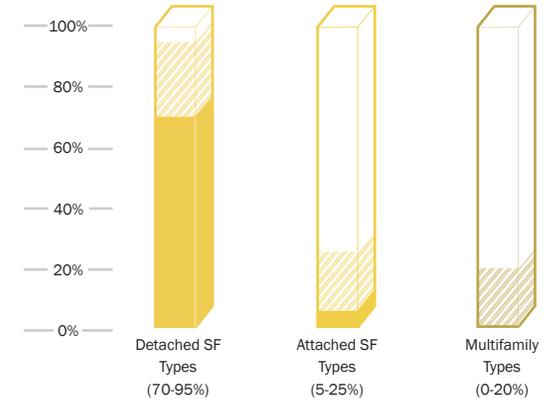
0-10% Employment should include the following mix of land uses:

90-100% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)



HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	SF: 0.5 to 10 DUA MF: 10 to 22 DUA	Low intensity Low-rise scale	10% to 50% Passive Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Res: garages with driveways Non-res: surface lots</p>		<p>Gridded or curvilinear blocks Traditional Residential Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>HIGH Direct access from local streets</p>	<p>MEDIUM Served by bus on perimeter arterial streets</p>	<p>HIGH Connected to trails and bike routes</p>	<p>HIGH Walkable to parks and schools</p>

TRADITIONAL NEIGHBORHOOD DESIGN



NEIGHBORHOODS PRIORITIES

1. Preserving neighborhood character and quality of life
2. Upkeep of existing housing stock
3. Requiring adjacent commercial land uses to provide adequate transitions
4. Variety of housing heights, sizes, and types



NEIGHBORHOOD CORNERS (NC)

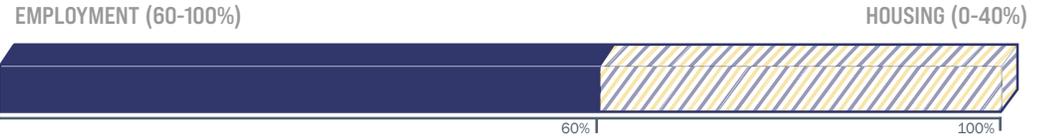
The Neighborhood Corners future land use category applies to the small-to-medium retail sites on the corners of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. To qualify as a Neighborhood Corner, a site is typically less than 10 acres in size but may be as large as 25 acres if it does not meet the *Criteria for Community Corners* on page 81.

Maintaining Healthy & Attractive Corners - Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood corner vitality and attractiveness. This may be achieved through parking lot landscaping enhancements, building renovations, and other site improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height should be provided when development is proposed near neighborhoods. An ongoing relationship between neighborhood residents and commercial property owners and businesses in adjacent corners is encouraged to support the economic health and viability of the community.

Residential Uses - In limited situations, residential uses may be introduced as an extension of surrounding Neighborhood (N) areas, reducing excess retail zoning or replacing underperforming retail square footage. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. New housing should complement the scale, density, and character of surrounding neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.



LAND USE MIX (acres)

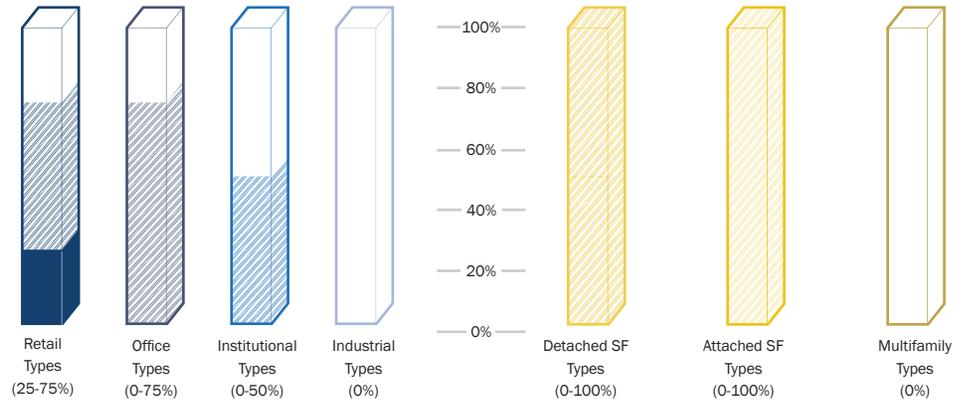


60-100% Employment should include the following mix of land uses:

0-40% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes per adjoining NC corners

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	1 to 15 DUA	Low intensity Low-rise scale	10% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</p>		<p>Short to medium block grid Traditional Commercial or Residential Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>HIGH Convenient access to neighborhoods</p>	<p>MEDIUM Served by bus</p>	<p>MEDIUM Connected to trails and bike routes</p>	<p>MEDIUM Wide sidewalks, direct connections where feasible</p>



NEIGHBORHOOD CORNERS PRIORITIES

1. Maintaining viability and attractiveness
2. Creative design solutions
3. Reducing excess retail square footage
4. Increase and improve walkability



COMMUNITY CORNERS (CC)

The Community Corners future land use category applies to retail sites on the corners of major arterial roadways that traditionally serve the general retail, service, office, and institutional needs of surrounding neighborhoods. These areas are often anchored by uses such as a large grocery store, hardware store, department store, fitness center, or other big box retailer.

Criteria for Community Corners - A Community Corner is typically 25 acres or more, but may be as small as 10 acres if it meets two of the three following criteria:

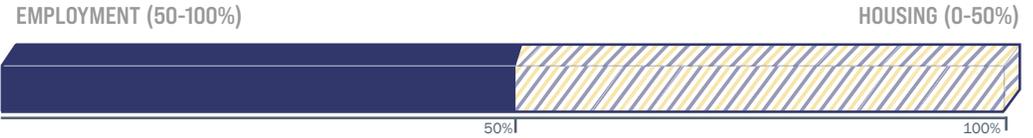
- does not directly abut single-family neighborhoods
- at least 250,000 sq. ft. of commercial floor area is located within 1/4 mile
- at least two 50,000 sq. ft. or larger anchor stores are located within 1/4 mile

Redevelopment & Innovative Concepts - Due to the abundance of retail zoning in Plano’s development history and changes in retail consumer trends, these areas are increasingly susceptible to decline. Redevelopment is encouraged where appropriate to reduce excess retail square footage, increase green space, integrate new uses, improve walkability, limit visual impacts of parking, and enhance community form. Furthermore, innovative solutions that introduce useable open space and repurpose existing structures are desired to create unique community gathering spaces in these corners. Adequate transitions in building setback and height must be considered when development is proposed near surrounding neighborhoods.

Residential Uses - The introduction of residential uses are encouraged where buffered from adjacent neighborhoods, or when necessary to further the goals of the *Redevelopment and Innovative Concepts* section above and are provided in a context-sensitive manner. New housing should be thoughtfully integrated into the street network of the corner and, where feasible, safe and convenient connections from existing neighborhoods should be provided. In many cases, the layout of existing neighborhoods may preclude direct walking connections to these corners. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.



LAND USE MIX (acres)

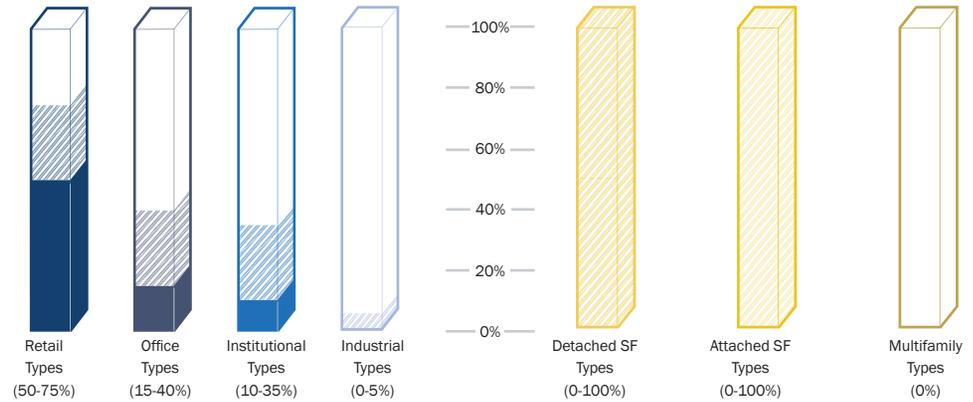


50-100% Employment should include the following mix of land uses:

0-50% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)

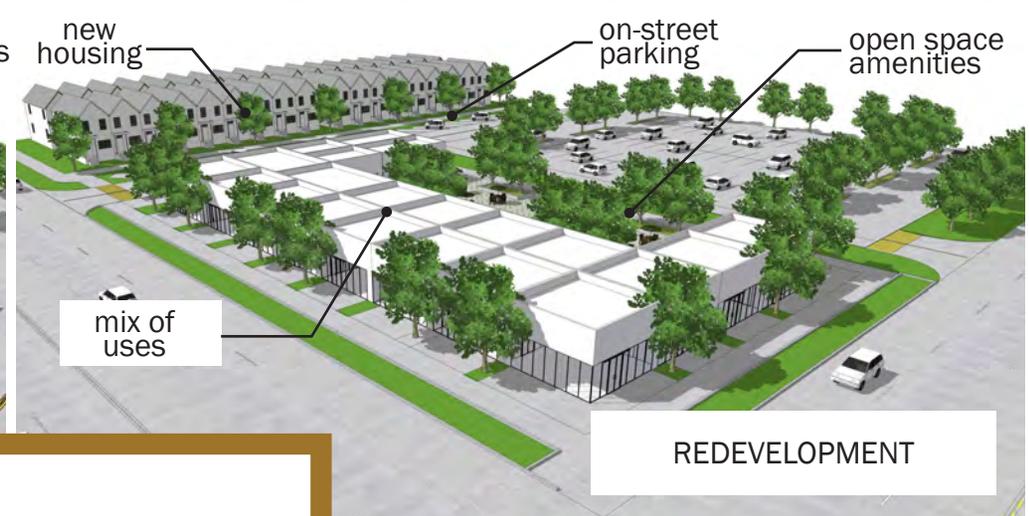
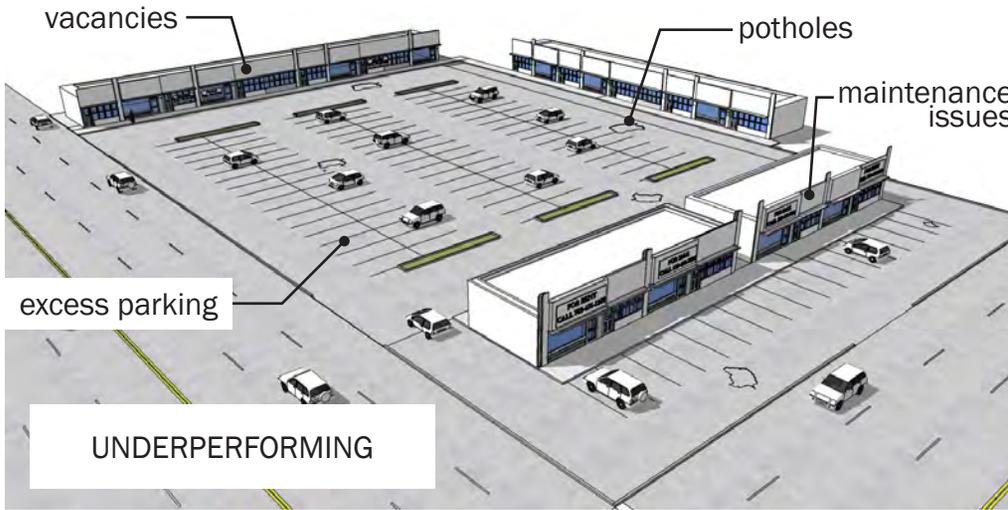


SPECIAL NOTES:

Information above represents preferred mixes per adjoining CC corners

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 3 stories	4 to 22 DUA	Low intensity Low to low/mid-rise scale	10% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</p>		<p>Short to medium block grid Traditional and Urban Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>HIGH Direct access from major streets</p>	<p>MEDIUM Served by bus on perimeter streets</p>	<p>MEDIUM Connected to trails and bike routes</p>	<p>HIGH Wide sidewalks, direct connections where feasible</p>



- COMMUNITY CORNERS PRIORITIES**
1. Reducing excess retail zoning and square footage
 2. Innovative redevelopment concepts
 3. Green space & amenities



SUBURBAN ACTIVITY CENTERS (SA)

The Suburban Activity Centers future land use category applies to areas with large commercial and mixed-use developments that serve the specialty shopping, dining, service, and entertainment needs at the intersections of high traffic corridors. These areas are typically 50-100 acres in size and anchored by major retailers, superstores, large grocers, or theaters. Hotels, office, and institutional uses are supportive uses in these centers. When provided, residential uses should be incorporated within cohesively planned, mixed-use developments of moderate density and intensity.

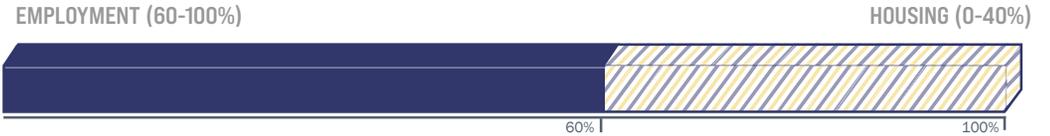
Development Pattern - Suburban Activity Centers transition traditional commercial centers to destination shopping and entertainment areas with an integrated mix of uses and a highly walkable form and design. Pad or strip retail sites line major streets while large retailers, hotels, or offices anchor the interior. Low-to-mid rise residential uses located on minor street frontages support the shopping center. These centers are based on concepts of urban design with pedestrian-friendly amenities such as street trees, on-street parking, and active open-spaces.

Residential Adjacency - As Suburban Activity Centers are often adjacent to established neighborhoods, development in these areas will provide a compatible transition in building height, scale, and intensity.

Park & Preston - The Suburban Activity Center at Park Boulevard and Preston Road is unique from other SA in that it is not in the vicinity of an expressway and is surrounded by Neighborhoods. For this reason, the maximum density for this Center should be limited to 22 DUA within 400 feet of single-family zoning districts and 35 DUA elsewhere.



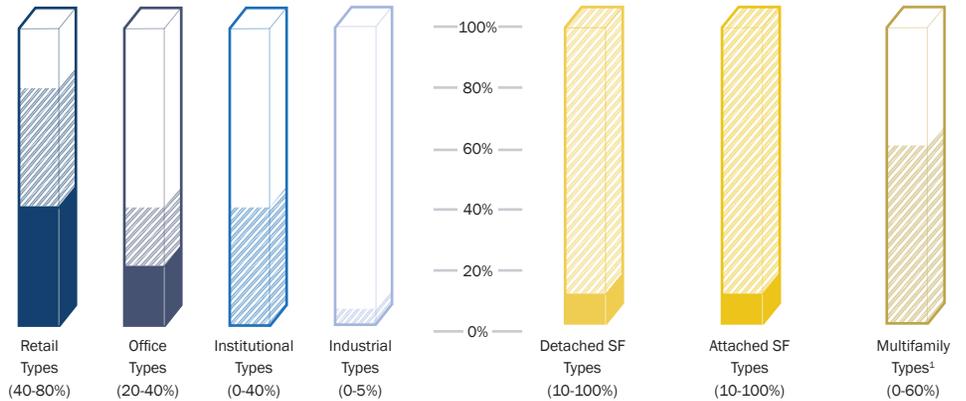
LAND USE MIX (acres)



60-100% Employment should include the following mix of land uses:

0-40% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres) **HOUSING MIX (dwelling units)**



SPECIAL NOTES:
Information above represents preferred mixes per adjoining SA centers
¹Consistent with the Redevelopment & Growth Management Policy

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 5 stories	SF: 4 to 22 DUA MF: 10 to 50 DUA*	Moderate Intensity Low to mid-rise scale	15% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Res: structured, on-street Non-res: mix of structured, on-street, surface lots, valet</p>		<p>Short to medium block grid Urban and Traditional Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>MEDIUM May require short walk to destination</p>	<p>MEDIUM Served by bus</p>	<p>MEDIUM Connected to trails and bike routes</p>	<p>MEDIUM High walkability internal to the site</p>

* Exception: SA located at Park Blvd. and Preston Rd. is limited to 22 DUA within 400 ft. of single-family zoning districts and 35 DUA elsewhere.



SUBURBAN ACTIVITY CENTERS PRIORITIES

1. Creating destination shopping and entertainment centers
2. Activated open space, quality building materials, and walkable streetscapes internal to the development
3. Thoughtfully and cohesively planned mix of uses



URBAN ACTIVITY CENTERS (UA)

The Urban Activity Centers future land use category applies to areas designated for significant development or redevelopment with high intensity mixed-use activity centers attracting large corporations, specialty shopping, dining, and entertainment, and high density residential development. These areas are typically a minimum of 100 acres and include mid- to high-rise buildings with a compact block structure, and human-scale street and building design, which create a highly walkable urban form.

Complete Neighborhoods - Uses should be highly integrated, creating self-contained neighborhoods with a variety of housing types, convenient access to jobs, active open spaces, bicycle and pedestrian connections, cultural activities, and supporting services. Parking structures should be provided to reduce surface parking and encourage efficient use of land. Where possible, these areas should incorporate principles of Transit-Oriented Development to accommodate future transit connections.

Design Standards - These areas will be developed on the principles of mixed-use and urban form, creating active and engaging social hubs for residents and visitors. Structured parking and high-rise buildings will allow maximum efficiency of the land, while also providing active, usable open space with plazas, fountains, public art, and linear greenspaces.



LAND USE MIX (acres)

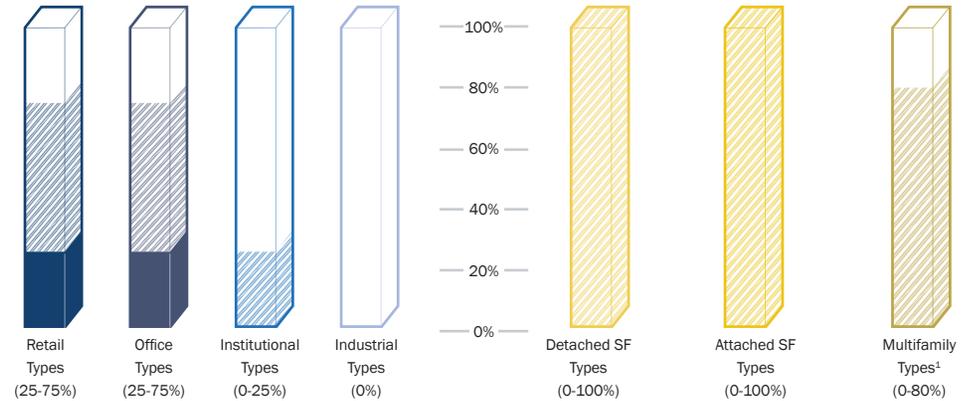


60-80% Employment should include the following mix of land uses:

20-40% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes per adjoining UA centers
*Consistent with the Redevelopment & Growth Management Policy

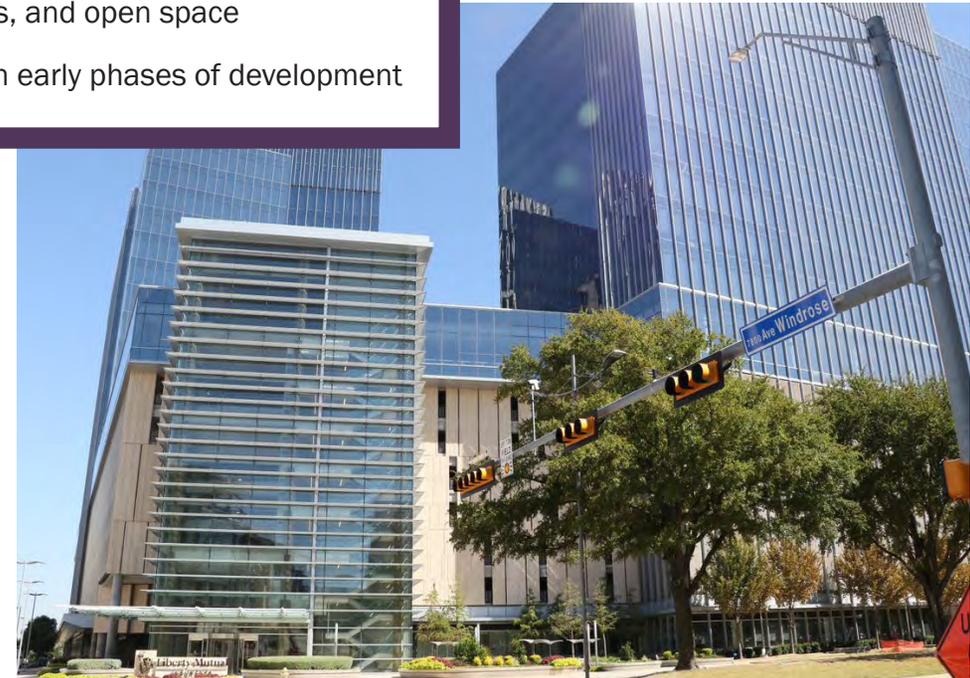
DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 20 stories	SF: 10 to 40 DUA MF: 30 to 120 DUA	High intensity Low to high-rise scale	10% to 15% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Structured, on-street, and valet; surface lots limited to single aisles</p>		<p>Short block grid Urban Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>MEDIUM</p> <p>May require short walk to destination</p>	<p>HIGH HIGH</p> <p>Integrated bus and rail when possible</p>	<p>HIGH</p> <p>Integrated bike routes and trails</p>	<p>HIGH</p> <p>Highly walkable</p>



URBAN ACTIVITY CENTERS PRIORITIES

1. Attracting corporate headquarters and promoting economic development
2. High standards for mixed-use form, amenities, and open space
3. Providing amenities in early phases of development



EMPLOYMENT CENTERS (EM)

The Employment Centers future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

Evolving Trends in Office - Much of the Legacy area Employment Center was developed with large corporate campuses. Although these provide desirable open space and urban tree canopy, these sprawling office complexes are often isolated from supporting restaurants, entertainment, service uses, and transit connections that many large businesses are seeking in today's office environment. With improved access to the Dallas/Fort Worth International Airport through the DART Silver Line Rail and recent widening of the PGBT and Sam Rayburn Tollways, the city should evaluate what is needed to sustain the attractiveness of these areas to large corporations.

Residential Development - Residential uses are not appropriate within these centers in order to ensure the city's ability to attract and maintain employment generating uses.



LAND USE MIX (acres)

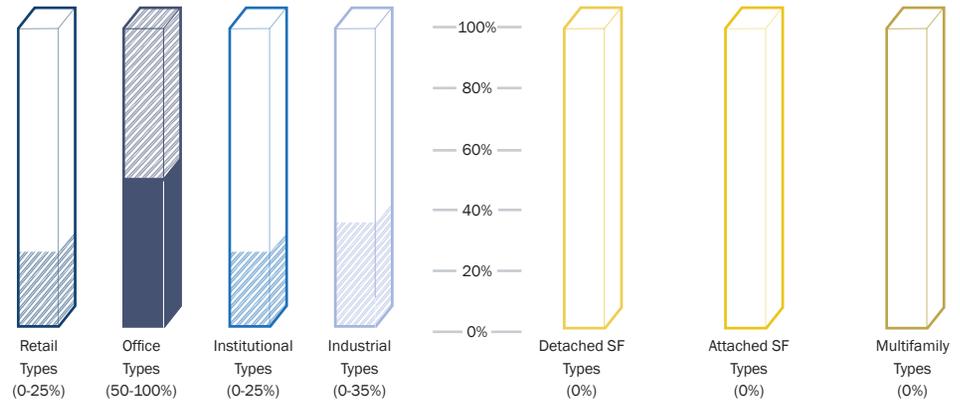


100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 20 stories	N/A	Moderate to High intensity Low to high-rise scale	10% to 35% Passive Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
Structured parking preferable to surface lots		Wide blocks Corporate Corridor Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
HIGH Direct access from major streets	MEDIUM Commuter bus service	MEDIUM Connected to trails and bike routes	LOW Mostly served by perimeter sidewalks



EMPLOYMENT CENTERS PRIORITIES

1. Maintaining land for employment generating uses
2. Evaluating policies to sustain long-term viability of corporate campuses
3. Updating the Legacy Area Master Plan

DOWNTOWN CORRIDORS (DT)

The Downtown Corridors future land use category applies to historic Downtown Plano and the K Avenue and 14th Street corridors. Located along former State Highway 5, FM 544, and the Houston & Texas Central and Cotton Belt Railroads (now the DART Red/Orange and Silver Line), these areas have long served as major gateways to Downtown for both car and rail. The Downtown Corridors category is intended to create attractive gateways and support the continued transformation of historic Downtown Plano into the civic and cultural heart of the city.

Transit-Oriented Development - The principles of transit-oriented development will be used at planned stations along both rail lines, with residential, employment, retail, and civic uses located within one-half mile walking distance of a transit stop. Development elsewhere in the corridors should be oriented towards the rail as secondary frontage, especially where elevated, to improve aesthetics and create welcoming gateways into the community.

Corridor Revitalization & Redevelopment - As some of the oldest parts of the city, development along the K Avenue and 14th Street corridors reflects many decades of growth, infill, and transition, resulting in an eclectic mix of warehouses, commercial centers, and neighborhoods. These corridors will redevelop to serve as gateways to Downtown Plano and transit nodes with street, bike, trail, and sidewalk improvements emphasized to create a more accessible, walkable, and unified corridor. Parking structures should be provided to reduce surface parking and encourage efficient use of land.

Historic Preservation - Development projects should respect the historic character of Downtown and surrounding neighborhoods. Creative opportunities should be supported which both allow Plano’s heritage resources to remain in active and productive use and protect them from the pressures of growth and redevelopment.



LAND USE MIX (acres)

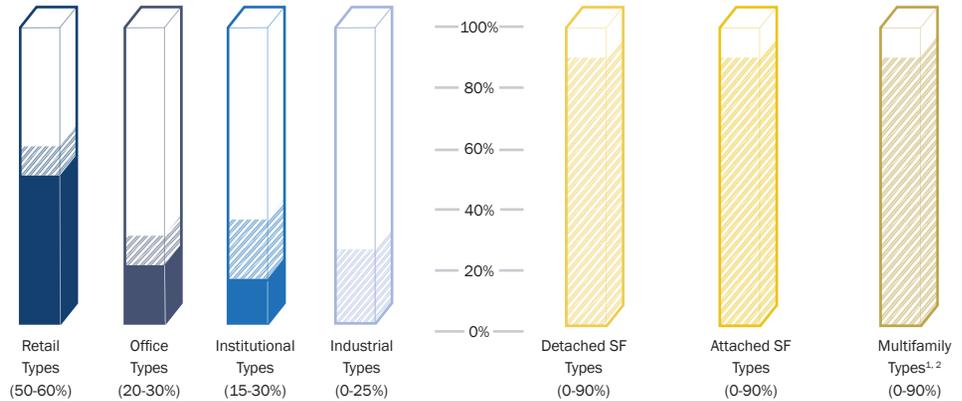


85-90% Employment should include the following mix of land uses:

10-15% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)

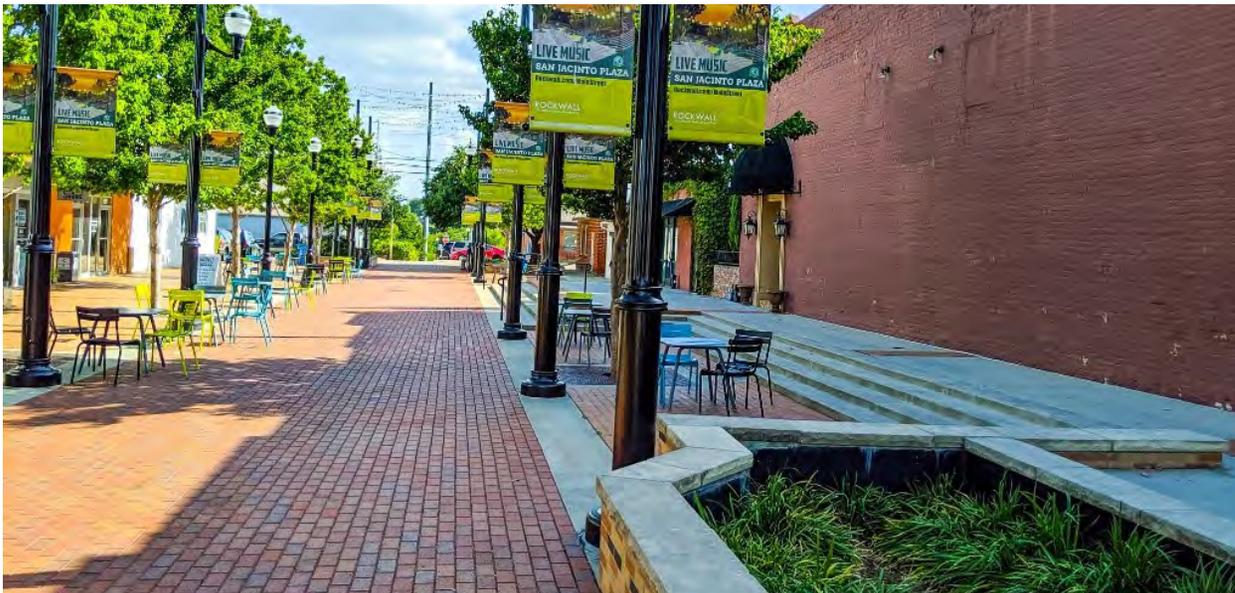


SPECIAL NOTES:

Information above represents preferred mixes citywide
¹Consistent with the Redevelopment & Growth Management Policy
²Prioritized within 1,000 feet of rail transit stations

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 5 stories	SF: 10 to 40 DUA MF: 20 to 100 DUA	Moderate intensity Low to mid-rise scale	TOD Areas: 5% to 10% Other: 10% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
Mix of garages, structured, on-street, surface lots, valet		Short block grid Urban Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT		PEDESTRIANS
 MEDIUM May require short walk to destination	 HIGH	 HIGH	 HIGH Highly walkable
	Served by rail and bus stations		Connected to trails and bike routes



DOWNTOWN CORRIDORS PRIORITIES

1. Enhancing bicycle and pedestrian connections
2. Improving mobility connections between Downtown and Collin Creek area
3. Focusing density in Downtown core and within 1/4 mile walking distance of rail stations



EXPRESSWAY CORRIDORS (EX)

The Expressway Corridor future land use category applies to development along major expressways serving regional and interstate commerce. Development in these corridors is expected to include a mix of retail, service, office, restaurant, medical, hotel, and technology-based uses. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land.

Residential Uses & Environmental Health - Due to noise and health impacts of expressways, residential development should be considered in limited circumstances where needed to revitalize declining commercial centers. Use of the Expressway Corridor Environmental Health Map is critical to ensure that buildings are adequately designed to protect sensitive land uses, such as schools, housing, and day cares.

US 75 Corridor Redevelopment - As the oldest of the expressways in Plano, the US 75 (Central Expressway) was developed with auto-centric and service-oriented uses geared towards highway commuters. Revitalization and redevelopment is desired to provide additional employment opportunities and improve general aesthetics along the corridor.



LAND USE MIX (acres)

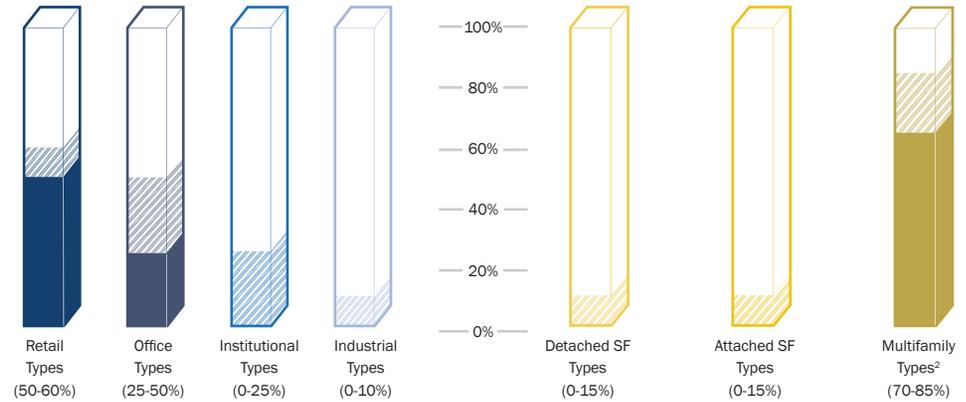


98-100% Employment should include the following mix of land uses:

0-2% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes per each expressway (US 75, Dallas North Tollway, Sam Rayburn Tollway)

¹Up to 12% Housing along US 75 due to age and existing conditions in the corridor

²Consistent with the Redevelopment & Growth Management Policy

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 20 stories	SF: 10 to 40 DUA MF: 20 to 75 DUA	Moderate to high intensity Low to high-rise scale	10% to 20% Passive Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
Structured parking preferable to surface lots		Wide blocks Corporate Commercial Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
HIGH Direct access from frontage roads/major streets	LOW Served by bus at major intersections	MEDIUM Connected to trails and bike routes	LOW Mostly served by perimeter sidewalks



EXPRESSWAY CORRIDORS PRIORITIES

1. Redevelopment of US 75 Corridor
2. Protecting sensitive land uses in Environmental Health Areas
3. Limiting residential uses to redevelopment of underperforming commercial areas



SOCIAL NETWORK (SN)

The Social Network future land use category includes a wide range of public and private uses such as colleges, universities, major public schools (high school/senior high schools) athletic complexes, recreational facilities, libraries, golf courses, country clubs, and large private open spaces. These areas are intended to retain their character to provide regional recreation and social opportunities.



SOCIAL NETWORK PRIORITIES

1. Maintain and upgrade City facilities as needed to serve the educational, social, cultural, and recreational needs of the diverse community.
2. Improve access to these areas through transit and micromobility options.

LAND USE MIX (acres)

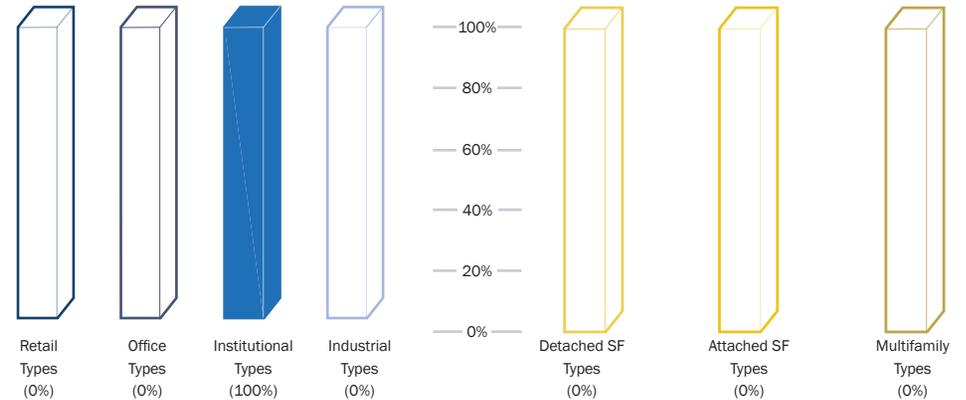


100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 4 stories	N/A	Low intensity Low to low-rise scale	20% to 100% Passive & Recreational Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Surface lots		 Wide blocks Open Space Corridor or Traditional Commercial Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 MEDIUM Direct access from major streets	 HIGH Served by bus	 HIGH Integrated trails and bike routes	 MEDIUM High walkability internal to the site

OPEN SPACE NETWORK (OS)

The Open Space Network future land use category includes major public open space preserves, community parks, neighborhood parks, linear parks, and trails. These areas are intended to retain their character to provide regional recreation and leisure opportunities.



OPEN SPACE NETWORK PRIORITIES

1. Maintain and upgrade parks and open spaces as needed to serve the health and recreational needs of the diverse community.
2. Improve access to these areas through transit and micromobility options.

LAND USE MIX (acres)

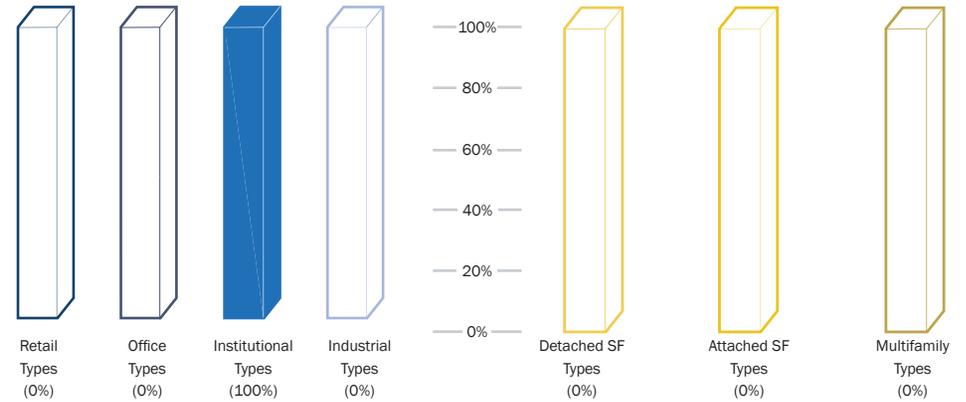


100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes citywide

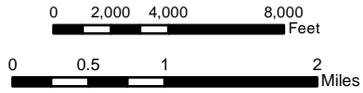
DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	N/A	Low intensity Low-rise scale	100% Active & Recreational Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Surface lots		 Wide blocks Open Space Corridor Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 MEDIUM Limited access to major and local streets	 MEDIUM Served by bus	 HIGH Integrated trails and bike routes	 HIGH Short walk from neighborhoods



EXPRESSWAY CORRIDOR ENVIRONMENTAL HEALTH MAP

Expressway Corridor Environmental Health Map and Guidelines adopted by City Council on MMM D, YYYY as part of the 2021 Comprehensive Plan



DRAFT
April 13, 2021

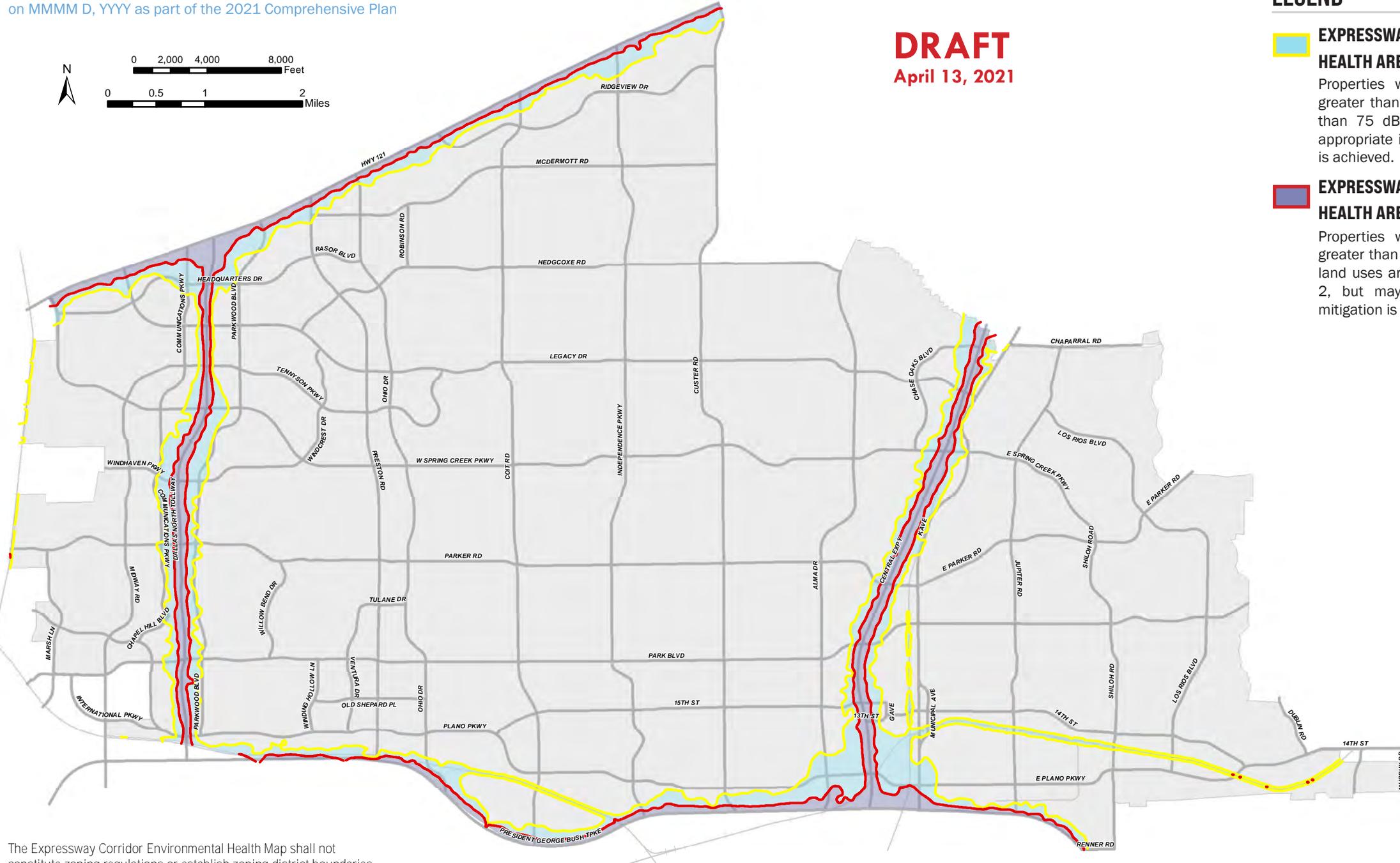
LEGEND

EXPRESSWAY CORRIDOR ENVIRONMENTAL HEALTH AREA ONE (EHA-1)

Properties where outdoor noise levels are greater than or equal to 65 dBA L_{dn} and less than 75 dBA L_{dn}. Sensitive land uses are appropriate in EHA-1 if satisfactory mitigation is achieved.

EXPRESSWAY CORRIDOR ENVIRONMENTAL HEALTH AREA TWO (EHA-2)

Properties where outdoor noise levels are greater than or equal to 75 dBA L_{dn}. Sensitive land uses are generally inappropriate in EHA-2, but may be appropriate if satisfactory mitigation is achieved.



The Expressway Corridor Environmental Health Map shall not constitute zoning regulations or establish zoning district boundaries.

PURPOSE

These guidelines are adopted in accordance with the Expressway Corridor Environmental Health Study, available at: www.plano.gov.

EXPRESSWAY CORRIDOR ENVIRONMENTAL HEALTH GOAL

Sensitive land uses within Expressway Corridor Environmental Health Areas should achieve a maximum outdoor noise level of less than 65 dBA L_{dn} .

SENSITIVE LAND USE (SLU) REQUIREMENTS

Sensitive land uses proposed in Expressway Corridor Environmental Health Areas shall have an EHA Site Analysis or additional site design standards, as per the table below:

Sensitive Land Use	Environmental Health Area	
	EHA-1	EHA-2
RESIDENTIAL AND INSTITUTIONAL DWELLINGS	EHA Site Analysis	Inappropriate; except redevelopment of existing SLU may be considered with EHA Site Analysis
Assisted Living Facility		
Boarding House		
Continuing Care Facility		
Day Care (in-home)		
Household Care Facility		
Household Care Institution		
Independent Living Facility		
Live-Work (Business Loft)		
Long-term Care Facility		
Mid-Rise Residential		
Mobile Home Park		
Multifamily Residence		
Rehabilitation Care Facility		
Rehabilitation Care Institution		
Rooming House		
Single-Family Residence (Attached)		
Single-Family Residence (Detached)		
Studio Residence		
Trailer Park		
Two-Family Residence		
Two-Family Residence (Attached)		

Sensitive Land Use	Environmental Health Area	
	EHA-1	EHA-2
DAY CARES AND SCHOOLS	Site Design Standards should be consistent with Article 15.1900 for these uses	
Day Care Center		
Day Care Center (Accessory)		
Day Care Center (Adult)		
School, (Private)		
PARKS		
Park		
Playground		

EHA SITE ANALYSIS REQUIREMENTS

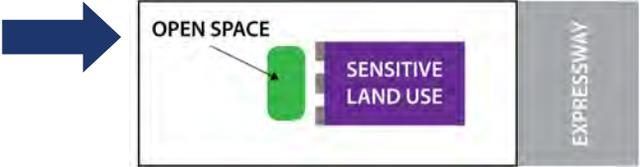
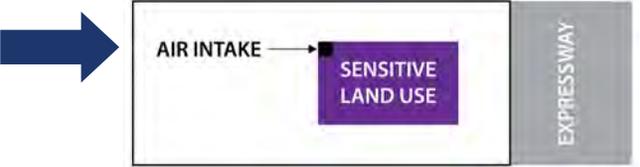
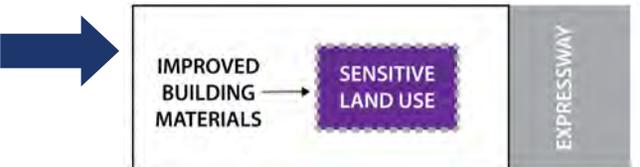
An EHA Site Analysis should meet the following criteria:

1. Be prepared by a recognized expert experienced in the fields of environmental noise and air pollution assessment and architectural acoustics;
2. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources on the project site;
3. Estimate existing, future, and projected cumulative noise at ground level and for all proposed floors of the building, and compare those noise levels to the adopted standards of the Expressway Corridor Environmental Health Guidelines;
4. Recommend appropriate mitigation options; and
5. Estimate resulting noise exposure after the mitigation measures have been implemented.

MITIGATION METHODS

A combination of these methods is recommended for the most effective mitigation. Mitigation methods can be recommended through an EHA Site Analysis.

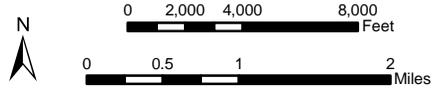
Potential mitigation methods include:

1. Locating the sensitive land use further away from the expressway. 
2. Placing buildings or parking structures between the sensitive land use and the expressway to function as a barrier. 
3. Adjusting the site design so that bedrooms, balconies, and open space are located further from and facing away from the expressway. 
4. Providing indoor air quality filtration systems that reduce at least 90 percent of particulate matter emissions. 
5. Locating building air intake vents as far away from the expressway as practical. 
6. Enhancing the building design using improved window, door, and wall material and/or treatments, as allowed per other regulations. 

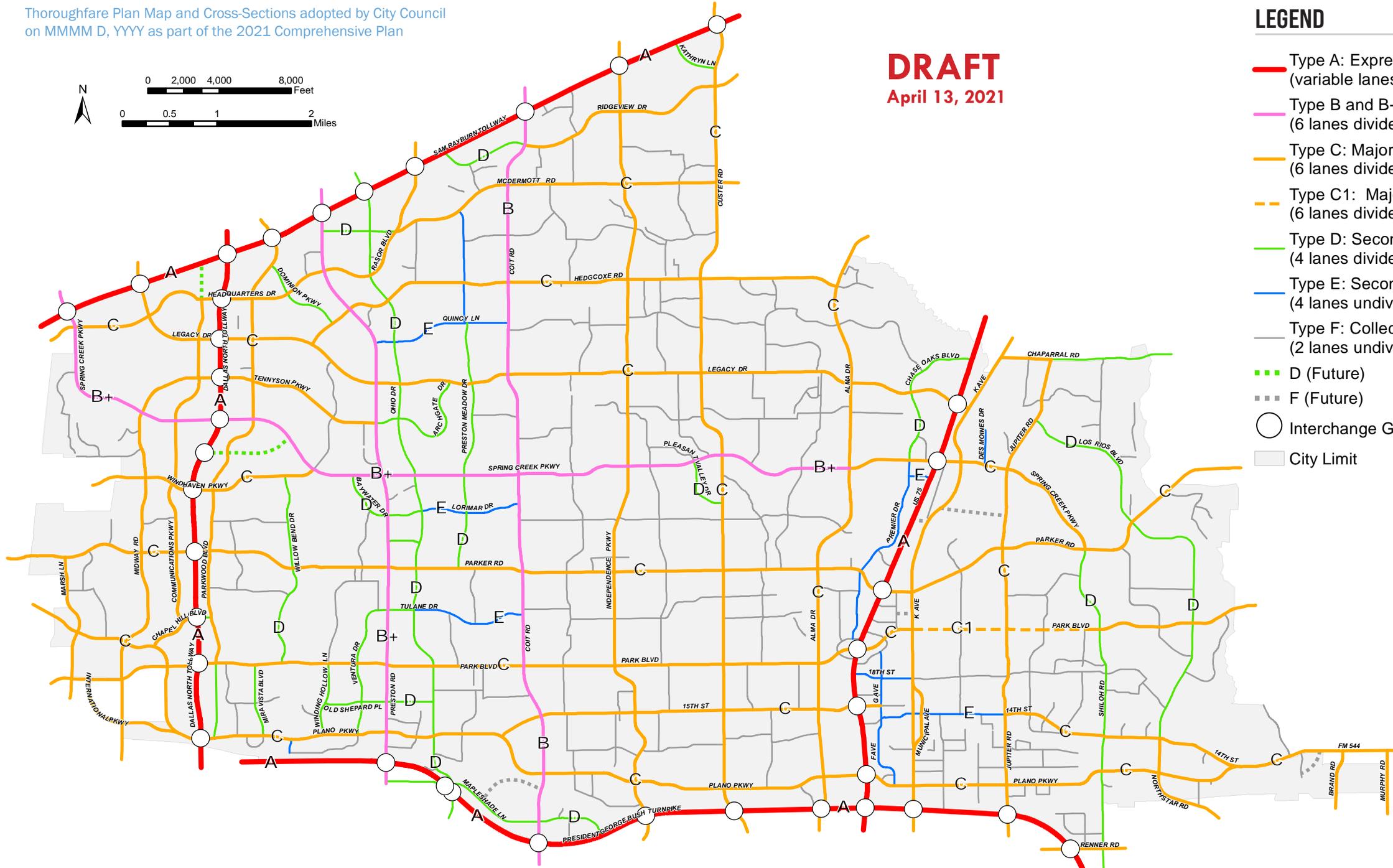


THOROUGHFARE PLAN MAP

Thoroughfare Plan Map and Cross-Sections adopted by City Council on MMMM D, YYYY as part of the 2021 Comprehensive Plan



DRAFT
April 13, 2021



LEGEND

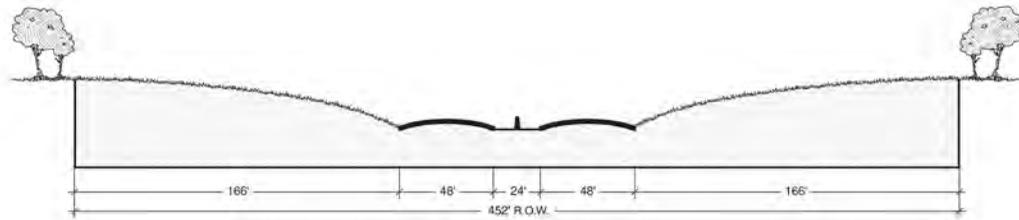
- Type A: Expressway (variable lanes)
- Type B and B+: Regional Arterial (6 lanes divided)
- Type C: Major Thoroughfare (6 lanes divided)
- Type C1: Major Thoroughfare (6 lanes divided with on-street parking)
- Type D: Secondary Thoroughfare (4 lanes divided)
- Type E: Secondary Thoroughfare (4 lanes undivided)
- Type F: Collector Street (2 lanes undivided)
- D (Future)
- F (Future)
- Interchange Grade Separation
- City Limit



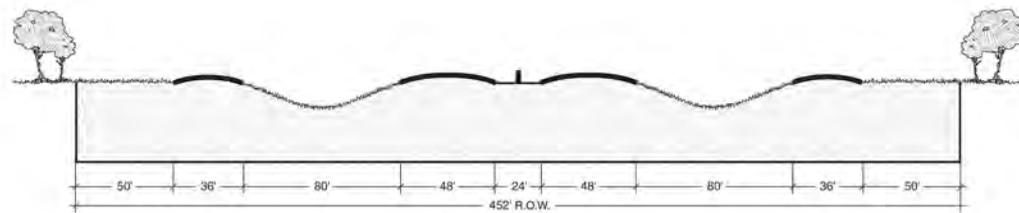
THOROUGHFARE CROSS-SECTIONS

Thoroughfare Plan Map and Cross-Sections adopted by City Council on MMM D, YYYY as part of the 2021 Comprehensive Plan

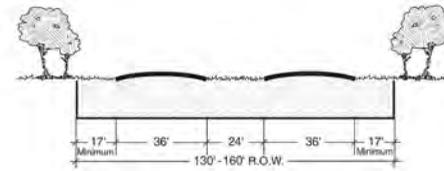
DRAFT
April 13, 2021



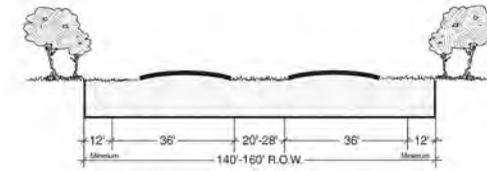
Type A
(E8DA)
Freeway - Regional - No Frontage Roads



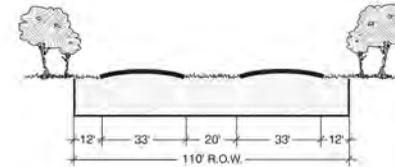
Type A
(E8DF)
Freeway - Regional - With Frontage Roads



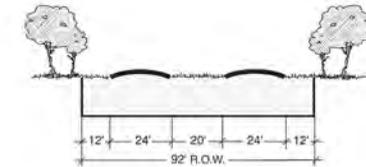
Type B
(M6DA)
Arterial - Regional



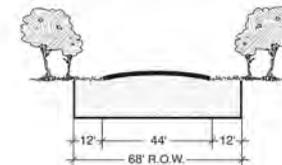
Type B+
(M6DA)
Arterial - Regional
With 12' Access Lanes



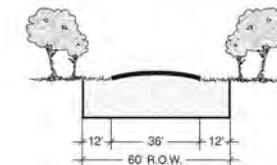
Type C
(M6D)
Major Thoroughfare



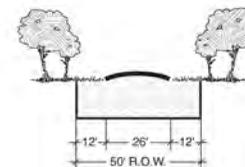
Type D
(S4D)
Secondary Thoroughfare



Type E
(S4U)
Secondary Thoroughfare



Type F
(S2U)
Collector

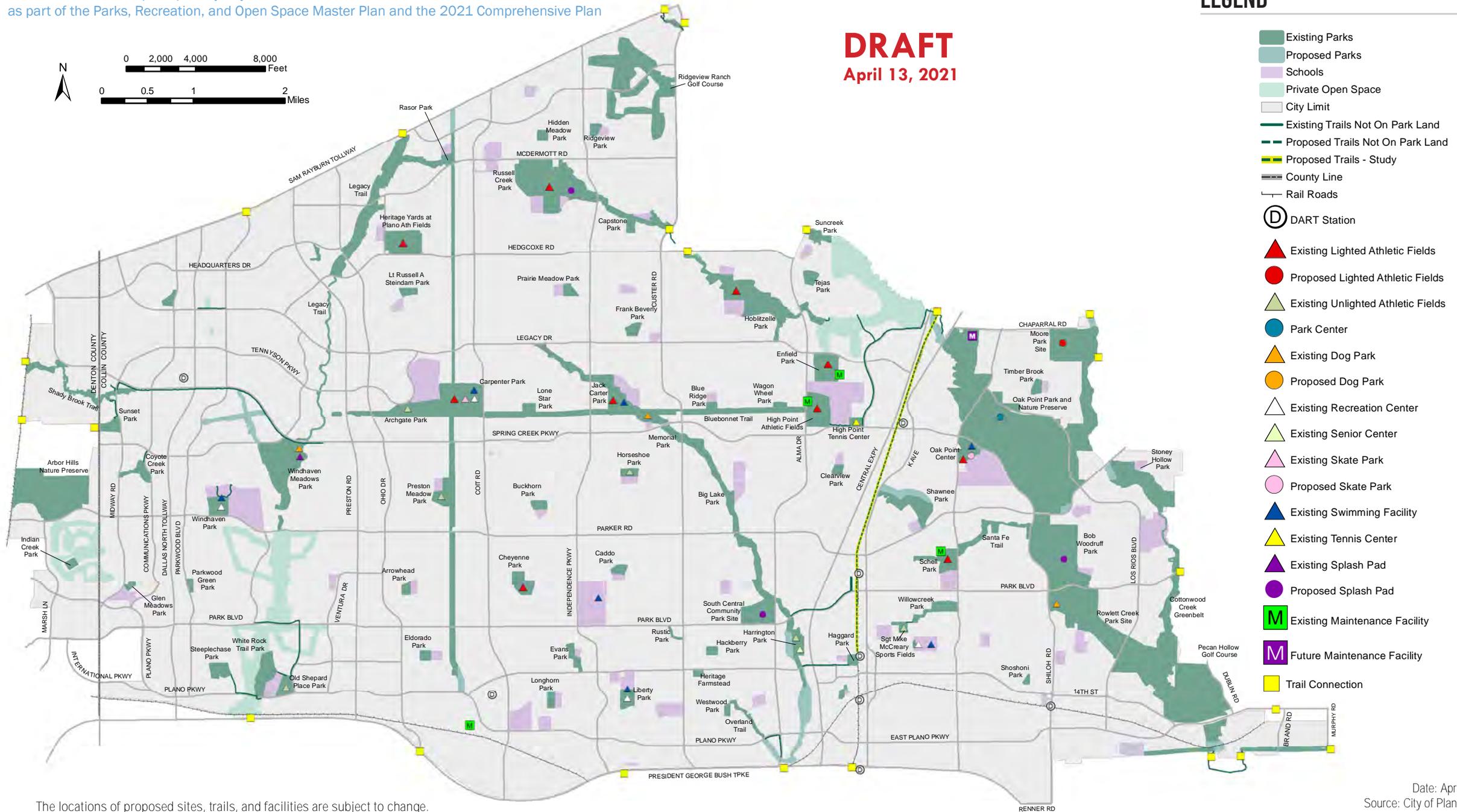


Type G
(R2U)
Residential / Local

PARKS MASTER PLAN MAP

Parks Master Plan Map adopted by City Council on MMMM D, YYYY
as part of the Parks, Recreation, and Open Space Master Plan and the 2021 Comprehensive Plan

DRAFT
April 13, 2021



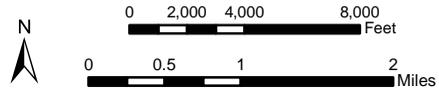
LEGEND

- Existing Parks
- Proposed Parks
- Schools
- Private Open Space
- City Limit
- Existing Trails Not On Park Land
- Proposed Trails Not On Park Land
- Proposed Trails - Study
- County Line
- Rail Roads
- DART Station
- Existing Lighted Athletic Fields
- Proposed Lighted Athletic Fields
- Existing Unlighted Athletic Fields
- Park Center
- Existing Dog Park
- Proposed Dog Park
- Existing Recreation Center
- Existing Senior Center
- Existing Skate Park
- Proposed Skate Park
- Existing Swimming Facility
- Existing Tennis Center
- Existing Splash Pad
- Proposed Splash Pad
- Existing Maintenance Facility
- Future Maintenance Facility
- Trail Connection

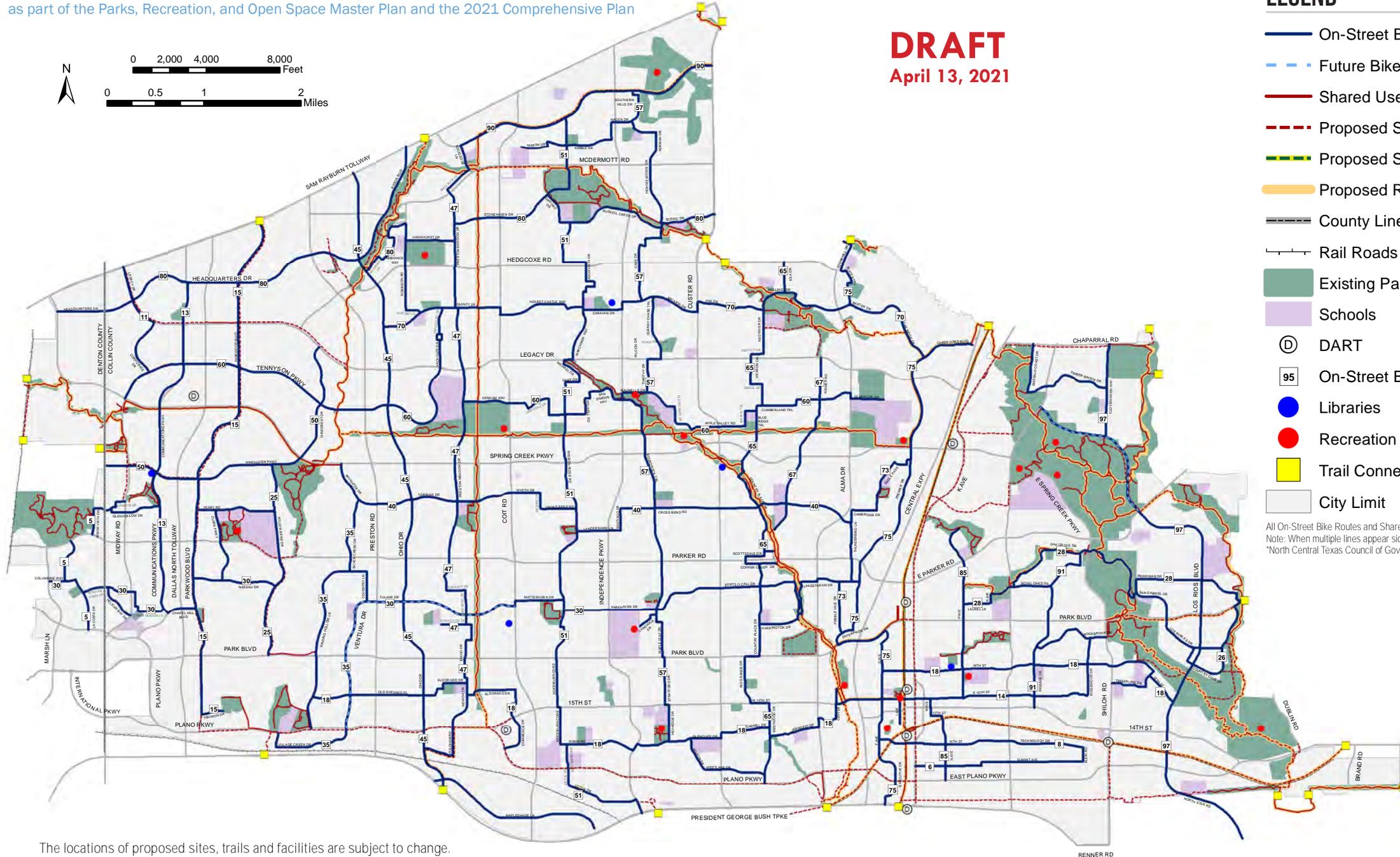
The locations of proposed sites, trails, and facilities are subject to change.

BICYCLE TRANSPORTATION PLAN MAP

Bicycle Transportation Plan Map adopted by City Council on MMMM D, YYYY as part of the Parks, Recreation, and Open Space Master Plan and the 2021 Comprehensive Plan



DRAFT
 April 13, 2021



LEGEND

- On-Street Bike Routes
- - - Future Bikeway Accomodation Study Area
- Shared Use Paths
- - - Proposed Shared Use Paths
- - - Proposed Shared Use Path - Study Area
- Proposed Regional Bicycle Network*
- County Line
- Rail Roads
- Existing Parks
- Schools
- D DART
- 95 On-Street Bike Route Numbers
- Libraries
- Recreation Facilities
- Trail Connection
- City Limit

All On-Street Bike Routes and Shared Use Paths are shown in approximate locations. Note: When multiple lines appear side by side, it denotes multiple uses served by the same facility. *North Central Texas Council of Governments Regional Veloweb.

The locations of proposed sites, trails and facilities are subject to change.

PURPOSE

The purpose of the Glossary of Terms is to explain the concepts located throughout the Plano Comprehensive Plan. In addition, the Glossary serves to clarify terms that may have multiple meanings. Unlike definitions adopted in a regulatory document, this Glossary of Terms does not strictly govern the document, but the terms can and should be utilized to generally explain the content of the document.

Definitions have been cited from a variety of accredited sources. Sources are listed after each definition and a complete list, along with links to the cited definitions, is provided in the *References* section of the Glossary.

*Disclaimer: Some terms listed within this Glossary have also been defined in adopted City of Plano regulatory documents, as they may be amended from time to time, such as the Zoning Ordinance. Adopted definitions in regulatory documents control those documents, while these Glossary terms advise **only** the Plano Comprehensive Plan.*

TERMS

- Americans with Disability Act (ADA)
- Apartment
- Area Plan
- Arterial
- Attached Single-Family Types
- Attached Single-Family Types, Brownstones
- Attached Single-Family Types, Duplexes
- Attached Single-Family Types, Row Houses
- Attached Single-Family Types, Townhomes
- Building Intensity
- Bus Rapid Transit (BRT)
- City Property
- Community Crime Prevention Through Environmental Design (CPTED)
- Commuter Rail
- Compatibility
- Condominiums
- Context-Sensitive
- Corridor
- Dallas Area Rapid Transit (DART)
- Density (Future Land Use Map)
- Design Elements
- Detached Single-Family Types
- Detached Single-Family Types, Conventional Houses
- Detached Single-Family Types, Estates
- Detached Single-Family Types, Patio Homes
- Detached Single-Family Types, Small-Lot Single-Family
- Dwelling Units per Acre
- Expressway
- Gateway
- Green Buildings
- Heat Island
- Historic Preservation (Heritage Preservation)
- Industrial Types
- Infill Development
- Infrastructure
- Institutional Types
- Intelligent Transportation System
- Investment Zones
- Level of Service (Bicycles and Pedestrians)
- Level of Service (Traffic)
- Light Rail
- Micromobility
- Mix of Use Measurement Areas
- Mixed-Use
- Mobility
- Mode Share
- Multifamily Types
- Multifamily Types, Garden-Style
- Multifamily Types, High-Rise
- Multifamily Types, Independent Living
- Multifamily Types, Main Street-Style
- Multifamily Types, Mid-Rise
- Multifamily Types, Small-Scale
- Multimodal Streets
- Multimodal Streets Ordinance
- Natural Feature
- Neighborhood
- North Central Texas Council of Governments (NCTCOG)
- Office Types
- Open Space
- Overlay Districts
- Paseo
- Pedestrian-Friendly
- Public Improvement District (PID)
- Redevelop/Redevelopment
- Renewable Energy
- Residential Adjacency
- Retail Types
- Ridesharing
- Right-of-Way
- Safe Routes to School Maps
- Sensitive Land Uses
- Setback
- Short Hop Services
- Stormwater Runoff
- Streetscape
- Suburban
- Sustainable Development
- Tax Increment Financing (TIF)
- Thoroughfare
- Traffic Calming
- Traffic Impact Analysis
- Trail, Off-Street
- Transit
- Transit-Oriented Development (TOD)
- Transit Shuttle
- Transportation Demand Management (TDM)
- Unified Design
- Universal Design
- Urban
- Urban Design
- Urban Heat Island
- Walkability
- Zoning

A

Americans with Disability Act (ADA)

The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in several areas, including employment, transportation, public accommodations, communications, and access to state and local government programs and services. (*United States Department of Labor*)

Apartment

See *Multifamily Types*

Area Plan

A plan...that covers specific subareas of the . . . county. These plans provide basic information on the natural features, resources, and physical constraints that affect development of the planning area. They also specify detailed land-use designation used to review specific development proposals and to plan services and facilities. (*American Planning Association: A Planners Dictionary*)

Arterial

A six-lane divided roadway, represented on the Thoroughfare Plan Map as Type C or greater (A, B, B+, and C).

Attached Single-Family Types

Attached Single-family (Attached SF) Types includes housing products with generally one dwelling unit per lot attached by a common wall to a similar dwelling, such as:

- duplexes
- townhomes
- brownstones
- row houses

Attached Single-Family Types, Brownstones

A term commonly used in reference to attached single-family dwellings. See *Attached Single-Family Types, Townhomes*.

Attached Single-Family Types, Duplexes

See *Dwelling (Two-Family) in the Zoning Ordinance*

Attached Single-Family Types, Row Houses

A term commonly used in reference to attached single-family dwellings. See *Attached Single-Family Types, Townhomes*.

Attached Single-Family Types, Townhomes

A term commonly used in reference to attached single-family dwellings. See *Single-Family Residence (Attached) in the Zoning Ordinance*.

B

Building Intensity

For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratio (FAR). (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Bus Rapid Transit (BRT)

Frequent, faster and higher-capacity bus service designed as an integrated system of service, facilities and strategies that distinguish it from regular bus service. The elements of bus rapid transit can vary depending on the operating environment and may include priority through separate right-of-way, preferential treatments at intersections, intelligent transportation systems, as well as other actions that improve bus speed and reliability, including limited stops, vehicle design, fare collection systems and high-quality bus stations. Bus rapid transit is often branded to promote the service as unique from regular bus transit service. (*American Public Transit Association*)

C

City Property

Property owned by the City of Plano.

Community Crime Prevention Through Environmental Design (CPTED)

A multidisciplinary and collaborative design approach (between planners, law enforcement, engineers, designers, code enforcement, and community stakeholders) intended to foster positive social interactions and deter criminal behavior within communities. Proponents of CPTED argue that proper design, use, and management of the built environment leads to a reduction in the incidence and fear of crime, while improving community vitality and overall quality of life. (*American Planning Association*)

Commuter Rail

An electric or diesel propelled railway for urban passenger train service consisting of local travel which operates between a central city and outlying areas....Commuter rail is generally characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, relatively long distance between stops, and only 1-2 stations in the central business district. (*National Transit Database Glossary*)

Compatibility

The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in a zoning district is intended to achieve compatibility. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and environmental effects like noise, vibration, glare, air pollution, or radiation. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Condominiums

A form of property ownership providing for individual ownership of space in a structure together with an individual interest in the land or other parts of the structure in common with other owners. (*American Planning Association: A Planners Dictionary*)
See *Multifamily Types*

Context-Sensitive

Considering surrounding context when making planning or infrastructure decisions. This represents a shift over traditional approaches which were all about “function” to an approach that balances the focused project purpose with community values and assets. Successful context sensitive processes both facilitate citizen participation throughout the process and allow greater design flexibility in the final product. (*Chicago Metropolitan Agency for Planning*)

Corridor

A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments. (*American Planning Association: A Planners Dictionary*)

D

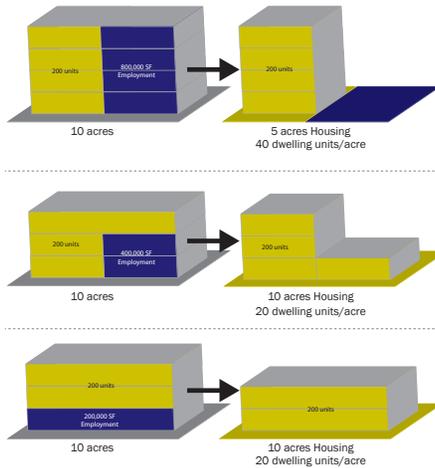
Dallas Area Rapid Transit (DART)

A regional transit agency authorized under Chapter 452 of the Texas Transportation Code and was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. As of March 2020, DART serves its 13 Service Area cities bus and shuttle routes, On-Demand GoLink zones, light rail transit (DART Rail), and paratransit service for persons who are mobility impaired. (*DART*)

Density (Future Land Use Map)

For the purposes of the Future Land Use Map, density is measured by the number of dwelling units per acre (DUA) on an individual lot or within a residential subdivision (reasonably excluding public or private streets, park land, and public open space).

Where both residential and non-residential uses share a lot and/or common facilities (parking, open space, etc.), the acreage attributed to non-residential uses will be removed from the density calculation. The following examples illustrate how residential density should be calculated in each instance:



Average Densities for FLU Categories:

FLU Category	Average Density
Neighborhoods (N)	6 DUA
Neighborhood Corners (NC)	N/A
Community Corners (CC)	N/A
Suburban Activity Centers (SA)	25 DUA
Urban Activity Centers (UA)	59 DUA
Employment Centers (EM)	N/A
Downtown Corridors (DT)	45 DUA
Expressway Corridors (EX)	25 DUA
Social Network (SN)	N/A
Open Space Network (OS)	N/A

Design Elements

See *Urban Design*

Detached Single-Family Types

The most prolific type of housing in Plano’s suburban neighborhoods, Detached Single-family (Detached SF) Types includes detached housing products with a single dwelling unit per lot, such as:

- conventional houses
- estates
- patio homes
- small-lot single-family

Detached Single-Family Types, Conventional Houses

See *Single-Family Residence (Detached) in the Zoning Ordinance*

Detached Single-Family Types, Estates

A conventional house located on a lot one acre or greater.

Detached Single-Family Types, Patio Homes

See *Patio Home in the Zoning Ordinance*

Detached Single-Family Types, Small-Lot Single-Family

A conventional house located on a lot no greater than 4,000 square feet, generally.

Dwelling Units per Acre

A measurement of residential density. See *Density*.

E

Expressway

A divided arterial highway for through traffic with full or partial control of access with more than 50 percent of all crossroads separated in grade. (*American Planning Association: A Planners Dictionary*)

G

Gateway

A point along a roadway where a motorist gains a sense of entering a city or county [or neighborhood or destination]. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Green Buildings

Structures that incorporate the principles of sustainable design— design in which the impact of a building on the environment will be minimal over the lifetime of that building. Green buildings incorporate principles of energy and resource efficiency, practical applications of waste reduction and pollution prevention, good indoor air quality and natural light to promote occupant health and productivity, and transportation efficiency in design and construction, during use and reuse. (*American Planning Association: A Planners Dictionary*)

H

Heat Island

See *Urban Heat Island*

Historic Preservation (Heritage Preservation)

The preservation of historically significant structures and neighborhoods to facilitate restoration and rehabilitation of the building(s) to a former condition. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

I

Industrial Types

Industrial Types includes businesses that are heavy commercial or industrial related, often with outside storage, vehicle storage, and multiple bay doors, such as:

- office/warehouses
- distribution centers
- private utilities
- wholesale building supplies
- transmission/collision repair
- car dealerships

Infill Development

Development of vacant or underutilized land (usually individual lots or leftover properties) within areas that are already largely developed. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Infrastructure

Public services and facilities like sewage-disposal systems, water-supply systems, other utility systems, schools, roads, bicycle and pedestrian facilities, and transit systems. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Institutional Types

Institutional Types includes educational, medical, and government related uses, such as:

- hospitals
- emergency rooms
- schools
- post offices
- government facilities
- assisted living⁴
- religious facilities
- police/fire stations

⁴While retirement housing is categorized as EIPS in the Zoning Ordinance, institutional housing can be associated with both Residential and Employment uses. Assisted living and long-term care facilities are considered Institutional Types due to their operations.

Intelligent Transportation System

Intelligent Transportation Systems (ITS) technologies advance transportation safety and mobility and enhance American productivity by integrating advanced communications technologies into transportation infrastructure and into vehicles. It encompasses a broad range of wireless and traditional communications-based information and electronic technologies. *(United States Department of Transportation)*

Investment Zones

See *Tax Increment Financing and Public Improvement District*

L

Level of Service (Bicycles and Pedestrians)

Multimodal performance measures [that] focus as much on the quality and convenience of facilities as they do on movement and flow. For example, the adequacy of pedestrian facilities is not determined by how crowded a sidewalk is but by the perception of comfort and safety. For transit services, frequency is an important attribute, but “on-time performance” and the pedestrian environment surrounding bus and rail stations are also critical aspects of the traveler experience. *(Institute of Transportation Engineers)*

Level of Service (Traffic)

A scale that measures the amount of vehicle traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. *(Institute for Local Government: Glossary of Land Use and Planning Terms)*

Light Rail

A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail (HR). It is characterized by:

- Passenger rail cars operating singly (or in short, usually two car, trains) on fixed rails in shared or exclusive right-of-way (ROW);
- Low or high platform loading; and
- Vehicle power drawn from an overhead electric line via a trolley or a pantograph.

(National Transit Database Glossary)

M

Micromobility

Any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. *(Federal Highway Administration)*

Mix of Use Measurement Areas

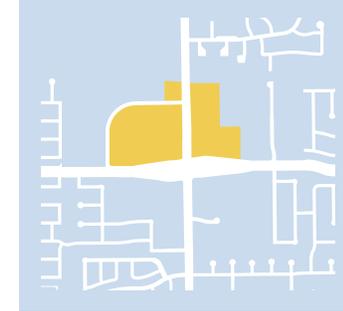
The areas used to determine the total acreage or dwelling units when analyzing the Mix of Uses of the Future Land Use Map & Dashboards. Three methods are used in Plano:

- **Citywide:** The total area within the same future land use (FLU) category in the city is considered as a whole when measuring the mix of uses. For example, all Neighborhoods (N) areas are measured together, regardless of gaps or lack of contiguity.

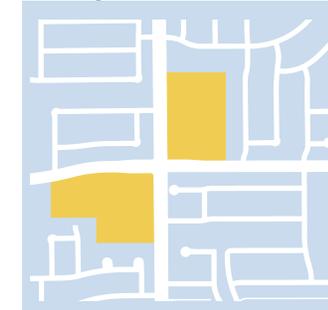


- **Per Adjoining Corner/Center:** All continuous areas within the same FLU category are considered as a whole when measuring the mix of uses regardless of gaps, separation by major roadways, or having only point-to-point connectivity.

Example 1: the Community Corners (CC) on the north side of the Spring Creek Pkwy. and Coit Rd. intersection have adjacency across a major roadway and are measured together.



Example 2: the Neighborhood Corners (NC) at the intersection of Hedgcoxe Rd. and Coit Rd. have point-to-point connectivity and are measured together.



- **Per Expressway:** All area within the FLU category along each expressway is considered as a whole when measuring the mix of uses. For example, all Expressway Corridors (EX) areas along the US 75 corridor are measured together, regardless of gaps or lack of contiguity.



Mixed-Use

Properties on which various uses like office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Mobility

The movement of people or goods. (*Victoria Transport Policy Institute*)

Mode Share

Commute mode share measures the percentage of workers aged 16 years and over who commute either by bicycle; by private vehicle, including car, truck, van, taxicab, and motorcycle; by public transportation, including bus, rail, and ferry; or by foot. (*United States Department of Transportation 1*)

Multifamily Types

Multifamily Type (MF) includes any housing designed with more than 3 dwelling units per lot, including:

- garden-style apartments/condominiums
- main-street style apartments/condominiums
- small-scale apartments/condominiums
- mid-rise apartments/condominiums
- high-rise apartments/condominiums
- independent living centers

Multifamily Types, Garden-Style

Traditional apartment complexes, including condominiums, that contain more than 10 units on a lot. They are often multiple buildings, gated access, and set along the edge of Plano’s typical neighborhood design. Generally 2 to 4 stories in height with surface parking, but may include carports or garages for individual units. Amenities are provided in separate buildings and within the complex’s property.

Multifamily Types, High-Rise

Apartments, including condominiums, located within walkable proximity to mixed-use development and major employers. Generally 10 or more stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and on-street parking spaces. Amenities are often provided within the building and on rooftop decks.

Multifamily Types, Independent Living

Housing complexes primarily restricted to residents age 55 and over, that may or may not provide community facilities and convenience services such as meals, transportation, and housekeeping. While retirement housing is categorized as EIPS in the Zoning Ordinance, institutional housing can be associated with both Residential and Employment uses. Housing units within independent living centers are counted towards Multifamily Types for the purposes of the Future Land Use Map and Dashboards due to their design and function.

Multifamily Types, Main Street-Style

Apartments, including condominiums, located within, or in walkable proximity to, mixed-use or transit-oriented developments. Generally 3 to 4 stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and on-street parking spaces. Amenities are often provided in internal courtyards.

Multifamily Types, Mid-Rise

Apartments, including condominiums, located within transit-oriented developments, or adjacent to and in support of employment areas. Generally 5 to 9 stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and/or on-street parking spaces. Amenities are often provided within the building, on rooftop decks, and in internal courtyards.

Multifamily Types, Small-Scale

Apartments, including condominiums, that contain up to 10 units per lot and are managed by a governance association. Generally 1 to 3 stories in height. Parking is available in garage or surface parking at the rear of the property.

Multimodal Streets

Streets that accommodate multiple modes of transportation, including vehicles, transit, micromobility, and people on foot.

Multimodal Streets Ordinance

A city ordinance directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. (*National Complete Streets Coalition*)

N

Natural Feature

Components and processes present or produced by nature, including soil types, geology, slopes, vegetation, surface water, drainage patterns, aquifers, recharge areas, climate, floodplains, aquatic life, and wildlife. (*American Planning Association: A Planners Dictionary*)

Neighborhood

A planning area commonly identified as such in a community’s planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes showing the names and boundaries of neighborhoods. Though neighborhoods are not legal designations, they are among the most commonly recognized and understood land use designations. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

North Central Texas Council of Governments (NCTCOG)

A voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG’s purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. (*North Central Texas Council of Governments*)

O

Office Types

Office Types generally includes businesses that provide professional, medical, or administrative services located in a neighborhood or corporate campus setting, such as:

- doctor/dentist offices
- attorney offices
- research/technology businesses
- insurance agencies
- corporate offices

Open Space

See *Zoning Ordinance and Future Land Use Dashboards*

Overlay Districts

See *Zoning Ordinance*

P

Paseo

See *Zoning Ordinance*

Pedestrian-Friendly

The density, layout, and infrastructure that encourages walking and biking within a subdivision or development, including short setbacks, front porches, sidewalks, and bikepaths. (*American Planning Association: A Planners Dictionary*)

Public Improvement District (PID)

A defined geographical area established to provide specific types of improvements or maintenance within the area which are financed by assessments against the property owners within the area. Authorized by Chapter 372 of the Texas Local Government Code.

R

Redevelop/Redevelopment

Building new construction on a site that has preexisting uses or renovating existing uses on a site. Redevelopment generally is a strategy to rehabilitate blighted urban areas through renovation. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Renewable Energy

Energy derived from sources that do not deplete natural resources. Examples include solar, wind, and geothermal energy from the earth's core. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Residential Adjacency

See *Zoning Ordinance*

Retail Types

Retail Types generally includes businesses with commercial store frontages located in pad, strip, activity, or big box shopping centers. It also includes supporting businesses such as light office, hotels, self-storage, gas stations, light automotive servicing centers, entertainment venues, and other similar uses when located in a retail shopping center.

Ridesharing

Transportation of more than one person for commute purposes, in a motor vehicle, with or without the assistance of a commuter matching service. (*American Planning Association: A Planners Dictionary*)

Right-of-Way

See *Subdivision Ordinance*

S

Safe Routes to School Maps

A school route map can inform students and families about walking and bicycling routes to school and can also identify areas that require improvements. While school route maps are often developed for all households within the school walk zone, consideration should be given to areas outside of the defined walk zone and, when appropriate, to the entire enrollment area of a school. A school walking and bicycling route map not only provides way-finding for students to walk and bicycle to and from school, it can identify where engineering treatments may be needed and where adult school crossing guards, curb ramps, and traffic control devices such as signs, crosswalks, and traffic signals should be provided. (*National Center for Safe Routes to School*)

Sensitive Land Uses

Land uses, including residential and institutional dwellings, defined to be sensitive to the effects of noise and air pollution when adjacent to expressways as listed in the Expressway Corridor Environmental Health Map and Guidelines.

Setback

The minimum distance by which any building or structure must be separated from a street right-of-way or lot line. (*American Planning Association: A Planners Dictionary*)

Short Hop Services

See *Transit Shuttle*

Stormwater Runoff

That portion of the stormwater that flows from the land surface of a site either naturally, in man-made ditches, or in a closed conduit system. (*American Planning Association: A Planners Dictionary*)

Streetscape

An area that may either abut or be contained within a public or private street right-of-way or accessway that may contain sidewalks, street furniture, landscaping or trees, and similar features. (*American Planning Association: A Planners Dictionary*)

Suburban

Low- to medium-development patterns that surround the urban areas of a city. The suburbs are often residential in character with single-family detached houses as the primary use of land. Increasingly, the suburbs contain employment and service centers as well as residential areas. The automobile historically determines the form of the suburbs. (*American Planning Association: A Planners Dictionary*)

Sustainable Development

Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (*American Planning Association: A Planners Dictionary*)

T

Tax Increment Financing (TIF)

A tax incentive designed to attract business investment by dedicating to the project area the new property tax revenues generated by redevelopment. The increase in revenues (increment) is used to finance development-related costs in that district. (*Institute for Local Government: Glossary of Land Use and Planning Terms*) Authorized by Chapter 311 of the Texas Tax Code.

Thoroughfare

See *Thoroughfare Standards Rules and Regulations*

Traffic Calming

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level. (*United States Department of Transportation 2*)

Traffic Impact Analysis

See *Zoning Ordinance*

Trail, Off-Street

See *Plano Parks, Recreation, Trails & Open Space Master Plan*

Transit

Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus. (*American Planning Association: A Planners Dictionary*)

Transit-Oriented Development (TOD)

A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car. (*American Planning Association: A Planners Dictionary*)

Transit Shuttle

Transit service that travels over a short route or one that connects two transportation systems or centers. Frequently operated using a minibuss or van. (*American Planning Association: A Planners Dictionary*)

Transportation Demand Management (TDM)

Programmatic strategies designed to make efficient use of the existing transportation system. Specifically, demand management strategies attempt to increase transit ridership, vehicle occupancy, walking, and bicycling, and to reduce the lengths of some trips, move them to off-peak hours, or eliminate them altogether. Implementation of demand management strategies can reduce dependence on the single-occupant vehicle, thereby reducing traffic congestion, vehicle emissions, and fuel consumption. (*American Planning Association: A Planners Dictionary*)

U

Unified Design

Uniform urban design, typically established for a defined district or area.

Universal Design

Design of buildings, products and environments that are usable and effective for everyone, not just people with disabilities. The Center for Universal Design identifies seven principles of universal design: 1) equitable use; 2) flexibility in use; 3) simple and intuitive; 4) perceptible information; 5) tolerance for error; 6) low physical effort; 7) size and space for approach and use. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Urban

Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be nonurban or rural. (*American Planning Association: A Planners Dictionary*)

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture. (*American Planning Association: A Planners Dictionary; Institute for Local Government*)

Urban Heat Island

Refers to the tendency for urban areas to have warmer air temperatures than the surrounding rural landscape, due to the extensive surface area of streets, sidewalks, parking lots, and buildings. These surfaces absorb solar radiation during the day and release it at night, resulting in higher temperatures. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

W

Walkability

See *Pedestrian-Friendly*

Z

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

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