City of Plano
Comprehensive Plan Review

Meeting #19 | September 1, 2020 | CPRC No. 19
Agenda

1. Approval of Minutes: August 18, 2020
2. CPRC Work Plan Updates
3. Presentation and Discussion: Future Land Use and Growth and Change Maps
4. Discussion: Four Corner Self-Guided Tour Feedback
5. Discussion and Consideration: Bundles 16-19
“Continuous improvement is better than delayed perfection.”

- Mark Twain
Work Plan Updates
Work Plan Overview

• **July – October**: CPRC Initial Review

• **August – November**: P&Z Review & CPRC Follow-up Review

• **November – December**: Public Meetings (dates and format TBD)

• **December – January**: Public Hearings on Revisions
Work Plan Updates

- Meeting 19a
  - Topics updated to reflect agenda

- Meeting 20a
  - Topics were refined
Discussion of Work Plan

Does the Committee have modifications regarding the Work Plan?
Plano Tomorrow Review: Future Land Use Map
What is a Future Land Use Map?

1. MAP
   (Plan)

2. DESCRIPTIONS
   (Categories)

**Purpose**
The purpose of the Future Land Use Map is to determine appropriate locations for future uses and activities while balancing the need for urbanization with the need for green spaces. It is intended to preserve and enhance these uses and to regulate the design of new residential and commercial uses to be consistent with the character and density of the area.

**Neighborhoods (N)**
The Neighborhood future land use category applies to areas where the neighborhood character is strong and the neighborhood is expected to grow. These areas typically have a mix of residential, commercial, and public spaces. The Neighborhood future land use category includes areas that are currently zoned for residential use and are expected to grow in the future.

**Regional Centers (RC)**
The Regional Centers future land use category applies to areas that are expected to grow significantly in the future. These areas typically have a mix of residential, commercial, and public spaces. The Regional Centers future land use category includes areas that are currently zoned for residential use and are expected to grow in the future.

**Central Business District (CBD)**
The Central Business District future land use category applies to areas that are expected to attract a significant amount of commercial activity. These areas typically have a mix of residential, commercial, and public spaces. The Central Business District future land use category includes areas that are currently zoned for residential use and are expected to grow in the future.
What is a Future Land Use Map?

POLICIES & ACTIONS

Land Use Policy: Plano will support a system of organized land use to provide greater housing and employment choices, where new and redevelopment areas respect existing neighborhoods and businesses.

Land Use Action: Review and ensure residential adjacency standards provide appropriate transitions in building height and bulk that are sensitive to the physical character of adjoining neighborhoods.

Undeveloped Land Action: Situate new housing growth adjacent to existing residential neighborhoods.
What does it do?

1. Establishes the Desired Land Use Pattern
   - Where should we place major groups of land uses?

2. Establishes the Desired Character and Form
   - What do we want these areas to look like?
   - How do these areas interact with one another?

3. Guides Planning for Capital Improvements
   - What capacities are needed for roads, water, wastewater, etc.?
How do you make one for a fast-growing city?

1. Establish the Planning Area
   - What are the ultimate boundaries of the city going to be?
   - What is the reasonable area that can be planned for in a 20- to 30-year horizon?

2. Identify Major Environmental Features & Existing Conditions
   - Floodzones, lakes, creeks, forests, topography, drainage basins, residences, local roads

3. Place Regional Transportation System
   - Expressways, highways, railroads, airports, connections to neighboring cities

4. Establish Local Transportation Systems & Major Land Uses
   - Where should the major commercial, employment, and industrial areas be located?
   - Where should neighborhoods and major recreational areas be located?
   - What form should they take? How do we connect them?

5. Establish Policies for Siting Facilities, Institutions, and Infrastructure
   - Schools, neighborhood parks, utilities (water, wastewater, gas, electric, phone, etc.), fire stations, libraries, etc.

6. Balance the System
   - Population distribution, employment distribution, traffic generation, residential adjacency, retail/office demand, sustainable tax revenue, infrastructure capacity, environmental protection, social equity

Plano’s Comprehensive Plan History

1981

DNT

US 75

1986 Plan
How do you update a plan for a city with 90%+ development?

1. **Evaluate the Vision**
   - Is an update needed? If so, why? Is the vision from high growth times still relevant?
   - What has changed? What changes are expected?

2. **Establish Existing Conditions**
   - What do we have in place today?
   - What is working? What is not working?

3. **Determine Areas of Stability**
   - What areas should be protected from major changes?
   - What can the City do to encourage stability?

4. **Determine Areas of Change**
   - What areas are in need of change? Or expected to see change during the plan horizon?
   - What amount of change is expected? What does that change look like?
   - Is that change desirable? What can the City do to encourage the change? (or vice versa)

5. **Balance the System**
   - Population distribution, employment distribution, traffic generation, retail/office demand, sustainable tax revenue, infrastructure capacity, environmental protection, social equity
Plano Tomorrow Maps

Future Land Use Map

Growth & Change Map
Turn back the clock in Plano

2003 – Plano at Maturity Report
- Growth had slowed – less projected revenues
- Changing demographics
- Increasing traffic congestion
- Need for redevelopment and revitalization
- Recommended identifying areas for “mixed-use/new urbanism” and increasing mass transit

2008 – Future Dimensions Report
- Similar Issues
- Regional growth & beginning of Great Recession
- Recommended adding density nodes (higher densities and mixed-use in selected locations)

2012 – “Interim Amendments” to 1986-based Plan
- Increasing requests to rezone along expressways and in employment centers
- Redevelopment and Undeveloped Land Policies
- Recommended creation of mixed-use zoning districts
Attention is directed to the projected land use requirements for retail/office area. The present area zoned for retail and office use in Plano is nearly adequate to accommodate a population of 550,000 or more people. It is obvious that even with vigorous retail development in Plano, a substantial amount of the land which is zoned for retail purposes is not likely to be used for that purpose. Continued expansion of the retail zoning which is unrelated to the sound probability of its use for retail purposes will result in some future land use problems for the community.”
Plano Tomorrow Creation

Land Use & Transportation Related Priorities:

- Identify specific areas for mixed-use and urban form.
- Conserve and enhance established residential neighborhoods and suburban form.
- Reinvestment and redevelopment of transportation corridors.
- Reinvestment and redevelopment of underperforming retail centers.
- Improve community design quality in new development, streetscapes, and public spaces.
- Increase mobility options and pedestrian access.
- Build on partnerships and be a leader in the region, state, and nation.
Plano Tomorrow Maps

Future Land Use Map

Growth & Change Map
Plano Tomorrow – FLU Categories

Plano Tomorrow

1986-Based Plan

LEGEND

- Residential
- Low Intensity Office
- Medium Intensity Office
- High Intensity Office
- Major Commercial
- Community Commercial
- Neighborhood Commercial
- General Commercial
- Freeway Commercial
- Major Corridor Development
- Research / Technology Center
- Light Industrial
- Major Parks and Recreation
- Major Public and Semi-Public
- DART Facility
- Business/Government Center (Historic Business District)

- Neighborhood (N)
- Neighborhood Center (NC)
- Regional Center (RC)
- Compact Complete Center (CCC)
- Transit Corridor (TC)
- Expressway Corridor (EXC)
- Employment Center (EC)
- Social Network (SN)
- Open Space Network (OSN)
- DART Facilities
Neighborhoods (N)

The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through clear, well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses. 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. Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and intersections. Adequate building setbacks must be considered when development is proposed near neighborhoods.
Neighborhoods (N)

• Residential:
  – Primarily single-family residential*
  – Does allow other context-sensitive low-mid density residential

• Non-Residential:
  – Churches, schools, limited retail and office, etc.

*Other housing types are allowed
Residential

Neighborhoods

The City seeks attractive, inclusive and cohesive residential neighborhoods with a mix of housing opportunities. Low, medium and high-density residential uses are not individually designated. Specific proposals regarding housing are included in the Housing Element of the Comprehensive Plan.

Non-Neighborhood

With few large tracts left for residential development, many infill and redevelopment opportunities may not fit the traditional neighborhood context. Because of this, some residential development may occur in non-neighborhood settings such as in mixed-use developments and specialized housing complexes.
Neighborhood Centers (NC)

The Neighborhood Center future land use category applies to corner retail sites along major arterials. Redevelopment of existing retail centers is strongly encouraged and should reduce retail square footage, focus on quality design and pedestrian access, and increase the mix of uses. Neighborhood Center uses are typically located in low-rise buildings with retail, service, and office uses that serve the adjacent neighborhoods. The introduction of residential uses within Neighborhood Centers is recommended where it can be accomplished in a context-sensitive manner and integrated into the center. When residential is introduced, single-family uses are desired for compatibility with existing adjacent neighborhoods. Neighborhood centers will be based on the concepts of mixed-use, community design, and transit-oriented design, where possible. Adequate building setbacks must be considered when development is proposed near neighborhoods. Useable open space will be included within the centers to create active and interesting public spaces.
Neighborhood Centers (NC)

• **Residential:**
  – Any new residential uses must be compatible with adjacent neighborhood and respectfully set back (low rise; typically single-family)
  – Where possible, concepts of mixed-use, community design, and transit-oriented development utilized. (eg. street trees for shade, wider sidewalks, patio dining next to green spaces)

• **Non-Residential:**
  – Low-rise buildings, including retail, office, and service uses adjacent to neighborhoods.
  – Usable open space included in redevelopment should create active and interesting public spaces.
Neighborhood Centers (NC)
1986 Plan – Neighborhood Commercial

Neighborhood Commercial

Neighborhood commercial centers are intended to serve adjacent residential neighborhoods, and include grocery stores, drugstores and small retail and service uses. These centers serve a one to one and one-half mile radius and contain 100,000 to 150,000 square feet of floor area (at a rate of 30 square feet per resident of the service area). They require a site of 10 to 15 acres, and development intensity less than 0.3:1 FAR.

Neighborhood commercial centers are located at the intersections of major arterial streets. One or two corners may develop with commercial uses at intersections designated as a neighborhood commercial center on the Land Use Plan, based on the size and population of the service area.

The population of some areas of Plano will not support a typical neighborhood commercial center, and smaller neighborhood convenience centers may be appropriate for such areas. Neighborhood convenience centers contain a convenience store with gas pumps and small shops, with total retail space less than 25,000 square feet. Sites are less than five acres, yet they are larger than a single corner convenience store. Neighborhood commercial centers provide an option for partially developed retail corners where there is little chance of additional retail development, and the remainder property is being converted to another use.
1986 Plan – NC Locations
Regional Centers (RC)

The Regional Center future land use category applies to large commercial developments within high traffic corridors. Regional Center uses are typically located in low to mid-rise buildings and include retail, service, and office uses that serve a regional population. Regional centers are intended to have a mixture of large shopping centers, restaurants, theaters, offices, and other supporting uses. Residential development is supported in these centers and should be incorporated within mixed-use or transit-oriented developments. Adequate building setbacks must be considered when development is proposed near neighborhoods. Useable open space will be included within the centers to create active and interesting public spaces.
Regional Centers (RC)

- **Residential:**
  - Residential development is context sensitive, supported in the form of mixed-use and transit-oriented development
  - Adequate setbacks near neighborhoods is required

- **Non-Residential:**
  - Low to mid-rise buildings that include retail, service, and office uses
  - Open space incorporated into development efforts
Regional Centers (RC)
Community Commercial

Community commercial centers generally serve a neighborhood area of three to five miles, and include department or discount stores, grocery stores, specialty shops and restaurants along with office uses. These centers are located on sites 15 to 35 acres in size along regional expressways or at intersections of major arterial streets. Typical FAR’s are less than 0.4:1. Two or three corners may be developed at intersections designated as community commercial centers on the land use plan.

Preston & Spring Creek, PBGT & Jupiter
1986 Plan – Major Commercial

Major Commercial

Major commercial centers may include malls and large shopping centers anchored by department stores, along with specialty shops, restaurants, theaters, offices and other uses. These centers serve both a local and regional population, and are located along regional thoroughfares. Major commercial centers usually contain 500,000 square feet plus of floor area on sites of 50 acres or more. Multi-story buildings with an overall FAR of up to 1:1 may be appropriate in conjunction with retail development.
1986 Plan – MC & CC Locations
The Employment Center future land use category applies to business centers. The primary uses for employment centers are commercial uses which provide 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. Adequate building setbacks must be considered when development is proposed near neighborhoods. Residential development is not appropriate within these centers in order to ensure the city’s ability to attract and maintain employment generating uses.
Employment Centers (EC)

- **Residential:**
  - Residential development is not appropriate

- **Non-Residential:**
  - Intended for commercial uses to provide for corporate office campuses, medical centers, educational facilities, technology centers and research facilities
  - Limited manufacturing and warehouses are allowed
Employment Centers (EC)
1986 Plan – Office Types

Office

The office categories include a variety of employment uses, including office towers, medical centers, corporate campuses and small neighborhood offices. There are three categories of office development designated on the Land Use Plan – High Intensity Office, Medium Intensity Office and Low Intensity Office. High Intensity Office should include offices with FAR’s up to 1:1 and building heights up to 12 stories. Medium Intensity Office areas should include development up to 0.75:1 FAR and eight story building heights. Low Intensity Office development serves local needs and heights are typically less than four stories with FAR’s less than 0.4:1.

NOTE: An update to the 1986 Plan added “Major Corridor Development,” which replaced many areas designated as “High Intensity Office.”
The Research/Technology Center area provides for low-density office, research and development facilities, and limited assembly operations. It is intended to attract high technology businesses similar to those currently in operation south of the President George Bush Turnpike. This area is intended to accommodate multiple users in a campus environment. Warehousing is planned to serve a supporting role in the RT area. Warehousing should generally be an accessory use to limited assembly operation and office/showroom facilities.
1986 Plan – Office Types/RT
Expressway Corridors (EXC)

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. Due to noise and health impacts of expressways, **residential development is generally not appropriate in these corridors**. Adequate building setbacks must be considered when development is proposed near neighborhoods.
Expressway Corridors (EXC)

• **Residential:**
  – Residential development is generally not allowed

• **Non-Residential:**
  – Includes a mix of retail, service, office, restaurant, medical, hotel, and technology-based uses
  – Parking structures should be used
Expressway Corridors (EXC)
1986 Plan

Freeway Commercial

The Freeway Commercial category is intended to define the unique character of the U.S. 75 corridor. This corridor includes major retail development including Collin Creek Mall, along with general commercial, entertainment, lodging and office uses. Basic components of the category include 1:1 floor area ratios and a 20 story maximum height limit. Lower FAR’s and maximum heights are recommended for areas located within 500 feet of residential areas.

Major Corridor Development

This designation applies to three areas that are served by major expressway facilities: the Dallas North Tollway Corridor, President George Bush Turnpike, and the S.H. 121, Corridor. Development in these corridors is expected to include a mix of commercial, office, and technical production uses. Floor area ratios (FAR) should range from 0.4:1 to 1:1, and heights should be limited by proximity to residential areas. Residential development is generally not appropriate within these corridors, although residential development may be considered along the southern edge of the S.H. 121 corridor. This corridor is wider than the others, but residential uses should not be closer than 1200 feet south of the future center line of S.H. 121.
1986 Plan – FC & MCD
Compact Complete Centers (CCC)

The Compact Complete Centers future land use category applies to areas that may see new growth or experience significant redevelopment. Compact Complete Centers should include mid-rise buildings with office, retail, service, entertainment, and residential uses, which are based on the concepts of mixed-use, community design, and where possible, transit-oriented design. Uses should be integrated within the development and should create self-contained neighborhoods that are navigable by walking or using bicycles. Uses should also be serviced by parking structures to reduce surface parking and encourage efficient use of land. Useable open space will be included within the centers to create active and interesting public spaces.
Compact Complete Centers (CCC)

- **Residential:**
  - Promotes mid-rise residential
  - Focuses on new growth or significant redevelopment areas (ex. Malls, TOD)
  - Development should act as self-contained neighborhoods

- **Non-Residential:**
  - Promotes mid-rise office, retail, service, and entertainment uses
  - Parking structures should be required
  - Open space must be incorporated into development efforts
Compact Complete Centers (CCC)
1986 Plan – Various

**Major Corridor Development**

**Freeway Commercial**

**Mix of Freeway Commercial, General Commercial, Community Commercial, Residential, Major Public and Semi-Public**

- Legacy, Legacy West, Granite Park, Willow Bend
- Collin Creek Mall Area
- Oak Point Area
Transit Corridor (TC)

The Transit Corridor future land use category applies to the Downtown Plano core and the adjoining rail corridor linking the Dallas Area Rapid Transit (DART) red/orange line and the future Cotton Belt line. It is the intention to continue the transformation of the Downtown Plano core into a distinct and authentic urban center and expand the vision for transit-oriented development within the entire corridor. Major uses within Transit Corridor include housing, retail, cultural facilities, hotels, and government offices. Infill and redevelopment projects should be compatible with the historical character of the area and transit-oriented residential, employment, retail, and civic uses should be located between one-quarter to one-half mile walking distance of a transit stop. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land. Street, bike trail, and sidewalk improvements will be emphasized to create a more accessible, walkable, and unified corridor. Useable open space will be included to create active and interesting public spaces. Commercial and residential uses within the corridor shall be designed to acknowledge visibility from rail, especially where elevated, as a gateway to the community.
Transit Corridor (TC)

- **Residential:**
  - Promotes housing
  - Expands the vision for transit-oriented development in Plano (see page 8 of the print version of the Plano Tomorrow Plan)
  - Transit-oriented development will be located between one-quarter to on-half mile of a transit stop

- **Non-Residential:**
  - Promotes retail, cultural facilities, hotels and government offices
  - Usable open space included in redevelopment should create active and interesting public spaces.
  - Parking structures will be required
  - Street, bike trail, and sidewalk improvements will be priorities
  - Open space will be included
Transit Corridor (TC)
1986 Plan

Freeway Commercial

Light Industrial

Small pocket at H&TC and Cotton Belt Railroads

The light industrial category includes a variety of industries such as research facilities, assembly or production operations, warehousing and associated administrative offices. Industrial development is limited to a 0.5:1 FAR and a maximum building height of four stories. Light industrial and associated development is appropriate in areas with access to the arterial street system and, where possible, access to the railroad system. Light industrial development is most appropriate in industrial parks or other suitable planned settings.
1986 Plan

Downtown Business Government Center

Downtown Plano is becoming a 24-hour mixed-use community. Housing, shops, restaurants, cultural facilities and government offices comprise the major uses. Infill and redevelopment projects should be compatible with the historic character of the area. Urban density and transit-oriented design is encouraged.

General Commercial

General Commercial areas are intended to provide a wide range of retail, service, office, light production and research and development uses. Residential adjacency standards must be considered when general commercial areas are near residential areas.
1986 Plan – Office Types/RT
Social Network (SN) 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 (SN)

• **Residential:**
  – Residential development is not appropriate

• **Non-Residential:**
  – Uses such as colleges, universities, major public schools, athletic complexes, recreational facilities, libraries, golf courses, etc. are allowed
Social Network (SN)
Open Space Network (OSN)

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 (OSN)

• **Residential:**
  – Residential development is not appropriate

• **Non-Residential:**
  – Major public open space preserves, community parks, neighborhood parks, linear parks and trails
Open Space Network (OSN)
1986 Plan – Public/Parks & Rec

Public and Semi Public (PSP)

The public and semi-public category includes a wide range of public and private uses such as colleges and universities, public and private schools, golf courses, country clubs and large private open spaces. Locations should be provided for institutional and public uses that are appropriate for the intensity and character of each.

Parks and Recreation (P)

The parks and recreation category includes major public open spaces as well as parks and recreation facilities serving the community. Included are floodplain areas to be preserved such as major parks, linear parks, athletic complexes and City-owned golf courses.
1986 Plan – Public/Parks & Rec
CPRC Discussion on Future Land Use
Four Corner Self-Guided Tour Feedback
Tour and Interviews

Step 1 – Take the virtual tour

Step 2 – View or listen to the recorded interviews

Step 3 – Visit each site in-person and fill out the corresponding survey
Step 1 – Virtual Tour

• Use the link provided on PlanoCompPlanReview.org to access the virtual tour

• Tour highlights retail corners in Plano

• Consider what features in the environment you enjoy or don't, and why
Step 1 – Virtual Tour

CPRC Four Corner Self-Guided Virtual Tour

About the Tour
The purpose of this tour is to help CPRC members better understand Plano's retail corridor and its impact on the September 1st CPRC meeting. CPRC members will have the opportunity to present.

Directions | Location Guide | Surveys | Tour Map

14th Street & Jupiter Road, View Four
2529 14th St, Plano, TX 75074

Screening Walls Pt. 1
Not all four corners of the center have masonry screening walls between the commercial sites and the adjacent neighborhood. The northeast and southeast corners of this site were built before these design elements were required by.

Plano CPRC Self-Guided Virtual Tour 302 views
Step 2 – Interviews

• Use links provided on the website to listen to all interviews.
  – Christina Day | City of Plano | Director of Planning
  – Peter Braster | City of Plano | Director of Special Projects
  – Lori Schwarz | City of Plano | Director of Neighborhood Services
  – Jason Claunch | Catalyst Commercial | Owner
  – Paris Rutherford | Catalyst Urban Development | Principal
Step 2 – Interviews

Interviews
Christina Day | City of Plano | Director of Planning

1. (Peter/Christina) What challenges do developers cite when trying to redevelop a retail corner?

2. (Peter/Christina) Does the City receive many requests for the complete redevelopment of retail corners, or requests to change the layout of existing developments?

3. (Christina) How do you envision the interface and connections between redeveloped corner sites and existing neighborhoods?

4. (Peter/Christina) How have retail trends changed in recent years (and months) in Plano? How do you expect those trends to change over time?
Step 3 – In-Person Tour

• Please visit all sites identified on the virtual tour
  (Note: CPRC does not need to visit areas outside Plano)

• As you visit the sites, please fill out the survey provided for each intersection
Step 3 – In-Person Tour

Guiding Questions

• Should this area remain exactly the same as it exists today?
• Is this area likely to change for better or worse under market conditions?
• If change is desired, what is the best way for this area to redevelop that benefits both the community and land owner?
• What land uses are economically practical and sustainable, and desirable in a neighborhood center?
• What is your impression of the neighborhood based only on the four-corner retail that supports this intersection?
Tour Locations

1. 14th & Jupiter
2. 18th & K
3. Parker & Custer
4. Independence & 15th
5. Parker & Preston
6. Coit & Legacy
7. Custer & Hedgcoxe
Step 3 – In-Person Tour
Discussion on the Tour

Does the Committee have any feedback regarding the tour?
The Built Environment – Transit-Oriented Development*

WEBSITE CONTEXT – 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 and incentivize an integrated mix of uses and civic spaces within walking distance of future light rail, commuter rail, and active bus planned transit stations.

POLICY* – Plano will proactively encourage and incentivize development within walking distance of existing and future rail stations or bus planned transit centers stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

TOD1*) Develop Criteria for Review of Transit-Oriented Developments 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 Compact Complete Centers where increased land productivity provides opportunity for additional open space.
TOD5*) Develop plans for the K Avenue/DART light rail and the 14th Street/Cotton Belt commuter rail corridors to address redevelopment of retail and multifamily sites and encourage new development around transit stations.

TOD6*) Pursue land banking techniques around existing and future transit stations to ready the environment for redevelopment.
TOD7*) Prepare developer Request for Qualifications (RFQ) Request for Proposals (RFP) for disposition of city property and include language describing vision, incentives available, and regulatory requirements. When appropriate, sell city-owned property located near transit stations consistent with adopted area plans.
TOD8*) Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 5. BUNDLE 5 WAS APPROVED ON 7.7.2020 AND IS PENDING BEFORE P&Z.
Next Meeting

- Prepare for the next meeting
  - Date: September 9, 2020
  - Time: 6:00 p.m.
  - Location: Plano Council Chambers
Thank you
For more information, please visit www.PlanoCompPlanReview.org