City of Plano
Comprehensive Plan Review

Land Use Workshop | Saturday, September 19, 2020 | CPRC Special Event #2
9:00 AM
Agenda

1. Meeting Overview
2. Map Review
3. Exercise #1: Future Land Use Categories
4. Exercise #2: Future Land Use Map
   ------------------- (Time Permitting) -------------------
5. Exercise #3: Growth and Change Map
6. Discussion & Consideration: Bundle 18
“Continuous improvement is better than delayed perfection.”

- Mark Twain
Meeting Overview
Purpose of Today

The purpose of Workshop is for the CPRC to review and discuss the Future Land Use Categories and the Comprehensive Plan Maps.
Purpose of Today

• Formulate the key ingredients to the:
  – FLUM Category Descriptions
  – FLUM Boundaries (Map Edits)
  – Growth and Change Map or any other comp plan map

• After today (Sept. 19):
  – Staff and consultants take CPRC’s input and make possible revisions
  – CPRC to review and continue discussion
Map Review
Purpose

The purpose of the Future Land Use Map is to determine appropriate locations for future uses and activities while establishing a set of design characteristics for distinct areas within the city. The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

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 density 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.

Neighborhood Centers (NC)

The Neighborhood Center future land use category applies to center 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. Usable open space will be included within the centers to create active and interesting public spaces.

Regional Centers (RC)

The Regional Centers 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. Usable open space will be included within the centers to create active and interesting public spaces.

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. Usable open space will be included within the centers to create active and interesting public spaces.

Transit Corridor (TC)

The Transit Corridor future land use category applies to the Downtown Plano core and the adjoining rail corridor including 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 sidewalks improvements will be supplemented to create a more accessible, walkable, and unified corridor. Usable 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.

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, offices, 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.
APPENDIX

Land Use Categories

The Land Use Element and Plan establishes categories of land use for the city as well as the general pattern in which these will occur. Unlike the zoning map, it is not parcel specific. The map, together with the policies of the plan, is used to determine the appropriate zoning classifications for individual tracts of land.

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 fill 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.

Service and Production

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 adjacencies standards must be considered when general commercial areas are near residential areas.

Major Corridor Development

This designation applies to 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.

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 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.

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.

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.
**Open and Social Space (OS)**
These areas are expected to remain open and social space uses, such as nature preserves, parks, country clubs, and institutional uses, but will improve to meet the changing leisure, recreation, and social desires of the community.

**New Growth (NG)**
These existing undeveloped areas (>50 acres) are expected to experience new development through master-planned projects.

**Evolve Urban (EU)**
These existing areas are expected to experience extensive large-scale change through major redevelopment projects that evolve into distinct walkable districts.
**Transform Center (TC)**
These existing areas are expected to experience significant redevelopment and transformation of the existing form into small-scale pedestrian-friendly centers.

**Improve and Refine (IR)**
These areas are expected to experience moderate changes through infill, reuse, and redevelopment.

**Conserve and Enhance (CE)**
These areas are expected to retain the current form of development, but will experience some minor infill and ongoing rehabilitation consistent with the present form and character.
Purpose
These guidelines are adopted in accordance with the Expressway Corridor Environmental Health Study, available at www.planoordinances.org. Ordinance number 2019-10-8.

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.

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:

<table>
<thead>
<tr>
<th>Residential and Institutional Dwelling</th>
<th>Environmental Health Area</th>
<th>Sensitive Land Use</th>
<th>Environmental Health Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential District</td>
<td>EPA-I</td>
<td>Day Care and Schools</td>
<td>School (Public)</td>
</tr>
<tr>
<td>Nursing Home</td>
<td>EPA-II</td>
<td>Day Care Center</td>
<td>School (Private)</td>
</tr>
<tr>
<td>Senior Care Facility</td>
<td>EPA-III</td>
<td>[Site Design Standards should be consistent with Article 15,1902 for these uses.]</td>
<td></td>
</tr>
<tr>
<td>Adult Housing</td>
<td>EPA-IV</td>
<td>Parks, Playground</td>
<td></td>
</tr>
<tr>
<td>Retirement Community</td>
<td>EPA-V</td>
<td>Senior Apartments</td>
<td></td>
</tr>
<tr>
<td>Manufactured Housing</td>
<td>EPA-VI</td>
<td>Single-Family Dwelling</td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>EPA-VII</td>
<td>Condominium</td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>EPA-VIII</td>
<td>[Site Design Standards should be consistent with Article 15,1902 for these uses.]</td>
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</tr>
<tr>
<td>Mobile Home Park</td>
<td>EPA-IX</td>
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<tr>
<td>Manufactured Housing</td>
<td>EPA-X</td>
<td>[Site Design Standards should be consistent with Article 15,1902 for these uses.]</td>
<td></td>
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</tbody>
</table>

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 repeating periods and locations to adequately describe local conditions and predominant noise sources on the project site.
3. Estimate existing, future, and projected noise levels at ground level and for all proposed floors of the building, and compare these 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
Potential mitigation methods include:
1. Locating the sensitive land use farther 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 barriers, obstacles, and open space are located further from and located away from the expressway.
4. Providing outdoor or interior noise reduction 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 materials and/or treatments, as allowed per other regulations.

A combination of these methods is recommended for the most effective mitigations. Mitigation methods can be recommended through an EHA Site Analysis.
2020 Undeveloped Land
As of April 1, 2020

Legend
- Undeveloped Land (2,298.8 acres, 5.0%)
  Undeveloped parcels defined as having no approved preliminary plat (residential), or building permit (nonresidential), and outside of 100 year flood plain.

Produced by Stephens Intelligence GIS, City of Plano
3/9/2020

This map is intended for general informational purposes only. It is not intended for use in navigation. The City of Plano, its officers, employees, and agents, are not liable for any errors or omissions on this map. Any reliance on the data is entirely at your own risk. The use or application of any information is subject to the user’s license agreement with the City of Plano.
Undeveloped Land by Growth And Change Type

- Evolve Urban (5%)
- Improve and Refine (6%)
- New Growth (80%)
- Transform Center (2%)
- Conserve and Enhance (2%)

Legend

Undeveloped parcels defined as having no approved preliminary plat (residential), or building permit (nonresidential), and outside of 100 year flood plain.
TRADITIONAL SINGLE-FAMILY DETACHED | 1-10 DWELLING UNITS PER ACRE

**DESCRIPTION**
A residence designed for one or two families, ranging from rural ranchettes and estates to the traditional suburban setting. Houses are typically 1 to 2 stories in height with garages and two parking spaces.

**PRODUCT TYPES**
- Ranchettes
- Estates
- Traditional
  - Single-family
- Patio Homes
- Backyards
- Cottages
- Duplexes

TRADITIONAL SINGLE-FAMILY ATTACHED | 7-12 DWELLING UNITS PER ACRE

**DESCRIPTION**
A building with 3-10 dwelling units, where each unit is located on its own individual lot and shares one or more walls with other units. Generally two stories in height with garages and two parking spaces for each unit. Located in a traditional suburban setting.

**PRODUCT TYPES**
- Traditional
  - Townhomes
SMALL LOT SINGLE-FAMILY | 7-15 DWELLING UNITS PER ACRE

DESCRIPTION
A small-lot, single-family residence (attached or detached) situated next to mixed-use activity centers where various housing types are in close proximity to shopping, dining, office, and entertainment uses. Generally 2 to 3 stories in height with two garage parking spaces per unit.

PRODUCT TYPES
- Small Lot Single-family (Detached)
- Small Lot Single-family (Attached)
- Small Lot Duplexes

GARDEN-STYLE MULTIFAMILY | 12-22 DWELLING UNITS PER ACRE

DESCRIPTION
Traditional apartment complexes that typically contain at least 11 units, multiple buildings, and are located in an isolated or gated setting. Generally 2-4 stories in height with mostly surface parking and may include carports or garages.

PRODUCT TYPES
- Traditional Apartments
- Condominiums
**MAIN STREET-STYLE MULTIFAMILY | 21.5-100 DWELLING UNITS PER ACRE**

**DESCRIPTION**
Apartments or 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.

**PRODUCT TYPES**
- Apartments
- Condominiums
- Mixed-Use Buildings

**MID-RISE MULTIFAMILY | 30-100 DWELLING UNITS PER ACRE**

**DESCRIPTION**
Apartments or condominiums located within, or in walkable proximity to, mixed-use or transit-oriented developments. Generally 5 to 10 stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and on-street parking spaces.

**PRODUCT TYPES**
- Apartments
- Condominiums
- Mixed-Use Buildings
HIGH-RISE MULTIFAMILY | UP TO 120 DWELLING UNITS PER ACRE

DESCRIPTION
Apartments or condominiums located within, or in walkable proximity to, mixed-use or transit-oriented developments. Generally 11 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.

PRODUCT TYPES
- Apartments
- Condominiums
- Mixed-Use Buildings

RETIREMENT HOUSING | 12+ DWELLING UNITS PER ACRE

DESCRIPTION
A building or group of buildings that provides multiple residences to seniors, with or without medical care and supporting services. Generally 2-4 stories in height with surface parking.

PRODUCT TYPES
- Assisted Living
- Household Care Institutions
- Continuum of Care
- Independent Living Facilities
**MIDDLE HOUSING | 7-35 DWELLING UNITS PER ACRE (DU/AC)**

**DESCRIPTION**
Middle housing provides a diversity of low-rise, low density housing types, ranging from duplexes to small apartments, which complement single-family and commercial neighborhoods. These housing products provide communities with a greater spectrum of price points, access to local amenities, and additional housing options for individuals in all phases of life. The following are typical examples of middle housing products that would be welcomed in Plano:

**BACKYARD COTTAGE | N/A**
An accessory structure typically located at the rear of a lot providing space for a small residential unit. This unit could be above a garage or at ground level.

**LIVE/WORK UNITS | 7-15 DU/AC**
A small- to medium-sized attached or detached structure consisting of one dwelling unit above or behind a ground floor commercial space. Both the residence and the commercial space are owned or leased by the same entity.
COURTYARD APARTMENTS | 20-30 DU/AC
A small apartment building with units accessed from a central courtyard. Each unit may have its own individual entry, or up to three units may share a common entry.

TRIPLEX/FOURPLEX | 15-35 DU/AC
A building that often takes the form and scale of a traditional single-family house, but consists of three to four units on multiple floors. Units are accessed through a shared entry.

BUNGALOW COURT | 19-35 DU/AC
A series of small, detached dwelling units arranged around a shared court. The shared court takes the place of a private rear yard and is an important community-enhancing element. Units may or may not be located on individual lots.
Exercise #1
Future Land Use Categories
Goals of Exercise #1:

Part A | Consensus on the format and approach for the descriptions

Part B | Consensus on the general description for each FLU category
Exercise #1 | Part A
Format and Approach for the Descriptions
Original Descriptions

Purpose

The purpose of the Future Land Use Map is to determine appropriate locations for future uses and activities while establishing a set of design characteristics for distinct areas within the city. The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development.

Neighborhoods (N)

The Neighborhoods future land use category contains primarily of employment areas focused on providing a high quality of life through diverse, well-maintained environments. Business, access to parks, schools, and hotel 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.

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 intended 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.

Regional Centers (RC)

The Regional Center future land use category applies to large commercial developments within high traffic corridors. Regional Centers 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 single or multi-family 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.
The Neighborhood Center future land use category applies to corner retail sites along major arteries. 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. Usable open space will be included within the centers to create active and interesting public spaces.

Plano Comprehensive Plan
FUTURE LAND USE CATEGORIES

NEIGHBORHOOD CORNERS (NC)

The Neighborhood Corners future land use category applies to retail corner sites at the intersections of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Not all four corners of an intersection may be developed with commercial uses, however a quadrant will typically range from 5 to 15 acres in size and be anchored by a grocery store, drug store, or gas station. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character. Adequate transitions in building setback and height must be considered when development is proposed near neighborhood.

Revitalization & Redevelopment - Due to the abundance of retail zoning in Plan’s development history and recent changes in retail consumer trends, these areas are increasingly susceptible to decline. Revitalization and reinvestment are strongly encouraged through parking lot landscaping enhancements, building façade renovations, and other improvements to sustain their vitality and attractiveness. Redevelopment may be appropriate to reduce retail square footage, integrate new uses, increase walkability, limit visual impacts of parking, and enhance community form.

Residential Uses - In situations, introduction of residential uses should further goals of neighborhood corner revitalization and be provided in a context-sensitive manner. Low-rise single-family, retirement, and mid-rise housing types are desired for compatibility with existing adjacent neighborhoods. New housing should be thoughtfully integrated into neighborhood corner development and, where feasible, safe and convenient connections from existing neighborhoods should be provided. In many cases, the layout of existing neighborhoods may provide direct walking connections to neighborhood corners.

Priorities for Neighborhood Corners:
- Maintaining viability and attractiveness of existing retail corners
- Redevelopment through creative design solutions, activated open space, and walkable streetscapes to create desirable destinations
- Replacing undersized retail space with residential uses, where provided in a context-sensitive manner and compatible with existing neighborhoods.

Typical Character Defining Elements:
- Building Height: Up to 20 feet
- Density: Low intensity
- Intensity & Scale: Low to medium
- Open Space: 20% to 40% Active open space
- Parking Orientation:
- Street Pattern & Streetscape:
- Multimodal Access:
- Public Open Space
- Multi-modal: 45 minutes by bike
- Multi-modal: 10 minutes by bike
- Multi-modal: 5 minutes by bike
Guide:

- Descriptions
- Priorities
- Compatibility
- Mix of Uses
- Character Defining Elements
Category Descriptions

- **Written Description**
  - Vision
  - Form
  - Desired Characteristics

- **Aspirational** - may not reflect existing conditions or full variety of uses
Priorities

- major priorities
- necessary actions to achieve the vision
Mix of Uses

- Land Use Mix
- Housing Mix
- Employment Mix
Mix of Uses

- Land Use Mix
- Housing Mix
- Employment Mix
Compatibility of NEW Uses

- Housing Types
  (per housing menu)

- Employment Types

- Most compatible primary uses
- Very compatible as primary uses
- Somewhat compatible as primary uses
- Compatible as secondary uses
- Compatible uses in limited circumstances
- Not a compatible use
Bundle 24 - Growth Management & Redevelopment Policy

- 1 or 2 dots would be subject to Action GMR9
- Additional analysis required with zoning

<table>
<thead>
<tr>
<th>Dots</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>◼◼◼◼◼◼</td>
<td>Most compatible primary uses</td>
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<td>◼◼◼◼◼◼</td>
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</tr>
<tr>
<td>◼◼◼◼◼◼</td>
<td>Not a compatible use</td>
</tr>
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Typical Character Defining Features

- Building Heights
- Density
- Intensity & Scale
- Open Space
- Parking Orientation
- Block Pattern & Streetscape
- Multimodal Access
<table>
<thead>
<tr>
<th>Category</th>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
<th>Parking Orientation</th>
<th>Block Valuation &amp; Streetscape</th>
<th>Multimodal Access</th>
<th>ROADWAY CLASSES</th>
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</thead>
<tbody>
<tr>
<td>Neighbourhoods (N)</td>
<td>1 to 2 stories</td>
<td>MEDIUM</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
<td>MEDIUM Direct access to local streets</td>
<td>MEDIUM Connecting to line &amp; bus routes</td>
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<tr>
<td>Neighbourhood Centers (NC)</td>
<td>1 to 3 stories</td>
<td>MEDIUM</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
<td>MEDIUM Direct access to local streets</td>
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</tr>
<tr>
<td>Regional Centers (RC)</td>
<td>1 to 5 stories</td>
<td>HIGH</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
<td>MEDIUM Direct access to local streets</td>
<td>MEDIUM Connecting to line &amp; bus routes</td>
</tr>
<tr>
<td>Major Mixed-Use Centres (MUC)</td>
<td>1 to 5 stories</td>
<td>HIGH</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
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<td>Expressway Corridors (EXC)</td>
<td>1 to 2 stories</td>
<td>MEDIUM</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
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<tr>
<td>Employment Centres (EC)</td>
<td>1 to 2 stories</td>
<td>MEDIUM</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
<td>MEDIUM Direct access to local streets</td>
<td>MEDIUM Connecting to line &amp; bus routes</td>
</tr>
<tr>
<td>Social Network (SN)</td>
<td>1 to 2 stories</td>
<td>MEDIUM</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
<td>MEDIUM Direct access to local streets</td>
<td>MEDIUM Connecting to line &amp; bus routes</td>
</tr>
<tr>
<td>Open Space Network (OSN)</td>
<td>1 to 3 stories</td>
<td>MEDIUM</td>
<td>LoD medium</td>
<td>LOW-Mixed</td>
<td>High-Block</td>
<td>Mixed to suburban blocks</td>
<td>MEDIUM Direct access to local streets</td>
<td>MEDIUM Connecting to line &amp; bus routes</td>
</tr>
</tbody>
</table>
Goals of Exercise #1:

Part A | Consensus on the format and approach for the descriptions

Part B | Consensus on the initial description for each FLU category
Revisions from City Staff
(2 Name Revisions)
Start Review of the Nine Land Use Category Descriptions

LEGEND
- Neighborhoods (N)
- Neighborhood Corners (NC)
- Regional Centers (RC)
- Major Mixed-use Centers (MMC)
- Transit Corridors (TC)
- Expressway Corridors (EXC)
- Employment Centers (EC)
- Social Network (SN)
- Open Space Network (OSN)
- DART Facilities
To help with time, we will focus on specific elements first.
NEIGHBORHOODS (N)

Highlights:
• Primarily a single-family district
• Employment are secondary uses
• 1-2 stories
• Low Intensity, Low Rise Scale
• Priority: Maintain neighborhood character and quality of life
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, 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.

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. Adequate transitions in building setback and height must be considered when development is proposed near neighborhoods.
PRIORITY FOR NEIGHBORHOODS:

- Preserving neighborhood character, form, and quality of life
- Encouraging maintenance and upkeep of existing housing stock
- Requiring adjacent commercial land uses to provide adequate transitions
- Providing a variety of housing heights, sizes, and types
<table>
<thead>
<tr>
<th>HOUSING</th>
<th>COMPARABILITY OF NEW USES</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Most compatible primary uses</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Very compatible as primary uses</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Small Lot SF</td>
<td>Somewhat compatible as primary uses</td>
<td>Service</td>
</tr>
<tr>
<td>Middle Housing</td>
<td>Compatible as secondary uses</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>Compatible uses in limited circumstances</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>Not a compatible use</td>
<td>Lodging</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## TYPICAL CHARACTER DEFINING ELEMENTS

### BUILDING HEIGHTS
- 1 to 2 stories

### DENSITY
- SF-D: up to 12 DUA
- Other: up to 20 DUA

### INTENSITY & SCALE
- Low intensity
- Low-rise scale

### OPEN SPACE
- 10% to 50%
- Passive open space

### PARKING ORIENTATION
- Res: garages with driveways
- Non-res: surface lots (to side or rear of building preferred)

### BLOCK PATTERN & STREETSCAPE
- GridDED or curvilinear blocks,
- tree-lined streets,
- consistent setbacks

### MULTIMODAL ACCESS

#### AUTOMOBILES
- HIGH
- direct access from local streets

#### TRANSIT
- MEDIUM
- served by bus on perimeter arterial streets

#### MICROMOBILITY
- HIGH
- connected to trails and bike routes

#### PEDESTRIANS
- HIGH
- walkable to parks and schools
Do you think this aligns with the future vision for Neighborhoods in Plano?

A. Yes, I like it as-is
B. Yes, but needs some minor refinement
C. No, needs major refinement
D. No, a completely different vision is needed

POLLING – Part B for N Category

A. 9
B. 5
C. 1
D. 0
NEIGHBORHOOD CORNERS (NC)
NEIGHBORHOOD CORNERS (NC)

Highlights:
• Primarily a commercial district
• Introducing residential in limited situations
• Multifamily is not compatible as new use
• SF and Middle Housing up to 20 DUA
• 1-3 stories
• Low Intensity, Low Rise
• Revitalization v. Redevelopment
NEIGHBORHOOD CORNERS (NC)

The Neighborhood Corners future land use category applies to retail corner sites at the intersections of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Not all four corners of an intersection may be developed with commercial uses, however a quadrant will typically range from 5 to 15 acres in size and be anchored by a grocery store, drug store, or gas station. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character. Adequate transitions in building setback and height must be considered when development is proposed near neighborhoods.

Revitalization & Redevelopment – Due to the abundance of retail zoning in Plano’s development history and recent changes in retail consumer trends, these areas are increasingly susceptible to decline. Revitalization and reinvestment are strongly encouraged through parking lot landscaping enhancements, building façade renovations, and other improvements to sustain their vitality and attractiveness. Redevelopment may be appropriate to reduce retail square footage, integrate new uses, increase walkability, limit visual impacts of parking, and enhance community form.

Residential Uses - In limited situations, introduction of residential uses should further goals of neighborhood corner revitalization and be provided in a context-sensitive manner. Low-rise single-family, retirement, and middle housing types are desired for compatibility with existing adjacent neighborhoods. New housing should be thoughtfully integrated into neighborhood corner development 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 neighborhood corners.
PRIORITIES FOR NEIGHBORHOOD CORNERS:

• Maintaining viability and attractiveness of existing retail corners

• Redevelopment through creative design solutions, activated open space, and walkable streetscapes to create desirable destinations

• Replacing underutilized retail space with residential uses, where provided in a context-sensitive manner and compatible with existing neighborhoods
<table>
<thead>
<tr>
<th>HOUSING</th>
<th>COMPATIBILITY OF NEW USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>● ● ○ ○ ○</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>● ● ● ○ ○</td>
</tr>
<tr>
<td>Small Lot SF</td>
<td>● ● ● ● ○</td>
</tr>
<tr>
<td>Middle Housing</td>
<td>● ● ● ● ○</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>High-Rise MF</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Retirement Housing</td>
<td>● ● ● ○ ○</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
</tr>
<tr>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Service</td>
</tr>
<tr>
<td>Institutional</td>
</tr>
<tr>
<td>Warehouse</td>
</tr>
<tr>
<td>Lodging</td>
</tr>
</tbody>
</table>
## TYPICAL CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 3 stories</td>
<td>Up to 20 DUA</td>
<td>Low intensity</td>
<td>10% to 20%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low-rise scale</td>
<td>Active open spaces</td>
</tr>
</tbody>
</table>

### PARKING ORIENTATION
- Res: garages, on-street
- Non-res: mix of on-street and surface lots (to side or rear of building preferred)

### BLOCK PATTERN & STREETSCAPE
- Short to medium block grid, tree-lined streets, pedestrian-friendly

### MULTIMODAL ACCESS

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>convenient access to neighborhoods</td>
<td>served by bus</td>
<td>connected to trails and bike routes</td>
<td>wide sidewalks, direct connections where feasible</td>
</tr>
</tbody>
</table>
POLLING – Part B for NC Category

Do you think this aligns with the future vision for Neighborhood Corners in Plano?

A. Yes, I like it as-is
B. Yes, but needs some minor refinement
C. No, needs major refinement
D. No, a completely different vision is needed

*One additional member was unable to submit their response, but said they would have submitted B.*
REGIONAL CENTERS (RC)
REGIONAL CENTERS (RC)

Highlights:

• Creating destination shopping and entertainment centers
• Primarily a retail/service area
• Main-street multifamily is somewhat compatible as new use (not mid-rise or high-rise)
• 1-5 stories
• Moderate Intensity, Low- to Mid-Rise
The Regional Centers future land use category applies to areas with large commercial and mixed-use developments that serve the 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, 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 - Regional 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 Regional Centers are often adjacent to established neighborhoods, development in these areas will provide a compatible transition in building height, scale, and intensity.
PRIORITIES FOR REGIONAL CENTERS:

- Creating destination shopping and entertainment centers through activated open space, quality building design and materials, and walkable streetscapes

- Requiring mixed-use developments to be planned in a thoughtful, cohesive manner that are supportive of the commercial centers
### Compatibility of New Uses

<table>
<thead>
<tr>
<th>Housing</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Small Lot SF</td>
<td>Service</td>
</tr>
<tr>
<td>Middle Housing</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
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<td>Main Street-Style MF</td>
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</tr>
<tr>
<td>Mid-Rise MF</td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

- **●●●●●** Most compatible primary uses
- **●●●●○** Very compatible as primary uses
- **●●●○○** Somewhat compatible as primary uses
- **●●○○○** Compatible as secondary uses
- **●○○○○** Compatible uses in limited circumstances
- **○○○○○** Not a compatible use
## TYPICAL CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 5 stories</td>
<td>Small lot and middle: Up to 20 DUA</td>
<td>Moderate Intensity Low- to mid-rise scale</td>
<td>15% to 20% Active open spaces</td>
</tr>
<tr>
<td></td>
<td>Other: Up to 75 DUA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PARKING ORIENTATION
- Res: structured, on-street
- Non-res: mix of structured, on-street, surface lots, valet

### BLOCK PATTERN & STREETSCAPE
- Short to medium block grid, tree-lined private streets, internal public ways

### MULTIMODAL ACCESS

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>may require short walk to destination</td>
<td>served by bus</td>
<td>connected to trails and bike routes</td>
<td>high walkability internal to the site</td>
</tr>
</tbody>
</table>
MAJOR MIXED-USE CENTERS (MMC)
MAJOR MIXED USE CENTERS (MMC)

Highlights:

- High-density mixed use activity centers & social hubs
- Intended to attract corporate headquarters and economic development
- 1-20 stories
- High Intensity, Mid- to High-Rise Scale
- Creating complete neighborhoods
MAJOR MIXED-USE CENTERS (MMC)

The Major Mixed-Use 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.
PRIORITIES FOR MAJOR MIXED-USE CENTERS:

- Providing housing and services that attract corporate headquarters and promote economic development
- Developing high standards for mixed-use form, amenities, and active open space that attract and sustain economic and social activity in these areas
### Compatibility of New Uses

<table>
<thead>
<tr>
<th>Housing</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Small Lot SF</td>
<td>Service</td>
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<td>Middle Housing</td>
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<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
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<tr>
<td>Mid-Rise MF</td>
<td></td>
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<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

- **●●●●●** Most compatible primary uses
- **●●●●〇** Very compatible as primary uses
- **●●〇〇〇** Somewhat compatible as primary uses
- **〇〇〇〇〇** Compatible as secondary uses
- **〇〇〇〇〇** Compatible uses in limited circumstances
- **〇〇〇〇〇** Not a compatible use
### TYPICAL CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 to 20 stories</td>
<td>Up to 120 DUA</td>
<td>High intensity Mid- to high-rise scale</td>
<td>10% to 15% Active open spaces</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETScape</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structured, on-street, and valet</td>
<td>Short block grid, limited setbacks, tree-lined and pedestrian-friendly streets</td>
</tr>
</tbody>
</table>

### MULTIMODAL ACCESS

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
</tr>
<tr>
<td>may require short walk to destination</td>
<td>integrated bus and rail when possible</td>
<td>integrated bike routes and trails</td>
<td>highly walkable</td>
</tr>
</tbody>
</table>
Do you think this aligns with the future vision for Major Mixed Use Centers in Plano?

A. Yes, I like it as-is
B. Yes, but needs some minor refinement
C. No, needs major refinement
D. No, a completely different vision is needed

*Two additional members were unable to submit their responses; one said they would have submitted B and the other said they would have submitted C.
TRANSIT CORRIDORS (TC)
TRANSIT CORRIDORS (TC)

Highlights:
- TOD and MF within ¼ mile of transit stops
- Revitalize K Avenue and 14th Street corridors
- 1-5 stories
- Moderate Intensity, Low- to Mid-Rise Scale
- Multimodal Connections
The Transit Corridors 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 Silver Line. It is the intention to continue the transformation of the Downtown Plano core into a distinct and authentic urban center using the principles of transit-oriented development at planned stations along both rail lines. Major uses within Transit Corridor include housing, retail, cultural facilities, hotels, and government offices.

**Transit-Oriented Development** - Transit-oriented residential, employment, retail, and civic uses will be 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** - The K Avenue and 14th Street corridors should redevelop to support Downtown Plano and other transit nodes. Street, bike trail, and sidewalk improvements will be 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** - Infill and redevelopment projects should be compatible with the historical character of the area.
PRIORITIES FOR TRANSIT CORRIDORS:

- Limit medium and high density residential development to the Downtown BG core and within 1/4 mile walking distance of TOD light rail stations.
- Accommodate infill residential development through small lot and middle housing that complements the historic residential character.
- Encourage redevelopment of the K Ave and 14th Street Corridors to support TOD locations
- Enhance bicycle and pedestrian connections from adjacent neighborhoods to Downtown Plano and light rail stations.
- Improve mobility connections between Downtown Plano to redevelopment of Collin Creek mall
### Compatibility of New Uses

#### Housing

<table>
<thead>
<tr>
<th>Type</th>
<th>Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Small Lot SF</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Middle Housing</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>○○○○○</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>●●●●○</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td>●○○○○</td>
</tr>
<tr>
<td>High-Rise MF</td>
<td>○○○○○</td>
</tr>
<tr>
<td>Retirement Housing</td>
<td>●●●●○</td>
</tr>
</tbody>
</table>

#### Employment

<table>
<thead>
<tr>
<th>Type</th>
<th>Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Restaurant/Retail</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Service</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Institutional</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Warehouse</td>
<td>○○○○○</td>
</tr>
<tr>
<td>Lodging</td>
<td>●●●●○</td>
</tr>
</tbody>
</table>
## Typical Character Defining Elements

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 5 stories</td>
<td>SF and middle: Up to 20 DUA Other: Up to 100 DUA</td>
<td>Moderate intensity Low- to mid-rise scale</td>
<td>20% to 30% Active open spaces</td>
</tr>
</tbody>
</table>

**Parking Orientation**
- Mix of garages, structured, on-street, surface lots, valet

**Block Pattern & Streetscape**
- Short block grid, limited setbacks, tree-lined and pedestrian-friendly streets

**Multimodal Access**

<table>
<thead>
<tr>
<th>Automobiles</th>
<th>Transit</th>
<th>Micromobility</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
</tr>
<tr>
<td>May require short walk to destination</td>
<td>served by rail and bus stations</td>
<td>connected to trails and bike routes</td>
<td>highly walkable</td>
</tr>
</tbody>
</table>
EXPRESSWAY CORRIDORS (EXC)
EXPRESSWAY CORRIDORS (EXC)

Highlights:

• Primarily office and retail corridor
• MF only compatible in limited situations (Action GMR9)
• Residential limited to redevelopment of underperforming retail
• Protect sensitive land uses in corridor
• 1-20 stories
• Moderate to High Intensity, Moderate- to High-Rise Scale
• Redevelopment of US 75 corridor
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.
PRIORITIES FOR EXPRESSWAY CORRIDORS:

• Redevelopment of US 75 Corridor
• Protect sensitive land uses in the Expressway Corridor Environmental Health Areas
• Limit residential development to redevelopment of underperforming commercial areas
### Compatibility of New Uses

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
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</tr>
<tr>
<td>Small Lot SF</td>
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<td>Middle Housing</td>
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</tr>
<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
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<tr>
<td>Main Street-Style MF</td>
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<tr>
<td>Mid-Rise MF</td>
<td></td>
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<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

- ●●●●● Most compatible primary uses
- ●●●● Somewhat compatible as primary uses
- ●●●○ Compatible as secondary uses
- ●●○○ Compatible uses in limited circumstances
- ○○○○ Not a compatible use
### Typical Character Defining Elements

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
</table>
| 1 to 20 stories  | Small lot: Up to 20 DUA  
Other: Up to 75 DUA | Moderate to high intensity  
Low- to high-rise scale | 10% to 20%  
Passive open space |

#### Parking Orientation
- Structured parking preferable to surface lots

#### Block Pattern & Streetscape
- Wide blocks
- Medium to large setbacks
- Perimeter trees and landscaping

#### Multimodal Access

<table>
<thead>
<tr>
<th>Automobiles</th>
<th>Transit</th>
<th>Micromobility</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>LOW</td>
<td>MEDIUM</td>
<td>LOW</td>
</tr>
<tr>
<td>direct access from frontage roads/major streets</td>
<td>served by bus at major intersections</td>
<td>connected to trails and bike routes</td>
<td>mostly served by perimeter sidewalks</td>
</tr>
</tbody>
</table>
EMPLOYMENT CENTERS (EC)
EMPLOYMENT CENTERS (EC)

Highlights:

• Primarily Office
• Research & Technology
• 3-20 stories
• Moderate to High Intensity, Low- to High-Rise Scale
• Evaluate needs to sustain viability of these areas
• Update Legacy Area Plan
EMPLOYMENT CENTERS (EC)

The Employment Center 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.
PRIORITIES FOR EMPLOYMENT CENTERS:

- Continue to maintain land for employment generating uses, but adapt to provide desirable characteristics for major employers
- Develop a committee to evaluate policies to sustain Employment Centers with employment-generating uses
- Work with the Legacy Association to update the Legacy Area Master Plan and associated Comprehensive Plan policies
<table>
<thead>
<tr>
<th>Housing</th>
<th>Compatibility of New Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Small Lot SF</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Middle Housing</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
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<td>Mid-Rise MF</td>
<td>○ ○ ○ ○ ○</td>
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<td>High-Rise MF</td>
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</tr>
<tr>
<td>Retirement Housing</td>
<td>○ ○ ○ ○ ○</td>
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</table>

<table>
<thead>
<tr>
<th>Employment</th>
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<tbody>
<tr>
<td>Office</td>
<td>● ● ● ● ●</td>
</tr>
<tr>
<td>Restaurant/Retail</td>
<td>● ● ○ ○ ○</td>
</tr>
<tr>
<td>Service</td>
<td>● ● ○ ○ ○</td>
</tr>
<tr>
<td>Institutional</td>
<td>● ○ ○ ○ ○</td>
</tr>
<tr>
<td>Warehouse</td>
<td>● ● ○ ○ ○</td>
</tr>
<tr>
<td>Lodging</td>
<td>● ● ○ ○ ○</td>
</tr>
</tbody>
</table>
## Typical Character Defining Elements

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<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 to 20 stories</td>
<td>N/A</td>
<td>Moderate to High intensity</td>
<td>10% to 35% Passive open space</td>
</tr>
</tbody>
</table>

### Parking Orientation
- Structured parking preferable to surface lots

### Block Pattern & Streetscape
- Wide blocks
- Medium to large setbacks
- Perimeter trees and landscaping

### Multimodal Access

<table>
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</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>LOW</td>
</tr>
<tr>
<td>direct access from major streets</td>
<td>commuter bus service</td>
<td>connected to trails and bike routes</td>
<td>mostly served by perimeter sidewalks</td>
</tr>
</tbody>
</table>
SOCIAL NETWORK (SN)
SOCIAL NETWORK (SN)

Highlights:

- Institutional Uses
- Low Intensity, Low- to Mid-Rise Scale
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.
PREFERENCES FOR SOCIAL NETWORK:

- Maintain and upgrade City facilities as needed to serve the educational, social, cultural, and recreational needs of the diverse community
- Improve access to these areas through transit and micromobility connections
### Compatibility of New Uses

<table>
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## CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 4 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>20% to 100% Passive &amp; recreational open space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low- to mid-rise scale</td>
<td></td>
</tr>
</tbody>
</table>

### PARKING ORIENTATION
- Surface lots

### BLOCK PATTERN & STREETSCAPE
- Wide blocks, perimeter trees and landscaping
- Medium to wide setbacks

### MULTIMODAL ACCESS

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>BIKES</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM</td>
<td>HIGH</td>
<td>HIGH</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Direct access from major streets</td>
<td>served by bus</td>
<td>integrated trails and bike routes</td>
<td>high walkability internal to the site</td>
</tr>
</tbody>
</table>
OPEN SPACE NETWORK (OSN)
OPEN SPACE NETWORK (SN)

Highlights:

- Parks & Open Spaces
- Low Intensity, Low-Rise Scale
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.
PRIORITIES FOR OPEN SPACE NETWORK:

• Maintain and upgrade parks and open spaces as needed to serve the health and recreational needs of the diverse community

• Improve access to these areas through transit and micromobility connections
<table>
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### Character Defining Elements

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<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low-rise scale</td>
<td>Active and recreational open space</td>
</tr>
</tbody>
</table>

#### Parking Orientation
- Surface lots

#### Block Pattern & Streetscape
- Wide blocks
- Deep setbacks

#### Multimodal Access

<table>
<thead>
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<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>HIGH</td>
<td>HIGH</td>
</tr>
<tr>
<td>Limited access to major and local streets</td>
<td>served by bus</td>
<td>integrated trails and bike routes</td>
<td>short walk from neighborhoods</td>
</tr>
</tbody>
</table>
Goals of Exercise #1

Part A | Consensus on the format and approach for the descriptions?

Part B | Consensus on the initial substance of each description?
Exercise #2
Future Land Use Map (FLUM)
Goal of Exercise #2

Part A | To hear what CPRC members think of the Future Land Use Map.

Part B | Consider any areas for map changes or areas that need further study.
Exercise #2 | Part A
To hear what CPRC members think of the Future Land Use Map.
Goal of Exercise #2

Part A | To hear what CPRC members think of the Future Land Use Map.

Part B | Consider any areas for map changes or areas that need further study.
Exercise #2 | Part B
Consider any areas of change or study.
Revisions from City Staff
(2 Name Revisions)
(3 Map Revisions)
LEGEND

- 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

LEGEND

- Neighborhoods (N)
- Neighborhood Corners (NC)
- Regional Centers (RC)
- Major Mixed-use Centers (MMC)
- Transit Corridors (TC)
- Expressway Corridors (EXC)
- Employment Centers (EC)
- Social Network (SN)
- Open Space Network (OSN)
- DART Facilities
Exercise #2
Part B | Question 1
Do you have any revisions to the Future Land Use Map or areas that need further study?
Goal of Exercise #2

Part A | To hear what CPRC members think of the Future Land Use Map.

Part B | Consider any areas for map changes or areas that need further study.
Thank you
For more information, please visit www.PlanoCompPlanReview.org