CALL TO ORDER

OUR VISION: PLANO IS A GLOBAL ECONOMIC LEADER BONDED BY A SHARED SENSE OF COMMUNITY WHERE RESIDENTS EXPERIENCE UNPARALLELED QUALITY OF LIFE.

The Comprehensive Plan Review Committee will open their Regular Meeting at 6:00 p.m. in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center to discuss posted items in the regular meeting as allowed by law. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

If necessary, the committee will reconvene on Thursday, October 29, 2020 at 6:00 p.m. in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center to complete discussion of posted items as allowed by law. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

For those wanting to watch the meetings, they will be live streamed on Plano's website at www.planotv.org. As an ad hoc Committee of the City of Plano, the Open Meetings Act does not apply. This meeting will not include public comments. A recording of the meeting will be made available on www.PlanoCompPlanReview.org.

PLEDGE OF ALLEGIANCE

ITEMS FOR DISCUSSION

1. Approval of Minutes: October 6, 2020
   Bell

2. CPRC Work Plan Updates
   Sefko

3. Discussion and Consideration: Future Land Use Map and Category Descriptions
   Sefko

4. Discussion and Consideration: Growth and Change Map and Category Descriptions
   Sefko

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
Chair Shockey convened the Committee into the regular meeting on Tuesday, October 6, 2020, at 6:03 p.m. at the Plano Municipal Center Senator Florence Shapiro Chambers and via videoconference. Twelve members were present. Four members were present via videoconference. Chair Shockey led the Committee in the Pledge of Allegiance.
ITEMS FOR DISCUSSION

1) Approval of Minutes: September 19, 2020 and September 29, 2020

MOTION: Upon a motion made by Member Kong and seconded by Vice Chair Bronsky the Committee voted 16-0 to approve the September 19, 2020, meeting minutes.

MOTION: Upon a motion made by Vice Chair Bronsky and seconded by Member Doyle, the Committee voted 16-0 to approve the September 29, 2020, meeting minutes.

2) CPRC Work Plan Updates – Mr. Sefko gave an overview of the updated Work Plan. Some questions were asked and discussion was held. Michael Bell, Comprehensive Planning Manager, requested an amendment to the Work Plan to reschedule the December 8, 2020, meeting to December 9, 2020, due to a scheduling conflict with City Council. The Committee agreed to this change.

Chair Shockey allowed Member La Mastra to provide a presentation on feedback from the Plano Bicycle Association as the next item of business.

Plano Bicycle Association Presentation – Member La Mastra presented feedback he received from the Plano Bicycle Association regarding bicycling preferences and habits in Plano. Discussion was held and questions were asked.

3) Discussion: Housing Types Menu – Mr. Sefko led a discussion about the House Types Menu and presentation. Christina Sebastian, Lead Planner, gave a presentation on Midtown Housing. Discussion was held and questions were asked. The Committee agreed to provide comments on Midtown housing to Mr. Bell.

4) Exercise: Growth and Change Map – Mr. Sefko led an exercise and discussion on the Growth and Change Map. Discussion was held and questions were asked. The Committee agreed to provide comments on the Growth and Change Map to Mr. Bell.

Summarizing the Committee’s comments, Chair Shockey requested that the Growth and Change Map, the Future Land Use Map, and the Housing Types Menu be sent to the Committee for comment. Mr. Bell suggested that staff and Freese and Nichols, Inc., create a questionnaire to collect Committee feedback on these items in a manner that could be accommodated into changes for the October 20th meeting. The Committee agreed with this direction.

With no further discussion, Chair Shockey adjourned the meeting at 9:42 p.m.

_________________________________________
Doug Shockey, Chair
Agenda Item 2

Discussion: CPRC Work Plan Updates

DESCRIPTION:

Hold a discussion and make any modifications to the Comprehensive Plan Review Committee (CPRC) Work Plan.

REMARKS:

On January 22, 2020, the Committee adopted a CPRC Work Plan that outlined target dates for discussion of key issues related to density, land use, transportation, growth management, and other unclassified topics. This is intended to be a working document that can be modified as needed. Pursuant to direction at the October 6, 2020, meeting, Freese and Nichols, Inc. has made the following modifications to the Work Plan:

- Updated meeting discussion topics to reflect the agenda.
- Updated CPRC #26b meeting date to Wednesday, December 9, 2020 due to a City Council scheduling conflict.
- Updated the tracking status for bundles recently considered by P&Z.

These dates are subject to change based upon the pace of the Committee’s progress working through remaining topics, the extensiveness of changes recommended by the CPRC, and input from the P&Z on how to provide adequate time for review of CPRC recommendations in addition to their regular zoning and development caseload.

RECOMMENDATION:

Consider the CPRC Work Plan and make modifications as necessary.

ATTACHMENTS:

Attachment A – CPRC Work Plan
Attachment B – CPRC Meeting Calendar
Plano Comprehensive Plan Review Committee  
Work Plan and Calendar  
Tuesday, October 20, 2020

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<th>Items to Consider Throughout the Review Process</th>
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<td>2 How to retain existing population and attract new residents.</td>
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<td>3 Maintain parks and transportation via solid economic development goals and efforts.</td>
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<td>4 Have a plan to prevent crime and support police.</td>
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<td>5 Actions to execute what is in the plan.</td>
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<td>6 The City should move in the same direction of Plano 2045.</td>
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<td>7 The purpose of the comprehensive plan relating to density, land use, growth management, and transportation.</td>
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<td>8 We all want to live in the best community.</td>
<td>Continuous</td>
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<td>9 Think about how we deliver the city to future generations.</td>
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<td>10 Strive for factual support.</td>
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<td>3 Executive Session for Legal Advice: Respond to questions and receive legal advice regarding the Fair Housing Act and legal issues related to comprehensive planning</td>
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<td>8 Review Middle Housing Types</td>
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<td>9 Plano ISD Facts and Figures (Presentation by Plano ISD Superintendent)</td>
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<td>10 How does DART membership work? How is DART funded? (Survey Question Response)</td>
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<td>11 Define what counts as a “journey to work trip” related to transportation demand management. (Survey Question Response)</td>
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<td>12 Special Districts and Incentives for Real Estate Development</td>
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<td>3) Discussion &amp; Direction: Analysis of Survey Results and Kickoff</td>
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<td>CPRC #4</td>
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<td>CPRC #5</td>
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### Self-Guided Tour

1. The purpose of the tour is to help CPRC members understand Plano’s retail corners.
2. CPRC members are to drive to four locations and consider the future of the retail corners.
3. The self-guided tour replaces the bus tour.
4. CPRC members to ask themselves questions similar to the following:
   a. “Should this area remain exactly the same as it exists today?”
   b. “Is this area likely to change for better or worse under market conditions?”
   c. “If change is desired, what is the best way for this area to redevelop that benefits both the community and land owner?”
   d. “What land uses are economically practical and sustainable, and desirable in a neighborhood?”
5. CPRC members bring their thoughts and comments to September 1 meeting and present individually.

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<td>3) Exercise #1: Future Land Use Categories</td>
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<td>4) Exercise #2: Future Land Use Map</td>
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<td>5) Exercise #3: Growth and Change Map</td>
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<tr>
<td>6) Discussion &amp; Consideration: Bundle 18</td>
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<td>7) Continuation of Items from September 15th Meeting (if necessary)</td>
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*** Saturday, August 22, 2020 through Monday, August 31, 2020 ***
<table>
<thead>
<tr>
<th>CPRC #21</th>
<th><strong>Glossary, P&amp;Z Comments, New Bundles for P&amp;Z Comment, Growth and Change Map, and Bundles 4/12, 18, and 20</strong></th>
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<tbody>
<tr>
<td></td>
<td>1) Approval of Minutes: September 9, 2020, September 15, 2020, and September 19, 2020</td>
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<td>2) CPRC Work Plan Updates</td>
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<td>3) Discussion &amp; 1st Consideration: Send to P&amp;Z - Bundles 13-17, 19, 21-22</td>
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<td>4) Discussion &amp; 2nd Consideration: Comments from P&amp;Z - Bundles 1-3, 5-11, and Guiding Principles</td>
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<tr>
<th>CPRC #22</th>
<th><strong>Housing Types Menu and Growth &amp; Change Map</strong></th>
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<td>1) Approval of Minutes: September 19th and September 29th</td>
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<td>2) CPRC Work Plan Updates</td>
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<td>3) Member Presentation: Plano Bicycle Association Feedback</td>
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<td>4) Discussion: Housing Types Menu</td>
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<td>5) Exercise: Growth &amp; Change Map</td>
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<td><strong>Tuesday, October 6, 2020</strong></td>
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# Upcoming Meetings

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<thead>
<tr>
<th>Meeting #</th>
<th>Meeting Topic and Agenda</th>
<th>Meeting Dates</th>
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<tbody>
<tr>
<td>CPRC #23a</td>
<td><strong>Future Land Use Map &amp; Growth and Change Map</strong>&lt;br&gt;1) Discussion &amp; Consideration: FLU Category Descriptions&lt;br&gt;2) Discussion &amp; Consideration: FLU Map&lt;br&gt;3) Discussion &amp; Consideration: G&amp;C Category Descriptions&lt;br&gt;4) Discussion &amp; Consideration: G&amp;C Map&lt;br&gt;<strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #23a meeting agenda.</td>
<td>Tuesday, October 20, 2020</td>
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<tr>
<td>CPRC #23b</td>
<td><strong>Remaining Items</strong>&lt;br&gt;1) Discussion &amp; 1st Consideration: Bundles 4/12, 14, 15, 16, 18, 20&lt;br&gt;2) Discussion &amp; 2nd Consideration: Bundles 10/13, 17, 19, 21, 22&lt;br&gt;3) Discussion &amp; 3rd Consideration: Guiding Principles &amp; Bundles 1, 3/9, 5, 6&lt;br&gt;4) Discussion &amp; 1st Consideration: Bundles 23 &amp; 24&lt;br&gt;5) Discussion and Consideration: Glossary</td>
<td>Thursday, October 29, 2020</td>
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<tr>
<td>CPRC #24</td>
<td><strong>Remaining Items</strong>&lt;br&gt;1) Any remaining items not completed in previous agendas&lt;br&gt;2) Discussion &amp; Consideration: Any Bundles from P&amp;Z&lt;br&gt;<strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #24 meeting agenda.</td>
<td>Tuesday, November 10, 2020</td>
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<tr>
<td>CPRC #25a</td>
<td><strong>Remaining Items</strong>&lt;br&gt;1) Any remaining items not completed in previous agendas&lt;br&gt;2) Discussion &amp; Consideration: Any Bundles from P&amp;Z&lt;br&gt;<strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #25a meeting agenda.</td>
<td>Tuesday, November 17, 2020</td>
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<tr>
<td>CPRC #25b</td>
<td><strong>CPRC 2nd Review of FLUM &amp; Growth &amp; Change Map</strong>&lt;br&gt;1) Discussion &amp; 2nd Consideration: FLU Categories&lt;br&gt;2) Discussion &amp; 2nd Consideration: FLU Map&lt;br&gt;3) Discussion &amp; 2nd Consideration: G&amp;C Categories&lt;br&gt;4) Discussion &amp; 2nd Consideration: G&amp;C Map&lt;br&gt;5) Discussion &amp; Consideration: Any Bundles from P&amp;Z&lt;br&gt;<strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #25b meeting agenda.</td>
<td>Wednesday, November 18, 2020</td>
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<td>CPRC #26a</td>
<td><strong>CPRC 2nd Review of FLUM &amp; Growth &amp; Change Map</strong>&lt;br&gt;1) Discussion &amp; 2nd Consideration: FLU Categories&lt;br&gt;2) Discussion &amp; 2nd Consideration: FLU Map&lt;br&gt;3) Discussion &amp; 2nd Consideration: G&amp;C Categories&lt;br&gt;4) Discussion &amp; 2nd Consideration: G&amp;C Map&lt;br&gt;5) Discussion &amp; Consideration: Any Bundles from P&amp;Z&lt;br&gt;<strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #26a meeting agenda.</td>
<td>Tuesday, December 1, 2020</td>
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<tr>
<td>CPRC #26b</td>
<td><strong>CPRC 2nd Review of FLUM &amp; Growth &amp; Change Map</strong>&lt;br&gt;1) Discussion &amp; 2nd Consideration: FLU Categories&lt;br&gt;2) Discussion &amp; 2nd Consideration: FLU Map&lt;br&gt;3) Discussion &amp; 2nd Consideration: G&amp;C Categories&lt;br&gt;4) Discussion &amp; 2nd Consideration: G&amp;C Map&lt;br&gt;5) Discussion &amp; Consideration: Any Bundles from P&amp;Z&lt;br&gt;<strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #26b meeting agenda.</td>
<td>Wednesday, December 9, 2020</td>
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<td>CPRC #27a</td>
<td>Remaining Items &amp; Public Outreach</td>
<td>Tuesday, January 5, 2021</td>
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<td><strong>1) Discussion &amp; Consideration of Remaining Bundles from P&amp;Z</strong></td>
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<td><strong>2) Discussion &amp; Consideration: Vote to Send Plan for Public Outreach</strong></td>
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<td><strong>CPRC #27b</strong></td>
<td><strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong></td>
<td>Tuesday, January 12, 2021</td>
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<td>Date reserved if needed to complete the CPRC #27a meeting agenda.</td>
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<td><em><strong>P&amp;Z REVIEWS CPRC’S EDITS &amp; SENDS COMMENTS BACK TO CPRC</strong></em></td>
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<td><em><strong>EARLIEST POSSIBLE PUBLIC MEETING ON PLANO TOMORROW REVISIONS</strong></em></td>
<td>JAN-FEB</td>
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<td><em><strong>EARLIEST POSSIBLE PUBLIC HEARINGS ON PLANO TOMORROW REVISIONS</strong></em></td>
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<td>2nd Consideration on 10/19</td>
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<td>Bundle 1 – Roadway System</td>
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<td>2nd Consideration on 10/19</td>
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<td>Bundle 3 – Regional Transportation</td>
<td>Sent back to P&amp;Z on 9/29</td>
<td>2nd Consideration on 10/19</td>
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<td>Bundle 5 – Transit-Oriented Development</td>
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<td>2nd Consideration on 10/19</td>
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<td>Bundle 6 – Population Growth</td>
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<td>2nd Consideration on 10/19</td>
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<td><strong>Bundle 7 – Bicycle and Other Micromobility</strong></td>
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<td><strong>Bundle 8 – Public Transit</strong></td>
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<td><strong>Bundle 9 – Regional Transportation</strong></td>
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<td>Bundle 10 – Community Design</td>
<td>2nd Consideration on 11/10</td>
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<td><strong>Bundle 11 – Pedestrian Environment</strong></td>
<td>Preliminary Approval by CPRC &amp; P&amp;Z</td>
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<td>Bundle 12 – Land Use</td>
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<td>Bundle 13 – Community Design</td>
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<td>Bundle 14 – Redevelopment of Regional Transportation Corridors</td>
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<td>Bundle 15 – Undeveloped Land</td>
<td>Pending Future Land Use</td>
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<td>Bundle 16 – Transit-Oriented Development</td>
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<td>Bundle 17 – Neighborhood Conservation</td>
<td>2nd Consideration on 11/10</td>
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<td>Bundle 18 – Redevelopment of Neighborhood Centers</td>
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<td>Bundle 19 – Special Housing Needs</td>
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<td>Bundle 20 – Population Growth</td>
<td>Pending Future Land Use</td>
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<td><strong>Bundle 21 – Consistency with Neighboring Cities</strong></td>
<td>Preliminary Approval by CPRC &amp; P&amp;Z</td>
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<td>Bundle 22 – Regional Education</td>
<td>2nd Consideration on 11/10</td>
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<td>Optional Bundle 23 – Plan Map Amendments</td>
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<td>Optional Bundle 24 – Growth Management &amp; Redevelopment</td>
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<td>Future Land Use Map &amp; Categories</td>
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<td>Growth &amp; Change Map &amp; Categories</td>
<td>1st Consideration on 10/20</td>
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CPRC meetings will be held at 6:00 p.m., with the exception of the January 11, 2020 kickoff and September 19, 2020 workshop, which will start in the morning.

* CPRC Special Event #1: Self-Guided Tour (Aug 22-31, 2020)
** CPRC Special Event #2: Saturday Workshop on Land Use and Maps (Sept 19, 2020)
* Telephone Town Hall for Comprehensive Plan

CPRC meeting dates are tentative and subject to change by the Director of Planning. The total number of meetings may be reduced or extended based upon the progress of the CPRC and P&Z.

** LEGEND **

- **CPRC Meeting Dates**
- **CPRC Meeting Dates (if needed)**
- **P&Z Meeting Dates**
- **City Council Meeting Dates**
- **City of Plano Observed Holidays**

** APRIL 2020 **

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** OCTOBER 2020 **

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** NOVEMBER 2020 **

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** JANUARY 2021 **

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** FEBRUARY 2021 **

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** MARCH 2021 **

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EARLIEST POSSIBLE PUBLIC MEETINGS

** EARLIEST POSSIBLE PUBLIC HEARINGS **

* CPRC Special Event #1: Self-Guided Tour (Aug 22-31, 2020)
** CPRC Special Event #2: Saturday Workshop on Land Use and Maps (Sept 19, 2020)
* Telephone Town Hall for Comprehensive Plan
Agenda Item 3

Discussion and Consideration:
Future Land Use Category Map and Category Descriptions

DESCRIPTION:

Hold a discussion and vote to consider proposed revisions on the Future Land Use Category Map and Category Descriptions.

REMARKS:

Future Land Use Category Map and Descriptions

The purpose of the Future Land Use Map (FLUM) is to implement the long-term, general land use and planning vision of the community. The map locates distinct areas within the city that share a desirable mix of future uses, design characteristics, and activities. The details of these areas are provided in the associated Future Land Use Categories (FLUC). The map does not establish zoning district boundaries or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each category. Land use decisions on individual properties should consider not only the FLUM, but also the Growth & Change Map and other Comprehensive Plan policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of the comprehensive plan.

Background

At the August 18, 2020, meeting, the Committee requested an introductory discussion on Comprehensive Plan maps related to future land use in preparation for the workshop on September 19, 2020. This discussion was held at the September 1, 2020, meeting. In response to the Committee’s discussion, staff revised the Future Land Use Map and Category Descriptions with a new “dashboard” style, which were both presented and discussed by the Committee during the September 19, 2020, workshop.

Per the Committee’s feedback during the September 19 workshop, staff revised the Categories and Descriptions (Attachment A), consisting of ten classifications that represent the general design characteristics, mix of activities, and development patterns expected within each area:

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

Accordingly, the FLU Map was updated to reflect Committee feedback and updates to the FLU Categories. The revised locations to the FLUM are described in Attachment B, and include:

1. Oak Point Area
2. Willow Bend Mall Area
3. Transit Corridors changed to Downtown Corridors
4. Community Corners
5. Park and Preston
6. Alma Rd between Park Blvd and 15th Street
7. Communications Pkwy
8. PGBT at US 75
9. New Neighborhood Corners
10. Other Minor Misc. Changes

On October 9, 2020, the revised Future Land Use Category Descriptions and Map were sent to the Committee along with a homework exercise regarding the proposed changes. Responses received before 8:00 am on Friday, October 16, 2020, are included in Attachment C.

The purpose of this agenda item is to allow the Committee to discuss these comments and consider approving the Future Land Use Category Descriptions and Map, along with any proposed revisions.

RECOMMENDATION:

Recommend the Committee consider approval of the Future Land Use Categories and Map, with any revisions.

ATTACHMENTS:

Attachment A – Revised Future Land Use Category Descriptions
Attachment B – Revised Future Land Use Map with Markups, Clean, and Original Map
Attachment C – Future Land Use Map Questionnaire Combined Responses
HOW TO READ THE DASHBOARDS

Each Future Land Use Category includes a general description, list of priorities, and dashboard illustrating the mix of land uses, compatibility of housing and employment types, and typical design characteristics that are desirable to meet the community’s vision for these areas. As Plano is mostly developed, existing conditions are not anticipated to align perfectly with the dashboards, and individual sites under the same category will develop with their own unique mix, character, and flavor. It is intended that these dashboards be broad enough to adequately portray similarities of large geographies of the city, while also adding the necessary specificity to establish reasonable community expectations for how these areas should develop or redevelop. The section below describe how to use and interpret the Future Land Use Category Dashboards of the Comprehensive Plan.

1. DESCRIPTIONS

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

2. PRIORITIES

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

3. MIX OF USES

This section includes charts illustrating a preferable mix of uses that are representative of the general vision for each category. As Future Land Use Categories cover large portions of the city, these charts should not be interpreted as hard caps or minimums for the mix of uses at individual locations. The actual mix of uses may vary from location to location based on existing conditions, market demand, and individual site considerations that may limit the suitability of certain uses. Large deviations, however, should warrant close consideration.

4. COMPATIBILITY OF NEW USES

This chart illustrates the compatibility of land uses for new growth, infill, and redevelopment in each category. Some areas may have existing uses noted as “not a compatible use” that are anticipated to remain in active and productive use.

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

5. CHARACTER DEFINING ELEMENTS

This section describes the general characteristics that are desired for new growth, infill, and redevelopment in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. More information is described on the following page, however these include:

BUILDING HEIGHTS (1 to 20 stories)
DENSITY (low, medium, high)
INTENSITY & SCALE (low, moderate, high & low-rise, mid-rise, high-rise)
OPEN SPACE (active or passive)
PARKING ORIENTATION (surface, garage, structured, on-street, valet)
BLOCK PATTERN & STREETSCAPE (curvilinear, grid, street trees)
MULTIMODAL ACCESS (automobiles, bus, rail, micromobility, pedestrian)
CHARACTER DEFINING ELEMENTS

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

DENSITY

For the purposes of the Future Land Use Map, density is defined as the number of residential or commercial units per acre (RU), excluding streets, parks, and open space accessible to the public. Note: not all properties will be suitable for the maximum density.

BUILDING HEIGHTS

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

INTENSITY & SCALE

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

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

PARKING ORIENTATION

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

MULTIMODAL ACCESS

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

BLOCK PATTERN & STREETSCAPE

Block Pattern describes how wide or compact the street network is in an area. MEDIUM typically mean there are internal streets or public ways. block. street network describes the uniformity of setbacks or presence of pedestrian amenities.

CORRIDORS

Corridors are areas of development oriented along transportation networks, including expressways, public transit lines, rail lines, and major arterial streets. They typically include an adjacent pedestrian network, mixed-use development, including specialty housing and mixed-use developments.

ACTIVITY CENTERS

Activity Centers are commercial areas located at the intersections of major arterials that serve as shopping, dining, and social hubs for nearby neighborhoods. These areas will vary in size and scale depending on the proximity to major transportation corridors. In CORRIDORS, activity centers are typically related to retail and residential developments.

OPEN SPACE

In the Future Land Use Map, open space is defined as any portion of a development that should not be included in a building, or active open spaces with places, playgrounds, public art, water features, benches, and other pedestrian amenities. Note: not all properties will be suitable for the maximum open space.

NEIGHBORHOODS

Some areas may have a single mode of transportation, including specialty housing and mixed-use developments.

CORNERS

Corners are primarily commercial areas located at the intersections of major arterials, including specialty housing and mixed-use developments.

NETWORKS

Networks include the systems of streets, walk, and trails, and may include public transportation and public facilities, including public parks and sidewalks, public safety and medical facilities, and public water and sewer systems.

PARKS

Parks are used to develop large parcels of land, including community facilities, and are adjacent to existing and potential public facilities, including public parks and sidewalks, public safety and medical facilities, and public water and sewer systems.

CENTERS

Centers are parks, major transportation corridors, as well as those that include retail shopping, offices, and transportation, and are located on or near major arterial streets. These areas are typically related to retail and residential developments in CORRIDORS, and activity centers are typically related to retail and residential developments.

FORUMS

Forums are community areas of development oriented along transportation networks, including expressways, public transit lines, rail lines, and major arterial streets. They typically include an adjacent pedestrian network, mixed-use development, including specialty housing and mixed-use developments.
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.

**DESERABLE CHARACTER DEFINING ELEMENTS**

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<tr>
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<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
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<tr>
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<td>Low</td>
<td>Low intensity, 10%</td>
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**COMPATIBILITY OF NEW USES**

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<th>EMPLOYMENT Mix</th>
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<td>Commercial</td>
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<td>Restaurant/Retail</td>
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<tr>
<td>Mixed-use</td>
<td>Midtown - Single Unit</td>
<td>Service</td>
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<td>Institutional</td>
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<tr>
<td>Parks</td>
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<tr>
<td>Service</td>
<td>Main Street Style MF</td>
<td>Lodging</td>
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<tr>
<td>High-rise</td>
<td>M-Res MF</td>
<td>Non-Residential</td>
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<tr>
<td>Community</td>
<td>High-Rise MF</td>
<td>Non-Residential</td>
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**LAND USE MIX**

- Residential
- Commercial
- Mixed-use

**HOUSING Mix**

- Traditional Single Family
- Mid-town Single Family
- Mid-town Mixed Use
- Garden-Style M-F
- Main Street Style M-F
- M-Res M-F
- High Rise M-F

**EMPLOYMENT Mix**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging
- Non-Residential

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
- Retirement

**HOUSING MIX**

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Mixed Use
- Garden-Style M-F
- Main Street Style M-F
- M-Res M-F
- High-Rise M-F
- Retirement Housing

**EMPLOYMENT MIX**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging
- Non-Residential

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
- Retirement

**HOUSING MIX**

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Mixed Use
- Garden-Style M-F
- Main Street Style M-F
- M-Res M-F
- High-Rise M-F
- Retirement Housing

**EMPLOYMENT MIX**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging
- Non-Residential

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
- Retirement

**HOUSING MIX**

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Mixed Use
- Garden-Style M-F
- Main Street Style M-F
- M-Res M-F
- High-Rise M-F
- Retirement Housing

**EMPLOYMENT MIX**

- Office
- Restaurant/Retail
- Service
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- Warehouse
- Lodging
- Non-Residential

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
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**HOUSING MIX**

- Traditional SF-D
- Traditional SF-A
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- Midtown - Mixed Use
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- Main Street Style M-F
- M-Res M-F
- High-Rise M-F
- Retirement Housing

**EMPLOYMENT MIX**

- Office
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**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
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**HOUSING MIX**

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- Midtown - Single Unit
- Midtown - Mixed Use
- Garden-Style M-F
- Main Street Style M-F
- M-Res M-F
- High-Rise M-F
- Retirement Housing

**EMPLOYMENT MIX**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging
- Non-Residential

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
- Retirement

**HOUSING MIX**

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
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- Service
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- Main Street Style M-F
- M-Res M-F
- High-Rise M-F
- Retirement Housing

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- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging
- Non-Residential

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
- Retirement

**NEIGHBORHOODS PRIORITIES**

Preserving neighborhood character and quality of life
Upkeep of existing housing stock
Requiring adjacent commercial land uses
To provide adequate transitions
Variety of housing heights, sizes, and types
The Neighborhood Corners future land use category applies to the small-to-medium 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.

Maintaining Healthy & Attractive Corners - Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood corner vitality and attractiveness. This may achieved through parking lot landscaping enhancements, building renovations, and other improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height must be considered when development is proposed near neighborhoods.

Residential Uses - In limited situations, residential uses may be introduced to reduce excess retail zoning or replace underperforming retail square footage. Low-rise single-family, retirement, and midtown housing types are desired for compatibility with existing adjacent neighborhoods. New housing should complement the scale, density, and character of surrounding neighborhoods. Low-rise scale, pedestrian-friendly street networks, and potential transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

**NEIGHBORHOOD CORNERS (NC)**

**LAND USE MIX**

<table>
<thead>
<tr>
<th>Traditional SF-O</th>
<th>Traditional SF-A</th>
<th>Midtown - Single Unit</th>
<th>Midtown - Mixed Use</th>
<th>Garden Style MF</th>
<th>Main Street Style MF</th>
<th>Mixed Use MF</th>
<th>High-Rise MF</th>
<th>Retirement Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>60%</td>
<td>25%</td>
<td>15%</td>
<td>10%</td>
<td>5%</td>
<td>5%</td>
<td>2%</td>
<td>10%</td>
<td>10%</td>
</tr>
</tbody>
</table>

**HOUSING**

- Traditional SF-O
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Mixed Use
- Garden Style MF
- Main Street Style MF
- Mixed Use MF
- High-Rise MF
- Retirement Housing

**EMPLOYMENT**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging
- Other

**COMPATIBILITY OF NEW USES**

- Retail/Service: 80%
- Office: 10%
- Institutional: 10%
- Residential: 10%
- Nonresidential: 10%
- Open Space: 30%

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- **BUILDING HEIGHTS**
  - 1 to 2 stories

- **DENSITY**
  - Up to 20 DUA

- **DYNAMICS & SCALE**
  - Low-intensity Lavelle scale
  - 15% to 25% Active open space

- **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**
  - High: convenient access to neighborhoods
  - Medium: served by bus, linked to local transit
  - Low: walkable, direct connections to bus stops and bike routes

- **MICROMOBILITY**
  - Medium

- **PEDESTRIANS**
  - Medium

*See table on pages 5 and 6.*

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**NEIGHBORHOOD CORNERS PRIORITIES**

Maintaining viability and attractiveness

Creative design solutions

Reducing excess retail square footage
The Community Corners future land use category applies to medium-to-large retail corner sites at the intersections of major arterial roadways that traditionally serve the general 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 10 to 25 acres in size and be anchored by uses such as a large grocery store, hardware store, department store, fitness center, or the big box retailer.

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

Residential Uses - The introduction of residential uses are encouraged when necessary to further the goals of Community Corner redevelopment and when provided in a context-sensitive manner. Low-rise single-family, retirement, and Midtown housing types are desired for compatibility with existing adjacent neighborhoods. New housing should be thoughtfully integrated into the street network of Community 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 these corners. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

COMMUNITY CORNERS (CC)

- 50% HOUSING
- 30% EMPLOYMENT
- 20% RETAIL/SERVICE
- 10% OFFICE
- 10% INSTITUTIONAL
- 10% WAREHOUSE
- 10% LODGING

COMPATIBILITY OF NEW USES

- Residential
- Nonresidential
- Open Space

DESIRABLE CHARACTER DEFINING ELEMENTS

- Building Heights - Density - Intensity & Scale - Open Space
- 1 to 3 stories - Up to 22 DUA - Low intensity - Active open spaces
- Low-rise scale

PARKING ORIENTATION

- Blocks or garages on street - wide sidewalks, direct connections where feasible

MULTIMODAL ACCESS

- High: direct access from major avenues
- Medium: served by bus on perimeter streets
- Low: connected to trails and bike routes
- Walkable blocks - wide sidewalks, direct connections where feasible

COMMUNITY CORNERS PRIORITIES

- Reducing excess retail zoning and square footage
- Innovative redevelopment concepts
- Green space & amenities

REDEVELOPMENT

- Underperforming
- Overperforming

RENOVATION

- Vacancy
- New housing
- New amenities
- On-street parking
- Landscaping & trees
- Parking lot resurfacing
- Bollards & screening

COMMUNITY CORNER MIX

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multi-Unit
- Garden-Style MF
- Main Street-Style MF
- Mid-rise MF
- Mixed MF
- High-Rise MF
- Retirement Housing

HOUSING MIX

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

EMPLOYMENT MIX

- Freeway Mix
- Freeway Access
- Freeway on-street
- Freeway off-street
- Freeway pedestrian
- Freeway bicycle

LAND USE MIX

- Residential
- Mix Use
- Open Space

* See base map on pages 1 and 2.
The Suburban Activity Centers future land use category applies to areas with large commercial and mixed-use developments that serve the specialty shopping, dining, service, and entertainment needs at the intersections of high traffic corridors. These areas are typically 50-100 acres in size and anchored by major retailers, supermarkets, large grocery stores, and institutional uses are supportive uses in these centers. When provided, residential uses should be incorporated within cohesively planned, mixed-use developments of moderate density and intensity.

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

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

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

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

**URBAN ACTIVITY CENTERS (UA)**

**Housing Mix**
- Residential
- Multi-Family
- Open Space

**Employment Mix**
- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

**Compatibility of New Uses**
- Residential: 45%
- Nonresidential: 15%
- Open Space: 40%
The Employment Centers future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

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

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

### EMPLOYMENT CENTERS (EM)

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

### HOUSING MIX

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Mid-Rise
- Garden Style MF
- Mid-Town Style MF
- Multi-Town Style MF
- Mixed MF
- High-Rise MF
- Retirement Housing

### COMPATIBILITY OF NEW USES

- Single-Family: N/A
- Midtown Housing: 80%
- Multifamily: 20%
- Retirement: 10%

### DESIRABLE CHARACTER DEFINING ELEMENTS

- Building Heights: 3 to 20 stories
- Open Space: 10% to 25%
- Parking Orientation: Medium to large setbacks
- Street Pattern & Streetscape: Medium to large sidewalks
- Multimodal Access: High
- Land Use Mix: Employment
- Employment Mix: Office
- Mixed Use: Office & Secondary Use

### EMPLOYMENT CENTERS PRIORITIES

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

*See User Guide on pages 1 and 2.*
DOWNTOWN CORRIDORS

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

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

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

Historic Preservation - Infill and redevelopment projects should be compatible with the historical character of the area.

DOWNTOWN CORRIDORS PRIORITIES

Enhancing bicycle and pedestrian connections

Improving mobility connections between Downtown and Collin Creek areas

Focusing density in Downtown core and within 1/4 mile walking distance of rail stations
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.

**EXPRESSWAY CORRIDORS (EX)**

**HOUSING**

- Traditional SF-O
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multiunit
- Garden Style MF
- Main Street-Style MF
- Mid-rise MF
- High-Rise MF
- Retirement Housing

**EMPLOYMENT**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

**Housing Mix**

- Single-Family
- Midtown Housing
- Multifamily

**Employment Mix**

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

**COMPATIBILITY OF NEW USES**

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- BUILDING HEIGHTS
  - 1 to 20 stories
  - 20 to 60 stories
  - 60 stories and above
- DENSITY
  - Low: up to 20 DUA
  - Medium: 20 to 75 DUA
  - High: 75 DUA and above
- INTENSITY & SCALE
  - Low-intensity
  - Medium to high intensity
  - Low-rise scale
  - High-rise scale
- OPEN SPACE
  - Medium to large setbacks
  - Perimeter trees and landscaping
  - Passive open space
- PARKING ORIENTATION
  - Preferred: structured parking
  - Alternative: surface lots
- BLOCK PATTERN & STREETSCAPE
  - High mode share
  - Low mode share
- MULTIMODAL ACCESS
  - High
    - Direct access from frontage road at major streets
  - Medium
    - Served by bus at major intersections
  - Low
    - Served by perimeter sidewalks
- AUTOMOBILES
  - TRANSIT
  - MICROMOBILITY
  - PEDESTRIANS
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.

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 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

**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>
<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 PATTERN &amp; STREETSCAPE</th>
<th>AUTOMOBILES</th>
<th>MULTIMODAL ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhoods (N)</td>
<td>1 to 2 stories</td>
<td>Low</td>
<td>Low intensity</td>
<td>10% to 50% Passive Open Space</td>
<td>Res: garages with driveways, tree-lined streets, consistent setbacks</td>
<td>Gridded or curvilinear blocks, tree-lined streets, consistent setbacks</td>
<td>HIGH: Direct access from local streets</td>
<td>MEDIUM: Served by bus on perimeter arterial streets</td>
</tr>
<tr>
<td></td>
<td>SF-D: up to 12 DUA</td>
<td></td>
<td></td>
<td></td>
<td>Non-res: surface lots (to side or rear of building)</td>
<td></td>
<td>HIGH: Connected to trails &amp; bike routes</td>
<td>MEDIUM: Walkable to parks &amp; schools</td>
</tr>
<tr>
<td></td>
<td>Other: up to 20 DUA</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Community Corners (CC)</td>
<td>1 to 3 stories</td>
<td>Low</td>
<td>Low intensity</td>
<td>10% to 20% Active Open Space</td>
<td>Res: garages, on-street grid, tree-lined streets &amp; pedestrian-friendly</td>
<td>Short to medium block grid, tree-lined streets &amp; pedestrian-friendly</td>
<td>HIGH: Direct access from major streets</td>
<td>MEDIUM: Served by bus on perimeter streets</td>
</tr>
<tr>
<td></td>
<td>up to 22 DUA</td>
<td></td>
<td></td>
<td></td>
<td>Non-res: mix of on-street and surface lots (to side or rear of building preferred)</td>
<td></td>
<td>HIGH: Connected to trails &amp; bike routes</td>
<td>MEDIUM: Walkable to parks &amp; schools</td>
</tr>
<tr>
<td>Suburban Activity Centers (SA)</td>
<td>1 to 3 stories</td>
<td>Low</td>
<td>Low intensity</td>
<td>10% to 20% Active Open Space</td>
<td>Res: structured, on-street Main-street private streets &amp; internal public ways</td>
<td>Short to medium block grid, tree-lined private streets &amp; internal public ways</td>
<td>MEDIUM: May require short walk to destination</td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td></td>
<td>Small &amp; Midtown: up to 20 DUA</td>
<td></td>
<td></td>
<td></td>
<td>Non-res: mix of structured, on-street, surface lots, valet</td>
<td></td>
<td></td>
<td>MEDIUM: High walkability internal to the site</td>
</tr>
<tr>
<td></td>
<td>Other: up to 75 DUA</td>
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</tr>
<tr>
<td>Urban Activity Centers (UA)</td>
<td>3 to 20 stories</td>
<td>High</td>
<td>High intensity</td>
<td>10% to 15% Active Open Space</td>
<td>Res: mixed-use, on-street, &amp; valet</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>MEDIUM: May require short walk to destination</td>
<td>HIGH: Integrated bus and rail when possible</td>
</tr>
<tr>
<td></td>
<td>up to 120 DUA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>MEDIUM: Integrated bike routes &amp; trails</td>
</tr>
<tr>
<td>Expressway Corridors (EX)</td>
<td>1 to 20 stories</td>
<td>NA</td>
<td>Moderate to high intensity</td>
<td>10% to 20% Passive Open Space</td>
<td>Structured parking preferable to surface lots</td>
<td>Wide blocks, medium to large setbacks, perimeter trees &amp; landscaping</td>
<td>HIGH: Direct access from frontage roads/major streets</td>
<td>LOW: Served by bus at major intersections</td>
</tr>
<tr>
<td></td>
<td>Small lot: up to 20 DUA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
<td>LOW: Mostly served by perimeter sidewalks</td>
</tr>
<tr>
<td></td>
<td>Other: up to 75 DUA</td>
<td></td>
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</tr>
<tr>
<td>Downtown Corridors (DT)</td>
<td>1 to 5 stories</td>
<td>NA</td>
<td>Moderate to high intensity</td>
<td>20% to 30% Active Open Space</td>
<td>Mix of garages, structured, on-street, surface Lots, valet</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>MEDIUM: May require short walk to destination</td>
<td>HIGH: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td>Employment Centers (EM)</td>
<td>3 to 20 stories</td>
<td>NA</td>
<td>Moderate to high intensity</td>
<td>10% to 35% Passive Open Space</td>
<td>Structured parking preferable to surface lots</td>
<td>Wide blocks, medium to large setbacks, perimeter trees &amp; landscaping</td>
<td>HIGH: Direct access from major streets</td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td>Social Network (SN)</td>
<td>1 to 4 stories</td>
<td>NA</td>
<td>Low intensity</td>
<td>20% to 100% Passive &amp; recreational Open Space</td>
<td></td>
<td>Wide blocks, perimeter trees &amp; landscaping, medium to wide setbacks</td>
<td>MEDIUM: Direct access from major streets</td>
<td>HIGH: Integrated trails &amp; bike routes</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>MEDIUM: High walkability internal to the site</td>
</tr>
<tr>
<td>Open Space Network (OS)</td>
<td>1 to 2 stories</td>
<td>NA</td>
<td>Low intensity</td>
<td>100% Active &amp; recreational Open Space</td>
<td></td>
<td>Wide block, deep setbacks</td>
<td>MEDIUM: Limited access to major and local streets</td>
<td>MEDIUM: Served by bus on perimeter streets</td>
</tr>
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<td>MEDIUM: Integraded trails &amp; bike routes</td>
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<td>MEDIUM: High walkability internal to the site</td>
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<td>MEDIUM: Short walk from neighborhoods</td>
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**FUTURE LAND USE CATEGORY DASHBOARDS**
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.
Please type your thoughts, comments, or edits to the Future Land Use Map Category Page Descriptions.

1. What are your initial thoughts on the FLU dashboards?

- **Member Crawford:** The intensity scale percentages are too high: low 25-30, medium 30-50, high never 100. Retirement needs to be divided into 2 categories; retirement and senior living. Retirement requires, meals and transportation services. Senior 55+ which can include single detached, or apartments. 2 dots should read : could be compatible in limited circumstances. I question 1 dot. Midtown housing needs to come out of all categories. We already have a number of housing options which all include parking. Midtown does not. I believe there should be a 70% parking requirement. Open space should be labeled green space. Open space now can mean a concrete area with a fountain and no green.

- **Member Dillavou:** Too complex. I do not agree with some of the definitions – for instance intensity low should be up to 35 or 40% lot coverage medium should be 35 to 60%. High should max at 80%. I do not think anything should be 100% ever. Low rise should be 3 stories or less. Open space – need a standard on green space not just open space. I do not think the FLU dashboard should be focused solely on “new uses”. Especially for areas that are conserve and enhance, it should include an emphasis on preserving what is already there. I believe one bubble should be defined as “Generally not compatible.” Two bubbles should be defined as compatible in limited circumstances. I do not understand the distinction of “primary use” versus “secondary use.” Generally, it is the location of the secondary use that creates the problem. E.g., if an area is mostly SF-D and someone wants to put a MF-3 project on 10% of the land in the middle of the development, that is likely a lot more problematic than putting the secondary use on the edge of the development.

- **Member Howe:** Lots of good information provided in a compact form. The dashboard format makes it easy to compare and contrast the different FLU categories which is very useful.

- **Member Kong:** I like them.

- **Member Lin:** From a presentation standpoint, the dashboards provide a nice, easy-to-follow summary of each land use category. From an implementation perspective, the dashboards are a disappointing way to micromanage our city leadership (council, P&Z, etc.) and limit Plano’s ability to reach its vision. The vision of Plano is: “Plano is a global economic leader bonded by a shared sense of community where residents experience unparalleled quality of life.” The dashboards themselves do not appear to help Plano achieve this vision. How do these dashboards or maps (and more broadly, the Comp Plan) reach the vision? Which actions, policy statements, FLU dashboards, maps, etc. help us reach this aspirational vision? The dashboards reflect a desire to restrict growth and/or density throughout the city. While I believe density is an issue for some residents, I believe that it is not an issue for all residents. For example, I see people of all ages having a great time at Shops of Legacy. The FLU dashboards are overly prescriptive of what to do with residential areas, yet are under prescriptive of commercial areas (e.g., I don’t have an issue with density, but if some do...why not be consistent with how we manage density between residential and commercial areas?).

- **Chair Shockey:** I really like the concept. Great tool for citizens.
2. What questions do you have about how to read the FLU dashboards? What information would be helpful to include in the “How To” on Pages 1 and 2?

- **Member Crawford**: I think how to read dashboards is acceptable.
- **Member Howe**: I am comfortable with the content and descriptions of these pages. I would recommend bolding the second sentence in the “description” section – These descriptions are aspirational in nature, indicating the desired future conditions.
- **Member Kong**: How do the dots relate to the zoning process. Which dot would trigger the extra process we are contemplating?
- **Member Lin**: No question on how to read the dashboards.
  
  There needs to be more flexibility on section 4 (Compatibility of New Uses). While in 2020 some of the land uses may not be appropriate, technological/environmental/social changes may change how the bubbles are filled in, even 5 or 10 years from now.
- **Chair Shockey**: Good layout/Easy to read. I would change the definition of low-rise to 1 to 3 stories. I also think the intensity scale could change 0-40 on the low end. Also would like to understand the definition of open space and how it relates to each category.

3. Do you think the written descriptions of each FLU are an accurate representation of how these areas should develop? If not, which would you change and how?

- **Member Crawford**: They need revisions which are addressed in the categories
- **Member Dillavou**: NO! See individual categories below. However, in general I cannot support Mid-Town housing in category because it is not a defined or accepted term. That is unacceptable to me. I think it is misleading. Our zoning standards define housing types SF-A, SF-D MF-1, MF-2, Patio Homes, etc. that have specific definitions on density, open space, parking, height etc. Midtown is none of that and the types generally should fit within a pre-existing zoning term. It seems to me that most Midtown housing could better described as “small scale multi-family” but would be defined to fit within MF-1 or MF-2 designations. Most importantly, it appears to me that much of what is called “middle housing” (or now redefined as midtown housing) is intended to skirt zoning requirements regarding open space and off-street parking. I think those rules are important.
- **Member Howe**: I am comfortable with these descriptions.
- **Member Lin**: Generally yes, but they should be more forward looking and contain more flexibility.
- **Chair Shockey**: Definition of Neighborhoods should not include mixed-up development.
4. What are your thoughts on the Neighborhoods (N) category? Are there any specific changes you would make to the Neighborhoods dashboard?

- **Member Crawford:** No Midtown single or main street. I would give garden 2 dots as they are in many existing neighborhoods. True retirement is appropriate as I have defined. Senior as I have defined above; no

- **Member Dillavou:** I do not support midtown housing see above. I do not understand Garden style MF being a single bubble. WE have thousands of garden style MF in existing neighborhoods that are preserve and enhance. I actually think they mostly fit where they are at and should be 2 bubbles. Meanwhile Mainstreet MF does not fit in neighborhoods. I think Retirement housing is a misnomer. It needs to be split into retirement housing that is for independent living and above and that category needs to require services be provided (offered) including meals, transportation, and recreation. I would distinguish that from senior housing, which is over 55 housing with no services. For neighborhoods, the inclusion of either senior housing or retirement housing is more about scale than whether it is for seniors or not. A four-story building in the middle of a neighborhood is just not appropriate no matter its purpose. Finally, the categories for Employment in the compatibility table should be modified or notated to state, “Employment – generally located at edge of a neighborhood along arterial streets.” Even though that is in the text, many people will focus on the table and be taken aback seeing it in “neighborhood.” Regarding “parking for non-residential, I don't really agree that parking at rear is preferred. Parking is often at the front of buildings for convenience and safety. Parking at rear is generally less safe. Some might think that is more aesthetic but aesthetics could be improved with landscaping. Finally, given that the average bus on Plano city streets has zero riders, I do not think that buses rate a medium.

- **Member Howe:** I am comfortable with this category dashboard.

- **Member Kong:** I think we need an additional dot for each of the midtown housing options

- **Member Lin:**
  Specific changes:
  - More flexibility in housing options
    - Increase the dots for midtown housing up 1 or 2 dots each
    - Increase the dots for retirement housing up 1 dot
    - More focus on redevelopment and upkeep of aging stock

- **Chair Shockey:** Density for “Other” is too high. I like 12.
  Reduce % of multifamily from 15% to 10% with single family at 80%.
5. What are your thoughts on the Neighborhood Corners (NC – formerly Neighborhood Centers) category? Are there any specific changes you would make to the Neighborhoods dashboard?

- **Member Crawford**: I’d remove Midtown and retirement. Density would be no more than 15. I’d change open to green space and include 70% off street parking.

- **Member Dillavou**: I do not support Midtown housing for the reasons discussed above. Similar to discussion in neighborhoods, I think garden style apartments are a part of corners and should not be rated a zero. I think it is important that there be adequate off-street parking for residents and on street parking should be used for overflow (visitors and some residents that have excess vehicles). While residents will inevitably use some of the street parking, there needs to be adequate parking so that those residents are not having to go down the block and park on someone else’s street.

  I think Retirement housing is a misnomer. It needs to be split into retirement housing that is for independent living and above and that category needs to require services be provided (offered) including meals, transportation, and recreation. I would distinguish that from senior housing, which is over 55 housing with no services. For neighborhoods, the inclusion of either senior housing or retirement housing is more about scale than whether it is for seniors or not. A four-story building at a neighborhood corner is just not appropriate no matter its purpose. I do think that for true retirement housing, there is more acceptance of some scale and density at neighborhood corners. I think the density should be limited to 16 DUA.

- **Member Howe**: I am comfortable with this category dashboard. I would recommend that “increase and improve walkability” be added to the “priorities” section on the second page.

- **Member Kong**: I think we need an additional dot for each of the midtown housing options

- **Member Lin**: Specific changes:
  - More flexibility in housing options:
    - Increase dots for single family (both SFD and SFA), midtown, and retirement housing

- **Member Liu (general comment specific to NC)**: I looked through the material. I have no problem with the house type definition. However, regarding to the future land use map, I do have some thought. My suggestion is that not all Neighbour Corner, which are marked as TC and IR in the map, should have residential component in there. The city should experiment with a few places and evaluate the result. In the long run, I don’t think there should be residential area in every Neighborhood Corner. We want diversity instead of the same pattern everywhere. I agree we should not dedicate which NC should have residential units and which one should not. However, if possible, I would like to set a cap on by 2050 on how many percentage of Neighborhood Corners will have residential units in there.

- **Chair Shockey**: Reduce density to “up to 15 DUA”
6. What are your thoughts on the Community Corners (CC - NEW) category? Are there any specific changes you would make to the CC dashboard?

- **Member Crawford:** Retirement only if redefined as above, and remove midtown. Parking requirement of 70% off street

- **Member Dillavou:** The words “the big box retailer” should be “other big box retailer”

  Regarding the statement “are increasingly susceptible to decline” is not necessarily true or the problem. The issue in many cases is that retail was overbuilt from the start and the center never did develop.

  The statement, “residential uses are encouraged” should be “residential uses are acceptable.”

  I think that SF-A should be three bubbles.

  I do not agree with midtown housing for the reasons discussed above. Similar to discussion in neighborhoods, I think garden style apartments are a part of corners and should not be rated a zero. I think it is important that there be adequate off-street parking for residents and on street parking should be used for overflow (visitors and some residents that have excess vehicles). I think there is too much emphasis on Integrating streets into the network. I believe there are opportunities for neighborhoods, especially townhome developments where the preferred layout may be a self-contained development. Not everyone is in love with a mix of uses. Depending on the businesses that will remain in the corner and the size of the residential development, a self-contained development is more likely to offer amenities like a fitness center and pool than an area with short block grids.

- **Member Howe:** I am comfortable with this category dashboard. I especially like the paragraph in the description section labeled as “Redevelopment and Innovative Concepts”. It is important to invite innovation into these areas to help them be relevant and sustainable for the next many decades. I would recommend that “increase and improve walkability” be added to the “priorities” section on the second page.

- **Member Lin:**

  Specific changes:
  - More flexibility in housing options:
    - Increase dots for single family (both SFD and SFA), midtown, and retirement housing

- **Chair Shockey:** I think we need to get away from the concept of community corners being a quadrant. Each corner should be evaluated on its own. This is where I have issues with the FLUM as well.

7. What are your thoughts on the approach to separating Neighborhood Corners from Community Corners? What improvements could be made, if any?

- **Member Crawford:** It’s an improvement. I’d increase SFD to 2 dots, SFA 3 dots, remove midtown, and retirement as I have redefined

- **Member Dillavou:** I think it is appropriate to separate the two. Mostly, neighborhood corners are doing fine and do not need redevelopment and are not good candidates for such due to their relatively small size.

- **Member Howe:** It is a good idea to have these two distinct categories because we have a wide range of corner developments (2, 3, or 4 corners) and acreage sizes. It would be difficult to have only one category that covers all of them.

- **Member Kong:** I would like to hear the criteria used for separating the two and making the determinations particularly when both include medium size.

- **Member Lin:** It’s overly prescriptive and unnecessary. The two are similar and how these areas are developed or redeveloped will follow the guidance of the Comp Plan, along with P&Z/Council oversight.

- **Chair Shockey:** Love the concept. I would have liked to break it out even more. As stated above, each corner should be considered on its own. We could have a corner where some are labeled as CC and some as NC.
8. What are your thoughts on the Suburban Activity Centers (SA - formerly Regional Center) category? Are there any specific changes you would make to the SA dashboard?

- **Member Crawford:** 75 DUA is way too much. I’d remove midtown, increase SFA to 3 dots and include garden style. There are no dots in this area and Preston Park area has around 1500 units, so why aren’t there at least 2 dots. The new map greatly enlarged the Park Preston area. This has potential for far too many apartments.

- **Member Dillavou:** Midrise residential is a nonstarter for these areas except possibly Preston and Razor and Coit and George Bush where they already exist and the portion of Oakpoint where this was part of the Oakpoint plan. I disagree with the statement “residential development should be incorporated within cohesively planned mixed-use developments.” I also disagree with the statement that they should be “destination shopping and entertainment areas.” This is the same sort of hubris that caused Plano’s retail to be grossly overbuilt to begin with. When we already have Legacy Town Center / Legacy West, coming Collin Creek Mall area and downtown Plano (not to mention Stonebriar), we must be realistic about what these areas will be. For example, at Preston-Park, people are never going to walk between the corners crossing 8 to 10 lanes of traffic. Therefore, we should be discussing each of the four corners as standalone redevelopment. That is not say redevelopment of one corner may help other corners, just that it is not going to be one huge walkable development. It is not what area residents want anyhow. They do not want 75 DUA. (75 DUA is totally inconsistent with moderate intensity). Autos will continue to be the primary (high) means of access. As to Main Street MF, I would rate it as a two at most using the scale discussed above and limiting to three stories.

  Out city planners’ obsession with “cohesively planned mixed use developments comprised of short blocks to make it “a highly walkable form” is overstated and trite and does not reflect what people really want. What we really want is solid development that is well utilized and removes excess retail space. We would all be happy if the excess retail was totally torn down and replaced with offices and homes. Replacing with more retail but calling it a mixed-use destination does not solve the over-retailing issue. Recently, Lucy Billingsley testified that at Austin Ranch (the Colony) the retail was unsuccessful and constantly turning over, despite being in a mixed-use setting with around 5,000 multi-family units.

  I found it incredible that it was proposed to expand the Preston Park SA all the way south to Old Shepard North to Tulane and east to Ohio. That said, it does point out a number of factors. First of all, there are already about 2,500 MF units in the SA. Most area residents feel that is too many already. What would be appropriate to add would be SF-A, which is in short supply and more office.

- **Member Howe:** I am comfortable with this category dashboard.

- **Member Lin:**
  Specific changes:
  - More flexibility in housing options:
    - Increase dots for midtown, multifamily and retirement housing

- **Chair Shockey:** This is another area that I think could be broken into two. As large as these areas are the height, density, intensity and scale allowances could be too much for certain areas to handle. Especially where it is next to neighborhoods with no transition to Single family.
9. What are your thoughts on the Urban Activity Centers (UA — formerly Compact Complete Center) category? Are there any specific changes you would make to the UA dashboard?

- **Member Crawford:** These areas are either built or already approved, however the area from Plano Pkwy to 15 along Alma is an issue.
- **Member Dillavou:** Mostly these are already approved Planned Developments so not much to say. Again, I do not support the inclusion of Midtown Units for the reasons stated above.
- **Member Howe:** I am comfortable with this category dashboard.
- **Member Lin:**
  Specific changes:
  - More flexibility in housing options:
    - Increase dots for midtown, multifamily and retirement housing

10. What are your thoughts on the Employment Centers (EC) category? Are there any specific changes you would make to the EC dashboard?

- **Member Crawford:** I think the reference to the silver line and DFW airport in the description is inappropriate. The silver line is not near these areas unless on the East side. It is not reasonable to think these areas are going to utilize this form of transportation. On a note Evoke would not be considered appropriate on this map category.
- **Member Dillavou:** Mostly the areas identified as Employment Centers are appropriate. There needs to be more emphasis on appropriate transition in scale from residential areas and the fact that many areas are zoned Low intensity office with less than 50% FAR and those should generally remain that way.
- **Member Howe:** I am comfortable with this category dashboard.
- **Member Lin:**
  Specific changes:
  - More flexibility in housing options:
    - Increase dots for all housing – we need to get ahead of the work from home trend. It may still be a few years before some of these EC will change, but we should have some housing options available even if these areas remain large office buildings.
11. What are your thoughts on the Downtown Corridors (DT – formerly Transit Corridors) category? Are there any specific changes you would make to the DT dashboard?

- **Member Crawford:** 100 DUA is too high. I’d remove midtown and retirement
- **Member Dillavou:** I do not support Midtown units for the reasons discussed above. I note that autos are rated medium for access because they may require a short walk but the are the primary mode of transportation and generally transit will require a longer walk. I agree that Mid-rise MF should be a one and that Main street MF and SF-A and SF-D should be the primary housing. The active open spaces requirement should be met by developers not by city funded projects.
- **Member Howe:** I am comfortable with this category dashboard.
- **Member Kong:** I like this new category, but I wish that there was still an extension of more intensive land use along Silver line and into Wylie
- **Member Lin:**
  - More flexibility in housing options:
    - Increase dots for all housing
- **Chair Shockey:** The defined area is too big for the concept of downtown. The area north of Park should be redesignated as N, NC, CC, or EX. Only a portion of what is designated as DT is considered to be truly historic. Preservation should be encouraged. In these areas, I don’t see how 5 story buildings and high density are compatible with the historic character.

12. What are your thoughts on the Expressway Corridors (EX) category? Are there any specific changes you would make to the EX dashboard?

- **Member Crawford:** I do not believe residential is appropriate in these areas
- **Member Dillavou:** I disagree with the statement that “residential development should be considered where necessary to revitalize declining commercial centers.” That is the wrong approach – Residential development should be placed where it serves an appropriate purpose, not in a declining area. On bubble, using the scale I outlined above is appropriate.
- **Member Howe:** I am comfortable with this category dashboard.
- **Member Lin:**
  - More flexibility in housing options:
    - Increase dots for midtown, multifamily and retirement housing
- **Chair Shockey:** Good

13. What are your thoughts on the Social Network category? Are there any specific changes you would make to the SN dashboard?

- **Member Crawford:** OK with this area
- **Member Dillavou:** No
- **Member Howe:** I am comfortable with this category dashboard.
- **Member Lin:**
  - More flexibility in housing options:
    - Increase dots for all housing – we need to be prepared if a school were to close. It may still be a few years before a school closes, but we should have some housing options available.
- **Chair Shockey:** Good
14. What are your thoughts on the Open Space Network (OS) category? Are there any specific changes you would make to the DT dashboard?

- **Member Crawford:** This should be renamed to Green Space as I have previously stated
- **Member Dillavou:** No
- **Member Howe:** I am comfortable with this category dashboard.
- **Member Lin:** None- these are fine
- **Chair Shockey:** Good

15. What are your thoughts on the Midtown housing locations?

- **Member Crawford:** I think this area should be removed as previously stated
- **Member Dillavou:** See discussion of Midtown above. I generally do not support the ill-defined concept
- **Member Howe:** I am OK with the Midtown housing locations as indicated. I have noticed that we have existing duplex and triplex housing in existing neighborhood category areas such as the Springwood Creek Condominiums at the northwest corner of Spring Creek and Blue Ridge Trail. These appear to be part of the transition between single family and garden style apartments near the corner of Custer and Spring Creek. We also have suitable existing duplexes integrated into the Country Place neighborhood along the south side of Tree House Ln.
- **Member Lin:** They are a nice middle ground between SF and MF. They should be in our toolbox as a housing option. Whether they are actually used is a different question.

16. List the FLU categories in order from LEAST amount changes needed to MOST amount of changes needed.

- **Member Crawford:** SA the most EM and SN the least
- **Member Dillavou:** Most change is needed to the Suburban Activity Center. Second most change to the Community Centers
- **Member Howe:** Except for the walkability comments for NC and CC, I do not think any additional changes are needed.
- **Member Lin:** Everything needs the same amount of change except OS, so OS needs no change, followed by everything else.
- **Chair Shockey:** OS, N, SN, EM, EX, UA, SA, DT, NC, CC
17. What are your initial thoughts on the proposed change to the Future Land Use Map (FLUM)?
   - **Member Crawford:** Already stated
   - **Member Dillavou:** See answers to specific question below
   - **Member Howe:** In general, I am OK with the proposed changes. However, a question - How do we obtain feedback, buy-in, and/or acceptance from land owners that may be impacted by these changes?
   - **Member Lin:** No thoughts - it appears to be nomenclature changes except the addition of 1 need category. I’d like to focus on striving to achieve our vision.
   - **Chair Shockey:** Better, still needs a few changes.

18. What questions do you have about how to read the FLUM? Are there any improvements that could be made to the colors, legend, symbology, etc.?
   - **Member Crawford:** How do we make it easy for the average citizen to quickly look at the map and understand
   - **Member Dillavou:** Its very complex for the public to read and understand
   - **Member Howe:** No questions for me on this topic.
   - **Member Lin:** N/A
   - **Chair Shockey:** None

19. Are there any specific areas that you think should be looked at more closely? If yes, please include the location(s) and supporting reasons.
   - **Member Crawford:** SA as I have stated
   - **Member Dillavou:** See discussions throughout
   - **Member Howe:** No comment on this item.
   - **Member Lin:** No
   - **Chair Shockey:** My biggest concerns are still with the new community corners. Especially along Parker rd. Three straight corners with CC designated at all 4 corners may lead to an east/west corridor where it was not intended nor would it be appropriate. Some of these corners are smaller than the others with no transition between them and the Single family homes. I would suggest the NW and SW corners of Parker and Independence should be NC as well as the NW and SW corners of Parker and Alma. Additionally, as stated before, I think the DT area north of Park rd. should be designated as N, NC, CC, or EX.

20. Staff and the consultants proposed major changes in the following areas. Please share any thoughts you may have on these changes:

   1. **Oak Point Area** | Changed to Suburban Activity Center (formerly Regional Center) as this more accurately represents the adopted Envision Point Plan.
      - **Member Dillavou:** I see Oak Point, a largely undeveloped area with an approved area development plan as completely different than established areas that may have some re-develop. I do not think it fits in the same category as others labelled SA
      - **Member Howe:** I am in agreement with staff recommendation.
2. **Willow Bend Mall Area** | Changed to Suburban Activity Center (formerly Regional Center) and Expressway Corridors (EX) as this was determined to be a more appropriate scale and mix of compatible uses for the area.

   - **Member Dillavou**: The move of the area south of park to Expressway Corridor was appropriate as the area never made sense as Complete Compact Center. Renaming the remainder SAC does mean much to me as I do not agree with the SAC Vision and Dashboard in general as it advocates excessive density.
   - **Member Howe**: No comments. I am in agreement with staff recommendation.

3. **Transit Corridors changed to Downtown Corridors** | Based on committee feedback, the vision for this area was narrowed to focus on Downtown Plano and redevelopment of the K Ave and 14th Street corridors. This area now ends at Parker Road to the north and Shiloh Road to the east. TOD would be limited to within ½ mile of transit stations. Areas formerly within Transit Corridors beyond those endpoints were changed accordingly.

   - **Member Dillavou**: I believe this change is appropriate and positive.
   - **Member Howe**: A question – what have we given up, if anything, by eliminating the Transit Corridor category?
   - **Chair Shockey**: As stated earlier, if you focus is on Downtown Plano, the area is still too large. Also, I know it’s a challenge but revitalization does not have to conflict with historical preservation and character. In an area this diverse, the defined height, density, etc. could easily conflict with historical preservation and character. Is there anything that can be added to ensure that future changes adhere to the city’s preservation plan.

4. **Community Corners** | Based on committee feedback, staff and the consultants split Neighborhood Centers into two categories, Neighborhood Corners and Community Corners. Community Corners were selected based upon their size and suitability for redevelopment slight more intense than Neighborhood Corner locations.

   - **Member Dillavou**: I believe this change is appropriate. I still have some issues with the proposed descriptions and parameter of the of the corners
   - **Member Howe**: I am in agreement with staff recommendation.
   - **Chair Shockey**: More needs to done to distinguish CC and NC. If one quadrant is CC they don’t all have to be.

5. **Park and Preston** | The boundaries of the Suburban Activity Center (SA) were revised to match existing conditions on the ground. Community Corner was added to the south of the center as it approaches Plano Parkway.

   - **Member Dillavou**: I was taken aback by the massive increase in the land area and my initial reaction was that it was ridiculous. However, as I looked at it more, maybe it makes sense. There are already 2500 MF units, mostly garden style apartments in this “SAC.” Or immediately adjoining it. This brings home the point of area residents that it already is relatively dense, has more than enough multi-family and does not need more. It also shoes that garden style apartments are an integral part of this area that is not going to change. I have many issues with the SAC vision and Dashboard
   - **Member Howe**: I am in agreement with staff recommendation.
6. **Alma Rd b/n Park and 15th** | Changed to Suburban Activity Center (SA) to better reflect existing conditions and approved zoning for the area. This area was formerly Compact Complete Center.
   - **Member Dillavou:** I believe its removal and separation from the Collin Creek area was needed and appropriate. I have many issues with the SAC vision and Dashboard
   - **Member Howe:** I am in agreement with staff recommendation.

7. **Communications Pkwy** | Shifted the line dividing Employment Center and Urban Activity Center to follow Communications Pkwy.
   - **Member Dillavou:** This change makes sense and reflects the development pattern
   - **Member Howe:** I am in agreement with staff recommendation.

8. **PGBT at US 75** | The area along either side of US 75 from President George Bush Turnpike to Plano Parkway was changed to Expressway Corridors.
   - **Member Dillavou:** This change is appropriate and I support it.
   - **Member Howe:** I am in agreement with staff recommendation.

9. **New Neighborhood Corners** | The intersections of Spring Creek Dr. and Alma Dr. was changed from Neighborhoods to Neighborhood Corners to match existing conditions. The north side of the Jupiter Rd and 14th St was changed to Neighborhood Corners to more accurately reflect anticipated scale of redevelopment.
   - **Member Dillavou:** This change is acceptable
   - **Member Howe:** I am in agreement with staff recommendation.

10. **Other Minor Misc. Changes** | Other minor miscellaneous changes were match existing conditions on the ground that are not anticipated to change within the planning horizon of this comprehensive plan. This include narrowing of Expressway Corridors along 121, expansion of Suburban Activity Center to cover Mustang Square development east of Ohio Dr., and other misc. changes.
    - **Member Dillavou:** Seems like you missed the Commodore / Alta 289 south of Rasor at Preston.
    - **Member Howe:** I am in agreement with staff recommendation.
Agenda Item 4

Discussion and Consideration:
Growth and Change Map and Category Descriptions

DESCRIPTION:

Hold a discussion and vote to consider proposed revisions on the Growth and Change Category Map and Category Descriptions.

REMARKS:

Growth and Change Map

The purpose of the Growth and Change Map is to describe the level of change that is expected to occur on sites around 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. The Growth and Change Map Category Descriptions are described in Attachment A and include:

- Open and Social Space (OS)
- New Growth (NG)
- Evolve Urban (EU)
- Transform Center (TC)
- Improve and Refine (IR)
- Conserve and Enhance (CE)

Background

At the August 18, 2020, meeting, the Committee requested an introductory discussion on Comprehensive Plan maps related to future land use in preparation for the workshop on September 19, 2020. An overview of the Growth and Change Map was presented at the September 15, 2020, meeting. The Committee discussed the Growth and Change Map and Categories at the September 19, 2020, workshop and at the October 6, 2020, meeting. On October 12, 2020, a homework exercise was sent to the Committee with questions regarding the Growth and Change Map and Categories. Responses were requested by October 19, 2020.
Proposal

There are two alternatives:

- **Option 1**: If the Committee discusses the Growth and Change Map on October 20, the consultants/staff may not have time to organize the Committee’s responses submitted on or before October 19 in advance of the meeting with adequate time for preparation. However, responses will be available at the meeting for review.

- **Option 2**: Alternatively, if the map is discussed during the October 29 reserve meeting, the Committee will have time to review their fellow Committee members’ responses. Additionally, the consulting team and staff have been discussing an alternative presentation of the Growth and Change Map that incorporates some of the concepts of optional bundles 23 and 24. This would allow time for this concept to be presented and considered. Additional information would be emailed prior to the meeting.

The purpose of this agenda item is to allow the Committee to continue discussions, or delay consideration on the Growth and Change Map to October 29, as may be desired or necessary, depending on time and interest.

**RECOMMENDATION:**

Recommend the Committee choose either Option 1 or Option 2 regarding the Growth and Change Map, as noted above.

**ATTACHMENTS:**

Attachment A – Growth and Change Map and Category Descriptions
Growth and Change Map and Descriptions adopted by Council on October 22, 2018 as part of the Comprehensive Plan.

The Growth and Change Map shall not constitute zoning regulations or establish zoning district boundaries.
Purpose
The purpose of the Growth and Change Map is to describe the level of change that is expected to occur on sites around 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.

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.