Agenda Item No. 8

Discussion: Comprehensive Plan Update

Applicant: City of Plano

DESCRIPTION:

Discussion related to revisions to the Comprehensive Plan from the Comprehensive Plan Review Committee.

BACKGROUND:

On August 3, 2020, the Planning & Zoning Commission (P&Z) began the iterative process of reviewing recommendations from the Comprehensive Plan Review Committee (CPRC) regarding updates to the Comprehensive Plan. Since that time, this process has primarily involved revisions to 22 existing policy “bundles” of Plano Tomorrow related to transportation, growth management, density, and land use, as well as a new set of Guiding Principles. These revisions are nearly complete; however, the CPRC continues to discuss additional recommendations that have not yet been forwarded to the P&Z. These include:

- changes to the Future Land Use Map;
- replacing the Growth and Change Map with a new Density Guidance Map; and
- two new policy bundles related to “Comprehensive Plan Amendments” (Bundle 23) and “Growth Management and Redevelopment” (Bundle 24).

Although discussions on these items are still ongoing and formal recommendations have not yet been approved, the CPRC agreed on December 9, 2020, to forward draft materials to P&Z in advance of joint P&Z/CPRC meetings scheduled to begin in January 2021. The purpose of this item is to familiarize the P&Z with the structure, format, and purpose of these documents. It should be noted that details are subject to change and have not received the required 75% CPRC approval.

FUTURE LAND USE DASHBOARDS:

In response to CPRC comments that Plano Tomorrow was overly broad in its descriptions of each future land use category, staff and the consultants revised the Future Land Use Map (FLUM) and category descriptions (FLUC) to include a new “dashboard” format:
The dashboard structure is modeled similar to the Envision Oak Point development types and provides more detail on the following components:

1. **Descriptions.** This section provides a written description of the broad vision, form, and desired characteristics for each FLUC. These descriptions are aspirational in nature, indicating the desired future conditions.

2. **Priorities.** This section provides a list of major priorities and necessary action to achieve the vision for each FLUC.

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 FLUCs cover large portions of the city, these charts should not be interpreted as hard caps or minimums for the mix of uses at individual locations; however, changes in land use should improve, rather than detract, from the preferable mix of uses established for the Future Land Use Category in an area.

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

- **Most compatible uses:** This use, as a new, infill, or redevelopment use, is the most compatible in the Future Land Use Category.

- **Somewhat compatible uses:** This use, as a new, infill, or redevelopment use, is typically compatible in the Future Land Use Category. Additional analysis and information may be required to justify the compatibility of the use in the proposed location.

- **Compatible uses in limited circumstances:** This use, as a new, infill, or redevelopment use, is generally not compatible within the Future Land Use Category, so proposed uses in this category
require a Favorable Features of Development analysis, per the Redevelopment & Growth Management Policy (see Bundle 24, below), to aid in determining compatibility as part of the zoning process. The use may be found compatible as a primary use in special, non-typical scenarios or where measures are taken to address compatibility concerns. 

**Not a compatible use:** This use, as a new, infill, or redevelopment use, is typically not compatible within the Future Land Use Category.

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. These include:

- Building Heights
- Maximum Density
- Intensity & Scale
- Open Space
- Parking Orientation
- Block Pattern & Streetscape
- Multimodal Access

More information on each of these components can be found on pages 1-4 of the draft FLUC document, attached.

**FUTURE LAND USE CATEGORIES:**

The Future Land Use Map has been divided into ten categories. The Neighborhoods (N), Employment Centers (EC), Expressway Corridors (EX), Social Network (SN), and Open Space Network (OS) categories maintain the same name and generally the same intent as Plano Tomorrow. New to the current draft are the Neighborhood Corners (NC), Community Corners (CC), Suburban Activity Centers (SA), Urban Activity Centers (UA), and Downtown Corridors (DT). The table below illustrates how the previous categories of Plano Tomorrow have generally changed into the current draft:

<table>
<thead>
<tr>
<th>Plano Tomorrow</th>
<th>Current Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood (N)</td>
<td>Neighborhoods (N)</td>
</tr>
<tr>
<td>Neighborhood Center (NC)</td>
<td>Neighborhood Corners (NC)</td>
</tr>
<tr>
<td>Regional Center (RC)</td>
<td>Community Corners (CC)</td>
</tr>
<tr>
<td>Compact Complete Center (CCC)</td>
<td>Suburban Activity Centers (SA)</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>Urban Activity Centers (UA)</td>
</tr>
<tr>
<td>Transit Corridor (TC)</td>
<td>Employment Centers (EM)</td>
</tr>
<tr>
<td>Expressway Corridor (EXC)</td>
<td>Downtown Corridors (DT)</td>
</tr>
<tr>
<td>Social Network (SN)</td>
<td>Expressway Corridors (EX)</td>
</tr>
<tr>
<td>Open Space Network (OSN)</td>
<td>Social Network (SN)</td>
</tr>
<tr>
<td></td>
<td>Open Space Network (OS)</td>
</tr>
</tbody>
</table>
Neighborhood and Community Corners
As noted above, the previous Neighborhood Center category was split into two new categories – Neighborhood Corners (NC) and Community Corners (CC). This change was proposed because the Committee felt that Plano’s retail corners have unique characteristics, and a uniform approach would not adequately address the character of each corner. To determine which retail corners should fall in each new category, the following methodology was followed:

1. Multifamily and other residential uses adjacent to each retail corner were changed to the Neighborhoods category.

2. The acreage of each corner was calculated, excluding right-of-way, and categorized as follows:

<table>
<thead>
<tr>
<th>Acres</th>
<th>Future Land Use Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 4 acres</td>
<td>Neighborhoods (N)</td>
</tr>
<tr>
<td>4 to 10 acres</td>
<td>Neighborhood Corners (NC)</td>
</tr>
<tr>
<td>Between 10 and 25 acres</td>
<td>Neighborhood Corners (NC), unless the corner meets at least two of the following conditions, in which case, Community Corners (CC):</td>
</tr>
<tr>
<td></td>
<td>1. Single-family neighborhoods do not directly abut the retail corner (e.g., separated by a public road [Residential/Local or above], natural feature, multifamily use, park, school, transmission line);</td>
</tr>
<tr>
<td></td>
<td>2. There is more than 250,000 square feet of commercial square footage within a quarter mile of the retail corner boundaries; or</td>
</tr>
<tr>
<td></td>
<td>3. There are more than two anchor spaces (a 50,000-square-feet, single-tenant structure) within a quarter mile of the retail corner boundaries.</td>
</tr>
<tr>
<td>Over 25 acres</td>
<td>Community Corners (CC)</td>
</tr>
</tbody>
</table>

Urban and Suburban Activity Centers
The Regional Center and Compact Complete Center categories of Plano Tomorrow were reworked into the Suburban Activity Centers (SA) and Urban Activity Centers (UA) categories in the current draft. This change was made in response to CPRC comments that the term “Compact Complete Center” was too ambiguous. The new terms are meant to imply a tiered relationship between the two categories, with UA areas being more intense in scale, height, density, and form.

Downtown Corridors
The Transit Corridor category of Plano Tomorrow extended along the full length of the former Houston and Texas Central (H&TC) and Cotton Belt railroads through Plano. In response to CPRC comments that this transit focus extended too far north and east, the Transit Corridor category was reworked into the Downtown Corridors (DT) category, which includes a more strategic focus on Transit-Oriented Development in closer proximity to planned rail stations and redevelopment of the K Avenue and 14th Street corridors.
DENSITY GUIDANCE MAP:

Based on CPRC comments and discussion, it was determined that the Growth and Change Map was not meeting its original intent and that a revised approach might be appropriate. The Density Guidance Map (DGM) was created to more effectively manage change by providing guidance on locations, densities, and characteristics for new residential development. Through designated locations and design criteria, it is intended to limit higher density projects to those that meet major city goals and community preferences. This is accomplished through the following DGM Categories:

<table>
<thead>
<tr>
<th>DGM Category</th>
<th>Major Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Revitalization-1, -2, and -3</td>
<td>Replacing excess retail zoning and encouraging reinvestment in underperforming local and regional shopping centers.</td>
</tr>
<tr>
<td>U.S. 75 Redevelopment</td>
<td>Redeveloping aging commercial land uses along the U.S. 75 Corridor.</td>
</tr>
<tr>
<td>Transit-Oriented Development-1, -2, and -3</td>
<td>Continuing the emergence of Downtown Plano as a thriving transit village while protecting the city’s heritage resources.</td>
</tr>
<tr>
<td>Envision Oak Point</td>
<td>Supporting the Envision Oak Point Plan’s vision to “Enhance Community. Establish Place.” in northeast Plano.</td>
</tr>
<tr>
<td>Business/Entertainment Hub</td>
<td>Promoting world-class business and entertainment hubs that contribute to Plano’s success as a global economic leader.</td>
</tr>
<tr>
<td>Conserve and Enhance</td>
<td>Maintaining existing character.</td>
</tr>
</tbody>
</table>

The DGM is intended to work in conjunction with the FLUM to establish a density range in each of the areas that are only appropriate in limited circumstances. When rezoning requests include residential density that falls within this range, they are subject to additional scrutiny beyond the city’s standard zoning procedures. Each DGM Category outlines the specific criteria that must be met for the density to be considered appropriate. When the proposed density exceeds this range, a plan map amendment process will be required, as discussed in Bundle 23.

BUNDLES 23 AND 24:

As the CPRC process has progressed, two new Comprehensive Plan policies were proposed to help provide details regarding map amendments and to provide additional guidance on redevelopment and growth management. As with the other Plan policies being reviewed by the CPRC, these new policies have been packaged into bundles (attached):
Bundle 23 – Plan Map Amendments

The Plan Map Amendments policy provides direction for redevelopment proposals that exceed the Future Land Use Map Maximum density and regular updates for all Comprehensive Plan maps. This includes actions regarding supermajority Council approval, a formal community forum process for plan map amendments, annual reporting, and review and update of Plan actions and the Plan itself.

Bundle 24 – Redevelopment & Growth Management

The Redevelopment & Growth Management policy was developed in response to Plano’s development pressures as a result of the limited undeveloped land in the city. The policy includes actions to provide better engagement of the community for rezoning requests, ensuring an adequate green and open space, appropriate phasing, and the Favorable Features of Redevelopment analysis, which would be used for land uses considered “Compatible uses in limited circumstances” (1 dot on the Future Land Use dashboards).

HOUSING TYPES MENU:

Throughout the review process, the Committee has been referencing a Housing Types Menu. The Housing Menu is intended to provide a selection of housing categories as part of the Comprehensive Plan and correspond with the compatibility tables of the FLUM Dashboards. The current Housing Types Menu is attached and includes the following types:

- Traditional Single-Family Detached
- Traditional Single-Family Attached
- Institutional Living
- Garden-Style Multifamily
- Main Street-Style Multifamily
- Mid-Rise Multifamily
- High-Rise Multifamily
- Midtown Housing - Single Unit
- Midtown Housing - Multi-Unit

PROJECT SCHEDULE:

On December 7, 2021, the Commission was presented a draft schedule to complete the project. At this time, a few adjustments to that schedule have been made. The following dates are proposed for joint meetings between the Commission and CPRC:

Draft Plan Preparation:
- Tuesday, January 19, 2021
Final Plan Preparation:
- Monday, March 15, 2021
- Tuesday, March 23, 2021
- Monday, March 29, 2021
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 the review of CPRC recommendations in addition to the regular zoning and development caseload.

P&Z REVIEW:

Because these maps and documents are still under review by the CPRC, the purpose of this item is not to provide feedback on the content, which will almost certainly change. The purpose is to introduce the documents, in regards to structure, format, and purpose, so the Commission can start to formulate an understanding of the information in order to prepare for future commentary. The maps and documents themselves will be placed on an agenda for direction after CPRC has taken action on them. Additional background information on the maps and documents, as well as agendas, packets, and recordings of each meeting, can be reviewed at the CPRC project website: www.PlanoCompPlanReview.org.

RECOMMENDATION:

Recommended that the Planning & Zoning Commission review the structure, format, and purpose of the Comprehensive Plan documents.
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.
Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS

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 sections below describe how to use and interpret the Future Land Use Category Dashboards of the Comprehensive Plan.

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

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

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

4. COMPATIBILITY OF NEW USES
This chart illustrates the compatibility of land uses for new growth, infill, and redevelopment in each Future Land Use 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 uses: This use, as a new, infill, or redevelopment use, is the most compatible in the Future Land Use Category.
   Somewhat compatible uses: This use, as a new, infill, or redevelopment use, is typically compatible in the Future Land Use Category.
   Compatible uses in limited circumstances: This use, as a new, infill, or redevelopment use, is generally not compatible within the Future Land Use Category, so proposed uses in this category require a Favorable Features of Development analysis, per the Redevelopment and Growth Management Policy, to aid in determining compatibility as part of the zoning process. The use may be found compatible as a primary use in special, non-typical scenarios or where measures are taken to address compatibility concerns.
   Not a compatible use: This use, as a new infill, or redevelopment use, is typically not compatible within the Future Land Use Category.

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
   DENSITY
   INTENSITY & SCALE
   PARKING ORIENTATION
   BLOCK PATTERN & STREETSCAPE
   MULTIMODAL ACCESS

Note: The charts represents percentages of total land area for each use.
CHARACTER DEFINING ELEMENTS

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

INTENSITY & SCALE

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

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

DENSITY

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

- **10 - 20 DUA**
- **15 DUA**
- **22 DUA**
- **50 DUA**
- **100 DUA**
- **120 DUA**

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.

- **Extra Low-rise**: 1 to 2 stories
- **Low-rise**: 3 to 4 stories
- **Mid-rise**: 5 to 9 stories
- **High-rise**: 10+ stories

PARKING ORIENTATION

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

- **garages**
- **surface lots**
- **structured parking**
- **on-street parking**
- **valet parking**

BLOCK PATTERN

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

- **Curvilinear**
- **Short Blocks**
- **Medium Blocks**
- **Wide Blocks**

MULTIMODAL ACCESS

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

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

**URBAN COMMERCIAL**
- Small setbacks
- Wide sidewalks, street trees, & pedestrian amenities
- Storefronts & patio dining
- Multimodal infrastructure
- On-street parking

**URBAN RESIDENTIAL**
- Small to medium setbacks
- Medium-width sidewalks
- Stoops & porches
- Tree-lined streets
- Multimodal infrastructure
- On-street parking

**TRADITIONAL COMMERCIAL**
- Medium to large setbacks
- Medium sidewalks
- Street trees & landscape edges
- Surface parking lots
- Multimodal infrastructure

**TRADITIONAL RESIDENTIAL**
- Medium setbacks
- Lawns & xeriscapes
- Medium sidewalks & landscape edges
- On-street parking
- Bike routes & trails

**CORPORATE CORRIDOR**
- Extra-large setbacks
- Ample greenspace buffers
- Medium sidewalks
- Street trees & landscape edges
- Surface parking lots
- Multimodal infrastructure

**OPEN SPACE CORRIDOR**
- Extra-large setbacks
- Natural setbacks
- Sidewalks connecting to trails, open space, & recreational areas
OPEN SPACE

Open Space as a character defining element means the portion of a development that should not be used for buildings. These areas can be passive open spaces, like the grass and landscaping that surround a building, or active open spaces with plazas, playgrounds, public art, water features, benches, and other pedestrian amenities. Note: not all properties will be suitable for the maximum open space.

PASSIVE OPEN SPACE

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

95% Green space 5% Hardscape

ACTIVE OPEN SPACE

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

30% Green space 70% Hardscape

RECREATIONAL OPEN SPACE

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

60% Green space 40% Hardspace
CATEGORIES

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

NEIGHBORHOODS

Neighborhoods are predominantly single-family homes, but will also include supporting light commercial, office, institutional, apartments, and other supporting residential uses. Limited areas may develop with non-traditional neighborhoods, including specialty housing and mixed-use development.

CORNERS

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

CENTERS

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

CORRIDORS

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

NETWORKS

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

TRANSPORTATION

Existing and planned light rail stations or bus terminals
Expressways and major streets throughout the city
Active freight and commuter rail lines or right-of-way of former railroads
The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses.

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

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

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

### NEIGHBORHOODS (N)

#### LAND USE MIX

- Residential: 75%
- Nonresidential: 10%
- Open Space: 15%

#### HOUSING MIX

- Single-Family: 15%
- Midtown Housing: 5%
- Multifamily: 5%
- Institutional Living: 5%

#### EMPLOYMENT MIX

- Retail/Service: 30%
- Office: 65%
- Institutional: 5%

#### COMPATIBILITY OF NEW USES

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Retail/Retail</td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td>Service</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Institutional Living</td>
<td></td>
</tr>
</tbody>
</table>

#### DESIRABLE CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>DGM Line: 0 DUA</td>
<td>Low intensity Extra low-rise scale</td>
<td>10% to 50% Passive Open Space</td>
</tr>
<tr>
<td></td>
<td>FLU Max (SF): 10 DUA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FLU Max (Other): 22 DUA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Res: garages with driveways</td>
<td>Gridded or curvilinear blocks</td>
</tr>
<tr>
<td>Non-res: surface lots</td>
<td>Traditional Residential streetscape</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>MEDIUM</td>
<td>HIGH</td>
<td>HIGH</td>
</tr>
<tr>
<td>direct access from local streets</td>
<td>served by bus on perimeter arterial streets</td>
<td>connected to trails and bike routes</td>
<td>walkable to parks and schools</td>
</tr>
</tbody>
</table>

1 See how to guide on pages 1-4.
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 sites on the corners of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Neighborhood Corners are typically up to 10 acres in size, directly abut single-family neighborhoods, and are anchored by a small 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 be achieved through parking lot landscaping enhancements, building renovations, and other site improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height should be provided when development is proposed near neighborhoods. An ongoing relationship between neighborhood residents and commercial property owners and businesses in adjacent corners is encouraged to support the economic health and viability of the community.

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

**Compatibility of New Uses**

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Office</td>
</tr>
<tr>
<td>Nonresidential</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Institutional Living</td>
<td>Service</td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td>Institutional</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td></td>
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<tr>
<td>Mid-Rise MF</td>
<td></td>
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<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
</tbody>
</table>

**Desirable Character Defining Elements**

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>DGM Line: 10 DUA FLU Max: 15 DUA</td>
<td>Low intensity Extra low-rise scale</td>
<td>10% to 20% Active Open Space</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking Orientation</th>
<th>Block Pattern &amp; Streetscape</th>
</tr>
</thead>
<tbody>
<tr>
<td>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</td>
<td>Short to medium block grid Traditional Commercial or Residential streetscape</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multimodal Access</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Automobiles</strong></td>
</tr>
<tr>
<td>HIGH convenient access to neighborhoods</td>
</tr>
</tbody>
</table>

*See how to guide on pages 1-4.*
NEIGHBORHOOD CORNERS
PRIORITY

Maintaining viability and attractiveness
Creative design solutions
Reducing excess retail square footage
Increase and improve walkability
The Community Corners future land use category applies to medium-to-large retail sites on the corners of major arterial roadways that traditionally serve the general retail, service, office, and institutional needs of surrounding neighborhoods. These areas are often anchored by uses such as a large grocery store, hardware store, department store, fitness center, or other big box retailer. Community Corners are typically 25+ acres, but may be as small as 10 acres when buffered from single-family neighborhoods or located in an area with excess retail zoning or development.

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

Residential Uses - The introduction of residential uses are encouraged where buffered from adjacent neighborhoods, or when necessary to further the goals of Community Corner redevelopment and provided in context-sensitive manner. 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. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.
Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS

COMMUNITY CORNERS
PRIORITIES

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

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

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

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

Creating destination shopping and entertainment centers

Activated open space, quality building materials, and walkable streetscapes internal to the development

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

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

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

Attracting corporate headquarters and promoting economic development

High standards for mixed-use form, amenities, and open space

Providing amenities in early phases of development
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.

### DESIRABLE CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 20 stories</td>
<td>N/A</td>
<td>Moderate to High intensity</td>
<td>10% to 35% Passive Open Space</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structured parking preferable to surface lots</td>
<td>Wide blocks Corporate Corridor streetscapes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MULTIMODAL ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOMOBILES</td>
</tr>
<tr>
<td>HIGH</td>
</tr>
<tr>
<td>direct access from major streets</td>
</tr>
</tbody>
</table>

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1 See how to guide on pages 1-4.
Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS

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

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

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

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

Enhancing bicycle and pedestrian connections

Improving mobility connections between Downtown and Collin Creek area

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
PRIORITIES

Redevelopment of US 75 Corridor

Protecting sensitive land uses in Environmental Health Areas

Limiting residential uses to redevelopment of underperforming commercial areas
SOCIAL NETWORK (SN)

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

PRIORITY 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

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 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

**Character Defining Elements**

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Extra low-rise scale</td>
<td>Active &amp; Recreational Open Space</td>
</tr>
</tbody>
</table>

**Parking Orientation**

- Surface lots

**Block Pattern & Streetscape**

- Wide blocks
- Open Space Corridor streetscapes

**Multimodal Access**

<table>
<thead>
<tr>
<th>Automobiles</th>
<th>Transit</th>
<th>Micromobility</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Limited access to major and local streets</td>
<td>served by bus</td>
<td>integrated trails and bike routes</td>
<td>short walk from neighborhoods</td>
</tr>
</tbody>
</table>

**Land Use Mix**

- Residential
- Nonresidential
- Open Space

**Housing Mix**

- N/A

**Employment Mix**

- 100%

**Compatibility of New Uses**

<table>
<thead>
<tr>
<th>Housing</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td>Service</td>
</tr>
<tr>
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<td>Mid-Rise MF</td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Institutional Living</td>
<td></td>
</tr>
</tbody>
</table>

1. See how to guide on pages 1-4.
### Category: Neighborhoods (N)
- **1 to 2 stories**
  - Low intensity
  - Extra Low-rise scale
  - 10% to 50% Passive Open Space
  - Mixed use: garages with driveways
  - Non-res: surface lots (to side or rear of building)
  - Block pattern: Mixed Traditional Residential streetscape
  - AUTOMOBILES: Direct access from local streets
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Neighborhood Corridors (NC)
- **1 to 2 stories**
  - Low intensity
  - Extra Low-rise scale
  - 10% to 20% Active Open Space
  - Mixed use: garages, on-street
  - Non-res: mix of on-street and surface lots (to side or rear of building)
  - Block pattern: Mixed Traditional Commercial or Residential streetscape
  - AUTOMOBILES: Direct access from major streets
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Community Corridors (CC)
- **1 to 3 stories**
  - Low intensity
  - Extra Low-rise scale
  - 15% to 20% Active Open Space
  - Mixed use: structured, on-street
  - Non-res: mix of structured, on-street, surface lots, valet
  - Block pattern: Mixed Traditional and Urban streetscape
  - AUTOMOBILES: May require short walk to destination
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Suburban Activity Centers (SA)
- **1 to 5 stories**
  - Moderate intensity
  - Extra Low to Mid-rise scale
  - 20% to 30% Active Open Space
  - Mixed use: structured, on-street
  - Non-res:Mix of on-street, surface lots, valet
  - Block pattern: Mixed Traditional Urban streetscape
  - AUTOMOBILES: May require short walk to destination
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Urban Activity Centers (UA)
- **1 to 20 stories**
  - High intensity
  - Extra Low to High-rise scale
  - 10% to 15% Active Open Space
  - Structured, on-street, & walk to destination
  - Non-res: Mixed of on-street, surface lots, valet
  - Block pattern: Mixed Traditional Urban streetscape
  - AUTOMOBILES: May require short walk to destination
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Employment Centers (EM)
- **1 to 20 stories**
  - Medium intensity
  - Extra Low to High-rise scale
  - 50% to 35% Passive Open Space
  - Mixed use: structured parking, local streets
  - Non-res: Mixed of surface lots, major streets
  - Block pattern: Mixed Traditional Urban streetscape
  - AUTOMOBILES: May require short walk to destination
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Downtown Corridors (DT)
- **1 to 5 stories**
  - Medium intensity
  - Extra Low to Mid-rise scale
  - 20% to 30% Active Open Space
  - Mixed use: structured, on-street, & walk to destination
  - Non-res: Mixed of on-street, surface lots, valet
  - Block pattern: Mixed Traditional Urban streetscape
  - AUTOMOBILES: May require short walk to destination
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Expressway Corridors (EX)
- **1 to 20 stories**
  - Medium intensity
  - Extra Low to High-rise scale
  - 10% to 20% Passive Open Space
  - Mixed use: structured parking, local streets
  - Non-res: Mixed of surface lots, major streets
  - Block pattern: Mixed Traditional Urban streetscape
  - AUTOMOBILES: May require short walk to destination
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Social Network (SN)
- **1 to 4 stories**
  - Low intensity
  - Extra Low-rise scale
  - 20% to 100% Passive & Recreational Open Space
  - Mixed use: Open Space Corridor or Traditional Open Space
  - Non-res: Surface Lots
  - Block pattern: Mixed Open Space Corridor streetscapes
  - AUTOMOBILES: Direct access from major streets
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use

### Category: Open Space Network (OS)
- **1 to 2 stories**
  - Low intensity
  - Extra Low-rise scale
  - 100% Active & Recreational Open Space
  - Mixed use: Surface Lots
  - Non-res: Open Space Corridor streetscapes
  - Block pattern: Mixed Open Space Corridor streetscapes
  - AUTOMOBILES: Limited access to major and local streets
  - TRANSIT: Served by bus or rail
  - MICROMOBILITY: Served by bike
  - PEDESTRIANS: Accessible, mixed use
Density Guidance Map and Descriptions Update
December 2020
Freese and Nichols, Inc.

The Density Guidance Map shall not constitute zoning regulations or establish zoning district boundaries.
**PURPOSE OF THE DENSITY GUIDANCE MAP (DGM)**

With limited undeveloped land and significant regional growth, Plano is experiencing increased demand for housing in areas that the city’s Comprehensive Plan has historically reserved for employment generating uses. Furthermore, dramatic shifts in the national retail environment may lead to struggling regional shopping malls and neighborhood retail corners in Plano. The city recognizes that additional housing may be needed to address these challenges; however, increasing residential density, especially near established neighborhoods, cannot be the only solution to maintaining vitality of the community. In response, the Density Guidance Map (DGM) was created to responsibly manage zoning change requests by providing guidance on locations, densities, and characteristics for new residential development that meets citywide goals and community preferences. Likewise, it also shows areas where minimal change is anticipated and the existing character should be maintained.

**Most areas designated on the map are not anticipated to change to residential uses.** Yet, as it is difficult to predict specific locations where zoning changes for residential infill development or redevelopment will be requested, the map is divided into categories with unique criteria that should be considered for all residential zoning requests above the dwelling units per acre (DUA) listed on the map. These categories are generally intended to manage growth by limiting residential development to places that meet one of the five goals for residential development. The numbers on the Density Guidance Map represent the DUA that may be requested as part of a zoning change without requiring additional scrutiny beyond the city’s established zoning procedures.

**Steps to determine the appropriateness of proposed density for a residential rezoning request**: 

1. **FLU Max** - Using the FLUM, determine the maximum DUA of the associated FLUM Category for the property (FLU Max). Is the proposed density above or below the FLU Max?

2. **DGM Line** - Locate the DUA number listed on the Density Guidance Map for the property (DGM Line). Is the proposed density above or below the DGM Line?

3. ** Appropriateness** - Use the table to the right to determine if the proposed density is appropriate for the property.

**NOTE:** When a property on the map is located in multiple DGM categories, the category covering the majority of the property (based on total acres) will be applied to the entire property. Projects may not be divided based on DGM categories.

For zoning requests in the Envision Oak Point area, refer to the Envision Oak Point category on page 3.

**FIVE GOALS FOR RESIDENTIAL DEVELOPMENT**

1. Replacing excess retail zoning and encouraging reinvestment in underperforming local and regional shopping centers.

2. Redeveloping aging commercial land uses along the US 75 Corridor.

3. Continuing the emergence of Downtown Plano as a thriving transit village while protecting the city’s heritage resources.

4. Supporting the Envision Oak Point Plan’s vision to “Enhance Community. Establish Place.” in northeast Plano.

5. Promoting world-class business and entertainment hubs that contribute to Plano’s success as a global economic leader.
DENSITY GUIDANCE MAP CATEGORIES

The Density Guidance Map is organized into six categories that outline the additional considerations for zoning changes requesting residential density above the limits established by the Density Guidance Map. These include:

1. Conserve and Enhance
2. US 75 Redevelopment
3. Business/Entertainment Hub
4. Retail Revitalization
5. Transit-Oriented Development
6. Envision Oak Point

All zoning requests to introduce residential density over the DGM Line, but below the FLU Max (i.e., yellow-light scenarios), should be assessed against the following criteria in analyzing suitability and compatibility with the surrounding area (as applicable):

- Is there adequate infrastructure (roadways, utilities, drainage, etc.) to serve the area?
- Will future residents of the area have sufficient access to city services (parks, libraries, etc.)?
- Will the request require significant increases in public safety resources (police, fire/rescue, EMT) to adequately serve the area?
- Do schools have the necessary capacity to serve increases in population as a result of the request?
- Is the request consistent with an adopted small area plan?
- Has the applicant engaged surrounding property owners and residents about the request per city requirements?
- Does the request comply with the Expressway Corridor Environmental Health Policy?

US 75 REDEVELOPMENT | 20 DUA

As the oldest of Plano’s major expressways, the US 75 Corridor includes commercial properties in need of revitalization or redevelopment. As described in the Retail Revitalization categories, revitalization is also the preferred path to maintain viability of the corridor. Requests to introduce residential uses above 20 DUA in the US 75 Redevelopment area should only be used in limited circumstances where necessary to support specific redevelopment objectives adopted by the City. This includes providing a 2:1 ratio of non-residential to residential floor area (refer to Redevelopment of Regional Transportation Corridors Policy).

BUSINESS/ENTERTAINMENT HUB | 25 DUA

Business/Entertainment Hub areas are the most appropriate locations for higher density development, but these areas should include a thoughtfully planned land use mix and be phased to maximize benefits to residents and the community. Zoning requests to add or increase residential density above 25 DUA in the Business/Entertainment Hub areas should:

- be used where necessary to support specific redevelopment objectives adopted by the City. This includes providing a 2:1 ratio of non-residential to residential floor area;
- meet the city’s requirements under the Community Design Assessment for Mixed-Use Developments, where applicable;
- create a complete new neighborhood, or expansion of an existing neighborhood when appropriate transitions are provided;
- include residential adjacency standards for buildings greater than 2 stories in height, requiring setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height (up to 200 feet);
- provide park-like green spaces at prominent locations within the development;
- where there is an established mix of uses through PD, or UMU zoning, or other means, provide information to justify why a change in the land use mix is required; and
- be consistent with an adopted Small Area Plan, as applicable.

ENVISION OAK POINT

Zoning requests for residential uses in areas designated as Envision Oak Point on the Density Guidance Map will be considered for appropriateness based on consistency with the Envision Oak Point Plan.
Most retail corners and shopping areas are not expected to introduce residential uses. Except in situations where retail uses in the immediate area are clearly overbuilt and reduction of retail zoning or square footage is warranted, revitalization is the preferred path, with innovative design solutions combining office or service uses with green spaces. Priority should be given to plans that significantly upgrade remaining retail space and create substantial community green space and active open space. When housing is proposed, it should be clearly demonstrated that residential uses are essential to the success of the project. (Refer to Revitalization of Retail Shopping Centers Policy).

Zoning requests to add or increase density above the applicable DUA limits in all Retail Revitalization areas should:
- be used only where necessary to reduce or replace excess commercial zoning or retail square footage;
- increase opportunities for homeownership;
- include 1.5x the useable open space requirements of the Zoning Ordinance;
- reduce heat islands and stormwater runoff by providing increased green space and permeable surfaces; and
- be consistent with an adopted Small Area Plan, as applicable.

Zoning requests to add or increase residential density above 10 DUA in the Retail Revitalization-1 areas should:
- When located in the Neighborhood Corners FLU category:
  - include only a mix of one- and two-story single-family residences or appropriately-scaled institutional living.
- When located in the Community Corners FLU category:
  - be used where necessary to reduce or replace excess commercial zoning or retail square footage;
  - provide housing variety, consisting mostly of single-family detached and attached homes, with a mix of dwelling sizes and styles; multifamily development should be small-scale buildings for compatibility with residential neighborhoods no more than 3 stories in height and limited to no more than 25% of the total units in a development; and
  - include residential adjacency standards for buildings greater than 2 stories in height, requiring setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height.

Zoning requests to add or increase residential density above 15 DUA in Retail Revitalization-2 areas should:
- include residential adjacency standards for buildings greater than 2 stories in height, requiring setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height;
- provide a variety of housing types, prioritizing single-family detached and attached housing, with a mix of dwelling sizes and styles; multifamily should be small-scale for compatibility with surrounding neighborhoods and limited to 3 stories (except up to 4 stories and 35 DUA may be acceptable where located next to offices of at least equal height and scale); and
- meet the city’s requirements under the Community Design Assessment for Mixed-Use Developments, where applicable.

To continue the successful transformation of the greater Downtown Plano area into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of DART rail stations, residential uses are supported when provided as part of a Transit-Oriented Development (refer to Transit-Oriented Development Policy).

Zoning requests to add or increase density above the DGM Line in the Transit-Oriented Development areas should:
- prioritize new housing in closest proximity to transit stations to maximize benefits of Transit-Oriented Development;
- preserve or adaptively reuse designated and potential heritage resources consistent with the Heritage Preservation Plan; and
- be consistent with any Downtown Master Plan, adopted Small Area Plan, and related city policies, as applicable.
The Built Environment – Plan Map Amendments

WEBSITE CONTEXT – Because Plano is mostly developed, nearly all new development will have an impact on existing residents, businesses, and traffic. Developers may propose projects that deviate from the Comprehensive Plan’s policies in the Density Guidance Map. Proposed development that would cause a significant change in character inconsistent with the Density Guidance Map is anticipated as a concern to residents, businesses, and property owners unless appropriately vetted. The plan map amendment process outlines the method for resolving concerns related to established maximums in the Density Guidance Map procedures. The Plano community needs confidence that any development proposals deviating from their adopted Plan are properly vetted by the community, yield improvements that were not previously conceived, and are desirable.

To allow flexibility for innovative and market-responsive proposals, it is important that there is a process to engage the public and ensure adequate planning when development proposals deviate from the Future Land Use category’s established maximum density. Plan amendments should be considered based on the long-term impacts of the proposal and the impact of the amendment to the overall plan. To understand those impacts, additional data and analysis are useful to guide decision-makers in effectuating good long-term public policy for the area, and to avoid considering a single proposal in isolation without adequate information to understand the consequence of proposed changes.

Maintenance of the Plan is also critical to its success. The City will keep it up-to-date to reflect citizen priorities and changing market conditions. Regular updates will be provided through annual reports and online publications, as well as information provided and collected at public meetings to ensure the community remains involved and knowledgeable of the Plan status.

POLICY – To ensure that the Plan remains up-to-date and continues to reflect community values, Plano will require all development proposals that exceed the density maximum of the Future Land Use category dashboard to undergo a Plan amendment process before being considered for approval, and will engage in regular Plan updates involving resident input on community priorities.

PMA1) Develop a detailed Plan Map Amendment process, including but not limited to standards such as a minimum acreage, notification procedures, and timelines to accept amendment applications. Any amendment to the Comprehensive Plan, including map changes, should require a 75% vote of the City Council.
PMA2) As part of the Plan amendment process, require developers to provide the following data and information relating to their proposal as part of their petition. This data should be backed by current, local data and studies from related professions, whenever available. City staff may also make related information available. This includes, but is not limited to:

- Impacts to existing neighborhoods;
- Impacts to public infrastructure, public safety operations, and school capacity;
- Impacts to the environment, including drainage, flooding, and air/water quality;
- The appropriate mix of uses in the development and overall balance with the surrounding area;
- Impacts to traffic congestion;
- Provision of open and green space and other amenities for existing and future residents;
- Design considerations (height, screening, buffering, nuisance mitigation, noise, odor, architectural design, etc.); and
- Market support for development and an explanation of why the proposed development cannot be achieved under existing Plan policies or zoning.

City staff may determine the appropriate parameters and methodology for developers to use in responding to the requirements above.

PMA3) Develop and implement a formalized community forum process during which Plan Map Amendment petitioners engage with interested citizens and property owners as part of the map amendment process.

PMA4) Review the effectiveness of the Density Guidance Map after one year of implementation, or earlier if needed, and make necessary adjustments that continue to meet the intent established by the Comprehensive Plan Review Committee.

PMA5) Review and update the Future Land Use Map and Density Guidance Map every five years, or more often as needed, and update accordingly to ensure the land use descriptions are consistent with citywide goals and density guidance criteria respond to development trends and changing conditions.

PMA6) Review and update the remaining maps (other than PMA5) of the Comprehensive Plan on a rotating basis, one per year, or more often as needed, to update data and review the effectiveness of the information on guiding policy consistent with current standards.
PMA7) Publish an annual update on the prioritization, status, timing, and any staff comments regarding actions in the Comprehensive Plan. Include related items regarding the use of the Plan in regard to zoning, land use, infrastructure capacity, budgeting, capital improvements, and other related programs. Present the update to City Council and Planning & Zoning Commission in public meetings.

PMA8) Review and update at least 10% of the policy statements (with related actions, associated website context, and other content) annually or more often as needed, to maintain current status, relevant data, and review the effectiveness of the information on guiding policy consistent with current community standards.

PMA9) Consider a full review of the Comprehensive Plan each decade by a citizen committee, working collaboratively with the Planning & Zoning Commission, if directed by City Council when warranted by changes in the community.
WEBSITE CONTEXT – Due to the limited amount of undeveloped land and high demand for development in Plano, there is significant pressure for new growth and redevelopment in many parts of the city. Although this is positive for sustaining reinvestment and continuing vitality of the community, zoning requests also often include some component of high density residential and/or high intensity commercial uses in close proximity to established, lower-density neighborhoods. This creates tension between two major priorities for the city: creating a business-friendly environment that promotes a healthy economy and conserving the existing character of established neighborhoods within the city.

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

POLICY – Plano will require new growth and redevelopment to respect the unique development patterns, housing needs, infrastructure capacity considerations, and fiscal constraints of our community.

RGM1) Update the Zoning Ordinance to include procedures for zoning requests that exceed the density guidelines established in the Density Guidance Map.

RGM2) Develop and implement a formalized community forum process during which rezoning petitioners adjacent to established neighborhoods engage with interested citizens as part of the rezoning process. [See link to ordinance as a model here.]

RGM3) Develop zoning and design guidelines incentivizing single-family housing options compatible with current market conditions and community needs.

RGM4) Revise regulations and administrative procedures to ensure new residential and mixed-use development provides sufficient public open space, green space, and pedestrian connectivity.
RGM5) Ensure that any rezoning request for multi-use or infill residential development requires key design features in phases prior to, or concurrent with, the development of any residential uses. Key design features are those elements of a development supporting the long-term value to the overall community, and specifically any new residents, including, but not limited to open/green space, amenities, street enhancements, and trails.

RGM6) In any Future Land Use Category where a use is considered compatible in limited circumstances (in Dashboard rating of Compatibility of New Uses), petitioners for rezoning must provide an evaluation of alignment with the following Favorable Features of Development. Developers will provide the following analysis relating to their proposal as part of their petition. This data should be backed by current, local data and studies from related professions, whenever available. City staff may also make related information available.

Consideration of requests will include the results of such analysis compared to the current use of the property, annualized over the past year. An analysis of Favorable Features of Development may include, but is not limited to:

i. Is there adequate infrastructure (roadways, utilities, drainage, etc.) to serve the area?

ii. Will the request require significant increases in public safety resources (police, fire/rescue, EMT) to adequately serve the area?

iii. Is the request consistent with an adopted small area plan? If so, is it compliant with the plan?

iv. Has the applicant engaged surrounding property owners and residents about the request per city requirements?

v. Does the request comply with the Expressway Corridor Environmental Health Policy?

vi. How does demand for services (cost) relate to tax revenue generated by the project? Are there non-financial returns to the community, due to the project meeting established city goals? If so, what?

vii. Additionally, for residential requests:

a. Will future residents of the area have sufficient access to city services (parks, libraries, etc.)?

b. Do schools have the necessary capacity to serve increases in population as a result of the request?

City staff may determine the appropriate parameters and methodology for developers to use in responding to the requirements above and standards for housing and employment uses may differ.
The following housing types illustrate the range of housing options that may be compatible in Plano. The descriptions below provide guidelines for the typical setting, structure, and site design elements of housing types. As typical representations, these descriptions cover the vast majority of housing units but may not fully encompass all housing options, due to the wide variety in Plano. Refer to the Future Land Use Descriptions for locations where these types of housing may be appropriate.

**TRADITIONAL SINGLE-FAMILY DETACHED**

**DESCRIPTION**
A residence designed for one or two families, ranging from rural ranchettes and estates to the typical neighborhood design setting. Houses are typically 1 to 2 stories in height with garages and at least two parking spaces in a driveway.

**PRODUCT TYPES**
- Ranchettes
- Estates
- Traditional Single-family
- Household Care Facilities
- Patio Homes
- Backyards
- Cottages
- Duplexes
- SF Senior Living

**TRADITIONAL SINGLE-FAMILY ATTACHED**

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

**PRODUCT TYPES**
- Traditional Townhomes
- SF Senior Living

**INSTITUTIONAL LIVING**

**DESCRIPTION**
A building or group of buildings that provides housing and daily care or medical assistance to seniors or special needs residents. Generally 2-4 stories in height with surface parking.

**PRODUCT TYPES**
- Assisted Living
- Household Care Institutions
- Long-Term Care Facilities
- Continuing Care Facilities
- Independent Living Facilities
- Senior Living
### Garden-Style Multifamily

**Description**
Traditional apartment complexes, including condominiums, that contain at least 11 units in multiple buildings. They are often gated and set along the edge of Plano’s typical neighborhood design. Generally 2-4 stories in height with surface parking, but may include carports or garages for individual units. Amenities are provided in separate buildings and within the complex’s property.

**Product Types**
- Traditional Apartments
- Condominiums
- MF Senior Living

### Main Street-Style Multifamily

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

**Product Types**
- Apartments
- Condominiums
- Mixed-Use Buildings
- MF Senior Living

### Mid-Rise Multifamily

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

**Product Types**
- Apartments
- Condominiums
- Mixed-Use Buildings
- MF Senior Living

### High-Rise Multifamily

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

**Product Types**
- Apartments
- Condominiums
- Mixed-Use Buildings
- MF Senior Living
MIDTOWN HOUSING

DESCRIPTION
Midtown housing provides a range of low-rise moderate density housing types, from small lot single-family homes to larger multi-unit homes, which may complement some neighborhoods as a transition between commercial uses and lower-density residential products. These housing products provide communities with a greater spectrum of price points and lower maintenance options for homeownership in a neighborhood setting. The following are typical examples of midtown housing products that could be welcomed in Plano:

MIDTOWN HOUSING - SINGLE UNIT

DESCRIPTION
Small-lot single-family products typically located within, or in walkable proximity to, goods and services or transit. The buildings are generally one to three stories with garage parking on smaller lots.

PRODUCT TYPES
- Detached Townhomes
- Attached Townhomes
- Duplexes
- Bungalow Courts
- Business Loft

MIDTOWN HOUSING - MULTI-UNIT

DESCRIPTION
Multiple-family products in structures that appear as single-family residences. Typically 2 to 10 units per lot with parking provided on the lot. The buildings are two to three stories with one common entrance visible from the street.

PRODUCT TYPES
- Triplex/Fourplex
- Manor Homes
- Stacked Flats
- Stacked Townhomes
- Courtyard Apartments