City of Plano
Comprehensive Plan Review
Meeting #17 | August 4, 2020 | CPRC No. 17
Agenda

1. Approval of Minutes
2. CPRC Work Plan
3. Discussion: Committee Perspectives on Density, Land Use, and Growth Management
4. Discussion and Direction: Density Guidance Map
“Continuous improvement is better than delayed perfection.”

- Mark Twain
Work Plan Updates
Work Plan Overview

- **July – October**: CPRC Initial Review
- **August – November**: P&Z Review & CPRC Follow-up Review
- **November – December**: Public Meetings (dates and format TBD)
- **December – January**: Public Hearings on Revisions
Work Plan – Reminder

- Past Meetings
  - View meeting topics and agendas
  - View when the meeting occurred
Work Plan – Reminder

• Upcoming Meetings
  – View tentative meeting topics and agendas
  – View tentative meeting dates
Work Plan – Reminder

• Special Events
  – View tentative information for the Self-Guided Tour and Saturday Workshop
  – View tentative event dates
Work Plan – New Addition

- Tentative Follow-up Meetings
  - Will occur on the Wednesday following a CPRC meeting
  - Will only occur in the event CPRC does not finish agenda items from Tuesday meeting
Discussion of Work Plan

Does the Committee have modifications regarding the Work Plan?
Open Discussion: Density, Land Use, and Growth Management
Return to Density – Discussion

Consider

• What are some good components of the Plan relating to density?
• What issues do you have with the existing Plan?
• What overarching changes would you make to the document?
CPHC Member: Jim Dillavou’s Presentation

• Open Dillavou’s PDF file.
Texas Zoning Regulations
Are intended to regulate Population Density and
“Must be Designed to Prevent Overcrowding”

<table>
<thead>
<tr>
<th>Texas Local Government Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sec. 211.003</td>
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<tr>
<td>Zoning Regulations Generally</td>
</tr>
<tr>
<td>(a) The governing body of a municipality may regulate:</td>
</tr>
<tr>
<td>(1) the height, number of stories, and size of buildings and other structures;</td>
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<tr>
<td>(2) the percentage of a lot that may be occupied;</td>
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<tr>
<td>(3) the size of yards, courts, and other open spaces;</td>
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<tr>
<td>(4) population density;</td>
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<tr>
<td>(5) the location and use of buildings, other structures, and land for business, industrial, residential, or other purposes; and</td>
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<tr>
<td>(6) the pumping, extraction, and use of groundwater by persons other than retail public utilities, as defined by Section 13.002 (Definitions), Water Code, for the purpose of preventing the use or contact with groundwater that presents an actual or potential threat to human health.</td>
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<table>
<thead>
<tr>
<th>Texas Local Government Code</th>
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<tbody>
<tr>
<td>Sec. 211.004</td>
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<tr>
<td>Compliance With Comprehensive Plan</td>
</tr>
<tr>
<td>(a) Zoning regulations must be adopted in accordance with a comprehensive plan and must be designed to:</td>
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<tr>
<td>(1) lessen congestion in the streets;</td>
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<td>(2) secure safety from fire, panic, and other dangers;</td>
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<td>(3) promote health and the general welfare;</td>
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<td>(4) provide adequate light and air;</td>
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<td>(5) prevent the overcrowding of land;</td>
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<tr>
<td>(6) avoid undue concentration of population; or</td>
</tr>
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<td>(7) facilitate the adequate provision of transportation, water, sewers, schools, parks, and other public requirements.</td>
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Plano’s Population is Very Diverse
51% White, 23% Asian, 15% Hispanic and 8% Black
## Texas Cities Population Density

<table>
<thead>
<tr>
<th>City</th>
<th>2019 Population Estimate</th>
<th>Land area (Sq miles)</th>
<th>2019 population density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Houston</td>
<td>2,320,268</td>
<td>637.5</td>
<td>3,640</td>
</tr>
<tr>
<td>San Antonio</td>
<td>1,547,253</td>
<td>461.0</td>
<td>3,356</td>
</tr>
<tr>
<td>Dallas</td>
<td>1,343,573</td>
<td>340.9</td>
<td>3,941</td>
</tr>
<tr>
<td>Austin</td>
<td>978,908</td>
<td>322.5</td>
<td>3,036</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>909,585</td>
<td>342.9</td>
<td>2,653</td>
</tr>
<tr>
<td>El Paso</td>
<td>681,728</td>
<td>256.8</td>
<td>2,655</td>
</tr>
<tr>
<td><strong>Plano</strong></td>
<td><strong>287,677</strong></td>
<td><strong>71.7</strong></td>
<td><strong>4,012</strong></td>
</tr>
<tr>
<td>Frisco</td>
<td>200,490</td>
<td>67.7</td>
<td>2,961</td>
</tr>
<tr>
<td>McKinney</td>
<td>199,177</td>
<td>63.0</td>
<td>3,162</td>
</tr>
</tbody>
</table>

Plano is denser than the 6 largest cities in Texas

Density based on people per square miles

Per Wikipedia

https://en.wikipedia.org/wiki/List_of_United_States_cities_by_population
Plano has a higher % of Multi-Family than DFW (Average) and Texas
Plano did survey in 2013 of Residents to support the Proposed Comprehensive Plan.

The Survey said Residents did not want High Density Development.
Plano did survey in 2013 of Residents to support the Proposed Comprehensive Plan.

The Survey said Residents said increasing High Density Development was least important. Most important was increasing employment opportunities, open space and the appearance of the existing environment.
Comparison of Traditional vs. High Density Mixed Use

Traditional

- Two to three story
- Surface parking, carports and 1-2 car garage
- Density of 18 units per acre (2 story) MAX
- Density of 21.5 units per acre (3 story) MAX
- Significant open space, playgrounds, basketball, volleyball courts, lawns
- Set back from major roadways
- Family Friendly
- Affordable

High Density

- Four to ten story
- 4 to 6 story parking garage
- Density 40 units per acre Minimum
- Density target of 100 units per acre, up to 150 units per acre
- Outside space is typically limited to a pool in a courtyard and a small amount of greenspace for pets to relieve themselves.
- Almost zero setback – apartments built within 15 feet of major roadways.
- Nowhere for kids to play
- Billed as “luxury apartments”

What happens when they are no longer “luxury”? 

Slide provided by Member Jim Dillavou
2014 Draft of the Plano Tomorrow Plan – Land Use

Excerpts of the original text of proposed land use categories proposed by the Staff:

1. Compact Complete Centers - The Compact Complete Center ... areas that may see new growth or may experience significant redevelopment....should include high density office, retail, service, entertainment and residential uses, which are based on the concepts of mixed-use, urban design and where possible transit-oriented design...

2. Neighborhood Centers - The Neighborhood Center ...corner retail sites along major arterials. Redevelopment ...is strongly encouraged... reduce retail square footage...increase the mix of uses. ....The introduction of residential uses within Neighborhood Centers is recommended ... based on the concepts of mixed-use, urban design and transit-oriented design....

3. Plano Rail Corridor - the Dallas Area Rapid Transit (DART) red/orange line and the future Cotton Belt line...redevelopment projects should be compatible with the historical character of the area and higher density residential, employment, retail...

4. Employment Centers –corporate business centers and office parks....Compatible integration of mid to high density housing may be considered as part of a mixed-use development.

5. High Intensity Corridors – development along major expressways.... Residential development is generally not appropriate in these corridors with the exception of high density housing incorporated within mixed use or transit-oriented developments.

6. Moderate Intensity Corridor –between Preston Road and Ohio Drive...mix of low to medium density commercial, office, retail and residential uses....As existing apartments redevelop, residential integration should be encouraged...
The Draft Language emphasized urbanization and high-density mixed-use housing throughout the city.

Although the words changed some in the final plan, Citizens opposed to the plan felt as though the intent of the plan did not change and the words were just softened to mask the intent.
Mixed Use is mentioned as a use in Compact Complete Centers, Transportation Corridors, Transportation Centers, Regional Centers, and Neighborhood Centers. In addition, since the PTP was approved, the City Council has approved mixed use developments in areas designated as Expressway Corridors and Neighborhoods.
Future Land Use Descriptions

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

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

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

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

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

Although the guidance says single family residential should be the primary use in Neighborhoods, land designated as Neighborhood at Rasor Road and Preston was subsequently rezoned to be a mixed use development with retail and 500 multifamily units.

Although the guidance says residential is generally not appropriate in Expressway Corridors, land designated as Expressway Corridor at Hwy 75 and Spring Creek was subsequently rezoned to be a mixed use development with 695 multifamily units.
Apartment Spacing Policy

The city had a policy of limiting apartments to 500 units and requiring spacing of at least 1,500 feet between complexes or groups of complexes totaling 500 units. Also, the 1,200 foot setback from the centerline of expressways was expanded to include the Tollway, George Bush and Highway 75.

This policy had the impact of spreading apartments throughout the city and avoiding any over concentration of apartments.

Multi-Family Task Force Study

The Multi-Family Task Force was appointed by the City Council in February 1998. The mission of the task force was to study existing and projected multifamily housing in the city and the Metroplex region. The task force members were given the charge to evaluate the city's development policies as they affect the citywide balance of housing types, including the location and amount of multifamily housing in specific areas. This evaluation was to further the city's goals of developing sound neighborhoods and ensuring variety and affordability of housing types consistent with the needs of a diverse population.

The Multi-Family Task Force Study recommended that the distance and numerical concentration in the Comprehensive Plan be revised. The revised policy increased the distance requirements from 1,000 to 1,500 feet and reduced the number of apartment units from 750 to 500 that could be located within proximity of each other. A 1,200 foot setback was established for all residential development along the State Highway 121 corridor. The task force recommended that the city not increase the amount of land zoned for multifamily uses. The city should consider initiatives to increase the potential for less expensive owner-occupied housing such as patio homes and townhouses.

Slide provided by Member Jim Dillavou
Prior to the Plano Tomorrow Plan, the City’s Comprehensive Plan limited apartments to 500 units and required spacing of at least 1,500 feet between complexes or groups of complexes totaling 500 units. Also, the 1,200 foot setback from the centerline of expressways was expanded to include the Tollway, George Bush and Highway 75.

This policy had the impact of spreading apartments throughout the city and avoiding any over concentration of apartments.

This policy contributed to safe and enjoyable neighborhoods.
Our Zoning Standards are Meaningless

The UMU zoning standards have the following provision:

F. **Required Main Street**

All UMU districts shall have a main street, designated on the development plan, which serves as the core of the district. It shall be a major street with buildings of a minimum of two stories fronting onto the main street. No parking garages or surface parking lots shall directly abut the main street. A minimum 600 foot to 1,200 foot section of the street shall be the activity center of the district core. A minimum of 75% of the gross linear footage of the first floor along the activity center shall consist of retail, restaurant, entertainment, and other active uses. The maximum width of storefronts in this area shall be limited to 100 feet. The perimeter of a superstore, food/grocery store, or regional theater must be lined with individual store fronts meeting this maximum width requirement. The specific development plan must define the main street.

- At the July xx Planning and Zoning meeting, a zoning change was requested for the Beacon Square development. Beacon Square was approved in 2014 as a mixed-use development with 1,144 multifamily units. Nothing has been built in the six years since because the city required it be a mixed-use development with retail and offices.
- Billingsley, the developer was requesting that most of the retail be eliminated, saying retail was overbuilt and in their other mixed-use developments, retail was failing and constantly turning over. In addition, Billingsley acknowledged that they had not plans to build any office space in the near future.
- Plano’s Director of Planning in response to challenges from the P&Z stated that there was no requirement in the ordinance to have a main street.
Out of 69 schools in PISD, 15 (highlighted in yellow) are in the bottom 50% when ranked state-wide, some are in the bottom 18%.

11 of the failing schools are elementary schools falling in the bottom 32.8% state-wide. The 4 middle schools fall in the bottom 51% state-wide.
The 15 failing schools (highlighted in yellow) compared to existing apartment complexes in Plano (green dots). These failing schools are close to the areas designated for additional high-density housing (apartments) by the city in the Plano Tomorrow Plan.
Proposed Solutions

- Density Guidance Map
- Future Land Use Map Revisions
- Future Land Use Category Revisions
- Other Revisions Deemed Necessary
Density Guidance Map

- Bundles and existing maps insufficient to address density concerns
- Map would work in coordination with the FLUP to provide more specific density guidance
- Development proposing to deviate from map would require additional layer of review and public notification
Items to Review

Potential Data/Items to Review for Density Guidance Map:

- Existing density
- Undeveloped but zoned for high density
- Entitlements
  - Approved site plans, Planned Developments, Collin Creek Mall, Oak Point, etc.
- Existing housing types
- Proposed redevelopment (Encompasses entitlements)
- FLU Map and Growth and Change Map
- Understand market pressures
  - Hear from economic experts during the virtual tour
Proposed Process

**Virtual Tour (Aug. 22-31) & Sept. 1 CPRC Meeting**
- Hear from developers
- Self-guided
- CPRC discussion

**Saturday Workshop (Sept. 19)**
- Discuss land uses and the Comprehensive Plan’s maps
- Discuss the housing menu types and non-residential types

**Sept. 15 CPRC Meeting**
- Discuss, review, and revise Future Land Use Map, Growth and Change Map, and new Density Guidance Map

**Sept. 29 CPRC Meeting**
- Discuss and Refine Maps

**Oct. 6 CPRC Meeting**
- Vote on Maps & Map Related Impacts to Bundles 12-22
Homework Reminder

• You received an email with Bundles 12-22 to review and provide revisions

• All “Bundle Comments” are due on August 9, 2020 (5 Days)

• Revisions will be reviewed at the August 18, 2020 meeting
Next Meeting

- Prepare for the next meeting
  - Date: Tuesday, August 18, 2020
  - Time: 6:00 p.m.
  - Location: Plano Council Chambers
Thank you
For more information, please visit
www.PlanoCompPlanReview.org