

Bundle 14 – Redevelopment of Regional Transportation Corridors

Policies and Actions with Detailed Information

The Plano Tomorrow Policies and Actions were developed through meetings with the Planning & Zoning Commission, City Council, and extensive public outreach. Information on this process can be found here:

- [Public Outreach Process](#)
 - [Advisory Committee Workshops](#)
 - [Adoption Process](#)
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The Built Environment – Redevelopment of Regional Transportation Corridors

POLICY - Plano will encourage reinvestment and redevelopment of identified regional transportation corridors to create cohesive developments that incorporate well-designed housing, commercial, and retail opportunities.

RTC1) Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts.

Status:

- Pending
- Awaiting TxDOT plans for the corridor.

Background:

In 2013, TxDOT began a corridor study for US 75 from I-635 to SH 121 in Dallas and Collin Counties to identify alternatives and solutions to address mobility needs. TxDOT coordinates with local governments, the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), local cities and counties, and other state and federal agencies to ensure that the recommended solution is consistent with local, regional and state planning efforts. As of 2017, TxDOT has advanced [improvements to US 75](#) that include widening the freeway from 6 lanes to 8 lanes (Spring Creek Pkwy. to Sam Rayburn Tollway), improving frontage roads and ramps, and widening the direct connection ramps between US 75 and PGBT. Further study regarding the HOV lanes and installation of peak hour shoulder running lanes has been proposed but is currently unfunded. A U.S. Highway 75 Corridor Plan would establish goals for infill and redevelopment efforts resulting from improved access and capacity from the highway widening project.

RTC2) Update the Urban Centers Study to reevaluate locations that may serve as catalyst for redevelopment.

Status:

- Pending
- Updates have not started, but major accomplishments related to the Urban Centers Study this year are the rezoning and redevelopment of Collin Creek Mall, hike & bike easement on Plano Fine Arts campus, and the completion of the senior center renovations.

Background:

In 2006, the Plano City Council adopted an [Urban Centers Study](#) aimed at evaluating the potential to create additional opportunities for traditional forms of walkable, mixed-use development – similar to that found in Legacy Center or Downtown Plano. This study defines an urban center as a form of development integrating housing, employment, shopping and recreation into a compact, pedestrian-oriented setting. This study recognizes that the overall suburban development pattern of Plano would remain in place, but that with proper planning, urban centers at carefully chosen sites can be woven into the community fabric.

The study identifies some of the benefits offered by urban center development:

- Urban centers result in more efficient use of public infrastructure and delivery of public services, and lower the city's per capita costs for providing them.
- High quality compact developments can increase Plano's tax base.
- The housing component of urban centers can increase Plano's population and help support local businesses.
- Urban centers can become "24/7" neighborhoods, where eyes and ears are often available to help deter crime.
- Urban centers can serve as gathering places for special events and provide information opportunities for social interaction often missing in our daily lives.
- Urban centers are one of the few manmade environments creating an emotional connection between us and our surroundings. This in turn fosters community pride.

The Urban Centers Study recommended the city and property owners give consideration to the following locations for future urban center development:

- Park Boulevard/Preston Road Intersection - The four corners of this intersection may be appropriate for redevelopment /reorganization into an urban center in the future.
- Collin Creek Corridor - The area bounded by Park Boulevard, U.S. 75, President George Bush Turnpike, and Alma Drive, including the Chisholm Trail greenbelt may present a unique urban center opportunity.
- Parker Road Station Area - DART's light rail station at Parker Road could eventually become an impetus for urban center development on the surrounding property.

RTC3) Adopt regulatory strategies that permit or incentivize residential, employment, and other diverse uses in locations identified for compact complete centers.

Status:

- Pending

Background:

The [Future Land Use Map](#) denotes five Compact Complete Centers in areas that may see new growth or experience significant redevelopment – specifically in five areas. Compact Complete Centers are expected to 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. The areas should change over time into walkable, self-contained neighborhoods with structured parking and ample open space, allowing regeneration of these areas.

There are five Compact Complete Centers: in northwest Plano at Legacy Town Center/North/West; southwest Plano at the Shops at Willow Bend; northeast Plano at the future Spring Creek rail station and Plano Market Square Mall; southeast Plano at Collin Creek Mall, and east Plano at the future Shiloh Road rail station. These are primarily large centers (200 acres to 400 acres) that serve both a local and regional population. These areas are large enough to form a distinct district and the intensity of uses should digress from the core to the outer boundaries.

RTC4) Develop design guidelines for residential development adjacent to expressways that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.

Status:

- Complete
- The [Expressway Corridor Environmental Health Study](#) was developed with a consultant expert to develop policies to protect citizens from the effects of noise and air pollution from expressways.
- The City Council approved the [Expressway Corridor Environmental Health Map](#) as a new Comprehensive Plan map in October 2019.

Background:

The [Expressway Corridor Environmental Health Study](#) was a continuation of a previous city policy to generally restrict residential uses 1,200 feet from the centerline of expressways, except where physical barriers exist. This policy began in partnership with other communities along State Highway 121 in 1997 and was extended to Plano's three other expressways in 2012. The purpose of the study was to develop a more accurate and scientific approach to making these land use decisions.

(continued on next page)

This study considered the health impacts of air and noise pollution caused by proximity to expressways and showed that pollutants impact everyone, particularly when sleeping at night. Plano's most vulnerable populations: children, seniors, and those with underlying health issues are at an elevated risk of these impacts. The study determined a policy was necessary to address areas where vulnerable populations spend much of their time: residential uses, institutional dwellings, day cares, private schools, and parks.

The resulting Expressway Corridor Environmental Health Map and Guidelines includes two Environmental Health Areas (EHAs) that can be used to evaluate zoning cases proposing these uses within proximity to expressway corridors. In EHA-1, the uses may be permitted when an EHA Site Analysis is conducted and appropriate mitigation techniques are provided. In EHA-2, the uses would not be appropriate, except in some cases of redevelopment with an EHA Site Analysis. Additional zoning restrictions were added for multifamily, institutional dwellings, day cares, private schools, and parks currently permitted by right in the areas to require site design changes to mitigate for the effects of these pollutants.

RTC5) Implement the Expressway Corridor Environmental Health Guidelines in order to mitigate the impacts of noise and air pollution for sensitive land uses. Update the Expressway Corridor Environmental Health Map and Guidelines at least every 5 years or as changes in expressway corridor conditions warrant reassessment.

Status:

- Pending

Background:

Along with adoption of the map and guidelines discussed in RTC4, a new action, RTC5, was added to the Comprehensive Plan, to update the map at least every five years. The update is to be conducted by a consultant experienced in the field of environmental planning involving regulatory analysis, data collection, modeling, and mitigation analysis of road noise and air quality impacts along major roadways. Regular updates will keep the map current to reflect future development and expressway construction, and will incorporate any updates to environmental conditions, advances in road or vehicle technology, and measurement techniques.