DATE: September 19, 2020

TIME: 9:00 a.m.

CALL TO ORDER

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

The Comprehensive Plan Review Committee will open their Special Event Workshop at 9:00 a.m. in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center to discuss posted items in the regular meeting as allowed by law. If necessary, the committee will also complete discussion of posted items from the Regular Meeting on September 15, 2020. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

For those wanting to watch the meetings, they will be live streamed on Plano's website at www.planotv.org.

As an ad hoc Committee of the City of Plano, the Open Meetings Act does not apply. This meeting will not include public comments. A recording of the meeting will be made available on www.PlanoCompPlanReview.org.

PLEDGE OF ALLEGIANCE

ITEMS FOR DISCUSSION

1. Meeting Overview Sefko
2. Map Review Sefko
3. Exercise #1: Future Land Use Categories Sefko
   Break for Lunch
4. Exercise #2: Future Land Use Map Sefko
5. Exercise #3: Growth and Change Map Sefko
6. Discussion and Consideration: Bundle 18 Sefko
7. Continuation of Items from September 15th Meeting (if necessary) Sefko

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.

Future Land Use Map and Descriptions adopted by Council on October 22, 2018 as part of the Comprehensive Plan.

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

Neighborhoods (N)
The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through clear, well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses. Single-family residential should remain the primary use within neighborhoods. It is the intention to preserve and enhance these uses and to regulate the design of new residential infill products to be within the context of the surrounding environment. Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and intersections. Adequate building setbacks must be considered when development is proposed near neighborhoods.

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

Regional Centers (RC)
The Regional Center future land use category applies to large commercial developments within high traffic corridors. Regional 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. Useable 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. Useable 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. Useable open space will be included to create active and interesting public spaces. Commercial and residential uses within the corridor shall be designed to acknowledge visibility from rail, especially where elevated, as a gateway to the community.

Expressway Corridors (EXC)

The Expressway Corridor future land use category applies to development along major expressways serving regional and interstate commerce. Development in these corridors is expected to include a mix of retail, service, 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. Due to noise and health impacts of expressways, residential development is generally not appropriate in these corridors. Adequate building setbacks must be considered when development is proposed near neighborhoods.
Employment Centers (EC)
The Employment Center future land use category applies to business centers. The primary uses for employment centers are commercial uses which provide 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. Adequate building setbacks must be considered when development is proposed near neighborhoods. Residential development is not appropriate within these centers in order to ensure the city’s ability to attract and maintain employment generating uses.

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.

Open Space Network (OSN)
The Open Space Network future land use category includes major public open space preserves, community parks, neighborhood parks, linear parks, and trails. These areas are intended to retain their character to provide regional recreation and leisure opportunities.
Resolution Number 98-2-23(R).

is subject to the design and development phasing plan defined in

*The section of Shiloh Road between Parker Road and 14th Street

Land Use descriptions.

See Land Use Chapter of the Comprehensive Plan for
March 28, 2011

Note: The Land Use Plan is intended to be
establish zoning district boundaries.

A Comprehensive Plan shall not constitute zoning regulations or
establish zoning district boundaries.

President George Bush Turnpike (S.H. 190)
APPENDIX

Land Use Categories

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

Residential

Neighborhoods

The City seeks attractive, inclusive and cohesive residential neighborhoods with a mix of housing opportunities. Low, medium and high-density residential uses are not individually designated. Specific proposals regarding housing are included in the Housing Element of the Comprehensive Plan.

Non-Neighborhood

With few large tracts left for residential development, many infill and redevelopment opportunities may not fit the traditional neighborhood context. Because of this, some residential development may occur in non-neighborhood settings such as in mixed-use developments and specialized housing complexes.

Service and Production

Downtown Business Government Center

Downtown Plano is becoming a 24-hour mixed-use community. Housing, shops, restaurants, cultural facilities and government offices comprise the major uses. Infill and redevelopment projects should be compatible with the historic character of the area. Urban density and transit-oriented design is encouraged.

General Commercial

General Commercial areas are intended to provide a wide range of retail, service, office, light production and research and development uses. Residential adjacency standards must be considered when general commercial areas are near residential areas.

Major Corridor Development

This designation applies to three areas that are served by major expressway facilities: the Dallas North Tollway Corridor, President George Bush Turnpike, and the S.H. 121, Corridor. Development in these corridors is expected to
include a mix of commercial, office, and technical production uses. Floor area ratios (FAR) should range from 0.4:1 to 1:1, and heights should be limited by proximity to residential areas. Residential development is generally not appropriate within these corridors, although residential development may be considered along the southern edge of the S.H. 121 corridor. This corridor is wider than the others, but residential uses should not be closer than 1200 feet south of the future center line of S.H. 121.

Freeway Commercial

The Freeway Commercial category is intended to define the unique character of the U.S. 75 corridor. This corridor includes major retail development including Collin Creek Mall, along with general commercial, entertainment, lodging and office uses. Basic components of the category include 1:1 floor area ratios and a 20 story maximum height limit. Lower FAR's and maximum heights are recommended for areas located within 500 feet of residential areas.

Major Commercial

Major commercial centers may include malls and large shopping centers anchored by department stores, along with specialty shops, restaurants, theaters, offices and other uses. These centers serve both a local and regional population, and are located along regional thoroughfares. Major commercial centers usually contain 500,000 square feet plus of floor area on sites of 50 acres or more. Multi-story buildings with an overall FAR of up to 1:1 may be appropriate in conjunction with retail development.

Community Commercial

Community commercial centers generally serve a neighborhood area of three to five miles, and include department or discount stores, grocery stores, specialty shops and restaurants along with office uses. These centers are located on sites 15 to 35 acres in size along regional expressways or at intersections of major arterial streets. Typical FAR’s are less than 0.4:1. Two or three corners may be developed at intersections designated as community commercial centers on the land use plan.

Neighborhood Commercial

Neighborhood commercial centers are intended to serve adjacent residential neighborhoods, and include grocery stores, drugstores and small retail and service uses. These centers serve a one to one and one-half mile radius and contain 100,000 to 150,000 square feet of floor area (at a rate of 30 square feet per resident of the service area). They require a site of 10 to 15 acres, and development intensity less than 0.3:1 FAR.
Neighborhood commercial centers are located at the intersections of major arterial streets. One or two corners may develop with commercial uses at intersections designated as a neighborhood commercial center on the Land Use Plan, based on the size and population of the service area.

The population of some areas of Plano will not support a typical neighborhood commercial center, and smaller neighborhood convenience centers may be appropriate for such areas. Neighborhood convenience centers contain a convenience store with gas pumps and small shops, with total retail space less than 25,000 square feet. Sites are less than five acres, yet they are larger than a single corner convenience store. Neighborhood commercial centers provide an option for partially developed retail corners where there is little chance of additional retail development, and the remainder property is being converted to another use.

**Office**

The office categories include a variety of employment uses, including office towers, medical centers, corporate campuses and small neighborhood offices. There are three categories of office development designated on the Land Use Plan – High Intensity Office, Medium Intensity Office and Low Intensity Office. High Intensity Office should include offices with FAR’s up to 1:1 and building heights up to 12 stories. Medium Intensity Office areas should include development up to 0.75:1 FAR and eight story building heights. Low Intensity Office development serves local needs and heights are typically less than four stories with FAR’s less than 0.4:1.

**Light Industrial**

The light industrial category includes a variety of industries such as research facilities, assembly or production operations, warehousing and associated administrative offices. Industrial development is limited to a 0.5:1 FAR and a maximum building height of four stories. Light industrial and associated development is appropriate in areas with access to the arterial street system and, where possible, access to the railroad system. Light industrial development is most appropriate in industrial parks or other suitable planned settings.

**Research/Technology Center (RT)**

The Research/Technology Center area provides for low-density office, research and development facilities, and limited assembly operations. It is intended to attract high technology businesses similar to those currently in operation south of the President George Bush Turnpike. This area is intended to accommodate multiple users in a campus environment. Warehousing is planned to serve a supporting role in the RT area. Warehousing should generally be an accessory use to limited assembly operation and office/showroom facilities.
Public and Semi Public (PSP)

The public and semi-public category includes a wide range of public and private uses such as colleges and universities, public and private schools, golf courses, country clubs and large private open spaces. Locations should be provided for institutional and public uses that are appropriate for the intensity and character of each.

Parks and Recreation (P)

The parks and recreation category includes major public open spaces as well as parks and recreation facilities serving the community. Included are floodplain areas to be preserved such as major parks, linear parks, athletic complexes and City-owned golf courses.

Special Areas

There are several major transportation and land use corridors throughout the City. The four primary corridors are: U.S. 75, Plano Parkway/President George Bush Turnpike, Dallas North Tollway and S.H. 121. Spring Creek Parkway and Preston Road serve as secondary corridors. Legacy and Spring Creekwalk are two other unique land use areas in Plano. Highly visible, these corridors serve as activity centers within the City.
LEGEND

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

The Growth and Change Map shall not constitute zoning regulations or establish zoning district boundaries.

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

Date: October, 2018
Source: City of Plano, GIS Division
**GROWTH AND CHANGE MAP DESCRIPTIONS**

**Purpose**
The purpose of the Growth and Change Map is to describe the level of change that is expected to occur on sites around the city. The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

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

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

- **Evolve Urban (EU)**
  These existing areas are expected to experience extensive large-scale change through major redevelopment projects that evolve into distinct walkable districts.

- **Transform Center (TC)**
  These existing areas are expected to experience significant redevelopment and transformation of the existing form into small-scale pedestrian-friendly centers.

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

- **Conserve and Enhance (CE)**
  These areas are expected to retain the current form of development, but will experience some minor infill and ongoing rehabilitation consistent with the present form and character.
The Expressway Corridor Environmental Health Map shall not constitute zoning regulations or establish zoning district boundaries.

LEGEND

- **Expressway Corridor Environmental Health Area One (EHA-1)**
  - Properties where outdoor noise levels are greater than or equal to 65 dBA L_{eq} and less than 75 dBA L_{eq}. Sensitive land uses are appropriate in EHA-1 if satisfactory mitigation is achieved.

- **Expressway Corridor Environmental Health Area Two (EHA-2)**
  - Properties where outdoor noise levels are greater than or equal to 75 dBA L_{eq}. Sensitive land uses are generally inappropriate in EHA-2, but may be appropriate if satisfactory mitigation is achieved.

Date: September, 2019
Source: City of Plano

Expressway Corridor Environmental Health Map and Guidelines adopted by Council on October 14, 2019 as part of the Comprehensive Plan.
### Purpose
These guidelines are adopted in accordance with the Expressway Corridor Environmental Health Study, available at: [www.planotomorrow.org](http://www.planotomorrow.org). Ordinance number 2019-10-8.

### Expressway Corridor Environmental Health Goal
Sensitive land uses within Expressway Corridor Environmental Health Areas should achieve a maximum outdoor noise level of less than 65 dBA L_{dn}.

### Sensitive Land Use (SLU) Requirements
Sensitive land uses proposed in Expressway Corridor Environmental Health Areas shall have an EHA Site Analysis or additional site design standards, as per the table below:

<table>
<thead>
<tr>
<th>Sensitive Land Use</th>
<th>Environmental Health Area</th>
<th>EHA Site Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL AND INSTITUTIONAL DWELLINGS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assisted Living Facility</td>
<td>EHA-1</td>
<td></td>
</tr>
<tr>
<td>Boarding House</td>
<td>EHA-2</td>
<td></td>
</tr>
<tr>
<td>Continuing Care Facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Care (in-home)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Care Facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Care Institution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Independent Living Facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long-term Care Facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Rise Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multifamily Residence</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rehabilitation Care Facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rehabilitation Care Institution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rooming House</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Residence (Attached)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Residence (Detached)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Studio Residence</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailer Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-Family Residence</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: EHA Site Analysis except redevelopment of existing SLU may be considered with EHA Site Analysis.

<table>
<thead>
<tr>
<th>Sensitive Land Use</th>
<th>Environmental Health Area</th>
<th>Additional Site Design Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DAY CARES AND SCHOOLS</strong></td>
<td></td>
<td>Site Design Standards should be consistent with Article 15.1900 for these uses</td>
</tr>
<tr>
<td>Day Care Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Care Center (Accessory)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Care Center (Adult)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>School, (Private)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **PARKS** | | |
| Park | | |
| Playground | | |

### EHA Site Analysis Requirements
An EHA Site Analysis should meet the following criteria:
1. Be prepared by a recognized expert experienced in the fields of environmental noise and air pollution assessment and architectural acoustics;
2. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources on the project site;
3. Estimate existing, future, and projected cumulative noise at ground level and for all proposed floors of the building, and compare those noise levels to the adopted standards of the Expressway Corridor Environmental Health Guidelines;
4. Recommend appropriate mitigation options; and
5. Estimate resulting noise exposure after the mitigation measures have been implemented.
Mitigation Methods
Potential mitigation methods include:

1. Locating the sensitive land use further away from the expressway.

2. Placing buildings or parking structures between the sensitive land use and the expressway to function as a barrier.

3. Adjusting the site design so that bedrooms, balconies, and open space are located further from and facing away from the expressway.

4. Providing indoor air quality filtration systems that reduce at least 90 percent of particulate matter emissions.

5. Locating building air intake vents as far away from the expressway as practical.

6. Enhancing the building design using improved window, door, and wall material and/or treatments, as allowed per other regulations.

A combination of these methods is recommended for the most effective mitigation. Mitigation methods can be recommended through an EHA Site Analysis.
This map and information in it were developed exclusively for use by the City of Plano. Any use or reliance on this data by anyone other than the City of Plano, its officials, or employees for any discrepancies, errors, or omissions which may exist.

Legend

Undeveloped Land (2,298.6 acres, 5.0%)

Undeveloped parcels defined as having no approved preliminary plat (residential), or building permit (nonresidential), and outside of 100 year flood plain.
2020 Undeveloped Land
By Zoning District
As of April 1, 2020

Legend
Undeveloped Land by Zoning District
- Agricultural (10%)
- Downtown Business/Government (<1%)
- Central Business-1 (1%)
- Corridor Commercial (8%)
- Commercial Employment (22%)
- Light Commercial (1%)
- Light Industrial-1 (4%)
- Light Industrial-2 (<1%)
- Multifamily Residence-1; Multifamily Residence-2; Multifamily Residence-3 (<1%)
- Multifamily Residence-2/Patio Home (0%)
- Mixed-Use (<1%)
- Neighborhood Office (2%)
- General Office (2%)

- Plano City Limits

Undeveloped parcels defined as having no approved preliminary plat (residential), or building permit (nonresidential), and outside of 100 year flood plain.

Produced by Planning and Business Intelligence/GIS, City of Plano
9/11/2020

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NOT TO SCALE
Undeveloped Land by Future Land Use Category

- Open Space Network (3%)
- Social Network (0%)
- Compact Complete Center (10%)
- Employment Center (37%)
- Expressway Corridor (17%)
- Neighborhood (16%)
- Neighborhood Center (1%)
- Regional Center (9%)
- Transit Corridor (5%)
- Plano City Limits

Undeveloped parcels defined as having no approved preliminary plat (residential), or building permit (nonresidential), and outside of 100 year flood plain.
Future Housing Composition

The data in the Future Distribution of Housing by Type table combines information from existing and projected housing units to provide a 20-year estimate of the projected distribution of Plano’s housing stock by housing type. These numbers are estimates and are subject to change dependent on market conditions and land use policies adopted in future years.

<table>
<thead>
<tr>
<th>HOUSING TYPE</th>
<th>EXISTING UNITS</th>
<th>PROJECTED UNITS</th>
<th>FINAL ESTIMATE</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached</td>
<td>69,065</td>
<td>1,649</td>
<td>70,714</td>
<td>53%</td>
</tr>
<tr>
<td>Single-Family Attached</td>
<td>4,249</td>
<td>1,070</td>
<td>5,319</td>
<td>4%</td>
</tr>
<tr>
<td>Duplex</td>
<td>493</td>
<td>0</td>
<td>493</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Mixed-Use Single-Family</td>
<td>587</td>
<td>1,045</td>
<td>1,632</td>
<td>1%</td>
</tr>
<tr>
<td>Traditional Multifamily</td>
<td>26,422</td>
<td>458</td>
<td>26,880</td>
<td>20%</td>
</tr>
<tr>
<td>Mixed-Use Multifamily</td>
<td>8,650</td>
<td>4,024</td>
<td>12,674</td>
<td>10%</td>
</tr>
<tr>
<td>Mid-Rise (5 stories or higher)</td>
<td>2,444</td>
<td>3,047</td>
<td>5,491</td>
<td>4%</td>
</tr>
<tr>
<td>Other**</td>
<td>4,541</td>
<td>749</td>
<td>5,290</td>
<td>4%</td>
</tr>
<tr>
<td>Redevelopment</td>
<td>-</td>
<td>3,750</td>
<td>3,750</td>
<td>3%</td>
</tr>
<tr>
<td>Total Single-Family Types</td>
<td>74,394</td>
<td>3,764</td>
<td>78,158</td>
<td>59%</td>
</tr>
<tr>
<td>Total Multifamily Types</td>
<td>37,516</td>
<td>7,529</td>
<td>45,045</td>
<td>34%</td>
</tr>
<tr>
<td>Total Other**/Redevelopment Types</td>
<td>4,541</td>
<td>4,499</td>
<td>9,040</td>
<td>7%</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>116,451</td>
<td>15,792</td>
<td>132,243</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Other represents recreational vehicles, mobile homes, and retirement housing including independent living facilities, assisted living facilities, and long term care facilities.

Data Source: City of Plano

Potential for Redevelopment

Based on the Future Land Use Map, new residential uses may be considered as part of redevelopment within the “Compact Complete Center,” “Transit Corridor,” “Regional Center,” and “Neighborhood Center” land use designations. The redevelopment housing projections may bring an additional 3,750 housing units, contributing to a potential population of approximately 310,000 people in Plano by 2040. While various types of housing will likely make up these 3,750 housing units, single-family residential is expected to remain the dominant housing type for the 20-year estimate (59%).

132k HOUSING UNITS BY 2040
59% SINGLE-FAMILY UNITS
34% MULTIFAMILY UNITS
7% OTHER**/REDEVELOPMENT

Planning Department Report 2020
Single-Family Types
Multifamily Types
Retirement Housing
Mixed Use Areas
# RESIDENTIAL DEVELOPMENT - UNDER CONSTRUCTION

<table>
<thead>
<tr>
<th>MAP NO.</th>
<th>TYPE</th>
<th>ACREAGE</th>
<th>LOCATION</th>
<th>NAME</th>
<th>STATUS</th>
<th>TOTAL UNITS APPROVED</th>
<th>UNITS REMAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SF-D</td>
<td>17.16</td>
<td>SE Parker Rd and Preston Rd</td>
<td>Central Park on Preston</td>
<td>Under Construction</td>
<td>66</td>
<td>12</td>
</tr>
<tr>
<td>2a</td>
<td>MUSF</td>
<td>13.07</td>
<td>SE Raso Blvd and Preston Rd</td>
<td>Commodore at Preston</td>
<td>Under Construction</td>
<td>99</td>
<td>68</td>
</tr>
<tr>
<td>3</td>
<td>SF-D</td>
<td>10.75</td>
<td>SW Lorimar Dr and Ohio Rd</td>
<td>Cyprus Villas</td>
<td>Under Construction</td>
<td>50</td>
<td>31</td>
</tr>
<tr>
<td>4-a</td>
<td>MUSF</td>
<td>4.50</td>
<td>SE Plano Pkwy and Patton Blvd</td>
<td>Heritage Creekside Homes 2</td>
<td>Under Construction</td>
<td>18</td>
<td>3</td>
</tr>
<tr>
<td>4-b</td>
<td>MUSF</td>
<td>4.56</td>
<td>S of Plano Pkwy and W of Alma Dr</td>
<td>Heritage Creekside Homes West</td>
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**SUBTOTAL: Single-Family (Detached)** 1,249 549

- 18-a MUSF 2.00 SW 15th St and H Ave 15th Street Townhomes Pending Construction 49 49
- 18-b MUSF 1.28 S of 13th St from J Ave to K Ave 17th Street Townhomes Under Construction 21 18
- 4b MUSF 9.26 NE of Dalhart Rd and McKittrick Rd Heritage Creekside Homes 2 Under Construction 42 27
- 4g MUSF 5.68 SE of Plano Pkwy and Patton Blvd Heritage Creekside Homes 3 Under Construction 53 53
- 9b MUSF 18.10 SW Sam Rayburn Tollway and Raso Blvd Mustang Square Pending Construction 35 35
- 19 SF-A 5.40 N of McDermott Rd and E of Coit Rd Veranda Townhome Addition Pending Construction 40 40
- 20 SF-A 18.06 NW Plano Pkwy and Independence Pkwy Villas at Middleton 1 and 2 Under Construction 169 108
- 21-a MUSF 4.21 NE Wynwood Dr and Vistaview Dr, 75074 Wynwood Villas (Turnpike Commons) Pending Construction 61 61
- 21-b MUSF 37 NE Wynview Dr and Wylie Prairie, 75074 Plano Gateway Pending Construction 37 37
- 18-c MUSF 1.69 SE 15th St and M Avenue First Baptist Church of Plano (Ph 1) Pending Construction 19 19

**SUBTOTAL: Single-Family (Attached)** 47 526 447

- 22 MR 3.77 6500 Excellence Way, 75023 Alexan Legacy Central 2 (Breezeway Farms) Under Construction 695 0
- 2b MUMF 6.45 7590 Preston Rd, 75024 Alta 289 (The Commodore) Under Construction 288 0
- 23 MF 5.03 NW Tennyson Pkwy and Corporate Dr Condos at Normandy Estates Under Construction 40 0
- 4c MUMF 2.98 SW Plano Pkwy and Patton Blvd Heritage Creekside II Under Construction 304 0
- 6d MUMF 4.2 6080 and 6085 Water Street, 75024 Grand at Legacy West - Phase 2 Under Construction 782 0
- 18-c MUMF 0.81 SE 15th St and Municipal Ave Municipal and 15th Addition (Plano Chamber) Under Construction 52 0
- 24 MUMF 2.61 701 13th/14th Connector, 75023 Patriot Park Under Construction 139 0
- 25 MF 0.99 14th Street Touraine Under Construction 24 0
- 6c MR 2.23 7951 Windrose Ave Windrose Condominiums Under Construction 101 0

**SUBTOTAL: Multifamily** 2425 0

- 26 RH 26.71 S of 14th St, E and W of Park Vista Rd Bridgemoor at Plano Under Construction 318 0
- 27 RH 6.52 N of President George Bush Turnpike and Mapleshade Lane, 75075 Orchard Park Market Plaza Under Construction 180 0
- 22-c RH 8.2 NE Wynview Dr and Wyngate Blvd, 75074 Plano Gateway Plan Review 99 99

**SUBTOTAL: Retirement Housing** 597 99

**GRAND TOTAL: ALL HOUSING TYPES** 4,797 1,085
### RESIDENTIAL DEVELOPMENT - APPROVED/ACTIVE

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### RESIDENTIAL ZONED/PLANNED - NOT ACTIVE

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The following housing types illustrate the range of housing options that may be compatible in Plano’s neighborhoods or mixed-use activity centers. The descriptions below provide guidelines for the typical setting, density, and design of all the housing types. Refer to the Future Land Use Descriptions for locations where these types of housing may be appropriate in Plano.

**TRADITIONAL SINGLE-FAMILY DETACHED | 1-10 DWELLING UNITS PER ACRE**

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

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

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

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

**PRODUCT TYPES**
- Traditional Townhomes

**SMALL LOT SINGLE-FAMILY | 7-15 DWELLING UNITS PER ACRE**

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

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

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

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

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

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

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

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

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

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

**HIGH-RISE MULTIFAMILY | UP TO 120 DWELLING UNITS PER ACRE**

**DESCRIPTION**
Apartments or condominiums located within, or in walkable proximity to, mixed-use or transit-oriented developments. Generally 11 or more stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and on-street parking spaces.

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

**RETIREMENT HOUSING | 12+ DWELLING UNITS PER ACRE**

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

**PRODUCT TYPES**
- Assisted Living
- Household Care Institutions
- Continuum of Care
- Independent Living Facilities
Plano Comprehensive Plan
HOUSING TYPE MENU

MIDDLE HOUSING | 7-35 DWELLING UNITS PER ACRE (DU/AC)

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

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

**LIVE/WORK UNITS | 7-15 DU/AC**
A small- to medium-sized attached or detached structure consisting of one dwelling unit above or behind a ground floor commercial space. Both the residence and the commercial space are owned or leased by the same entity.

**COURTYARD APARTMENTS | 20-30 DU/AC**
A small apartment building with units accessed from a central courtyard. Each unit may have its own individual entry, or up to three units may share a common entry.

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

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

HOW TO READ THE CATEGORIES

Each Future Land Use Category sheet includes a number of components to help readers understand the intent and concepts in each category.

CATEGORY DESCRIPTIONS

This section provides a general description of the broad vision, form, and desired characteristics for each future land use category. These descriptions are aspirational in nature, 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 residential in nature, will cover neighborhoods in Plano ranging from estate lots to townhomes.)

PRIORITIES FOR CATEGORIES

This section provides a list of major priorities and necessary action to achieve the vision for each future land use category.

CHARACTER DEFINING ELEMENTS

This section includes descriptive information of the vision for the character of form and design of the land use category.

DENSITY

the residential dwelling units per acre (DUA)

INTENSITY

a combination of bulk, height, setbacks, and lot coverage. (For example, low intensity would have wider setbacks, and lower bulk, height, and lot coverage.)

SCALE

Low-rise: 1 to 4 stories
Mid-rise: 5 to 10 stories
High-rise: 11 or more stories

OPEN SPACE

open space on an individual, private lot
Passive: grass or landscaping
Active: amenitized with benches, public art, playgrounds, or water features

LAND USE/RESIDENTIAL/EMPLOYMENT MIX

These charts show the typical mix of uses in each category, broken down by general land use, residential types, and employment types. Numbers represent the percentage of acreage for each of the types.

COMPATIBILITY OF NEW USES

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

Most compatible primary uses
Very compatible as primary uses
Somewhat compatible as primary uses
Compatible as secondary uses
Compatible uses in limited circumstances
Not a compatible use

PARKING ORIENTATION

garages
surface lots
structured
on-street
valet

BLOCK PATTERN & STREETSNAPE

curvilinear
girded
short block grid
short to medium block grid
wide blocks

MULTIMODAL ACCESS

Rated as High, Medium, or Low for the potential for access using automobiles, transit, micromobility, or on foot.
The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses.

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

Non-Residential Areas - Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and intersections. Adequate transitions in building setback and height must be considered when development is proposed near neighborhoods.

Priorities for Neighborhoods:

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

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

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

Priorities for Neighborhood Corners:

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

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- Replacing underutilized retail space with residential uses, where provided in a context-sensitive manner and compatible with existing neighborhoods
The Regional Centers future land use category applies to areas with large commercial and mixed-use developments that serve the shopping, dining, service, and entertainment needs at the intersections of high traffic corridors. These areas are typically 50-100 acres in size and anchored by major retailers, large grocers, or theaters. Hotels, office, and institutional uses are supportive uses in these centers. When provided, residential uses should be incorporated within cohesively planned, mixed-use developments of moderate density and intensity.

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

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

**Priorities for Regional Centers:**

- Creating destination shopping and entertainment centers through activated open space, quality building design and materials, and walkable streetscapes
- Requiring mixed-use developments to be planned in a thoughtful, cohesive manner that are supportive of the commercial centers
The Major Mixed-Use Centers future land use category applies to areas designated for significant development or redevelopment with high intensity mixed-use activity centers attracting large corporations, specialty shopping, dining, and entertainment, and high density residential development. These areas are typically a minimum of 100 acres and include mid- to high-rise buildings with a compact block structure, and human-scale street and building design, which create a highly walkable urban form.

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

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

PRIORITY FOR MAJOR MIXED-USE CENTERS:

• Providing housing and services that attract corporate headquarters and promote economic development
• Developing high standards for mixed-use form, amenities, and active open space that attract and sustain economic and social activity in these areas
The Transit Corridors future land use category applies to the Downtown Plano core and the adjoining rail corridor linking the Dallas Area Rapid Transit (DART) Red/Orange Line and Silver Line. It is the intention to continue the transformation of the Downtown Plano core into a distinct and authentic urban center using the principles of transit-oriented development at planned stations along both rail lines. Major uses within Transit Corridor include housing, retail, cultural facilities, hotels, and government offices.

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

Corridor Revitalization & Redevelopment - The K Avenue and 14th Street corridors should redevelop to support Downtown Plano and other transit nodes. Street, bike trail, and sidewalk improvements will be emphasized to create a more accessible, walkable, and unified corridor. Parking structures should be provided to reduce surface parking and encourage efficient use of land.

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

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

TRANSIT CORRIDORS (TC)

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## FUTURE LAND USE CATEGORIES

**LAND USE MIX**

- Residential: 50%
- Nonresidential: 20%
- Open Space: 30%

**HOUSING MIX**

- Single-Family: 10%
- Middle Housing: 30%
- Multifamily: 50%

**EMPLOYMENT**

- Retail/Service: 5%
- Office: 75%
- Institutional: 5%
- Warehousing: 5%
- Lodging: 10%

**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>
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<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
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<td>Main Street-Style MF</td>
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</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

## TYPICAL CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 5 stories</td>
<td>SF and middle: Up to 20 DUA</td>
<td>Moderate intensity Low- to mid-rise scale</td>
<td>20% to 30% Active open spaces</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETScape</th>
<th>MULTIMODAL ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mix of garages, structured, on-street, surface lots, valet</td>
<td>Short block grid, limited setbacks, tree-lined and pedestrian-friendly streets</td>
<td>AUTOMOBILES</td>
</tr>
</tbody>
</table>

- MEDIUM
- May require short walk to destination

- TRANSIT |
- HIGH served by rail and bus stations

- MICROMOBILITY |
- HIGH connected to trails and bike routes

- PEDESTRIANS |
- HIGH highly walkable
The Expressway Corridor future land use category applies to development along major expressways serving regional and interstate commerce. Development in these corridors is expected to include a mix of retail, service, office, restaurant, medical, hotel, and technology-based uses. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land.

Residential Uses & Environmental Health - Due to noise and health impacts of expressways, residential development should be considered in limited circumstances where needed to revitalize declining commercial centers. Use of the Expressway Corridor Environmental Health Map is critical to ensure that buildings are adequately designed to protect sensitive land uses, such as schools, housing, and day cares.

US 75 Corridor Redevelopment - As the oldest of the expressways in Plano, the US 75 (Central Expressway) was developed with auto-centric and service-oriented uses geared towards highway commuters. Revitalization and redevelopment is desired to provide additional employment opportunities and improve general aesthetics along the corridor.

**Priorities for Expressway Corridors:**

- Redevelopment of US 75 Corridor
- Protect sensitive land uses in the Expressway Corridor Environmental Health Areas
- Limit residential development to redevelopment of underperforming commercial areas
The Employment Center future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

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

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

**Priorities for Employment Centers:**
- Continue to maintain land for employment generating uses, but adapt to provide desirable characteristics for major employers
- Develop a committee to evaluate policies to sustain Employment Centers with employment-generating uses
- Work with the Legacy Association to update the Legacy Area Master Plan and associated Comprehensive Plan policies

---

**Land Use Mix**

**Housing Mix**

**Employment Mix**

**Compatibility of New Uses**

**Typical Character Defining Elements**

**Building Heights**

**Density**

**Intensity & Scale**

**Open Space**

**Parking Orientation**

**Block Pattern & Streetscape**

**Multimodal Access**

**Automobiles**

**Transit**

**Micromobility**

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

**PRIORITIES FOR SOCIAL NETWORK:**
- Maintain and upgrade City facilities as needed to serve the educational, social, cultural, and recreational needs of the diverse community
- Improve access to these areas through transit and micromobility connections

**COMPATIBILITY OF NEW USES**

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>Employment</th>
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<tbody>
<tr>
<td>Traditional SF-D</td>
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<th>INTENSITY &amp; SCALE</th>
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</thead>
<tbody>
<tr>
<td>1 to 4 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>20% to 100% Passive &amp; recreational open space</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
<th>MULTIMODAL ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface lots</td>
<td>Wide blocks, perimeter trees and landscaping</td>
<td>MEDIUM direct access from major streets</td>
</tr>
</tbody>
</table>

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

The Open Space Network future land use category includes major public open space preserves, community parks, neighborhood parks, linear parks, and trails. These areas are intended to retain their character to provide regional recreation and leisure opportunities.

PRIORITY 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

LAND USE MIX
- Residential
- Nonresidential
- Open Space

HOUSING MIX
- Single-Family
- Middle Housing
- Multifamily
- Retirement

EMPLOYMENT MIX
- Retail
- Office
- Service
- Institutional
- Warehousing
- Lodging

COMPATIBILITY OF NEW USES

HOUSING
- Traditional SF-D
- Traditional SF-A
- Small Lot SF
- Middle Housing
- Garden-Style MF
- Main Street-Style MF
- Mid-Rise MF
- High-Rise MF
- Retirement Housing

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

CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS | DENSITY | INTENSITY & SCALE | OPEN SPACE
---|---|---|---
1 to 2 stories | N/A | Low intensity Low-rise scale | 100% Active and recreational open space

PARKING ORIENTATION
- Surface lots

BLOCK PATTERN & STREETSCAPE
- Wide blocks
- Deep setbacks

MULTIMODAL ACCESS

AUTOMOBILES | TRANSIT | BIKES | PEDESTRIANS
---|---|---|---
MEDIUM | MEDIUM | HIGH | HIGH
Limited access to major and local streets | served by bus | integrated trails and bike routes | short walk from neighborhoods
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.

1. Change northern Oak Point area from CCC to RC.
2. Change Shiloh Rd. Silver Line Station area from CCC to NC.
3. Change Willow Bend Mall area from CCC to RC and EXC.
Redevelopment of the neighborhood retail centers is another opportunity to conserve and enhance Plano’s residential areas. Many of the city’s retail areas are clustered at major thoroughfare intersections. With 65 square feet of retail per capita, three times the national average, underutilized shopping centers with large areas of unused vehicle parking are becoming more common throughout the city. To allow for new housing opportunities and improve access to services for existing residents, Plano will encourage investment in and redevelopment of underperforming neighborhood centers within walking distance of residents.

Plano has many Neighborhood Shopping Centers that typically were built on the corners of major intersections. The space allotted for such centers, particularly from the 1970’s to 1990’s was greater than demand justified. Since 2001, the national retail environment has changed dramatically and the businesses populating many centers are much different than when they were planned. While many stores have been re-purposed and fulfill a need or niche, in many cases they do generate the traffic originally envisioned and may have underutilized facilities and excess parking space. Adding to the complexity of improvements is the fact that many of these neighborhood centers are made of properties that have several different owners such as restaurant and convenience store pad sites and former grocery or big box sites. This multiple ownership can make it difficult to redevelop or improve a site with a cohesive plan.

Several sites, while still viable do not generate the cash flows necessary to justify the improvements in parking lots, landscaping and facades that would make these sites more aesthetically pleasing. Fortunately, these neighborhood centers do not represent...
Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

Staff Rec. for 9/19 packet

- a problem from a safety and security standpoint. There is not an urgent need for change, but redevelopment could be positive for the center and the surrounding neighborhoods and result in a better use of land.

- Many of these centers were developed before the city adopted ordinances requiring improved landscaping and architectural façade requirements. Redevelopment presents an opportunity to enforce updated standards. One of the objectives should be to reduce marginal or overbuilt retail space. This may present opportunity for new uses for the corner site or for parts of a given site.

- Redevelopment of the neighborhood retail centers is another opportunity to conserve and enhance Plano's residential areas. Many of the city's retail areas are clustered at major thoroughfare intersections. With 65 square feet of retail per capita, three times the national average, underutilized shopping centers with large areas of unused vehicle parking are becoming more common throughout the city. To allow for new housing opportunities and improve access to services for existing residents, Plano will encourage investment in and redevelopment of underperforming neighborhood centers within walking distance of residents.

- Plano has many retail corners that typically were built at the corners of major intersections to serve surrounding neighborhoods. The total retail acreage zoned for these centers, particularly from the 1970s to 1990s, was greater than demand justified. Since that time, dramatic shifts in the national retail environment have further reduced demand for the types of businesses originally planned for these areas. While many stores have been successfully re-purposed and fulfill a need or niche, in many cases they no longer generate the traffic originally envisioned, resulting in underutilized facilities and excess parking.

- Plano has many shopping centers built on the corners of major intersections. The space allotted for such centers, particularly from the 1970’s to 1990’s, was greater than demand justified. Since that time, the national retail environment has changed dramatically. Many of the retail corners were developed before the city adopted standards for improved landscaping and architectural façades. In many cases they do not generate the traffic originally envisioned and may have underutilized facilities and excess parking spaces.

- Although some sites are successful, others may not generate the cash flows necessary to justify improvements to meet current development standards. Without reinvestment, older centers may not be able to compete with new development in Plano and surrounding communities. Adding to the complexity is the fact that many of these retail corners have multiple ownership, which can make it difficult to redevelop or improve a site with a cohesive plan.
## Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

| ORIGINAL POLICY | Plano will encourage investment in and redevelopment of underperforming developments within neighborhood centers to accommodate local commercial, retail, and entertainment uses within walking distance of residents. |
| Staff Rec. from 9/1 packet | Plano will encourage reinvestment, revitalization, and redevelopment of underperforming developments within neighborhood centers to accommodate a viable combination of local commercial, retail, and entertainment uses within walking distance of residents. |
| Dillavou | Plano will encourage reinvestment in, revitalization, and redevelopment of underperforming developments within neighborhood centers to accommodate a viable combination of local commercial, retail, and entertainment uses, within walking distance of residents. In limited cases, redevelopment may present opportunities for residential use. |
| Staff Rec. for 9/19 packet | Plano will encourage reinvestment, revitalization, and redevelopment of underperforming developments within neighborhood centers. Where appropriate transitions can be maintained, redevelopment may present opportunities to introduce residential uses and improve access. |

| RNC1 | Conduct a study that identifies retail corner redevelopment opportunities and includes resident input for desired businesses and land use activities. |
| Staff Rec. from 9/1 packet | Conduct a market study that identifies retail corner redevelopment opportunities and includes resident/community input for desired businesses and land use activities. (Note: See Guiding Principles 1.3 and 2.4.) |
| Dillavou | Conduct a study that identifies retail corner redevelopment opportunities and includes resident input for desired businesses and land use activities. |
| Staff Rec. for 9/19 packet | Working with neighborhoods and property owners, conduct a study that identifies retail corners that are prime candidates for redevelopment opportunities and reinvestment. (Note: This combines RNC1, RNC2, and RNC6.) |

Commented (CS2): Jim Dillavou: Delete – We do not need a market study. Property owners can provide this with input from the neighborhood.
### Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

<table>
<thead>
<tr>
<th>RNC2) ORIGINAL</th>
<th>Target specific retail sites around Plano to serve as catalysts for redevelopment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Rec. from 9/1 packet</td>
<td><strong>Target</strong> <em>Work with neighborhoods and property owners to identify</em> specific retail sites around Plano to serve as catalysts for redevelopment.</td>
</tr>
<tr>
<td>Dillavou</td>
<td><strong>Target</strong> <em>Survey neighborhoods and property owners to identify</em> specific retail sites around Plano to serve as catalysts <em>that are prime candidates</em> for redevelopment.</td>
</tr>
<tr>
<td>Staff Rec. for 9/19 packet</td>
<td><strong>Target</strong> specific retail sites around Plano to serve as catalysts for redevelopment. <em>(Note: Staff recommends combining this action with RNC1 above. Also, please see proposed changes to RNC6.)</em></td>
</tr>
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## Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

| RNC3 | ORIGINAL | Provide incentives such as public improvement districts (PIDS), tax increment finance (TIFs) districts, or finance utility upgrades to encourage reinvestment and redevelopment of neighborhood centers.
| --- | --- | --- |
| Staff Rec from 9/1 packet | Provide incentives such as public improvement districts (PIDS), tax increment finance (TIFs) districts, or finance utility upgrades to encourage reinvestment and redevelopment of neighborhood centers. Develop a reinvestment toolkit for neighborhood centers which could include special financing districts, land banking, rezoning, fee waivers, or other financial and non-financial incentives. When evaluating proposals for site specific redevelopments, utilize only the tools that maximize return on investment to the taxpayers. Additional weight should be given to proposals that enhance surrounding neighborhoods and improve community aesthetics. 
(Note: Downtown TIF funds were used to rebuild Mendenhall Elementary School.) | 
| Dillavou | Provide incentives such as public improvement districts (PIDS), tax increment finance (TIFs) districts, or finance utility upgrades to encourage reinvestment and redevelopment of neighborhood centers. Develop a reinvestment toolkit for neighborhood centers which could include special financing districts, rezoning guidelines, or other incentives and planning assistance. When evaluating proposals additional weight should be given to proposals that enhance surrounding neighborhoods, improve community aesthetics and maximize the return to taxpayers. | 
| Staff Rec. for 9/19 packet | Provide incentives such as public improvement districts (PIDS), tax increment finance (TIFs) districts, or finance utility upgrades to encourage reinvestment and redevelopment of neighborhood centers. Develop a reinvestment toolkit for neighborhood retail corners which could include special financing districts, rezoning, fee waivers, or other incentives and planning assistance. When evaluating use of the toolkit for specific redevelopments, additional weight should be given to proposals that enhance surrounding neighborhoods, improve community aesthetics, and maximize the return to taxpayers. |
### Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

<table>
<thead>
<tr>
<th>RNC4</th>
<th>Original</th>
<th>Staff Rec from 9/1 packet</th>
<th>Dillavou</th>
<th>Staff Rec. for 9/19 packet</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RNC4</strong></td>
<td>Create the Neighborhood Mixed-Use (NMU) zoning district and establish regulations and standards for residential mixed-use development.</td>
<td>Create the Neighborhood Mixed-Use (NMU) zoning district, combining homeownership opportunities, creative design solutions, activated open space, sustainable retail, and walkable streetscape standards to create desirable destinations; and establish regulations and standards for residential mixed-use development.</td>
<td>Create the Neighborhood Mixed-Use (NMU) zoning district and establish regulations and standards for residential mixed-use development. Preferences for center redevelopment include creative design solutions, activated open space, sustainable retail, and walkable streetscape standards to create desirable destinations.</td>
<td>Create the Neighborhood Mixed-Use (NMU) zoning district and establish regulations and standards for residential mixed-use development. Modify regulations to promote center redevelopment inclusive of creative design solutions, activated open space, sustainable retail, and walkable streetscapes to create desirable destinations.</td>
</tr>
<tr>
<td>RNC5</td>
<td>Original</td>
<td>Staff Rec from 9/1 packet</td>
<td>Dillavou</td>
<td>Staff Rec. for 9/19 packet</td>
</tr>
<tr>
<td><strong>RNC5</strong></td>
<td>Establish design guidelines within the NMU zoning district that provide a direct connection from the neighborhood center to surrounding residential areas.</td>
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<td>Establish design guidelines within the NMU zoning district that provide a direct connection from the neighborhood center to surrounding residential areas. While is some cases direct walking connections to the adjoining neighborhood may be possible and desirable, in most cases, it is anticipated that the layout of the existing neighborhood may preclude direct connections to the neighborhood center. The preference of the adjoining neighborhoods will have priority.</td>
<td>Establish design guidelines within the NMU zoning district that provide a direct connection from the neighborhood center to surrounding residential areas. Implementation should be limited to locations where connections are desired by the adjoining neighborhood from the neighborhood center to surrounding residential areas. (Note: Staff recommends incorporating Member Dillavou’s language into the description of the Neighborhood Centers future land use category to be discussed at the September 19th workshop on the Future Land Use Map.)</td>
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<tr>
<td>RNC6</td>
<td><strong>Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)</strong></td>
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<td><strong>RNC6</strong>&lt;br&gt;<strong>ORIGINAL</strong>&lt;br&gt;Staff Rec. from 9/1 packet</td>
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</tbody>
</table>

**Commented [CS3]:**
Jim Dillavou: Delete – there is no reason to identify Parker Road versus other areas.

<table>
<thead>
<tr>
<th>RNC7</th>
<th><strong>NEW from Dillavou’s RNC5</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>RNC7</strong>&lt;br&gt;(NEW from Dillavou’s RNC5)</td>
<td>In limited situations, residential development may be possible within the existing Neighborhood Center area. The introduction of residential uses within Neighborhood Centers is acceptable where it can be accomplished in a context-sensitive manner. This may be accomplished by reducing the commercial area of the center and filling the vacated space with housing that provides a transition to the adjoining neighborhood. In some cases, integration into the center may be possible through direct connections from the new housing to the center. When residential is introduced, single-family uses are desired for compatibility with existing adjacent neighborhoods.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>This language appears to be modified from the existing description of the Neighborhood Centers future land use category. Staff recommends incorporating Member Dillavou’s language into the September 19th workshop on the Future Land Use Map.</td>
</tr>
</tbody>
</table>
The Built Environment – Redevelopment Revitalization of Retail Shopping Neighborhood Centers

**WEBSITE CONTEXT** – Redevelopment of the neighborhood retail centers is another opportunity to conserve and enhance Plano’s residential areas. Many of the city’s retail areas are clustered at major thoroughfare intersections. With 65 square feet of retail per capita, three times the national average, underutilized shopping centers with large areas of unused vehicle parking are becoming more common throughout the city. To allow for new housing opportunities and improve access to services for existing residents, Plano will encourage investment in and redevelopment of underperforming neighborhood centers within walking distance of residents.

Plano has many retail corners that typically were built at the corners of major intersections to serve surrounding neighborhoods. The total retail acreage zoned for these corners, particularly from the 1970s to 1990s, was greater than demand justified. Since that time, dramatic shifts in the national retail environment have further reduced demand for the types of businesses originally planned for these areas. While many stores have been successfully re-purposed and fulfill a need or niche, in many cases they no longer generate the traffic originally envisioned, resulting in underutilized facilities and excess parking.

Plano has many shopping centers built on the corners of major intersections. The space allotted for such centers, particularly from the 1970’s to 1990’s, was greater than demand justified. Since that time, the national retail environment has changed dramatically. Many of the retail corners were developed before the city adopted standards for improved landscaping and architectural façades. In many cases they do not generate the traffic originally envisioned and may have underutilized facilities and excess parking spaces.

(continued on next page)
Although some sites are successful, others may not generate the cash flows necessary to justify improvements to meet current development standards. Without reinvestment, older centers may not be able to compete with new development in Plano and surrounding communities. Adding to the complexity is the fact that many of these retail corners have multiple ownership, which can make it difficult to redevelop or improve a site with a cohesive plan.

Revitalization of Plano’s underperforming retail corners is desired in a manner that is positive for the businesses and the surrounding neighborhoods. When appropriate, redevelopment of all or part of a retail corner may present opportunities for new uses and reduction of marginal or overbuilt retail space.

**POLICY** – Plano will encourage reinvestment, revitalization, and redevelopment of underperforming developments within neighborhood retail corners centers to accommodate a viable combination of local commercial, retail, and entertainment uses within walking distance of residents. Where appropriate transitions can be maintained, redevelopment may present opportunities to introduce residential uses and improve access.

**RRSNC1)** Conduct a study that Working with neighborhoods and property owners, identifies retail corners that are prime candidates for redevelopment and reinvestment opportunities and includes resident input for desired businesses and land use activities.

**RRSNC2)** Target specific retail sites around Plano to serve as catalysts for redevelopment.

**RRSNC3)** Provide incentives such as public improvement districts (PIDS), tax increment finance (TIFs) districts, or finance utility upgrades to encourage reinvestment and redevelopment of neighborhood centers. Develop a reinvestment toolkit for neighborhood retail corners which could include special financing districts, rezoning, fee waivers, or other incentives and planning assistance. When evaluating use of the toolkit for specific redevelopments, additional weight should be given to proposals that enhance surrounding neighborhoods, improve community aesthetics, and maximize the return to taxpayers.
Create the Neighborhood Mixed-Use (NMU) zoning district and establish regulations and standards for residential mixed-use development. Modify regulations to promote retail center redevelopment inclusive of creative design solutions, activated open space, sustainable retail, and walkable streetscapes to create desirable destinations.

Establish design guidelines within the NMU zoning district that provide a direct safe connections for residents to conveniently access commercial businesses, open space, and other amenities in retail centers. Implementation should be limited to locations where connections are desired by the adjoining neighborhood from the neighborhood center to surrounding residential areas.

Develop a Parker Road Corridor Plan to encourage cooperative redevelopment of retail sites, increase housing options, and identify opportunities.

NOTE: IF RRSC2 (RNC2) IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Bundle 18 - Revitalization of Retail Shopping Centers

Context, Policies, and Actions

With Staff Recommendations

The Built Environment – Revitalization of Retail Shopping Centers

**WEBSITE CONTEXT** – Plano has many retail corners that typically were built at the corners of major intersections to serve surrounding neighborhoods. The total retail acreage zoned for these corners, particularly from the 1970s to 1990s, was greater than demand justified. Since that time, dramatic shifts in the national retail environment have further reduced demand for the types of businesses originally planned for these areas. While many stores have been successfully re-purposed and fulfill a need or niche, in many cases they no longer generate the traffic originally envisioned, resulting in underutilized facilities and excess parking.

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RRSC4*) Modify regulations to promote retail center redevelopment inclusive of creative design solutions, activated open space, sustainable retail, and walkable streetscapes to create desirable destinations.

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