DATE: September 29, 2020 and September 30, 2020 (if needed)

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

If necessary, the committee will reconvene on Wednesday, September 30, 2020 at 6:00 p.m. in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center to complete discussion of posted items as allowed by law. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

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

PLEDGE OF ALLEGIANCE

ITEMS FOR DISCUSSION

1. Approval of Minutes: September 9, 2020, September 15, 2020, and September 19, 2020

2. Discussion and 2nd Consideration: Bundles 1-3, 5-11, and Guiding Principles

3. Discussion and 1st Consideration: Bundles 13-17, 19, 21-22

4. CPRC Work Plan Updates

5. Presentation: Glossary

6. Discussion: Housing Types Menu

7. Exercise: Growth & Change Map

8. Discussion and 1st Consideration: Tabled Items - Bundle 4/12, 18, and 20

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
COMPREHENSIVE PLAN REVIEW COMMITTEE
REGULAR MEETING
September 9, 2020
(Continuation of September 1, 2020 agenda)

COMMITTEE MEMBERS PRESENT
Doug Shockey, Chair
Jeff Beckley
Xinyi Gong
Richard “Larry” Howe
Hilton Kong
Salvator La Mastra
Jijie “Jack” Liu
Yoram Solomon
Sara Wilson

COMMITTEE MEMBERS PRESENT VIA VIDEOCONFERENCE
Jaci Crawford
Jim Dillavou
Erin Dougherty
Carolyn Doyle
Mary Jacobs
Michael Lin

COMMITTEE MEMBERS ABSENT
Michael Bronsky, Vice Chair

STAFF PRESENT
Christina Day, Director of Planning
Peter Braster, Director of Special Projects
Michael Bell, Comprehensive Planning Manager
Christina Sebastian, Lead Planner
David Powell, Planner
Steve Andrews, Producer
Jimmy Vargas, Service Desk Analyst III

STAFF PRESENT VIA VIDEOCONFERENCE
Lori Schwarz, Director of Neighborhood Services
Michelle D’Andrea, Deputy City Attorney
Drew Brawner, Senior Mobility Planner
Kelsey Poole, Planner

FREESE AND NICHOLS CONSULTANTS PRESENT
Dan Sefko, Project Lead
Daniel Harrison, Project Manager
Colton Wayman, Planner
Chair Shockey convened the Committee into the regular meeting on Wednesday, September 9, 2020, at 6:05 p.m. at the Plano Municipal Center Senator Florence Shapiro Chambers and via videoconference. Nine members were present. Six members were present via videoconference. Vice Chair Bronsky was absent. Chair Shockey led the Committee in the Pledge of Allegiance.

ITEMS FOR DISCUSSION

1) Discussion and Consideration: Bundles 17-19 - Member Solomon asked for clarification if the 75% approval threshold established by City Council was for individual bundles or for the entire plan. Chair Shockey clarified that votes on bundles are preliminary approval and a final vote on the entire plan will be taken later in the process. Christina Day, Director of Planning, clarified that after the Comprehensive Plan Review Committee (CPRC) and Planning & Zoning Commission (P&Z) have preliminary approval of the bundles, the plan will move forward for public outreach. Following public outreach, any revisions can be made and a final vote will be taken by both the CPRC and P&Z on the entire plan. Ms. Day further clarified that the process established by City Council is an iterative process that goes back and forth between the CPRC and P&Z until the necessary approval thresholds are met. Member Solomon stated he wanted to be sure that at some point a vote will be taken on the entire plan. Ms. Day confirmed that will happen later in the process. Member Crawford stated it was her understanding that the P&Z did not have to agree with all the CPRC changes for it to move forward to City Council. Ms. Day clarified that the presentation to City Council and resolution establishing the CPRC require a minimum 75% approval from the CPRC and 50% minimum approval from the P&Z for the plan to move forward to City Council.

Mr. Sefko then led the Committee in a discussion on Bundles 17-19 and related proposals.

Bundle 17 – Neighborhood Conservation

The Committee provided their feedback on Bundle 17 and discussion was held.

MOTION: Upon a motion made by Member Solomon and seconded by Member Beckley, the Committee voted 14-0-1 to approve Bundle 17 as presented in Attachment B, with the following modifications:

- Action NC2 to read: “Review and update the Housing Value and Retention Analysis Study to align with the Comprehensive Plan.”
- Action NC5 to read: “Develop a plan to address housing gaps identified in the Consolidated Plan and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to align with the Comprehensive Plan.”
- Action NC8 to read: “Prioritize neighborhood services and programs in areas with underperforming elementary schools, as defined by partnerships with local school districts, to make areas desirable for young families.”
- Adding a definition for “moderately priced housing” to the glossary.

Member Gong abstained.

Bundle 18 – Redevelopment of Neighborhood Centers
Member Dillavou shared a document (see attached) with the Committee that discussed his feedback on Bundle 18. The Committee provided their feedback on Bundle 18 and discussion was held.

MOTION: Upon a motion made by Member La Mastra and seconded by Member Crawford, the Committee voted 8-7 to direct staff to use Member Dillavou’s document to prepare revisions to Bundle 18. Chair Shockey, and Members Beckley, Howe, Jacobs, Kong, Lin, and Solomon voted in opposition. The procedural motion was approved.

Bundle 19 – Special Housing Needs

Chair Shockey opened the floor for comments and discussion of Bundle 19. The Committee did not have any feedback.

MOTION: Upon a motion made by Member Kong and seconded by Member Howe, the Committee voted 15-0 to approve Bundle 19 as presented in Attachment B.

2) Discussion and Consideration: Remaining Bundle 12 Items (new per vote on September 1, 2020) – Member Crawford stated her concern about having additional discussion on Bundle 12 after the majority voted to table this item until after discussion of the Future Land Use Map. Chair Shockey discussed his understanding of the reason Member Beckley requested this item was to provide more direction to staff and the consultants going into the map workshop, not to re-vote on Bundle 12. Member Beckley agreed with Chair Shockey and clarified that he felt the Committee tabled Bundle 12 for procedural reasons and did not get into the substantive concerns of the Committee. Chair Shockey asked Mr. Sefko what additional direction would be helpful. Mr. Sefko responded that the way things progressed since discussion of Bundle, staff and the Committee were prepared for the upcoming map workshop. Member Beckley recommended postponing the item. The Committee agreed to postpone discussion of Bundle 12 until after the map workshop.

With no further discussion, Chair Shockey adjourned the meeting at 9:38 p.m.

__________________________________________
Doug Shockey, Chair
**The Built Environment – Redevelopment of Neighborhood Centers**

**WEBSITE CONTEXT** – 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 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 and opportunity for new uses for the corner site or for parts of a given site.

**POLICY** – Plano will encourage reinvestment, revitalization, and redevelopment of underperforming neighborhood centers to accommodate a viable combination of local commercial, retail, and entertainment uses. In limited cases, redevelopment may present opportunities for residential use.

**Policies**

**RNC1)** Delete – We do not need a market study. Property owners can provide this with input from the neighborhood

**RNC2)** Survey neighborhoods and property owners to identify specific retail sites around Plano that are prime candidates for redevelopment.

**RNC3)** 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.

**RNC4)** Preferences for center redevelopment include creative design solutions, activated open space, sustainable retail, and walkable streetscape standards to create desirable destinations. 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.

RNC5) 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.

RNC6) Delete – there is no reason to identify Parker Road versus other areas.
Chair Shockey convened the Committee into the regular meeting on Tuesday, September 15, 2020, at 6:07 p.m. at the Plano Municipal Center Senator Florence Shapiro Chambers and via videoconference. Eight members were present. Eight members were present via videoconference. Chair Shockey led the Committee in the Pledge of Allegiance.

ITEMS FOR DISCUSSION
1) Approval of Minutes: September 1, 2020

MOTION: Upon a motion made by Vice Chair Bronsky and seconded by Member Howe, the Committee voted 16-0 to approve the September 1, 2020, meeting minutes.

2) CPRC Work Plan Updates – Dan Sefko gave an overview of the updated Work Plan which includes updated topics, regularly scheduled meetings, and an overview for the September 19, 2020, workshop. Committee Members were asked to confirm their availability for the September 19, 2020, workshop.

3) Presentation and Discussion: Growth and Change Map – Mike Bell gave a presentation on the background and purpose of the comprehensive plan maps, focused on Future Land Use and Growth and Change Maps. Some questions were asked and discussion was held.

Chair Shockey received a request to change the order of Agenda Items 4 and 5, starting with Agenda Item 5 first.

5) Discussion: Bundles 23-24 and Related Proposals – Mr. Sefko then led the Committee in a discussion on potential Bundles 23 and 24, as additions to the comprehensive plan, and related items.

   Bundle 23 – Plan Map Amendments

The Committee provided their feedback on Bundle 23 and discussion was held. No action was required.

   Bundle 24 – Growth Management & Redevelopment

The Committee provided their feedback on Bundle 24 and discussion was held. No action was required.

4) Discussion and Consideration: Bundles 20-22 – Mr. Sefko led a discussion and vote to consider proposed revisions on Bundles 20 through 22.

   Bundle 20 – Regionalism – Population Growth

The Committee provided their feedback on Bundle 20 and discussion was held.

MOTION: Upon a motion made by Member Kong and seconded by Member Jacobs, the Committee voted 13-3 to approve actions PG2, PG4 and PG7 of Bundle 20 as presented in Attachment B. Members Gong, La Mastra, and Wilson voted in opposition.

MOTION: Upon a motion made by Member Kong and seconded by Member Howe, the Committee voted 9-7 to approve action PG3 of Bundle 20 as presented in Attachment B. Chair Shockey, Vice Chair Bronsky and Members Crawford,
Dillavou, Gong, La Mastra, and Wilson voted in opposition. The motion failed due to a lack of 75% majority.

MOTION: Upon a motion made by Member Solomon and seconded by Vice Chair Bronsky, the Committee voted 8-8 to approve action PG3 of Bundle 20 as presented in Attachment B, with modifications to remove the last sentence. Members Beckley, Dougherty, Doyle, Gong, Howe, Jacobs, Kong, and Lin voted in opposition. The motion failed due to a lack of 75% majority.

MOTION: Upon a motion made by Member Kong and seconded by Member Howe, the Committee voted 8-8 to approve action PG3 of Bundle 20 as presented in Attachment B, with the addition of “when requested.” Chair Shockey, Vice Chair Bronsky and Members Dillavou, Doyle, Crawford, Gong, La Mastra and Wilson voted in opposition. The motion failed due to a lack of 75% majority.

The Committee requested staff develop a revised version to present at the next meeting.

Bundle 21 – Regionalism – Consistency with Neighboring Cities

The Committee provided their feedback on Bundle 21 and discussion was held.

MOTION: Upon a motion made by Member Beckley and seconded by Vice Chair Bronsky, the Committee voted 16-0 to approve Bundle 21 as presented in Attachment B.

Bundle 22 – Regionalism – Regional Education

The Committee provided their feedback on Bundle 22 and discussion was held.

MOTION: Upon a motion made by Member Kong and seconded by Vice Chair Bronsky, the Committee voted 15-0 to approve Bundle 22 as presented in Attachment C with the following modifications:

- Website Context: Adding “and quality of education” to the second sentence.
- Action RE1 to read: Participate in research and economic development opportunities with local colleges and universities.
- Delete Action RE2.
- Action RE3 to read: “Attract and retain the presence of higher education institutions within the City of Plano.
- Action RE4 to read: “Support Collin College’s efforts for academic excellence and provide student opportunities for professional work experience including corporate and business partnerships.”
- Add Action RE6: Participate in partnerships with local schools and businesses to provide student opportunities for internships, job skills, and professional work place experience.”

Member Lin voted in opposition.
With no further discussion, Chair Shockey adjourned the meeting at 10:26 p.m.

Doug Shockey, Chair
Chair Shockey convened the Committee into the special event workshop on Saturday, September 19, 2020, at 9:02 a.m. at the Plano Municipal Center Senator Florence Shapiro Chambers and via videoconference. Nine Committee members were present. Six members were present via videoconference. Chair Shockey led the Committee in the Pledge of Allegiance.
ITEMS FOR DISCUSSION

1) **Meeting Overview** – Mr. Sefko gave the Committee an overview of the workshop agenda.

2) **Map Review** – Mr. Sefko gave the Committee an overview of the maps provided in the workshop packet, including the existing Future Land Use Map, 1986-based Future Land Use Plan, Growth and Change Map, Expressway Corridor Environmental Health Map, and Undeveloped Land Map with various companion maps. Mr. Sefko opened up a discussion for Committee members to share opening comments on the Future Land Use Map and categories. Some questions were asked and discussion was held.

Chair Shockey called a recess at 9:49 a.m. The Committee reconvened at 10:18 a.m.

3) **Exercise #1: Future Land Use Categories** – Mr. Sefko gave the Committee an overview of the revised format of the Future Land Use Categories. Questions were asked and discussion was held.

**POLL:** The Committee members held an informal poll on the proposed new format, responding 15-0 in favor.

**Neighborhods**

Mr. Sefko gave an introduction to the updated Neighborhoods category. Questions were asked and discussion was held. Mr. Sefko invited the Committee to participate in a poll.

**POLL:** The Committee was polled on their preferences for the Neighborhoods category, responding to the question: “Do you think this aligns with the future vision for Neighborhoods in Plano?”

- Option A – Yes, I like it as-is: 0 responses
- Option B – Yes, but needs some minor refinement: 9 responses
- Option C – No, needs major refinement: 5 responses
- Option D – No, a completely different vision is needed: 1 response

Discussion was held regarding Committee members’ responses.

**Neighborhood Corners**

Mr. Sefko gave an introduction to the updated Neighborhood Corners category.

Chair Shockey called a recess at 12:32 p.m. The Committee reconvened at 1:03 p.m.

Chair Shockey opened up the discussion on the updated Neighborhood Corners category. Questions were asked and discussion was held. Mr. Sefko invited the Committee to participate in a poll.
POLL: The Committee was polled on their preferences for the Neighborhood Corners category, responding to the question: “Do you think this aligns with the future vision for Neighborhood Corners in Plano?"

- Option A – Yes, I like it as-is: 0 responses
- Option B – Yes, but needs some minor refinement: 6 responses
- Option C – No, needs major refinement: 8 responses
- Option D – No, a completely different vision is needed: 0 responses

Discussion was held regarding Committee members’ responses.

**Major Mixed-use Centers**

Chair Shockey suggested moving to the Major Mixed-use Centers category. Mr. Bell and Mr. Sefko gave an introduction to the proposed Major Mixed-use Centers category. Questions were asked and discussion was held. Mr. Sefko invited the Committee to participate in a poll.

POLL: The Committee was polled on their preferences for the Major Mixed-Use Centers category, responding to the question: “Do you think this aligns with the future vision for Major Mixed-use Centers in Plano?"

- Option A – Yes, I like it as-is: 3 responses
- Option B – Yes, but needs some minor refinement: 5 responses
- Option C – No, needs major refinement: 2 responses
- Option D – No, a completely different vision is needed: 2 responses

Discussion was held regarding Committee members’ responses.

4) **Exercise #2: Future Land Use Map** – Mr. Sefko opened up a discussion for Committee members to share specific comments on the Future Land Use Map. Feedback was given and discussion was held.

With no further discussion, Chair Shockey adjourned the meeting at 3:44 p.m.

**Doug Shockey, Chair**
Agenda Item 2

Discussion and 2nd Consideration: Bundles 1-3, 5-11, and Guiding Principles

DESCRIPTION:

Hold a discussion on the Guiding Principles and Transportation-related Bundles (Bundles 1-3 and 5-11) and consider approving for public outreach.

REMARKS:

Background

The City Council adopted an iterative process for review of the comprehensive plan that involved a resolution (2019-11-2) whereby:

- The Comprehensive Plan Review Committee “will act as a community sounding board for the Plan and provide input and feedback on policy recommendations from the Planning & Zoning Commission. The Committee will also act as advisors and ambassadors of the planning process.”
- It is the intent that “all policies are reached by broad acceptance, such that a supportive three-quarters vote of the members present for the Committee and a supportive simple majority vote of the members present for the Planning & Zoning Commission is required on each policy before it moves forward as a recommendation to City Council”. The term “policy” is used generally to represent the content of the plan.

![Review Process Diagram]
CPRC Action

Following this format, at its July 7, 2020, and July 21, 2020, meetings, the Comprehensive Plan Review Committee (CPRC) provided feedback to the P&Z by sending the Guiding Principles and recommended revisions to the Transportation-related bundles (except Bundle 4). These items were sent to the Planning & Zoning Commission (P&Z) for their consideration.

P&Z Action

At the August 3, 2020, August 17, 2020, and September 8, 2020, meetings, P&Z discussed these 77 items. On September 8, 2020, P&Z approved 86% of the items with the changes exactly as suggested by the CPRC, including Bundles 2, 7, and 8 in their entirety.

The P&Z proposed revisions to the remaining 14% of items are included in Attachment A with track changes shown from CPRC’s recommendations. Attachment B includes a clean version of the document with the CPRC recommendations plus P&Z recommendations, with no track changes. A summary of P&Z’s suggestions, with noted explanation as approved in P&Z minutes, are outlined below:

Guiding Principles

- **GP3.1 -** The Plan serves people of all ages, backgrounds, and abilities, striving to meet the needs of an inclusive, diverse, and vibrant community that calls Plano home.

  P&Z Explanation: “In the recommended language, listing “ages, abilities, and backgrounds”, it appeared that some categories might be left out. Changing to “background” was seen as a broad catch-all. Additionally, “inclusive” was seen as preferable to “diverse.””
Bundle 1 – Roadway Systems

- **Website Context** – Vehicles will likely remain the primary means of transportation; however, additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

  P&Z Explanation: “A very similar statement is in Action RS1, where it is a good fit. Adding this text in the Website Context was seen as unnecessary.”

- **Policy Statement** – recommended keeping original Plano Tomorrow policy statement.

  P&Z Explanation: “Original Policy Statement was preferred because it provides clearer direction than the Recommended Policy Statement.”

Bundle 3: Regional Transportation (traffic/congestion related)

- **RT4** – Annually review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.

  P&Z Explanation: “May appear as a contradiction to have this phrasing related to a regionally-focused transportation actions, though Plano’s interest will and should remain a primary interest.”

Bundle 5: TOD

- **TOD8** – Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

  P&Z Explanation: “The proposed action was seen to be redundant with the criteria that would be developed under Action TOD1.”

Bundle 6: Population Growth

- **Policy Statement** – Plano will plan for regional population growth in identified areas while preserving the suburban character of the community.

  P&Z Explanation: “To provide continuity with language used in proposed Guiding Principle 1.2.”

Bundle 9: Regional Transportation (bike/transit-related)

- **RT2** – Complete all proposed bicycle trail connections with neighboring cities as identified on the city’s adopted plans.
P&Z Explanation: “To help clarify which city’s adopted plans are referenced.”

- **RT3** – Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system with deference to Plano residents, businesses, and institutions.

  P&Z Explanation: “Not ideal to set a policy that states Plano wants to be regional yet will focus on Plano, as with Bundle 3.”

**Bundle 10: Community Design**

- **Policy Statement** – Plano will promote and incorporate unique and functional community design components within new developments, public spaces, and streetscapes to enrich areas throughout the city, create distinctive visual character, and enhance personal and pedestrian safety.

  P&Z Explanation: “The use of “personal safety” in this context was not clearly understood. After discussion, it was decided that the use of the word “safety” alone in lieu of “personal and pedestrian safety” would be more broad and, therefore, preferable.”

**Bundle 11: Pedestrian Environment**

- **PE2** – Update development standards to foster streetscape design that enhances Plano’s pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, paseos, and other amenities were appropriate.

  P&Z Explanation: “Preferred stronger language to emphasize this action as a community need. Paseos were seen as another good example of pedestrian-friendly amenities.”

- **PE3** – Improve safety in highly-trafficked pedestrian areas by evaluating and implementing effective traffic calming methodologies to reduce traffic speeds and improve pedestrian safety, such as median islands, landscaping, crosswalks, and on-street parking.

  P&Z Explanation: “The purpose of traffic calming is to reduce traffic speeds and improve pedestrian safety so thought that language should be preserved.”

**Additional Considerations**

**Bundles 10/13: Community Design**
As part of Action CD2, in Bundle 13, the Committee recommended a Community Design Plan that replaces the need for Action CD3, in Bundle 10 as follows:

Since CD3 was already with P&Z, this change could not be made immediately. Now that CD3 is back before the CPRC, the consultants/staff recommend the following course of action:

1. The CPRC delete Action CD3 in Bundle 10 (subject to replacement by CD2 in Bundle 13), and

2. Consultants/staff will recommend P&Z consider the same actions (elimination of CD3 in Bundle 10 and replacing with CD2 in Bundle 13) when Bundle 13 is considered by that body. This will also note their acceptance of changes to both bundles.

CPRC Consideration

The purpose of this agenda item is to allow the Committee to discuss the P&Z’s proposed revisions to the Guiding Principles and Transportation-related bundles (except Bundle 4). After discussion, the Committee may vote to either:

A. Accept P&Z revisions and approve for the public outreach phase; or

B. Make additional revisions and approve sending back to P&Z for further consideration.

For the clarity and convenience of the Committee, staff will make live edits to the bundles pursuant to discussion and direction by the Committee prior to the vote. At least a 75% majority is needed in order for any bundle to be moved forward in the process. Any item approved for public outreach will be placed aside until all bundles and map revisions are approved by the CPRC and P&Z.

RECOMMENDATION:
Recommend the Committee hold a discussion and consider approving the Guiding Principles and Transportation-related bundles (Bundles 1-3 and 5-11) as presented for public outreach.

1. If further revisions are necessary, a concise statement of explanation to the P&Z from the CPRC would be very helpful in their ongoing deliberation of the issue.

2. If there is a significant dissenting vote on CPRC regarding changes, a similarly concise dissenting opinion would be appropriate to enter into the record.

ATTACHMENTS:

Attachment A – Guiding Principles, Bundles 1-3, and Bundles 5-11 with track changes
Attachment B – Guiding Principles, Bundles 1-3, and Bundles 5-11 without track changes
Comprehensive Plan Guiding Principles

Changes Tracked from CPRC Preliminary Approval 7/7/2020

The following set of guiding principles to the Comprehensive Plan establish overarching themes that apply to all policies and actions and express values for “Plano Today,” “Plano 2050,” and “Plano Together.” These principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

1.1. The Plan enhances the quality of life in the near-term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.

1.2. The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth, and shaping change that complements the city’s suburban core and rich history.

1.3. The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, entertainment, and institutions that support a vital economy.

1.4. Implementation of the Plan will be open and transparent, proactively seeking community input, with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

2.1. The Plan enhances the quality of life in the long-term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.

2.2. The Plan successfully manages Plano’s transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.

2.3. The Plan builds on Plano’s strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.

2.4. Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.
Guiding Principle 3 | Plano Together

3.1 The Plan serves people of all ages, backgrounds, and abilities, striving to meet the needs of an inclusive, diverse and vibrant community that calls Plano “home.”

3.2 The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.

3.3 The Plan embraces Plano’s position as a leader in the region, demonstrating the city’s standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.

3.4 Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.
The Built Environment - Roadway System

WEBSITE CONTEXT - Plano’s street system is determined by the Thoroughfare Plan, a component of the Plano Tomorrow Plan. There are many users of the city’s roadway system, including vehicles, public transit, bicycles, and pedestrians, all competing for the same space. Vehicles will likely remain the primary means of transportation; however additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

Multimodal roadways, common throughout the US, are designed to provide space to accommodate bicyclists and mass transit while improving pedestrian safety through increased distance from vehicular traffic. To prepare for future traffic demands, Plano will develop a multimodal transportation system to improve safety and efficiency of the roadways for all users. Future multimodal accommodations should be strategic and meet the needs and priorities of Plano residents, businesses, and institutions.

Increasingly, technological innovations are being utilized to mitigate traffic congestion. Intelligent Transportation Systems (ITS) monitor traffic flow and provide real-time information to drivers of possible delays and alternative routes. Innovative projects such as smartphone traffic apps, solar panel roadways and trails, and automated vehicles are changing traffic conditions and will likely affect future mobility.

POLICY - Plano will develop an integrated, multimodal transportation, safe and efficient roadway system, through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users.

RS1) Develop a transportation plan that addresses all modes of travel, while acknowledging vehicular traffic is expected to continue to be the primary mode of travel for residents and the workforce of Plano.

RS2) Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.

RS3) Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.
RS4) Review and update roadway standards to efficiently and safely accommodate all modes of transportation.

RS5) Develop criteria to assess the costs and effectiveness of pilot transportation projects.

RS6) Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

RS7) Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.

RS8) Review and update the Traffic Impact Assessment (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.
Bundle 2 – Transportation Demand Management
Context, Policies, and Actions
Changes Tracked from CPRC Preliminary Approval 7/7/2020

The Built Environment - Transportation Demand Management

WEBSITE CONTEXT - Transportation Demand Management (TDM) utilizes public private partnerships to reduce peak hour travel. Plano currently partners with the Plano Independent School district (ISD) for staggered hours of operation that disperse school personnel and students during peak travel time. With major employers in multiple business parks, there are numerous opportunities for further TDM partnerships through ridesharing, tele-commuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.

POLICY - Plano will utilize Transportation Demand Management to mitigate traffic congestion and improve the safety and efficiency of the existing roadway system during periods of high travel demand, such as morning and afternoon rush hour.

TDM1) Partner with the business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.

TDM2) Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.

TDM3) Share ideas, expertise, and knowledge with innovative businesses focused on transportation, such as ridesharing or automobile companies, and other stakeholders regarding the city’s transportation planning efforts.
Regionalism – Regional Transportation*

**WEBSITE CONTEXT** - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices, reduction of traffic demand, and improving safety.

**POLICY** - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility.

**RT1)** Create criteria to evaluate regional transportation projects to determine the impact upon the city and develop solutions to mitigate negative effects.

**RT2*) <<Discussed with Bundle 9>>

**RT3*) <<Discussed with Bundle 9>>

**RT4)** Annually review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.

**RT5*) <<Discussed with Bundle 9>>

**RT6)** Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 9.*
The Built Environment - Transit-Oriented Development*

WEBSITE CONTEXT* - Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano's downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

POLICY* - Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

TOD1) Develop Criteria for Review of Transit-Oriented Developments and update as necessary.

TOD2) Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.

TOD3) Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.

TOD4) Implement parking best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.

TOD5) <<Deleted>>

TOD6**)<<To Be Discussed with Bundle 16>>

TOD7**)<<To Be Discussed with Bundle 16>>

TOD8**) Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 16.

+NOTE: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Regionalism - Population Growth*

**WEBSITE CONTEXT** - By 2045, the DFW area is expected to increase by 4 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopment. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

**POLICY** - Plano will plan for regional population growth in identified areas while preserving the suburban character-core of the community.

PG1*) <<Discussed with Bundle 20>>
PG2*) << Discussed with Bundle 20>>
PG3*) << Discussed with Bundle 20>>
PG4*) << Discussed with Bundle 20>>
PG5) Coordinate with the North Central Texas Council of Governments to ensure Plano’s projected residential development is included within regional traffic modeling.
PG6*) << Discussed with Bundle 20>>

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 20.
The Built Environment – Bicycle and Other Micromobility

WEB SITE CONTEXT - Plano has three major off-street, shared-use paths along with 168 miles of on-street marked routes for Plano’s active cycling community. While Texas statutes allow cyclists use of roadways, dedicated bicycle lanes may improve safety and increase ridership. Additionally, trails and routes need to connect residential neighborhoods with more commercial and employment activities for the bicycle to serve as a more practical transportation alternative. To provide a viable option for travel to destinations accessible to all users, Plano will enhance and maintain a safe regional bicycle system.

POLICY – Plano will enhance and maintain a micromobility system to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

B1) Meet with businesses, residents, and other stakeholders to share ideas regarding bicycle and other micromobility transportation options.

B2) Incorporate bicycle usage data, crash reduction strategies with a target crash reduction, and safety recommendations with a safety goal within the city’s transportation plan.

B3) Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.

B4) Adopt a Multimodal Streets Ordinance based on best practices to provide additional safety and transportation choices in appropriate locations of the city.

B5) Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.

B6) Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.
The Built Environment - Public Transit

WEBSITE CONTEXT - In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and receives public bus transportation and light rail services. Plano residents desire more east-west transit connections and the city looks towards new solutions, such as Bus Rapid Transit to fulfill this need. Utilizing a dedicated service lane on a major thoroughfare or unused railroad rights-of-way, additional bus, light rail or commuter rail options could encourage new riders for public transit services within the city. Trolleys can also be used to transport residents within and between employment and commercial centers. Plano will provide access to a convenient transit network focused on increased travel options to local destinations.

POLICY - Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.

PT1) Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.

PT2) Develop metrics to measure ridership and to identify service enhancements.

PT3) Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired.

PT4) Partner with DART to study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.

PT5) Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic.

PT6) <Deleted>>

PT7*) Investigate feasibility of partnerships regarding the provision of short hop services, including streetcars, self-driving shuttles, or alternatives providing the same benefits, within major destination areas in Plano.

*NOTE: IF PT6 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Regionalism – Regional Transportation*

**WEBSITE CONTEXT*** - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices, reduction of traffic demand, and improving safety.

**POLICY** - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility.

RT1*) <<Discussed with Bundle 3>>

RT2) Complete all proposed bicycle trail connections with neighboring cities as identified on the city's adopted plans.

RT3) Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system with deference to Plano residents, businesses, and institutions.

RT4*) <<Discussed with Bundle 3>>

RT5) <<Deleted>>

RT6**)<<Discussed/Added with Bundle 3>>

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 3.
+NOTE: IF RT5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
The Built Environment - Community Design*

**WEBSITE CONTEXT** - Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. To create distinctive visual character and ensure a citywide pedestrian-friendly environment, Plano will promote and incorporate unique community design components within all new developments, public spaces, and streetscapes.

**POLICY** - Plano will promote and incorporate unique and functional community design components within new developments, public spaces, and streetscapes to enrich areas throughout the city, create distinctive visual character, and enhance personal and pedestrian safety.

**CD1** <<To Be Discussed with Bundle 13>>

**CD2** <<To Be Discussed with Bundle 13>>

**CD3** Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.

**CD4** <<To Be Discussed with Bundle 13>>

**CD5** Develop wayfinding guidelines to apply to special areas and public facilities citywide.

**CD6** Evaluate parking regulations and revise to meet parking demand and ensure good community form.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 13.*
The Built Environment - Pedestrian Environment

WEBSITE CONTEXT - The current arrangement of Plano’s sidewalks, organization of land uses within the city as well as major thoroughfare crossings make walking, from residential neighborhoods to commercial and retail areas, a challenge. Pedestrian-oriented developments typically, have wider sidewalks, street trees and furniture, as well as narrowed street intersections to reduce the crosswalk distance and slow vehicular traffic. The design principles that encourage walkability in popular locations could also be utilized in redevelopment of existing retail centers and enhancement of neighborhoods. Plano will pursue an accessible, well-connected pedestrian system that promotes walkability.

POLICY – Plano will pursue a safe, universally accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.

PE1) Develop strategies and identify priorities within the city’s transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano.

PE2) Update development standards to foster prioritized streetscape design that enhances Plano’s pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, paseos, and other amenities where appropriate.

PE3) Improve safety in highly-trafficked pedestrian areas by evaluating and implementing effective traffic calming methodologies to reduce traffic speeds and improve pedestrian safety, such as median islands, landscaping, crosswalks, and on-street parking.

PE4) Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian-oriented enhancements.

PE5) Improve pedestrian safety and convenience by completing sidewalk gaps along the city’s roadway system. Include prioritization strategies when developing and updating the city’s transportation plan.
PE6) Partner with local school districts and other educational institutions to annually provide Safe Routes to School maps.

PE7) Partner with educational institutions, businesses, and other stakeholders to develop public service announcements that promote pedestrian safety, awareness, and education.
Comprehensive Plan Guiding Principles

The following set of guiding principles to the Comprehensive Plan establish overarching themes that apply to all policies and actions and express values for “Plano Today,” “Plano 2050,” and “Plano Together.” These principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

1.1. The Plan enhances the quality of life in the near-term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.

1.2. The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth, and shaping change that complements the city’s suburban core and rich history.

1.3. The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, entertainment, and institutions that support a vital economy.

1.4. Implementation of the Plan will be open and transparent, proactively seeking community input, with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

2.1. The Plan enhances the quality of life in the long-term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.

2.2. The Plan successfully manages Plano’s transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.

2.3. The Plan builds on Plano’s strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.

2.4. Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.
Guiding Principle 3 | Plano Together

3.1 The Plan serves people of all backgrounds, striving to meet the needs of an inclusive and vibrant community that calls Plano “home.”

3.2 The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.

3.3 The Plan embraces Plano’s position as a leader in the region, demonstrating the city’s standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.

3.4 Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.
The Built Environment - Roadway System

**WEBSITE CONTEXT** - Plano’s street system is determined by the Thoroughfare Plan, a component of the Plano Tomorrow Plan. There are many users of the city’s roadway system, including vehicles, public transit, bicycles, and pedestrians, all competing for the same space.

Multimodal roadways, common throughout the US, are designed to provide space to accommodate bicyclists and mass transit while improving pedestrian safety through increased distance from vehicular traffic. To prepare for future traffic demands, Plano will develop a multimodal transportation system to improve safety and efficiency of the roadways for all users. Future multimodal accommodations should be strategic and meet the needs and priorities of Plano residents, businesses, and institutions.

Increasingly, technological innovations are being utilized to mitigate traffic congestion. Intelligent Transportation Systems (ITS) monitor traffic flow and provide real-time information to drivers of possible delays and alternative routes. Innovative projects such as smartphone traffic apps, solar panel roadways and trails, and automated vehicles are changing traffic conditions and will likely affect future mobility.

**POLICY** - Plano will develop an integrated, multimodal transportation system, through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users.

**RS1)** Develop a transportation plan that addresses all modes of travel, while acknowledging vehicular traffic is expected to continue to be the primary mode of travel for residents and the workforce of Plano.

**RS2)** Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.

**RS3)** Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.

**RS4)** Review and update roadway standards to efficiently and safely accommodate all modes of transportation.

**RS5)** Develop criteria to assess the costs and effectiveness of pilot transportation projects.
RS6) Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

RS7) Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.

RS8) Review and update the Traffic Impact Assessment (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.
The Built Environment - Transportation Demand Management

WEB SITE CONTEXT - Transportation Demand Management (TDM) utilizes public private partnerships to reduce peak hour travel. Plano currently partners with the Plano Independent School district (ISD) for staggered hours of operation that disperse school personnel and students during peak travel time. With major employers in multiple business parks, there are numerous opportunities for further TDM partnerships through ridesharing, tele-commuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.

POLICY - Plano will utilize Transportation Demand Management to mitigate traffic congestion and improve the safety and efficiency of the existing roadway system during periods of high travel demand, such as morning and afternoon rush hour.

TDM1) Partner with the business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.

TDM2) Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.

TDM3) Share ideas, expertise, and knowledge with innovative businesses focused on transportation, such as ridesharing or automobile companies, and other stakeholders regarding the city’s transportation planning efforts.
Regionalism – Regional Transportation*

**WEBSITE CONTEXT** - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices, reduction of traffic demand, and improving safety.

**POLICY** - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility.

**RT1)** Create criteria to evaluate regional transportation projects to determine the impact upon the city and develop solutions to mitigate negative effects.

**RT2**) <<Discussed with Bundle 9>>

**RT3**) <<Discussed with Bundle 9>>

**RT4)** Annually review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public.

**RT5**) <<Discussed with Bundle 9>>

**RT6)** Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 9.*
The Built Environment - Transit-Oriented Development*

WEBSITE CONTEXT* - Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano’s downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

POLICY* - Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

TOD1) Develop Criteria for Review of Transit-Oriented Developments and update as necessary.

TOD2) Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.

TOD3) Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.

TOD4) Implement parking best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.

TOD5) <<Deleted>>

TOD6**)<<To Be Discussed with Bundle 16>>

TOD7**)<<To Be Discussed with Bundle 16>>

TOD8**) Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 16.
+NOTE: IF TODS IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Regionalism - Population Growth*

**WEBSITE CONTEXT** - By 2045, the DFW area is expected to increase by 4 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopment. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

**POLICY** - Plano will plan for regional population growth in identified areas while preserving the suburban core of the community.

PG1*) <<Discussed with Bundle 20>>
PG2*) << Discussed with Bundle 20>>
PG3*) << Discussed with Bundle 20>>
PG4*) << Discussed with Bundle 20>>

PG5) Coordinate with the North Central Texas Council of Governments to ensure Plano’s projected residential development is included within regional traffic modeling.

PG6*) << Discussed with Bundle 20>>

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 20.
The Built Environment – Bicycle and Other Micromobility

WEBSITE CONTEXT - Plano has three major off-street, shared-use paths along with 168 miles of on street marked routes for Plano’s active cycling community. While Texas statutes allow cyclists use of roadways, dedicated bicycle lanes may improve safety and increase ridership. Additionally, trails and routes need to connect residential neighborhoods with more commercial and employment activities for the bicycle to serve as a more practical transportation alternative. To provide a viable option for travel to destinations accessible to all users, Plano will enhance and maintain a safe regional bicycle system.

POLICY – Plano will enhance and maintain a micromobility system to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

B1) Meet with businesses, residents, and other stakeholders to share ideas regarding bicycle and other micromobility transportation options.

B2) Incorporate bicycle usage data, crash reduction strategies with a target crash reduction, and safety recommendations with a safety goal within the city’s transportation plan.

B3) Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.

B4) Adopt a Multimodal Streets Ordinance based on best practices to provide additional safety and transportation choices in appropriate locations of the city.

B5) Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.

B6) Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.
The Built Environment - Public Transit

**WEBSITE CONTEXT** - In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and receives public bus transportation and light rail services. Plano residents desire more east-west transit connections and the city looks towards new solutions, such as Bus Rapid Transit to fulfill this need. Utilizing a dedicated service lane on a major thoroughfare or unused railroad rights-of-way, additional bus, light rail or commuter rail options could encourage new riders for public transit services within the city. Trolleys can also be used to transport residents within and between employment and commercial centers. Plano will provide access to a convenient transit network focused on increased travel options to local destinations.

**POLICY** - Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.

PT1) Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.

PT2) Develop metrics to measure ridership and to identify service enhancements.

PT3) Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired.

PT4) Partner with DART to study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.

PT5) Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic.

PT6) <<Deleted>>

PT7*) Investigate feasibility of partnerships regarding the provision of short hop services, including streetcars, self-driving shuttles, or alternatives providing the same benefits, within major destination areas in Plano.

*NOTE: IF PT6 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Regionalism – Regional Transportation*

WEBSITE CONTEXT* - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices, reduction of traffic demand, and improving safety.

POLICY* - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility.

RT1*) <<Discussed with Bundle 3>>

RT2) Complete all proposed bicycle trail connections with neighboring cities as identified on the City’s adopted plans.

RT3) Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system.

RT4*) <<Discussed with Bundle 3>>

RT5) <<Deleted>>

RT6**) <<Discussed/Added with Bundle 3>>

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 3.
+NOTE: IF RT5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
The Built Environment - Community Design*

**WEBSITE CONTEXT** - Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. To create distinctive visual character and ensure a citywide pedestrian-friendly environment, Plano will promote and incorporate unique community design components within all new developments, public spaces, and streetscapes.

**POLICY** - Plano will promote and incorporate unique and functional community design components within new developments, public spaces, and streetscapes to enrich areas throughout the city, create distinctive visual character, and enhance safety.

CD1*) <<To Be Discussed with Bundle 13>>

CD2*) <<To Be Discussed with Bundle 13>>

CD3) Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.

CD4*) <<To Be Discussed with Bundle 13>>

CD5) Develop wayfinding guidelines to apply to special areas and public facilities citywide.

CD6) Evaluate parking regulations and revise to meet parking demand and ensure good community form.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 13.
The Built Environment - Pedestrian Environment

WEBSITE CONTEXT - The current arrangement of Plano’s sidewalks, organization of land uses within the city as well as major thoroughfare crossings make walking, from residential neighborhoods to commercial and retail areas, a challenge. Pedestrian-oriented developments typically, have wider sidewalks, street trees and furniture, as well as narrowed street intersections to reduce the crosswalk distance and slow vehicular traffic. The design principles that encourage walkability in popular locations could also be utilized in redevelopment of existing retail centers and enhancement of neighborhoods. Plano will pursue an accessible, well-connected pedestrian system that promotes walkability.

POLICY – Plano will pursue a safe, universally accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.

PE1) Develop strategies and identify priorities within the city’s transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano.

PE2) Update development standards to prioritize streetscape design that enhances Plano’s pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, paseos, and other amenities where appropriate.

PE3) Improve safety in highly-trafficked pedestrian areas by evaluating and implementing effective traffic calming methodologies to reduce traffic speeds and improve pedestrian safety, such as median islands, landscaping, crosswalks, and on-street parking.

PE4) Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian-oriented enhancements.

PE5) Improve pedestrian safety and convenience by completing sidewalk gaps along the city’s roadway system. Include prioritization strategies when developing and updating the city’s transportation plan.

PE6) Partner with local school districts and other educational institutions to annually provide Safe Routes to School maps.
PE7) Partner with educational institutions, businesses, and other stakeholders to develop public service announcements that promote pedestrian safety, awareness, and education.
Agenda Item 3

Discussion and Consideration: Preliminarily Approved Bundles

DESCRIPTION:

Hold a discussion and vote on sending bundles that previously received preliminary approval by the CPRC (Bundles 13, 14, 15, 16, 17, 19, 21, and 22) to the Planning & Zoning Commission for consideration.

REMARKS:

CPRC preliminarily approved Bundles 13-17, 19, and 21-22 at previous meetings, but did not approve sending to the Planning & Zoning Commission. These bundles were seen as dependent upon discussions of the Future Land Use Map (FLUM) and categories at the September 19, 2020, map workshop. Staff and the consultants recommend the Committee consider if any of the bundles that previously received preliminary approval are now ready for P&Z consideration. Of these, only Bundles 14 and 15 have explicit references to the FLUM. If approved, in whole or in part, this would improve efficiency of the overall Comprehensive Plan review process by allowing P&Z to review additional CPRC recommendations while the Committee continues discussion of the FLUM and remaining bundles.

RECOMMENDATION:

Recommend the Committee approve sending bundles that previously received preliminary approval by the CPRC to the Planning & Zoning Commission.

ATTACHMENTS:

Attachment A – Bundles 13-17, 19, 21-22 as approved by CPRC
The Built Environment – Community Design*

**WEBSITE CONTEXT** – Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. **To create distinctive visual character and ensure a citywide pedestrian-friendly environment,** Plano will promote and incorporate unique community design components within all new developments, public spaces, and streetscapes.

**POLICY** – Plano will promote and incorporate unique and functional community design components within new developments, public spaces, and streetscapes and will promote compatible design components within new developments, to enrich areas throughout the city, create distinctive visual character, and encourage a citywide pedestrian-friendly environment where appropriate. Plano will also promote Crime Prevention Through Environmental design (CPTED) and the concepts of Universal Design within all of the above.

**CD1)** As part of the Community Design Plan, develop review criteria to provide guidance on the desired functional and aesthetic qualities of various development contexts in Plano, such as streetscape design, lighting, signage, building and paving materials, and landscaping. Functional guidance shall include Crime Prevention Through Environmental Design (CPTED) and the concept of Universal Design. Develop Criteria of Review for Community Design elements and update as necessary.

**CD2)** Work with the community to develop a Community Design Plan to identify key corridors and design districts of the city that would benefit from unified design themes and standards. Evaluate the use of overlay districts to require unified design standards in transformation areas of the city.

**CD3**) Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials. [This action was recommended for approval by CPRC and is being considered by P&Z. Staff’s recommendation for CD2 may eliminate the need for this action.]
CD4) **In areas identified by the Community Design Plan, develop strategies to minimize the visual impact of overhead utilities and wireless communication facilities.** Evaluate and create incentives to relocate overhead utilities underground for new development and redevelopment projects.

CD5*) **Develop wayfinding guidelines to apply to special areas and public facilities citywide.**

CD6*) **Evaluate and revise parking regulations and revise to meet parking demand and ensure good community form.**

Bundle 14 – Redevelopment of Regional Transportation Corridors

Context, Policies, and Actions

Changes Tracked from Original Ordinance

The Built Environment – Redevelopment of Regional Transportation Corridors

**WEBEBSITE CONTEXT** – Four expressway corridors, one active light rail, and one planned commuter rail line surround Plano, providing a variety of travel opportunities through the city and around the region. Development along these corridors should be carefully planned as a transition between adjacent residential neighborhoods and the expressways. As new areas are experiencing growth, land uses along the US 75 corridor, the first expressway in Plano, have begun to relocate, providing redevelopment opportunities. To ensure the city’s regional transportation corridors remain vibrant and attractive, Plano will encourage reinvestment in and redevelopment of regional transportation corridors to create cohesive developments that incorporate well-designed housing, commercial, and retail opportunities. When housing is considered, noise and air quality standards will be maintained to protect the quality of life for residents.

**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, where those uses are appropriate according to the Future Land Use Map and other related Comprehensive Plan standards.

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

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

RTC3) Adopt regulatory strategies that permit and encourage a viable mix of or incentivize residential, employment, and other diverse land uses in locations identified as for compact complete centers.

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.
RTC5*) Implement the Expressway Corridor Environmental Health Guidelines in order to mitigate the impacts of noise and air pollution for sensitive land uses, such as schools, daycares, parks, senior housing, and other residential uses. Update the Expressway Corridor Environmental Health Map and Guidelines at least once every 5 years or as changes in expressway corridor conditions warrant reassessment.

* NOTE: IF RTC4 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
The Built Environment – Undeveloped Land

WEBSITE CONTEXT – The amount of undeveloped land remaining in Plano is limited. Though demand for new residential development has consistently remained high, the city has established policies encouraging employment generating uses on vacant land. To ensure adequate land for projected employment growth is provided, Plano will reserve its remaining undeveloped land for businesses offering highly skilled employment and limit new housing where consistent with the Future Land Use Map.

POLICY - Plano will reserve its remaining undeveloped land for high quality development with distinctive character, emphasizing prioritizing businesses offering highly skilled employment and limiting housing and retail uses except when integrated into compact complete centers to ensure adequate land for projected employment growth. New housing in these areas will only be considered appropriate where it is consistent with the Future Land Use Map and other related Comprehensive Plan standards.

UL1) Develop review criteria to provide guidance on rezoning undeveloped properties including such considerations as appropriate location, environmental conditions, and impact on public service facilities, infrastructure, and adjacent land uses. Criteria for Review of Undeveloped Land and update as necessary.

UL2) Create an interactive Undeveloped Land Map updated on a quarterly basis and post to the city’s website for public use.

UL3) Ensure that new housing growth on undeveloped land provides functional and appropriate environments for residential uses and activities such as proximity to existing compatible residential development, configuration to support housing, and access to neighborhood parks. When adjacent to existing residential neighborhoods a compatible transition in building height and bulk should be provided. Situate new housing growth adjacent to existing residential neighborhoods.
The Built Environment – Transit-Oriented Development*

**WEBSITE CONTEXT** – Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano’s downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage and incentivize an integrated mix of uses and civic spaces within walking distance of future light rail, commuter rail, and active bus-planned transit stations.

**POLICY** – Plano will proactively encourage and incentivize development within walking distance of existing and future rail stations or bus-planned transit centers to create an integrated mix of uses including residential, employment, retail, and civic spaces.

**TOD1**) Develop Criteria for Review of Transit-Oriented Developments and update as necessary.

**TOD2**) Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.

**TOD3**) Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.

**TOD4**) Implement parking best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.

**TOD5**) Develop plans for the K Avenue/DART light rail and the 14th Street/Cotton Belt commuter rail corridors to address redevelopment of retail and multifamily sites and encourage new development around transit stations.

**TOD6**) Pursue land banking techniques around existing and future transit stations to ready the environment for redevelopment.
TOD7) Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property and include language describing vision, incentives available, and regulatory requirements.

TOD8*) Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 5. BUNDLE 5 WAS APPROVED BY CPRC ON 7/7/2020 AND CONSIDERED BY P&Z ON 9/8/2020.

**NOTE: Definition of land banking to be added to glossary: “Land banking provides municipalities an opportunity to acquire vacant, abandoned, tax-delinquent, foreclosed, or blighted properties and put them into productive use.”
The Built Environment – Neighborhood Conservation

WEBSITE CONTEXT – As By 2040 approaches, the largest segment of the city’s housing inventory will be 25 to 70 years old. If residential areas are not maintained, and housing causing structures to deteriorate, and values to decline, the community will become less attractive to potential future residents. While the city has developed innovative programs to address maturing areas, Plano must continue to pursue reinvestment in existing housing and neighborhoods to ensure long-term stability.

Many people find the city’s suburban character desirable as a place to live. Older neighborhoods typically provide the best opportunities for moderately priced homes since most new housing in Plano is more than double the median home value in the Dallas-Fort Worth region. To ensure a variety of safe and walkable residential options are available, Plano will conserve and enhance established neighborhoods to preserve the city’s suburban character.

POLICY – Plano will conserve and enhance established residential neighborhoods through city programs, initiatives, and regulations that support neighborhood identity; ensure safe, walkable communities; and preserve the suburban form that contributes to the overall character and livability of the neighborhoods.

NC1) Establish programs and initiatives that enable homeowners to maintain and enhance their properties and neighborhoods.

NC2) Implement the recommendations adopted from Review and update the Housing Value and Retention Analysis study to align with the Comprehensive Plan.

NC3) Conserve Plano’s established residential neighborhoods to provide opportunities for workforce housing, maintain an inventory of entry level and moderately-priced housing*.

NC4) Monitor and analyze-evaluate the impacts of the Great Update Rebate program and modify to improve effectiveness over time.
NC5) **Study current housing options, identify gaps in the housing inventory and formulate recommendations to address deficiencies.** Develop a plan to address housing gaps identified in the Consolidated Plan and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to align with the Comprehensive Plan.

NC6) **Review, and modify as necessary, residential zoning standards to ensure housing standards allow residents to age in place, care for dependents, and meet special needs, while maintaining neighborhood integrity for a variety of compatible housing options within the same development.**

NC7) **Work with neighborhoods to identify community character within residential areas and build opportunities to enhance stronger neighborhood identity.**

NC8) **Prioritize neighborhood services and programs to make areas with underperforming elementary schools, as defined by partnerships with local school districts, desirable for young families.**

*NOTE: Definition of moderately-priced housing to be added to glossary: “affordable to those workers earning between 80% and 120% of the area median income.”*
The Built Environment – Special Housing Needs

**WEBSITE CONTEXT** – Segments of the city’s population, such as disabled adults, seniors, and low to moderate income households, require additional assistance to meet their housing needs. While many of Plano’s future seniors wish to remain in their homes long-term, some will require further assistance to safely age in place with daily activities. There is also a need for provision of housing for adults with disabilities that are unable to live alone. Additionally, there are significant gaps in the number of housing units affordable to some Plano households. Affordable housing in Plano may be difficult to find, especially for low to moderate income families and many live in surrounding communities with housing priced within their means.

**POLICY** – Plano will accommodate support the special housing needs of residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special needs housing should be afforded the same health and safety considerations as other housing.

**SHN1)** Conduct a community needs assessment to identify and prioritize service demands and resources of the city’s residents.

**SHN2)** Create affordable home-ownership opportunities in Plano for income qualifying households including, but not limited to, through homeownership assistance programs, construction of new housing and or rehabilitation of existing housing structures for income qualifying households.

**SHN3)** Support organizations residents with special needs through by providing financial assistance from federal, state, and local government grants to qualified social service agencies that engage in public services for special needs populations by providing financial assistance from federal and local government grants.

**SHN4)** Provide programs to rehabilitate and improve existing housing occupied by low and moderate income households.
SHN5) Review zoning regulations to provide reasonable opportunities for inclusiveness of safe and healthy housing in support of special needs populations housing.

SHN6) Identify cost efficient methods to incorporate universal design practices and encourage their implementation in new housing projects and home renovations.
Regionalism - Consistency with Neighboring Cities*

**WEBSITE CONTEXT** - Municipal boundaries are primarily political for governmental purposes – many residents are unaware of moving from one city to another since roadways, trails, and parks often continue across city borders. To take advantage of its centralized location in the region, Plano will coordinate with neighboring cities to provide more efficient and consistent municipal services and public improvements.

**POLICY** - Plano will coordinate with neighboring cities to provide municipal services and plan for compatible growth, to ensure consistency of public improvements, between jurisdictions and operational efficiencies, in a way that compliments and respects the Plano community.

**CNC1)** Review plans with neighboring cities to ensure consistency in land use activities and transportation facilities and services every two years.

**CNC2***) Explore and identify additional opportunities to share municipal services with area cities.

**CNC3***) Study effectiveness of boundary drop policy regarding the provision of emergency services.

**CNC4***) Partner with neighboring cities with vector control of insects and animals.

**CNC5***) Analyze changing demographics in cooperation with neighboring cities to determine impact on programs and facilities provided by municipal park departments and sports organizations.

*NOTE: PORTIONS OF THIS BUNDLE ARE NOT CONSIDERED RELEVANT TO THE TRANSPORTATION, DENSITY, LAND USE, OR GROWTH MANAGEMENT TOPICS.*
Regionalism - Regional Education

WEBSITE CONTEXT - Other partners for the City of Plano are the local and regional education providers. Educational opportunities and quality of education are major factors in determining a community of choice. While school districts serving Plano receive strong local support that enables academic excellence, the city should advocate for reliable and adequate state funding for public education. In addition, the Dallas-Fort Worth region has many quality universities; however, there is not a major access to Tier 1 research institutions and other quality colleges and universities in our area. Access to a university of this magnitude will enhance the economic competitiveness of Plano and the region. Partnerships with local and regional education providers will ensure quality academic opportunities for the Dallas–Fort Worth area.

POLICY - Plano will partner with local and regional education institutions to provide quality educational opportunities to retain students in the region and for economic development opportunities to attract businesses seeking universities to provide research and development opportunities.

RE1) Assist the University of Texas at Dallas with obtaining Tier I status through the provision and funding of Participate in research and economic development opportunities with local colleges and universities.

RE2) Advocate with the State of Texas to provide for adequate funding of public education.

RE3*) Attract and Retain the presence of Southern Methodist University (SMU) and Dallas Baptist University (DBU) higher education institutions within the City of Plano by offering assistance in establishing a permanent space for facilities.

RE4*) Partner with Support Collin College’s efforts for academic excellence and by providing student opportunities for professional work experience including corporate and business partnerships and supporting the institution’s efforts for academic excellence.

RE5*) Support the efforts of educational institutions in utilizing new technologies that improve access to higher education and vocational training for Plano residents.
Participate in partnerships with local schools and businesses to provide student opportunities for internships, job skills, and professional workplace experience.

*NOTE: IF RE2 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
The Built Environment – Community Design*

WEBSITE CONTEXT* – Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. Plano will promote and incorporate community design components within all new developments, public spaces, and streetscapes.

POLICY* – Plano will incorporate community design components within public spaces and streetscapes and will promote compatible design components within new developments, to enrich areas throughout the city, create distinctive visual character, and encourage a pedestrian-friendly environment where appropriate. Plano will also promote Crime Prevention Through Environmental Design (CPTED) and the concepts of Universal Design within all of the above.

CD1) As part of the Community Design Plan, develop review criteria to provide guidance on the desired functional and aesthetic qualities of various development contexts in Plano, such as streetscape design, lighting, signage, building and paving materials, and landscaping. Functional guidance shall include Crime Prevention Through Environmental Design (CPTED) and the concept of Universal Design.

CD2) Work with the community to develop a Community Design Plan to identify key corridors and design districts of the city that would benefit from unified design themes and standards.

CD3*) Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials. [This action was recommended for approval by CPRC and is being considered by P&Z. Staff’s recommendation for CD2 may eliminate the need for this action.]

CD4) In areas identified by the Community Design Plan, develop strategies to minimize the visual impact of overhead utilities and wireless communication facilities.

CD5*) Develop wayfinding guidelines to apply to special areas and public facilities citywide.
**CD6*)** Evaluate and revise parking regulations and revise to meet parking demand and ensure good community form.

The Built Environment – Redevelopment of Regional Transportation Corridors

WEBSITE CONTEXT – Four expressway corridors, one active light rail, and one planned commuter rail line provide a variety of travel opportunities through the city and around the region. Development along these corridors should be carefully planned as a transition between adjacent residential neighborhoods and the expressways. As new areas are experiencing growth, land uses along the US 75 corridor, the first expressway in Plano, have begun to relocate, providing redevelopment opportunities. To ensure the city’s regional transportation corridors remain vibrant and attractive, Plano will encourage reinvestment in and redevelopment of regional transportation corridors to create cohesive developments that incorporate well-designed commercial and retail opportunities. When housing is considered, noise and air quality standards will be maintained to protect the quality of life for residents.

POLICY – Plano will encourage reinvestment and redevelopment of identified regional transportation corridors to create cohesive developments that incorporate well-designed commercial, retail, and housing opportunities, where those uses are appropriate according to the Future Land Use Map and other related Comprehensive Plan standards.

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

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

RTC3) Adopt regulatory strategies that permit and encourage a viable mix of residential, employment, and other diverse land uses in locations identified as Compact Complete Centers.

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.
RTC5*) Implement the Expressway Corridor Environmental Health Guidelines in order to mitigate the impacts of noise and air pollution for sensitive land uses, such as schools, daycares, parks, senior housing, and other residential uses. Update the Expressway Corridor Environmental Health Map and Guidelines at least once every 5 years or as changes in expressway corridor conditions warrant reassessment.

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POLICY - Plano will reserve its remaining undeveloped land for high quality development with distinctive character, prioritizing businesses offering highly skilled employment. New housing in these areas will only be considered appropriate where it is consistent with the Future Land Use Map and other related Comprehensive Plan standards.

UL4) Develop review criteria to provide guidance on rezoning undeveloped properties including such considerations as appropriate location, environmental conditions, and impact on public service facilities, infrastructure, and adjacent land uses.

UL5) Create an interactive Undeveloped Land Map updated on a quarterly basis and post to the city’s website for public use.

UL6) Ensure that new housing growth on undeveloped land provides functional and appropriate environments for residential uses and activities such as proximity to existing compatible residential development, configuration to support housing, and access to neighborhood parks. When adjacent to existing residential neighborhoods a compatible transition in building height and bulk should be provided.
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WEBSITE CONTEXT* – Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano’s downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

POLICY* – Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

TOD1*) Develop Criteria for Review of Transit-Oriented Developments and update as necessary.

TOD2*) Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.

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TOD7) Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property and include language describing regulatory requirements.
**TOD8** Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED PART OF BUNDLE 5. BUNDLE 5 WAS APPROVED BY CPRC ON 7/7/2020 AND CONSIDERED BY P&Z ON 9/8/2020.*

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**WEBSITE CONTEXT** – By 2040, the largest segment of the city’s housing inventory will be 25 to 70 years old. If residential areas are not maintained, causing structures to deteriorate and values to decline, the community will become less attractive to potential residents. While the city has developed innovative programs to address maturing areas, Plano must continue to pursue reinvestment in existing housing and neighborhoods to ensure long-term stability.

Many people find the city’s suburban character desirable as a place to live. Older neighborhoods typically provide the best opportunities for moderately priced homes. To ensure a variety of safe and walkable residential options are available, Plano will conserve and enhance established neighborhoods to preserve the city’s suburban character.

**POLICY** – Plano will conserve and enhance established residential neighborhoods through city programs, initiatives, and regulations that support neighborhood identity; ensure safe, walkable communities; and preserve the suburban form that contributes to the overall character and livability of the neighborhoods.

**NC1)** Establish programs and initiatives that enable homeowners to maintain and enhance their properties and neighborhoods.

**NC2)** Review and update the Housing Value and Retention Analysis study to align with the Comprehensive Plan.

**NC3)** Conserve Plano’s established residential neighborhoods to maintain an inventory of entry level and moderately-priced housing*.

**NC4)** Monitor and evaluate the impacts of the Great Update Rebate program and modify to improve effectiveness over time.

**NC5)** Develop a plan to address housing gaps identified in the Consolidated Plan and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to align with the Comprehensive Plan.

**NC6)** Review, residential zoning to ensure housing standards allow residents to age in place, care for dependents, and meet special needs, while maintaining neighborhood integrity.
NC7) Work with neighborhoods to identify community character within residential areas and build opportunities to enhance neighborhood identity.

NC8) Prioritize neighborhood services and programs to make areas with underperforming elementary schools, as defined by partnerships with local school districts, desirable for young families.

*NOTE: Definition of moderately-priced housing to be added to glossary: “affordable to those workers earning between 80% and 120% of the area median income.”
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**WEBSITE CONTEXT** – Segments of the city’s population, such as disabled adults, seniors, and low to moderate income households, require additional assistance to meet their housing needs. While many of Plano’s seniors desire to remain in their homes long-term, some will require further assistance to safely age in place. Provision of housing is also needed for adults with disabilities that are unable to live alone. Additionally, there are significant gaps in the number of housing units affordable to some Plano households.

**POLICY** – Plano will support the special housing needs of residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special needs housing should be afforded the same health and safety considerations as other housing.

**SHN1)** Conduct a community needs assessment to identify and prioritize service demands and resources of the city’s residents.

**SHN2)** Create affordable homeownership opportunities in Plano for income qualifying households including, but not limited to, homeownership assistance programs, construction of new housing, and rehabilitation of existing structures.

**SHN3)** Support residents with special needs by providing financial assistance from federal, state, and local government grants to qualified social service agencies.

**SHN4)** Provide programs to rehabilitate and improve existing housing occupied by low and moderate income households.

**SHN5)** Review zoning regulations to provide reasonable opportunities for safe and healthy housing in support of special needs populations.

**SHN6)** Identify cost efficient methods to incorporate universal design practices and encourage their implementation in new housing projects and home renovations.
Regionalism - Consistency with Neighboring Cities*

**WEBSITE CONTEXT** - Municipal boundaries are primarily for governmental purposes – many residents are unaware of moving from one city to another since roadways, trails, and parks often continue across city borders. To take advantage of its centralized location in the region, Plano will coordinate with neighboring cities to provide more efficient and consistent municipal services and public improvements.

**POLICY** - Plano will coordinate with neighboring cities to provide municipal services and plan for compatible growth, public improvements, and operational efficiencies, in a way that compliments and respects the Plano community.

**CNC1)** Review plans with neighboring cities to ensure consistency in land use activities and transportation facilities and services every two years.

**CNC2)** Explore and identify additional opportunities to share municipal services with area cities.

**CNC3)** Study effectiveness of boundary drop policy regarding the provision of emergency services.

**CNC4)** Partner with neighboring cities with vector control of insects and animals.

**CNC5)** Analyze changing demographics in cooperation with neighboring cities to determine impact on programs and facilities provided by municipal park departments and sports organizations.

*NOTE: PORTIONS OF THIS BUNDLE ARE NOT CONSIDERED RELEVANT TO THE TRANSPORTATION, DENSITY, LAND USE, OR GROWTH MANAGEMENT TOPICS.*
Regionalism - Regional Education

**WEBSITE CONTEXT** - Other partners for the City of Plano are the local and regional education providers. Educational opportunities and quality of education are major factors in determining a community of choice. While school districts serving Plano receive strong local support that enables academic excellence, the city should advocate for reliable and adequate state funding for education. In addition, access to Tier 1 research institutions and other quality colleges and universities enhance the economic competitiveness of Plano and the region. Partnerships with local and regional education providers will ensure quality academic opportunities for the Dallas-Fort Worth area.

**POLICY** - Plano will partner with education institutions to provide quality educational opportunities to retain students in the region and for economic development opportunities to attract businesses seeking universities to provide research and development opportunities.

RE1) Participate in research and economic development opportunities with local colleges and universities.

RE2) Advocate with the State of Texas to provide for adequate funding of public education.

RE3*) Attract and retain the presence of higher education institutions within the City of Plano.

RE4*) Support Collin College’s efforts for academic excellence and provide student opportunities for professional work experience including corporate and business partnerships.

RE5*) Support the efforts of educational institutions in utilizing new technologies that improve access to higher education and vocational training for Plano residents.

RE6*) Participate in partnerships with local schools and businesses to provide student opportunities for internships, job skills, and professional workplace experience.

*NOTE: IF RE2 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.*
Agenda Item 4

Discussion: CPRC Work Plan Updates

DESCRIPTION:

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

REMARKS:

On January 22, 2020, the Committee adopted a CPRC Work Plan that outlined target dates for discussion of key issues related to density, land use, transportation, growth management, and other unclassified topics. This is intended to be a working document that can be modified as needed. Pursuant to direction at the September 15, 2020, and September 19, 2020, meetings, Freese and Nichols, Inc. has made the following modifications to the Work Plan:

- Discussion topics for CPRC meetings #16-21 were updated to reflect the agendas.
- Discussion topics for CPRC meetings #22 & #23 were updated to reflect progress at previous meetings.
- Tentative date ranges for P&Z revisions, public outreach, and public hearings were updated to reflect current progress.

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

RECOMMENDATION:

Consider the CPRC Work Plan and make modifications as necessary.

ATTACHMENTS:

Attachment A – CPRC Work Plan
# Plano Comprehensive Plan Review Committee
## Work Plan and Calendar

Tuesday, September 29, 2020

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### Items to Consider Throughout the Review Process

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Be mindful of taxpayers – partner with private companies.</td>
<td>Continuous</td>
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<tr>
<td>2</td>
<td>How to retain existing population and attract new residents.</td>
<td>Continuous</td>
</tr>
<tr>
<td>3</td>
<td>Maintain parks and transportation via solid economic development goals and efforts.</td>
<td>Continuous</td>
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<tr>
<td>4</td>
<td>Have a plan to prevent crime and support police.</td>
<td>Continuous</td>
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<tr>
<td>5</td>
<td>Actions to execute what is in the plan.</td>
<td>Continuous</td>
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<tr>
<td>6</td>
<td>The City should move in the same direction of Plano 2045.</td>
<td>Continuous</td>
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<tr>
<td>7</td>
<td>The purpose of the comprehensive plan relating to density, land use, growth management, and transportation.</td>
<td>Continuous</td>
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<tr>
<td>8</td>
<td>We all want to live in the best community.</td>
<td>Continuous</td>
</tr>
<tr>
<td>9</td>
<td>Think about how we deliver the city to future generations.</td>
<td>Continuous</td>
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<tr>
<td>10</td>
<td>Strive for factual support.</td>
<td>Continuous</td>
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</tbody>
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### Education and Training Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Plano Facts and Figures</td>
<td>Jan 22</td>
</tr>
<tr>
<td>2</td>
<td>Zoning change notice procedures</td>
<td>Feb 4</td>
</tr>
<tr>
<td>3</td>
<td>Executive Session for Legal Advice: Respond to questions and receive legal advice regarding the Fair Housing Act and legal issues related to comprehensive planning</td>
<td>Feb 4</td>
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<tr>
<td>4</td>
<td>Undeveloped Land Map &amp; Population Projections Part 1</td>
<td>Feb 4</td>
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<tr>
<td>5</td>
<td>Active Residential Projects and Population Projections Part 2</td>
<td>Feb 20</td>
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<tr>
<td>6</td>
<td>Police Department and Fire-Rescue Facts and Figures</td>
<td>Feb 20</td>
</tr>
<tr>
<td>7</td>
<td>Future Land Use Plans from Surrounding Cities</td>
<td>Feb 20</td>
</tr>
<tr>
<td>8</td>
<td>Review Middle Housing Types</td>
<td>March 3</td>
</tr>
<tr>
<td>9</td>
<td>Plano ISD Facts and Figures (Presentation by Plano ISD Superintendent)</td>
<td>June 16</td>
</tr>
<tr>
<td>10</td>
<td>How does DART membership work? How is DART funded? (Survey Question Response)</td>
<td>April 21</td>
</tr>
<tr>
<td>11</td>
<td>Define what counts as a “journey to work trip” related to transportation demand management (Survey Question Response)</td>
<td>April 21</td>
</tr>
<tr>
<td>12</td>
<td>Special Districts and Incentives for Real Estate Development</td>
<td>August 18</td>
</tr>
<tr>
<td>13</td>
<td>Future Land Use Map Categories and Descriptions</td>
<td>September 1</td>
</tr>
<tr>
<td>14</td>
<td>Growth and Change Map Categories and Descriptions</td>
<td>September 15</td>
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<tr>
<td>Meeting #</td>
<td>Meeting Topic and Agenda</td>
<td>Meeting Dates</td>
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<tr>
<td>CPRC #1</td>
<td>Kickoff Meeting</td>
<td>Saturday, January 11, 2020</td>
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<tr>
<td></td>
<td>1) Introductions</td>
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<td>2) Purpose of Project</td>
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<td>3) Ice Breaker Exercise</td>
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<td>4) Planning 101</td>
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<td>5) Review CPRC Survey Results</td>
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<td>6) Issue Identification Exercise</td>
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<td>7) Discussion of Topics for Next Meeting</td>
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<tr>
<td>CPRC #2</td>
<td>Vision and Direction</td>
<td>Tuesday, January 22, 2020</td>
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<td>1) Approval of Minutes: January 11, 2020</td>
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<td>2) Discussion: Plano Tomorrow Vision Statement</td>
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<td>3) Discussion and Direction: Analysis of Survey Results and Kickoff</td>
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<td>4) Meeting Feedback</td>
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<td></td>
<td>5) Presentation: Plano Facts and Figures</td>
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<td>6) Discussion: Residential Density</td>
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<td>CPRC #3</td>
<td>Density Topic, Housing Type Discussion</td>
<td>Tuesday, February 4, 2020</td>
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<td></td>
<td>1) Approval of Minutes: January 22, 2020</td>
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<td>2) Presentation: Zoning Change Public Notification and Participation</td>
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<td>3) Presentation: Undeveloped Land Map</td>
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<td>4) Executive Session for Legal Advice: Respond to questions and receive legal advice regarding the Fair Housing Act, Court Cases, and HUD Interpretations Related to Planning</td>
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<td>5) Presentation: Fair Housing Act, Court Cases, and HUD Interpretations Related to Planning</td>
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<td>6) Discussion and Direction: Housing Types</td>
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<td>7) Discussion: CPRC Work Plan Updates</td>
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<td>CPRC #4</td>
<td>Density Topic, Housing Type Discussion Cont.</td>
<td>Tuesday, February 20, 2020</td>
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<td>1) Approval of Minutes: February 4, 2020</td>
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<td>2) Presentation: Plano Police Department and Plano Fire-Rescue</td>
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<td>3) Presentation: Population Projections Part 2</td>
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<td>4) Presentation: Future Land Use Plans from Surrounding Cities</td>
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<td>5) Discussion and Direction: Missing Middle Housing</td>
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<td>6) Discussion and Direction: Housing Types</td>
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<td>7) Discussion and Direction: Future Land Use Map Categories and Housing Approach</td>
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<td>8) Work Plan Updates</td>
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<td>CPRC #</td>
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<td><strong>CPRC #5</strong></td>
<td><strong>Density Topic, Housing Type Discussion Cont.</strong></td>
<td>Tuesday, March 3, 2020</td>
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<td>1) Approval of Minutes: February 20, 2020</td>
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<td>2) Discussion and Direction: Middle Housing</td>
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<td>3) Discussion and Direction: Housing Types</td>
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<td>4) Discussion and Direction: Future Land Use Map Categories and Housing Approach</td>
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<td><strong>CPRC #6</strong></td>
<td>Meeting Canceled</td>
<td>Tuesday, March 18, 2020</td>
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<tr>
<td><strong>CPRC #7</strong></td>
<td>Meeting Canceled</td>
<td>Tuesday, March 31, 2020</td>
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<tr>
<td><strong>CPRC #8</strong></td>
<td><strong>Density Topic, Housing Types Cont., &amp; Housing Mix Discussions</strong></td>
<td>Tuesday, April 14, 2020</td>
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<tr>
<td></td>
<td>1) Approval of Minutes: March 3, 2020</td>
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<td>2) Presentation: Changes to Committee Work Plan in Response to COVID-19</td>
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<td>3) Discussion: Freese and Nichols, Inc. Summary of Issues</td>
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<td>4) Discussion: Committee Homework Results</td>
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<td>5) Presentation: Committee Perspectives on the Plano Tomorrow Plan</td>
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<td>6) Work Plan Updates</td>
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<tr>
<td><strong>CPRC #9</strong></td>
<td><strong>Transportation Topic, Introduction Transportation</strong></td>
<td>Tuesday, April 21, 2020</td>
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<td>1) Approval of Minutes: April 14, 2020</td>
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<td>2) Presentation: Transportation Overview</td>
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<td>4) Discussion and Direction: Transportation Actions in Plano Tomorrow</td>
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<td>5) Work Plan Updates</td>
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<td><strong>CPRC #10</strong></td>
<td>Meeting Canceled</td>
<td>Tuesday, May 5, 2020</td>
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<td><strong>CPRC #11</strong></td>
<td>Meeting Canceled</td>
<td>Tuesday, May 19, 2020</td>
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<tr>
<td><strong>CPRC #12</strong></td>
<td><strong>Transportation Topic, Bundles 1 - 3 Discussion</strong></td>
<td>Tuesday, June 2, 2020</td>
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<td></td>
<td>1) Approval of Minutes: April 21, 2020</td>
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<td></td>
<td>2) Discussion: Committee Perspectives on Transportation Topics</td>
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<td>3) Discussion &amp; Direction: Transportation Themes Voting Exercise</td>
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<td>4) Work Plan Updates</td>
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<tr>
<td><strong>CPRC #13</strong></td>
<td><strong>Transportation Topic, Bundles 1 - 6 Discussion</strong></td>
<td>Tuesday, June 16, 2020</td>
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<td>1) Approval of Minutes: June 2, 2020</td>
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<td>2) Presentation: Plano ISD Information</td>
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<td>3) Work Plan Updates</td>
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<td>4) Plano Tomorrow Video Scripts</td>
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<td>5) Discussion and Direction: Transportation Themes Voting Exercise</td>
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<tr>
<td>CPRC #14</td>
<td><strong>Transportation Topic, Bundles 2 - 11 Discussion</strong></td>
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<td>1) Approval of Minutes: June 16, 2020</td>
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<td>2) Discussion and Direction: Comprehensive Plan Guiding Principles</td>
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<td>3) Discussion and Direction: Transportation Themes Polling Exercise</td>
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<td>4) CPRC Work Plan Updates</td>
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<thead>
<tr>
<th>CPRC #14</th>
<th><strong>Transportation Topic, Bundles 2 - 11 Discussion &amp; Vote</strong></th>
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<tbody>
<tr>
<td></td>
<td>1) Approval of Minutes: June 30, 2020</td>
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<tr>
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<td>2) Consideration: Comprehensive Plan Guiding Principles</td>
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<td>3) Consideration: Transportation Bundle 1</td>
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<td>4) Consideration: Transportation Bundles 2-6</td>
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<td></td>
<td>5) Discussion and Direction: Transportation Bundles 7-11 Polling Exercise</td>
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<td></td>
<td>6) Presentation: Returning to Density Discussion</td>
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<td>7) CPRC Work Plan Updates</td>
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<thead>
<tr>
<th>CPRC #15</th>
<th><strong>Complete Bundles 8-11 and Preview Bundles 12-22</strong></th>
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<tbody>
<tr>
<td></td>
<td>1) Approval of Minutes: July 7, 2020</td>
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<td>2) CPRC Work Plan Updates</td>
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<td></td>
<td>3) Discussion &amp; Consideration of Transportation Bundles 8-11</td>
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<td></td>
<td>4) Presentation: Returning to Density Discussion</td>
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<thead>
<tr>
<th>CPRC #16</th>
<th><strong>Open Discussion on Density, Land Use, and Growth Management Topics</strong></th>
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<tbody>
<tr>
<td></td>
<td>1) Approval of Minutes: July 7, 2020 and July 21, 2020</td>
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<td>2) CPRC Work Plan</td>
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<td></td>
<td>3) Discussion: Committee Perspectives on Density, Land Use, and Growth Management</td>
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<td></td>
<td>4) Discussion and Direction: Density Guidance Map</td>
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<th>CPRC #17</th>
<th><strong>Bundles 12, 13, 14, and 15</strong></th>
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<tbody>
<tr>
<td></td>
<td>1) Approval of Minutes: August 4, 2020</td>
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<tr>
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<td>2) CPRC Work Plan Updates</td>
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<td></td>
<td>3) Presentation: Instructions on Virtual Tour</td>
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<td></td>
<td>4) Presentation: Special Districts and Incentives for Real Estate Development</td>
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<tr>
<td></td>
<td>5) Discussion &amp; Consideration: Bundles 12-15</td>
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Plano Comprehensive Plan Review Committee
Work Plan and Calendar
Tuesday, September 29, 2020

<table>
<thead>
<tr>
<th><em><strong>Self-Guided Tour</strong></em></th>
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<tbody>
<tr>
<td>1) The purpose of the tour is to help CPRC members understand Plano’s retail corners.</td>
</tr>
<tr>
<td>2) CPRC members are to drive to four locations and consider the future of the retail corners.</td>
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<tr>
<td>3) The self-guided tour replaces the bus tour.</td>
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<tr>
<td>4) CPRC members to ask themselves questions similar to the following:</td>
</tr>
<tr>
<td>a. “Should this area remain exactly the same as it exists today?”</td>
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<tr>
<td>b. “Is this area likely to change for better or worse under market conditions?”</td>
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<tr>
<td>c. “If change is desired, what is the best way for this area to redevelop that benefits both the community and land owner?”</td>
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<tr>
<td>d. “What land uses are economically practical and sustainable, and desirable in a neighborhood center?”</td>
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<tr>
<td>5) CPRC members bring their thoughts and comments to September 1 meeting and present individually.</td>
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</tbody>
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<table>
<thead>
<tr>
<th>CPRC #19a</th>
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<tbody>
<tr>
<td>Bundles 16, 17, 18, and 19</td>
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<tr>
<td>1) Approval of Minutes: August 18, 2020</td>
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<tr>
<td>2) CPRC Work Plan Updates</td>
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<tr>
<td>3) Presentation and Discussion: Future Land Use and Growth and Change Map</td>
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<tr>
<td>4) Discussion: Four Corner Self-Guided Tour Feedback</td>
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<tr>
<td>5) Discussion and Consideration: Bundles 16-19</td>
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<tr>
<td>6) Discussion &amp; Consideration: Bundle 12</td>
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<tr>
<th>CPRC #19b</th>
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<tbody>
<tr>
<td>Bundles 16, 17, 18, and 19</td>
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<tr>
<td>1) Approval of Minutes: August 18, 2020</td>
</tr>
<tr>
<td>2) CPRC Work Plan Updates</td>
</tr>
<tr>
<td>3) Presentation and Discussion: Future Land Use and Growth and Change Map</td>
</tr>
<tr>
<td>4) Discussion: Four Corner Self-Guided Tour Feedback</td>
</tr>
<tr>
<td>5) Discussion and Consideration: Bundles 16-19</td>
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<tr>
<td>6) Discussion &amp; Consideration: Bundle 12</td>
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<tr>
<th>CPRC #20</th>
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<tr>
<td>Bundles 20, 21, 22, 23, and 24</td>
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<td>1) Approval of Minutes: September 1, 2020</td>
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<tr>
<td>2) CPRC Work Plan Updates</td>
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<tr>
<td>3) Presentation and Discussion: Growth and Change Map</td>
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<tr>
<td>4) Discussion and Consideration: Bundles 20-22</td>
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<tr>
<td>5) Discussion: Bundles 23-24 and Related Proposals</td>
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<thead>
<tr>
<th><em><strong>Saturday Workshop on Land Use and Maps</strong></em></th>
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<tbody>
<tr>
<td>1) Meeting Overview</td>
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<tr>
<td>2) Map Review</td>
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<td>3) Exercise #1: Future Land Use Categories</td>
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<tr>
<td>4) Exercise #2: Future Land Use Map</td>
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<tr>
<td>5) Exercise #3: Growth and Change Map</td>
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<tr>
<td>6) Discussion and Consideration: Bundle 18</td>
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<tr>
<td>7) Continuation of Items from September 15th Meeting (if necessary)</td>
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*** CPRC Special Event #1 ***

*** CPRC Special Event #2 ***

*** Saturday, August 22, 2020 through Monday, August 31, 2020 ***

*** Saturday, September 19, 2020 ***
<table>
<thead>
<tr>
<th>Meeting #</th>
<th>Meeting Topic and Agenda</th>
<th>Meeting Dates</th>
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<tbody>
<tr>
<td>CPRC #21a</td>
<td><strong>Glossary, P&amp;Z Comments, New Bundles for P&amp;Z Comment, Growth and Change Map, and Bundles 4/12, 18, and 20</strong></td>
<td>Tuesday, September 29, 2020</td>
</tr>
<tr>
<td></td>
<td>1) Approval of Minutes: September 9, 2020, September 15, 2020, and September 19, 2020</td>
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<td></td>
<td>2) Discussion and 2nd Consideration: Comments from P&amp;Z - Bundles 1-3, 5-11, and Guiding Principles</td>
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<td></td>
<td>3) Discussion and 1st Consideration: Send to P&amp;Z - Bundles 13-17, 19, 21-22</td>
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<td>4) CPRC Work Plan Updates</td>
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<td>5) Presentation: Glossary</td>
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<td>6) Discussion: Housing Types Menu</td>
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<td>7) Exercise: Growth &amp; Change Map</td>
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<td>8) Discussion and 1st Consideration: Tabled Items - Bundle 4/12, 18, and 20</td>
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<td><strong>Continuation of Items Remaining from Prior Meeting If Needed</strong></td>
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<td><em>(Continuation Meeting)</em></td>
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<td>Date reserved if needed to complete the CPRC #21a meeting agenda.</td>
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<td>CPRC #21b</td>
<td><strong>Continuation of Items Remaining from Prior Meeting If Needed</strong></td>
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<td><em>(Continuation Meeting)</em></td>
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<tr>
<td>CPRC #22a</td>
<td><strong>Future Land Use Map (FLUM) Land Use Category Descriptions, FLUM Map Revisions, and Bundles 23 and 24</strong></td>
<td>Tuesday, October 6, 2020</td>
</tr>
<tr>
<td></td>
<td>1) Discussion &amp; Consideration: Revisions to the FLUM Land Use Category Descriptions</td>
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<td></td>
<td>2) Discussion &amp; Consideration: Map Revisions to the FLUM and Growth and Change Map</td>
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<td></td>
<td>3) Discussion: Bundles 23 &amp; 24</td>
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<tr>
<td>CPRC #22b</td>
<td><strong>Continuation of Items Remaining from Prior Meeting If Needed</strong></td>
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<td><em>(Continuation Meeting)</em></td>
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<td>Date reserved if needed to complete the CPRC #22a meeting agenda.</td>
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<td>CPRC #23a</td>
<td><strong>Maps &amp; Final Bundles</strong></td>
<td>Tuesday, October 20, 2020</td>
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<td>1) Discussion &amp; Consideration: FLUM and any other related maps</td>
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<td>2) Discussion &amp; Consideration: Bundle 23 &amp; 24</td>
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<td>3) CPRC to vote to send all remaining items to P&amp;Z for comment and feedback</td>
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<td>CPRC #23b</td>
<td><strong>Continuation of Items Remaining from Prior Meeting If Needed</strong></td>
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<td>Date reserved if needed to complete the CPRC #22a meeting agenda.</td>
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<td>CPRC #24a</td>
<td>CPRC Placeholder Meeting</td>
<td>Tuesday, November 10, 2020</td>
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<tr>
<td>CPRC #24b</td>
<td>CPRC Placeholder Meeting (Continuation Meeting)</td>
<td>Tuesday, November 17, 2020</td>
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<td>Date reserved if needed to complete the CPRC #24a meeting agenda.</td>
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<td>CPRC #25a</td>
<td>CPRC Placeholder Meeting</td>
<td>Tuesday, November 17, 2020</td>
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<td>CPRC #25b</td>
<td>CPRC Placeholder Meeting (Continuation Meeting)</td>
<td>Wednesday, November 18, 2020</td>
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<td>(if needed)</td>
<td>Date reserved if needed to complete the CPRC #25a meeting agenda.</td>
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<tr>
<td>CPRC #26a</td>
<td>If Approved October 20, Potential CPRC 2nd Review of FLUM, Categories, and Related Items (Pending P&amp;Z Consideration)</td>
<td>Tuesday, December 1, 2020</td>
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<tr>
<td></td>
<td>1) Discussion &amp; Consideration: FLUM and any other related maps</td>
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<td></td>
<td>2) Discussion &amp; Consideration: Bundle 23 &amp; 24</td>
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<td>3) Discussion &amp; Consideration: Is the full plan ready for public review and comments?</td>
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<td>CPRC Placeholder Meeting (Continuation Meeting)</td>
<td>Wednesday, December 2, 2020</td>
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**P&Z REVIEWS CPRC’S EDITS & SENDS COMMENTS BACK TO CPRC***

***EARLIEST POSSIBLE PUBLIC MEETING ON PLANO TOMORROW REVISIONS***

***EARLIEST POSSIBLE PUBLIC HEARINGS ON PLANO TOMORROW REVISIONS***
Agenda Item 5

Presentation: Glossary

DESCRIPTION:

Receive a presentation on the draft Comprehensive Plan Glossary.

REMARKS:

As the CPRC has reviewed the Comprehensive Plan, members have identified various terms for inclusion in a glossary during meeting discussions and within CPRC homework assignments and initial survey comments. Additionally, Freese and Nichols, Inc., and staff have identified additional terms to help facilitate discussions about future land use planning and to create consensus on appropriate definitions for certain technical terms.

The purpose of this item is to present the draft working glossary, which includes only the terms and references discussed as part of Bundles 1-20. Additional terms and references will be continue to be included from other sections of the comprehensive plan and as requested by the Committee.

RECOMMENDATION:

No action required.

ATTACHMENTS:

Attachment A – Draft Glossary
CONTENTS

SECTION 1. INTRODUCTION

1.01. Purpose ........................................... 1

SECTION 2. DEFINITIONS

Americans With Disability Act (ADA) .............. 2
Area Plans ......................................... 2
Aptments........................................... 2
Automobile ........................................ 2
Best Practices ...................................... 2
Bicycle-Friendly .................................. 2
Bus Rapid Transit (BRT) ............................ 2
Capital Improvements Program (CIP) .............. 2
City Property/Municipal Property .................. 2
Collin College ...................................... 2
Commercial ........................................ 2
Community Crime Prevention Through
   Environmental Design (CPTED) ............... 3
Community Design/Urban Design ................. 3
Compatible Housing/Urban Design ............... 3
Community Investment Program (CIP) .......... 3
Complete Streets .................................. 3
Condominiums .................................... 3
Consolidated Plan .................................. 3
Context-Sensitive .................................. 3
Corridor Community Design Plan .................. 4
Dallas Area Rapid Transit (DART) .............. 4
Density ............................................. 4
Design Elements ................................... 4
Expressway ......................................... 4
Expressway Corridor Environmental Health Map
   & Guidelines ................................... 4
Future Land Use Map ................................ 4
Gateway ............................................ 4
Great Update Rebate Program ....................... 4
High-Rise Scale .................................... 4
Horizontal Mixed-Use ............................... 5
Housing Gap ....................................... 5
Housing Trends Analysis and Strategic Plan .......... 5
Housing Value Retention Analysis .................. 5
Incentive/Zoning Incentive .......................... 5
Infill Areas ........................................ 5
Infill Development .................................. 5
Infrastructure ..................................... 5
Intelligent Transportation System ................... 5
Intensity/Building Intensity ................. 6
Land Banking ....................................... 6
Land Use Descriptions ............................. 6
Level of Service (Bicycles and Pedestrians) ....... 6
Level of Service (Traffic) .......................... 6
Low-Rise Scale ...................................... 6
Micromobility ...................................... 7
Mid-Rise Scale ...................................... 7
Mid-Rise Residential ................................ 7
Midtown Housing ................................... 7
Mixed-Use .......................................... 7
Mobility ............................................. 7
Mode Share ......................................... 7
Moderately Priced Housing ......................... 7
Multifamily .......................................... 7
Multifamily, Garden-Style ......................... 8
Multifamily, High-Rise .............................. 8
Multifamily, Main Street-Style ..................... 8
Multifamily, Mid-Rise ............................... 8
Multimodal ......................................... 8
Multimodal Streets Ordinance ....................... 9
Municipal Utility District (MUD) .................. 9
Neighborhood Design, Typical ...................... 9
Neighborhood Unit ................................ 9
New Development/Greenfield Development ........ 9
North Central Texas Council of Governments
   (NCTCOG) ....................................... 9
Open Space ......................................... 9
Open Space, Active .................................. 9
Open Space, Passive ................................ 9
Open Space, Useable ................................ 9
Opportunity Zone ................................ 10
Overlay Zone/Overlay Zoning ....................... 10
Paseo ............................................. 10
Pedestrian-Friendly ................................ 10
Pilot Projects ...................................... 10
Public Improvement District (PID) .............. 10
Rail, Commuter .................................... 10
Rail, Freight ........................................ 10
Rail, Light ......................................... 10
Redevelop/Redevelopment ........................ 10
Residential ......................................... 11
Residential Adjacency ................................ 11
Retirement Housing ................................ 11
Ridesharing ........................................ 11
Right-of-Way ....................................... 11
Right-of-Way, Public ................................ 11
Safe Routes to School Maps ......................... 11
Self-Contained Neighborhoods..................... 11
Sensitive Land Uses ................................ 11
Setback ............................................ 12
Shared-Use Path ................................... 12
Short Hop Services ................................ 12
<table>
<thead>
<tr>
<th>Term</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidepath</td>
<td>12</td>
</tr>
<tr>
<td>Single-Family-Attached, Traditional</td>
<td>12</td>
</tr>
<tr>
<td>Single-Family-Detached, Traditional</td>
<td>12</td>
</tr>
<tr>
<td>Special Area Plans</td>
<td>12</td>
</tr>
<tr>
<td>Streetscape</td>
<td>12</td>
</tr>
<tr>
<td>Suburban</td>
<td>13</td>
</tr>
<tr>
<td>Suburban Form</td>
<td>13</td>
</tr>
<tr>
<td>Tax Increment Financing (TIF)</td>
<td>13</td>
</tr>
<tr>
<td>Thoroughfare</td>
<td>13</td>
</tr>
<tr>
<td>Tier 1 Research Institutions</td>
<td>13</td>
</tr>
<tr>
<td>Traffic Calming (Methodologies)</td>
<td>13</td>
</tr>
<tr>
<td>Traffic Efficiency Strategies</td>
<td>13</td>
</tr>
<tr>
<td>Traffic Impact Assessment</td>
<td>13</td>
</tr>
<tr>
<td>Trail, Off-Street</td>
<td>13</td>
</tr>
<tr>
<td>Transit</td>
<td>13</td>
</tr>
<tr>
<td>Transit-Oriented Development (TOD)</td>
<td>14</td>
</tr>
<tr>
<td>Transportation Demand Management (TDM)</td>
<td>14</td>
</tr>
<tr>
<td>Universal Design</td>
<td>14</td>
</tr>
<tr>
<td>Urban</td>
<td>14</td>
</tr>
<tr>
<td>Urban Centers Study</td>
<td>14</td>
</tr>
<tr>
<td>Urban Form</td>
<td>14</td>
</tr>
<tr>
<td>Urbanized Area</td>
<td>14</td>
</tr>
<tr>
<td>Useable Open Space</td>
<td>14</td>
</tr>
<tr>
<td>Vertical Mixed-Use</td>
<td>14</td>
</tr>
<tr>
<td>Walkability/Pedestrian-friendly</td>
<td>14</td>
</tr>
<tr>
<td>Walking Distance</td>
<td>14</td>
</tr>
<tr>
<td>Workforce Housing</td>
<td>15</td>
</tr>
<tr>
<td>Zoning/Zoning Requirements</td>
<td>15</td>
</tr>
<tr>
<td>SECTION 3. REFERENCES</td>
<td>16</td>
</tr>
<tr>
<td>APA (American Planning Association)</td>
<td>16</td>
</tr>
<tr>
<td>Institute for Local Government</td>
<td>16</td>
</tr>
</tbody>
</table>
Section 1. Introduction

1.01. Purpose
The purpose of the Glossary of Terms is to define and provide a reference to terms located throughout the Plano Comprehensive Plan. Definitions located in the Glossary serve to clarify terms unfamiliar to Plano’s citizens, the Planning & Zoning Commission, City Council, and others. In addition, the Glossary serves to clarify terms that may have multiple meanings and definitions, allowing for City leadership to more clearly understand the intent of the Policies, Actions, Future Land Use Categories, and other material in the Plano Comprehensive Plan.
Section 2. Definitions

**Americans With Disability Act (ADA)**
For purposes of planning and land use, federal law that generally requires that businesses and public facilities and conveyances be accessible to individuals with disabilities. (Institute for Local Government)

**Area Plans**
See Small Area Plans

**Apartments**
A room or suite of rooms in a multifamily dwelling or apartment house arranged, designed, or occupied as a place of residence by a single-family, individual, or group of individuals. See Multifamily. (Plano Zoning Ordinance)

**Automobile**
Every vehicle, except motorcycles, designed for carrying 10 passengers or less and used for the transportation of persons. (APA: El Paso, Tex.)

**Best Practices**
A procedure that has been shown by research and experience to produce optimal results and that is established or proposed as a standard suitable for widespread adoption. (Merriam-Webster Dictionary)

**Bicycle-Friendly**
Possessing policies and practices, including community design and infrastructure, which support cycling as a regular mode of travel, as well as recreation. Factors affecting the “bicycle friendliness” of a community may include public facilities, such as bicycle racks on streets or by public buildings; regulations that allow riders to take bicycles on public transit; accessibility, such as the position of bicycle paths relative to roads, quality of the terrain, and presence of curb cuts; and the aesthetics of bikeways and their surroundings. Safety features such as lighting, security measures, and protection from on-road vehicles are additional factors, and may help people become more comfortable about travelling by bicycle, including with other traffic.

**Bus Rapid Transit (BRT)**
Transit system using buses that provide faster service than traditional bus routes, through improvements in infrastructure, vehicles, and scheduling. Examples include dedicated busways, priority bus lanes, limited stop service, and signal pre-emption. (Institute for Local Government)

**Capital Improvements Program (CIP)**
A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan. See Community Investment Program. (Institute for Local Government, 2010)

**City Property/Municipal Property**
All property, including lands and buildings, owned, controlled or managed by the Municipality within the Municipal Service Area.

**Collin College**
([www.planotexas.org/479/Collin-College](http://www.planotexas.org/479/Collin-College))

**Commercial**
A land use classification that permits facilities for the buying and selling of commodities and services. (Institute for Local Government, 2010)
Community Crime Prevention Through Environmental Design (CPTED)
A multidisciplinary and collaborative design approach (between planners, law enforcement, engineers, designers, code enforcement, and community stakeholders) intended to foster positive social interactions and deter criminal behavior within communities. Proponents of CPTED argue that proper design, use, and management of the built environment leads to a reduction in the incidence and fear of crime, while improving community vitality and overall quality of life. (National Crime Prevention Council)

Community Design/Urban Design
The process of ordering a community's natural and manmade features to establish its visual image and identity, while creating a development pattern which makes the community understandable to residents and visitors. (City of Plano Glossary, 2000)

Compatible Housing/Compatibility
The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in a zoning district is intended to achieve compatibility. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and environmental effects like noise, vibration, glare, air pollution, or radiation. (Institute for Local Government, 2010)

Community Investment Program (CIP)
Plano’s Capital Improvement Program. See Capital Improvements Program. The official proposed schedule of all future public projects listed in order of construction priority together with cost estimates and the anticipated means of financing each project, as adopted by Council. (City of Plano Subdivision Ordinance)

Complete Streets
Streets designed to accommodate all modes of travel and enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street. (Institute for Local Government, 2010)

Condominiums
A form of property ownership providing for individual ownership of space in a structure together with an individual interest in the land or other parts of the structure in common with other owners. (American Planning Association)

Consolidated Plan
The planning document (comprehensive housing affordability strategy and community development plan) of state or local grantee governments and to support their applications for funding under any of the Community Planning and Development formula grant programs: the Community Development Block Grant (CDBG) Program, HOME Investment Partnerships (HOME) Program, Emergency Solutions Grants (ESG) Program, and Housing Opportunities for Persons With AIDS (HOPWA) Program. 24 CFR Part 91 contains the regulations that set forth the Consolidated Plan submission requirements. (Department of Housing and Urban Development) See Plano’s Consolidated Plan: content.civicplus.com/api/assets/15da0ca8-dfae-4646-a338-e017ae61216b

Context-Sensitive
Considering surrounding context when making planning or infrastructure decisions. This represents a shift over traditional approaches which were all about “function” to an approach that balances the focused project purpose with community values and assets. Successful context sensitive processes both facilitate citizen participation throughout the process and allow greater design flexibility in the final product. (Chicago Metropolitan Agency for Planning)
**Corridor Community Design Plan**
Corridor planning creates an opportunity to manage the built environment along major transportation and commercial corridors that host some of the remaining undeveloped land in the city as well as critical reinvestment sites. Streetscape features, such as sidewalks, crosswalks, bike lanes, public art, specialty signage, street trees, and furniture, provide low-cost and low-impact design solutions that help create a sense of place while increasing the health and safety for pedestrians, bicyclists, and transit users in addition to vehicular traffic. Providing unique design standards for different corridors within Plano can create distinction between the corridors and recognize the unique character of each area of the city. (CPRC, Community Design Background Information).

**Dallas Area Rapid Transit (DART)**
A regional transit agency authorized under Chapter 452 of the Texas Transportation Code and was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. As of March 2020, DART serves its 13 Service Area cities with 148 bus or shuttle routes, 13 On-Demand GoLink zones, 93 miles of light rail transit (DART Rail), and paratransit service for persons who are mobility impaired. (CPRC Memo #3, 4/17/2020)

**Density**
The number of individual residential living units per acre of the site or lot on which they are located. (City of Plano Zoning Ordinance)

**Design Elements**
Community design elements include both natural and manmade features that contribute to the functional and aesthetic qualities of a place. Implementing a combination of the design elements listed below will help create context sensitive streets and neighborhoods, maintain a cohesive community identity, and enhance the overall quality of life. Commonly used community design elements include: Community design elements include a mix of natural and manmade features, such as streetscape, design, lighting, signage, medians, parkways, exterior building materials, and landscaping. (CPRC, Community Design Background Information)

**Expressway**
A controlled access, divided arterial highway for through traffic, the intersections of which are usually separated from other roadways by differing grades. (CPRC Memo #3, 4/17/2020)

**Expressway Corridor Environmental Health Map & Guidelines**
A Comprehensive Plan Map that designates areas where sensitive land uses may be exposed to greater levels of noise and air pollution. Includes a Goal and Guidelines for Sensitive Land Uses.

**Future Land Use Map**
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. (Plano Tomorrow Future Land Use Map)

**Gateway**
A point along a roadway where a motorist gains a sense of entering a city or county [or neighborhood or destination]. (Institute for Local Government, 2010)

**Great Update Rebate Program**
The Great Update Rebate program was created to assist Plano homeowners with the financial burden of caring for older homes in the city. More than $2.5 million has been dedicated to this program since inception (2014), which will be distributed to program participants in the form of a rebate. The program includes certain eligibility requirements including home age, appraised value, and value of improvements. See www.plano.gov/930/The-Great-Update-Rebate.

**High-Rise Scale**
Buildings that are 10 or more stories in height.
**Horizontal Mixed-Use**
When residential and non-residential uses are constructed on separate lots but are located within the same master-planned development (single-family homes constructed at Legacy West, for instance). (CRPC Memo #2, 2/28/2020)

**Housing Gap**
The U.S. has a shortage of seven million rental homes affordable and available to extremely low-income renters, whose household incomes are at or below the poverty guideline or 30% of their area median income. Only 36 affordable and available rental homes exist for every 100 extremely low-income renter households. Extremely low-income renters face a shortage in every state and major metropolitan area, including the District of Columbia. Among states, the supply of affordable and available rental homes ranges from only 18 for every 100 extremely low-income renter households in Nevada to 62 in West Virginia. Among the 50 largest metropolitan areas in the U.S., the supply ranges from 14 affordable and available rental homes for every 100 extremely low-income renter households in Las Vegas, NV and Austin, TX to 51 in Pittsburgh, PA. (National Low-Income Housing Coalition)

**Housing Trends Analysis and Strategic Plan**
(in progress) [www.plano.gov/922/Housing-Survey](http://www.plano.gov/922/Housing-Survey)

**Housing Value Retention Analysis**
(in progress) [content.civicplus.com/api/assets/2b4c8795-8d06-4dba-9b01-d03eec542e3e](http://content.civicplus.com/api/assets/2b4c8795-8d06-4dba-9b01-d03eec542e3e)

**Incentive/Zoning Incentive**
- Local actions to encourage development projects that include public benefits over and above those otherwise required. Examples include preservation of greater than the minimum required open space, provision for low and moderate-income housing, or plans for public plazas or other amenities. Common incentives include streamlining review procedures or allowing more intensive use of land. State law requires local agencies to grant a density bonus and incentives or concessions to a developer who requests a density bonus and agrees to construct or donate land for affordable or senior housing. See also Density Bonus (Institute for Local Government, 2010)
- A tool that allows a developer to develop in a way that ordinarily would not be permitted in exchange for a public benefit that would otherwise not be required. Often written into the zoning ordinance, incentive zoning allows the city to leverage variations in existing zoning standards and obtain public goods. For example, a developer may provide schools, parks, open space, plazas, low-income housing, or money, in exchange for greater flexibility in required building setbacks, floor heights, lot area, parking requirements, number of dwellings, and other minimum standards. The incentives vary by location, but governments usually calculate the incentives to balance the public advantage with the developer's costs and gains. (American Planning Association)

**Infill Areas**
Undeveloped land areas surrounded by existing developed land. (City of Plano Glossary, 2000)

**Infill Development**
Development of vacant or underutilized land (usually individual lots or leftover properties) within areas that are already largely developed. (Institute for Local Government, 2010)

**Infrastructure**
Public services and facilities like sewage-disposal systems, water-supply systems, other utility systems, schools, roads, bicycle and pedestrian facilities, and transit systems. (Institute for Local Government, 2010)

**Intelligent Transportation System**
Intelligent Transportation Systems (ITS) technologies advance transportation safety and mobility and enhance American productivity by integrating advanced communications technologies into transportation infrastructure and into vehicles. It encompasses a broad range of wireless and traditional communications-based information and electronic technologies. (United States Department of Transportation)
**Intensity/Building Intensity**

A measure of the degree of development (height, lot coverage, and floor area) of a site relative to its setting or the surrounding area. (City of Plano)

(Insert intensity graphic)

**Land Banking**

Land banking provides municipalities an opportunity to acquire vacant, abandoned, tax-delinquent, foreclosed, or blighted properties and put them into productive use. (per CPRC vote on 9/1/2020)

**Land Use Descriptions**

Descriptions of appropriate future uses and activities that establish a set of design characteristics for distinct areas within the city. These descriptions shall not constitute zoning regulations, but should provide general direction for new development and redevelopment projects. (Plano Tomorrow Future Land Use Map and Descriptions)

**Level of Service (Bicycles and Pedestrians)**

Quality of service from the perspective of a bicyclist or pedestrian, which includes comfort and perceived safety. Multimodal performance measures focus on the quality and convenience of facilities as they do on movement and flow. For example, the adequacy of pedestrian facilities is not determined by how crowded a sidewalk is but by the perception of comfort and safety. For transit services, frequency is an important attribute, but “on-time performance” and the pedestrian environment surrounding bus and rail stations are also critical aspects of the traveler experience. Below are examples of multimodal performance measures. (Institute Transportation Engineers)

- Bicycle Level of Service Measures:
  - Effective width of the outside through lane
  - Traffic volumes
  - Traffic speeds
  - Truck volumes

- Pedestrian Level of Service Measures
  - Existence of a sidewalk
  - Lateral separation of pedestrians from motorized vehicles
  - Motorized vehicle traffic volumes
  - Motorized vehicle speeds

**Level of Service (Traffic)**

A scale that measures the amount of vehicle traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

- Level of Service A. Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- Level of Service B. Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
- Level of Service C. Denotes a reasonably steady, high volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- Level of Service D. Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- Level of Service E. Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not uncommon at peak traffic hours, with frequent stopping, long standing queues, and blocked intersections.
- Level of Service F. Describes unsatisfactory stop-and-go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal change and “upstream” intersections may be blocked by the long queues. (Institute for Local Government, 2010)

**Low-Rise Scale**

Buildings that are one to four stories in height.
Micromobility
A range of small, lightweight devices operating at speeds typically below 25 km/h (15 mph) and is deal for trips up to 10 km. (Institute for Transportation and Development Policy).

Mid-Rise Scale
Buildings that are five to nine stories in height. Medium-rise residential buildings may support 30 to 100 units per acre. Refer to the Housing Types Menu for a more detailed overview of medium-rise housing types.

Mid-Rise Residential
Buildings containing not less than five floors designed for residential occupancy and including accessory uses including but not limited to parking garages, recreational amenities, meeting space, storage, and personal services. A mid-rise residential development may include a mix of residential and nonresidential uses in the same structure. (Plano Zoning Ordinance) See Multifamily, Mid-Rise

Midtown Housing

Mixed-Use
(See also Horizontal Mixed-Use, Vertical Mixed-Use) Properties on which various uses like office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties. (Institute for Local Government, 2010, CPRC Memo #1, 2/15/2020)

Mobility
The movement of people or goods. (Victoria Transport Policy Institute)

Mode Share
- The share of people using a particular mode of transport. (CPRC Memo #3, 4/17/2020)
- Commute mode share measures the percentage of workers aged 16 years and over who commute either by bicycle; private vehicle, including car, truck, van, taxicab, and motorcycle; public transportation, including bus, rail, and ferry; or by foot. (U.S Department of Transportation)

Moderately Priced Housing
Housing that is affordable to those workers earning between 80% and 120% of the area median income. (as approved by CPRC on 9/9/2020)

Multifamily
Any building or portion thereof, which is designed, built, rented, leased, or let to be occupied as 3 or more dwelling units or apartments or which is occupied as a home or residence of 3 or more households. (Plano Zoning Ordinance)
Multifamily, Garden-Style

**GARDEN-STYLE MULTIFAMILY**

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

**PRODUCT TYPES**
- Traditional Apartments
- Condominiums

Multifamily, High-Rise

**HIGH-RISE MULTIFAMILY**

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

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

Multifamily, Main Street-Style

**MAIN STREET-STYLE MULTIFAMILY**

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

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

Multifamily, Mid-Rise

**MID-RISE MULTIFAMILY**

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

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

**Multimodal**
The availability of transportation options using different modes within a system or corridor, whether it be walking, bicycling, driving, or transit. (CPRC Memo #3, 4/17/2020)
**Multimodal Streets Ordinance**
A city ordinance directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. (National Complete Streets Coalition)

**Municipal Utility District (MUD)**
Formed under specific circumstances to provide utility services to a designated area. Municipal utility districts provide water, wastewater (sewage), drainage, and other services within the district's boundaries. These other services can include water conservation, irrigation, firefighting, solid-waste (garbage) collection and disposal (including recycling activities), and recreational facilities. An MUD can require its customers to use its solid-waste services as a condition for receiving its other services. An MUD may provide solid-waste and recycling services through a private company. MUDs can acquire, develop, or maintain parks or recreational facilities. In certain counties, MUDs may levy taxes to pay for recreational facilities and set and charge user fees. (Collin County, Texas)

**Neighborhood Design, Typical**
(To be added from Neighborhoods (N) FLU category description)

**Neighborhood Unit**
- The standard area of planning measurement for Plano. A neighborhood unit is generally bounded by arterial streets with residential uses located in the interior, and often having a park and school in the center. When higher density residential uses are included, they are located on the periphery of the neighborhood. Commercial uses are located at selected intersections. (City of Plano Glossary, 2000)

- Planning concept developed by Clarence Perry (1872-1944). Perry believed that cities should be built (or rebuilt) to consist of self-contained residential areas bounded by major roads with shops at the intersections and schools in the middle. Children would be able to walk to school without having to cross major roads, and the limited size of the units (typically 6,000-10,000 inhabitants) would, he believed, encourage community spirit. The theory was first publicized in 1939 in Housing for the Mechanic Age and gained rapid acceptance, serving as a template for post-war suburban development. (Institute for Local Government, 2010)

**New Development/Greenfield Development**
Development on undeveloped parcels not surrounded by existing development, or on large parcels surrounding partially developed areas or undeveloped areas. (APA: Concord, N.C.)

**North Central Texas Council of Governments (NCTCOG)**
A voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. (NCTCOG website)

**Open Space**
Area included in any side, rear, or front yard or any unoccupied space on the lot that is open and unobstructed to the sky except for the ordinary projections of cornices, eaves, or porches. (Plano Zoning Ordinance)

**Open Space, Active**
(in progress)

**Open Space, Passive**
Land designated for passive recreation, play and unstructured physical activity (e.g. walking, cycling, hiking, contemplation and enjoying nature). May include parks, gardens, public squares and community gardens. (City of Melton Parks & Recreation)

**Open Space, Useable**
An open area or recreational facility which is designed and intended to be used for outdoor living and/or recreation. (Plano Zoning Ordinance)
Opportunity Zone
An Opportunity Zone is an economically-distressed community where private investments, under certain conditions, may be eligible for capital gain tax incentives. Opportunity Zones were created under the 2017 Tax Cuts and Jobs Act, signed into law by President Donald J. Trump on December 22, 2017, to stimulate economic development and job creation, by incentivizing long-term investments in low-income neighborhoods. Investors can defer tax on any prior gains invested in a Qualified Opportunity Fund (QOF) until the earlier of the date on which the investment in a QOF is sold or exchanged or until December 31, 2026. (U.S. Economic Development Administration)

Overlay Zone/Overlay Zoning
Overlay zoning district regulations apply in combination with underlying (base) zoning district regulations and all other applicable standards of the zoning ordinance. All applicable regulations of the underlying base zoning district apply to property in an overlay zoning district unless otherwise expressly stated. When overlay district standards conflict with standards that otherwise apply in the underlying, base zoning district, the regulations of the overlay zoning district govern. (Plano Zoning Ordinance)

Paseo
An outdoor public pedestrian pathway where no vehicular access is allowed except for emergency services as needed. (City of Plano Urban Mixed Use 3 (UMU-3) Zoning Regulations)

Pedestrian-Friendly
The density, layout, and infrastructure that encourages walking and biking within a subdivision or development, including short setbacks, front porches, sidewalks, and bikepaths. (American Planning Association)

Pilot Projects
The concept of implementing an interim project to gain more knowledge about what type of intervention is most appropriate to address an identified need. Pilot projects provide the city an opportunity to test and evaluate interim initiatives with public input, resulting in refined decision making. (Planning by Doing, Gehl Studio)

Public Improvement District (PID)
A defined geographical area established to provide specific types of improvements or maintenance which are financed by assessments against the property owners within the area. A PID can provide a means to fund supplemental services and improvements to meet community needs which could not otherwise be constructed or provided. PIDs can include both residential and commercial property. (Collin County, Texas)

Rail, Commuter
An electric or diesel propelled railway for urban passenger train service consisting of local travel which operates between a central city and outlying areas. Commuter rail is generally characterized by specific station-to-station fares, relatively long distance between stops, and only 1-2 stations in a central business district. (Federal Transit Administration)

Rail, Freight
(in progress)

Rail, Light
A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail (HR). It is characterized by: passenger rail cars on fixed rails in shared or exclusive right-of-way (ROW); low or high platform loading; and vehicle power drawn from an overhead electric line via a trolley or a pantograph. (Federal Transit Administration)

Redevelop/Redevelopment
- The clearing of a blighted or severely deteriorated area and replacing it with new commercial or residential development. (City of Plano Glossary, 2000)
- Building new construction on a site that has pre-existing uses or renovating existing uses on a site. Redevelopment generally is a strategy to rehabilitate blighted urban areas through renovation. (Institute for Local Government, 2010)
Residential
Land designated in the city or county general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved land. (Institute for Local Government, 2010)

Residential Adjacency
The general objectives of Residential Adjacency Standards are to preserve and protect the integrity, enjoyment, and property values of residential neighborhoods within the city of Plano, through the establishment of standards for certain nonresidential uses that may impact surrounding residential land uses. (Plano Zoning Ordinance)

Retirement Housing

Ridesharing
(in progress)

Right-of-Way
A parcel of land occupied or intended to be occupied by a street or alley. Where appropriate right-of-way may include other facilities and utilities, such as sidewalks, railroad crossings, electrical, communication, oil or gas, water or sanitary or storm sewer facilities, or for any other special use. The use of right-of-way shall also include parkways and medians outside of pavement. (Plano Subdivision Ordinance)

Right-of-Way, Public
The area on, below, or above a roadway, highway, street, sidewalk, alley, waterway, or other way and that is open for public use, and that is owned by the city in full or in part, and that is managed and controlled by the city. The term does not include: (A) a private easement; or (B) the airwaves above a public right-of-way with regard to wireless telecommunications. (Plano Right-of-Way Ordinance)

Safe Routes to School Maps
- The purpose of Safe Routes to School maps is to encourage and enable more children to safely walk and ride bicycles to school by identifying the safest routes to school for children coming from the surrounding residential community. (CPRC, Pedestrian Environment Background Information)
- A school route map can inform students and families about walking and bicycling route to school and can also identify areas that require improvements. While school route maps are often developed for all households within the school walk zone, consideration should be given to areas outside of the defined walk zone and, when appropriate, to the entire enrollment area of a school. A school walking and bicycling route map not only provides way-finding for students to walk and bicycle to and from school, it can identify where engineering treatments may be needed and where adult school crossing guards, curb ramps, and traffic control devices such as signs, crosswalks, and traffic signals should be provided. (Safe Routes To School)

Self-Contained Neighborhoods
(in progress)

Sensitive Land Uses
Land uses defined to be sensitive to the effects of noise and air pollution when adjacent to expressways as listed in the Expressway Corridor Environmental Health Map and Guidelines.
Section 2 | Definitions

Setback
The distances away from lot lines, zoning district lines, or other specified boundaries that must be observed in the placement of buildings. (City of Plano Glossary, 2000)

Shared-Use Path
See Trail, Off-Street and Sidepath

Short Hop Services
(in progress)

Sidepath
A sidepath is a type of shared-use path that is adjacent to a roadway. Sidepaths can be used along roadways that have higher volumes or speeds where dedicated on-street bikeways are impractical. (Plano Parks, Recreation, Trails & Open Space Master Plan)

Single-Family-Attached, Traditional

![TRADITIONAL SINGLE-FAMILY ATTACHED](image)

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

**PRODUCT TYPES**
- Traditional Townhomes

Single-Family-Detached, Traditional

![TRADITIONAL SINGLE-FAMILY DETACHED](image)

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

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

Special Area Plans
Plans establishing goals, policies, and vision for a small area, but without regulatory authority. Special Area Plans, sometimes called Small Area Plans, actively promote the opportunity for residents, business owners, and other stakeholders to evaluate more detailed site considerations and add greater specificity to the vision for their portion of the city. The plans can promote investment in an area, by attracting interest and showing a communities more clearly supported interest for development/revitalization within an area. (CPRC Land Use Detailed Information)

Streetscape
An area that may either abut or be contained within a public or private street right-of-way or accessway that may contain sidewalks, street furniture, landscaping or trees, and similar features. (American Planning Association)
Suburban
Low- to medium-development patterns that surround the urban areas of a city. The suburbs are often residential in character with single-family detached houses of the primary use of land. Increasingly, the suburbs contain employment and service centers as well as residential areas. The automobile historically determines the form of the suburbs. (APA: Tompkins County, NY) (CPRC Memo #1, 2/15/20)

Suburban Form
(in progress)

Tax Increment Financing (TIF)
- Allows a designated area to have tax revenue increases used for capital improvements in that area. All but one US state permit the use of TIF. A tax increment financing district is supposed to be an area with substantial disinvestment (sometimes called "blight"). The designated area receives targeted investment, such as infrastructure improvements which should enable redevelopment and reinvestment in the area. The increase in the value of property results in increased tax revenue. (Lincoln Institute of Land Policy)
- A tax incentive designed to attract business investment by dedicating to the project area the new property tax revenues generated by redevelopment. The increase in revenues (increment) is used to finance development-related costs in that district. (Institute for Local Government, 2010)

Thoroughfare
Any public traffic artery, major street, secondary street, or alley. (Plano Right-of-Way Ordinance)

Tier 1 Research Institutions
(in progress)

Traffic Calming (Methodologies)
The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level. (US Department of Transportation)

Traffic Efficiency Strategies
(in progress)

Traffic Impact Assessment
A TIA, at the time of site plan approval, is intended to define the immediate impacts of the proposed development and any necessary transportation improvements (public or private) required to ensure a satisfactory level of service on all affected thoroughfares. (Plano Zoning Ordinance (Traffic Impact Analysis))

Trail, Off-Street
An off-street trail is a type of shared-use path that is located away from the street typically in an independent right-of-way such as a creek or river corridor, greenway, utility corridor, or railroad corridor. (Plano Parks, Recreation, Trails & Open Space Master Plan)

Transit
Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus. (American Planning Association)
**Transit-Oriented Development (TOD)**
Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use. (Institute for Local Government, 2010)

**Transportation Demand Management (TDM)**
A set of strategies aimed at maximizing traveler choices. This typically includes providing travelers with travel choices, such as work location, route, time of travel and mode. (CPRC Memo #3, 4/17/2020)

**Universal Design**
Design of buildings, products and environments that are usable and effective for everyone, not just people with disabilities. The Center for Universal Design identifies seven principles of universal design: 1) equitable use; 2) flexibility in use; 3) simple and intuitive; 4) perceptible information; 5) tolerance for error; 6) low physical effort; 7) size and space for approach and use. (Institute for Local Government, 2010)

**Urban**
Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be nonurban or rural. (CPRC Memo #1, 2/15/20) (APA: California Planning Roundtable)

**Urban Centers Study**
(in progress)

**Urban Form**
(in progress)

**Urbanized Area**
The Census Bureau defines an urbanized area wherever it finds an urban nucleus of 50,000 or more people. These urbanized areas may or may not contain any individual cities of 50,000 or more. In general, they must have a core with a population density of 1,000 persons per square mile and may contain adjoining territory with at least 500 persons per square mile. Urbanized areas have been delineated using the same basic threshold (50,000 population) for each decennial Census since 1950, but procedures for delineating the urban fringe are more liberal today. In 2000, 68% of Americans lived in 452 urbanized areas. (United States Census Bureau)

**Useable Open Space**
See Open Space, Usable.

**Vertical Mixed-Use**
When residential and non-residential uses are located in a single building (retail on the bottom floor with apartments above, for instance). (CPRC Memo #2, 2/28/2020)

**Walkability/Pedestrian-friendly**
The density, layout, and infrastructure that encourages walking and biking within a subdivision or development, including short setbacks, front porches, sidewalks, and bikepaths. (APA: Wayne County, Ohio)

**Walking Distance**
(in progress)
**Workforce Housing**

Housing that is affordable to those workers earning between 80% and 120% of the area median income. (2006 City of Plano Workforce Housing Study)

**Zoning/Zoning Requirements**

An ordinance to limit and restrict to specified districts or zones and to regulate therein, buildings and structures according to their construction and the nature and extent of their use, and the nature and extent of the uses of the land in the City of Plano, Collin and Denton counties, Texas, including the right to regulate and restrict the height, number of stories, sizes of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courtyards, and other open spaces, the density of population and the location and use of buildings and structures and land for trade, industry, residence, or other purposes; and in the case of designated places and areas of historic and cultural importance, to regulate and restrict the construction, alteration, reconstruction, or razing of buildings and other structures. (City of Plano Zoning Ordinance)
Section 3. References

APA (American Planning Association)

Institute for Local Government
Agenda Item 6

Discussion and Direction: Housing Types Menu

DESCRIPTION:

Hold a discussion and provide direction regarding the updated Housing Types Menu.

REMARKS:

Following discussion at the September 19, 2020, map workshop, staff and the consultant have modified the Housing Types Menu (see Attachment A) to avoid any potential conflict with the Future Land Use (FLU) category descriptions. The purpose of this discussion is to provide direction to staff and the consultants that can be used to refine the FLU category sheets in preparation for the October 6, 2020, meeting agenda. The proposed changes include:

1. Revise “Small Lot Single-Family” and “Middle Housing” product types.
   The original Housing Types Menu listed several types of “Middle Housing” that are intended to provide more attainable housing and home ownership opportunities for Plano residents that is at a moderate density. Based upon discussion from the Saturday, September 19, 2020, map workshop, staff and the consultants propose revising the “Small Lot SF” and “Middle Housing” options into two separate categories under the new term “Midtown Housing.” This term is intended to reflect that the form and character of these products is anchored in historic development patterns, in contrast to mid-to-late-twentieth century subdivision and apartment design.

   - Midtown Housing – Single Unit: These housing types would include small-lot, single-family and duplex housing products located within more compact subdivisions than Plano’s typical neighborhood density. It also includes Live-Work units, where an attached dwelling unit is located above or behind a commercial business. These housing types should be designed for integration with the street systems of nearby commercial areas, providing direct connections and increasing multi-modal access.

   - Midtown Housing – Multi-Unit: These housing types would include buildings with apartments and condominiums ranging from two to ten units per lot. With proper zoning controls, such as height limits and requiring a common entrance from the street, these types can be designed to resemble large, single-family homes in a neighborhood setting. Like Single Unit types,
these should also be designed for integration with the street systems of nearby commercial areas.

Staff recommends these changes to alleviate concerns about introducing higher density "middle housing" options into areas such as Neighborhood Corners. If these changes are acceptable the Committee, staff would also suggest revising the compatibility bubbles in the FLU category sheets as follows:

<table>
<thead>
<tr>
<th>Neighborhoods (N)</th>
<th>Transit Corridors (TC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown - Single-Unit</td>
<td>● ● ● ● ○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>○ ○ ○ ○ ○ ○ ○ ○ ○</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood Corners (NC)</th>
<th>Major Mixed-Use Centers (MC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown - Single-Unit</td>
<td>● ● ● ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>● ● ● ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community Corners (CC) - NEW</th>
<th>Expressway Corridors (XC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown - Single-Unit</td>
<td>● ● ● ● ○ ○ ○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>● ● ● ● ○ ○ ○ ○ ○ ○ ○</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Regional Centers (RC)</th>
<th>Employment Centers (EC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown - Single-Unit</td>
<td>○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○</td>
</tr>
</tbody>
</table>

2. **Removing typical density ranges from each of the housing types.**

The density ranges for each housing type were originally included to inform the Committee’s initial density discussions in February and March. As the Committee is now familiar with typical density ranges and the FLU Category Sheets have continued to evolve, these ranges are no longer necessary. To avoid any potential confusion, staff and the consultant propose removing the density ranges for each housing type from the Housing Type Menu and allow the maximum density listed in the FLU Category Sheets to control expectations. An example is illustrated below:

*Housing Types Menu (Original):*

*Middle Housing 7-35 Dwelling Units per Acre (DU/AC)*

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:
Housing Types Menu (Proposed):

Midtown housing provides a range of low-rise, low density housing types, from small lot single-family homes to small apartment buildings, 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 midtown housing products that would be welcomed in Plano:

FLU Category Sheet – 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 3 stories</td>
<td>Up to 20 DUA</td>
<td>Low intensity Low-rise scale</td>
<td>10% to 20% Active open spaces</td>
</tr>
</tbody>
</table>

Using this approach, the density of the FLU category would control. Only Midtown Housing types under 20 dwelling units per acre (DUA) would be compatible within this category.

Following feedback from this discussion, staff and the consultants will revise the FLU category sheets as necessary. Staff recommends that the Housing Types Menu ultimately be incorporated within the Comprehensive Plan Glossary.

RECOMMENDATION:

Review, discuss, and provide direction regarding the Housing Types Menu.

ATTACHMENTS:

Attachment A – Draft Housing Types Menu
The following housing types illustrate the range of housing options that may be compatible in Plano. The descriptions below provide guidelines for the typical setting, structure, and site design elements of housing types. As typical representations, these descriptions cover the vast majority of housing units but may not fully encompass all housing options, due to the wide variety in Plano. Refer to the Future Land Use Descriptions for locations where these types of housing may be appropriate.

**TRADITIONAL SINGLE-FAMILY DETACHED**

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

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

**TRADITIONAL SINGLE-FAMILY ATTACHED**

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

**PRODUCT TYPES**
- Traditional Townhomes

**RETIREMENT HOUSING**

**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, though single-story buildings and senior cottages are included in this type.

**PRODUCT TYPES**
- Assisted Living
- Household Care Institutions
- Continuum of Care
- Independent Living Facilities
### GARDEN-STYLE MULTIFAMILY

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

**PRODUCT TYPES**
- Traditional Apartments
- Condominiums

### MAIN STREET-STYLE MULTIFAMILY

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

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

### MID-RISE MULTIFAMILY

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

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

### HIGH-RISE MULTIFAMILY

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

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

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

MIDTOWN HOUSING - SINGLE UNIT

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

PRODUCT TYPES
- Detached Townhomes
- Attached Townhomes
- Duplexes
- Bungalow Courts
- Live/Work Units

MIDTOWN HOUSING - MULTI-UNIT

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

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

Photo Sources: City of Plano or Sightline Institute Middle Homes Photo Library
Agenda Item 7

Exercise: Growth and Change Map

DESCRIPTION:

Continue the Exercise on the Growth and Change Map from the September 19, 2020, Special Event Workshop.

REMARKS:

The purpose of this item to continue unfinished items from the September 19, 2020, Special Event Workshop. The Growth and Change Map exercise was Item #5 on that agenda.

The Committee will continue the related discussion of the Future Land Use Map and Categories at the October 6, 2020, meeting (and October 7, 2020, if needed).

RECOMMENDATION:

No action is required.

ATTACHMENTS:

Attachment A – Growth and Change Map and Category Descriptions
The Growth and Change Map shall not constitute zoning regulations or establish zoning district boundaries.
Plano Tomorrow
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.
Agenda Item 8

Discussion and Consideration: Tabled Items - Bundle 4/12, 18, and 20

DESCRIPTION:

Hold a discussion and vote to consider sending proposed revisions on Bundles 4/12, 18, and 20 to the Planning & Zoning Commission.

REMARKS:

The Comprehensive Plan Review Committee (CPRC) deferred voting on three remaining Density, Land Use, and Growth Management bundles:

- Bundle 4/12 – Land Use
- Bundle 18 – Redeveloped of Neighborhood Centers
- Bundle 20 – Population Growth

The purpose of this agenda item is to allow the Committee to continue discussion and take a vote on sending these bundles, along with any proposed revisions, to the Planning & Zoning Commission. For the clarity and convenience of the Committee, staff will make live edits to the bundles pursuant to discussion and direction by the Committee prior to the vote. At least a 75% majority is needed in order for any bundle to be moved forward in the process.

Bundles 4/12 – Land Use

The Committee first discussed Bundle 4 (Land Use – Transportation Actions) on July 7, 2020, and deferred the vote to when Bundle 12 (Land Use – Density, Land Use, and Growth Management Actions) would be discussed.

Bundle 12 was discussed on August 18, 2020, where the policy and actions LU2, LU3, and LU7 were approved and the remaining website context and actions tabled until after discussion of the Future Land Use Map. Staff’s initial recommendations are presented in Attachments A and B.

Bundle 18 – Redevelopment of Neighborhood Centers
Bundle 18 was discussed by the Committee on September 9, 2020. At this meeting, Committee Member Dillavou presented recommendations, and the Committee voted to have staff make recommendations based off Member Dillavou’s document. Those recommendations are presented in Attachments C and D. This item was originally part of the September 19, 2020, workshop agenda.

Bundle 20 – Population Growth

Bundle 20 (Population Growth – Density, Land Use, and Growth Management Actions) was discussed by the Committee on September 15, 2020. The Committee approved Actions PG2, PG4, and PG6 at this meeting. Action PG3 was deferred so staff could reformulate their recommendation based on the Committee discussion. Action PG1 was recommended by staff for deferment until after discussion of the Growth and Change Map. The website context, policy, and Action PG5 are part of Bundle 6 (see Agenda Item 2). Staff’s updated recommendations for PG1 and PG3 are provided in Attachments E and F.

RECOMMENDATION:

Recommend the Committee hold a vote and consider sending proposed revisions on Bundles 4/12, 18, and 20, as shown in Attachments B, D, and F, respectively, to the Planning & Zoning Commission.

ATTACHMENTS:

Attachment A – Bundles 4/12 with consolidated CPRC feedback and staff recommendations on remaining items
Attachment B – Bundles 4/12 per staff recommendations with and without track changes
Attachment C – Bundle 18 with feedback from Member Dillavou and staff recommendations
Attachment D – Bundle 18 per staff recommendations with and without track changes
Attachment E – Bundle 20 with consolidated CPRC feedback and staff recommendation on remaining items
Attachment F – Bundle 20 per staff recommendations with and without track changes
## The Built Environment – Land Use (Bundles 4 & 12)

### Land Use (Bundles 4 & 12)

#### ORIGINAL CONTEXT

**Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable. Mixed use developments can provide benefits to fitness, public health and safety, as well as improved municipal services. To provide greater housing and employment choices, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.**

#### Per CPRC polling on 6/30/2020

**Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable. Mixed use developments can provide benefits to fitness, public health and safety, as well as improved municipal services. To provide greater housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.**

#### Shockey

**Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable advantageous in some cases. Mixed use developments can provide benefits to fitness, public health, and safety, as well as improved municipal services. To provide greater housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.**

#### Staff Rec.

**Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable advantageous in some cases. Mixed use developments can provide benefits to fitness, public health, and safety, as well as improved municipal services. To provide greater housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.**
### Land Use (Bundles 4 & 12)

**POLICY Per CPRC vote on 8/18/2020**

Plano will support a system of organized land use to provide greater housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, and businesses, and institutions.

The Committee preliminarily approved the language above on August 18, 2020.

**LU1) ORIGINAL**

<table>
<thead>
<tr>
<th>Staff Rec.</th>
<th>Review and evaluate the Zoning Ordinance and make appropriate amendments based on the policies of the Comprehensive Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dillavou</td>
<td>Review and evaluate the Zoning Ordinance and make appropriate amendments based on the guidelines and policies of the Comprehensive Plan.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Review and evaluate the Zoning Ordinance and make appropriate amendments based on direction from the policies of the Comprehensive Plan. (Note: See Proposed LU10 in response to locations for mid-rise residential.)</td>
</tr>
</tbody>
</table>

**LU2) Per CPRC vote on 8/18/2020**

Evaluate the Future Land Use Map and Growth and Change Policy Map every five years, or as more often if necessary, and update accordingly to ensure land use descriptions are consistent with city-wide goals.

The Committee preliminarily approved the language above on August 18, 2020.

**LU3) Per CPRC vote on 8/18/2020**

Review development regulations and implement standards that configure development to provide complementary uses and foster good connections, using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation, that enhance the quality of neighborhoods.

The Committee preliminarily approved the language above on August 18, 2020.
## Land Use (Bundles 4 & 12)

<table>
<thead>
<tr>
<th>Original</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LU4)</strong></td>
<td><strong>Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.</strong></td>
</tr>
<tr>
<td>Dillavou</td>
<td><strong>Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.</strong></td>
</tr>
<tr>
<td>Shockey</td>
<td><strong>Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.</strong></td>
</tr>
<tr>
<td><strong>LU5)</strong></td>
<td><strong>Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map.</strong></td>
</tr>
<tr>
<td>Crawford, La Mastra, &amp; Wilson</td>
<td><strong>Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map, promoting home ownership.</strong></td>
</tr>
<tr>
<td>Dillavou</td>
<td><strong>Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map. The Zoning map should be changed to reflect the desires of Plano citizens rather than the planning department.</strong></td>
</tr>
</tbody>
</table>

**Commented [CW6]:**
- Yoram Solomon: I would like to get some explanation of the terms here, what do they mean, and what is the impact.
- **Staff Response:** Peter Braster, Director of Special Projects, will present an overview of these terms at the August 18th meeting.

**Commented [CW7]:**
- Jaci Crawford, Salvator La Mastra, & Sara Wilson: Is this developed or undeveloped?
- **Staff Response:** As written, this could be for either developed or undeveloped land depending upon the need and potential benefits to the city.

**Commented [CS8]:**
- Jim Dillavou: we already have too many TIF's

**Commented [CS9]:**
- Jim Dillavou: There should be no wholesale changes to the Zoning map without hearings on individual parcels and a specific zoning request.
- **Staff Response:** All zoning changes on individual parcels require notice and a public hearing at the P&Z and City Council per state law. Wholesale changes to the zoning map or zoning ordinance are often guided by the creation of stakeholder committees (similar to the CPRC) and include substantial public engagement efforts. The Planning Department has no authority to change the zoning map without City Council approval and in accordance with the law.

The Planning Department’s recommendations on zoning are based on, and intended to further, the policies adopted by the City Council, as elected by the citizens of Plano, and require the recommendation of an appointed citizens commission.
## Land Use (Bundles 4 & 12)

<table>
<thead>
<tr>
<th>LU6</th>
<th>Original</th>
<th><strong>Create regulations that incentivize the redevelopment of underperforming retail and multifamily development.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Crawford, La Mastra, &amp; Wilson</td>
<td>Create regulations that incentivize the redevelopment of underperforming retail and multifamily development. <strong>Add without increasing density.</strong></td>
</tr>
<tr>
<td></td>
<td>Dillavou</td>
<td>Create regulations that <strong>incentivize encourage</strong> the redevelopment of underperforming retail and multifamily development.</td>
</tr>
<tr>
<td></td>
<td>Gong</td>
<td>Create regulations that incentivize the redevelopment of underperforming retail and multifamily development. <strong>Add without increasing density.</strong></td>
</tr>
<tr>
<td></td>
<td>Shockey</td>
<td>Create regulations that <strong>incentivize encourage</strong> the <strong>revitalization and limited redevelopment of underperforming retail and multifamily development.</strong></td>
</tr>
<tr>
<td></td>
<td>Solomon</td>
<td>Create regulations that incentivize the redevelopment of underperforming retail and multifamily development <strong>according to guiding principle X.</strong></td>
</tr>
<tr>
<td></td>
<td>Staff Rec.</td>
<td>Create regulations that <strong>incentivize encourage</strong> the redevelopment and revitalization of underperforming retail and multifamily development. (Note: Density considerations for redevelopment and revitalization of underperforming land uses should be considered individually based on the Future Land Use Map and Growth and Change Map. The Committee will evaluate appropriate locations for density as part of the discussions on updates to the Future Land Use and Growth and Change maps.)</td>
</tr>
</tbody>
</table>

| LU7 | Per CPRC vote on 8/18/2020 | Review and ensure residential adjacency standards provide appropriate transitions in building height and bulk that are sensitive to the physical character of adjoining neighborhoods.  

**The Committee preliminarily approved the language above on August 18, 2020.** |

<table>
<thead>
<tr>
<th>LU8</th>
<th>Original</th>
<th><strong>Develop locations for special area plans to focus development and redevelopment efforts.</strong></th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Dillavou &amp; Shockey</td>
<td><strong>Develop locations for special area plans to focus development and redevelopment efforts.</strong></td>
</tr>
<tr>
<td></td>
<td>Staff Rec.</td>
<td>Staff recommends the original action language. (Note: Special area plans (or small area plans) establish goals, policies, and vision for an area, but do not have regulatory authority. They actively promote the opportunity for residents, business owners, and other stakeholders to evaluate more detailed site considerations and add greater specificity to the vision for their portion of the city.)</td>
</tr>
</tbody>
</table>
## Land Use (Bundles 4 & 12)

<table>
<thead>
<tr>
<th>Item</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU9</td>
<td>Develop criteria for review for mixed-use developments and update as necessary.</td>
</tr>
<tr>
<td></td>
<td>Amend the mixed use zoning standards and develop criteria for review for mixed-use developments to increase the percentage of square footage that must be allocated to commercial and retail development to be at least 50% of the total built square footage; require that development of commercial and retail be in advance of, or concurrent with, residential development; increase the amount of green and open space to be at least 15% of the total land square footage, count live/work units as residential since that is their primary use; and update as necessary. Improve the quality standards for residential development, including keeping residential development away from roadways that have speed limits in excess of 30 miles per hour.</td>
</tr>
<tr>
<td></td>
<td>Develop review criteria that provides guidance on the community’s preferences for mixed-use developments, such as desired mix of uses, densities, parking, phasing plans, minimum open space, building placement, quality of building materials, residential adjacency, and other urban design elements for review for mixed-use developments and update as necessary. (Note: The Committee will evaluate appropriate specific standards for mixed-use development as part of the discussions on updates to the Future Land Use and Growth and Change maps.)</td>
</tr>
<tr>
<td>LU10</td>
<td>LU10 does not exist in the current Comprehensive Plan. This would be a new action.</td>
</tr>
<tr>
<td></td>
<td>Allow new mid-rise and high-rise residential development to occur only where specifically indicated on the Future Land Use Map. (Note: Staff recommends that direction on appropriate locations for midrise residential be provided during committee review of the Future Land Use Map. The Zoning Ordinance should be updated accordingly for consistency with the future land use designations. See comments on LU1 regarding locations for mid-rise residential.)</td>
</tr>
</tbody>
</table>

**Note:** Portions of this Bundle are considered Bundle 4. Bundle 4 was deferred by the CPRC on 7/7/2020.


**The Built Environment – Land Use**

**WEBSITE CONTEXT** – Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable advantageous in some cases. Mixed use developments can provide benefits to fitness, public health, and safety, as well as improved municipal services. To provide greater housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.

**POLICY** – Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.

**LU1**) Review and evaluate the Zoning Ordinance and make appropriate amendments based on direction from the policies of the Comprehensive Plan.

**LU2**) Evaluate the Future Land Use Map and Growth and Change Map every five years, or more often if necessary, and update accordingly to ensure land use descriptions are consistent with city-wide goals.

**LU3**) Review development regulations and implement standards that configure development to provide complementary uses and foster good connections, using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation, that enhance the quality of neighborhoods.

**LU4**) Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.

**LU5**) Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map.
LU6) Create regulations that incentivize encourage the redevelopment and revitalization of underperforming retail and multifamily development.

LU7*) Review and ensure residential adjacency standards provide appropriate transitions in building height and bulk that are sensitive to the physical character of adjoining neighborhoods.

LU8) Develop locations for special area plans to focus development and redevelopment efforts.

LU9) Develop review criteria that provides guidance on the community’s preferences for mixed-use developments, such as desired mix of uses, densities, parking, phasing plans, minimum open space, building placement, quality of building materials, residential adjacency, and other urban design elements for review, for mixed-use developments, and update as necessary.

LU10) Allow new mid-rise and high-rise residential development to occur only where specifically indicated on the Future Land Use Map.

*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED BUNDLE 4. THE CPRC POLLED ON BUNDLE 4 ON 6/30/2020 AND DEFERRED IT ON 7/7/2020.

+NOTE: PORTIONS OF THIS BUNDLE WERE PRELIMINARILY APPROVED BY CPRC ON 8/18/2020.
The Built Environment – Land Use*

WEBSITE CONTEXT* – Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses advantageous in some cases. Mixed use developments can provide benefits to fitness, public health, and safety, as well as improved municipal services. To provide housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.

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LU2*) Evaluate the Future Land Use Map and Growth and Change Map every five years, or more often if necessary, and update accordingly to ensure land use descriptions are consistent with city-wide goals.

LU3**) Review development regulations and implement standards that configure development to provide complementary uses and foster good connections, using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation, that enhance the quality of neighborhoods.

LU4) Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.

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*NOTE: PORTIONS OF THIS BUNDLE ARE CONSIDERED BUNDLE 4. THE CPRC POLLED ON BUNDLE 4 ON 6/30/2020 AND DEFERRED IT ON 7/7/2020.

+NOTE: PORTIONS OF THIS BUNDLE WERE PRELIMINARILY APPROVED BY CPRC ON 8/18/2020.
Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

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.
### Redevelopment Revitalization of Retail Shopping Neighborhood Centers (Bundle 18)

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 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 and 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 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.

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.

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<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

**ORIGINAL POLICY**

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<tr>
<th>Staff Rec. from 9/1/2020 packet</th>
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<tbody>
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<td>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.</td>
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<td>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.</td>
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<td>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. In limited cases, redevelopment may present opportunities for residential use.</td>
</tr>
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</table>

**RNC1**

<table>
<thead>
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<tr>
<td>Conduct a study that identifies retail corner redevelopment opportunities and includes resident input for desired businesses and land use activities.</td>
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<table>
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<tr>
<td>Conduct a market study that identifies retail corner redevelopment opportunities and includes resident community input for desired businesses and land use activities. <em>(Note: See Guiding Principles 1.3 and 2.4.)</em></td>
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<tr>
<td>Working with neighborhoods and property owners, conduct a study that identifies retail corners that are prime candidates for redevelopment opportunities and reinvestment. <em>(Note: This combines RNC1, RNC2, and RNC6.)</em></td>
</tr>
</tbody>
</table>

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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>
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<tbody>
<tr>
<td>Staff Rec. from 9/1/2020 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 Staff Rec. for 9/29/2020 packet</td>
<td><strong>Target</strong> <em>Survey neighborhoods and property owners to identify</em> specific retail sites around Plano to serve as catalysts that are prime candidates for redevelopment.</td>
</tr>
<tr>
<td></td>
<td><strong>Target specific retail sites around Plano to serve as catalysts for redevelopment.</strong> <em>(Note: Staff recommends combining this action with RNC1 above. Also, please see proposed changes to RNC6.)</em></td>
</tr>
</tbody>
</table>
| 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 9/1/2020 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 9/29/2020 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)

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<thead>
<tr>
<th>Item</th>
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</table>
| **RNC4** | Create the Neighborhood Mixed-Use (NMU) zoning district and establish regulations and standards for residential mixed-use development.  
  **Staff Rec. from 9/1/2020 packet**  
  **Dillavou**  
  **Staff Rec. for 9/29/2020 packet** | 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.  
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 streetscapes to create desirable destinations.  
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. |
| **RNC5** | Establish design guidelines within the NMU zoning district that provide a direct connection from the neighborhood center to surrounding residential areas.  
  **Staff Rec. from 9/1/2020 packet**  
  **Dillavou**  
  **Staff Rec. for 9/29/2020 packet** | Establish design guidelines within the NMU zoning district that provide a direct safe connection for residents to conveniently access commercial businesses, open space, and other amenities from the neighborhood center to surrounding residential areas.  
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.  
Establish design guidelines within the NMU zoning district that provide a direct safe connection 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. (Note: Staff has incorporated Member Dillavou’s language into the description of Neighborhood Corners, as discussed at the September 19th workshop.) |
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<tbody>
<tr>
<td><strong>RNC6) ORIGINAL</strong></td>
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</tr>
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</tr>
</tbody>
</table>

| **RNC7 (NEW from Dillavou’s RNC5)**                          | 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. |
|---------------------------------------------------------------| This language appears to be modified from the existing description of the Neighborhood Centers future land use category. Staff has incorporated Member Dillavou’s language into the description of Neighborhood Corners, as discussed at the September 19th workshop. |

Commented [CS3]:
Jim Dillavou: Delete — there is no reason to identify Parker Road versus other areas.
Bundle 18 – Revitalization of Retail Shopping Centers

Context, Policies, and Actions

*With Staff Recommendations*

*Changes Tracked from Original Ordinance*

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**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.
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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RRSC1) Working with neighborhoods and property owners, identify retail corners that are prime candidates for redevelopment and reinvestment.

RRSC2) Target specific retail sites around Plano to serve as catalysts for redevelopment.

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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.

RRSC5*) Establish design guidelines that provide 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.

RRSC6) 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.
### Regionalism – Population Growth (Bundle 20)

#### Population Growth (Bundle 20)

**WEBSITE CONTEXT**

By 20352045, the region's population is expected to increase by 3.4 million people and the City of Plano intends to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for additional new housing and redevelopment since there is little undeveloped land remaining. This increased regional population will also have an impact on the area's transportation network although infill and urban development are more efficient than continued regional expansion.

The Committee recommended the language above as part of Bundle 6. P&Z recommended the above language on September 8, 2020.

**POLICY**

Plano will accommodate regional population growth in identified areas while preserving the suburban character of the community.

The Committee recommended the language above as part of Bundle 6. Note that P&Z recommended a revision to the above language on September 8, 2020 (see Agenda Item No. 2).

**PG1) ORIGINAL**

<table>
<thead>
<tr>
<th>Crawford, La Mastra, &amp; Wilson</th>
<th>Develop a policy on new growth based on the Growth and Change map, which identifies appropriate locations for growth and redevelopment opportunities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Rec.</td>
<td>Staff recommends the Committee develop this policy based on discussion of the Growth and Change Map.</td>
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**PG2) Per CPRC vote on 9/15/2020**

Review the Growth and Change Map and Future Land Use Map every five two years and seek public input on amending growth recommendations as a result of development trends and changing conditions change.

The Committee preliminarily approved the language above on September 15, 2020.

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Commented (CW1):

Erin Dougherty: I don't currently have suggested revisions or comments for bundle 20.

Larry Howe: At this time, I am satisfied with Bundles 12-22 as provided in the email from Christina Sebastian on July 22nd.

Mary Jacobs: I have reviewed Bundles 12-22 and have no suggested changes - I approve of them as they currently exist in the comprehensive plan.

Michael Lin: I’m good with the bundle as is
Population Growth (Bundle 20)

<table>
<thead>
<tr>
<th>PG3</th>
<th>If required, rezone land at preferred growth and redevelopment locations to accommodate future growth recommendations.</th>
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<tr>
<td>Crawford, La Mastra, &amp; Wilson</td>
<td>If required community consensus dictates, rezone evaluate land at preferred growth and redevelopment locations to accommodate future growth recommendations for potential rezoning while respecting existing neighborhoods.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>If required appropriate, rezone land at preferred growth and redevelopment locations to accommodate future growth recommendations that compliment neighborhood character and suburban lifestyles.</td>
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<tr>
<td>Shockey</td>
<td>If required, rezone land at preferred growth and redevelopment locations to accommodate future growth recommendations subject to the policy above.</td>
</tr>
<tr>
<td>Solomon</td>
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</tr>
</tbody>
</table>

PG4 per CPRC vote on 9/15/2020 | Collaborate with neighboring cities to determine compatibility with residential development policies. Whenever possible, seek solutions that are mutually beneficial. The Committee preliminarily approved the language above on September 15, 2020. |

PG5 per CPRC vote on 7/21/2020 | Coordinate with the North Central Texas Council of Governments to ensure Plano's projected residential development is included within regional traffic modeling. The Committee recommended the language above as part of Bundle 6. Note that P&Z agreed with the CPRC recommendation on September 8, 2020. |

PG6 per CPRC vote on 9/15/2020 | Participate in regional discussions regarding population change and migration into the Dallas-Fort Worth area and its impact on cities and the region. The Committee preliminarily approved the language above on September 15, 2020. |

Note: Portions of this Bundle are considered Bundle 6. Bundle 6 was approved on 7/7/2020. P&Z recommended revisions to Bundle 6 on 9/15/2020.
Regionalism - Population Growth*

WEBSITE CONTEXT* - By 2045, the DFW area is expected to increase by 4 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopments. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

POLICY* - Plano will plan for regional population growth in identified areas while preserving the suburban character of the community.

PG1) Develop a policy on new growth based on the Growth and Change map, which identifies appropriate locations for growth and redevelopment opportunities.

PG2**) Review the Growth and Change Map and Future Land Use Map every five years and seek public input on amending growth recommendations as a result of development trends and changing conditions.

PG3) If required, rezone land at Evaluate the potential of preferred growth and redevelopment locations to accommodate anticipated future growth recommendations in a way that compliments and respects existing neighborhoods. Where potential is found to align with community priorities, initiate action to support desired outcomes.

PG4**) Collaborate with neighboring cities to determine compatibility with residential development policies. Whenever possible, seek solutions that are mutually beneficial.

PG5*) Coordinate with the North Central Texas Council of Governments to ensure Plano’s projected residential development is included within regional traffic modeling.

PG6**) Participate in regional discussions regarding population change and migration into the Dallas-Fort Worth area and its impact on cities and the region.

**NOTE: PORTIONS OF THIS BUNDLE WERE PRELIMINARILY APPROVED BY CPRC ON 9/15/2020.**
Regionalism - Population Growth*

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