1520 K Avenue, Plano, Texas 75074
and via Videoconference

DATE: December 1, 2020, and December 9, 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, December 9, 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. Executive Session: Provide legal advice and answer questions pursuant to Government Code Section 551.071 regarding legal requirements for reviewing zoning applications
   D’Andrea
2. Approval of Minutes: November 17, 2020, and November 18, 2020
   Purvis
3. Discussion: Density Guidance Map and Bundles 23 and 24
   Sefko
4. Consideration: Density Guidance Map and Bundles 23 and 24
   Sefko
5. Discussion and Consideration: Future Land Use Map and Category Descriptions
   Sefko
6. CPRC Work Plan Updates
   Sefko

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
Agenda Item 1

Executive Session for Legal Advice:
Provide legal advice and answer questions pursuant to Government Code Section 551.071 regarding legal requirements for reviewing zoning applications.

DESCRIPTION:
Provide legal advice and answer questions pursuant to Government Code Section 551.071 regarding legal requirements for reviewing zoning applications.

REMARKS:
The City Attorney’s Office has requested an executive session to provide legal advice and answer questions pursuant to Government Code Section 551.071 regarding legal requirements for reviewing zoning applications.

RECOMMENDATION:
No action is required.

ATTACHMENTS:
None.
COMPREHENSIVE PLAN REVIEW COMMITTEE
REGULAR MEETING
November 17, 2020

COMMITTEE MEMBERS PRESENT
Doug Shockey, Chair
Michael Bronsky, Vice Chair
Jeff Beckley
Jim Dillavou
Carolyn Doyle
Hilton Kong
Jijie “Jack” Liu
Yoram Solomon

COMMITTEE MEMBERS PRESENT VIA VIDEOCONFERENCE
Jaci Crawford
Erin Dougherty
Xinyi Gong
Richard “Larry” Howe
Mary Jacobs
Michael Lin
Sara Wilson

COMMITTEE MEMBERS ABSENT
Salvator La Mastra

STAFF PRESENT
Michael Bell, Comprehensive Planning Manager
Christina Sebastian, Lead Planner
David Powell, Planner
Matt Purvis, Senior Administrative Assistant
Steve Andrews, Producer
Jimmy Vargas, Service Desk Analyst III

STAFF PRESENT VIA VIDEOCONFERENCE
Christina Day, Director of Planning
Michelle D’Andrea, Deputy City Attorney
Drew Brawner, Senior Mobility Planner
Reza Sardari, Senior Planner
Linette Magaña, Administrative Support Supervisor

FREESIE 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 Tuesday, November 17, 2020, at 6:03 p.m. at the Plano Municipal Center Senator Florence Shapiro Council Chambers and via videoconference. Eight members were present. Six members were present via videoconference. Member La Mastra and Member Lin were absent, however Member Lin joined via videoconference at 9:58 p.m. Chair Shockey led the Committee in the Pledge of Allegiance.

ITEMS FOR DISCUSSION

1) **Approval of Minutes: November 10, 2020**

   Member Solomon requested the minutes for November 10, 2020, be amended to reflect that the Committee would discuss “zero, one, and two dot land uses on a future agenda,” not “one or two dot.” The Committee also acknowledged that Member La Mastra was present during the meeting via video conference but abstained from discussion and voting.

   MOTION: Upon a motion made by Member Beckley and seconded by Member Solomon, the Committee voted 14-0 to approve the November 10, 2020, meeting minutes as amended by Member Solomon.

Chair Shockey moved Agenda Item 3 to the next item of business.

2) **Discussion and 2nd Consideration: Bundles 10/13, 17, 19, 22** – Mr. Sefko led a discussion about Bundles 10/13, 17, 19, and 22. Discussion was held and questions were asked. Chair Shockey opened the floor for discussion and comments on Bundles 10/13, 17, 19, and 22. Questions were asked and discussion was held.

   **Bundles 10/13, 17, 19, and 22**

   MOTION: Upon a motion made by Member Kong and seconded by Member Liu, the Committee voted 9-5 to approve Bundles 10/13, 17, 19, and 22 as presented in Attachments A and B. Vice Chair Bronsky and Members Crawford, Dillavou, Gong, and Solomon voted in opposition. The motion failed due to a lack of 75% majority.

   Some additional discussion was held and modifications were proposed.

   **Bundles 10/13, 17, and 19**

   MOTION: Member Kong made a motion to approve Bundle 10/13 as presented in Attachments A and B. Member Beckley seconded the motion. Chair Shockey made a friendly amendment to also include Bundles 17 and 19. The amendment was accepted. By a vote of 11-3, the Committee approved the motion with the amendment by Chair Shockey. Vice Chair Bronsky and Members Dillavou and Gong voted in opposition.

   **Bundle 22 – Regional Education**

   Some additional discussion was held and modifications were proposed to Action RE2.
MOTION: Upon a motion made by Member Solomon and seconded by Member Beckley, the Committee voted 9-5 to approve Bundle 22 as presented in Attachments A and B with modifications to RE2 to state, “Generally support the legislative efforts of schools and school districts within the city of Plano.” Vice Chair Bronsky and Members Dillavou, Dougherty, Doyle, and Gong voted in opposition. The motion failed due to a lack of 75% majority.

MOTION: Vice Chair Bronsky made a motion to table Bundle 22. The motion was withdrawn.

MOTION: Member Liu made a motion to approve Bundle 22 as presented in Attachments A and B with modifications to RE2 to add “and other initiatives” after “adequate funding.” Member Kong seconded the motion. Member Dougherty made a friendly amendment to change “City of Plano” to “region.” The amendment was accepted. The Committee voted 10-4 for the motion. Vice Chair Bronsky and Members Crawford, Dillavou, and Gong voted in opposition. The motion failed due to a lack of 75% majority.

MOTION: Vice Chair Bronsky made a motion to table Bundle 22. The motion failed due to lack of a second.

MOTION: Upon a motion made by Member Liu and seconded by Member Dillavou, the Committee voted 13-1 to approve Bundle 22 as presented in Attachments A and B with modifications to RE2 to state, “Support initiatives to improve the quality and accessibility to educational resources in Plano.” Member Dougherty voted in opposition.

Explanation: It was not seen as the city’s role to affect state legislation regarding school funding, however, the city does have a role to support access to quality education.

3) Discussion and 1st Consideration: Bundles 4/12, 14, 15, 16, 18, 20 – Mr. Sefko led a discussion about Bundles 4/12, 14, 15, 16, 18, and 20. Some questions were asked and discussion was held.

Bundle 4/12 – Land Use

MOTION: Upon a motion made by Member Howe and seconded by Member Beckley, the Committee voted 14-0 to approve Bundles 4/12 as presented in Attachment B, with the following modifications:

- Website Context to remove: “Mixed use developments can provide benefits to fitness, public health, and safety, as well as improved municipal services.”
- Action LU2 to be tabled until after review of Bundle 24.
- Action LU8 to read: “Develop locations for special area plans to focus development and redevelopment efforts in conformity with the Comprehensive Plan.”
- Action LU9 to read: “Develop review criteria that provides guidance on the community’s preferences for regarding 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.”

Bundle 14 – Redevelopment of Regional Transportation Corridors

The Committee provided their feedback on Bundle 14 and discussion was held.

MOTION: Vice Chair Bronsky made a motion to approve Bundle 14 as presented in Attachment B, with modifications to the Website Context and Action RTC1. The motion was seconded by Member Howe. After further discussion by the Committee, Vice Chair Bronsky amended the motion to approve Bundle 14 as presented in Attachment B, with the following modifications:

- Website Context to remove: “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.”
- Action RTC1 to state, “Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts. Develop other Expressway Corridor Plans as needed.”

Member Howe seconded the amended motion. The Committee voted 10-4 for the motion. Members Crawford, Dillavou, Gong, and Wilson voted in opposition. The motion failed due to lack of a 75% majority.

More questions were asked and discussion was held.

MOTION: Member Solomon made a motion to approve Bundle 14 as presented in Attachment B, with modifications to the Website Context and removal of Action RTC1. The motion was seconded by Vice Chair Bronksy. After further discussion by the Committee, Member Solomon amended the motion to approve Bundle 14 as presented in Attachment B, with the following modifications:

- Website Context to remove: “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.”
- Action RTC1 to state, “Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts. Develop other Expressway Corridor Plans as needed.”
- Not including Action RTC2 in the motion.

Vice Chair Bronsky seconded the amended motion. The Committee voted 9-5 for the motion. Chair Shockey and Members Crawford, Dillavou, Doyle, and Gong voted in opposition. The motion failed due to lack of a 75% majority.

More questions were asked and discussion was held.
MOTION: Upon a motion made by Vice Chair Bronsky and seconded by Member Liu, the Committee voted 12-2 to approve Bundle 14 as presented in Attachment B, with the following modifications:

- Website Context to remove: “As new areas are experiencing growth, land uses along the US75 corridor, the first expressway in Plano, have begun to relocate, providing redevelopment opportunities.”
- Action RTC1 to read: “Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts. Develop other Expressway Corridor Plans as needed.”
- Removing Action RTC2.

Members Dillavou and Gong voted in opposition.

Bundle 15 – Undeveloped Land

The Committee provided their feedback on Bundle 15 and discussion was held.

MOTION: Upon a motion made by Member Jacobs and seconded by Vice Chair Bronsky the Committee voted 13-1 to approve Bundle 15 as presented in Attachment B with the following modifications:

- Website Context to read: “The amount of undeveloped land remaining in Plano is limited, primarily located in nonresidential areas, and generally zoned for office and commercial uses. Though demand for new residential development has consistently remained high, the city has established policies encouraging employment generating uses on most remaining vacant land. To ensure adequate land for projected employment growth is provided, Plano will reserve its remaining undeveloped land for businesses offering skilled employment and limit new housing where consistent with the Future Land Use Map.”
- Policy: remove the word “highly.”
- Action UL3: add “and ensure any development standards include adequate green space” to the second sentence.

Member Gong voted in opposition.

Bundle 16 – Transit-Oriented Development

The Committee began to provide their feedback on Bundle 16. Some questions were asked and discussion was held regarding Committee process. The Committee agreed to continue discussion on Bundles 16, 18, and 20 at the November 18, 2020, meeting.

With no further discussion, Chair Shockey adjourned the meeting at 10:02 p.m.

______________________________
Doug Shockey, Chair
COMPREHENSIVE PLAN REVIEW COMMITTEE
REGULAR MEETING
November 18, 2020
(Continuation of November 17, 2020 agenda)

COMMITTEE MEMBERS PRESENT
Doug Shockey, Chair
Michael Bronsky, Vice Chair
Jeff Beckley
Jim Dillavou
Carolyn Doyle
Salvator La Mastra
Jijie “Jack” Liu

COMMITTEE MEMBERS PRESENT VIA VIDEOCONFERENCE
Jaci Crawford
Xinyi Gong
Richard “Larry” Howe
Mary Jacobs
Hilton Kong
Sara Wilson

COMMITTEE MEMBERS ABSENT
Erin Dougherty
Michael Lin
Yoram Solomon

STAFF PRESENT
Christina Day, Director of Planning
Christina Sebastian, Lead Planner
Linette Magaña, Administrative Support Supervisor
Matt Purvis, Senior Administrative Assistant
Steve Andrews, Producer
Jimmy Vargas, Service Desk Analyst III

STAFF PRESENT VIA VIDEOCONFERENCE
Michelle D’Andrea, Deputy City Attorney
Michael Bell, Comprehensive Planning Manager
Reza Sardari, Senior 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, November 18, 2020, at 6:03 p.m. at the Plano Municipal Center Senator Florence Shapiro Council Chambers and via videoconference. Seven members were present. Five members were present via videoconference. Member Kong joined via videoconference at 6:17 p.m., during the discussion of Bundle 16. Members Dougherty, Lin, and Solomon were absent. Chair Shockey led the Committee in the Pledge of Allegiance.

ITEMS FOR DISCUSSION

1) Discussion and 1st Consideration: Bundles 16, 18, 20 – Mr. Sefko led a discussion about the Bundles 16, 18, 20. Discussion was held and questions were asked.

**Bundle 16 – Transit-Oriented Development**

The Committee provided their feedback on Bundle 16 and discussion was held.

**MOTION:** Member Beckley made a motion to approve Bundle 16 as presented in Attachment B, with modifications to the Website Context and removal of Action TOD6. The motion was seconded by Vice Chair Bronsky. After further discussion by the Committee, Member Beckley amended the motion to approve Bundle 16 as presented in Attachment B with removal of Action TOD6 and modification to TOD7 to state, “Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property with language including, but not limited to, fair-value pricing and regulatory requirements.” Vice Chair Bronsky seconded the amended motion. The Committee voted 11-2 for the motion. Members Gong and Kong voted in opposition.

**Bundle 18 – Redevelopment of Neighborhood Centers/Revitalization of Retail Shopping Centers**

The Committee provided their feedback on Bundle 18 and discussion was held.

**MOTION:** Upon a motion by Member Crawford and seconded by Vice Chair Bronsky, the Committee voted 11-2 to approve Bundle 18 as presented in Attachment B with the following modifications:

- Website Context: removal of the second paragraph.
- Action RNC3/RRSC3: removing “special financing districts.”
- Action RNC4/RRSC4 to read: “Modify regulations to promote retail center redevelopment inclusive of creative design solutions, active open space, adequate green space, sustainable retail, and walkable streetscapes to create desirable destinations.”

Members Gong and Kong voted in opposition.

**Bundle 20 – Population Growth**

The Committee provided their feedback on Bundle 20 and discussion was held.
MOTION: Upon a motion by Vice Chair Bronsky and seconded by Member Howe, the Committee voted 12-1 to approve Bundle 20 as presented in Attachment B, but tabling Action PG2. Member Gong voted in opposition.

2) **Discussion and Consideration: Future Land Use Map and Category Descriptions** (requested by Committee at the November 17, 2020 meeting) – Mr. Sefko led a discussion about the Future Land Use Map and Category Descriptions. Discussion was held and questions were asked. Chair Shockey directed the consultants and staff to provide further specificity on the compatibility dots, intensity and scale, and adjustment to the Suburban Activity Center at Park & Preston.

3) **CPRC Work Plan Updates** – Chair Shockey led a discussion about the updated Work Plan. Some questions were asked and discussion was held. Homework regarding the Density Guidance Map and Bundles 23 and 24 will be sent out on Friday, November 30, and is due on Sunday, November 29, so it can be discussed at the December 1 meeting. Committee members requested that the responses be made available online so they can be reviewed further in advance.

With no further discussion, Chair Shockey adjourned the meeting at 9:18 p.m.

________________________________________
Doug Shockey, Chair
Agenda Item 3

Discussion: Density Guidance Map and Bundles 23 and 24

DESCRIPTION:

Hold a discussion and provide direction regarding the Density Guidance Map and Bundles 23 (Plan Map Amendments) and 24 (Redevelopment and Growth Management)

REMARKS:

Density Guidance Map

The purpose of the Density Guidance Map is to help ensure that zoning requests to introduce residential uses or increase residential density are compatible with the surrounding area.

It is not anticipated that all areas depicted on the map will develop or redevelop with residential uses. With limited undeveloped land remaining in the city, it is difficult to predict the specific locations where residential development and redevelopment may be proposed. This map, used in combination with the Future Land Use Map and other Comprehensive Plan policies, provides guidance on the location and characteristics of future residential development in the city.

Background

At the November 10, 2020, meeting, Freese and Nichols, Inc. introduced the concept of the Density Guidance Map (DGM). This presentation outlined a systemic approach to consider the compatibility of residential zoning requests based on the densities of nearby residential properties for Neighborhood Corners, Community Corners, and Suburban Activity Centers. The Committee requested staff finalize the DGM and the proposed evaluation process for the Committee’s review.

Per the Committee’s direction, staff finalized the Density Guidance Map (Attachment A), which includes an evaluation process and three categories that establish additional considerations for residential density above the limits established by the DGM. These include:

- Areas of Minimal Change:
  - Neighborhoods, Employment Centers, Social Networks, and Open Space Networks: No Increase
  - Expressway Corridors: 20 dwelling units per acre (DUA)
• Retail Corners:
  o Neighborhood Corners: greater of the proximity-based residential density calculation or 10 DUA
  o Community Corners: greater of the proximity-based residential density calculation or 12 DUA

• Activity Areas:
  o Suburban Activity Centers: greater of the proximity-based residential density calculation or 15 DUA
  o Urban Activity Centers: 60 DUA
  o Downtown Corridors:
    ▪ 100 DUA for area within 500’ of a planned transit station
    ▪ 50 DUA for area within 1,000’ of a planned transit station
    ▪ 15 DUA for area within a half mile of a planned transit station
    ▪ No Increase for area outside a half mile of a planned transit station

A summary of the calculated proximity-based residential density for all Neighborhood Corners, Community Corners, and Suburban Activity Centers is included in Attachment B.

Since the Density Guidance Map was sent on Friday, November 20, modifications have been made – these include:
- The addition of asterisks on “Density is not supported” on Step 3 and general formatting of the How to Use the Density Guidance Map page (page 1).
- Various minor text changes.
- The addition of the map purpose to the Map itself.

Bundles 23 (Plan Map Amendments) and 24 (Redevelopment and Growth Management)

At the September 15, 2020, meeting, Freese and Nichols, Inc. introduced the possible additional Bundle 23, Plan Map Amendments, and Bundle 24, Redevelopment and Growth Management. These were further discussed at the November 10 meeting in context of the Density Guidance Map. The Committee requested to provide recommendations on the bundles through a homework assignment. Staff updated Bundles 23 and 24 (Attachment C) based on the Density Guidance Map and Committee discussions.

Staff sent a homework exercise regarding Bundles 23 and 24 and the Density Guidance Map and Categories on November 20, 2020. Responses received by Sunday, November 29, 2020, will be provided to the Committee in advance of the December 1 meeting. Following feedback from this discussion, staff and the consultants will revise the DGM and Categories and provide recommendations for Bundles 24 and 24 as necessary.

Since Bundles 23 and 24 were sent on Friday, November 20, staff has continued to refine them to ensure the processes are functional. Additionally, Action RGM6 regarding Favorable Features of Development analysis for one-dot land uses was re-introduced to the Redevelopment and Growth Management Policy.
RECOMMENDATION:

Review, discuss, and provide direction regarding the Density Guidance Map and Categories and Bundles 23 and 24.

ATTACHMENTS:

Attachment A – Draft Density Guidance Map and Categories
Attachment B – Corner Density Citywide Summary
Attachment C – Bundles 23 and 24
Map Purpose: It is not anticipated that all areas depicted on the map will develop or redevelop with residential uses. With limited undeveloped land remaining in the city, it is difficult to predict the specific locations where residential development and redevelopment may be proposed. This map, used in combination with the Future Land Use Map and other Comprehensive Plan policies, provides guidance on the location and characteristics of future residential development in the city.

Density Guidance Map and Descriptions Update November 2020
Freese and Nichols, Inc.
HOW TO USE THE DENSITY GUIDANCE MAP

The Density Guidance Map is intended to ensure that zoning requests to introduce residential uses or increase residential density are compatible with the surrounding area. It is not anticipated that all areas depicted on the map will develop or redevelop with residential uses. With limited undeveloped land remaining in the city, it is difficult to predict the specific locations where residential development and redevelopment may be proposed. This map, used in combination with the Future Land Use Map and other Comprehensive Plan policies, provides guidance on the location and characteristics of future residential development in the city.

Rezoning Request
for Residential Development

**STEP 1:**
Determine the Density Guidance Map recommended density for the property.

**Question 1:**
Is the proposed density within or under the recommended threshold indicated in the Density Guidance Map legend?

- **YES**
  - Density is supported*
  - Go to Step 2

- **NO**
  - Density is not supported**

**STEP 2:**
Determine the Future Land Use Category for the property.

**Question 2:**
Is the proposed density above the maximum density listed in the associated dashboard for that category?

- **YES**
  - Density is supported*
  - Go to Step 3

- **NO**
  - Density is not supported**

**STEP 3:**
See the review criteria for the associated Future Land Use Category on pages 2-3.

**Question 3:**
Does the development generally meet the criteria listed in pages 2-3?

- **YES**
  - Density is supported*

- **NO**
  - Density is not supported**

* other considerations remain regarding full support for the request
** map amendment required - see Plan Map Amendment Policy

**NOTE:**
When a property on the map is divided by multiple densities, the density covering the majority of the property will apply.
All requests to introduce residential density over the limits above, but below the Future Land Use (FLU) maximums, should be assessed against the following criteria in analyzing suitability and compatibility with the surrounding area (as applicable):

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

The numbers on the Density Guidance Map correspond to the maximum density that is considered appropriate for a property. Additional density is supported where single-family uses are introduced in certain areas.

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The effects of increased density will vary from location to location. To address these differences, the Future Land Use Categories have been organized into groups that outline the additional considerations for residential density above the limits established by the Density Guidance Map. These include:

- **Areas of Minimal Change** - These areas are generally not appropriate for any increases in residential density. However, there may be instances where additional density is warranted based upon unique site considerations or to meet major city goals, such as economic development or special needs housing.

- **Retail Corners** - Due to the abundance of retail zoning in the city’s development history, it is anticipated that some of the retail corners will redevelop with residential uses in limited circumstances.

- **Activity Areas** - These areas are the most appropriate locations for higher density development, but these areas should include a thoughtfully planned land use mix consistent with the FLU dashboards and be phased to maximize benefits to residents and the community.

**AREAS OF MINIMAL CHANGE**

**Neighborhoods (N)**
Requests to increase density above what is permitted by the existing zoning of a property, in areas designated as Neighborhoods (N) on the Future Land Use Map should be used only for infill development consistent in character and density with adjacent properties. A major exception is that it is anticipated that all agriculturally zoned land will eventually be changed to other zoning classifications consisted with the Comprehensive Plan as the city proceeds toward full development.

**Expressway Corridors (EX)**
Requests to introduce residential uses, or increase density above existing limits, in areas designated as Expressway Corridors (EX) on the Future Land Use Map should only be used in limited circumstances where necessary to support specific redevelopment objectives adopted by the City. This includes providing a 2:1 ratio of non-residential to residential floor area.

**Employment Centers (EC), Open Space Network (OS), and Social Network (SN)**
Requests to introduce residential uses, or increase density above existing limits, in areas designated as EC, OS, or SN on the Future Land Use Map are not supported.
Requests to introduce residential uses, or increase density above the Density Guidance Map thresholds, but below Future Land Use maximums, in areas designated NC or CC on the Future Land Use Map should:

**Neighborhood Corners (NC)**
- be used where necessary to reduce or replace excess commercial zoning or retail square footage;
- only include single-family uses or appropriately-scaled institutional living;
- increase opportunities for home ownership;
- provide a mix of one- and two-story residences;
- meet 1.5x the useable open space requirements of the Zoning Ordinance; and
- be consistent with an adopted Small Area Plan, as applicable.

**Community Corners (CC)**
- be used where necessary to reduce or replace excess commercial zoning or retail square footage;
- provide housing variety, consisting mostly of single-family detached and attached homes, with a mix of dwelling sizes and styles;
- increase opportunities for home ownership;
- limit Midtown Multi-unit housing types to no more than 25% of the total units in a development;
- include residential adjacency standards for buildings greater than 2 stories in height that require setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height;
- meet 1.5x the useable open space requirements of the Zoning Ordinance; and
- be consistent with an adopted Small Area Plan, as applicable.

Requests to increase density above the Density Guidance Map thresholds, but below Future Land Use Maximums, in areas designated SA, UA, or DT on the Future Land Use Map should:

**Suburban Activity Centers (SA)**
- increase opportunities for home ownership;
- include residential adjacency standards for buildings greater than 2 stories in height that require setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height;
- provide a variety of housing types, including single-family detached and attached, with a mix of dwelling sizes and styles;
- meet the city’s requirements under the Community Design Assessment for Mixed-Use Developments, where applicable;
- meet 1.5x the useable open space requirements of the Zoning Ordinance;
- at the Park & Preston Suburban Activity Center locations, be limited to 22 DUA within 400 ft. of single-family zoning districts and 35 DUA elsewhere; and
- be consistent with an adopted Small Area Plan, as applicable.

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

**Downtown Corridors (DT)**
- prioritize new housing in closest proximity to transit stations to maximize benefits of Transit-Oriented Development;
- preserve or adaptively reuse designated or potential heritage resources; and
- be consistent with the Downtown Master Plan or adopted Small Area Plan, as applicable.
## Corner Density Citywide Summary

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The Built Environment – Plan Map Amendments

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

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

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

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

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

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

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

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

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

PMA5) Review and update the Future Land Use Map and Density Guidance Map every two years, or more often as needed, to update density thresholds and growth management priorities.

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

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

PMA9) Consider a full review of the Comprehensive Plan each decade by a citizen committee, working collaboratively with the Planning & Zoning Commission, if directed by City Council when warranted by changes in the community.
DRAFT Bundle 24 – Redevelopment & Growth Management
Context, Policies, and Actions

**The Built Environment – Redevelopment & Growth Management**

**WEBSITE CONTEXT** – Due to the limited amount of undeveloped land and high demand for development in Plano, there is significant pressure for new growth and redevelopment in many parts of the city. Although this is positive for sustaining reinvestment and continuing vitality of the community, zoning requests also often include some component of high density residential and/or high intensity commercial uses in close proximity to established, lower-density neighborhoods. This creates tension between two major priorities for the city: creating a business-friendly environment that promotes a healthy economy and conserving the existing character of established neighborhoods within the city.

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

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

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

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

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

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

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

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

i. Is there adequate infrastructure (roadways, utilities, drainage, etc.) to serve the area?
ii. Will the request require significant increases in public safety resources (police, fire/rescue, EMT) to adequately serve the area?
iii. Is the request consistent with an adopted small area plan? If so, is it compliant with the plan?
iv. Has the applicant engaged surrounding property owners and residents about the request per city requirements?
v. Does the request comply with the Expressway Corridor Environmental Health Policy?
vi. How does demand for services (cost) relate to tax revenue generated by the project? Are there non-financial returns to the community, due to the project meeting established city goals? If so, what?
vii. Additionally, for residential requests:
   a. Will future residents of the area have sufficient access to city services (parks, libraries, etc.)?
   b. Do schools have the necessary capacity to serve increases in population as a result of the request?

City staff may determine the appropriate parameters and methodology for developers to use in responding to the requirements above and standards for housing and employment uses may differ.
Agenda Item 4

Consideration:
Density Guidance Map and Bundles 23 and 24

DESCRIPTION:

Vote to consider the Density Guidance Map and Bundles 23 and 24.

REMARKS:

The purpose of this agenda item is to allow the Committee to consider approving the Density Guidance Map and Category Descriptions and Bundles 23 and 24, as discussed in Agenda Item 3, along with any proposed revisions.

RECOMMENDATION:

 Recommend the Committee consider approval of the Density Guidance Map and Category Descriptions and Bundles 23 and 24, along with any revisions.

ATTACHMENTS:

Attachment A – See Agenda Item 3.
Agenda Item 5

**Discussion and Consideration:** Future Land Use Map and Category Descriptions

**DESCRIPTION:**

Hold a discussion and vote to consider proposed revisions on the Future Land Use Map and Category Descriptions.

**REMARKS:**

**Future Land Use Map and Category Descriptions**

The purpose of the Future Land Use Map (FLUM) is to implement the long-term, general land use and planning vision of the community. The map locates distinct areas within the city that share a desirable mix of future uses, design characteristics, and activities. The details of these areas are provided in the associated Future Land Use Categories (FLUC). The map does not establish zoning district boundaries or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each category. Land use decisions on individual properties should consider not only the FLUM, but also any other Comprehensive Plan policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of the Comprehensive Plan.

**Background**

At the August 18, 2020, meeting, the Committee requested an introductory discussion on Comprehensive Plan maps related to future land use in preparation for the workshop on September 19, 2020. This discussion was held at the September 1, 2020, meeting. In response to the Committee's discussion, staff revised the Future Land Use Map and Category Descriptions with a new “dashboard” style, which were both presented and discussed by the Committee during the September 19, 2020, workshop. Per the Committee’s feedback during the September 19 workshop, staff revised the FLU Categories and the FLU Map. These changes were discussed by the Committee at the October 20, October 29, November 10, and November 18, 2020, meetings.

**Dashboard Changes**

Based on Committee discussions, staff and the consultants revised the FLU Categories (Attachment A). The changes to the categories include:
• Compatibility of New Uses:
  o To simplify the compatibility system, the dots were adjusted from a scale of 5 dots to 3 dots throughout the document, as follows:

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  o The Compatibility of New Uses introduction text (page 1) was updated accordingly.

• Character Defining Elements (page 2):
  o Intensity and Scale: added a "Low- to Mid-rise" category and revised the stories to the following:
    ▪ Low-rise: 1 to 2 stories
    ▪ Low-to-Mid-rise: 3 to 4 stories
    ▪ Mid-rise: 5 to 9 stories
    ▪ High-rise: 10+ stories

• Streetscape (page 3):
  o Updated images.

• Community Corners (page 11):
  o Updated the graphics showing stages of retail corner changes, from underperforming, to renovation, to revitalization, to redevelopment.

• Suburban Activity Centers (page 12)
  o Added subsection and footnote regarding the Park and Preston SA

• Updated the Housing Mix charts for Neighborhood Corners, Suburban Activity Centers, Urban Activity Centers, and Downtown Corridors to better correspond with the housing compatibility for each category. This change took into consideration that some housing that is not considered appropriate currently exists in these areas.

• Minor text corrections and format changes throughout.

As requested by the Committee, a land use compatibility matrix is also provided (Attachment B) as a summary of both housing and employment compatibility for each Future Land Use Category. This matrix is intended to aid in a review of low-scoring dots, as requested and associated with the requirements in RGM6’s Favorable Features of Development analysis.
Future Land Use Map Changes

The Future Land Use Map (Attachment C) was further updated to adjust additional areas near Downtown Plano between Downtown Corridors and Neighborhoods and to better align the Oak Point area with the Envision Oak Point Community Vision Map as well as the Parks Master Plan Map.

The purpose of this agenda item is to allow the Committee to discuss these changes and consider approving the Future Land Use Map and Category Descriptions, along with any proposed revisions.

RECOMMENDATION:

Recommend the Committee consider approval of the Future Land Use Map and Category Descriptions, with any revisions, and forward to P&Z for their consideration.

ATTACHMENTS:

Attachment A – Revised Future Land Use Category Descriptions (November 25, 2020)
Attachment B – Land Use Compatibility Matrix (November 25, 2020)
Attachment C – Revised Future Land Use Map (November 25, 2020)
Plano Comprehensive Plan

FUTURE LAND USE CATEGORY DASHBOARDS

HOW TO READ THE DASHBOARDS
Each Future Land Use Category includes a general description, list of priorities, and dashboard illustrating the mix of land uses, compatibility of housing and employment types, and typical design characteristics that are desirable to meet the community’s vision for these areas. As Plano is mostly developed, existing conditions are not anticipated to align perfectly with the dashboards, and individual sites under the same category will develop with their own unique mix, character, and flavor. It is intended that these dashboards be broad enough to adequately portray similarities of large geographies of the city, while also adding the necessary specificity to establish reasonable community expectations for how these areas should develop or redevelop. The sections below describe how to use and interpret the Future Land Use Category Dashboards of the Comprehensive Plan.

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

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

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

4. COMPATIBILITY OF NEW USES
This chart illustrates the compatibility of land uses for new growth, infill, and redevelopment in each Future Land Use Category. Some areas may have existing uses noted as “not a compatible use” that are anticipated to remain in active and productive use.

- Most compatible uses: This use, as a new, infill, or redevelopment use, is the most compatible in the future land use category.
- Somewhat compatible uses: This use, as a new, infill, or redevelopment use, is typically compatible in the future land use category. Additional analysis and information may be required to justify the compatibility of the use in the proposed location.
- Compatible uses in limited circumstances: This use, as a new, infill, or redevelopment use, is generally not compatible within the future land use category, so proposed uses in this category require a Favorable Features of Development analysis, per the Redevelopment and Growth Management Policy, to aid in determining compatibility as part of the zoning process. The use may be found compatible as a primary use in special, non-typical scenarios or where measures are taken to address compatibility concerns.

- Not a compatible use: This use, as a new, infill, or redevelopment use, is typically not compatible within the future land use category.

5. CHARACTER DEFINING ELEMENTS
This section describes the general characteristics that are desired for new growth, infill, and redevelopment in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. More information is described on the following page, however these include:

BUILDING HEIGHTS
DENSIETY
INTENSITY & SCALE
OPEN SPACE
PARKING ORIENTATION
BLOCK PATTERN & STREETScape
MULTIMODAL ACCESS

Note: The charts represent percentages of total land area for each use.
### Character Defining Elements

- **Intensity & Scale**
  - Intensity and Scale terms are used to measure how large a building can be built relative to the size of an individual property or district. For the purpose of the Future Land Use Map, intensity and scale are defined as follows:
    - Low Intensity: 0-50% coverage
    - Moderate Intensity: 50-75% coverage
    - High Intensity: 75-100% coverage

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

- **Building Heights**
  - For the purposes of the Future Land Use Map, building heights are defined by the range of stories that are appropriate to be constructed in a building. Not all properties will be suitable for the maximum height.

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

- **Streetscape**
  - Streetscape describes the uniformity of setbacks or presence of pedestrian amenities. The streetscape contributes to a location's aesthetics, the form of public and open space, and orientation of buildings.

### Future Land Use Category Dashboards

#### Intensity & Scale

- **Short Blocks**
  - Low to medium-rise scale
  - Moderate to high-rise scale

- **Medium Blocks**
  - Low-rise scale
  - Low to medium-rise scale

- **Wide Blocks**
  - Medium to high-rise scale
  - High-rise scale

#### Density

- **Low Intensity** (0-50% coverage)
  - Low-rise: 1 to 2 stories
  - Low-to-mid-rise: 3 to 4 stories
  - Low-rise: 5 to 9 stories

- **Medium Intensity** (50-75% coverage)
  - Mid-rise: 5 to 9 stories
  - Mid-rise: 5 to 9 stories
  - Low-to-mid-rise: 3 to 4 stories

- **High Intensity** (75-100% coverage)
  - High-rise: 10+ stories
  - Medium to high-rise: 5 to 9 stories
  - High-rise: 10+ stories

#### Building Heights

- **Low-Rise Scale**
  - 1 to 2 stories

- **Low-to-Mid-Rise Scale**
  - 3 to 4 stories

- **Mid-Rise Scale**
  - 5 to 9 stories

- **High-Rise Scale**
  - 10+ stories

#### Parking Orientation

- **On-street parking**
- **Surface parking lots**
- **Multimodal infrastructure**
- **On-street parking**
- **Surface parking lots**
- **Multimodal infrastructure**

### Streetscape

- **Urban Commercial**
  - Lawns & xeriscapes
  - Street trees & landscape edges
  - Surface parking lots
  - Natural open areas

- **Urban Residential**
  - Lawns & xeriscapes
  - Street trees & landscape edges
  - Surface parking lots
  - Natural open areas

- **Traditional Commercial**
  - Lawns & xeriscapes
  - Street trees & landscape edges
  - Surface parking lots
  - Multimodal infrastructure

- **Traditional Residential**
  - Lawns & xeriscapes
  - Street trees & landscape edges
  - Surface parking lots
  - Multimodal infrastructure

- **Corporate Corridor**
  - Lawns & xeriscapes
  - Street trees & landscape edges
  - Surface parking lots
  - Multimodal infrastructure
OPEN SPACE
Open Space as a character defining element means the portion of a development that should not be used for buildings. These areas can be passive open spaces, like the grass and landscaping that surround a building, or active open spaces with plazas, plazas, public art, water features, benches, and other pedestrian amenities. Note: not all properties will be suitable for the maximum open space.

PASSIVE OPEN SPACE
- Natural areas and community parks
- Outdoor learning areas
- Walking & bicycling paths
- Unobstructed green space surrounding private development

95 %
95 %
95 %
95 %
95 %
95 %
95 %
95 %

ACTIVE OPEN SPACE
- Social gathering places
- Seating and interactive amenities
- Private, courtyards, and dog parks

30 %
30 %
30 %
30 %
30 %
30 %
30 %
30 %

RECREATIONAL OPEN SPACE
- Programmed recreational activities
- Walking & bicycling paths
- Flagpoles & colossus poles
- Athletic fields and skate parks

60 %
60 %
60 %
60 %
60 %
60 %
60 %
60 %

CATEGORIES
The Future Land Use Map determines appropriate locations for future uses, establishing the community’s vision for the placement of housing, employment, social activities, and protection of natural areas. Ten categories provide guidance for new development and redevelopment, describing the typical mix of land uses and design characteristics that are desirable to create distinct areas of the city. The map does not establish zoning districts or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each category. Land use decisions on individual properties should consider not only the Future Land Use Map, but also the Growth & Change Map and other Comprehensive Plan policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of the comprehensive plan.

NEIGHBORHOODS
- Neighborhoods are predominantly single-family homes, but can also include supporting light commercial, office, institutional, apartments, and other supporting residential uses. La Vida area and low-moderate areas that include low-density development, including specialty housing and low-density development.

95 %
95 %
95 %
95 %
95 %
95 %
95 %
95 %

CORRIDORS
- Corridors are areas of development that are located between neighborhoods and regions of the city. These areas are intended to be developed with a mix of uses from center to center.

ACTIVITY CENTERS
- Activity Centers include major employment centers, as well as recreational facilities.

NETWORKS
- Networks include the systems of social, rail, and transit, which interconnects the city.

TRANSIT
- Transit facilities include active freight and commuter rail lines or right-of-way of former railroads.

CENTERS
- Centers include major employment and activity centers, as well as social facilities.

CORNERS
- Corners include neighborhood corner parks and commercial, office, institutional, and other supporting residential uses. Within these areas, there is a variety of corner parks and commercial centers.

OPEN SPACE
- Open Space is developed in travel corridors for semiprivate or semi-public purposes. These areas are designed to enhance pedestrian connections.

COMMUNITY NETWORKS
- Community Networks represent the city’s high standards for excellence.

URBAN ROADWAYS
- Urban Roadways are streets throughout the city.

MAJOR ROADWAYS
- Major Roadways are streets throughout the city.

EXPRESSIONS
- Expressions and major streets throughout the city.

COORDINATION
- Coordination of core corridors.

REGIONAL
- Regional facilities include active freight and commuter rail lines or right-of-way of former railroads.

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The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses.

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

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

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

### NEIGHBORHOODS (N)

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- **BUILDING HEIGHTS**
  - 1 to 2 stories

- **DENOTES**
  - SF: Single Family
  - SF-A: Single Family Attached
  - SF-D: Single Family Detached
  - MI: Multi-Unit
  - GM: Garden Style
  - MS: Main Street Style
  - MR: Mid-Rise
  - HR: High Rise

- **INTENSITY & SCALE**
  - Low intensity: Low-rise scale
  - High intensity: High-rise scale

- **OPEN SPACE**
  - Passive green space

- **PARKING ORIENTATION**
  - Garages with driveways
  - On-street parking

- **BLOCK PATTERN & STREETSCAPE**
  - Gridded or curvilinear blocks

- **MULTIMODAL ACCESS**
  - High: direct access from local streets
  - MOD: served by bus on perimeter arterial streets
  - LOW: served by bus on minor arterial streets

- **HOUSING**
  - Traditional SF-D
  - Traditional SF-A
  - Midtown - Single Unit
  - Midtown - Multi-Unit
  - Garden-Style MI
  - Main Street Style MI
  - Mid Rise MI
  - High Rise MI
  - Institutional MI

- **EMPLOYMENT**
  - Office
  - Retail/Service
  - Institutional
  - Manufactured (Industrial)
  - Warehouse
  - Lodging

- **COMPATIBILITY OF NEW USES**
  - Single-Family
  - Midtown Housing
  - Multifamily
  - Institutional

- **Housing Mix 1**
  - Land Use Mix
  - EMPLOYMENT MIX
  - EMPLOYMENT MIX

- **Land Use Mix**
  - Residential
  - Open Space

- **Employment Mix**
  - Retail/Service
  - Office
  - Institutional

- **Parking Orientation**
  - Garages
  - On-street

**NEIGHBORHOODS PRIORITIES**

- Preserving neighborhood character and quality of life
- Upkeep of existing housing stock
- Requiring adjacent commercial land uses to provide adequate transitions
- Variety of housing heights, sizes, and types
The Neighborhood Corners future land use category applies to the small-to-medium retail sites on the corners of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Neighborhood Corners are typically up to 10 acres in size, directly abut single-family neighborhoods, and are anchored by a small grocery store, drug store, or gas station.

Maintaining Healthy & Attractive Corners - Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood corner vitality and attractiveness. This may be achieved through parking lot landscaping enhancements, building renovations, and other site improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height should be provided when development is proposed near neighborhoods. An ongoing relationship between neighborhood residents and commercial property owners and businesses in adjacent corners is encouraged to support the economic health and viability of the community.

Residential Uses - In limited situations, residential uses may be introduced as an extension of surrounding Neighborhood (N) areas, reducing excess retail zoning or replacing underperforming retail square footage. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. New housing should complement the scale, density, and character of surrounding neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.
The Community Corners future land use category applies to medium-to-large retail sites on the corners of major arterial roadways that traditionally serve the general retail, service, office, and institutional needs of surrounding neighborhoods. These areas are often anchored by uses such as a large grocery store, hardware store, department store, fitness center, or other big box retailers. Community Corners are typically 25+ acres, but may be as small as 10 acres when buffered from single-family neighborhoods or located in an area with excess retail zoning or development.

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

Residential Uses - The introduction of residential uses are encouraged where buffered from adjacent neighborhoods, or when necessary to further the goals of Community Corner redevelopment and provided in context-sensitive manner. New housing should be thoughtfully integrated into the street network of Community Corner development and, where feasible, safe and convenient connections from existing neighborhoods should be provided. In many cases, the layout of existing neighborhoods may preclude direct walking connections to these corners. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

### Desirable Character Defining Elements

<table>
<thead>
<tr>
<th>Element</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Heights</td>
<td>1 to 3 stories</td>
</tr>
<tr>
<td>Land Use Mix</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>Employment Mix</td>
<td>Employment Mix</td>
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<tr>
<td>Housing Mix</td>
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</tr>
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</tr>
<tr>
<td>Employment Mix</td>
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</tr>
<tr>
<td>Residential Uses</td>
<td>Residential Uses</td>
</tr>
<tr>
<td>Nonresidential Uses</td>
<td>Nonresidential Uses</td>
</tr>
<tr>
<td>Open Space</td>
<td>Open Space</td>
</tr>
<tr>
<td>Parking Orientation</td>
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</tr>
<tr>
<td>Block Pattern &amp; Streetscape</td>
<td>Block Pattern &amp; Streetscape</td>
</tr>
<tr>
<td>MultiModal Access</td>
<td>MultiModal Access</td>
</tr>
<tr>
<td>High</td>
<td>High direct access from major arterial roadways</td>
</tr>
<tr>
<td>Medium</td>
<td>Medium supported by bus services or satellite links to major arterial roadways</td>
</tr>
<tr>
<td>Low</td>
<td>Low served by satellite links to major arterial roadways</td>
</tr>
</tbody>
</table>

### Community Corners Priorities

- Reducing excess retail zoning and square footage
- Innovative redevelopment concepts
- Green space & amenities

### Community Corners Dashboards

- Land use mix
- Housing mix
- Employment mix
- Compatibility of new uses
- Housing uses
- Employment uses
- Residential uses
- Nonresidential uses
- Open space
- Parking orientation
- Block pattern & streetscape
- Multi-modal access
- Transportation
- Pedestrians
- Micro-mobility
- High direct access from major arterial roadways
- Medium supported by bus services or satellite links to major arterial roadways
- Low served by satellite links to major arterial roadways
- High wide sidewalks, direct access to transit routes

See how to guide on pages 1-4.
The Suburban Activity Centers future land use category applies to areas with large commercial and mixed-use developments that serve the specialty shopping, dining, service, and entertainment needs at the intersections of high traffic corridors. These areas are typically 50-100 acres in size and anchored by major retailers, superstores, large grocers, or theaters. Hotels, offices, and institutional uses are supportive uses in these centers. When provided, residential uses should be incorporated within cohesively planned, mixed-use developments of moderate density and intensity.

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

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

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

### Suburban Activity Centers (SA)

#### Land Use Mix

- Residential
- Mixed-Use
- Open Space

#### Housing Mix

- Single Family
- Multifamily
- Institutional

#### Employment Mix

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

#### Compatibility of New Uses

- Retail/Service
- Office
- Lodging

#### Housing Mix 1

- Land Use Mix
- Employment Mix
- Employment Mix 1

#### Employment Mix 1

- Land Use Mix
- Employment Mix
- Employment Mix 1

### Desirable Character Defining Elements

#### Building Heights

- Single-Family: DGM Limit: 15 DUA
- Mixed-Use: Max: 50 DUA

#### Parking Orientation

- Mix-oriented, on-street.
- Non-motorized mix of structured, on-street, surface lots, valet.

#### Block Pattern & Streetscape

- Short to medium block grid
- Urban and Traditional streetscapes

#### Multimodal Access

- Medium
- MEDIUM
- MEDIUM
- MEDIUM

#### Open Space

- Moderate Intensity
- Low-to-mid-rise scale
- 15% to 20%
- Active open spaces

#### Transportation

- Res: structured, on-street.
- Non-res: mix of structured, on-street, surface lots, valet.

#### Pedestrians

- High-walkability internal to the site

### Priorities

Creating destination shopping and entertainment centers

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

Thoughtfully and cohesively planned mix of uses

---

*Disclaimer: The boundaries and/or property lines shown on this map are for illustrative purposes only and are not to be used for legal or title purposes. All data is subject to change, and should be verified by a professional. The City of Plano is not responsible for errors or omissions in the data.*
The Urban Activity Centers future land use category applies to areas designated for significant development or redevelopment with high intensity mixed-use activity centers attracting large corporations, specialty shopping, dining, and entertainment, and high density residential development. These areas are typically a minimum of 100 acres and include mid to high-rise buildings with a compact block structure, and human-scale street and building design, which create a highly walkable urban form.

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

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

URBAN ACTIVITY CENTERS (UA)

**Land Use Mix**
- Residential
- Office
- Institutional
- Lodging
- Retail/Service

**Housing Mix**
- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multi-Unit
- Garden Style MF
- Max-Street Style MF
- Mix
- High-Rise HF
- Institutional Living

**Employment Mix**
- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

**Compatibility of New Uses**
- Residential: 10%
- Nonresidential: 45%
- Open Space: 45%
- Parking Structures: 10% to 15%
- Low- to high-rise scale
- Active open spaces

**Desirable Character Defining Elements**
- **Building Heights & Density**
  - Up to 120 DUA
- **Density**
  - High intensity
- **Intensity & Scale**
  - Low- to high-rise scale
- **Open Space**
  - 10% to 15% Active open spaces

**Land Use Priorities**
- Attracting corporate headquarters and promoting economic development
- High standards for mixed-use form, amenities, and open space
- Providing amenities in early phases of development
The Employment Centers future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

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

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

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

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

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

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

Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS
DRAFT | November 25, 2020

LAND USE MIX

HOUSING MIX

EMPLOYMENT MIX

COMPATIBILITY OF NEW USES

HOUSING

EMPLOYMENT

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS

ENERGY

COMMERCIAL & MIXED USE

OPEN SPACE

PARKING ORIENTATION

BLOCK PATTERN & STREETSCAPE

MULTIMODAL ACCESS

AUTOMOBILES

TRANSIT

MICROMOBILITY

PEDESTRIANS

DOWNTOWN CORRIDORS PRIORITIES

Enhancing bicycle and pedestrian connections
Improving mobility connections between Downtown and Collin Creek areas
Focusing density in Downtown core and within 1/4 mile walking distance of rail stations

See how to guide on pages 1-4.
The Expressway Corridor future land use category applies to development along major expressways serving regional and interstate commerce. Development in these corridors is expected to include a mix of retail, service, office, restaurant, medical, hotel, and technology-based uses. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land.

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

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

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<th>Employment Mix</th>
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<tr>
<td>Industrial</td>
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<td>Multi-Use</td>
<td>Warehouse</td>
<td>Logistics</td>
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<tr>
<td>Transit</td>
<td>Lodging</td>
<td>Lodging</td>
</tr>
</tbody>
</table>

### DESIRABLE CHARACTER DEFINING ELEMENTS

- **Building Heights & Scale**:
  - 1 to 20 stories
  - Institutional Living

- **Parking Orientation**: Structured parking preferable to surface lots

- **Open Space**:
  - 10% to 20% Passive open space

- **Multimodal Access**:
  - Low: Direct access from frontage roads
  - Medium: Served by bus at major intersections
  - High: Connected to trails and bike routes

- **MicroMobility**:
  - Low: Mostly served by perimeter sidewalks

### EXPRESSWAY CORRIDORS PRIORITIES

- Redevelopment of US 75 Corridor
- Protecting sensitive land uses in Environmental Health Areas
- Limiting residential uses to redevelopment of underperforming commercial areas
The Social Network future land use category includes a wide range of public and private uses such as colleges, universities, major public schools (high school/ senior high schools), athletic complexes, recreational facilities, libraries, golf courses, country clubs, and large private open spaces. These areas are intended to retain their character to provide regional recreation and social opportunities.

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

**COMPATIBILITY OF NEW USES**

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
<tr>
<td>3 to 4 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
<tr>
<td>5 to 9 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
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**ROIDER CHARACTER DEFINING ELEMENTS**

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<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
<tr>
<td>3 to 4 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
<tr>
<td>5 to 9 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
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</tbody>
</table>

**PARKING ORIENTATION**

- Surface lots
- Wide blocks
- Open Space Corridor streetscapes

**MULTIMODAL ACCESS**

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space

**HOUSING MIX**

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multi Unit
- Garden Style MF
- Main Street Style MF
- Multi-Unit MF
- High-Rise MF
- Institutional Living
- N/A

**EMPLOYMENT MIX**

- Office
- Retail/Restaurant
- Service
- Institutional
- Warehousing
- Lodging
- Institutional Living
- N/A

** open space network (OS)**

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

**PRIORITIES FOR OPEN SPACE NETWORK:**
- Maintain and upgrade open space and linear parks as needed to serve the health and recreational needs of the diverse community
- Improve access to these areas through transit and micromobility connections

**CHARACTER DEFINING ELEMENTS**

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
<tr>
<td>3 to 4 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
<tr>
<td>5 to 9 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low to mid-rise scale</td>
</tr>
</tbody>
</table>

- Surface lots
- Wide blocks
- Open Space Corridor streetscapes

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space

- Limited access to major and local streets
- High walkability to open space
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<thead>
<tr>
<th>CATEGORY BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MULTIMODAL ACCESS</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhoods (N)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 to 2 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 50%</td>
<td>Routed garages with driveways, tree-lined streets, consistent setbacks</td>
<td>High: Direct access from local streets</td>
<td>Medium: Served by bus on perimeter arterial streets</td>
<td>High: Connected to trails &amp; bike routes</td>
<td>High: Walkable to parks &amp; schools</td>
</tr>
<tr>
<td>SF-D: up to 12 DUA</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 50%</td>
<td>Low-rise, non-res. surface lots (to side or rear of building)</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Wide sidewalks, direct connections where feasible</td>
</tr>
<tr>
<td>Other: up to 20 DUA</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 50%</td>
<td>High: Direct access from neighborhoods</td>
<td>Medium: Served by bus</td>
<td>Medium: Served by bus</td>
<td>High: Connected to trails &amp; bike routes</td>
<td>Medium: Wide sidewalks, direct connections where feasible</td>
</tr>
<tr>
<td><strong>Neighborhood Corners (NC)</strong></td>
<td>1 to 3 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 20%</td>
<td>Short to medium block grid tree-lined streets &amp; pedestrian-friendly</td>
<td>Medium: Served by bus</td>
<td>Medium: Served by bus</td>
<td>High: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td>1 to 4 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 30%</td>
<td>Short to medium block grid tree-lined streets &amp; pedestrian-friendly</td>
<td>Medium: Served by bus</td>
<td>Medium: Served by bus</td>
<td>High: Connected to trails &amp; bike routes</td>
<td>Medium: Wide sidewalks, direct connections where feasible</td>
</tr>
<tr>
<td><strong>Suburban Activity Centers (SA)</strong></td>
<td>1 to 5 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 30%</td>
<td>Short to medium block grid tree-lined streets &amp; pedestrian-friendly</td>
<td>Medium: Served by bus</td>
<td>Medium: Served by bus</td>
<td>High: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td>1 to 2 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 15%</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Medium: Served by bus</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: High walkability internal to the site</td>
</tr>
<tr>
<td><strong>Community Corners (CC)</strong></td>
<td>1 to 3 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>10% to 20%</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Medium: Served by bus</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td><strong>Urban Activity Center (UA)</strong></td>
<td>1 to 20 stories</td>
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<td>Low intensity</td>
<td></td>
<td>10% to 15%</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Medium: Served by bus</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td><strong>Expressway Corridors (EX)</strong></td>
<td>1 to 20 stories</td>
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<td>Low intensity</td>
<td></td>
<td>10% to 20%</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Medium: Served by bus</td>
<td>Medium: Connected to trails &amp; bike routes</td>
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</tr>
<tr>
<td><strong>Downtown Corridors (DT)</strong></td>
<td>1 to 5 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>20% to 30%</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Medium: Served by bus</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
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<tr>
<td><strong>Employment Centers (EM)</strong></td>
<td>1 to 20 stories</td>
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<td>Low intensity</td>
<td></td>
<td>10% to 20%</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Medium: Served by bus</td>
<td>Medium: Connected to trails &amp; bike routes</td>
<td>Medium: Connected to trails &amp; bike routes</td>
</tr>
<tr>
<td>1 to 4 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>20% to 30%</td>
<td>Low-rise, non-res. surface lots (to side or rear of building)</td>
<td>Medium: Served by bus</td>
<td>Medium: Served by bus</td>
<td>High: Connected to trails &amp; bike routes</td>
<td>High: Integrated trails &amp; bike routes</td>
</tr>
<tr>
<td><strong>Social Network (SN)</strong></td>
<td>1 to 2 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>100%</td>
<td>Wide block, deep setbacks</td>
<td>Medium: Served by bus</td>
<td>High: Integrated trails &amp; bike routes</td>
<td>High: Limited access to major and local streets</td>
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<tr>
<td>1 to 4 stories</td>
<td></td>
<td>Low intensity</td>
<td></td>
<td>20% to 100%</td>
<td>Wide block, perimeter trees &amp; landscaping</td>
<td>High: Direct access from major streets</td>
<td>High: Served by bus</td>
<td>High: Served by bus</td>
<td>High: Integrated trails &amp; bike routes</td>
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<tr>
<td>1 to 2 stories</td>
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<td>Low intensity</td>
<td></td>
<td>20% to 100%</td>
<td>Surface lots</td>
<td>Medium: Served by bus</td>
<td>High: Integrated trails &amp; bike routes</td>
<td>High: Limited access to major and local streets</td>
<td>Medium: High walkability internal to the site</td>
</tr>
</tbody>
</table>

**STREETSCAPE**

- High intensity
- Moderate to low intensity
- Low intensity

**MULTIMODAL ACCESS**

- High: Direct access from major streets
- Medium: Served by bus
- Low: Mostly served by perimeter sidewalks

**DRAFT | November 25, 2020**
## Compatibility of New Uses by Future Land Use Category

**Draft: November 25, 2020**

### Housing

<table>
<thead>
<tr>
<th>Item</th>
<th>Traditional SF-D</th>
<th>Traditional SF-A</th>
<th>Midtown - Single Unit</th>
<th>Midtown - Multi-Unit</th>
<th>Garden-Style MF</th>
<th>Main Street-style MF</th>
<th>Mid-Rise MF</th>
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<th>Institutional Living</th>
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### Employment

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<th>Restaurant/Retail</th>
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<th>Warehouse</th>
<th>Lodging</th>
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<td></td>
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</tr>
</tbody>
</table>

Page 1 of 1
The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.

Source: City of Plano, GIS Division
Updated: November 2020
Freese and Nichols, Inc.
Agenda Item 6

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.

In order to meet our timeline, public outreach must be scheduled in early February. A reasonable time for P&Z consideration is also necessary prior to the public outreach, so the current schedule for decision-making is increasingly tight. If additional meetings are needed to make the deadlines, we suggest that new dates should be considered and reserved as quickly as possible.

Seeing the number of items remaining for approval and recognizing the timeframe with only four scheduled meetings remaining, it is recommended that the January 12, 2021, meeting be anticipated as a regular meeting, rather than a continuation meeting, to ensure that there is enough time to complete the necessary approvals. This may also offer flexibility to add items for discussion as they are ready to return from P&Z.

Pursuant to direction at the November 17, 2020, and November 18, 2020, meetings, Freese and Nichols, Inc. has made the following modifications to the Work Plan:

- Regular meeting schedule extended through City Council adoption of the Plan, including:
  - P&Z meeting dates for review of CPRC Recommended Items.
  - A Special Event for Public Involvement at a Telephone Town Hall.
  - The City Council public hearing for consideration of the Final Plan.
- Updated the meeting discussion topics to reflect the agenda.
- Updated the tracking status and meeting dates for the remaining items to be considered by CPRC and P&Z.
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
# 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>
</tr>
<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>
</tr>
<tr>
<td>4</td>
<td>Have a plan to prevent crime and support police.</td>
<td>Continuous</td>
</tr>
<tr>
<td>5</td>
<td>Actions to execute what is in the plan.</td>
<td>Continuous</td>
</tr>
<tr>
<td>6</td>
<td>The City should move in the same direction of Plano 2045.</td>
<td>Continuous</td>
</tr>
<tr>
<td>7</td>
<td>The purpose of the comprehensive plan relating to density, land use, growth management, and transportation.</td>
<td>Continuous</td>
</tr>
<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>
</tr>
<tr>
<td>10</td>
<td>Strive for factual support.</td>
<td>Continuous</td>
</tr>
</tbody>
</table>

## Education and Training Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<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>
</tr>
<tr>
<td>4</td>
<td>Undeveloped Land Map &amp; Population Projections Part 1</td>
<td>Feb 4</td>
</tr>
<tr>
<td>5</td>
<td>Active Residential Projects and Population Projections Part 2</td>
<td>Feb 20</td>
</tr>
<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>
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<td>14</td>
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<td>Meeting #</td>
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<tr>
<td>CPRC #1</td>
<td><strong>Kickoff Meeting</strong></td>
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<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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<td>CPRC #2</td>
<td><strong>Vision and Direction</strong></td>
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<td>1) Approval of Minutes: January 11, 2020</td>
<td>Tuesday, January 22, 2020</td>
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<tr>
<td></td>
<td>2) Discussion: Plano Tomorrow Vision Statement</td>
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<td>3) Discussion &amp; Direction: Analysis of Survey Results and Kickoff</td>
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<td>4) Meeting Feedback</td>
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<td>5) Presentation: Plano Facts and Figures</td>
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<td>6) Discussion: Residential Density</td>
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<td>Tuesday, January 22, 2020</td>
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<td>CPRC #3</td>
<td><strong>Density Topic, Housing Type Discussion</strong></td>
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<td>1) Approval of Minutes: January 22, 2020</td>
<td>Tuesday, February 4, 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</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 &amp; 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><strong>Density Topic, Housing Type Discussion Cont.</strong></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 &amp; Direction: Missing Middle Housing</td>
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<td>6) Discussion &amp; Direction: Housing Types</td>
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<td>7) Discussion &amp; 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 #5</td>
<td>Density Topic, Housing Type Discussion Cont.</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 &amp; Direction: Middle Housing</td>
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<td>4) Discussion &amp; Direction: Future Land Use Map Categories and Housing Approach</td>
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<th>Density Topic, Housing Types Cont., &amp; Housing Mix Discussions</th>
<th>Tuesday, April 14, 2020</th>
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<tr>
<td>1) Approval of Minutes: March 3, 2020</td>
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<tr>
<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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<th>Transportation Topic, Introduction Transportation</th>
<th>Tuesday, April 21, 2020</th>
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<tr>
<td>1) Approval of Minutes: April 14, 2020</td>
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<tr>
<td>2) Presentation: Transportation Overview</td>
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<td>3) Presentation: Transportation and Comprehensive Plans</td>
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<td>4) Discussion &amp; Direction: Transportation Actions in Plano Tomorrow</td>
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<th>CPRC #12</th>
<th>Transportation Topic, Bundles 1 - 3 Discussion</th>
<th>Tuesday, June 2, 2020</th>
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<tr>
<td>1) Approval of Minutes: April 21, 2020</td>
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<tr>
<td>2) Discussion: Committee Perspectives on Transportation Topics</td>
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<tr>
<td>3) Discussion &amp; Direction: Transportation Themes Voting Exercise</td>
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<tr>
<td>4) Work Plan Updates</td>
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<td>Details</td>
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</table>
| CPRC #13 | Transportation Topic, Bundles 1 - 6 Discussion | 1) Approval of Minutes: June 2, 2020  
2) Presentation: Plano ISD Information  
3) Work Plan Updates  
4) Plano Tomorrow Video Scripts  
5) Discussion & Direction: Transportation Themes Voting Exercise |
| CPRC #14 | Transportation Topic, Bundles 2 - 11 Discussion | 1) Approval of Minutes: June 16, 2020  
2) Discussion & Direction: Comprehensive Plan Guiding Principles  
3) Discussion & Direction: Transportation Themes Polling Exercise  
4) CPRC Work Plan Updates |
| CPRC #15 | Transportation Topic, Transportation Bundles 1 - 11 Discussion & Vote | 1) Approval of Minutes: June 30, 2020  
2) Consideration: Comprehensive Plan Guiding Principles  
3) Consideration: Transportation Bundle 1  
4) Consideration: Transportation Bundles 2-6  
5) Discussion & Direction: Transportation Bundles 7-11 Polling Exercise  
6) Presentation: Returning to Density Discussion  
7) CPRC Work Plan Updates |
| CPRC #16 | Complete Bundles 8-11 and Preview Bundles 12-22 | 1) Approval of Minutes: July 7, 2020  
2) CPRC Work Plan Updates  
3) Discussion & Consideration of Transportation Bundles 8-11  
4) Presentation: Returning to Density Discussion |
| CPRC #17 | Open Discussion on Density, Land Use, and Growth Management Topics | 1) Approval of Minutes: July 7, 2020 and July 21, 2020  
2) CPRC Work Plan  
3) Discussion: Committee Perspectives on Density, Land Use, and Growth Management  
4) Discussion & Direction: Density Guidance Map |
| CPRC #18 | Bundles 12, 13, 14, and 15 | 1) Approval of Minutes: August 4, 2020  
2) CPRC Work Plan Updates  
3) Presentation: Instructions on Virtual Tour  
4) Presentation: Special Districts and Incentives for Real Estate Development  
5) Discussion & Consideration: Bundles 12-15 |
### CPRC Special Event #1

**Self-Guided Tour**

1. The purpose of the tour is to help CPRC members understand Plano’s retail corners.
2. CPRC members are to drive to four locations and consider the future of the retail corners.
3. The self-guided tour replaces the bus tour.
4. CPRC members to ask themselves questions similar to the following:
   a. “Should this area remain exactly the same as it exists today?”
   b. “Is this area likely to change for better or worse under market conditions?”
   c. “If change is desired, what is the best way for this area to redevelop that benefits both the community and land owner?”
   d. “What land uses are economically practical and sustainable, and desirable in a neighborhood center?”
5. CPRC members bring their thoughts and comments to September 1 meeting and present individually.

---

### Bundles 16, 17, 18, and 19

1. Approval of Minutes: August 18, 2020
2. CPRC Work Plan Updates
3. Presentation and Discussion: Future Land Use and Growth and Change Map
4. Discussion: Four Corner Self-Guided Tour Feedback
5. Discussion & Consideration: Bundles 16-19
6. Discussion & Consideration: Bundle 12

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### Bundles 20, 21, 22, 23, and 24

1. Approval of Minutes: September 1, 2020
2. CPRC Work Plan Updates
3. Presentation and Discussion: Growth and Change Map
4. Discussion & Consideration: Bundles 20-22
5. Discussion: Bundles 23-24 and Related Proposals

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### Saturday Workshop on Land Use and Maps

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

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### CPRC #21
**Glossary, P&Z Comments, New Bundles for P&Z Comment, Growth and Change Map, and Bundles 4/12, 18, and 20**

1) Approval of Minutes: September 9, 2020, September 15, 2020, and September 19, 2020
2) CPRC Work Plan Updates
3) Discussion & 1st Consideration: Send to P&Z - Bundles 13-17, 19, 21-22
4) Discussion & 2nd Consideration: Comments from P&Z - Bundles 1-3, 5-11, and Guiding Principles

### CPRC #22
**Housing Types Menu and Growth & Change Map**

1) Approval of Minutes: September 19th and September 29th
2) CPRC Work Plan Updates
3) Member Presentation: Plano Bicycle Association Feedback
4) Discussion: Housing Types Menu
5) Exercise: Growth & Change Map

### CPRC #23a
**Future Land Use Map & Growth and Change Map**

1) Approval of Minutes: October 6th
2) CPRC Work Plan Updates
3) Discussion & Consideration: FLU Map & Category Descriptions
4) Discussion & Consideration: G&C Map & Category Descriptions

### CPRC #23b
**Future Land Use Map & Density Guidance Map**

1) Approval of Minutes: October 20th & October 29th
2) Discussion & Direction: Housing Menu
3) Discussion & Consideration: FLU Map & Category Descriptions
4) Discussion: Introduction to Density Guidance Map
5) CPRC Work Plan Updates

### CPRC #24
**Remaining Items**

1) Approval of Minutes: November 10, 2020
2) Discussion & 1st Consideration: Bundles 4/12, 14, 15, 16, 18, 20
3) Discussion & 2nd Consideration: Bundles 10/13, 17, 19, 22
4) Discussion and Consideration: Future Land Use Map and Category Descriptions
5) CPRC Work Plan Updates
### Upcoming Meetings

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<th>Meeting #</th>
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<th>Meeting Dates</th>
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<tr>
<td>CPRC #26a</td>
<td><strong>Consideration of FLUM, DGM, &amp; Bundle 23 &amp; 24</strong>&lt;br&gt;1) Executive Session&lt;br&gt;2) Approval of Minutes: November 17, 2020, and November 18, 2020&lt;br&gt;3) Discussion: Density Guidance Map and Bundles 23 and 24&lt;br&gt;4) Consideration: Density Guidance Map and Bundles 23 and 24&lt;br&gt;5) Discussion and Consideration: FLU Map and Category Descriptions&lt;br&gt;6) CPRC Work Plan Updates</td>
<td>Tuesday, December 1, 2020</td>
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<tr>
<td>P&amp;Z</td>
<td><strong>P&amp;Z Meeting to Consider CPRC Recommended Items</strong></td>
<td>Monday, December 7, 2020</td>
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<tr>
<td>CPRC #26b</td>
<td><strong>Continuation of Items from Prior Meeting If Needed (Continuation Meeting)</strong>&lt;br&gt;Date reserved if needed to complete the CPRC #26a meeting agenda.</td>
<td>Wednesday, December 9, 2020</td>
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<td>P&amp;Z</td>
<td><strong>P&amp;Z Meeting to Consider CPRC Recommended Items</strong></td>
<td>Monday, December 21, 2020</td>
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<td>P&amp;Z</td>
<td><strong>P&amp;Z Meeting to Consider CPRC Recommended Items</strong></td>
<td>Monday, January 4, 2021</td>
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<tr>
<td>Joint CPRC &amp; P&amp;Z</td>
<td><strong>Finalize Remaining Items for Draft Plan</strong>&lt;br&gt;1) CPRC Consideration: Any remaining items or returning bundles from P&amp;Z&lt;br&gt;2) P&amp;Z consideration: Any remaining items or returning bundles from CPRC&lt;br&gt;3) Both bodies can vote consecutively on items, based on a shared agenda.</td>
<td>Tuesday, January 5, 2021</td>
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<tr>
<td>Joint CPRC &amp; P&amp;Z</td>
<td><strong>Finalize Remaining Items; or Review/Vote on Draft Plan</strong>&lt;br&gt;1) CPRC Consideration: Any remaining items or returning bundles from P&amp;Z&lt;br&gt;2) P&amp;Z consideration: Any remaining items or returning bundles from CPRC&lt;br&gt;3) Both bodies can vote consecutively on items, based on a shared agenda.&lt;br&gt;If all items resolved at 1/5/21 meeting, the bodies will review the draft plan and may approve for public comment, if ready.</td>
<td>Tuesday, January 12, 2021</td>
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| Joint CPRC & P&Z | **Draft Plan Vote If Needed**  
Discussion and Consideration: Draft Plan | Tuesday, January 19, 2021 |
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<td>*** Special Event ***</td>
<td><strong>Public Involvement – Telephone Town Hall</strong></td>
<td>Thursday, February 11, 2021</td>
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| Joint CPRC & P&Z | **Public Input Discussion and Vote on Joint Plan**  
1) Discussion: Public Input Results  
2) Discussion and Consideration: Joint Plan | Tuesday, February 23, 2021 |
| Joint CPRC & P&Z | **Joint Plan Vote If Needed**  
Discussion and Consideration: Joint Plan, if changes necessary after public input results | Monday, March 1, 2021 |
| Joint CPRC & P&Z | **P&Z Public Hearing: Joint Plan Vote**  
Discussion and Consideration: Final Joint Plan | Tuesday, March 9, 2021 |
| Joint CPRC & P&Z | **Joint Plan Vote If Needed**  
Consideration of Final Joint Plan, if changes necessary after P&Z Public Hearing | Monday, March 15, 2021 |
| City Council | **City Council Public Hearing**  
Public Hearing and Consideration of Final Joint Plan | Monday, March 22, 2021 |
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<td>Bundle 1 – Roadway System</td>
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<td>Bundle 2 – Transportation Demand Management</td>
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<td>Bundle 3 – Regional Transportation</td>
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<td>Bundle 4 – Land Use*</td>
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<td>1st Consideration on 12/7</td>
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<td>Bundle 5 – Transit-Oriented Development</td>
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<td>Bundle 6 – Population Growth</td>
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<td>Bundle 7 – Bicycle and Other Micromobility</td>
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<td>Bundle 10 – Community Design</td>
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<td>Bundle 16 – Transit-Oriented Development</td>
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<td>Bundle 22 – Regional Education</td>
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<td>1st Consideration on 12/1 and 12/9</td>
<td>1st Consideration on 12/21 and 1/4</td>
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*There is one action associated with each of Bundles 4/12 and 20 that has been tabled for future consideration by CPRC and cannot yet be sent to P&Z for consideration.