

AGENDA ITEM NO. 5

DISCUSSION AND DIRECTION: 2025 Comprehensive Plan Maintenance Review

APPLICANT: City of Plano

CASE PLANNER: Marium Zahir, AICP Candidate

DESCRIPTION: Discussion and direction of recommended updates to the Land Use & Community Design and Housing & Neighborhoods Components of the Built Environment Pillar, the Future Land Use Map & Dashboards, Parks Master Plan Map, Thoroughfare Plan Map, and Downtown Streets Plan Map. Project #DI2025-012.

STAFF REPORT – BACKGROUND

The Redevelopment and Growth Management Policy, Action 7 (RGM7) of the Comprehensive Plan (Plan) prioritizes the need to review and update the Plan and provides guidance on the criteria and scope of such review:

Redevelopment and Growth Management Policy – Action 7 (RGM7) – Review the Comprehensive Plan every two years to determine if routine updates are warranted to ensure consistency with citywide goals and respond to development trends and changing conditions. When major changes are deemed necessary, consider creating a citizen committee, working collaboratively with the Planning & Zoning Commission, to ensure the community has opportunities to actively participate in the recommended updates.

In response to RGM7, the Planning Department established the Comprehensive Plan Maintenance Review process, which provides a structured, annual opportunity to evaluate the Plan’s policies, actions, and maps for routine updates. To manage the scope of the review and ensure that all parts of the Plan are assessed, staff has developed a 10-year schedule to evaluate different components of the Plan in manageable sections each year. Because the Built Environment Pillar is critical to land use and development decisions, it is reviewed every two years. Other Plan pillars are reviewed in the alternating years.

The goal of this review is not to change the policy direction of the Plan, but to maintain its accuracy, clarity, and usefulness as a tool for guiding decision-making and implementation of the Plan’s policies. Updates proposed through the Comprehensive Plan Maintenance Review are intended to be minor and may include revisions to reflect current statistics, factual corrections, latest conditions or trends, and to reflect the status of policy action implementation.

Planning Department staff evaluated the progress made toward implementing each policy action, gathered input from departments involved in implementation efforts, and identified any new departmental priorities, trends, or shifts in approach that may warrant updates to existing action language. Based upon those discussions, minor policy, background, and action text updates are proposed to reflect current conditions, completed work, or next steps, and to improve clarity for implementation.

On June 16, 2025, the Planning & Zoning Commission called a public hearing to consider updates to the Built Environment Pillar, Future Land Use Map & Dashboards, Thoroughfare Plan Map, Parks Master Plan Map, and Bicycle Transportation Plan Map associated with the 2025 Comprehensive Plan Maintenance Review. At the June 16, 2025, meeting, staff also brought forward a discussion item to review proposed updates to the Transportation Component of the Built Environment Pillar, Thoroughfare Plan Map, and Bicycle Transportation Plan Map. This item is the remainder of the recommended updates for the 2025 Comprehensive Plan Maintenance Review which includes the Land Use & Community Design Component, Housing & Neighborhoods Component, Future Land Use Map, and additional related updates to the Parks Master Plan Map and Thoroughfare Plan Map.

STAFF REPORT – UPDATE RELATED TO STATE LEGISLATIVE ACTIONS

The Regular Session of the 89th Texas Legislature concluded on June 2, 2025. While a special legislative session was called, many bills were passed by the Legislature in the Regular Session that impact the regulation of development, including Senate Bills 15, 840, and 2477. Planning Department staff has been working with the City Council and Planning & Zoning Commission (Commission) to discuss and consider draft amendments to bring the Zoning and Subdivision Ordinances into compliance with state law prior to the bills' effective date of September 1, 2025.

These laws preempt local land use standards and limit the city's ability to fully implement key policies of the Comprehensive Plan, particularly those related to the Future Land Use Plan's guidance on the preferred placement of housing, density, height, and development form. Given these limitations, the proposed ordinance amendments have been structured to maintain alignment with the intent of the Comprehensive Plan where possible.

The Comprehensive Plan adopted in 2021 included extensive public input and is reflective of the community's vision. Although legislation limits the city's ability to fully implement aspects of the Plan's guidance, it is the intent to use the Plan to the extent that the guidance is consistent with applicable law. A major update of the Comprehensive Plan is not recommended at this time.

In order to aid transparency on the Plan's relationship to other laws, staff recommends adding a Plan Authority and Precedence statement. Two options are provided for the Commission's consideration:

Option 1:

Plan Authority and Precedence – The City of Plano adopts and implements this Comprehensive Plan pursuant to the authority granted to municipalities under Chapter 211 and 213 of the Texas Local Government Code. Federal and state law may limit the city's ability to fully implement certain policies, actions, and recommendations of the Comprehensive Plan. Where requirements of such law differ from the direction provided in this Plan, federal and state law take precedence.

Option 2:

Plan Authority and Precedence – The City of Plano adopts and implements this Comprehensive Plan pursuant to the authority granted to municipalities under Chapter 211 and 213 of the Texas Local Government Code. The Comprehensive Plan serves as the City of Plano's long-range policy guide for growth, redevelopment, and land use decisions, to the extent that its guidance is consistent with applicable federal and state law.

STAFF REPORT – BUILT ENVIRONMENT PILLAR MAINTENANCE REVIEW

The background description for the [Land Use & Community Design Component](#) of the Comprehensive Plan’s [Built Environment](#) Pillar is: “*Land use planning provides general guidance for the development and use of all land within the city, while community design addresses the relationship of buildings to each other, streets, and public spaces. The region’s projected population and job growth will be the greatest factors influencing land use decisions and site design. With few vacant properties remaining, the city will encourage the most efficient use of land in both new construction and redevelopment projects.*” This Component includes six policies – Land Use, Community Design, Redevelopment of Regional Transportation Corridors, Undeveloped Land, Transit-Oriented Development, and Redevelopment and Growth Management.

The background description for the [Housing & Neighborhoods Component](#) of the Comprehensive Plan’s [Built Environment](#) Pillar is: “*Neighborhoods are the heart of any thriving city. Plano has many successful, established residential neighborhoods with a variety of housing options. In order for the city to continue as a desirable place to live, Plano must ensure its neighborhoods remain vibrant and opportunities for new residential growth are considered. Most of Plano’s residential development occurred between the 1960s and the 2000s in neighborhoods based on a one-mile grid. Lower density housing, schools, and parks are located towards the interior; higher density housing and neighborhood retail centers are found at intersections of major thoroughfares. By 2000, the amount of land available for development of typical residential neighborhoods was diminishing. In 2021, less than 1% of undeveloped land remained zoned for future residential development.*” This Component includes three policies – Neighborhood Conservation, Revitalization of Retail Shopping Centers, Special Housing Needs.

The Land Use & Community Design Component and its associated policies and actions are implemented primarily by the Planning Department, while the Housing & Neighborhoods Component is implemented by both the Planning and Neighborhood Services departments. Staff proposes the following updates to the Land Use & Community Design and Housing & Neighborhoods components to ensure policies and actions accurately reflect current objectives, initiatives, and implementation efforts.



STAFF REPORT – PROPOSED BACKGROUND TEXT AND POLICY ACTION UPDATES

Each Plan policy includes background information, a policy statement, and individual actions to implement the policy. The following section outlines staff's proposed updates to clarify action direction or reflect progress made on implementation efforts. Proposed updates include five actions in the Land Use & Community Design Component and one action in the Housing & Neighborhoods Component, as well as an update to the Housing & Neighborhoods Component background text. Staff is seeking direction from the Commission on whether the proposed clarifications and alignment updates are appropriate. A complete summary of proposed updates is included in the corresponding attachments (Attachment A, Recommended Land Use & Community Design Component Updates and Attachment B, Recommended Housing & Neighborhoods Component Updates).

Land Use & Community Design Component Proposed Updates

Land Use Action 5 (LU5) – New Action: Review requests to expand retail zoning for consistency with city policies and studies discouraging an overabundance of retail-zoned land. Emphasize reinvestment in existing retail centers as the preferred strategy, consistent with the Revitalization of Retail Shopping Centers Policy, the Retail Study of Underperforming and Vacant Retail Areas, and the City of Plano Shopping Center Review.

The Mix of Uses Dashboards for the Employment Centers (EM), Neighborhoods (N), and Expressway Corridors (EX) Future Land Use categories include capacity for additional Retail Types acreage. However, this reflects undeveloped land already zoned for retail uses, which is not accounted for in the Mix of Uses data until development occurs and is not intended to provide support for additional areas of retail zoning. Policies and actions of the Comprehensive Plan and the city's retail studies do not support the additional expansion of retail zoning due to the overabundance of retail-zoned properties and vacant retail sites. Instead, plan policy emphasizes the need to focus on the redevelopment and revitalization of existing underperforming retail sites.

Since the adoption of the Comprehensive Plan in 2021, staff has received five zoning petitions proposing to expand retail zoning, all of which were disfavored by staff due to the lack of conformance with the policies and actions of the Comprehensive Plan and the city's retail studies. Of the five requests, one is currently under review, two were withdrawn, and two were denied by the commission. Staff has identified the need for clearer policy direction that affirms the city's position disfavors the expansion of retail zoning. The proposed new action is intended to provide policy implementation clarity and reinforces alignment with Land Use Policy Action 4, the Revitalization of Retail Shopping Centers Policy, and the recommendations of the city's retail studies.

Land Use Action 6 (LU6, renumber to LU7): Develop Identify and prioritize locations for special area plans to focus development and redevelopment efforts in conformity with the Comprehensive Plan.

The proposed update clarifies that the intent of the action is to identify and prioritize locations for future special area plans and provides staff with clear guidance to implement that action.

Community Design Action 4 (CD4): Develop a process to implement and maintain citywide branding guidelines and signage, such as wayfinding and entryway signs, guidelines to apply to for special areas and public facilities citywide.

The proposed update reflects the work that has been completed to develop and implement the initial wayfinding signage project and the need to develop a process for future implementation and maintenance of all citywide branding guidelines and signage.

Undeveloped Land Action 2 (UL2): ~~Create an~~ Update the interactive Undeveloped Land Map updated on a quarterly annual basis and post to the city's website for public use.

The proposed update reflects the progress that has been made in implementing this action and the ongoing maintenance of the Undeveloped Land Map. While staff currently maintains the map data on a quarterly basis, it is only published to the city's website once per year to align with the annual update schedule of the GIS application.

Redevelopment & Growth Management Action 6 (RGM6) – ~~Consider~~ Conducting an annual market study to determine demand-based housing and employment needs for Plano, referenced to Collin County, that may be used to inform zoning and land use related decisions. The study should include residents' preferences for development as part of the results.

The proposed update reflects that the annual market study has been initiated and continues to be an ongoing priority for the Planning Department.

Housing & Neighborhoods Component Proposed Updates

Housing & Neighborhoods Component Background – *Neighborhoods are the heart of any thriving city. Plano has many successful, established residential neighborhoods with a variety of housing options. In order for the city to continue as a desirable place to live, Plano must ensure its neighborhoods remain vibrant and opportunities for new residential growth are considered. Most of Plano's residential development occurred between the 1960s and the 2000s in neighborhoods based on a one-mile grid. Lower density housing, schools, and parks are located towards the interior; higher density housing and neighborhood retail centers are found at intersections of major thoroughfares. By 2000, the amount of land available for development of typical residential neighborhoods was diminishing. In 2021, less than 1% of Plano's total land area remained undeveloped land remained and zoned for future residential development. However, changes to state law in 2025 require that multifamily or mixed-use residential development be permitted in any nonresidential zoning district, effectively increasing the amount of undeveloped land zoned for future residential development to 3.9% of the total land area.*

The proposed update reflects the impacts of the 2025 state legislature on the amount of undeveloped land that is zoned for future residential development. The update also revises the text to clarify that the 2021 statistic reflects the percentage of total land area, not just undeveloped land.

Neighborhood Conservation Action 4 (NC4): ~~Develop~~ Maintain a plan to address housing study to evaluate gaps in the city's housing supply and identified and implement appropriate strategies to address community housing needs, where recommended strategies align with in the Consolidated Plan and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to compare and coordinate with the and Comprehensive Plan.

The proposed update reflects the completed efforts of the Neighborhood Services Department to develop a housing study and clarifies how the study will be applied.

Land Use & Community Design and Housing & Neighborhoods Component Recommendation Summary – All policies and actions of the Land Use & Community Design and Housing & Neighborhoods Component were reviewed to confirm they align with current objectives, initiatives, and implementation efforts. The following table summarizes the recommendations proposed as a result of the review.

Pillar	Component	Policy	Item	Recommendation
Built Environment	Land Use & Community Design	Land Use	LU5	New Action
			LU6 5	Renumbered
			LU7 6	Proposed Update & Renumbered
			LU8 7	Renumbered
	Community Design	CD4	Proposed Update	
	Undeveloped Land	UL2	Proposed Update	
	Redevelopment & Growth Management	RGM6	Proposed Update	
	Housing & Neighborhoods	Housing & Neighborhoods Component Background Text		Proposed Update
		Neighborhood Conservation	NC4	Proposed Update

STAFF REPORT – PROPOSED UPDATES TO THE FUTURE LAND USE MAP & DASHBOARDS, PARKS MASTER PLAN MAP, AND THOROUGHFARE PLAN MAP

Staff recommends three sets of proposed map updates, and a clarification to the How to Read the Dashboards guidance, for accuracy and to ensure consistency with current and planned conditions.

1. Updates to the Future Land Use Map, Thoroughfare Plan Map, and Downtown Streets Plan Map to align with approved Small Area Plans:

a. Future Land Use Map

- i. Added Small Area Plan Review Areas symbology to reflect the areas in which approved small area plans take precedence over the Future Land Use Map, due to the extensive public outreach and additional detail within these plans (#1-3 Map Updates & Corrections). This includes the Envision Oak Point Plan and the Silver Line Station Areas Plan for the forthcoming 12th Street and Shiloh Road DART stations.

b. Thoroughfare Plan Map

- i. Updated the functional classification of N Avenue between 14th Street and President George Bush Turnpike from Type F to Type E in alignment with the 12th Street Transportation Recommendations of the Silver Line Station Areas Plan.
- ii. Updated the land use context at the NW corner of 14th Street and Shiloh Road from Corner Context to Mixed-Use Context in alignment with the Shiloh Road Land Use Recommendations of the Silver Line Station Areas Plan.

c. Downtown Streets Plan Map

- i. Updated the segment of N Avenue south of 14th Street to a Type E Mixed-Use, per the 12th Street Transportation Recommendations of the Silver Line Station Areas Plan.
- ii. Removed the full closure of 10th Street east of L Avenue in alignment with the 12th Street Transportation Recommendation of the Silver Line Station Areas Plan to consider a partial closure at this location.

2. Updates to the Parks Master Plan Map, which include corresponding Future Land Use Map updates for consistency:

a. Parks Master Plan Map

- i. Updated legend to reflect *Existing* and *Proposed Shared Use Paths Not on Park Land*.
- ii. Updated to reflect current conditions and plans, including the addition of Mendeni Park, six potential 12th Street area park locations consistent with the recommendations of the Silver Line Station Areas Plan, and a new and revised proposed park boundary in alignment with the Envision Oak Point Plan.

- iii. Removed Proposed Parks sites that the Parks & Recreation Department is no longer considering for future acquisition.
- iv. Updated labels for existing park sites.

b. Future Land Use Map

- i. Added the *Proposed Park* symbology to differentiate between existing parks (designated as Open Space Network) and proposed park sites. The hatched symbology allows the proposed park sites to retain an underlying Future Land Use designation, providing applicable Future Land Use & Dashboard guidance if the site is not developed as a park (#4-18, Updates & Corrections).
- ii. Removed Proposed Park sites no longer under consideration, consistent with the updated Parks Master Plan Map (#19-22 Map Updates and Corrections).
- iii. Added Mendomi Park to the Open Space Network (#23, Map Updates & Corrections).

3. Update to the Thoroughfare Plan Map for consistency with Resolution 98-2-23(R):

Added an asterisk and note to reference the 1998 Resolution 98-2-23(R) affecting the design and development of Spring Creek Parkway between Parker Road and Park Boulevard. The addition aligns the Thoroughfare Plan Map with the resolution's requirement for the asterisk and reference.

4. Future Land Use Dashboards:

Staff has identified a need to clarify when the Open Space Recommendations of the Future Land Use Dashboards do not apply. The Comprehensive Plan recognizes that not all properties are appropriate for open space requirements—particularly very small single-family housing developments. To address this, staff recommends adding language to the *How to Read the Dashboards* section of the, clarifying that, consistent with current Zoning Ordinance standards, open space requirements generally do not apply to developments with 50 or fewer lots.

How to Read the Dashboards Recommended Update – Open Space: Conversely, not all properties are appropriate for open space requirements, such as very small (50 or fewer lots) single-family housing developments where the associated governance association needed to maintain open space.

STAFF REPORT – RECOMMENDATION

Staff recommends that the Commission provide direction regarding proposed updates to the Land Use and Community Design and Housing & Neighborhoods Components of the Built Environment Pillar, the Future Land Use Map and Dashboards, Parks Master Plan Map, Thoroughfare Plan Map, and Downtown Streets Plan Map associated with the 2025 Comprehensive Plan Maintenance Review.

ATTACHMENTS:

- A – Recommended Land Use & Community Design Component Updates
- B – Recommended Housing & Neighborhoods Component Updates
- C – Future Land Use Map Updates
- D – Thoroughfare Plan Map Updates
- E – Downtown Streets Plan Updates
- F – Parks Master Plan Map Updates

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
Land Use and Community Design Component Background	<i>Land use planning provides general guidance for the development and use of all land within the city, while community design addresses the relationship of buildings to each other, streets, and public spaces. The region’s projected population and job growth will be the greatest factors influencing land use decisions and site design. With few vacant properties remaining, the city will encourage the most efficient use of land in both new construction and redevelopment projects.</i>	No recommended change.
Land Use Policy Background	<i>Zoning has played an important role for cities in addressing the issue of land use compatibility. The maps and dashboards in the city’s Comprehensive Plan provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses advantageous in some cases. To provide housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.</i>	No recommended change.
Land Use (LU) Policy Statement	<i>Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.</i>	No recommended change.
LU1	<i>Review and evaluate the Zoning Ordinance and make appropriate amendments based on guidance from the Comprehensive Plan.</i>	No recommended change — The Zoning Ordinance is regularly updated to align with Comprehensive Plan. A full Rewrite of the Zoning & Subdivision Ordinances is underway and includes aligning the Ordinances with the Comprehensive Plan and modernizing them for ease of use. This action is ongoing and continues to be a priority for the Planning Department.

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
LU2	<p><i>Review development regulations and implement standards that configure development to provide complementary uses and foster good connections, using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation, that enhance the quality of neighborhoods.</i></p>	<p>No recommended change — In 2023, City Council adopted the new Street Design Standards, which modernizes technical standards for the design and construction of thoroughfares, streets, sidewalks, and other street elements within the city. Additionally, the Community Design Plan and the Rewrite of the Zoning & Subdivision Ordinance will provide additional guidance and review criteria for the desired functional and aesthetic qualities of new development and redevelopment. This action continues to be a priority for the Planning Department.</p>
LU3	<p><i>Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map.</i></p>	<p>No recommended change — This action is considered on a case-by-case basis; however, the long-term goal is to incorporate a review of the Zoning Ordinance to update standards accordingly to ensure the standards are universally met and consistently applied throughout the city. This action is an ongoing priority for the Planning Department.</p>
LU4	<p><i>Create regulations that incentivize the redevelopment and revitalization of underperforming retail and multifamily development.</i></p>	<p>No recommended change — In January 2024 the Zoning Ordinance was amended to include parking reduction and parking waiver options to provide flexibility in parking requirements to support redevelopment and revitalization efforts. This action remains a current priority for the Planning Department and is being considered with the Rewrite of the Zoning & Subdivision Ordinance.</p>
LU5	<p><i><u>Review requests to expand retail zoning for consistency with city policies and studies discouraging an overabundance of retail-zoned land. Emphasize reinvestment in existing retail centers as the preferred strategy, consistent with the Revitalization of Retail Shopping Centers Policy, the Retail Study of Underperforming and Vacant Retail Areas, and the City of Plano Shopping Center Review.</u></i></p>	<p>Assessment — The Mix of Uses Dashboard for the Employment Centers, Neighborhoods, and Expressway Corridors Future Land Use categories include capacity for additional Retail Types acreage; this capacity is reflective of undeveloped land already zoned for retail uses, which is not accounted for in the Mix of Uses data until development occurs. Policies and actions of the Comprehensive Plan and the city’s retail studies do not support the expansion of retail zoning due to the overabundance of retail-zoned properties and vacant retail sites. Staff has identified the need for clearer policy direction that affirms the city’s position disfavoring the expansion of retail zoning.</p> <p>Recommendation — The recommended new action is in alignment with Land Use Policy, Action 4, the Revitalization of Retail Shopping Centers Policy, and the City’s retail studies noted in the recommended action</p>

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
		text. Additionally, the recommended action provides clear policy direction that affirms the city’s position on disfavoring the expansion of retail zoning.
LU65	<i>Review and ensure residential adjacency standards provide appropriate transitions in building height and bulk that are sensitive to the physical character of adjoining neighborhoods.</i>	No recommended change — This action remains a priority for the Planning Department and is being considered with the Rewrite of the Zoning & Subdivision Ordinance.
LU76	Develop <i>Identify and prioritize</i> locations for special area plans to focus development and redevelopment efforts in conformity with the Comprehensive Plan.	<p>Assessment — “Identify and prioritize” more accurately describes the task of selecting priority areas for future planning efforts. Strategic sites are typically identified based on redevelopment need, opportunity, or alignment with other plan goals. The Planning Department then develops special area plans with extensive public outreach to refine the community’s vision for these specific locations within the city.</p> <p>Recommendation — The proposed update clarifies that the intent of the action is to identify and prioritize locations for future special area plans and provides staff with clearer guidance to implement the action.</p>
LU87	<i>Develop review criteria that provides guidance on the community’s preferences 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.</i>	No recommended change — The Comprehensive Plan’s Future Land Use Category Dashboards and the Street Design Standards, adopted in 2023, provide development criteria which supports this action. Additionally, the Community Design Plan which is currently underway is intended to provide more specific review criteria to build upon the high-level guidance the that Dashboards already provide. The action is in progress and continues to be a near-term priority for the Planning Department.
Community Design Policy Background	<i>Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. Plano will promote and incorporate community design components within all new developments, public spaces, and streetscapes.</i>	No recommended change.

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
Community Design (CD) Policy Statement	<i>Plano will incorporate community design components within public spaces and streetscapes and will promote compatible design components within new developments, to enrich areas throughout the city, create distinctive visual character, and encourage a pedestrian-friendly environment where appropriate. Plano will also promote Crime Prevention Through Environmental Design (CPTED) and Universal Design within all of the above.</i>	No recommended change.
CD1	<i>As part of the Community Design Plan, develop review criteria to provide guidance on the desired functional and aesthetic qualities of various development contexts in Plano, such as streetscape design, lighting, signage, building and paving materials, and landscaping. Functional guidance shall include Crime Prevention Through Environmental Design (CPTED) and Universal Design.</i>	No recommended change — The City’s Street Design Standards, adopted in 2023, provide development criteria which supports this action. Additionally, the Community Design Plan which is currently underway is intended to provide more specific review criteria on the functional and aesthetic qualities to build upon the high-level guidance the that Future Land Use Category Dashboards already provide. CPTED and Universal Design elements are being evaluated as part of the Community Design Plan. The action is in progress and continues to be a near-term priority for the Planning Department.
CD2	<i>Work with the community to develop a Community Design Plan to identify key corridors and design districts of the city that would benefit from unified design themes and standards.</i>	Assessment — Staff has initiated a multi-phase, multi-year approach to developing a Community Design Plan that builds upon the high-level guidance already provided in the Future Land Use Dashboards and other existing design guidelines. Work towards this action continues in alignment with the Zoning & Subdivision Ordinance Rewrite project.

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
CD3	<i>In areas identified by the Community Design Plan, develop strategies to minimize the visual impact of overhead utilities and wireless communication facilities.</i>	No recommended change — The Community Design Plan is currently underway and will consider standards to minimize the visual impact of overhead utilities and wireless communication facilities. The Planning Department will collaborate with the Engineering and Public Works Departments to develop strategies. This action in progress continues to be a near-term priority for the Planning Department.
CD4	<i>Develop <u>a process to implement and maintain citywide branding guidelines and signage, such as wayfinding and entryway signs, guidelines to apply to for</u> special areas and public facilities citywide.</i>	<p>Assessment — The Engineering Department provided feedback that the installation of the City’s wayfinding signage project is now complete. The project included the development of the design guidelines of the wayfinding signage, which are now in place. A process to implement and maintain citywide branding and signage remain an ongoing priority and should be reflected in this action. Additionally, the upkeep, maintenance, and implementation of citywide branding guidelines and signs also require a strategic process to be implemented to secure funding and coordinate these efforts.</p> <p>Recommendation — The proposed update reflects the work that has been done to develop and implement the initial wayfinding signage project and the need to develop a process for future implementation and maintenance of citywide branding guidelines and signage.</p>
CD5	<i>Evaluate parking regulations and revise to meet parking demand and ensure good community form.</i>	No recommended change — In January 2024, parking reduction and parking waiver options were added to the Zoning Ordinance to provide needed flexibility in parking requirements. The Rewrite of the Zoning & Subdivision Ordinances, which is currently in progress, will include a full review and update of parking to further address this action.
Redevelopment of Regional Transportation Corridors Policy Background	<i>Four expressway corridors, one active light rail, and one commuter rail line provide a variety of travel opportunities through the city and around the region. Development along these corridors should be carefully planned as a transition between adjacent residential neighborhoods and the expressways. To ensure the city’s regional transportation corridors remain vibrant and attractive, Plano will encourage reinvestment in and redevelopment of regional transportation corridors</i>	No recommended change.

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
	<i>to create cohesive developments that incorporate well-designed commercial and retail opportunities. When housing is considered, noise and air quality standards will be maintained to protect the quality of life for residents.</i>	
Redevelopment of Regional Transportation Corridors (RTC) Policy Statement	<i>Plano will encourage reinvestment and redevelopment of identified regional transportation corridors to create cohesive developments that incorporate well-designed commercial, retail, and housing opportunities, where those uses are appropriate according to the Future Land Use Map and other related Comprehensive Plan standards.</i>	No recommended change.
RTC1	<i>Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts. Develop other Expressway Corridor Plans as needed.</i>	No recommended change — As the oldest transportation corridor in the City, the U.S Highway 75 Corridor Plan presents an opportunity for a catalyst project to guide infill and redevelopment efforts. Redevelopment projects along U.S. Highway 75 such as Legacy Central, Collin Creek, and Assembly Park are significant projects that have contributed to redevelopment along the corridor. A U.S Highway Corridor Plan remains a long-term priority for the Planning Department.
RTC2	<i>Adopt regulatory strategies that permit and encourage a viable mix of residential, employment, and other diverse land uses in locations identified as Urban Activity Centers.</i>	No recommended change — The Rewrite of the Zoning & Subdivision Ordinance, currently in progress, will address this action and it remains a current priority for the Planning Department.
RTC3	<i>Implement the results of the Expressway Corridor Environmental Health Study in order to preserve land for economic development and maintain quality of life for residents. Update the Expressway Corridor Environmental Health Study at least once every 5 years or as changes in expressway corridor conditions warrant reassessment.</i>	No recommended change — In January 2025, updates to the Zoning Ordinance and Comprehensive Plan were approved to update the Expressway Corridor Environmental Health regulations and remove the Expressway Corridor Environmental Health Map & Associated Guidelines from the Comprehensive Plan. This action was updated at the time to reflect the adopted changes and remains a long-term priority for the Planning Department.
Undeveloped Land Policy Background	<i>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</i>	No recommended change.

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
	<p><i>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.</i></p>	
<p>Undeveloped Land (UL) Policy Statement</p>	<p><i>Plano will reserve its remaining undeveloped land for high quality development with distinctive character, prioritizing businesses offering skilled employment. New housing in these areas will only be considered appropriate where it is consistent with the Future Land Use Map and other related Comprehensive Plan standards.</i></p>	<p>No recommended change.</p>
<p>UL1</p>	<p><i>Develop review criteria to provide guidance on rezoning undeveloped properties including such considerations as appropriate location, environmental conditions, and impact on public service facilities, infrastructure, and adjacent land uses.</i></p>	<p>No recommended change — Zoning change requests are reviewed in conformance with the following criteria:</p> <ul style="list-style-type: none"> • <u>Future Land Use Map Dashboards</u> to determine appropriateness of the location; • <u>Environmental Overlay District of the Zoning Ordinance</u> to determine appropriateness based on environmental conditions; • <u>Facilities & Infrastructure Policy</u> to evaluate the adequacy of public facilities and infrastructure; and • <u>Residential Adjacency Standards of the Zoning Ordinance</u> to ensure screening to minimize impacts on adjacent residential land uses <p>This action is actively implemented during the zoning case review process; however, there is opportunity to further refine and strengthen review criteria to better support the intent of UL1.</p>
<p>UL2</p>	<p>Create an Update the interactive Undeveloped Land Map updated on an quarterly annual basis and post to the city’s website for public use.</p>	<p>Assessment — The Planning Department has already created an Undeveloped Land Map that is updated on an annual basis.</p> <p>Recommendation — The proposed update reflects the progress that has been made to implement this action and accurately describes the ongoing maintenance of the Undeveloped Land Map.</p>

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
UL3	<i>Ensure that new housing growth on undeveloped land provides functional and appropriate environments for residential uses and activities such as proximity to existing compatible residential development, configuration to support housing, and access to neighborhood parks, and ensure any development standards include adequate green space. When adjacent to existing residential neighborhoods a compatible transition in building height and bulk should be provided.</i>	No recommended change — Current Zoning Ordinance Standards of the Neighborhood Business Design (NBD) and Residential Community Design (RCD) districts are subject to height and setback standards from existing residential zoning districts or uses to ensure that appropriate transitions from established neighborhoods are provided.
Transit-Oriented Development Policy Background	<i>Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano’s downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.</i>	No recommended change.
Transit-Oriented Development (TOD) Policy Statement	<i>Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.</i>	No recommended change.
TOD1	<i>Develop Criteria for Review of Transit-Oriented Developments, including existing and projected DART ridership, and update as necessary.</i>	No recommended change — The Silver Line Station Areas Plan, approved by City Council in January 2025, recommends criteria for future development within these TOD areas. Additionally, the CDP may address detailed criteria for TOD projects throughout the city. This action remains a current priority for the Planning Department.
TOD2	<i>Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.</i>	No recommended change — The Silver Line Station Areas Plan represents the most recent implementation of this action and was informed by a Market Assessment, Existing Conditions Report, and community input. This action remains a priority for the Planning Department.

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
TOD3	<i>Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.</i>	No recommended change — The Silver Line Station Areas Plan included engagement with a stakeholder group to develop the plan. The Recommendations of the Plan may be incorporated into the Rewrite of the Zoning and Subdivision Ordinance that is currently underway. This action remains a near-term priority for the Planning Department.
TOD4	<i>Implement parking best practices in transit-served areas and identified Urban Activity Centers where increased land productivity provides opportunity for additional open space.</i>	No recommended change — Parking standards will be reviewed and updated with the Rewrite of the Zoning & Subdivision Ordinance, currently underway. This action will be addressed at that time and is a current priority for the Planning Department.
TOD5	<i>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.</i>	No recommended change — The RFQ/RFP process remains a long-term priority for the City and will be used to secure a developer as opportunities arise in TOD areas.
Redevelopment & Growth Management Policy Background	<p><i>As Plano is now mostly developed with a well-established built environment, significant changes to population and development patterns, as in previous decades, are no longer anticipated. However, the city’s reputation as a highly desirable suburban community and world-class business center means significant pressure for new growth and redevelopment will continue 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 suburban character of established neighborhoods within the city.</i></p> <p><i>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 land owners making significant investments in the community and nearby residents and</i></p>	No recommended change.

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
	<p><i>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 proactive engagement in zoning decisions. These processes will promote redevelopment and growth management consistent with the Guiding Principles.</i></p>	
<p>Redevelopment & Growth Management (RGM) Policy Statement</p>	<p><i>Plano will protect and preserve the well-established built environment of Plano and prevent overcrowding by requiring new growth and redevelopment to respect the unique development patterns, suburban character, housing needs, infrastructure capacity considerations, and fiscal constraints of our community.</i></p>	<p>No recommended change.</p>
<p>RGM1</p>	<p><i>Review zoning change requests for consistency with the Future Land Use Map and Dashboards. Requests that do not conform to the mix of uses, density, and building heights as described in the Dashboards are disfavored. Occasionally allow proposals that do not strictly conform to these criteria, yet are found consistent with the Guiding Principles of the Comprehensive Plan and substantially beneficial to the immediate neighbors, surrounding community, and general public interest, to be approved with a vote by City Council. Such approval would be carefully deliberated and justified by findings, after gathering and considering substantial community input.</i></p>	<p>No recommended change — All zoning change requests are reviewed for consistency with the applicable Future Land Use category and associated Dashboards. Of the Zoning Petitions received during FY23-24 that have gone before the Planning and Zoning Commission and City Council, four cases required Findings. This action remains a current priority for the Planning Department and the City and is applied on a recurring basis.</p>
<p>RGM2</p>	<p><i>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.</i></p>	<p>No recommended change — The Planning Department has developed a public facing interactive response tool for the community to engage in the rezoning process. This feedback is available for the Planning & Zoning Commission and City Council to consider during the public hearing.</p> <p>Additionally, staff has researched the processes used by surrounding municipalities for a formalized community forum where rezoning petitioners engage directly with interested citizens. This remains an aspirational goal for the Planning Department to work toward.</p>

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
RGM3	<p><i>Develop zoning and design guidelines incentivizing single-family housing options compatible with current market conditions and community needs.</i></p>	<p>No recommended change — The Rewrite of the Zoning & Subdivision Ordinances will consider opportunities to support single-family housing options. Additionally, the Community Design Plan will include design guidelines to support placemaking in residential neighborhood developments in alignment with community priorities. This action remains a current priority for the Planning Department.</p>
RGM4	<p><i>Revise regulations and administrative procedures to ensure new residential and mixed-use development provides sufficient public open space, green space, and pedestrian connectivity.</i></p>	<p>No recommended change — The Rewrite of the Zoning & Subdivision Ordinances, currently underway, will consider updated regulations to ensure mixed use developments provide sufficient open space, green space, and pedestrian connectivity. This action remains a current priority for the Planning Department.</p>
RGM5	<p><i>Ensure that any rezoning requests for multiuse development include:</i></p> <ul style="list-style-type: none"> <i>a) No more than 50% square footage for residential uses. Requests should also conform with other identifying elements (density, building height, etc.) in the applicable Dashboard descriptions. Requests that do not conform with these requirements must be justified by findings; and</i> <i>b) Phasing requirements that prevent the disproportionate completion of residential uses prior to nonresidential uses within the development. Nonresidential square footage must constitute a minimum of 33% of all square footage approved for occupancy during development (e.g., every 2 square feet of residential development requires at least 1 square foot of nonresidential development); and</i> <i>c) Key design features provided prior to or concurrent with the construction of any residential uses. These include elements of the development supporting the long-term value to the overall community, and specifically any new residents, such as open/green space, amenities, street enhancements, and trails.</i> 	<p>No recommended change — All zoning cases for a mixed use development are reviewed for consistency and alignment with RGM5A-C. Of the zoning petitions received during FY23-24 that have gone before the P&Z Commission and City Council, five involved a mixed-use development, all of which aligned with RGM5A-C. This action remains a recurring priority for the Planning Department and the City.</p>

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Built Environment Pillar – Land Use & Community Design Component Recommendations

Component/Policy/Action	Plan Text	Justification of Recommendations
RGM6	<p>Consider <i>Conducting an annual market study to determine demand-based housing and employment needs for Plano, referenced to Collin County, that may be used to inform zoning and land use related decisions. The study should include residents' preferences for development as part of the results.</i></p>	<p>Assessment — The annual market study, initiated in 2023, is now an active, ongoing effort rather than a future initiative.</p> <p>Recommendation — The proposed update reflects that the annual market study has been initiated and continues to be an ongoing priority for the Planning Department.</p>
RGM7	<p><i>Review the Comprehensive Plan every two years to determine if routine updates are warranted to ensure consistency with citywide goals and respond to development trends and changing conditions. When major changes are deemed necessary, consider creating a citizen committee, working collaboratively with the Planning & Zoning Commission, to ensure the community has opportunities to actively participate in the recommended updates.</i></p>	<p>No recommended change — Staff developed the Comprehensive Plan Maintenance Review schedule to annually review the Comprehensive Plan in manageable sections. The Built Environment is reviewed every two years, with the remaining pillars reviewed in alternating years. The 2024 review included the Economic Environment Pillar, Regionalism Pillar, Expressway Corridor Environmental Health Map & Guidelines, and a set of other Comprehensive Plan Actions. The proposed recommendations were adopted on January 6, 2025. The 2025 review currently underway includes the Built Environment Pillar and associated maps.</p>
RGM8	<p><i>Limit new residential development to areas that are appropriate based on individual site considerations and consistency with the Future Land Use Map and Dashboards. Multifamily developments should also meet a housing diversification or economic development need of the city, including transit-oriented development, special housing needs (as defined by the city's Consolidated Plan), or be constructed as part of a high-rise 10 stories or greater.</i></p>	<p>No recommended change — All zoning cases that include a new residential development and/or multifamily component are reviewed to ensure alignment with RGM8. Of the Zoning Petitions received during FY23-24 that have gone before the P&Z Commission and City Council, two cases did not align and one partially aligned with RGM8.</p>
RGM9	<p><i>Limit small-scale multifamily to developments that are at least 10 acres in size, have a unit mix of no more than 25% multifamily units, and are controlled by a governance association.</i></p>	<p>No recommended change — The Neighborhood Business Design (NBD) District includes regulations that align with the guidelines outlined in this action. The Rewrite of the Zoning & Subdivision Ordinance may include opportunities to further incorporate these guidelines. Additionally, zoning cases are reviewed for alignment with this action.</p>

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
<p>Housing & Neighborhoods Component Background</p>	<p><i>Neighborhoods are the heart of any thriving city. Plano has many successful, established residential neighborhoods with a variety of housing options. In order for the city to continue as a desirable place to live, Plano must ensure its neighborhoods remain vibrant and opportunities for new residential growth are considered. Most of Plano’s residential development occurred between the 1960s and the 2000s in neighborhoods based on a one-mile grid. Lower density housing, schools, and parks are located towards the interior; higher density housing and neighborhood retail centers are found at intersections of major thoroughfares. By 2000, the amount of land available for development of typical residential neighborhoods was diminishing. In 2021, less than 1% of <u>Plano’s total land area remained undeveloped land remained and zoned for future residential development. However, changes to state law in 2025 require that multifamily or mixed-use residential development be permitted in any nonresidential zoning district, effectively increasing the amount of undeveloped land zoned for future residential development to 3.9% of the total land area.</u></i></p>	<p>Assessment – Changes to state law have resulted in an increase to the amount of undeveloped land where residential development is now permitted by zoning.</p> <p>Recommendation – The proposed update reflects the impacts of state law on the amount of undeveloped land where residential development is now permitted. The update also revises the text to clarify that the 2021 statistic reflects the percentage of total land area, not just undeveloped land.</p>
<p>Neighborhood Conservation Policy Background</p>	<p><i>By 2040, the largest segment of the city’s housing inventory will be 25 to 70 years old. If residential areas are not maintained, causing structures to deteriorate and values to decline, the community will become less attractive to current and potential residents. While the city has developed innovative programs to address maturing areas, Plano must continue to pursue reinvestment in existing housing and neighborhoods to ensure long-term stability.</i></p> <p><i>Many people find the city’s suburban character desirable as a place to live. Older neighborhoods typically provide the best</i></p>	<p>No recommended change.</p>

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
	<p><i>opportunities for moderately priced homes. To ensure a variety of safe and walkable residential options are available, Plano will conserve and enhance established neighborhoods to preserve the city’s suburban character.</i></p>	
<p>Neighborhood Conservation (NC) Policy Statement</p>	<p><i>Plano will conserve and enhance established residential neighborhoods through city programs, initiatives, and regulations that support neighborhood identity; ensure safe, walkable communities; and preserve the suburban form that contributes to the overall character and livability of the neighborhoods.</i></p>	<p>No recommended change.</p>
<p>NC1</p>	<p><i>Establish programs and initiatives that enable homeowners to maintain and enhance their properties and neighborhoods.</i></p>	<p>No recommended change – The Neighborhood Services Department provided input that this action is at the core of their department’s mission. Neighborhood Services has created multiple programs to help homeowners enhance and maintain their properties, including Building BEST Neighborhoods e-newsletter, Property Maintenance Workshops, and special initiatives such as Storm Recovery in May 2024. This action is ongoing and remains a priority for the Neighborhood Services Department.</p>
<p>NC2</p>	<p><i>Review and update the Housing Value and Retention Analysis study to compare and coordinate with the Comprehensive Plan.</i></p>	<p>No recommended change – The review and update of the Housing Value Retention Analysis study continues to be a future priority for the Planning Department.</p>

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
NC3	<i>Conserve Plano’s established residential neighborhoods to maintain an inventory of entry level housing.</i>	No recommended change – The Neighborhood Services Department provided input that this action is central to their department’s mission. Neighborhood Services has created multiple programs to conserve established neighborhoods across the city, including Neighborhood Vitality and Beautification grants, the Great Update Rebate, as well as Rehabilitation and Emergency Repairs programs. This action is ongoing and remains a current priority for the Neighborhood Services Department.
NC4	<i>Develop</i> <i>Maintain a plan to address housing study to evaluate gaps in the city’s housing supply and identify and implement appropriate strategies to address community housing needs, ensuring recommended strategies align with in the Consolidated Plan and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to compare and coordinate with the and Comprehensive Plan.</i>	Assessment – The Neighborhood Services Department provided input that this action remains a current priority; however, a different approach is being taken in the development and use of the housing study. A housing needs assessment was completed by their consultant, RKG, and the results were reviewed by the Community Relations Commission. The housing study outlines strategies developed based on identified housing gaps. Recommendation – The proposed update reflects the Neighborhood Services Department’s efforts thus far in developing a housing study and the applicability of the study.
NC5	<i>Monitor and evaluate the impacts of the Great Update Rebate program and modify to improve effectiveness over time.</i>	No recommended change – The Neighborhood Services Department provided input that updates to the Great Update Rebate Program were adopted by City Council in 2024. This is a recurring action, and remains a priority for the Neighborhood Services Department.
NC6	<i>Review residential zoning to ensure housing standards allow residents to age in place, care for dependents, and meet special needs, while maintaining neighborhood integrity.</i>	No recommended change – This action remains a current priority for the Planning Department and the Rewrite of the Zoning & Subdivision Ordinance will consider opportunities to address this action.

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
NC7	<p><i>Work with neighborhoods to identify community character within residential areas and build opportunities to enhance neighborhood identity.</i></p>	<p>No recommended change – The Neighborhood Services Department provided input that they assist neighborhoods in identifying and enhancing their identity through the BEST Designation program, the Neighborhood Vitality & Beautification Grant, and the Neighborhood Engagement Mini-Grant. The grant programs were revised to better support voluntary neighborhood groups and were fully awarded for the first time in 2024 since their inception.</p>
NC8	<p><i>Partner with local school districts to prioritize neighborhood services and programs to make elementary schools desirable for young families.</i></p>	<p>No recommended change – The action continues to be an ongoing priority, especially as PISD’s experience a decline in school enrollment. During this review cycle staff has identified strategies to better implement this action which include, coordinating with ISD’s during the Annual Education Meeting and partnering with ISD’s to create marketing materials to assist with promoting existing neighborhood services and programs.</p>
Revitalization of Retail Shopping Centers Policy Background	<p><i>Plano has many retail corners that typically were built at the corners of major intersections to serve surrounding neighborhoods. The total retail acreage zoned for these corners, particularly from the 1970s to 1990s, was greater than demand justified. Since that time, dramatic shifts in the national retail environment have further reduced demand for the types of businesses originally planned for these areas. While many stores have been successfully re-purposed and fulfill a need or niche, in many cases they no longer generate the traffic originally envisioned, resulting in underutilized facilities and excess parking.</i></p> <p><i>Revitalization of Plano’s underperforming retail corners is desired in a manner that is positive for the businesses and the surrounding neighborhoods. When appropriate, redevelopment</i></p>	<p>No recommended change.</p>

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
	<i>of all or part of a retail corner may present opportunities for new uses and reduction of marginal or overbuilt retail space.</i>	
Revitalization of Retail Shopping Centers (RRSC) Policy Statement	<i>Plano will encourage reinvestment, revitalization, and redevelopment of underperforming neighborhood retail corners to accommodate a viable combination of local commercial, retail, and entertainment uses. Where appropriate transitions can be maintained, redevelopment may present opportunities to introduce residential uses and improve access.</i>	No recommended change.
RRSC1	<i>Working with neighborhoods and property owners, identify retail corners that are prime candidates for redevelopment and reinvestment.</i>	No recommended change – The Retail Revitalization Program was approved by City Council in February 2024. Staff mailed post cards to every retail property owner in Plano announcing the program. To date, we have engaged with three retail centers, with one moving forward with the program in early 2025.
RRSC2	<i>Develop a reinvestment toolkit for neighborhood retail corners which could include rezoning, fee waivers, or other incentives and planning assistance. When evaluating use of the toolkit for specific redevelopments, additional weight should be given to proposals that enhance surrounding neighborhoods, improve community aesthetics, and maximize the return to taxpayers.</i>	No recommended change – Special Projects provided input that the elements called out in this action are all part of the review process for determining scale of incentive for the Retail Revitalization Program. Additionally, the Community Design Plan may consider a reinvestment toolkit for Community Corners that would further support this action, which continues to be a current priority for Special Projects and the Planning Department
RRSC3	<i>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.</i>	No recommended change – The Rewrite of the Zoning & Subdivision Ordinances will consider ways to address this action. Additionally, the Community Design Plan currently underway may further support this action. This action remain a current priority for the Planning Department.

2025 Comprehensive Plan Maintenance Review

Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
RRSC4	<p><i>Establish design guidelines that provide safe connections for residents to conveniently access commercial businesses, open space, and other amenities in retail centers. Implementation should be limited to locations where connections are desired by the adjoining neighborhood.</i></p>	<p>No recommended change – Residential connections in general are being addressed with the Rewrite of the Zoning & Subdivision Ordinances and the Community Design Plan, which are currently underway. Additionally, the second half of the action is supported by the Redevelopment & Growth Management Policy, Action 2 (RGM2) as it relates to the formalized community forum process, which would give adjoining residents an opportunity to provide feedback on proposed residential connections. The action remains a priority for the Planning Department.</p>
Special Housing Needs Policy Background	<p><i>Segments of the city’s population, such as disabled adults, seniors, and low to moderate income households, require additional assistance to meet their housing needs. While many of Plano’s seniors desire to remain in their homes long-term, some will require further assistance to safely age in place. Provision of housing is also needed for adults with disabilities that are unable to live alone. Additionally, there are significant gaps in the number of housing units affordable to some Plano households.</i></p>	<p>No recommended change.</p>
Special Housing Needs (SHN) Policy Statement	<p><i>Plano will support the special housing needs of residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special housing needs should be afforded the same health and safety considerations as other housing.</i></p>	<p>No recommended change.</p>
SHN1	<p><i>Conduct a community needs assessment to identify and prioritize service demands and resources of the city’s residents.</i></p>	<p>No recommended change – The Neighborhood Services Department provided information that the 2025-2029 Consolidated Plan of Housing and Community Development Needs will be presented to Council later this summer. This five-</p>

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Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
		<p>year plan details how U.S. Department of Housing and Urban Development (HUD) funds will be used to address the community needs identified in the assessment. This action remains a current priority for the Neighborhood Services Department.</p>
SHN2	<p><i>Create affordable homeownership opportunities in Plano for income qualifying households including, but not limited to, homeownership assistance programs, construction of new housing, and rehabilitation of existing structures.</i></p>	<p>No recommended change – The Neighborhood Services Department provided input that during FY 2023-2024, the City provided HUD funds to nonprofit developers to provide rehabilitation assistance and new construction of homes for low to moderate income residents. City Council is reviewing the current consolidated plan, which further outlines how the City should allocate HUD funds to support affordable housing opportunities. This action remains a current priority for the Neighborhood Services Department and City Council.</p>
SHN3	<p><i>Support residents with special needs by providing financial assistance from federal, state, and local government grants to qualified social service agencies.</i></p>	<p>No recommended change – The Neighborhood Services Department provided feedback that HUD funds and City general funds are provided to nonprofit organizations in order to support residents with special needs. This action remains a current priority for the Neighborhood Services Department and City Council.</p>
SHN4	<p><i>Provide programs to rehabilitate and improve existing housing occupied by low and moderate income households.</i></p>	<p>No recommended change – The Neighborhood Services Department provided feedback that HUD funds are used to support low to moderate income residents with home repairs. Additionally, Multiple programs have been created to help homeowners enhance and maintain their properties. These include the programs detailed in their update for NC1 and NC3. This action is ongoing and remains a priority for the Neighborhood Services Department.</p>

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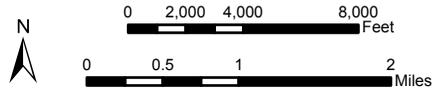
Built Environment Pillar – Housing & Neighborhoods Component Recommended Updates

Component/Policy/Action	Plan Text	Justification of Recommendations
SHN5	<p><i>Review zoning regulations to provide reasonable opportunities for safe and healthy housing in support of special needs populations.</i></p>	<p>No recommended change – The Rewrite of the Zoning & Subdivision Ordinances will include review of regulations that support safe and healthy housing. Additionally, the Expressway Corridor Overlay District, which regulates housing near expressways, was approved in 2025.</p> <p>The Neighborhood Services Department reviews codes every five years to ensure that special housing needs are addressed. The Neighborhood Services Department staff encourage Universal Design improvements when speaking to residents about the Great Update Rebate Program. This action remains a priority for the Planning and Neighborhood Services departments.</p>
SHN6	<p><i>Identify methods to incorporate Universal Design practices and encourage their implementation in new housing projects and home renovations.</i></p>	<p>No Recommended Change – The Building Inspections Department provided input that the adopted building codes for Plano and the North Central Texas Council of Governments have been regularly updated since 2018 to require grab-bar blocking for toilets, bathtubs, and showers. Blocking at initial construction is in support of Universal Design practices and allows for ease of use for future grab bar installation if desired by homeowners. Building Inspections continues to actively promote code updates in support of Universal Design practices. Additionally, the city’s website includes a Universal Design page to educate and encourage the implementation of Universal Design. This action remains a priority for the city and the Building Inspections Department.</p>



FUTURE LAND USE MAP

Draft Future Land Use Map proposed for approval as part of 2025
Comprehensive Plan Maintenance Review

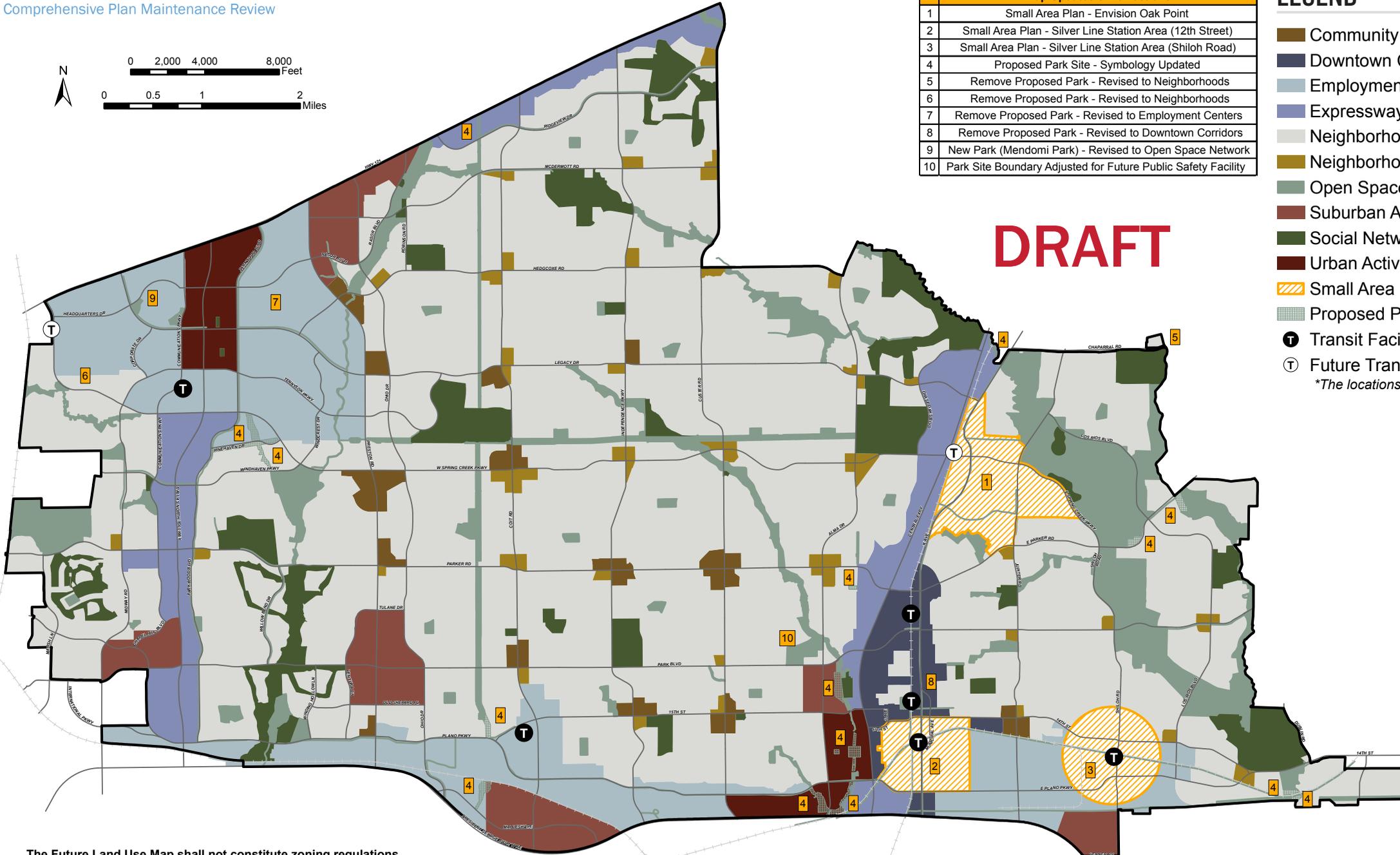


ID	Map Updates & Corrections
1	Small Area Plan - Envision Oak Point
2	Small Area Plan - Silver Line Station Area (12th Street)
3	Small Area Plan - Silver Line Station Area (Shiloh Road)
4	Proposed Park Site - Symbology Updated
5	Remove Proposed Park - Revised to Neighborhoods
6	Remove Proposed Park - Revised to Neighborhoods
7	Remove Proposed Park - Revised to Employment Centers
8	Remove Proposed Park - Revised to Downtown Corridors
9	New Park (Mendomi Park) - Revised to Open Space Network
10	Park Site Boundary Adjusted for Future Public Safety Facility

LEGEND

- Community Corners (CC)
 - Downtown Corridors (DT)
 - Employment Centers (EM)
 - Expressway Corridors (EX)
 - Neighborhoods (N)
 - Neighborhood Corners (NC)
 - Open Space Network (OS)
 - Suburban Activity Centers (SA)
 - Social Network (SN)
 - Urban Activity Centers (UA)
 - Small Area Plan Review Areas
 - Proposed Park Site
 - Transit Facilities
 - Future Transit Facilities*
- *The locations of pending stations are approximate.

DRAFT

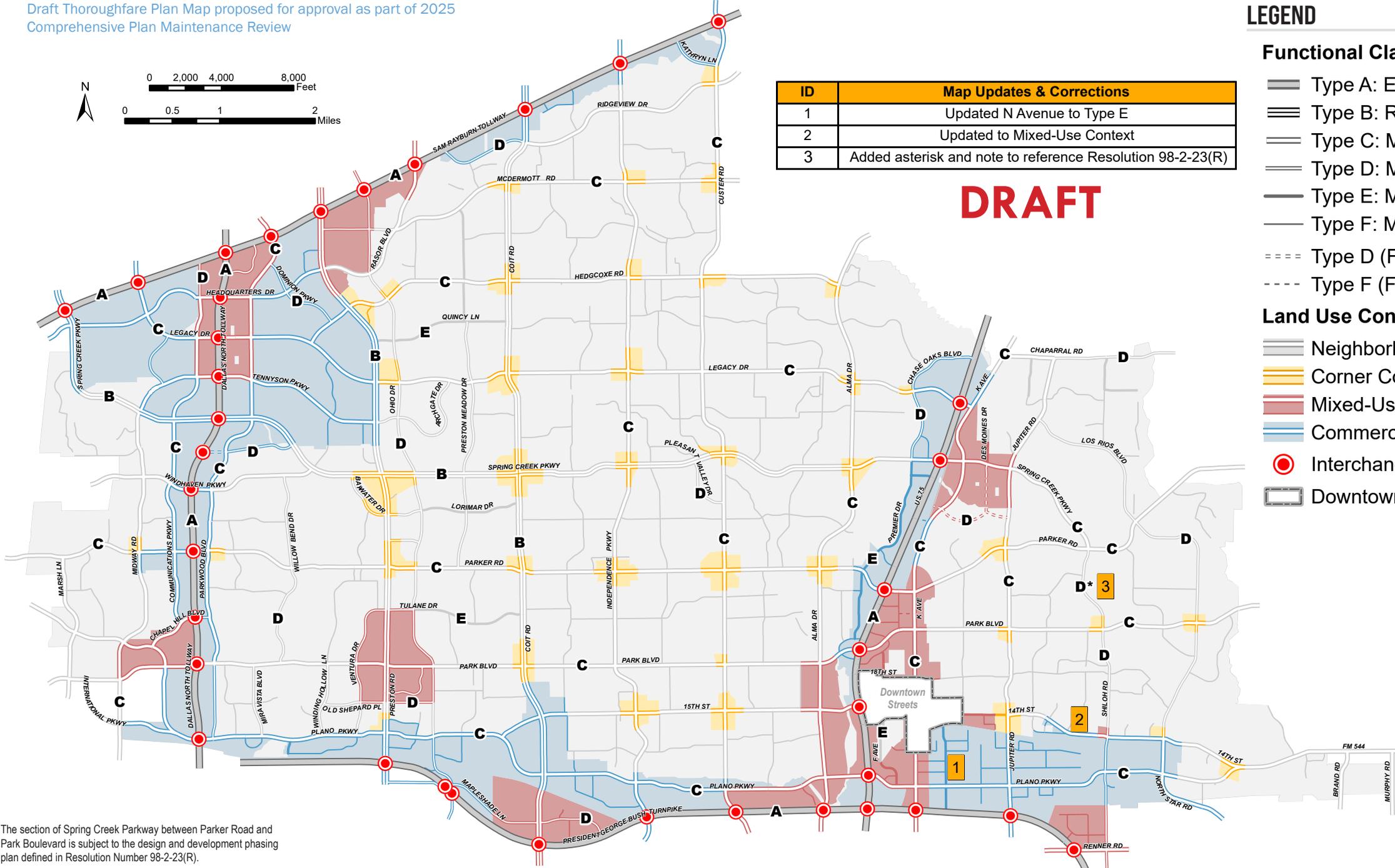
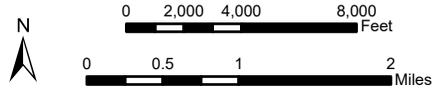


The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.



THOROUGHFARE PLAN MAP

Draft Thoroughfare Plan Map proposed for approval as part of 2025
Comprehensive Plan Maintenance Review



ID	Map Updates & Corrections
1	Updated N Avenue to Type E
2	Updated to Mixed-Use Context
3	Added asterisk and note to reference Resolution 98-2-23(R)

DRAFT

LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type F: Minor Collector
- Type D (Future)
- Type F (Future)

Land Use Context

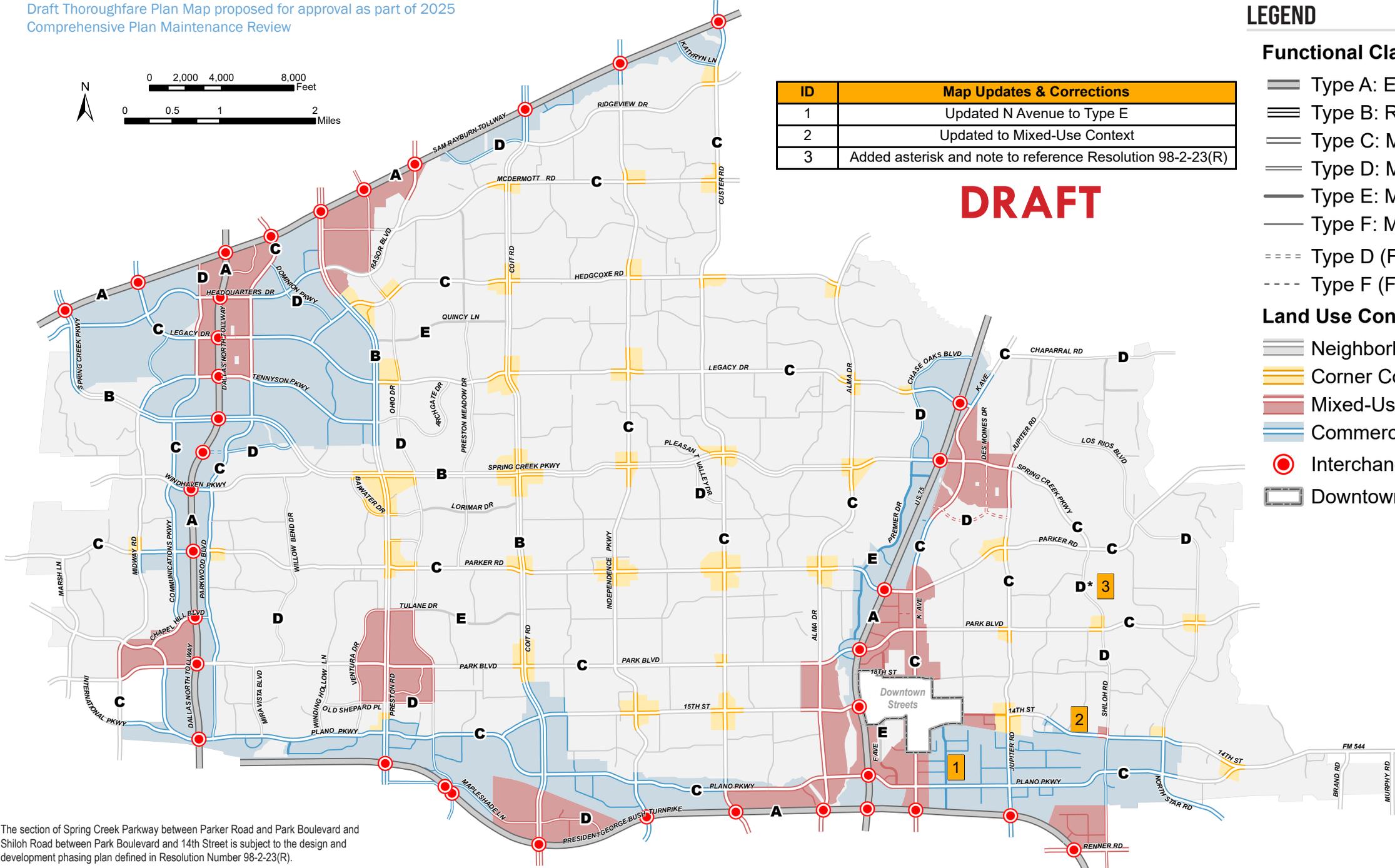
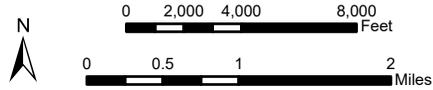
- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets

* The section of Spring Creek Parkway between Parker Road and Park Boulevard is subject to the design and development phasing plan defined in Resolution Number 98-2-23(R).



THOROUGHFARE PLAN MAP

Draft Thoroughfare Plan Map proposed for approval as part of 2025
Comprehensive Plan Maintenance Review



ID	Map Updates & Corrections
1	Updated N Avenue to Type E
2	Updated to Mixed-Use Context
3	Added asterisk and note to reference Resolution 98-2-23(R)

DRAFT

LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type F: Minor Collector
- Type D (Future)
- Type F (Future)

Land Use Context

- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets

* The section of Spring Creek Parkway between Parker Road and Park Boulevard and Shiloh Road between Park Boulevard and 14th Street is subject to the design and development phasing plan defined in Resolution Number 98-2-23(R).

Thoroughfare Plan Map

The Thoroughfare Plan Map identifies the major roadway transportation facilities necessary to support the city’s mobility needs based on existing and anticipated development patterns. The map reflects a context-sensitive approach to thoroughfare planning and design that takes into consideration the connection between street functions and the adjacent land uses they serve. Thoroughfare types and their design priorities are based on a combination of Functional Classification and Land Use Context. **Functional Classification** defines the hierarchy of streets according to their ability to move traffic throughout the thoroughfare network and provide access to adjacent properties. These classifications establish the basic physical dimensions of a thoroughfare, including the number of lanes and right-of-way width. **Land Use Contexts** are based on the typical intensity, scale, and mix of land uses established by the Future Land Use Map, and define the various street design considerations and multimodal priorities, such as on-street parking, landscaping, bicycle facilities, and pedestrian enhancements.

FUNCTIONAL CLASSIFICATIONS

FUNCTIONAL CLASS CHARACTERISTICS

FUNCTIONAL CLASSIFICATION		MINIMUM ROW (FT)	MEDIAN WIDTH (FT)	NUMBER OF LANES
A	Freeways/ Tollways	TXDOT/NTTA	2-24	8-10
B	Regional Arterials	130-160	20-24	6-8
C	Major Arterials	110	16-20	4-6
D	Minor Arterials	92-98	16-20	4
E	Major Collectors	68-73	11-20	2-4
F	Minor Collectors	60-62	N/A	2-4
G	Local/Residential Streets	50-63	N/A	2
DOWNTOWN STREETS	Downtown Couplet, Gateway Corridors, Mixed Use Locals, Residential Locals (see Downtown Streets Plan)			
SPECIAL STREETS	Alley, Mews, Paseos, and Shared Streets Functional design characteristics vary			

TYPE A: EXPRESSWAYS



Type A Thoroughfares include U.S. Highway 75, the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT), and the Sam Rayburn Tollway (SRT). These roadways are intended to carry the highest proportion of regional traffic through the city and are designed to accommodate high traffic capacity and longer trip lengths. The standard right-of-way width varies depending on the number of lanes, need for grade separation, and inclusion of service roads. These roadways are managed by external agencies such as the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA); however, the City manages driveway access from the service roads. Intersections with arterial roadways are typically grade separated.

TYPE B: REGIONAL ARTERIALS



Type B Thoroughfares are the major north-south and east-west roadways that are designed to accommodate very high traffic volumes, including regional commuter traffic. Examples of Type B Thoroughfares include Preston Road, Spring Creek Parkway, and Coit Road. Spring Creek Parkway and Preston Road include special design regulations in the city’s Street Design Standards. Traffic and access management are prioritized in these corridors through signal timing coordination, deceleration lanes for turning movements, sharing of driveways, and median openings.

TYPE C: MAJOR ARTERIALS



Type C Thoroughfares are the city’s major “cross-town” roadways. While citywide connectivity is the primary function, these arterials typically serve lower traffic volumes and less regional pass-through traffic than their Type B counterparts. These roadways are typically six lanes separated by a landscaped median. Traffic and access management are still prioritized in these corridors, but also include a greater emphasis on modal integration through shared-use paths, bus transit facilities, and pedestrian enhancements near major intersections.

TYPE D: SECONDARY ARTERIALS



Type D Thoroughfares are intended to support and feed the regional/major arterial system and are intended for moderate-volume, moderate-speed traffic movement. These arterials typically serve trips of shorter lengths compared to Type C Major Arterials. Access to adjacent property is partially controlled with medians. Within mixed-use areas, these streets may serve as a Major Median Divided boulevard with on-street parking and active parkways.

TYPE E: MAJOR COLLECTORS



Type E Thoroughfares are intended to collect and distribute traffic between arterial streets and minor collectors or local streets. They are intended for short length trips while also providing access to abutting properties. Major Collectors are designed to provide a greater balance between mobility and land access, and the number of lanes may vary depending on mobility and land use context priorities. Due to typical lower traffic speeds and volumes, these roadways may also be appropriate enhanced multimodal connections for bicyclists and pedestrians.

TYPE F: MINOR COLLECTORS



Type F Thoroughfares typically serve as minor collector streets that accumulate traffic from local streets for distribution to the arterial street network. Minor Collectors are intended for low-speed, low-volume traffic movement and for short length trips, and are appropriate in residential, commercial, and industrial areas. Minor Collectors in mixed-use areas or adjacent to multifamily housing are often designed with on-street parking. Not all Type F streets are not shown on the Thoroughfare Plan Map, but may be required in special circumstances under the Subdivision Ordinance (adjacent to parks, for examples) or for new developments based on a Traffic Impact Analysis (TIA).

TYPE G: LOCAL/RESIDENTIAL STREETS



The Type G Local/Residential Street is Plano’s most common street type and provides direct access to abutting properties and individual residential lots. In most cases, they are designed to allow two-way traffic with parking against the curb. Where heavy on-street parking is present, traffic may be limited to one travel lane with automobiles required to yield. Type G also serve as “Minor Streets” in mixed-use areas, having wider sidewalks, street tree buffers, and on-street parking. Note that Type G streets are not shown on the Thoroughfare Plan Map, but are required in accordance with the Subdivision Ordinance.

DOWNTOWN STREETS



Historic Downtown Plano includes many older streets that were originally constructed prior to modern roadway standards. The design of these streets requires special consideration to create a walkable environment despite many constraints, including limited right-of-way widths, overhead and underground utilities, and on-street parking needs. To address these needs, the Downtown Streets Plan inset of the Thoroughfare Plan Map includes a special set of functional classifications which are flexible and customized to individual street segments. Their cross-sections are subject to the special design standards of the Street Design Standards rather than the standard Type A-G functional classification system.

SPECIAL STREETS

This category of streets includes Mews, Paseos, and Shared Streets that serve specialized purposes in mixed-use areas. Placement of these streets are appropriate in accordance with the Subdivision Ordinance and Street Design Standards.

Mews



A mews is a narrow street (typically wider than an alley) that often serves as the only vehicular and emergency access for residential lots in small-lot subdivisions. Mews are most appropriate where lots are designed with secondary frontage on common courtyards, open space, a paseo, or other landscape feature.

Paseo



A paseo is a pedestrian-only right-of-way not adjacent to streets, most typically used in small lot residential development and other mixed-use settings. Dwelling units abutting a paseo front onto the paseo.

Shared Street



A shared street is an alternative local street designed to be shared among various modes of travel in a commercial or residential setting. Shared streets are typically curbless and blend the borders, surfaces, or zones used by drivers, pedestrians, bicyclists, and other road users. They require traffic calming, very low speed limits, and signage.

LAND USE CONTEXTS

Land Use Contexts are serve as an overlay on the Thoroughfare Plan Map functional classification system, providing design and modal priority guidance to complement the surrounding area. Four land use contexts are identified that allow context-sensitive street design to be flexible for differing priorities: **Neighborhood**, **Commercial**, **Corner**, and **Mixed-Use**. These contexts influence differences in street design in terms of multimodal mobility, safety, access, and place-making functions of the public right-of-way.

NEIGHBORHOOD

Streets in the Neighborhood Context are those located within the Neighborhood, Open Space Network, and Social Network future land use designation. As the most common context in Plano, it is highly suburban in nature, with wider standard travel lanes widths, landscaped medians, green parkways, and sidewalks. On major arterial roadways, the street is often framed by the masonry subdivision walls that surround many Plano neighborhoods. Collectors and local residential streets are characterized by their medium block length, safe pedestrian connections to trails, parks, and schools, and attractively landscaped parkways and medians.

- Medium Block Length
- Curvilinear residential streets
- Standard travel lanes
- Traffic calming on residential collectors and streets



CORNER

Streets in the Corner Context are those located within the Neighborhood Corner and Community Corner future land use designations. The design of major arterials through these areas are similar to Neighborhood and Commercial contexts, but incorporate enhancements at major intersections to improve connectivity and pedestrian safety. The design of collectors and local streets may vary depending upon the application:

- Where contemporary residential subdivisions are introduced as an extension of the Typical Neighborhood Design (see Neighborhoods Dashboard) for an entire corner, use of the Neighborhood context is most appropriate.
- Where small-lot subdivisions are introduced as part of a corner redevelopment or revitalization, the use of on-street parking, street trees, wider sidewalks, and attractive parkways are encouraged to create a more pedestrian-friendly environment that complements a low-rise, suburban scale.



COMMERCIAL

Streets in the Commercial Context are those located within the Expressway Corridor and Employment Center future land use designations. These streets share similar characteristics to those in the Neighborhood contexts, but often have buildings set back further from the road, do not feature on-street parking in most areas, and often serve higher traffic volumes and speeds. These streets should be designed to maintain efficient traffic flow with appropriate driveway access and intersection design, while also accommodating pedestrians with generous parkways to provide a buffer between sidewalks and vehicular travel lanes.

- Wide Block Lengths
- Wider Landscaped Medians and Parkway
- Limited Access
- Prioritize turning movements
- Straight or curvilinear streets



MIXED-USE

Streets in the Mixed-Use Context include those within the Suburban Activity Centers, Urban Activity Centers, and Downtown Corridors future land use designations. They may also be used in other locations where mixed-use development is deemed appropriate through the zoning process. They are intended to promote a highly walkable form that complement the integrated mix of uses in these areas. The design of these streets promote slower traffic speeds and support multiple modes of transportation, including pedestrians, bicycles, cars, and transit. Curbside management is also important in these areas given the multipurpose use of street space.

- Urban Streets and Short Block Lengths are typical, however Traditional Streets with Short to Medium Block Lengths may also be appropriate in SA areas
- On-street Parking and Curbside Management
- Bicycle and Transit Facilities
- Wider pedestrian zones for higher pedestrian activity
- Trees and landscaping for aesthetics and shade





THOROUGHFARE DESIGN CHARACTERISTICS

This table identifies the general street design characteristics that are typical or appropriate on various street types. This information is intended as a reference to inform choices for individual streets; however, final design decisions will be context specific. More detailed guidance on these street elements is provided in the Street Design Standards.

LEGEND

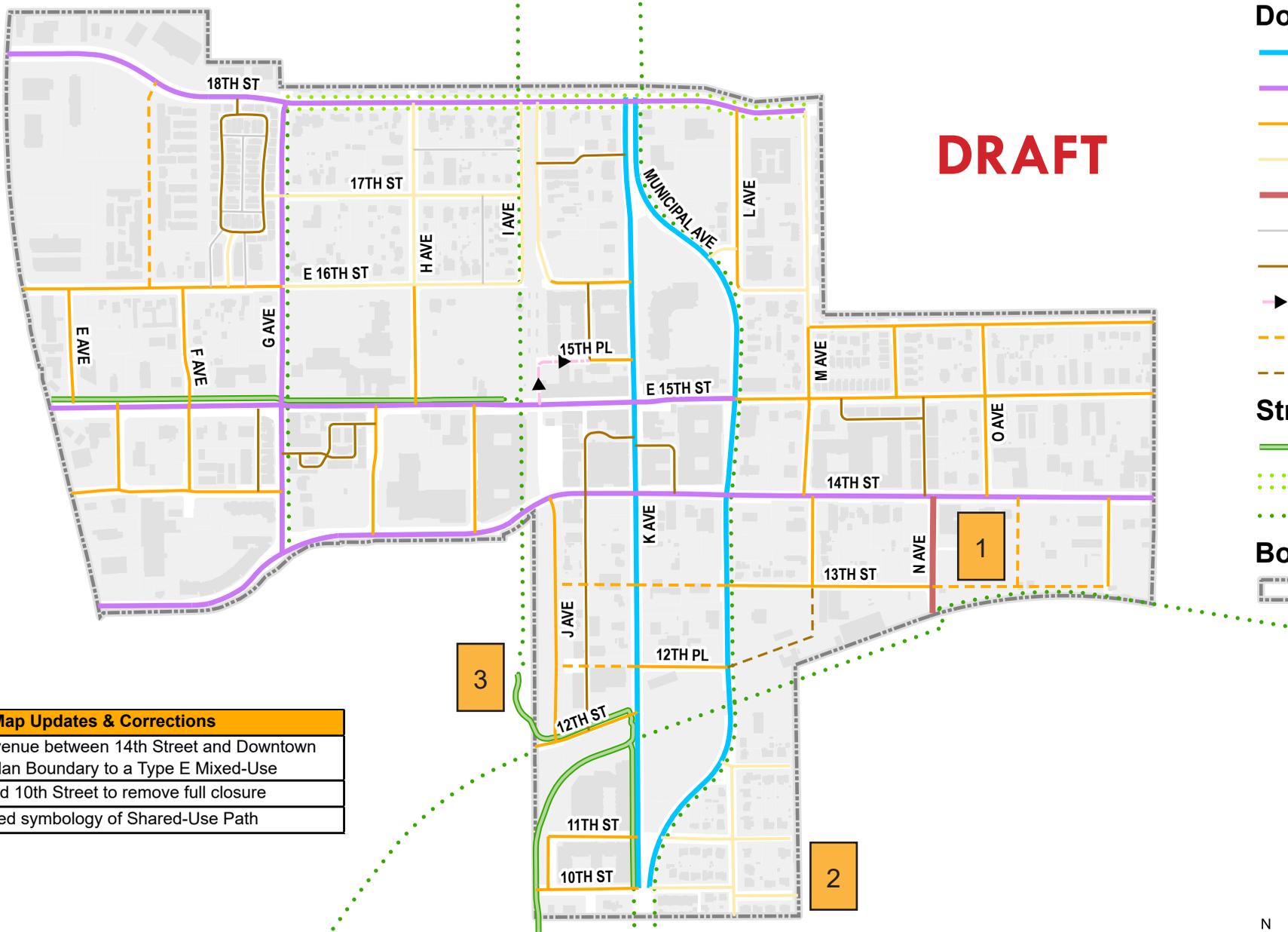
- Typical
- Optional
- ▲ Recommended
- ✗ Not Applicable

	LAND USE CONTEXT DESIGN ELEMENTS	ARTERIALS (TYPE B-D)				COLLECTORS (TYPE E-F)				LOCAL STREETS (TYPE G)			
		NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE
TRAVELWAY ZONE	Travel Lanes	■ 11-12' Width	■ 11-12' Width	■ 11-12' Width	■ 11-12' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width
	Median	■	■	■	■	○	○	○	▲	✗	✗	✗	✗
	Traffic Calming	✗	✗	✗	✗	○	○	○	▲	○	○	○	▲
CURBSIDE/FLEX ZONE	On-Street Parking	○ Type C/D only	✗	✗	○ Type C/D only	○	○	○	■	■	■	■	■
	Loading/Pick-up/Drop-off Zones	✗	✗	✗	✗	✗	○	○	○	✗	○	○	○
	Enhanced Transit Stops	○	○	○	▲	○	○	○	▲	✗	✗	✗	✗
	Shared-Use Path/ Off-Street Bicycle Facility	○	○	○	▲	○	○	○	▲	✗	✗	✗	✗
	On-Street Bicycle Facility	○ Type C/D only	○ Type C/D only	○ Type C/D only	▲ Type C/D only	○	○	○	▲	○	○	○	○
PEDESTRIAN ZONE	Sidewalks	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width
	Seating/Street Furniture	✗	✗	✗	○	✗	✗	✗	▲	✗	✗	○	▲
	Buffer from Travelway	■	■	■	■	○	○	○	○	○	○	○	○
GREEN ZONE	Landscaped Edge	■	■ Wide Edge	■	■	▲	▲	▲	▲	○	○	○	▲
	Street Trees	▲	▲	▲	▲	○	○	○	▲	○	○	○	▲
	Enhanced Landscaping/ Streetscaping	✗	○	○	▲	✗	○	○	■	✗	○	○	▲
	Pedestrian-Scale Lighting	✗	✗	✗	▲	✗	✗	○	■	○	○	○	■



DOWNTOWN STREETS PLAN

Thoroughfare Plan Map and Cross-Sections adopted by City Council on September 11, 2023 as part of the Comprehensive Plan 2021



LEGEND

- Downtown Street Type**
- Downtown Couplet
 - Gateway Corridor
 - Mixed-Use Local
 - Residential Local
 - Type E Mixed-Use
 - Alley
 - Mews/Special Street
 - ▶ Special Condition Street
 - Future Mixed-Use Local
 - Future Mews/Special Street
- Street Features**
- Existing Shared-Use Path
 - Proposed Bike Lanes
 - Proposed Shared-Use Path
- Boundary**
-

ID	Map Updates & Corrections
1	Updated N Avenue between 14th Street and Downtown Streets Plan Boundary to a Type E Mixed-Use
2	Updated 10th Street to remove full closure
3	Updated symbology of Shared-Use Path

Downtown Streets Plan

The Downtown Streets Plan addresses the unique challenges and opportunities presented by the historical street grid and development patterns in Downtown Plano. The plan emphasizes enhanced accessibility, bicycle and pedestrian connections, and attractive gateways in accordance with the Character Defining Elements of the Downtown Corridors future land use category. Key features include wider sidewalks, on-street parking, designated space for streetscaping and other streetside amenities, and opportunities for new bicycle connections. A unique street classification system provides practical mobility solutions, tailored to the needs of individual street segments. These include the **Downtown Couplet**, **Gateway Corridors**, **Mixed-Use Locals**, **Residential Locals**, and other **Special Streets**. Implementation of the streets is expected to occur over time through redevelopment and the city's Community Investment Program (CIP). To prevent piecemeal improvements and inconsistent design application, major improvements to the Downtown Couplet and Gateway Corridors should be programmed into the CIP. Improvements to local streets will mostly occur as properties redevelop.

DOWNTOWN STREET CLASSIFICATIONS

DOWNTOWN STREET CHARACTERISTICS

DOWNTOWN STREET TYPE	STREETS	TYPICAL RIGHT-OF-WAY	# OF LANES
Downtown Couplet	K Ave/ Municipal Ave	58' (each direction)	2 (each direction)
Gateway Corridor	18th Street	60-80'	2-3
	15th Street (West of G Ave)	100'	5
	15th Street (East of G Ave)	65-82'	3-4
	14th Street	65-80'	3-4
	G Ave	61-65'	2-3
Mixed-Use Local	Multiple	50'	2
Residential Local	Multiple	50'	2
Special Streets: Mews/Paseos/ Shared Streets	Multiple	ROW Varies	Two-way Travelway

GATEWAY CORRIDORS



The Gateway Corridors are major access points to Downtown. They play a significant function in creating welcoming entrances for Downtown, while also providing safe and attractive corridors for various modes of transportation. These streets have varying right-of-way (ROW) widths, and each street's planned design takes into consideration the ability to accommodate pedestrian and bicycle activity, on-street parking, and enhanced streetscaping elements. Preliminary cross-section designs are included in the Street Design Standards. Final design may vary based on traffic studies and coordination with adjacent properties.

RESIDENTIAL LOCAL



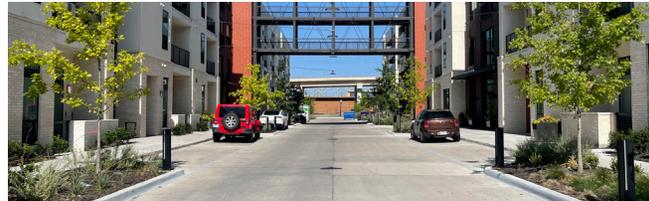
Residential Local Streets provide direct access to abutting residential properties within Downtown. These streets primarily serve residential areas in the Neighborhoods Future Land Use category and, therefore, are expected to have lower pedestrian activity compared to Mixed-Use Local Streets. The design of these streets follows a more conventional residential street and pedestrian area approach, focusing on creating safe and comfortable spaces for resident access. These streets maintain a residential character while still contributing to the overall fabric of Downtown.

DOWNTOWN COUPLET



The Downtown Couplet serves as the primary north-south connection through Downtown. It consists of one-way travel with two lanes in each direction. This street type not only facilitates essential vehicle movement but also plays a crucial role in supporting pedestrian activity, as it provides vital access to many Downtown destinations. The Downtown Couplet is intended to accommodate a shared-use bicycle and pedestrian connection, extending the existing trail network and promoting active transportation options within the Downtown area. Preliminary cross-section designs are included in the Street Design Standards. Final design may vary based on traffic studies and coordination with adjacent properties.

MIXED-USE LOCAL



Mixed-Use Local Streets are characterized by their direct access to abutting properties with mixed-use activities. These streets experience a higher level of pedestrian and curbside activity compared to other local streets in Downtown. To ensure pedestrian safety and enhance the streetscape, designated parking lanes are incorporated through the use of curb extensions. These curb extensions serve a dual purpose by calming traffic speeds and creating additional space for landscaping or pedestrian amenities. Mixed-Use Local Streets aim to foster vibrant and pedestrian-friendly environments that encourage people to explore and engage with the surrounding mixed-use developments.

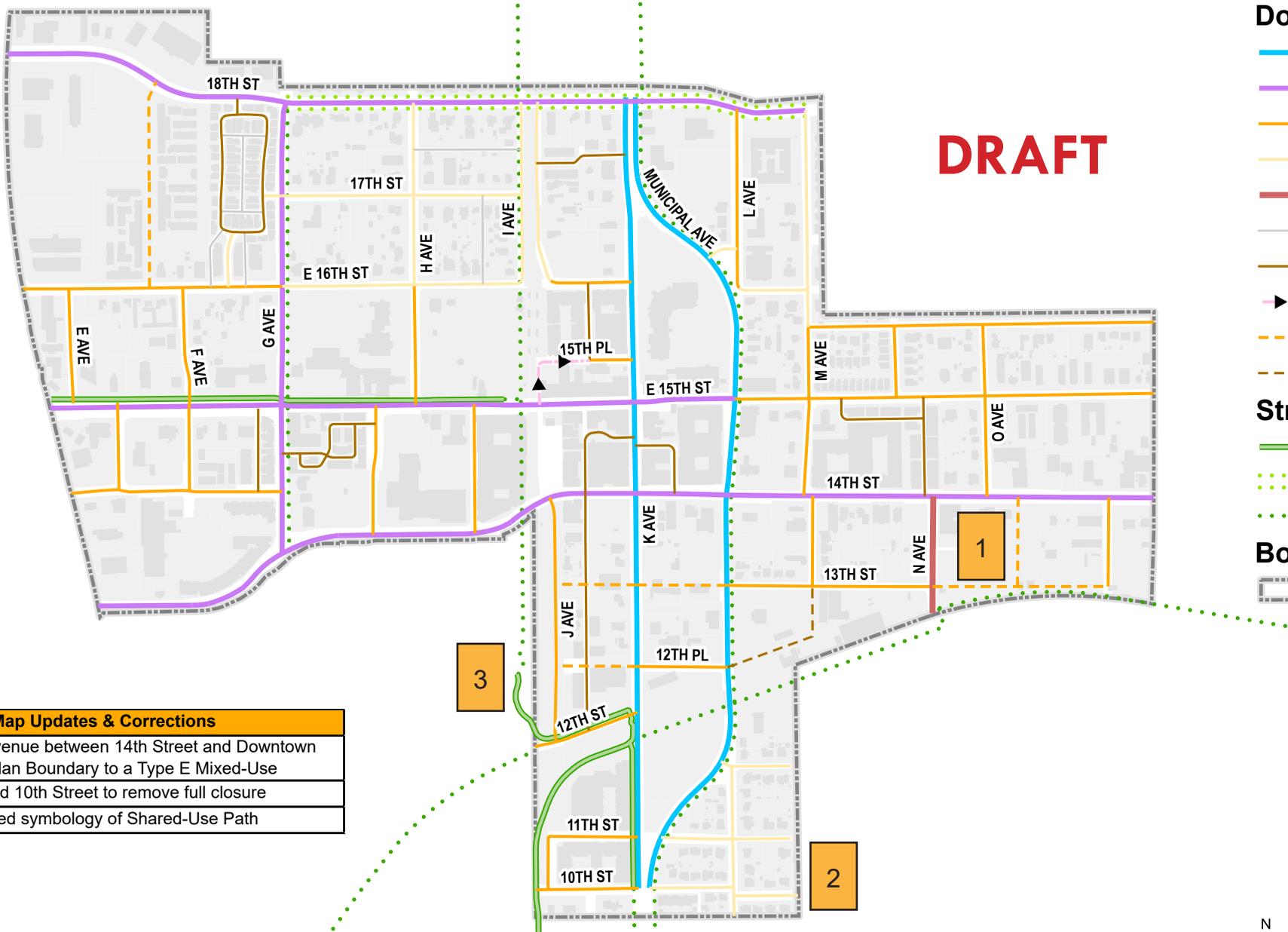
SPECIAL STREETS - MEWS/PASEOS/SHARED STREETS

This category of streets includes Mews, Paseos, and Shared Streets that serve specialized purposes in the Downtown area. Design and placement of these streets are appropriate in accordance with the Subdivision Ordinance and Street Design Standards.



DOWNTOWN STREETS PLAN

Thoroughfare Plan Map and Cross-Sections adopted by City Council on September 11, 2023 as part of the Comprehensive Plan 2021



LEGEND

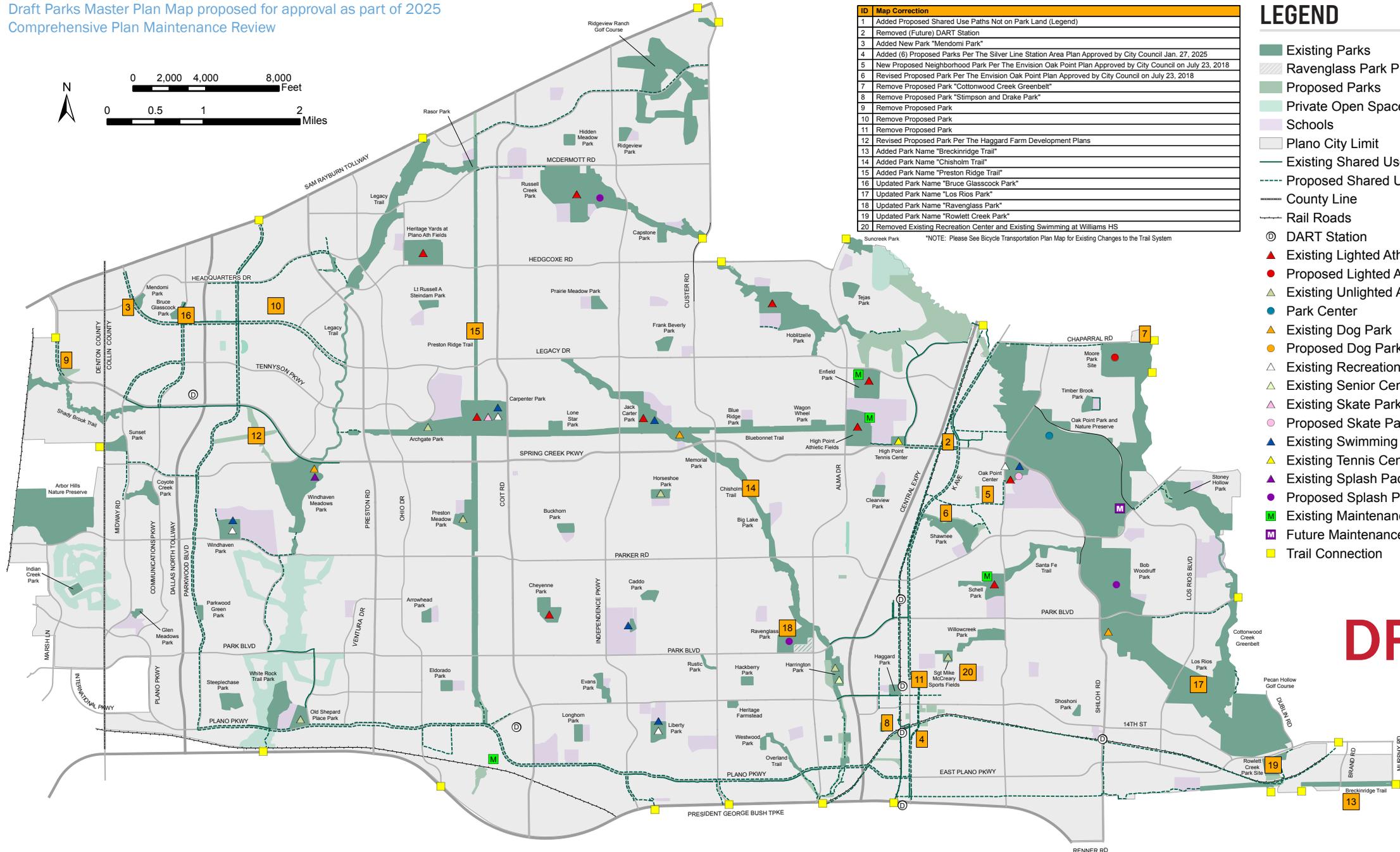
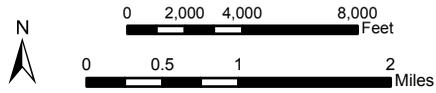
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1	Updated N Avenue between 14th Street and Downtown Streets Plan Boundary to a Type E Mixed-Use
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PARKS MASTER PLAN MAP

Draft Parks Master Plan Map proposed for approval as part of 2025
Comprehensive Plan Maintenance Review



ID	Map Correction
1	Added Proposed Shared Use Paths Not on Park Land (Legend)
2	Removed (Future) DART Station
3	Added New Park "Mendomi Park"
4	Added (6) Proposed Parks Per The Silver Line Station Area Plan Approved by City Council Jan. 27, 2025
5	New Proposed Neighborhood Park Per The Envision Oak Point Plan Approved by City Council on July 23, 2018
6	Revised Proposed Park Per The Envision Oak Point Plan Approved by City Council on July 23, 2018
7	Remove Proposed Park "Cottonwood Creek Greenbelt"
8	Remove Proposed Park "Stimpson and Drake Park"
9	Remove Proposed Park
10	Remove Proposed Park
11	Remove Proposed Park
12	Revised Proposed Park Per The Haggard Farm Development Plans
13	Added Park Name "Breckinridge Trail"
14	Added Park Name "Chisholm Trail"
15	Added Park Name "Preston Ridge Trail"
16	Updated Park Name "Bruce Glasscock Park"
17	Updated Park Name "Los Rios Park"
18	Updated Park Name "Ravenglass Park"
19	Updated Park Name "Rowlett Creek Park"
20	Removed Existing Recreation Center and Existing Swimming at Williams HS

*NOTE: Please See Bicycle Transportation Plan Map for Existing Changes to the Trail System

LEGEND

- Existing Parks
- Ravenglass Park Public Facilities
- Proposed Parks
- Private Open Space
- Schools
- Plano City Limit
- Existing Shared Use Paths Not On Park Land
- Proposed Shared Use Paths Not On Park Land
- County Line
- Rail Roads
- DART Station
- Existing Lighted Athletic Fields
- Proposed Lighted Athletic Fields
- Existing Unlighted Athletic Fields
- Park Center
- Existing Dog Park
- Proposed Dog Park
- Existing Recreation Center
- Existing Senior Center
- Existing Skate Park
- Proposed Skate Park
- Existing Swimming Facility
- Existing Tennis Center
- Existing Splash Pad
- Proposed Splash Pad
- Existing Maintenance Facility
- Future Maintenance Facility
- Trail Connection

DRAFT

The locations of proposed sites, trails and facilities are subject to change.