DESCRIPTION:

Discussion and consideration of suggested revisions to the Comprehensive Plan from the Comprehensive Plan Review Committee.

BACKGROUND:

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

- The Comprehensive Plan Review Committee “will act as a community sounding board for the Plan and provide input and feedback on policy recommendations from the Planning & Zoning Commission. The Committee will also act as advisors and ambassadors of the planning process.”

- It is the intent that “all policies are reached by broad acceptance, such that a supportive three-quarters vote of the members present for the Committee and a supportive simple majority vote of the members present for the Planning & Zoning Commission is required on each policy before it moves forward as a recommendation to City Council.” The term “policy” is used generally to represent the content of the Plan.
CPRC 1st Consideration

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

P&Z 1st Consideration

At the August 3, 2020, August 17, 2020, and September 8, 2020, meetings, P&Z discussed the CPRC’s recommended revisions. On September 8, 2020, P&Z approved the majority of changes as suggested by the CPRC with 11 proposed modifications. These were sent back to the CPRC for their second consideration.

CPRC 2nd Consideration

On September 29, 2020, the CPRC considered the 11 proposed modifications by P&Z. Of these, the CPRC approved seven in their entirety. The CPRC recommended the P&Z reconsider the four remaining items with two additional modifications in response to P&Z’s proposed changes:

- Guiding Principle 1.2 (new changes)
- Bundle 1 – Roadway Systems Website Context
- Bundle 1 – Roadway Systems Policy Statement
- Bundle 3/9 – Regional Transportation Action RT4
- Bundle 5 – Transit-Oriented Development Action TOD1 (new changes)
- Bundle 6 – Population Growth Policy Statement

Three versions of these revisions are attached, including:

- A clean text version;
- A version with changes tracked from P&Z’s first consideration; and
- A version with changes tracked from the original Plano Tomorrow text, for those items with modifications.

A summary of CPRC’s suggested revisions, with noted explanations as approved in CPRC minutes, are outlined below:

Guiding Principle 1.2 (new changes)

- CPRC – 1st Consideration: The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth, and shaping change that complements the city’s suburban core and rich history.
• **P&Z – 1st Consideration:** P&Z accepted the CPRC’s proposed Guiding Principle 1.2 with the language ‘suburban core,’ but recommended changing the phrase ‘suburban character’ in the Bundle 6 policy statement to ‘suburban core,’ for consistency:

Population Growth Policy Statement: “Plano will plan for regional population growth in identified areas while preserving the suburban character core of the community.”

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

• **CPRC – 2nd Consideration:** The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth, and shaping change that complements the city’s suburban core character and rich history.

  o CPRC Explanation: The Committee preferred Plano Tomorrow’s existing use of the phrase ‘suburban character.’

**Bundle 1: Roadways System Website Context**

• **CPRC – 1st Consideration:** Plano’s street system is determined by the Thoroughfare Plan, a component of the Plano Tomorrow Plan. There are many users of the city’s roadway system, including vehicles, public transit, bicycles, and pedestrians, all competing for the same space. Vehicles will likely remain the primary means of transportation; however additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

• **P&Z – 1st Consideration:** recommended not including the proposed new text.

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

• **CPRC – 2nd Consideration:** recommended keeping the language as proposed in CPRC’s 1st consideration.

  o CPRC Explanation: The Committee wanted to stress the acknowledgement that vehicular travel is the primary means of travel.

**Bundle 1: Roadway System Policy Statement**

• **CPRC – 1st Consideration:** Plano will develop a integrated, multimodal transportation a safe and efficient roadway system, through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users.

• **P&Z – 1st Consideration:** recommended keeping the original policy statement.
P&Z Explanation: “Original Policy Statement was preferred because it provides clearer direction than the Recommended Policy Statement.”

- **CPRC – 2nd Consideration:** recommended keeping the language as proposed in CPRC’s 1st consideration.
  
  o CPRC Explanation: The Committee wanted to respect the original recommendation as negotiated on July 7, 2020, which included concerns about emphasizing multimodal transportation systems citywide without more direction on where that is appropriate. (Note: A specific explanation for this change was inadvertently omitted from the CPRC minutes for September 29, 2020.)

**Bundle 3/9: Regional Transportation Action RT4**

- **CPRC – 1st Consideration:** Annually review the city’s transportation plan to ensure consistency with city and regional transportation agencies’ plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.

- **P&Z – 1st Consideration:** Annually review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.
  
  o P&Z Explanation: May appear as a contradiction to have this phrasing related to a regionally-focused transportation actions, though Plano’s interest will and should remain a primary interest.

- **CPRC – 2nd Consideration:** recommended keeping the language as proposed in CPRC’s 1st consideration.
  
  o CPRC Explanation: The Committee saw it as important to restate the emphasis on Plano residents, businesses, and institutions when the city is taking an advocacy role in the regional context.

**Bundle 5: Transit-Oriented Development Action TOD1 (new changes)**

- **CPRC – 1st Consideration:** There were no proposed changes to TOD1. However, the CPRC recommended the addition of TOD8:

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

- **P&Z – 1st Consideration:** recommended deleting TOD8.
• **CPRC – 2nd Consideration:** The Committee agreed to remove TOD8, but suggested the following addition to TOD1 in response:

“Develop Criteria for Review of Transit-Oriented Developments, including existing and project DART ridership, and update as necessary.”

  o **CPRC Explanation:** The Committee felt it was important to expressly state that ridership data should be included in any TOD review criteria.

**Bundle 6: Population Growth Policy Statement**

• **CPRC – 1st Consideration:** Plano will accommodate plan for regional population growth in identified areas while preserving the suburban character of the community.

• **P&Z – 1st Consideration:** Plano will plan for regional population growth in identified areas while preserving the suburban character core of the community.

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

• **CPRC – 2nd Consideration:** recommended keeping the language as proposed in CPRC’s 1st consideration.

  o **CPRC Explanation:** The Committee preferred Plano Tomorrow’s existing use of the phrase ‘suburban character.’ (Consistent with other parts of the plan, such as the Population Growth Policy)

**P&Z REVIEW:**

The Commission may wish to approve, in whole or in part, or with edits based on Commission discussion, the items presented, depending on Commission feedback and level of consensus on the guiding principles and policy bundles. Items approved as presented will be moved back to the CPRC for public outreach and feedback. If there are bundles needing additional consideration or discussion, those should be tabled to the November 2, 2020, agenda for further review.

More information about the origins of the Guiding Principles and Policy Bundles are found in the P&Z staff reports for September 8 and October 5, 2020. Additional background information on these bundles, as well as agendas, packets, and recordings of each meeting, can be reviewed at the CPRC project website: www.PlanoCompPlanReview.org.

**RECOMMENDATION:**
Recommended to approve, or approve with changes, and return these documents to the CPRC for further consideration.

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

2. If there is a split vote on P&Z regarding changes, a similarly concise dissenting opinion would be appropriate to enter into the record.
Comprehensive Plan Guiding Principles
Changes Tracked from P&Z 1st Review 9/8/2020

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

Guiding Principle 1 | Plano Today

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

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

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

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

Guiding Principle 2 | Plano 2050

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

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

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

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

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

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

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

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

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The Built Environment - Roadway System

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

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

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

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

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

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

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

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

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

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

RS8*) Review and update the Traffic Impact Assessment (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.

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Regionalism – Regional Transportation

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

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

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

RT2*) Complete all proposed bicycle trail connections with neighboring cities as identified on the City’s adopted plans. [This language was initially recommended for approval by CPRC and by P&Z as part of Bundle 9.]

RT3*) Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system. [This language was initially recommended for approval by CPRC and by P&Z as part of Bundle 9.]

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

RT5*) <<Deleted>> [This action was initially recommended for deletion by CPRC and by P&Z as part of Bundle 9.]

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

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Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation

CPRC 1st Review: July 7, 2020
P&Z 1st Review: September 8, 2020
CPRC 2nd Review: September 29, 2020

Bundle 5 – Transit-Oriented Development
Context, Policies, and Actions

Changes Tracked from P&Z 1st Review 9/8/2020

The Built Environment - Transit-Oriented Development

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

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

**TOD1)** Develop Criteria for Review of Transit-Oriented Developments, including existing and project DART ridership, and update as necessary.

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

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

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

**TOD5**) <<Deleted>>

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

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

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+NOTE: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
The Built Environment - Transit-Oriented Development

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

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Bundle 5 – Transit-Oriented Development

Context, Policies, and Actions

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

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

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

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

*NOTE: THIS TEXT HAS RECEIVED APPROVAL BY BOTH CPRC AND P&Z.*
Bundle 6 – Population Growth  
Context, Policies, and Actions  
Changes Tracked from Original Ordinance

Regionalism - Population Growth

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

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

PG1) <<Discussed with Bundle 20>>  
PG2) << Discussed with Bundle 20>>  
PG3) << Discussed with Bundle 20>>  
PG4) << Discussed with Bundle 20>>  
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Regionalism - Population Growth

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

PG1) <<Discussed with Bundle 20>>
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