DATE: June 2, 2020

TIME: 6:00 p.m.

CALL TO ORDER

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

The Comprehensive Plan Review Committee will open their Regular Meeting at 6:00 p.m. in the Collinwood II and III meeting rooms of the Plano Event Center to discuss posted items in the regular meeting as allowed by law. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

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

The Comprehensive Plan Review Committee may convene into Executive Session to discuss posted items in the regular meeting as allowed by law. As an ad hoc Committee of the City of Plano, the Open Meetings Act does not apply. This meeting will not include public comments. An audio recording of the meeting will be made available on www.PlanoCompPlanReview.org.

PLEDGE OF ALLEGIANCE

ITEMS FOR DISCUSSION

1. Approval of Minutes: April 21, 2020 Zarate
2. Discussion: Committee Perspectives on Transportation Topics Shockey
3. Discussion & Direction: Transportation Themes Voting Exercise Sefko
4. Work Plan Updates Sefko

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
COMPREHENSIVE PLAN REVIEW COMMITTEE
REGULAR MEETING via VIDEOCONFERENCE
April 21, 2020

COMMITTEE MEMBERS PRESENT
Doug Shockey, Chair
Michael Bronsky, Vice Chair
Jeff Beckley
Erin Dougherty
Richard “Larry” Howe
Michael Lin
Sara Wilson
Xinyi Gong
Mary Jacobs
Jaci Crawford
Jim Dillavou
Hilton Kong
Yoram Solomon
Salvator La Mastra

COMMITTEE MEMBERS ABSENT
Carolyn Doyle
Jijie “Jack” Liu

STAFF PRESENT
Christina Day, Director of Planning
Michelle D’Andrea, Deputy City Attorney
Michael Bell, Comprehensive Planning Manager
Christina Sebastian, Lead Planner
Kendra Cobbs, Senior Planner
Kelsey Poole, Planner
Linette Magana, Administrative Support Supervisor
Denise Zarate, Senior Administrative Assistant
Steve Andrews, Producer
Brian Shewski, Transport Engineering Manager

FREESE AND NICHOLS CONSULTANTS PRESENT
Dan Sefko
Daniel Harrison
Colton Wayman
Eddie Haas

Chair Shockey convened the Committee into the regular meeting on Tuesday, April 21, 2020, at 6:04 p.m. via videoconference. Thirteen Committee members were present. Member La Mastra arrived after the start of the meeting. Members Doyle and Liu were absent. Chair Shockey led the Committee in the Pledge of Allegiance.
ITEMS FOR DISCUSSION

1) Approval of Minutes: April 14, 2020

MOTION: Member Crawford requested an additional line be added to Item 5 acknowledging City Council advised the Committee to continue moving forward as scheduled, with respect to COVID-19 impacts. Upon a motion made by Vice Chair Bronsky and seconded by Member Howe, the Committee voted 9-0 to approve the April 14, 2020, Regular Meeting minutes with the modification requested by Member Crawford. Member Solomon abstained. The motion was approved by the affirmative vote of nine members.

2) Presentation: Transportation Overview – Eddie Haas gave a presentation providing an overview of the Plano transportation system. Brian Shewski also commented on the Plano transportation system and proposed projects for the future. Some questions were asked and discussion was held.

3) Presentation: Transportation and Comprehensive Plans – Dan Sefko gave a presentation discussing the importance of transportation in Comprehensive Plans. Some questions were asked and discussion was held.

4) Discussion and Direction: Transportation Actions in Plano Tomorrow – Daniel Harrison gave a brief summary of his presentation and advised the Committee will continue the discussion at the next meeting. Chair Shockey encouraged the Committee to read the item information provided in preparation for a discussion at the next meeting. No direction was provided.

5) Work Plan Updates – Mr. Sefko informed the Committee that the Work Plan will be updated to reflect Item No. 4 discussion being carried over into the next meeting.

Mr. Sefko informed the Committee that the next meeting will start a discussion regarding transportation. With no further discussion, Chair Shockey adjourned the meeting at 8:40 p.m.

______________________________
Doug Shockey, Chair
Agenda Item 2

Discussion: Committee Perspectives on Transportation

DESCRIPTION:

Committee members will be provided an opportunity to present their perspectives on transportation impacting the city of Plano.

REMARKS:

Prior to considering possible modifications to transportation-related polices and actions in the Plano Tomorrow Plan in Agenda Items 4 and 5, the Committee is encouraged to engage in discussion on transportation-related topics that may be helpful to a more thorough understanding or consensus of the group.

RECOMMENDATION:

Committee members should prepare comments they may wish to share with the Committee.

ATTACHMENTS:

None.
Agenda Item 3

Discussion and Direction: Transportation Themes Voting Exercise

DESCRIPTION:

Hold a discussion and provide direction regarding transportation-related topics in the Plano Tomorrow Comprehensive Plan under the “Roadways and Traffic” and “Land Use/Transportation Relationship” themes.

REMARKS:

Freese and Nichols, Inc. has prepared a list of policies and actions related to transportation from the Plano Tomorrow Comprehensive Plan (see Attachment A). After analyzing the Committee’s responses to the CPRC Kickoff Survey Results (see Attachment B), the consultant team perceives the Committee’s transportation-related comments fall into four general themes: Roadways and Traffic, Land Use/Transportation Relationship, Bicycles and Transit, and Walkability and Urban Design. These themes will be utilized to facilitate discussion of Plan policies, actions, and/or maps, and any modifications found appropriate.

Staff and the consultants have prepared a list of three policy bundles (policy with associated actions) under the “Roadways and Traffic” theme (see Attachment C) as well as three additional policy bundles under the “Land Use/Transportation Relationship” theme (see Attachment D). As part of this discussion, the Committee will take part in a voting exercise and discussion to determine the appropriate next steps for each of the policy bundles.

Voting Exercise

Step 1 – Introduction:
Freese and Nichols will briefly introduce a policy bundle.
**Step 2 – Poll No. 1:**
The Committee will be polled on their initial preferences regarding the policy bundle. Polling options include:

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<tr>
<td>A</td>
<td>I support as-is.</td>
</tr>
<tr>
<td>B</td>
<td>I would like more information or discussion (to be discussed in Step 4).</td>
</tr>
<tr>
<td>C</td>
<td>I support modifications (to be discussed in Step 4).</td>
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Details on the method of polling will be provided to Committee members at the meeting and will allow for voting by members attending both in-person and via videoconference.

Note: This is an informal vote. It will not directly result in sending any policies or actions to the Planning & Zoning Commission.

**Step 3 – Poll No. 1 Results**
If there are two or more votes for Options B or C (in total), the Committee will move to discussion in Step 4. Otherwise, the Committee will move to consideration of the next policy bundle and skip Steps 4 through 6 below.

**Step 4 – Discussion**
Each individual who voted for Options B or C will be asked to describe concerns, clarify what additional information is needed, or propose changes. Dan Sefko will then facilitate a discussion amongst the Committee as appropriate. Following discussion, Committee members may change their vote in Step 5.

**Step 5 – Poll No. 2:**
Committee members may cast their vote for one of the following options:

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<tbody>
<tr>
<td>A</td>
<td>I support keeping the existing language as-is.</td>
</tr>
<tr>
<td>B</td>
<td>I would like more information (to be provided at the next meeting).</td>
</tr>
<tr>
<td>C</td>
<td>I support modifications to the language (to be provided at the next meeting).</td>
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Note: This is an informal vote. It will not directly result in sending any policies or actions to the Planning & Zoning Commission. Any proposed modifications to a policy or action under Option C will be returned for consideration and a formal vote at the next meeting.
Step 6 – Poll No. 2 Results
Following Poll No. 2, Freese and Nichols will determine their direction based on one of the following:

- If there are two or more votes for Options B or C (in total), modifications and/or more information will be provided at the next meeting.

- If there are less than two votes for Options B or C (in total), the Committee will move on to the next policy or action. The policy or action will be returned for consideration and a formal vote at the next meeting.

RECOMMENDATION:

Recommend the Committee provide direction regarding the policies and actions under the “Roadways and Traffic” and “Land Use/Transportation Relationship” themes.

ATTACHMENTS:

Attachment A – Transportation Actions in Plano Tomorrow Plan
Attachment B – CPRC Kickoff Survey Results Related to Transportation
Attachment C – “Roadways and Traffic” Theme Detailed Information
Attachment D – “Land Use/Transportation Relationship” Theme Detailed Information
Roadway and Traffic Theme
Policies and Actions

The Built Environment - Roadway System

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

RS1) Develop a transportation plan for Plano that addresses all modes of travel.

RS2) Create an Intelligent Transportation System for Plano’s roadway network.

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

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

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

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

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

RS8) Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects.

The Built Environment - Transportation Demand Management

**POLICY** - Plano will utilize Transportation Demand Management to improve air quality, reduce journey to work trips, and mitigate traffic congestion.

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

TDM2) Pursue and develop incentives for businesses to participate in the TDM program.

TDM3) Share ideas, expertise, and knowledge with transportation oriented companies within Plano regarding the city’s transportation planning efforts.
Regionalism – Regional Transportation*

**POLICY** - Plano will evaluate regional transportation options with consideration of the impact on existing residential and business development and emphasis on the expansion of transportation choices, traffic demand management, and trip reduction 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) <<To Be Discussed with Different Topic>>

RT3) <<To Be Discussed with Different Topic>>

RT4) Annually review the city’s transportation plan to ensure consistency with regional transportation agencies’ plans.

RT5) <<To Be Discussed with Different Topic>>

*NOTE: POLICY ALSO LISTED UNDER THE BICYCLE AND TRANSIT THEME*
Land Use/Transportation Relationship Theme
Policies and Actions

The Built Environment - Land Use

**POLICY** - Plano will support a system of organized land use to provide greater housing and employment choices, where new and redevelopment areas respect existing neighborhoods and businesses.

LU1) <<To Be Discussed with Different Topic>>

LU2) <<To Be Discussed with Different Topic>>

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

LU4) <<To Be Discussed with Different Topic>>

LU5) <<To Be Discussed with Different Topic>>

LU6) <<To Be Discussed with Different Topic>>

LU7) <<To Be Discussed with Different Topic>>

LU8) <<To Be Discussed with Different Topic>>

LU9) <<To Be Discussed with Different Topic>>
The Built Environment - Transit-Oriented Development

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

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

**TOD2)** Prioritize and prepare station area plans to guide development patterns within ½ mile of identified transit stations.

**TOD3)** Rezone property within ½ mile of transit stations to encourage urban design and increase development opportunities.

**TOD4)** Establish parking maximums in transit-served areas and identified Compact Complete Centers.

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

**TOD6)** <<To Be Discussed with Different Topic>>

**TOD7)** <<To Be Discussed with Different Topic>>

Regionalism - Population Growth

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

**PG1)** <<To Be Discussed with Different Topic>>

**PG2)** <<To Be Discussed with Different Topic>>

**PG3)** <<To Be Discussed with Different Topic>>

**PG4)** <<To Be Discussed with Different Topic>>

**PG5)** Advocate with the North Central Texas Council of Governments to include increased residential development within developed cities in traffic modeling.

**PG6)** <<To Be Discussed with Different Topic>>
2. Having read the Land Use and Community Design component on pages 4-8, are there any policies or actions that concern you?

<table>
<thead>
<tr>
<th>No. I have no concerns at this time.</th>
<th>4/16</th>
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<tbody>
<tr>
<td>Yes. Please explain and provide policy abbreviations and action numbers, as appropriate. For example, Community Design (CD1).</td>
<td>11/16</td>
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<tr>
<td>Unsure.</td>
<td>1/16</td>
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Comments:

1. Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map. Each zoning change should be required to go through a formal zoning change request on a parcel by parcel basis. When there is only a small amount of undeveloped land in Plano, each parcel affects nearby properties. The Future land use map is not an acceptable basis for approving zoning changes. Nearby owners should have the right to challenge and object to zoning changes and that is not possible if blanket changes are made. Create regulations that incentivize the redevelopment of underperforming retail and multifamily development. The word incentivize should be replaced with encourage. This does not need to take taxpayer dollars. TOD Establish parking maximums in transit-served areas and identified Compact Complete Centers. History has proven that inadequate parking results in issues and ultimately requires the city to spend its money building additional parking.

2. What ensures that there would be an system of 'organized' land use?

3. LU Policy - What does it mean to "respect existing neighborhoods and businesses.", LU6 - What types of incentives, LU7 - physical AND historical character, LU9 discussion is critical, CD6 - explain/discuss "good community form", TOD4 - define parking maximums and explain the necessity

4. In the plan it is stated that 6% of land in Plano is still available for development, but the city will limit it for business or compact complete centers, why is single family homes omitted from the use?

5. These seem to be general and positive statements of direction and they make sense to me.
6. I'm not sure what the future vision for the city is. What would it look like in the future? When the Plano Tomorrow plan was introduced in 2015, it compared Plano in 1985 with Plano in 2015, but didn't provide a vision for Plano 2045 (or even nearer). This should be the starting point for this section. How many people would live here? What would be acceptable density and where? CD1: what are these criteria? How are they developed? Will the development include REAL input from all residents? UL1: what is the process in which the criteria will be developed? The policy is too vague. Will the criteria be subject to ALL residents' input and oversight? TOD1: same comment

7. In TOD3, rezoning property within 1/2 mile of transit stations, what is the impact on existing businesses or residences within that 1/2 mile?

8. Concerned land use would be justification for re-zoning. The transitioning of height standards. None of the specifics are listed. What process would be used to make changes to include citizens? What notification systems would be used to inform citizens? Question viability of pedestrian and bicycle usage. How do we know city-wide goals are consistent with majority of citizens. Who determines land use inconsistencies? In CD section concerned too many taxpayer monies will be involved in incentives. RTC need current and past setbacks. Concerned residential too close to expressways. It's a quality of life. Unsure of compact complete center UL what are current specifics. What Type of new housing growth. TOD 3 specifics of urban design, TOD 5 question number of multi family size and necessity TOD6 specifics on land banking and ready the environment

9. Action Statement LU9 opens a door to build high density housing units.

10. TOD3 Rezone property within ½ mile of transit stations to encourage urban design and increase development opportunities. - I believe this needs to be looked at more closely and do what makes sense vs. just making a blanket action item

11. Land Use (LU1), Land Use (LU2), Land Use (LU6), Land Use (LU9) Community Development (CD1), Community Development (CD2) Regional Transportation Corridors (RTC1), Regional Transportation Corridors (RTC2), Regional Transportation Corridors (RTC4) Undeveloped Land (UL1), Undeveloped Land (UL3)

12. LU6 - unsure if enough action is be take on this action number
3. Having read the Transportation component on pages 9-13, are there any policies or actions that concern you?

**Comments:**

1. **TOD3)** Rezone property within ½ mile of transit stations to encourage urban design and increase development opportunities. Rezoning should be based upon specific requests. **TOD7)** Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property and include language describing vision, incentives available, and regulatory requirements. Past experience has shown this is a political give away. The city needs to quit wasting taxpayer dollars.

2. **RS4** - Need to accomodate all modes of transportation but focus on maintaining efficiencies for primary modes, **PT5** - How do we prevent use by non-DART users, **TDM Policy** - Define what counts as a "journey to work trip", **PE4** - ????

3. A lot of focus on bicycle trails and accommodations. I don’t see a great deal of residents commuting to work, school or shopping on bicycles, where’s the data that shows that this is a major need in Plano?

4. In theory, I’m in favor of promoting walkability, bicycling and public transportation. In the past, I’ve lived in a city without owning a car and I loved it. I would prefer NOT to rely on my own car to get around all the time. However, I’m skeptical as to the potential for increased walkability or reliance on public transportation given Plano’s layout and given the weather (it’s too hot at least 4 months out of the year) Without considering specific proposals, it’s hard to say what’s possible or not, but that’s general concern. As the population ages, I do think we need more options for seniors who can no longer drive.

5. **RS5:** include fiscal considerations. If projects are tax-supported--need broad community support on ballots **Bx:** Study bike-sharing. Support only if this is a
viable option. Consider experiences and studies in other relevant places PT1: consider fiscal implications and let the residents weigh in.

6. RS2 how do you create an intelligent transportation system when you are adding more residents with inability to add streets and have a bus system that that is not functional. RS4 standards to accommodate all modes of transportation, clarify all modes. B section How can you retrofit major thoroughfares and streets that were never designed to safely accommodate bikes? What bike usage is expected for main transportation especially in summer heat? Costs associated for the plans vs actual usage PT what will cost be to taxpayer vs revenue taken in by DART. Will any plan make DART profitable and not a drain on taxpayers as it is currently? TDM specifics of TDM PE specifics on how you will make crossing major arteries and thoroughfares safe in a city never design for heavy pedestrian traffic

7. Need to address bike components a bit more closely to see if they make sense

8. Public Transit (PT4) Transportation Demand Management (TDM 01) Pedestrian Environment (PE7)

9. Roadway system / Traffic Demand Mgmt- is Plano adequately handling the traffic during rush hours?
5. Having read the Quality of Life component on pages 29-37, are there any policies or actions that concern you?

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<thead>
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<th>8/16</th>
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<tr>
<td>Yes. Please explain and provide policy abbreviations and action numbers, as appropriate. For example, Parks &amp; Recreation (PR1).</td>
<td>5/16</td>
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<td>Unsure.</td>
<td>3/16</td>
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**Comments:**

1. PRS5, concerned on this point, explain how you are going to inspect private home structure?
2. Would like to see more attention toward providing emergency shelters where needed for tornado preparation (EM3). Like the idea of expanding library space to offer workshop and meeting space for nonprofits, HOAs, etc. (L7)
3. Make sure that public safety implications of zoning changes are considered. Learn from experiences in other places. Make sure plans and actions don't have adverse safety implications that were not considered initially. PS3: consider input from safety and best practices and experiences when making development decisions. Be PROACTIVE rather than REACTIVE (don't let zoning changes dictate the level of safety) PRSxx: make sure to balance city "looks" with residents' rights for their own property. There is a fine line to walk. SSx: Alson consider other districts (e.g., FISD, LISD) within city limits. PR7: consider allowing drones (even if limited to AMA definition of "Park Flyers") operated within AMA regulations. That's part of transportation, and new technology and recreational hobbies should be considered. Is a large kite or sailplane OK because they are not motorized? Are bicycles less dangerous because they don't have motors? What about electric scooters? ALCWx: 24-hour urgent care. Focus on preventative medicine. Fire Chief gave great overview of that at the Plano Citizens Fire Academy. EOx: meeting with the school district(S) more often than once a year (in the past, city leaders/council AVOIDED meeting with the district board). Consider input from them when making planning decisions. What would be the consequences for education? Education is one of the top two (if not top one) reason people move to Plano. Let's keep it that way.
4. In EO5, what does, "evaluate the possibility of sharing facilities..." mean?
5. PR2 will developers pay a fair share for development of additional parks PR5 do other communities have extensive trails to connect
6. The Social Environment - Active Living and Citizen Well-Being - Perhaps look closer at this b/c much of it can be conducted by private sector and not taxpayer dollars. Plano also has a very educated community already.
7. Property Standards - Policy and Action items Social Services (SS2), Social Services (SS4) Parks and Recreation (PR3), Parks and Recreation (PR7) Active Living and Citizen Well-Being - Both policy and Action items Libraries - Both policies and action items Educational Opportunities - Policy and action items
11. Having read the Our Place in the DFW Region component on pages 56-61, are there any policies or actions that concern you?

<table>
<thead>
<tr>
<th>Concern Type</th>
<th>Score</th>
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<tr>
<td>No. I have no concerns at this time.</td>
<td>6/15</td>
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<tr>
<td>Yes. Please explain and provide policy abbreviations and action numbers, as appropriate. For example, Air Quality (AQ1).</td>
<td>7/15</td>
</tr>
<tr>
<td>Unsure.</td>
<td>2/15</td>
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**Comments:**

1. I would like to modify the statements on population growth. Preserving the suburban character of Plano is paramount and some of the statements could be taken to promote high density development.
2. I am especially supportive of action statements that support regional sustainability efforts, reduce traffic congestion, improve air quality, improve citizen health, and reduce greenhouse gas emissions – all while encouraging a diversified and strong 21st century regional economy. These are important topics that might need additional collaboration across the region to help education citizens on their importance, and the tremendous economic opportunities that are growing with the global transition to a low-carbon 21st market-based economy.
3. "Preserving the suburban character." City leadership / Mayor public communications were inconsistent with this statement. It leads me to believe that the city leadership is not taking its own plan seriously. RT3: make sure we are advocating for pragmatic plans, and consider all consequences. This action statement also uses terminology that is unclear to me. REx: Education comes in at the last page??? Why limit to local and regional universities? Why not beyond? The items are too specific.
4. In RT3, what would "second tier membership status" for non-member cities of DART entail?
5. Concerns with rezoning and making sure we have citizen input. Concerns with DART based on past history AQ4 how feasible is this and at what costs
6. Policy: what is population goal for the city?
7. Yes - the policy and action items under - Regionalism - Consistency with Neighboring Cities and yes also to Regional Education
8. Population Growth - how are we addressing affordable housing to accommodate pop growth in Plano
14. Do you have any concerns with the other comprehensive plan maps (Bicycle Transportation Map (page 44), Thoroughfare Plan Map (pages 23-24), Park Master Plan Map (page 43), Expressway Corridor Environmental Health Map (pages 25-27))?

![Bar Chart]

**No. I have no concerns at this time.** 8/15

**Yes. Please explain.** 4/15

**Unsure.** 3/15

**Comments:**

1. It should be important to consider more bicycle/pedestrian only crosswalk bridges or tunnels at major traffic intersections (e.g. Preston Road)
2. As noted before, I don't see a large demand for bicycle riding in Plano and would like to see the data on why the city is pushing this.
3. Would just like to say that I consider Plano's excellent parks a key perk in living here. I use the parks and enjoy them.
4. Same comment as question 12 above.
5. Question bicycle viability, usage and safety
6. I would like to see this improved and better communicated with the neighbors living in these areas, to ensure that the maps reflect the desires of those residents living in these areas, and the overall needs for the city's development. As well, coordinated with Plano ISD to ensure that it is working for their needs for a healthy city.
15. What do you think is most important for the City to consider when planning for its future growth?

Responses:

1. Maintaining the quality of Plano's suburban character.
2. It's growing diversity people.
3. Planning for evolving transportation patterns and methods as the region continues to grow.
4. Clear overall direction with allowances for flexibility. Incorporating a variety of perspectives with emphasis on opinions of current residents and businesses.
5. Keep the Plano suburban lifestyle most move here for, limit or eliminate apartments and high density structures from the remaining land and redevelopment.
6. I think that citizens need to realize we can't "just say no" to changes we don't like. Some changes are inevitable. In other cases, saying "no" might yield unintended consequences. If you want to say "no" to something (like apartments) then you need to say what you hope to get, or would accept, instead. We have to deal with reality, not wishful thinking.
7. Maintain its tradition of striving to be the City of Excellence.
8. Start with creating a clear SHARED VISION of ALL residents. Do we all agree with this vision of what the city would look like in 2045? 2035? UNIFY the city instead of adopt a divisive rhetoric. The fact that this is what happens in Washington DC doesn't mean that we should have it here, or that it is a good thing. Start with identifying WHERE WE ARE today. Ignoring the city divide is a mistake. The first step for solving any problem is recognizing that there is one. Once we agree on those, I think we should set the boundaries of getting from where we are today.
9. Maintaining the cities' status as a place where individuals, families and businesses choose to live and work.
10. What do citizens want and need, not developers
11. Listen to the residents in the city.
12. The changing nature of retail business and the space associated with it.
13. How much of the redevelopment is going to be urban planning. Also, how much resources are going to be put into bike plans (overspending to appease a small population). Additionally, ways to make it easier for people to ride DART train.
14. I believe that it is critical that Plano properly balance the needs of the current residents and businesses with the future needs of both. Additionally, we need to better communicate the open avenues for all parties to communicate and have an influence over the decisions that impact them.
15. Developing strategies (actions) that take in consideration of 20 to 30 year trends versus 5 to 10 year trends. Balancing how the city will take care of an aging
population while providing opportunities (e.g., housing, good schools) for younger adults/families
16. What are your thoughts or concerns about density? If any, please explain.

Responses:

1. Plano is largely built out. Plano’s development has been highly successful for its suburban character. We should not be trying to change Plano by significantly increasing density. Plano was built for a population of 260,000 but is already at 290,000. If does not have the appropriate infrastructure to accommodate much more growth.

2. None.

3. The city must develop responsibly to balance the needs of current AND future residents.

4. Density changes can alter the character of neighborhoods and should be adopted sparingly.

5. Too many apartments in Plano already that are taxing our infrastructure, police, Fire and schools. More focus on suburban life style and less on trying to reinvent Plano to be an overcrowded urban environment.

6. I think it’s a meaningless term that’s thrown around to create fear for political purposes. Plano might be denser than the next city — just for example — because our homes are on small lots. So what? Presumably we all knew what size lots we were getting when we bought our homes. If “density” is so bad, is there a level that is OK? I’ve never heard a number that was “too high” versus one that’s “reasonable.” It’s just ‘density bad - dangerous - awful - liberal plot - urbanization! - the end of life as we know it.’ Meaningless.

7. Be thoughtful on redevelopment and revitalization. We should seek out lessons learned from other successful cities that have transitioned from new growth to redevelopment growth.

8. I think we are missing metrics and goals for density (as well as other areas in the plan). What should be our density goals in different types of areas? How would you measure "good transportation?"

9. I favor a mix of housing options in the city. I want Plano to be attractive to a diverse community, and that necessitates providing accessible, affordable, convenient places to live.

10. Traffic; we don’t have streets to accommodate. First responders. Will not have facilities, staffing to respond and traffic will slow response. We already have larger percentage of apts than Dallas. Used to be 2 or 3 stories now ordinances have changed minimum to 5. Plano was never designed to be a high density urban city. You can’t retrofit it now to be a biking, walking mass transit city. Residents moved here because it is a family oriented suburban city with excellent schools.
The Plano Tomorrow Policies and Actions were developed through meetings with the Planning & Zoning Commission, City Council, and extensive public outreach. Information on this process can be found here:

- Public Outreach Process
- Advisory Committee Workshops
- Adoption Process

**The Built Environment - Roadway System**

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

**RS1)** Develop a transportation plan for Plano that addresses all modes of travel.

**Status:**
- Pending
- This is a priority project for the Planning Department and will move forward once funding is approved.

**Background:**
Plano traditionally has maintained a Thoroughfare Plan to address roadway capacity and connectivity, and a separate Bicycle Transportation Map to guide connectivity decisions related to trails, shared-use paths, and on-street bike routes. However, the City has never had a transportation plan that integrates all modes and prioritizes solutions that addresses the City’s various transportation needs. A multimodal transportation plan would address and serve the diverse demands on the City’s transportation network, including automobiles, transit, bicycles, pedestrians, and freight. When modes are planned as interconnected layers, consideration can be given to how modes connect and how effectively different land uses are able to access these modes.

**RS2)** Create an Intelligent Transportation System for Plano’s roadway network.

**Status:**
- In Progress
- The Transportation Engineering Division has made significant progress toward advancing the transportation technology that benefits the efficiency and safety of Plano’s roadway network. Completed improvements include installation of:
  - Upgraded Emergency Vehicle Preemption System
Upgraded School Zone Flasher System
- WAZE integration software
- 13 adaptive signalized intersections (currently being evaluated)

- Additional near-term projects include:
  - Replacing traffic signal wireless communications with fiber optic communications
  - Expanding signalized intersection CCTV camera coverage
  - Upgraded Transportation Management Center (TMC)
  - Evaluation of autonomous and connected vehicle technology solutions

**Background:**
Intelligent Transportation Systems (ITS) is considered a best practice to address safety, mobility, and environmental challenges through advanced technology improvements. ITS encompasses a broad range of wireless and traditional communications-based information and electronic technologies, such as those listed above. More information can be found on the US Department of Transportation [Benefits of Intelligent Transportation Systems](#) fact sheet.

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

**Status:**
- Recurring and on track
- The Transportation Engineering Division, in coordination with Parks and Recreation, is developing updated trail crossing best practices.

**Background:**
Studies have shown that intersections are the place where the most vehicle-bicycle conflicts occur, and intersection design best practices have continued to advance in order to reduce vehicle-bicycle and vehicle-pedestrian conflicts. The National Association of City Transportation Officials (NACTO) has produced both the [Urban Bikeway Design Guide](#) and [Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings](#) to provide detailed guidance on how cities can improve intersection safety. The Transportation Research Board (TRB) is also currently developing updated research regarding [Guidance to Improve Pedestrian and Bicycle Safety at Intersections](#). The City of Plano continues to evaluate how safety can be improved where local trails and pedestrian pathways interconnect with area roadways.

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

**Status:**
- In Progress
- Engineering and Planning staff are evaluating qualifications with firms to update the Thoroughfare Standards.

**Background:**
National and state guidance on roadway design standards are continually evaluated for best practices, and therefore local roadway standards should be updated accordingly. Plano’s **Thoroughfare Standards Rules & Regulations** were last adopted by ordinance in 1997, with a small addition in 2009. The document is based on traditional roadways standards consisting of major thoroughfares spaced on a one mile grid distributing vehicular traffic into residential neighborhoods and commercial centers utilizing collector and local streets.

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

**Status:**
- Complete
- The current analysis process follows best management practices established by Texas Manual on Uniform Traffic Control Devices (TMUTCD) and American Association of State Highway Transportation Officials (AASHTO) guidelines.

**Background:**
On occasion, Plano undertakes pilot projects as a way to implement and test new transportation concepts. These projects allow for the public to test and provide feedback on potential transportation improvements. Developing metrics in advance of improvements are strongly encouraged to measure the effectiveness of a pilot project. Additionally, adequate time should be provided to record the metrics under all traffic conditions and seasons. Examples of previous pilot projects with varying results include:

- The installation of the “Michigan Left Turn” lanes at the intersection of Legacy Drive and Preston Road in the early 2010s.
- The installation of the first Single Point Urban Interchange (SPUI) in Texas on Parker Road at U.S. Highway 75.

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

**Status:**
- Recurring and on track
- The Engineering Department completed the **ADA Self-Evaluation and Transition Plan**. Implementation and barrier removal efforts are on-going.
- Parks and Recreation address improvements as funding become available through the Community Investment Program.
- The Public Works Department completes sidewalk and Barrier Free Ramp (BFR) replacements throughout the city. As of April 15, 2020, there are 314 open service request, with 199 of them assigned to current projects.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Miles of Sidewalk</th>
<th>Barrier Free Ramps</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY16-17</td>
<td>26.4</td>
<td>723</td>
<td>$4,918,956</td>
</tr>
<tr>
<td>FY17-18</td>
<td>29.4</td>
<td>785</td>
<td>$5,441,457</td>
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<tr>
<td>FY18-19</td>
<td>36.6</td>
<td>905</td>
<td>$6,687,905</td>
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<tr>
<td>FY19-20 (estimate)</td>
<td>38.0</td>
<td>1,492</td>
<td>$7,655,074</td>
</tr>
</tbody>
</table>
**Background:**
The City of Plano is required by the Americans with Disabilities Act to conduct an ADA Self-Evaluation and Transition Plan. The Plan, in simple terms, is an assessment of the level of ADA compliance and an action plan for improving accessibility. The process included field data collection to determine ADA compliance and identification of the City’s intended steps to improve accessibility. Additional information can be found [here](#).

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

**Status:**
- Recurring and on track
- Staff communicates and coordinates traffic signal timing coordination needs across jurisdictional boundaries. Efforts include:
  - Working with the City of Frisco along SH 121 on several projects including: the sharing of CCTV camera feeds for better identification of signal timing and accident incident management needs; development of Legacy Drive/SRT interchange capacity improvements alternatives; and reconfiguration of Custer Road/SRT interchange lane assignments.
  - Working with NTTA and TxDOT on freeway corridor improvements.

**Background:**
Many of the City’s transportation issues are regional issues as so many of Plano’s residents and employees travel between other cities within the region. City staff routinely coordinates with neighboring jurisdictions on projects that impact both communities. Additionally, the North Central Texas Council of Governments (NCTCOG) plans and prioritizes regionally-significant transportation improvements with coordination from each city in the 12-county region. One of the major regional transportation planning efforts is the NCTCOG Metropolitan Transportation Plan, [Mobility 2045](#), which guides the expenditure of federal and state transportation funds to improve mobility and quality of life for all residents in the region.
RS8) Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects.

**Status:**
- Pending
- Updating the Traffic Impact Assessment (TIA) threshold is expected to be addressed as part of the Thoroughfare Standards update (see RS4).

**Background:**
Plano has used Traffic Impact Analysis (TIA) studies for many years to determine the impact of new development on the local roadway system. TIA studies should identify any potential traffic operational problems or concerns and recommend appropriate actions to address such problems or concerns. TIAs are generally required whenever the additional site-generated Average Daily Traffic (ADT) is more than or equal to a specific number of trips.

The TIA ordinance was developed in the late 1980s when Plano’s street system was still being constructed and many options for mitigation of traffic impacts were still available. In 2010, the TIA ordinance was updated because the street system was then almost complete, meaning mitigation options were more limited. In addition, state laws governing the vesting of development projects were found to limit the City’s ability to decrease the size and intensity of a proposed development as mitigation to roadway impacts. At this time the requirement for a TIA was changed to raise the ADT threshold from 5,000 to 8,000 trips and to only require TIAs at the time of site planning. Additionally, the 2011 update to the Transportation Element of the previous Comprehensive Plan included a recommendation to abandon TIAs in favor of a circulation path for large development projects.

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**The Built Environment - Transportation Demand Management**

**POLICY** - Plano will utilize Transportation Demand Management to improve air quality, reduce journey to work trips, and mitigate traffic congestion.

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

**Status:**
- In Progress
- The Transportation Engineering Division is currently working with the LegacyConnect Transportation Management Association to develop and implement TDM strategies for area businesses. Best TDM practices learned from the LegacyConnect TMA will be communicated to the rest of Plano’s business community.

**Background:**
Transportation Demand Management (TDM) is a national best practice that addresses the demand side of travel behavior by reducing the number of vehicles that travel on roadways through the promotion of alternatives to driving alone. Common TDM strategies include ridesharing (carpool and vanpool), transit, bicycling, walking, telecommuting, and flexible
work-hour scheduling. NCTCOG promotes projects and programs that help to reduce traffic congestion, improve air quality, and increase the efficiency of our regional roadways.

**TDM2) Pursue and develop incentives for businesses to participate in the TDM program.**

**Status:**
- In Progress
- Transportation Engineering Division is currently working with the LegacyConnect Transportation Management Association to develop and implement TDM strategies for area businesses. Best TDM practices learned from the LegacyConnect TMA will be communicated to the rest of Plano’s business community.

**Background:**
Successful TDM programs implement a wide range of specific and effective tools to encourage shifting trips to other modes or reduce trips during peak periods. These tools fall into three major categories:
- Expanded transportation options, such as improvements to bicycling and walking options as well as transit and ridesharing strategies;
- Incentives to use alternative modes, including commuter benefits for transit use and flexible scheduling; and
- Parking management, which includes a host of parking incentives and disincentives. Additional information on TDM best practices and incentives can be found in this State of the Practice report developed by Smart Growth America. Example local incentives include the DART Employer Annual Pass program and NCTCOG’s Try Parking It program which allows users to earn rewards for using alternative transportation options.

**TDM3) Share ideas, expertise, and knowledge with transportation oriented companies within Plano regarding the City’s transportation planning efforts.**

**Status:**
- Recurring and on track
  - LegacyConnect promotes collaboration for better informed transportation solutions. Data collected through employer and transportation research assists the TMA and public members with evaluating new infrastructure or service pilots, area-specific improvements, and other micro-level solutions.
  - The Transportation Engineering Division is currently working with the LegacyConnect TMA to develop and implement TDM strategies for area businesses.

**Background:**
Services and solutions provided by TMAs vary depending on the area, so local data and expertise is critical to tailoring efforts to the needs of the Legacy area. The TMA coordinates with the City of Plano, other public agencies, and Legacy business members on implementation of specific infrastructure and service improvements for Legacy. The TMA then communicates how these improvements may impact all stakeholders and engages with them in design as well as implementation. Best practices learned through the Legacy TMA may then be applicable to other businesses throughout the city.
Regionalism – Regional Transportation*

**POLICY** - Plano will evaluate regional transportation options with consideration of the impact on existing residential and business development and emphasis on the expansion of transportation choices, traffic demand management, and trip reduction 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.

**Status:**
- Pending
- No criteria have been adopted to date; however, projects are evaluated using best management practices involving regional coordination/connectivity, quality of flow, air quality impacts, public transit potential, bicycle and pedestrian safety needs.

**Background:**
Regional transportation projects have impacts on Plano, and this action was put in place to ensure that those impacts can be recognized. Planning & Zoning Commission and City Council agreed 16-1 with the idea that “Improving regional mobility is important, but the projects must be balanced with their impact on residential and business development.” NCTCOG monitors and sets target performance measures.

RT4) Annually review the City’s transportation plan to ensure consistency with regional transportation agencies’ plans.

**Status:**
- Pending
- City staff regularly participates on regional NCTCOG transportation committees, and coordinates with Collin County, DART, and TxDOT, to ensure regional efforts are consistent with city policies.

**Background:**
Citywide plans must be updated regularly to keep them in line with changes that occur over time and ever-evolving future challenges. Because transportation is not contained within Plano, coordination with regional entities must occur to ensure consistency in plans for all agencies. These entities each have their own plans:
- NCTCOG Mobility 2045
- Collin County Mobility Plan
- DART Transit System Plan
- TxDOT Texas Transportation Plan

*NOTE: POLICY ALSO LISTED UNDER THE BICYCLES AND TRANSIT THEME*
Land Use/Transportation Relationship Theme
Policies and Actions

The Plano Tomorrow Policies and Actions were developed through meetings with the Planning & Zoning Commission, City Council, and extensive public outreach. Information on this process can be found here:

- Public Outreach Process
- Advisory Committee Workshops
- Adoption Process

The Built Environment - Land Use

**POLICY** - Plano will support a system of organized land use to provide greater housing and employment choices, where new and redevelopment areas respect existing neighborhoods and businesses.

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

**Status:**

- In progress
- Planning staff routinely accounts for land use compatibility and connectivity in the development review process. Targeted efforts to improve land use compatibility and connectivity include:
  - ongoing updates to the City's residential adjacency and street standards,
  - the review of policies addressing open storage and alcohol sales and production,
  - providing hike & bike trails and easements,
  - creating a zoning district for Collin Creek Mall which included advice from market analysts, urban designers, and structural specialists in support of the city

**Background:**

This action helps to provide more walkable and connected communities that bring together a diverse variety of compatible uses. By implementing standards that increase the use of alternative modes of transportation, the City can work to increase connectivity amongst land uses. This has a number of benefits, including economic, social, environmental, and health, as outlined in the following reports:

- ULI, Gen Y and Housing
- Vision North Texas
The Built Environment - Transit-Oriented Development

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

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

Status: Pending

Background:
A myriad of land use, design, and mobility components need to be considered to develop sustainable TOD. This action will help the city create the necessary criteria to review the appropriate intensity and type of developments needed to sustain TOD while protecting existing neighborhoods; notably access and housing around transit stations; a mix of commercial, recreational, and residential uses; active ground ground-floor retail; and parking, street, and building requirements that create an inviting public realm that is automobile, pedestrian and multi-modal friendly. Similar to building codes and thoroughfare standards, the city should continuously review these criteria to ensure that TOD in Plano is economically viable and achieves the long-term vision of the Transit Corridor future land use designation. More information can be found in DART’s Transit-Oriented Development (TOD) Guidelines.

TOD2) Prioritize and prepare station area plans to guide development patterns within ½ mile of identified transit stations.

Status: Pending

• A one-time funding of $75,000 to conduct a Market Assessment & Economic Development Strategy Study of the Silver Line rail corridor was approved in the budget for FY2019-20.

Background:
Land owners around the new stations will likely see opportunity in transit adjacency, so the city benefits from having a plan in place to guide development with principles supported by the community. Preparing plans that consider the area surrounding Plano’s transit stations will help to create complete TOD neighborhoods that afford the community high quality walking environments and convenient access to transportation; all of which are necessary to support a mix of housing, businesses, retail, services, and local jobs. It is a standard planning practice to plan a half-mile radius surrounding a transit station because the distance most people are willing to walk to reach a destination is about 10 minutes, or half a mile. Like any special area planning process (Envision Oak Point, for example), preparing station area plans will include...
robust public outreach, stakeholder engagement, and a market assessment to ensure the plan is viable for the expected market. Learn more about the Principles of TOD here. The scope and definition of TOD areas in Plano were addressed during the September 29, 2014 Planning & Zoning Commission Work Session.

**TOD3** Rezone property within ½ mile of transit stations to encourage urban design and increase development opportunities.

**Status:**
- Pending
- Funding for a Market Assessment & Economic Development Strategy Study for the Silver Line rail corridor was approved as part of the FY2019-20 budget. This study will help determine the criteria needed to support existing and future TOD in Plano.

**Background**
Following the completion TOD1 and TOD2, staff will work proactively with surrounding property owners to implement the policies and strategies outlined in any adopted station area plan, including rezoning properties to better align with market potential and future land use recommendations. Private sector efforts will be the primary driver for redevelopment in these areas, which will be reviewed for consistency with station area plan policies and strategies and other adopted TOD policies or criteria.

**TOD4** Establish parking maximums in transit-served areas and identified Compact Complete Centers.

**Status:**
- Pending

**Background:**
Demand for parking around transit stations and in mixed-use areas is typically less than traditional development. In these areas, individuals live in closer proximity to supporting shops and businesses and have the opportunity to utilize alternative modes of transportation, including transit, walking, bicycling, etc. As a result, these areas typically require less on- and off-street parking than required in standard Zoning Ordinance regulations. This action will help reduce the amount of land dedicated to parking, which will increase land productivity, increase opportunities for open space, and, in turn, help foster these specific areas as vibrant, walkable, and human-scaled destinations.
- DART Transit-Oriented Development (TOD) Guidelines
- NCTCOG DART Red & Blue Line Corridors TOD Parking Study
- Memo #3

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

**Status:**
- In progress
A one-time funding of $75,000 to conduct a Market Assessment & Economic Development Strategy Study of the Silver Line rail corridor was approved in the budget for FY2019-20.

**Background:**
This action will help the city prepare for the future development around the existing DART rail line stations and the new Cotton Belt (now called Silver Line) stations at 12th Street and Shiloh Road by creating a transit corridor plan that takes into consideration the key factors needed to develop and sustain successful TOD. This statement builds on Action TOD2.

- **DART Transit-Oriented Development (TOD) Guidelines**
- **Principles of TOD**

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**Regionalism - Population Growth**

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

**PG5)** Advocate with the North Central Texas Council of Governments to include increased residential development within developed cities in traffic modeling.

**Status:**
- Recurring and on track
- Staff recently provided feedback on NCTCOG modeling for the 2045 regional mobility plan.

**Background:**
The NCTCOG conducts traffic modeling for the DFW region and accounts for land use patterns to project future traffic volumes. The agency relied on feedback from local jurisdictions regarding accuracy of future land development plans in conjunction with model assumptions. This action is necessary to ensure the infill development that is anticipated throughout the region is considered in the regional transportation model, thus providing more realistic data to predict future traffic congestion issues. The model helps prioritize transportation projects and funding, so ensuring adequate projections is critical to accurate resource allocation.
Agenda Item 4

Discussion: CPRC Work Plan Updates

DESCRIPTION:

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

REMARKS:

On January 22, 2020, the Committee adopted a CPRC Work Plan that outlined target dates for discussion of key issues related to density, land use, transportation, growth management, and other unclassified topics. This is intended to be a working document that can be modified as needed.

Pursuant to direction at the April 21, 2020, meeting, Freese and Nichols, Inc. has made the following modifications to the Work Plan:

- Education and Training Items:
  - Marked Item 10 complete.
  - Moved the question previously listed as 4a under the Transportation Topic to Item 11 and marked it as complete.

- Transportation Topic:
  - Updated the subtopic categories to reflect the new transportation themes (Roadway and Traffic, Land Use/Transportation Relationship, Bicycles and Transit, Walkability and Urban Design), established by Freese and Nichols, Inc. to guide the transportation discussions.
  - Revised and added subtopic questions under each theme.

- Dates:
  - Updated the planned dates for each topic to reflect cancelled meetings.

At the conclusion of the meeting, the Committee may request additional modifications as necessary.

RECOMMENDATION:

Consider the CPRC Work Plan and make modifications as necessary.

ATTACHMENTS: Attachment A – CPRC Work Plan
Items to Consider Throughout the Review Process

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

Education and Training Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Plano Facts and Figures</td>
</tr>
<tr>
<td>2</td>
<td>Zoning change notice procedures</td>
</tr>
<tr>
<td>3</td>
<td>Executive Session for Legal Advice: Respond to questions and receive legal advice regarding the Fair Housing Act and legal issues related to comprehensive planning</td>
</tr>
<tr>
<td>4</td>
<td>Undeveloped Land Map &amp; Population Projections Part 1</td>
</tr>
<tr>
<td>5</td>
<td>Active Residential Projects and Population Projections Part 2</td>
</tr>
<tr>
<td>6</td>
<td>Police Department and Fire-Rescue Facts and Figures</td>
</tr>
<tr>
<td>7</td>
<td>Future Land Use Plans from Surrounding Cities</td>
</tr>
<tr>
<td>8</td>
<td>Review Middle Housing Types</td>
</tr>
<tr>
<td>9</td>
<td>Plano ISD Facts and Figures (Presentation by Plano ISD Superintendent)</td>
</tr>
<tr>
<td>10</td>
<td>How does DART membership work? How is DART funded? (Survey Question Response)</td>
</tr>
<tr>
<td>11</td>
<td>Define what counts as a “journey to work trip” related to transportation demand management. (Survey Question Response)</td>
</tr>
</tbody>
</table>

Transportation Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Roadway and Traffic Theme</td>
</tr>
<tr>
<td>1a</td>
<td>Discuss how does the plan address traffic congestion. (Survey)</td>
</tr>
<tr>
<td>1b</td>
<td>Discuss the level of maintenance required for roadways long-term. (Survey)</td>
</tr>
<tr>
<td>1c</td>
<td>Discuss what an intelligent transportation system is and how it works. (Survey)</td>
</tr>
<tr>
<td>1d</td>
<td>Discuss if Plano is adequately handling rush hour traffic. (Survey)</td>
</tr>
<tr>
<td>2</td>
<td>Land Use/Transportation Relationship Theme</td>
</tr>
<tr>
<td>2a</td>
<td>Discuss preserving the suburban character of Plano. (Survey)</td>
</tr>
<tr>
<td>2b</td>
<td>Discuss how to be thoughtful on redevelopment and revitalization. (Survey)</td>
</tr>
<tr>
<td>2c</td>
<td>Discuss how TODs impact existing businesses/residences within ½ mile. (Survey)</td>
</tr>
<tr>
<td>2d</td>
<td>Discuss how review criteria for TODs will be developed. (Survey)</td>
</tr>
</tbody>
</table>
### Bicycles and Transit Theme

- **3a** Discuss modes of transportation and appropriateness in specific locations.  
  Apr 21; June 2, 9, & 30
- **3b** Discuss and understand how transit impacts the community.  
  Apr 21; June 2, 9, & 30
- **3c** Discuss the demand for biking in Plano. (Survey)  

### Walkability and Urban Design Theme

- **4a** What is the process in which the criteria (i.e., the development criteria to review undeveloped land – Page 7 of 58 adoption ord.) will be developed?  
  Apr 21; June 2, 9, & 30
- **4b** Discuss how you can make crossing major arteries and thoroughfares safe in a city never designed for heavy pedestrian traffic. (Survey)  
  Apr 21; June 2, 9, & 30
- **4c** Define parking maximums and explain their necessity. (Survey)  

### Future Land Use Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
<th>Month (July-August)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>Land Use Compatibility</td>
<td>July 7 &amp; 21; August 4 &amp; 18</td>
</tr>
<tr>
<td>1a</td>
<td>Discuss what “incentivize” means and prefer not to use monetary incentives.</td>
<td></td>
</tr>
<tr>
<td>1b</td>
<td>Define incentives to not burden the taxpayers – it is okay to maintain aging infrastructure.</td>
<td></td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Neighborhood Center Concept</td>
<td>July 7 &amp; 21; August 4 &amp; 18</td>
</tr>
<tr>
<td>2a</td>
<td>Discuss concepts to address aging neighborhoods / protect neighborhoods from declining</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>Four corner retail centers need to change / purposeful planning for retail corners can have a positive impact on taxes.</td>
<td></td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>Map Revision</td>
<td>July 7 &amp; 21; August 4 &amp; 18</td>
</tr>
<tr>
<td>3a</td>
<td>We need to define what we will look like in the future.</td>
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<tr>
<td><strong>4</strong></td>
<td>Development review and approval criteria</td>
<td>July 7 &amp; 21; August 4 &amp; 18</td>
</tr>
<tr>
<td>4a</td>
<td>How does the implementation of these processes affect the effectiveness of a plan? (Survey)</td>
<td></td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>Mixed Use composition (type and density)</td>
<td>July 7 &amp; 21; August 4 &amp; 18</td>
</tr>
<tr>
<td>5a</td>
<td>Evaluate the changing nature of the retail business and the space associated with it. (Survey)</td>
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### Density (Housing) Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
<th>Month (Part 1: Jan-Apr) (Part 2: Sept-Oct)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>Density (Establish an understanding of density.)</td>
<td>Jan 22</td>
</tr>
<tr>
<td>1a</td>
<td>Review of the vision statement</td>
<td>Jan 22</td>
</tr>
<tr>
<td>1b</td>
<td>Consensus of the work plan</td>
<td>Jan 22</td>
</tr>
<tr>
<td>1c</td>
<td>Education</td>
<td>Plano Facts and Figures</td>
</tr>
<tr>
<td>1d</td>
<td>Density</td>
<td>Definition and metrics</td>
</tr>
<tr>
<td>1e</td>
<td>Homework Assignment</td>
<td>Photos of desirables housing types for Plano</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Housing Types (Goal: Establish the “menu options” and not location.)</td>
<td>Feb 4 &amp; 20; Mar 3 &amp; 18; Apr 14; Sept 1, 15, &amp; 29; Oct 6</td>
</tr>
<tr>
<td>2a</td>
<td>Have areas to draw young people / more walkable</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>Housing affordability/attainability – e.g., some people need to live outside of the city when they work in Plano.</td>
<td></td>
</tr>
</tbody>
</table>
2c What does mixed use mean? (repeated 3 times)
2d Density is going to increase traffic, overcrowd schools, and reduce quality of life.
2e How do we address aging neighborhoods and their preservation? (Survey)

3 Housing Mix (Goal: Address how housing types relate to each other in the same development and neighboring development.)
   Feb 4 & 20; Mar 3 & 18; Apr 14; Sept 1, 15, & 29; Oct 6

3a Define what suburban development looks like.
3b Discuss mixed use criteria and what does it mean.
3c Use the phrase “attainable housing” because young people and workers should be able to live in Plano.
3d Do not “urbanize” Plano, we don’t want to be Uptown Dallas.
3e Plano will NOT be one of the largest communities in Collin County in the future.

<table>
<thead>
<tr>
<th>Growth Management Topic</th>
<th>Month (Oct-Nov)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subtopic #</strong></td>
<td><strong>Subtopic Category</strong></td>
</tr>
<tr>
<td>1</td>
<td>How to Manage Growth</td>
</tr>
<tr>
<td>1a</td>
<td>Consistent growth / success for city. e.g., should have downfall for of success</td>
</tr>
<tr>
<td>1b</td>
<td>Continue to strengthen economic development efforts to attract businesses.</td>
</tr>
<tr>
<td>1c</td>
<td>We are in a transition from bedroom community to be more urban, we need to continue making this a great community to live, work, play, and learn.</td>
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<tr>
<td>1d</td>
<td>Be proactive with managing the growth because we can’t control what is coming in the future.</td>
</tr>
<tr>
<td>2</td>
<td>Population Projections</td>
</tr>
<tr>
<td>2a</td>
<td>The City’s population projections. (Survey)</td>
</tr>
<tr>
<td>2b</td>
<td>How do the population projections inform the plan and development of the City? (Survey)</td>
</tr>
<tr>
<td>3</td>
<td>Redevelopment and revitalization</td>
</tr>
<tr>
<td>3a</td>
<td>Be thoughtful on redevelopment and revitalization. (Survey)</td>
</tr>
<tr>
<td>3b</td>
<td>Seek out lessons learned from successful cities that have transitioned from new growth to redevelopment growth. (Survey)</td>
</tr>
<tr>
<td>4</td>
<td>Review of the vision statement</td>
</tr>
</tbody>
</table>