Agenda

1. Approval of Minutes
2. Presentation: Plano ISD Information
3. Work Plan Updates
4. Plano Tomorrow Video Scripts
5. Discussion and Direction: Transportation Themes Voting Exercise
Plano ISD Information
Enrollment

- Trends
- Capacity
- Hot Spots
- Adjustments

PISD 10 Year Projected Enrollment

- 2019-2020: 52,646
- 2020-2021: 52,274
- 2021-2022: 51,796
- 2022-2023: 51,164
- 2023-2024: 50,684
- 2024-2025: 50,359
- 2025-2026: 49,895
- 2026-2027: 49,478
- 2027-2028: 49,235
- 2028-2029: 49,097
- 2029-2030: 49,071
### District-Wide Capacity by Grade Level

<table>
<thead>
<tr>
<th>Grade Level</th>
<th>Current Enrollment</th>
<th>Program Capacity</th>
<th>Functional Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary</td>
<td>23,981</td>
<td>32,806</td>
<td>27,891</td>
</tr>
<tr>
<td>Middle</td>
<td>12,178</td>
<td>18,553</td>
<td>15,770</td>
</tr>
<tr>
<td>High School</td>
<td>8,147</td>
<td>13,932</td>
<td>11,932</td>
</tr>
<tr>
<td>Senior High</td>
<td>8,340</td>
<td>10,060</td>
<td>8,551</td>
</tr>
<tr>
<td>Program Enrollment</td>
<td>Functional Enrollment</td>
<td></td>
<td></td>
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<tr>
<td>---------------------------------------</td>
<td>-------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(100% Total Capacity)</td>
<td>(85% of Total Capacity-Monitor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent PE</td>
<td>Percent FE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>85-94%</td>
<td>100-113%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>70-84%</td>
<td>85-99%</td>
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<tr>
<td>55-69%</td>
<td>70-84%</td>
<td></td>
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</tr>
<tr>
<td>40-54%</td>
<td>55-69%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>48-54%</td>
<td></td>
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</tr>
<tr>
<td># Campuses</td>
<td># Campuses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>11</td>
<td></td>
<td></td>
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<tr>
<td>25</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>17</td>
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<td>1</td>
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</table>

Reference Capacity Handout
Hot Spots in next 10 years: Schools who are projected at 85%+ functional capacity

<table>
<thead>
<tr>
<th>SENIOR HIGH FEEDER</th>
</tr>
</thead>
<tbody>
<tr>
<td>PWSH</td>
</tr>
<tr>
<td>3 Elementary</td>
</tr>
<tr>
<td>1 Middle School</td>
</tr>
<tr>
<td>1 Senior High</td>
</tr>
</tbody>
</table>

Reference Capacity Handout
Enrollment

- Trends
- Capacity
- Hot Spots
- Adjustments

Adjustments:
- Add Space
- Adjust Centralized Program
- Senior High flexibilities
- Magnet Programs/Academies
- Monitor Space Usage
- Change Boundaries
## Mobility
(student enrolled on a campus less than 83% of school year)

<table>
<thead>
<tr>
<th>% Mobility</th>
<th># Campuses</th>
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</thead>
<tbody>
<tr>
<td>20-23%</td>
<td>2</td>
</tr>
<tr>
<td>15-19%</td>
<td>12</td>
</tr>
<tr>
<td>10-14%</td>
<td>28</td>
</tr>
<tr>
<td>5-9%</td>
<td>20</td>
</tr>
<tr>
<td>0-4%</td>
<td>5</td>
</tr>
</tbody>
</table>

District Mobility Rate: 10.67%

Reference Mobility Handout
- Single Family/Multi-Family within PISD Boundaries
  13,839 - multi-family (26%)
  38,627 - single family (74%)

- Single Family/Multi-Family within City of Plano
  8,918 - multi-family (23%)
  29,389 - single family (77%)

Reference Housing Type Handout
Looking at the Whole Picture

Study multiple data sources to understand impact:

- Enrollment 85%-100%+
- Mobility 15%+
- Economic Disadvantaged 35%+
- Housing Type SF/MF%
<table>
<thead>
<tr>
<th>Campus</th>
<th>Mobility</th>
<th>Eco Dis</th>
<th>Housing SF</th>
<th>Housing - MF</th>
<th>Capacity</th>
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</thead>
<tbody>
<tr>
<td>Rasor</td>
<td>23.3</td>
<td>52.77</td>
<td>36.1</td>
<td>63.9</td>
<td>103</td>
</tr>
<tr>
<td>Huffman</td>
<td>20.8</td>
<td>61.67</td>
<td>28.0</td>
<td>72.0</td>
<td>85</td>
</tr>
<tr>
<td>Jackson</td>
<td>19.5</td>
<td>62.91</td>
<td>27.6</td>
<td>72.4</td>
<td>67</td>
</tr>
<tr>
<td>Sigler</td>
<td>19.5</td>
<td>80.51</td>
<td>71.2</td>
<td>28.8</td>
<td>99</td>
</tr>
<tr>
<td>Mitchell</td>
<td>19.3</td>
<td>52.76</td>
<td>16.8</td>
<td>63.2</td>
<td>79</td>
</tr>
<tr>
<td>Forman</td>
<td>17.4</td>
<td>80.52</td>
<td>18.7</td>
<td>61.3</td>
<td>83</td>
</tr>
<tr>
<td>Gulledge</td>
<td>16.7</td>
<td>11.82</td>
<td>49.7</td>
<td>50.3</td>
<td>90</td>
</tr>
<tr>
<td>Meadows</td>
<td>16.6</td>
<td>84.48</td>
<td>73.2</td>
<td>26.8</td>
<td>66</td>
</tr>
<tr>
<td>Rose Haggar</td>
<td>16.3</td>
<td>39.17</td>
<td>50.0</td>
<td>50.0</td>
<td>98</td>
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<tr>
<td>Weatherford</td>
<td>16.3</td>
<td>64.24</td>
<td>40.3</td>
<td>59.7</td>
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<tr>
<td>Wells</td>
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<td>18.01</td>
<td>60.0</td>
<td>40.0</td>
<td>109</td>
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<tr>
<td>Dooley</td>
<td>15.7</td>
<td>48.09</td>
<td>62.1</td>
<td>37.9</td>
<td>66</td>
</tr>
<tr>
<td>Aldridge</td>
<td>15.3</td>
<td>22.2</td>
<td>61.5</td>
<td>38.5</td>
<td>99</td>
</tr>
</tbody>
</table>
The Future

- COVID-19 Impact on
  - Enrollment
  - Mobility
  - Economic Disadvantage
  - Housing Markets
- Supporting City of Plano
  - Planning & Zoning
  - Considering Impact on PISD
THANK YOU
Work Plan Updates
# Work Plan

<table>
<thead>
<tr>
<th>Transportation Topic</th>
<th>Date (Apr-June)</th>
</tr>
</thead>
<tbody>
<tr>
<td>**Subtopic #</td>
<td>Subtopic Category**</td>
</tr>
<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>
<tr>
<td>3</td>
<td>Bikes and Transit Theme</td>
</tr>
<tr>
<td>3a</td>
<td>Discuss modes of transportation and appropriateness in specific locations.</td>
</tr>
<tr>
<td>3b</td>
<td>Discuss and understand how transit impacts the community.</td>
</tr>
<tr>
<td>3c</td>
<td>Discuss the demand for biking in Plano. (Survey)</td>
</tr>
<tr>
<td>4</td>
<td>Walkability and Urban Design Theme</td>
</tr>
<tr>
<td>4a</td>
<td>What is the process in which the criteria (i.e., the development criteria to review undeveloped land – Page 7 of 5B adoption ord.) will be developed?</td>
</tr>
<tr>
<td>4b</td>
<td>Discuss how you can make crossing major arteries and thoroughfares safe in a city never designed for heavy pedestrian traffic. (Survey)</td>
</tr>
<tr>
<td>4c</td>
<td>Define parking maximums and explain their necessity. (Survey)</td>
</tr>
</tbody>
</table>
Remaining Schedule

1. Transportation  
   (4 Meetings – 1 Remaining)
2. Future Land Use  
   (4 Meetings)
3. Resume Density  
   (4 Meetings)
4. Growth Management  
   (3 Meetings)
Transportation Schedule

1. Tuesday, April 21

2. Tuesday, June 2

3. Tuesday, June 16

4. **Tuesday, June 30** – Review Bundle Revisions for Bike and Urban Design Themes
Discussion: Work Plan

Does the Committee have any modifications?

A. Return to the Density/Housing Topic
B. Continue the Transportation Topic (Bicycles and Transit Theme, Walkability and Urban Design Theme)
C. Other
Plano Tomorrow
Video Scripts
Plano Tomorrow Policy Structure

"WHAT"
POLICY STATEMENT

"HOW"
ACTION STATEMENTS

---

**Policy Statement**

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.

Action Statements:

1) Review and evaluate the Zoning Ordinance and make appropriate amendments based on the policies of the Comprehensive Plan.

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

---

**Action Statements**

Exhibit "A" to Ordinance No. 2015-10-9

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.

Action Statements:

1) Review and evaluate the Zoning Ordinance and make appropriate amendments based on the policies of the Comprehensive Plan.

2) Evaluate the Future Land Use Map and Growth and Change Policy Map every five years, or as necessary, to ensure land use descriptions are consistent with city-wide goals.
Identified Themes

Review Transportation Themes Derived from CPRC Input

1. Roadway and Traffic
2. Land Use/Transportation Relationship
3. Bicycles and Transit
4. Walkability and Urban Design

We Are Reviewing

10 Policy Statements
46 Action Statements
Reminder: Tonight’s Themes

Review Transportation Themes Derived from CPRC Input

1. Roadway and Traffic
2. Land Use/Transportation Relationship
3. Bicycles and Transit
4. Walkability and Urban Design

We Will Review

6 POLICY STATEMENTS
20 ACTION STATEMENTS
6 BUNDLES
Attachment A – Consolidated CPRC Feedback

<table>
<thead>
<tr>
<th>Name</th>
<th>Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDM2)</td>
<td>Pursue and develop incentives for businesses to participate in the TDM program.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Pursue, and develop, promote, and demonstrate benefits to encourage incentives for businesses to participate in the TDM program.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Pursue and develop incentives for Plano located businesses and business that border our city limits to participate in the TDM program.</td>
</tr>
<tr>
<td>Shockey</td>
<td>Pursue and develop incentives for businesses to participate in the TDM program.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Pursue, promote, and develop incentives for businesses to participate in the TDM program.</td>
</tr>
</tbody>
</table>

Commented [MB9]: Carolyn Doyle: Will the Traffic/Transportation team lead the development of incentives?

Staff Response: Incentives would be developed by city staff, which could include the Planning, Engineering, Special Projects, and Economic Development Departments. Any financial incentives would have to be approved by City Council.
Attachment B – Policy and Action Edits
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 people who live and work in Plano.

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 a safe and efficient an integrated, multimodal transportation roadway system, through the utilization of technology and innovative concepts that meets the needs of all users people of all ages and abilities who live and work in Plano.

RS1) Develop a transportation plan for Plano 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.

Regionalism - Population Growth

**WEBSITE CONTEXT** - By 2035, the region’s population is expected to increase by 3 million people and the City of Plano intends to accommodate a portion of this population growth. With established city boundaries, Plano will need to identify areas appropriate for additional housing since there is little undeveloped land remaining. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

**POLICY** - Plano will accommodate plan for 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) AdvocateCoordinate with the North Central Texas Council of Governments to include, ensure Plano’s projected increased residential development is included within developed cities in regional traffic modeling.

PG6) <<To Be Discussed with Different Topic>>

*NOTE: POLICY WILL BE REVISITED AT LATER DATE.*
Proposed Addition: Video Scripts

Transportation

Built Environment Vision

Plano is a vibrant city with attractive and walkable neighborhoods, distinct mixed-use urban centers with active nightlife, strong commercial corridors, and a multimodal transportation system that includes a variety of transit options.

Transportation Policies and Actions

Transportation is a critical component of city planning that lays the foundation for the physical design of a community. The Plano Tomorrow Transportation component is part of the Built Environment and includes policies for roadways, bicycles, public transit, transportation demand management, and the pedestrian environment.

Review the video to learn more about Plano Tomorrow’s Transportation component. The five policies below include the action statements that are necessary to achieve the Plano Tomorrow Built Environment vision. Individual policy pages include a preference survey and visitors are encouraged to participate by prioritizing the policies!
Discussion: Video Scripts

- The Plano Story:
  - Plano’s Past
  - Plano Today
  - Trends and Challenges
  - Plano’s Vision

- Ten Key Components:
  - Land Use & Community Design
  - Transportation
  - Housing & Neighborhoods
  - Quality of Life
  - Sense of Community
  - Building & Site Efficiency
  - Environmental Quality
  - Diverse & Resilient Economy
  - Jobs & Workforce Development
  - Regionalism

- Implementation
Transportation Themes
Voting Exercise
Voting Overview

Step 1 – Introduction
Step 2 – Vote No. 1
Step 3 – Vote No. 1 Results
Step 4 – Discussion
Step 5 – Vote No. 2
Step 6 – Vote No. 2 Results
Step 1 – Introduction

• Freese and Nichols will provide a brief summary of the revisions made to the bundle under review.
• The Committee will be asked to take a Vote to determine their decision on the revised bundle.
Step 2 – Vote No. 1

- Committee members that attend the meeting in-person may cast their vote by using a Voting device or internet browser (mobile or computer device).
- Virtual attendees may vote by internet browser (mobile or computer device).

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<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 modifying (to be discussed in Step 4).</td>
</tr>
</tbody>
</table>

Note: This is an informal vote. It will not result in sending any policies or actions to the Planning & Zoning Commission.
Step 3 – Vote 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.
Step 4 – Discussion

- CPRC members who vote Options B or C will have an opportunity to briefly describe concerns, propose changes, or ask questions.
- Chair Shockey will lead this discussion with CPRC members.
- Staff may respond with concise factual or policy information that is readily available. Following discussion, Committee members may change their vote in Step 5.
Step 5 – Vote No. 2

- Committee members that attend the meeting in-person may cast their vote by using a voting device or internet browser (mobile or computer device).
- Virtual attendees may vote by internet browser (mobile or computer device).

<p>| | |</p>
<table>
<thead>
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<tbody>
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</tr>
<tr>
<td>B</td>
<td>I would like more information or discussion.</td>
</tr>
<tr>
<td>C</td>
<td>I support modifying.</td>
</tr>
</tbody>
</table>

Note: This is an informal vote. It will not 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 revote at the June 30, 2020 meeting.
Step 6 – Vote No. 2 Results

• FNI to 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 June 30, 2020, meeting.
  – If there are less than two votes for Options B or C (in total), the Committee will move on to the next bundle.
Instructions for Internet Browsers

• Please refer to your handout/email for instructions on how to use your mobile phone or laptop for the voting exercises.
Voting Exercise

When was Plano incorporated?

A. 1887
B. 1884
C. 1873
D. 1894
E. 1921

Let’s Practice!
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 people who live and work in Plano.

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 a safe and efficient an-integrated, multimodal transportation roadway system, through the utilization of technology and innovative concepts that meets improves the safety and efficiency of the roadway system for the needs of all users people of all ages and abilities who live and work in Plano.

**RS1** Develop a transportation plan for Plano 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** Create an Intelligent Transportation System for Continued improvement of Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.

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

**RS4** Review and update roadway standards to efficiently and safely accommodate all modes of transportation needed and prioritized by Plano residents.

**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 to better evaluate the impacts offer new and redevelopment projects on existing neighborhoods and the roadway system.

**RS9** Research the latest trends in transportation and update the transportation plan to ensure available technologies and strategies are being used.

**RS10** Evaluate transportation alternatives that consider both construction and lifecycle costs as well as the preferences and priorities of Plano residents.
**The Built Environment - Transportation Demand Management**

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

**POLICY** - Plano will utilize Transportation Demand Management to improve efficiency of the existing roadway system, reduce journey travel time to work trips, and mitigate traffic congestion and associated impacts.

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

TDM2) **Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community, develop incentives for businesses to participate in the TDM program.**

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**Policies and Action Statements Relating to Transportation**

CPRC Meeting Date: 2020.06.16

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

**WEBSITE CONTEXT** - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices and reduction of traffic demand. **New regional transportation initiatives should be evaluated to consider impacts to Plano's existing system and how it meets the needs and priorities of people who live and work in Plano.**

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

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

RT4) **Annually review the city’s and regional transportation plans to ensure consistency with regional transportation agencies’ plans and balance the needs and priorities of all people that live and work in Plano.**

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

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

*NOTE: POLICY ALSO LISTED UNDER THE BICYCLE AND TRANSIT THEME*
The Built Environment - Land Use

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

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

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**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 while limiting impacts to existing neighborhoods.

**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

WEBSITE CONTEXT - Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano's downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage and incentivize an integrated mix of uses and civic spaces within walking distance of future light-rail, commuter-rail, and active-bus-planned transit stations. These five policies illustrate Plano's vision to build a vibrant city with distinct mixed-use urban centers, walkable neighborhoods, and strong commercial corridors.

POLICY - Plano will proactively encourage and incentivize development within walking distance of existing and future rail planned transit 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 within ⅓ mile of identified transit stations, including along K Avenue/Rad Line and the 14th Street/Silver Line commuter rail corridors, to guide development patterns within ⅓ mile of identified transit stations, address redevelopment of retail and residential sites, and encourage new development.

TOD3) Work with property owners, as appropriate, to rezone property and within ½ mile of transit stations to encourage urban quality design and increase development opportunities.

TOD4) Establish parking maximums standards in transit-served areas and identified Compact Complete Centers that are adequate to serve the development.

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>>

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

**WEBSITE CONTEXT** - By 2035, the region’s population is expected to increase by 3 million people and the City of Plano intends to accommodate a portion of this population growth. With established city boundaries, Plano will need to identify areas appropriate for additional housing since there is little undeveloped land remaining. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

**POLICY** - Plano will accommodate plan for 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 ensure Plano’s projected increased residential development is included within developed cities in regional traffic modeling.
- **PG6)** <<To Be Discussed with Different Topic>>
Roadway System Bundle
(1 of 6)
POLICY - Plano will develop a safe and efficient an integrated, multimodal transportation roadway system, through the utilization of technology and innovative concepts that meets improves the safety and efficiency of the roadway system for the needs of all users people of all ages and abilities who live and work in Plano.

RS1) Develop a transportation plan for Plano 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) Create an Intelligent Transportation System for 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 all bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort for all people.
RS4) Review and update roadway standards to efficiently and safely accommodate all modes of transportation needed and prioritized by Plano residents.

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 to better evaluate the impacts offered by new and redevelopment projects on existing neighborhoods and the roadway system.

RS9) Research the latest trends in transportation and update the transportation plan to ensure available technologies and strategies are being used.

RS10) Evaluate transportation alternatives that consider both construction and lifecycle costs as well as the preferences and priorities of Plano residents.
[Vote #1] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.
[Vote #2] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.
Voting Exercise

[Vote #3] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.

Roadway System Bundle (1 of 6)
**POLICY** - Plano will utilize Transportation Demand Management to improve the efficiency of the existing roadway system, reduce journey travel time to work trips, and mitigate traffic congestion and associated impacts.

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

**TDM2)** Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community, develop incentives for businesses to participate in the TDM program.
Policies and Action Statements Relating to Transportation
CPRC Meeting Date: 2020.06.16

Bundle 2

TDM3) Share ideas, expertise, and knowledge with innovative businesses focused on transportation, such as ridesharing or automobile companies, transportation oriented companies within Plano regarding the city’s transportation planning efforts.
[Vote #11] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.
Regional Transportation Bundle
(3 of 6)
**POLICY** - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation choices, traffic demand management, and trip-reduction 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)** "To Be Discussed with Different Topic"

**RT3)** "To Be Discussed with Different Topic"

**RT4)** Annually review the city’s and regional transportation plans to ensure consistency with regional transportation agencies’ plans and balance the needs and priorities of all people that live and work in Plano.

**RT5)** "To Be Discussed with Different Topic"

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

*NOTE: POLICY ALSO LISTED UNDER THE BICYCLE AND TRANSIT THEME*
Voting Exercise

[Vote #21] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.
Land Use Bundle
(4 of 6)
POLICY: Plano will support a system of organized land use to provide greater-quality 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 while limiting impacts to existing neighborhoods.
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>>
Voting Exercise

[Vote #31] Please provide an answer to the policy or action(s) up for discussion:

A.  I support as-is.
B.  I would like more information or discussion.
C.  I support modifying.
Transit-Oriented Development Bundle (5 of 6)
**POLICY** - Plano will proactively encourage and incentivize development within walking distance of existing and future rail, planned transit 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 within ½ mile of identified transit stations, including along K Avenue/Red Line and the 14th Street/Silver Line commuter rail corridors, to guide development patterns within ½ mile of identified transit stations, address redevelopment of retail and residential sites, and encourage new development.

TOD3) Work with property owners, as appropriate, to rezone property land within ½ mile of transit stations to encourage urban quality design and increase development, employment, and retail opportunities.

TOD4) Establish parking maximum standards in transit-served areas and identified Compact Complete Centers that are adequate to serve the development.

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>>

TOD8) Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.
[Vote #41] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.

B. I would like more information or discussion.

C. I support modifying.
Population Growth Bundle (6 of 6)
**POLICY** - Plano will accommodate plan for 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 Coordinate with the North Central Texas Council of Governments to include ensure Plano’s projected increased residential development is included within developed cities in regional traffic modeling.

PG6) <<To Be Discussed with Different Topic>>
Voting Exercise

[Vote #51] Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.
Discussion for Future Topics

Does the Committee like this process? Should it be used for future topics/themes?

Process

1. CPRC to provide text edits
2. Consultant to incorporate all edits into single document
3. CPRC to vote on document created by Consultant
Next Steps

- Prepare for the next meeting
  - Date: Tuesday, July 30, 2020
  - Time: 6:00 p.m.
  - Location: Plano Council Chambers
Thank you
For more information, please visit www.PlanoCompPlanReview.org