Bundle 16 – Transit-Oriented Development
Context, Policies, and Actions
Changes Tracked from Original Ordinance

The Built Environment – Transit-Oriented Development

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

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

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

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

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

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

**TOD5**) << Deleted >>

**TOD6)*** Pursue land banking techniques around existing and future transit stations to ready the environment for redevelopment.

**TOD7**) Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property and include language describing vision, incentives available, including, but not limited to, fair-value pricing, and regulatory requirements.

* NOTE: THIS LANGUAGE WAS APPROVED BY THE CPRC AND P&Z AS PART OF BUNDLE 5.
1 NOTE: THIS LANGUAGE WAS APPROVED BY THE CPRC AND P&Z AS PART OF BUNDLE 5; HOWEVER, THE ACTION IS RECOMMENDED FOR REVISION AS A RESULT OF SUBSEQUENT CPRC DISCUSSIONS REGARDING THE FUTURE LAND USE MAP AND DASHBOARDS. CHANGES ARE TRACKED FROM THE LANGUAGE APPROVED FOR BUNDLE 5.

+ NOTE: IF TOD5 AND/OR TOD6 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Bundle 16 – Transit-Oriented Development
Context, Policies, and Actions

The Built Environment – Transit-Oriented Development

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

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

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

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

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

TOD41) Implement parking best practices in transit-served areas and identified Urban Activity Centers where increased land productivity provides opportunity for additional open space.

TOD5*) << Deleted >>

TOD6) << Deleted >>

TOD7*) Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property with language including, but not limited to, fair-value pricing and regulatory requirements.

* NOTE: THIS LANGUAGE WAS APPROVED BY THE CPRC AND P&Z AS PART OF BUNDLE 5.
NOTE: THIS LANGUAGE WAS APPROVED BY THE CPRC AND P&Z AS PART OF BUNDLE 5; HOWEVER, THE ACTION IS RECOMMENDED FOR REVISION AS A RESULT OF SUBSEQUENT CPRC DISCUSSIONS REGARDING THE FUTURE LAND USE MAP AND DASHBOARDS.

+ NOTE: IF TOD5 AND/OR TOD6 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.