

Plano Tomorrow Comprehensive Plan

Context, Policies, and Action Statements Relating to Density, Land Use, and Growth Management
 Consolidated CPRC Feedback with Staff Recommendations
 CPRC Meeting Date: September 1, 2020

The Built Environment – Transit-Oriented Development (Bundle 16)

Transit-Oriented Development (Bundle 16)	
<u>ORIGINAL WEBSITE CONTEXT</u>	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 stations.
<u>Per CPRC vote on 7/7/2020</u>	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.
Gong	Transit-oriented development is a business 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.
Staff Rec.	Staff recommends the language per the CPRC vote on July 7.
<u>ORIGINAL POLICY</u>	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.
<u>Per CPRC vote on 7/7/2020</u>	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.
Dillavou	Plano will proactively encourage development within walking distance of existing and planned transit-rail stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.
Gong	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.
Staff Rec.	Staff recommends the language per the CRPC vote on July 7.

Commented [CW1]:
Erin Dougherty: I don't currently have any suggested revisions or comments for bundle 16.

Larry Howe: At this time, I am satisfied with Bundles 12-22 as provided in the email from Christina Sebastian on July 22nd.

Mary Jacobs: I have reviewed Bundles 12-22 and have no suggested changes - I approve of them as they currently stand.

Hilton Kong: I support the remaining items as they currently exist in the comprehensive plan.

Michael Lin: I'm good with the bundle as is

Commented [CW2]:
Jaci Crawford, Salvator La Mastra, & Sara Wilson: Add home owner

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<u>TOD1)</u> <u>per CPRC</u> <u>vote on</u> <u>7/7/2020</u>	<p>Develop Criteria for Review of Transit-Oriented Developments and update as necessary.</p> <p><i>The Committee recommended the language above as part of Bundle 5. This action is currently pending before P&Z.</i></p>
<u>TOD2)</u> <u>per CPRC</u> <u>vote on</u> <u>7/7/2020</u>	<p>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.</p> <p><i>The Committee recommended the language above as part of Bundle 5. This action is currently pending before P&Z.</i></p>
<u>TOD3)</u> <u>per CPRC</u> <u>vote on</u> <u>7/7/2020</u>	<p>Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.</p> <p><i>The Committee recommended the language above as part of Bundle 5. This action is currently pending before P&Z.</i></p>
<u>TOD4)</u> <u>per CPRC</u> <u>vote on</u> <u>7/7/2020</u>	<p>Implement parking best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.</p> <p><i>The Committee recommended the language above as part of Bundle 5. This action is currently pending before P&Z.</i></p>
<u>TOD5)</u> <u>per CPRC</u> <u>vote on</u> <u>7/7/2020</u>	<p>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.</p> <p><i>The Committee recommended the action above be deleted from Bundle 5. This action is currently pending before P&Z.</i></p>

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TOD6) ORIGINAL	Pursue land banking techniques around existing and future transit stations to ready the environment for redevelopment.
Dillavou & Shockey	Pursue land banking techniques around existing and future transit stations to ready the environment for redevelopment.
Staff Rec.	Staff recommends the original action language. <i>(Note: Land banking is a critical tool to ensure development around transit stations consistent the community's vision for transit-oriented development. By acquiring land around transit stations, the city can market or condition sale of the city-owned property on specific development proposal or requirements, assemble smaller parcels into one larger property, and/or hold the land around future station to prevent development inconsistent with the community vision.)</i>
TOD7) ORIGINAL	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.
Crawford, La Mastra, & Wilson	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 <u>when it benefits taxpayers and adjoining neighborhoods.</u>
Dillavou	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, <u>while maximizing return on investment to Plano taxpayers.</u>
Shockey	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.
Staff Rec.	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. <u>When appropriate, sell city-owned property located near transit stations consistent with adopted area plans.</u> <i>(Note: See the Guiding Principles and TOD2.)</i>
TOD8) per CPRC vote on 7/7/2020	Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments. <i>The Committee recommended the addition of the action above as part of Bundle 5. This action is currently pending before P&Z.</i>

- Commented [CS3]:**
Jaci Crawford, Salvator La Mastra, & Sara Wilson: What is land banking?
- Staff Response:** Land banking is "the process of buying and holding ("banking") land for future development or sale." Land banking provides municipalities an opportunity to acquire vacant, abandoned, tax-delinquent, foreclosed or blighted properties and put them into productive use. Acquired properties are tax exempt and held in a land bank until the sites are made ready to be sold for economic development, use as city buildings, or retrofitted to become a city park. Many cities hoping to shape redevelopment of a specific area will often purchase properties as they come up for sale, then assemble them into one larger property. This larger property is more marketable and through use of development agreements, the city can help dictate how the land is developed.
- Commented [CS4]:**
Yoram Solomon: I believe this is an industry term and therefore should be capitalized and explained in a glossary.
- Staff Response:** A glossary is being prepared.
- Commented [CW5]:**
Jim Dillavou: I do not believe land banking is needed around the transit stations.
- Doug Shockey:** Not necessary or appropriate in Plano.
- Commented [CW6]:**
Yoram Solomon: Are we talking about land owned by the city, or within the boundaries of the city but owned by private land owners? If the latter, then this sentence should be made clearer.
- Staff Response:** This action is referring to land owned by the City.

Note: Portions of this Bundle are considered Bundle 5. Bundle 5 was approved on 7.7.2020 to be sent to P&Z for review.