

Bundle 16 – Transit-Oriented Development

Policies and Actions with Detailed Information

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](#)
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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.

Action TOD1 was part of Bundle #5 and given preliminary approval as shown above during the Transportation theme discussion on July 7, 2020. The below background information was first provided in the June 2, 2020, packet.

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 a mix of commercial, recreational, and residential uses; 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.

Action TOD2 was part of Bundle #5 and given preliminary approval as shown above during the Transportation theme discussion on July 7, 2020. The below background information was first provided in the June 2, 2020, packet.

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.

Action TOD3 was part of Bundle #5 and given preliminary approval as shown above during the Transportation theme discussion on July 7, 2020. The below background information was first provided in the June 2, 2020, packet.

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.

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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.

Action TOD4 was part of Bundle #5 and given preliminary approval as shown above during the Transportation theme discussion on July 7, 2020. The below background information was first provided in the June 2, 2020, packet.

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.

Action TOD5 was part of Bundle #5 and given preliminary approval as shown above during the Transportation theme discussion on July 7, 2020. The below background information was first provided in the June 2, 2020, packet.

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.

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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](#)

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

Status:

- In progress
- Identification of strategic parcels is constantly being reviewed.

Background:

Land banking is the process of buying and then holding, or "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 catalytic economic development or used as city facilities. 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 community can help revitalize an area. City-led efforts with land assembly or banking can make the area more attractive to developers, especially when land is chopped up among multiple owners. If developers face the prospect of negotiating individual land purchases among multiple property owners, the lack of available land can be a deal-breaker for many projects. When the city controls the banked land reserves, it may be sold to a developer with contractual agreements or land use guidelines specifying the transit-oriented nature of future development on the site. This practice can be beneficial to a community as it can take underperforming properties and transform them to a development form that provides long term social and financial returns to the citizens of the community. [Find more information from the Transit Cooperative Research Program here.](#)

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.

Status:

- In progress
- City property at the Parker Road station is currently on the market.

Background:

Joint development, which includes the acquisition and disposition of land, is a common practice among transit agencies and cities that enter into an agreement with private development partners on publicly-owned land to ensure that it is built with uses that will support transit ridership, or development that maximize benefits to the community. While cities often do not own enough land at stations or have the resources to create truly catalytic projects on their own, working with developers through an RFQ/RFP process invites private developers to bring their own resources, including additional property, and expertise to joint development projects, which can result in a more successful development. This practice is noted among other strategies in an Environmental Protection Agency case study report, [Encouraging Transit Oriented Development](#).
