

Bundle 5 – 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 ~~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.

POLICY* - Plano will proactively encourage ~~and incentivize~~ development within walking distance of existing and ~~future rail stations or bus~~ planned transit centers ~~stations~~ 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~~ 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)** ~~Rezone~~ Proactively work with property ~~within ½ mile of~~ owners to align zoning with adopted area plans for identified ~~transit~~ light rail stations ~~to encourage urban design and increase development opportunities.~~ future commuter rail corridors.
- TOD4)** ~~Establish~~ Implement parking ~~maximums~~ best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.
- 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.~~

Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation
Preliminary Approval by CPRC on July 7, 2020

Bundle 5

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.](#)

***NOTE: POLICY WILL BE REVISITED IN A FUTURE BUNDLE.**

****NOTE: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.**

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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 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 Centers where increased land productivity provides opportunity for additional open space.

TOD5) <<Deleted>>

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.

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