

**The Built Environment – Transit-Oriented Development (Bundle 5)**

<b>Transit-Oriented Development (Bundle 5)</b>	
<b><u>ORIGINAL WEBSITE CONTEXT</u></b>	<p>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.</p>
<b><u>As revised 6/16/2020</u></b>	<p>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 <del>and incentivize</del> an integrated mix of uses and civic spaces within walking distance of <del>future light rail, commuter rail, and active bus</del> <u>planned transit</u> stations.</p> <p>No changes proposed by the Committee or staff.</p>
Staff Rec.	Staff recommends the “As revised 6/16/2020” version above.
<b><u>ORIGINAL POLICY</u></b>	<p>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.</p>
<b><u>As revised 6/16/2020</u></b>	<p>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.</p> <p>No new changes proposed by Committee or staff.</p>
Staff Rec.	Staff recommends the “As revised 6/16/2020” version above.
<b><u>TOD1) ORIGINAL</u></b>	<p>Develop Criteria for Review of Transit-Oriented Developments and update as necessary.</p> <p>No new changes proposed by Committee or staff.</p>

**Commented [CS1]:**  
**Hilton Kong:** I prefer the original versions of the Roadways/Traffic theme (bundles 1-3) and Land Use/Transportation themes (bundles 4-6), but will support as amended and presented

**Michael Lin:** I had no comments on the original version of the bundles. All my comments refer to changes to the original versions.

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<b>Transit-Oriented Development (Bundle 5)</b>	
<b><u>TOD2)</u></b> <b><u>ORIGINAL</u></b>	<b>Prioritize and prepare station area plans to guide development patterns within ½ mile of identified transit stations.</b>
<b><u>As revised</u></b> <b><u>6/16/2020</u></b>	<b>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, address redevelopment of retail and residential sites, and encourage new development.</b>
Solomon	Prioritize and prepare station area plans within ½ mile of identified transit stations, including along K Avenue/Red Line, <del>and</del> the 14th Street/Silver Line, <del>and future</del> commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development.
Staff Rec.	Prioritize and prepare area plans within ½ mile of identified transit 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.
<b><u>TOD3)</u></b> <b><u>ORIGINAL</u></b>	<b>Rezone property within ½ mile of transit stations to encourage urban design and increase development opportunities.</b>
<b><u>As revised</u></b> <b><u>6/16/2020</u></b>	<b>Work with property owners, as appropriate, to rezone land within ½ mile of transit stations to encourage quality design and increase employment and retail opportunities.</b>
Solomon	Work with property owners, as appropriate, to rezone land <del>within ½ mile of</del> around transit stations to encourage quality design and increase employment and retail opportunities, <del>while maintaining quality of life for those who live, study, or work around those areas.</del>
Staff Rec.	Proactively work with property owners to align zoning with adopted area plans for identified transit stations and future commuter rail corridors. <i>(Note: Guiding Principles (Agenda Item 2) may be considered as an alternative, broad approach to include comments regarding needs and priorities of those who live, work, or study in Plano.)</i>

**Commented [CS2]:**  
**Michael Lin:** [Since TOD5 and TOD2 were combined] Why is multifamily removed and replaced with residential in TOD2? What are the implications?

**Commented [CW3]:**  
**Michael Lin:** What impact does this statement have on the development of housing, since it focuses on employment and retail? The policy statement has "residential" in it?

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<b>Transit-Oriented Development (Bundle 5)</b>	
<b><u>TOD4)</u></b> <b><u>ORIGINAL</u></b>	<b>Establish parking maximums in transit-served areas and identified Compact Complete Centers.</b>
<b><u>As revised</u></b> <b><u>6/16/2020</u></b>	<b>Establish parking standards in transit-served areas and identified Compact Complete Centers that are adequate to serve the development.</b>
Solomon	Establish parking standards in transit-served areas and identified Compact Complete Centers that are adequate to serve the development <u>and consistent with parking standards in Plano.</u>
Staff Rec.	Implement parking maximums in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space. <i>(Note: 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.)</i>
<b><u>TOD5)</u></b> <b><u>ORIGINAL</u></b>	<b>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.</b>
<b><u>As revised</u></b> <b><u>6/16/2020</u></b>	<del>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.</del> [combined with TOD2]
Lin	See comments.
Staff Rec.	Staff agrees this action is redundant with TOD2 and supports combining the two into one action (as shown in TOD2).
<b><u>TOD6)</u></b>	<<To Be Discussed with Different Topic>>
<b><u>TOD7)</u></b>	<<To Be Discussed with Different Topic>>

**Commented [CS4]:**  
**Michael Lin:** [Since TOD5 and TOD2 were combined] Why is multifamily removed and replaced with residential in TOD2? What are the implications?

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<b><u>TOD8)</u></b>	<i>TOD8 does not exist in the current Comprehensive Plan. This would be a new action.</i>
<b><u>TOD8) As added 6/16/2020</u></b>	<b>Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.</b>
Solomon	<a href="#">Monitor ridership and base development on actual usage, demand for mass transit, and compare financially and otherwise with alternatives.</a> <del>Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.</del>
Staff Rec.	<i>(Note: See TOD 2 for staff recommendation to incorporate market realities and ridership into planning for transit-oriented developments.)</i>