

DATE: August 22, 2023
TO: Honorable Mayor & City Council
FROM: Planning & Zoning Commission
VIA: Eric Hill, AICP, Assistant Director of Planning acting as Secretary of the Planning & Zoning Commission *MB*
Christina D. Day, AICP, Director of Planning *CD*
SUBJECT: Results of Planning & Zoning Commission Meeting of August 21, 2023

AGENDA ITEM NO. 1E - DISCUSSION AND ACTION
REPEAL OF TRANSPORTATION-RELATED POLICY DOCUMENTS
APPLICANT: CITY OF PLANO

Discussion and consideration of a request to repeal obsolete transportation-related policy documents, including the repeal of Ordinance No. 2009-6-10, thereby rescinding the Thoroughfare Standards Rules and Regulations, as amended, Traffic Island Guidelines (1989), and Private Street Subdivision Guidelines (1994). Project #DI2023-013.

APPROVED: 7-0-1

Speaker Card(s) Received:	Support: <u>0</u>	Oppose: <u>7</u>	Neutral: <u>1</u>
Petition Signatures Received:	Support: <u>0</u>	Oppose: <u>0</u>	Neutral: <u>0</u>
Other Responses:	Support: <u>0</u>	Oppose: <u>8</u>	Neutral: <u>19</u>

All responses for Items 1A-E are reported together due to the interrelated nature of the topic.

RESULTS:

The Commission recommended the repeal of the Thoroughfare Standards Rules and Regulations (Ord. 2009-6-10 as amended), Traffic Island Guidelines (1989), and Private Street Subdivision Guidelines (1994) subject to approval by the City Council of the Street Design Standards, Zoning Case 2023-003, Comprehensive Plan Amendment 2023-001, and Subdivision Ordinance Amendment 2023-001. Commissioner Lisle recused himself due to a conflict of interest.

To view the hearing, please click on the provided link:
<https://planotx.new.swagit.com/videos/269726?ts=989>

JA/kob

cc: Eric Hill, Assistant Director of Planning
Christina Sebastian, Land Records Planning Manager
Mike Bell, Comprehensive Planning Manager
Caleb Thornhill, Director of Engineering
Brian Shewski, Transportation Manager

AGENDA ITEM NO. 1E

DISCUSSION AND ACTION: Repeal of Transportation-Related Policy Documents

APPLICANT: City of Plano

DESCRIPTION: Repeal of Transportation-Related Policy Documents - Discussion and consideration of a request to repeal obsolete transportation-related policy documents, including the repeal of Ordinance No. 2009-6-10, thereby rescinding the Thoroughfare Standards Rules and Regulations, as amended, Traffic Island Guidelines (1989), and Private Street Subdivision Guidelines (1994). Project #DI2023-013.

BACKGROUND:

The purpose of this item is to consider making a recommendation to the City Council for the repeal of the [Thoroughfare Standards Rules and Regulations](#) and two additional policy documents previously identified to be reviewed as part of the update and replacement:

- [Traffic Island Guidelines](#) (1989)
- [Private Street Subdivision Guidelines](#) (1994)

As this item reaches City Council, it will include a proposal to change to Article V. (Building Lines on Specific Streets) of Chapter 6 of the Code of Ordinances. This article, dating back to 1963, establishes building lines in the downtown area for 14th Street, 15th Street, 16th Street, G Avenue, and L Avenue. The standards in this code conflict with other regulations, are in a location that is not typical of development standards and need to be removed for consistency. These changes are not included for the Commission's consideration, due to their location in the Buildings and Building Regulation chapter of the Code of Ordinances,

Thoroughfare Standards Rules and Regulations

Last updated in 2009, the Thoroughfare Standards establish the minimum standards for the design and construction of thoroughfares, streets, sidewalks, and other street design elements within the city. This document is proposed for repeal, with updated content relocated to the Street Design Standards in Agenda Item No. 1A.

Traffic Island Guidelines and Private Street Subdivision Guidelines

At its April 18, 2022, meeting, the Planning & Zoning Commission (Commission) recommended a process to review long-standing planning policy documents in groups based on priority, ease of review, and potential need for updates. This process grouped these documents into one of four categories for consideration by the Commission:

Policy Document Review Group	Review Process	Number of Policy Documents
Group 1 - Policy Documents Recommended for Retirement/Repeal	COMPLETE <ul style="list-style-type: none"> • Commission - Recommended repeal on 5/16/22 • City Council - Approved repeal on 6/13/22 	6, plus 15 Neighborhood Action Plans
Group 2 - Priority Policy Documents to be Addressed during Future Policy/Plan Updates	Scheduled as Commission agenda items during future planning activities	18, Future planning activities that would incorporate or update past documents: <ul style="list-style-type: none"> • Community Design Plan (11) • Downtown Vision & Strategy (1) • Expressway Corridor Environmental Health Study (1) • Housing Value Retention Analysis (1) • Retail Corners (2) • Thoroughfare Standards (2)
Group 3 - Policy Documents to be Reviewed by a Commission Subcommittee	COMPLETE <ul style="list-style-type: none"> • Commission subcommittee meetings, followed by full Commission consideration on 9/6/22 and 10/3/22 • City Council - Approved repeal on 11/14/22 	12
Group 4 - Other Policy or Reference Documents	No Review Needed	23

The Traffic Island Guidelines and Private Street Subdivision Guidelines are included in Group 2: Priority Policy Documents to be Addressed during Future Policy/Plan Updates (Reviewed by the Full Commission). Group 2 includes documents that are considered outdated but may be relevant for future priority planning activities that meet the city’s Comprehensive Plan objectives. The following provides background information on the three documents recommended for repeal:

- [Traffic Island Guidelines \(1989\)](#)

The Traffic Island Guidelines were adopted on August 28, 1989. These guidelines were originally created to address the concerns of citizens regarding the negative impact of traffic on residential streets, particularly regarding volume and speed. The document acknowledges that traditional traffic control measures like stop signs and speed limits are often ineffective in reducing traffic speed and volume on residential collector streets. Instead, it recommends the use of physical changes to the roadway to effectively reduce speeds.

The guidelines address the implementation of traffic islands, which are placed in the center of intersections within residential areas and consist of a circular, mountable curb made of concrete, and a variable diameter based on the width of the intersecting streets. The primary objective of traffic islands is to discourage cut-through traffic, where drivers use residential roads as shortcuts or alternate routes. The document highlights that traffic islands can significantly reduce speeds, accidents, and collision severity, thereby contributing to quieter and safer neighborhoods. It suggests that traffic islands are a cost-effective solution to mitigate the negative impacts of traffic on residential areas. To propose the installation of a traffic island, a petition must be circulated among all property owners and must have the support of at least 80% of property owners in the defined petition area.

Section 13 of the proposed Street Design Standards provides an updated process for neighborhoods to petition for the installation of traffic calming devices and outlines the request, design, outreach, and approval process for traffic calming devices. The process to petition for traffic management is clearer and more streamlined with a focus on user-friendliness for both citizens and staff. The section also includes an updated toolkit for traffic calming devices that include visually narrowing techniques (i.e., pavement markings, such as marked parking spaces, and physical elements, such as street trees), horizontal deflection techniques (i.e., bulb-outs, chicanes, etc.), and vertical deflection (i.e., speed cushions, speed humps, etc.).

- **[Private Street Subdivision Guidelines \(1994\)](#)**

When originally adopted on June 13, 1994, the Private Street Subdivision Guidelines were primarily intended to provide guidance for the design of gated communities. The guidelines address the appropriateness of location, access, and other design requirements. The Zoning Ordinance and Subdivision Ordinance have since been updated to require a Specific Use Permit (SUP) for the development of single-family subdivisions with private street networks. The proposed Street Design Standards and associated amendments to the Subdivision Ordinance incorporate the remaining guidelines into these documents, rendering the Private Street Subdivision Guidelines obsolete.

RECOMMENDATION:

Staff recommends the repeal of the Thoroughfare Standards Rules and Regulations (Ord. 2009-6-10 as amended), Traffic Island Guidelines (1989), and Private Street Subdivision Guidelines (1994) subject to approval by the City Council of the Street Design Standards, Zoning Case 2023-003, Comprehensive Plan Amendment 2023-001, and Subdivision Ordinance Amendment 2023-001.