Comprehensive Plan Amendment 2023-001

An Ordinance of the City of Plano, Texas, amending the Thoroughfare Plan Map and Cross Sections of the Comprehensive Plan, originally adopted by Ordinance No. 2021-11-1, incorporating amendments associated with adoption of the Street Design Standards; and providing an effective date.

WHEREAS, the Comprehensive Plan is the key long-range guide for the future growth, development, and redevelopment of the city and serves as a 20 to 30 year visionary guide, providing policy and direction for land use, transportation, housing, city services, and other important aspects of the community; and

WHEREAS, the Comprehensive Plan was adopted on November 11, 2021, (Ordinance No. 2021-11-1); and most recently amended on July 24, 2023 (Ordinance Nos. 2023-7-11 and 2023-7-12); and

WHEREAS, the Comprehensive Plan recommends regular review and updating, as needed, to maintain alignment with other City of Plano policies and to account for changing conditions in the community; and

WHEREAS, the Thoroughfare Plan Map and Cross Sections of the Comprehensive Plan are used in conjunction with the Thoroughfare Standards Rules and Regulations, and other applicable regulations, to guide the location, classification, and design of roadways in Plano; and

WHEREAS, in 2021, the City of Plano initiated an update of the Thoroughfare Standards Rules and Regulations to incorporate best practices in roadway design and implement recommendations consistent with the Transportation Component of the Comprehensive Plan; and

WHEREAS, the proposed update of the Thoroughfare Standards Rules and Regulations, to be renamed the Street Design Standards, incorporates the principles of context sensitive street design and multimodal transportation planning into a new functional classification and typology system to be used in conjunction with amendments to the Thoroughfare Plan Map of the Comprehensive Plan; and

WHEREAS, associated updates to the Thoroughfare Plan Map of the Comprehensive Plan include new descriptions of functional classifications, land use contexts, and design characteristics, incorporation of a Downtown Streets Plan and street classifications, and relocating cross sections to the Street Design Standards; and

WHEREAS, the Planning & Zoning Commission held a public hearing on August 21, 2023, open to all persons wishing to comment on the proposed Comprehensive Plan amendments, and subsequently recommended approval of said amendments; and

WHEREAS, the City Council held a public hearing, open to persons wishing to comment on the proposed Comprehensive Plan amendments, on the 11th day of September 2023; and

WHEREAS, the City Council, having been presented the proposed amendments to the Comprehensive Plan to incorporate the amendments upon full review and consideration thereof, and all matters attendant and related thereto, is of the opinion that the amendments should be approved and adopted by the City of Plano.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT:

Section I. The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section II. The Thoroughfare Plan Map and Cross Sections of the Comprehensive Plan, and its associated action statements, are hereby amended as depicted in Exhibit A.

Section III. The primary format of the Comprehensive Plan is a publicly accessible website (www.PlanoCompPlan.org) that allows amendments to be efficiently incorporated.

Section IV. The City of Plano has the ability to prepare other plans, policies, or strategies as required in accordance with Section 213.004, Local Government Code.

Section V. The City Manager is authorized to implement continual maintenance and periodic technical updates of the Comprehensive Plan to adjust such items as facts, figures, inventories, and descriptions or graphic depictions of existing conditions, excluding the strategic framework of the Plan.

Section VI. This Ordinance shall become effective immediately upon its passage.

PASSED AND APPROVED on the 11th day of September, 2023.

_____

John B. Muns, MAYOR

ATTEST:

_____

Lisa C. Henderson, CITY SECRETARY

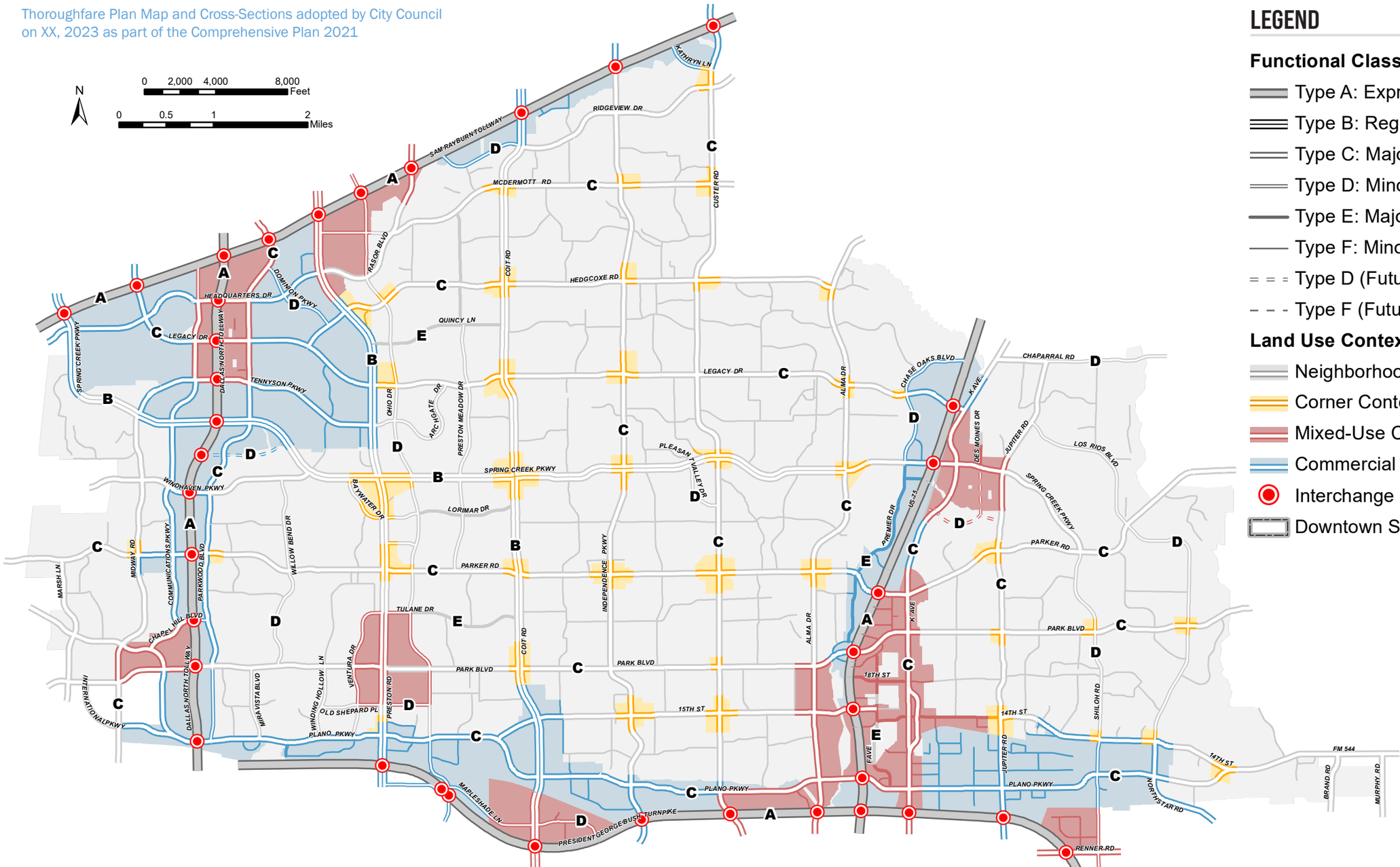
APPROVED AS TO FORM:

_____

Paige Mims, CITY ATTORNEY

THOROUGHFARE PLAN MAP

Thoroughfare Plan Map and Cross-Sections adopted by City Council on XX, 2023 as part of the Comprehensive Plan 2021



LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type F: Minor Collector
- Type D (Future)
- Type F (Future)

Land Use Context

- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets

Date: September 2023
Source: City of Plano

Thoroughfare Plan Map

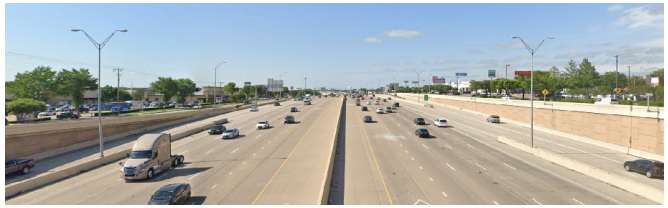
The Thoroughfare Plan Map identifies the major roadway transportation facilities necessary to support the city's mobility needs based on existing and anticipated development patterns. The map reflects a context-sensitive approach to thoroughfare planning and design that takes into consideration the connection between street functions and the adjacent land uses they serve. Thoroughfare types and their design priorities are based on a combination of Functional Classification and Land Use Context. **Functional Classification** defines the hierarchy of streets according to their ability to move traffic throughout the thoroughfare network and provide access to adjacent properties. These classifications establish the basic physical dimensions of a thoroughfare, including the number of lanes and right-of-way width. **Land Use Contexts** are based on the typical intensity, scale, and mix of land uses established by the Future Land Use Map, and define the various street design considerations and multimodal priorities, such as on-street parking, landscaping, bicycle facilties, and pedestrian enhancements.

FUNCTIONAL CLASSIFICATIONS

FUNCTIONAL CLASS CHARACTERISTICS

FUNCTIONAL CLASSIFICATION		MINIMUM ROW (FT)	MEDIAN WIDTH (FT)	NUMBER OF LANES
A	Freeways/ Tollways	TXDOT/NTTA	2-24	8-10
B	Regional Arterials	130-160	20-24	6-8
C	Major Arterials	110	16-20	4-6
D	Minor Arterials	92-98	16-20	4
E	Major Collectors	68-73	11-20	2-4
F	Minor Collectors	60-62	N/A	2-4
G	Local/Residential Streets	50-63	N/A	2
DOWNTOWN STREETS	Downtown Couplet, Gateway Corridors, Mixed Use Locals, Residential Locals (see Downtown Streets Plan)			
SPECIAL STREETS	Alley, Mews, Paseos, and Shared Streets Functional design characteristics vary			

TYPE A: EXPRESSWAYS



Type A Thoroughfares include U.S. Highway 75, the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT), and the Sam Rayburn Tollway (SRT). These roadways are intended to carry the highest proportion of regional traffic through the city and are designed to accommodate high traffic capacity and longer trip lengths. The standard right-of-way width varies depending on the number of lanes, need for grade separation, and inclusion of service roads. These roadways are managed by external agencies such as the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA); however, the City manages driveway access from the service roads. Intersections with arterial roadways are typically grade separated.

TYPE B: REGIONAL ARTERIALS

Type B Thoroughfares are the major north-south and east-west roadways that are designed to accommodate very high traffic volumes, including regional commuter traffic. Examples of Type B Thoroughfares include Preston Road, Spring Creek Parkway, and Coit Road. Spring Creek Parkway and Preston Road include special design regulations in the city's Street Design Standards. Traffic and access management are prioritized in these corridors through signal timing coordination, deceleration lanes for turning movements, sharing of driveways, and median openings.

TYPE C: MAJOR ARTERIALS

Type C Thoroughfares are the city's major "cross-town" roadways. While citywide connectivity is the primary function, these arterials typically serve lower traffic volumes and less regional pass-through traffic than their Type B counterparts. These roadways are typically six lanes separated by a landscaped median. Traffic and access management are still prioritized in these corridors, but also include a greater emphasis on modal integration through shared-use paths, bus transit facilities, and pedestrian enhancements near major intersections.

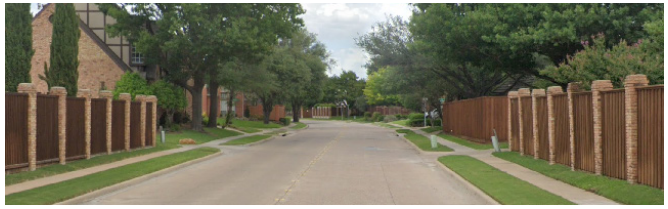
TYPE D: SECONDARY ARTERIALS

Type D Thoroughfares are intended to support and feed the regional/major arterial system and are intended for moderate-volume, moderate-speed traffic movement. These arterials typically serve trips of shorter lengths compared to Type C Major Arterials. Access to adjacent property is partially controlled with medians. Within mixed-use areas, these streets may serve as a Major Median Divided boulevard with on-street parking and active parkways.

TYPE E: MAJOR COLLECTORS

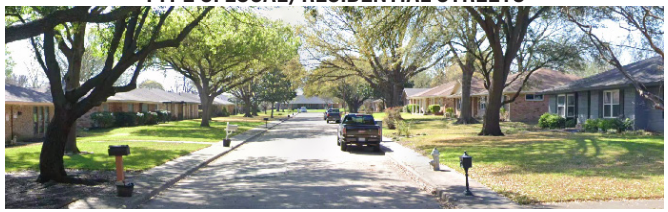
Type E Thoroughfares are intended to collect and distribute traffic between arterial streets and minor collectors or local streets. They are intended for short length trips while also providing access to abutting properties. Major Collectors are designed to provide a greater balance between mobility and land access, and the number of lanes may vary depending on mobility and land use context priorities. Due to typical lower traffic speeds and volumes, these roadways may also be appropriate enhanced multimodal connections for bicyclists and pedestrians.

TYPE F: MINOR COLLECTORS



Type F Thoroughfares typically serve as minor collector streets that accumulate traffic from local streets for distribution to the arterial street network. Minor Collectors are intended for low-speed, low-volume traffic movement and for short length trips, and are appropriate in residential, commercial, and industrial areas. Minor Collectors in mixed-use areas or adjacent to multifamily housing are often designed with on-street parking. Not all Type F streets are not shown on the Thoroughfare Plan Map, but may be required in special circumstances under the Subdvision Ordinance (adjacnt to parks, for examples) or for new developments based on a Traffic Impact Analysis (TIA).

TYPE G: LOCAL/RESIDENTIAL STREETS



The Type G Local/Residential Street is Plano's most common street type and provides direct access to abutting properties and individual residential lots. In most cases, they are designed to allow two-way traffic with parking against the curb. Where heavy on-street parking is present, traffic may be limited to one travel lane with automobiles required to yield. Type G also serve as "Minor Streets" in mixed-use areas, having wider sidewalks, street tree buffers, and on-street parking. Note that Type G streets are not shown on the Thoroughfare Plan Map, but are required in accordance with the Subdivision Ordinance.

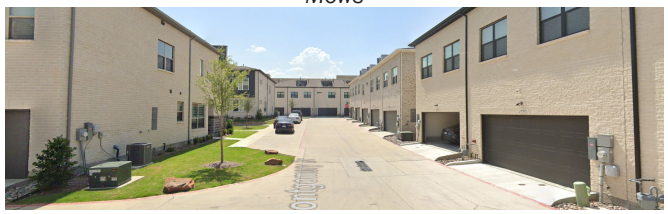
DOWNTOWN STREETS

Historic Downtown Plano includes many older streets that were originally constructed prior to modern roadway standards. The design of these streets requires special consideration to create a walkable environment despite many constraints, including limited right-of-way widths, overhead and underground utilities, and on-street parking needs. To addres these needs, the Downtown Streets Plan inset of the Thoroughfare Plan Map inlcudes a special set of functional classifications which are flexible and customized to individual street segments. Their cross-sections are subject to the special design standards of the Street Design Standards rather than the standard Type A-G functional classification system.

SPECIAL STREETS

This category of streets includes Mews, Paseos, and Shared Streets that serve specialized purposes in mixed-use areas. Placement of these streets are appropriate in accordance with the Subdivision Ordinance and Street Design Standards.

Mews

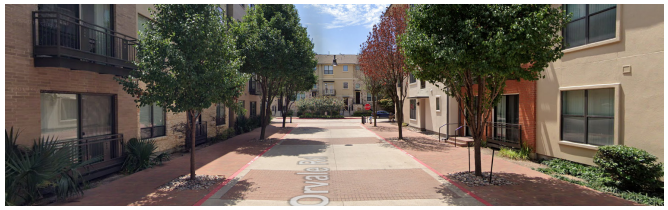


A mews is a narrow street (typically wider than an alley) that often serves as the only vehicular and emergency access for residential lots in small-lot subdivisions. Mews are most approptriate where lots are designed with secondary frontage on common courtyards, open space, a paseo, or other landscape feature.

Paseo

A paseo is a pedestrian-only right-of-way not adjacent to streets, most typically used in small lot residential development and other mixed-use settings. Dwelling units abutting a paseo front onto the paseo.

Shared Street



A shared street is an alternative local street designed to be shared among various modes of travel in a commercial or residential setting. Shared streets are typically curbless and blend the borders, surfaces, or zones used by drivers, pedestrians, bicyclists, and other road users. They require traffic calming, very low speed limits, and signage.

LAND USE CONTEXTS

Land Use Contexts are serve as an overlay on the Thoroughfare Plan Map functional classification system, providing design and modal priority guidance to complement the surrounding area. Four land use contexts are identified that allow context-sensitive street design to be flexible for differing priorities: **Neighborhood**, **Commercial**, **Corner**, and **Mixed-Use**. These contexts influence differences in street design in terms of multimodal mobility, safety, access, and place-making functions of the public right-of-way.

NEIGHBORHOOD

Streets in the Neighborhood Context are those located within the Neighborhood, Open Space Network, and Social Network future land use designation. As the most common context in Plano, it is highly suburban in nature, with wider standard travel lanes widths, landscaped medians, green parkways, and sidewalks. On major arterial roadways, the street is often framed by the masonry subdivision walls that surround many Plano neighborhoods. Collectors and local residential streets are characterized by their medium block length, safe pedestrian connections to trails, parks, and schools, and attractively landscaped parkways and medians.

- Medium Block Length
- Curvilinear residential streets
- Standard travel lanes
- Traffic calming on residential collectors and streets

CORNER

Streets in the Corner Context are those located within the Neighborhood Corner and Community Corner future land use designations. The design of major arterials through these areas are similar to Neighborhood and Commercial contexts, but incorporate enhancements at major intersections to improve connectivity and pedestrian safety. The design of collectors and local streets may vary depending upon the application:

- Where contemporary residential subdivisions are introduced as an extension of the Typical Neighborhood Design (see Neighborhoods Dashboard) for an entire corner, use of the Neighborhood context is most appropriate.
- Where small-lot subdivisions are introduced as part of a corner redevelopment or revitalization, the use of on-street parking, street trees, wider sidewalks, and attractive parkways are encouraged to create a more pedestrian-friendly environment that complements a low-rise, suburban scale.

COMMERCIAL

Streets in the Commercial Context are those located within the Expressway Corridor and Employment Center future land use designations. These streets share similar characteristics to those in the Neighborhood contexts, but often have buildings set back further from the road, do not feature on-street parking in most areas, and often serve higher traffic volumes and speeds. These streets should be designed to maintain efficient traffic flow with appropriate driveway access and intersection design, while also accommodating pedestrians with generous parkways to provide a buffer between sidewalks and vehicular travel lanes.

- Wide Block Lengths
- Wider Landscaped Medians and Parkways
- Limited Access
- Prioritize turning movements
- Straight or curvilinear streets

MIXED-USE

Streets in the Mixed-Use Context include those within the Suburban Activity Centers, Urban Activity Centers, and Downtown Corridors future land use designations. They may also be used in other locations where mixed-use development is deemed appropriate through the zoning process. They are intended to promote a highly walkable form that complement the integrated mix of uses in these areas. The design of these streets promote slower traffic speeds and support multiple modes of transportation, including pedestrians, bicycles, cars, and transit. Curbside management is also important in these areas given the multipurpose use of street space.

- Urban Streets and Short Block Lengths are typical, however Traditional Streets with Short to Medium Block Lengths may also be appropriate in SA areas
- On-street Parking and Curbside Management
- Bicycle and Transit Facilities
- Wider pedestrian zones for higher pedestrian activity
- Trees and landscaping for aesthetics and shade

THOROUGHFARE DESIGN CHARACTERISTICS

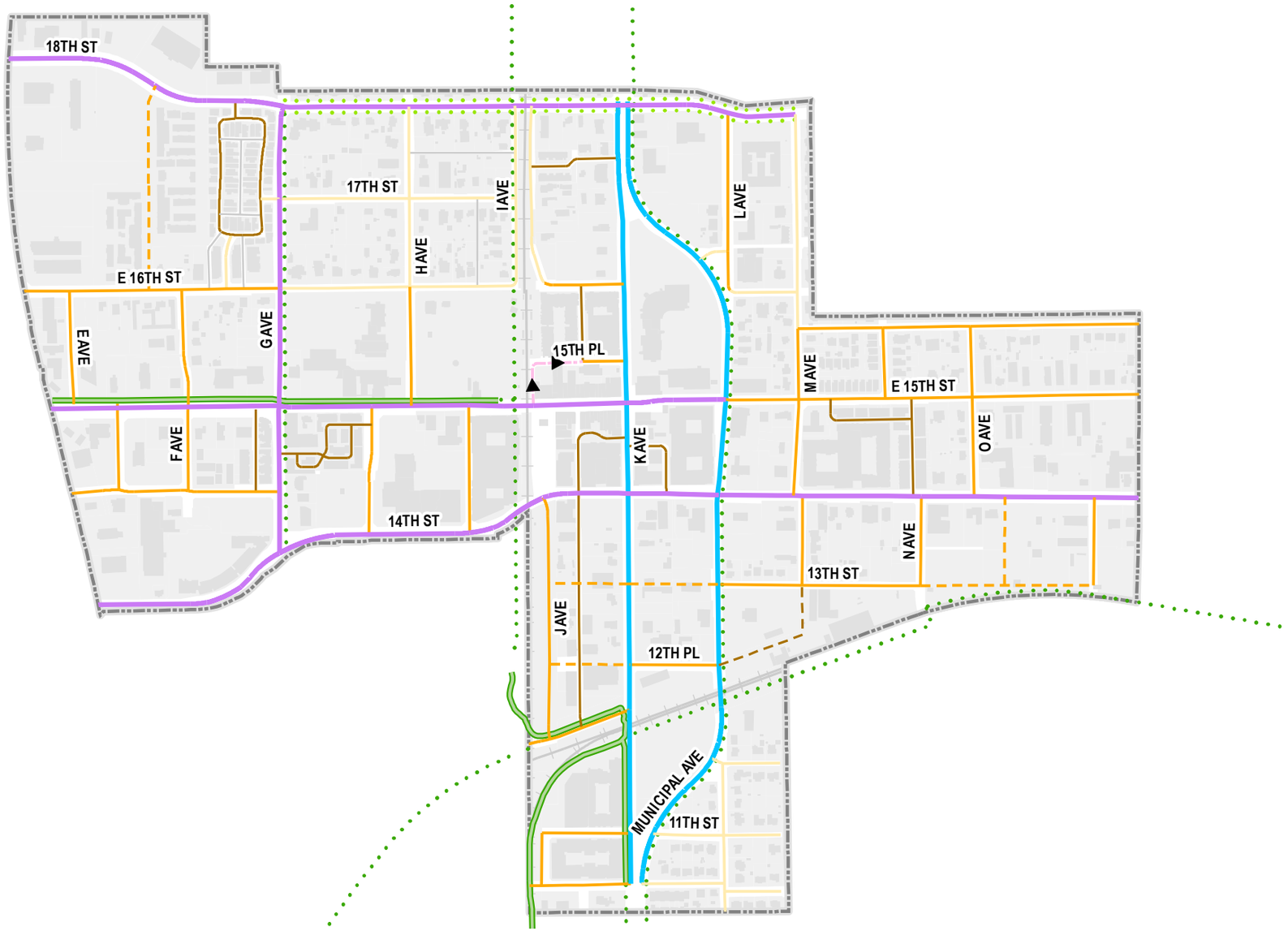
This table identifies the general street design characteristics that are typical or appropriate on various street types. This information is intended as a reference to inform choices for individual streets; however, final design decisions will be context specific. More detailed guidance on these street elements is provided in the Street Design Standards.

LEGEND
■ Typical ○ Optional
▲ Recommended ✖ Not Applicable

		ARTERIALS (TYPE B-D)				COLLECTORS (TYPE E-F)				LOCAL STREETS (TYPE G)			
	LAND USE CONTEXT DESIGN ELEMENTS	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE
TRAVELWAY ZONE	Travel Lanes	■ 11-12' Width	■ 11-12' Width	■ 11-12' Width	■ 11-12' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width
	Median	■	■	■	■	○	○	○	▲	✖	✖	✖	✖
	Traffic Calming	✖	✖	✖	✖	○	○	○	▲	○	○	○	▲
CURBSIDE/FLEX ZONE	On-Street Parking	○ Type C/D only	✖	✖	○ Type C/D only	○	○	○	■	■	■	■	■
	Loading/Pick-up/Drop-off Zones	✖	✖	✖	✖	✖	○	○	○	✖	○	○	○
	Enhanced Transit Stops	○	○	○	▲	○	○	○	▲	✖	✖	✖	✖
	Shared-Use Path/ Off-Street Bicycle Facility	○	○	○	▲	○	○	○	▲	✖	✖	✖	✖
	On-Street Bicycle Facility	○ Type C/D only	○ Type C/D only	○ Type C/D only	▲ Type C/D only	○	○	○	▲	○	○	○	○
PEDESTRIAN ZONE	Sidewalks	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width
	Seating/Street Furniture	✖	✖	✖	○	✖	✖	✖	▲	✖	✖	○	▲
	Buffer from Travelway	■	■	■	■	○	○	○	○	○	○	○	○
GREEN ZONE	Landscaped Edge	■	■ Wide Edge	■	■	▲	▲	▲	▲	○	○	○	▲
	Street Trees	▲	▲	▲	▲	○	○	○	▲	○	○	○	▲
	Enhanced Landscaping/ Streetscaping	✖	○	○	▲	✖	○	○	■	✖	○	○	▲
	Pedestrian-Scale Lighting	✖	✖	✖	▲	✖	✖	○	■	○	○	○	■

DOWNTOWN STREETS PLAN

Thoroughfare Plan Map and Cross-Sections adopted by City Council on XX, 2023 as part of the Comprehensive Plan 2021



LEGEND

Downtown Street Type

- Downtown Couplet
- Gateway Corridor
- Mixed-Use Local
- Residential Local
- Alley
- Mews/Special Street
- Special Condition Street
- Future Mixed-Use Local
- Future Mews/Special Street

Street Features

- Existing Shared-Use Path
- Proposed Shared-Use Path
- Proposed Bike Lanes

Boundary

N

0 250 500 1,000 Feet

Date: July 2023
Source: City of Plano

Downtown Streets Plan

The Downtown Streets Plan addresses the unique challenges and opportunities presented by the historical street grid and development patterns in Downtown Plano. The plan emphasizes enhanced accessibility, bicycle and pedestrian connections, and attractive gateways in accordance with the Character Defining Elements of the Downtown Corridors future land use category. Key features include wider sidewalks, on-street parking, designated space for streetscaping and other streetside amenities, and opportunities for new bicycle connections. A unique street classification system provides practical mobility solutions, tailored to the needs of individual street segments. These include the **Downtown Couplet**, **Gateway Corridors**, **Mixed-Use Locals**, **Residential Locals**, and other **Special Streets**. Implementation of the streets is expected to occur over time through redevelopment and the city's Community Investment Program (CIP). To prevent piecemeal improvements and inconsistent design application, major improvements to the Downtown Couplet and Gateway Corridors should be programmed into the CIP. Improvements to local streets will mostly occur as properties redevelop.

DOWNTOWN STREET CLASSIFICIATIONS

DOWNTOWN STREET CHARACTERISTICS

DOWNTOWN STREET TYPE	STREETS	TYPICAL RIGHT-OF-WAY	# OF LANES
Downtown Couplet	K Ave/ Municipal Ave	58' (each direction)	2 (each direction)
Gateway Corridor	18th Street	60-80'	2-3
	15th Street (West of G Ave)	100'	5
	15th Street (East of G Ave)	65-82'	3-4
	14th Street	65-80'	3-4
	G Ave	61-65'	2-3
Mixed-Use Local	Multiple	50'	2
Residential Local	Multiple	50'	2
Special Streets: Mews/Paseos/ Shared Streets	Multiple	ROW Varies	Two-way Travelway

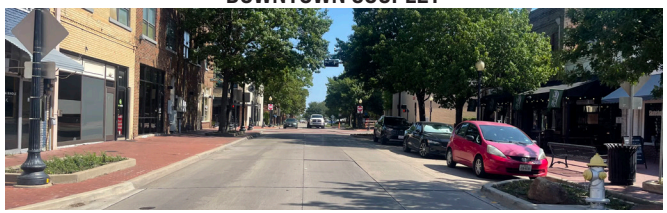
GATEWAY CORRIDORS

The Gateway Corridors are major access points to Downtown. They play a significant function in creating welcoming entrances for Downtown, while also providing safe and attractive corridors for various modes of transportation. These streets have varying right-of-way (ROW) widths, and each street's planned design takes into consideration the ability to accommodate pedestrian and bicycle activity, on-street parking, and enhanced streetscaping elements. Preliminary cross-section designs are included in the Street Design Standards. Final design may vary based on traffic studies and coordination with adjacent properties.

RESIDENTIAL LOCAL

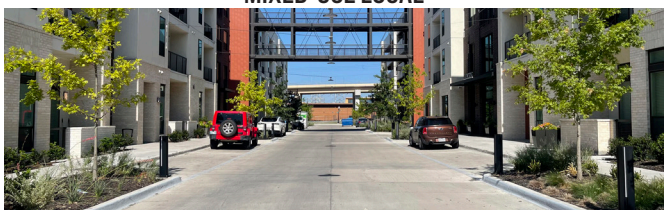
Residential Local Streets provide direct access to abutting residential properties within Downtown. These streets primarily serve residential areas in the Neighborhoods Future Land Use category and, therefore, are expected to have lower pedestrian activity compared to Mixed-Use Local Streets. The design of these streets follows a more conventional residential street and pedestrian area approach, focusing on creating safe and comfortable spaces for resident access. These streets maintain a residential character while still contributing to the overall fabric of Downtown.

DOWNTOWN COUPLET



The Downtown Couplet serves as the primary north-south connection through Downtown. It consists of one-way travel with two lanes in each direction. This street type not only facilitates essential vehicle movement but also plays a crucial role in supporting pedestrian activity, as it provides vital access to many Downtown destinations. The Downtown Couplet is intended to accommodate a shared-use bicycle and pedestrian connection, extending the existing trail network and promoting active transportation options within the Downtown area. Preliminary cross-section designs are included in the Street Design Standards. Final design may vary based on traffic studies and coordination with adjacent properties.

MIXED-USE LOCAL



Mixed-Use Local Streets are characterized by their direct access to abutting properties with mixed-use activities. These streets experience a higher level of pedestrian and curbside activity compared to other local streets in Downtown. To ensure pedestrian safety and enhance the streetscape, designated parking lanes are incorporated through the use of curb extensions. These curb extensions serve a dual purpose by calming traffic speeds and creating additional space for landscaping or pedestrian amenities. Mixed-Use Local Streets aim to foster vibrant and pedestrian-friendly environments that encourage people to explore and engage with the surrounding mixed-use developments.

SPECIAL STREETS - MEWS/PASEOS/SHARED STREETS

This category of streets includes Mews, Paseos, and Shared Streets that serve specialized purposes in the Downtown area. Design and placement of these streets are appropriate in accordance with the Subdivision Ordinance and Street Design Standards.