



CITY COUNCIL

**1520 K Avenue, Plano TX 75074 and via
videoconference**

DATE: January 27, 2025

TIME: 7:00 PM

This City Council Meeting will be held in person in the Senator Florence Shapiro Council Chambers and via videoconference. A quorum of the City Council, including the presiding officer, will participate in person. The facility will be open to members of the public.

For those wanting to watch the meeting but not address the Council, the meeting will be live-streamed on Plano's website at www.planotv.org, [YouTube.com/cityofplano](https://www.youtube.com/cityofplano) and [Facebook.com/cityofplano](https://www.facebook.com/cityofplano).

To speak at the meeting, register at Plano.gov/SpeakerRegistration. Online registration opens at 5:00 p.m. on the Wednesday prior to the meeting and **closes at 4:00 p.m.** on the day of the meeting. **ONSITE REGISTRATION IS NOT AVAILABLE.**

Emails regarding agenda items and other comments on City business may be submitted to: councilcomments@plano.gov.

CALL TO ORDER

INVOCATION: Pastor Sam Fenceroy - Mt. Olive Church of Plano

PLEDGE OF ALLEGIANCE / TEXAS PLEDGE: Law Enforcement Explorer Post 911

OUR VISION - PLANO IS A GLOBAL ECONOMIC LEADER BONDED BY A SHARED SENSE OF COMMUNITY WHERE RESIDENTS EXPERIENCE UNPARALLELED QUALITY OF LIFE.

The City Council may convene into Executive Session to discuss posted items in the regular meeting as allowed by law.

PROCLAMATIONS AND SPECIAL RECOGNITIONS

Proclamation: International Holocaust Remembrance Day is January 27, 2025. **Presented**

Presentation: A BEST Neighborhoods designation sign is being presented to the Avignon Windhaven neighborhood. **Presented**

CONSENT AGENDA

The Consent Agenda will be acted upon in one motion and contains items which are routine and typically noncontroversial. Items may be removed from this agenda for individual discussion by a Council Member, the City Manager or any citizen. The Presiding Officer will establish time limits based upon the number of speaker requests.

Approval of Minutes

- (a) January 13, 2025
Approved

Approval of Expenditures

Award/Rejection of Bid/Proposal: (Purchase of products/services through formal procurement process by this agency)

- (b) RFB No. 2025-0030-B for Chisholm Trail Undercrossing at Spring Creek Parkway, Project No. PKR-P-7436, for the Parks and Recreation Department to Garret Shields Infrastructure, LLC in the amount of \$1,063,640; and authorizing the City Manager to execute all necessary documents. **Approved**
- (c) RFB No. 2025-0035-B for Spring Creek Interceptor Phase 1 (7593), Project No. ENG-SS-00002, for the Engineering Department to Flow-Line Construction, Inc. in the amount of \$2,927,576; and authorizing the City Manager to execute all necessary documents. **Approved**

Purchase from an Existing Contract

- (d) To approve the purchase of the Schimelpfenig Shelving Project in the estimated amount of \$383,987 from Libra-Tech Corporation through an existing contract; and authorizing the City Manager to execute all necessary documents. (TIPS Contract No. 230301) **Approved**

Approval of Contract: (Purchase of products/services exempt from State of Texas Competitive Bid Laws)

- (e) To approve an Interlocal Agreement between the City of Plano and Collin County Community College District through September 30, 2026, with up to two (2) two-year renewals to provide educational and career services; and authorizing the City Manager to execute all necessary documents. (City of Plano Contract No. 2025-0170-1) **Approved**

Approval of Expenditure

- (f) To approve an expenditure in the estimated amount of \$145,000 for advertising services for a two (2) year contract from Medium Giant Company, Inc.; and authorizing the City Manager to execute all necessary documents. (Contract No. 2025-0122-X) **Approved**

- (g) To approve an expenditure for construction materials testing professional services for Material Testing - Residential 2025, Project No. PW-S-00070, in the amount of \$200,000 from TEAM Consultants, Inc. for the Public Works Department; and authorizing the City Manager to execute all necessary documents. **Approved**

Adoption of Resolutions

- (h) To approve the Investment Portfolio Summary for the quarter ended September 30, 2024; and providing an effective date. **Adopted Resolution No. 2025-1-9(R)**
- (i) To accept the findings and opinions of the Annual Audit; authorizing the City Manager, or in his absence the Director of Finance, to publish the results thereof; and providing an effective date. **Adopted Resolution No. 2025-1-11(R)**

Adoption of Ordinances

- (j) To amend Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses - Miscellaneous, of the Code of Ordinances of the City of Plano, to clarify the definitions of "child safety zone," "residence," and "premises"; clarify Offenses and Affirmative Defenses; and delete an affirmative defense allowing a registered sex offender to obtain a court order reducing or waiving the residency restriction; providing a repealer clause, a severability clause, a savings clause, a penalty clause, a publication clause and an effective date. **Adopted Ordinance No. 2025-1-10**
- (k) To amend Section 6-491(2), Political signs/noncommercial purpose signs, of Division 3, Permitted Signs, of Article XII, Temporary Signs, of Chapter 6, Buildings and Building Regulations, of the Code of Ordinances of the City of Plano, to amend regulations for political signs/noncommercial purpose signs at publicly owned active polling locations; and providing a repealer clause, a severability clause, a savings clause, a penalty clause, a publication clause and an effective date. **Adopted Ordinance No. 2025-1-12**

ITEMS FOR INDIVIDUAL CONSIDERATION:

Public Hearing Items:

Applicants are limited to fifteen (15) minutes presentation time with a five (5) minute rebuttal, if needed. Remaining speakers are limited to thirty (30) total minutes of testimony time, with three (3) minutes assigned per speaker. The Presiding Officer may amend these times as deemed necessary.

Non-Public Hearing Items:

The Presiding Officer will permit public comment for items on the agenda not posted for a Public Hearing. The Presiding Officer will establish time limits based upon the number of speaker requests, length of the agenda, and to ensure meeting efficiency, and may include a cumulative time limit. Speakers will be called in the order requests are received until the cumulative time is exhausted.

- (1) Public Hearing and consideration of the Silver Line Station Areas Plan, a long-range planning policy for the 12th Street and Shiloh Road station areas. **Conducted and approved.**

COMMENTS OF PUBLIC INTEREST

This portion of the meeting is to allow up to three (3) minutes per speaker with thirty (30) total minutes on items of interest or concern and not on items that are on the current agenda. The Council may not discuss these items, but may respond with factual or policy information. The Council may choose to place the item on a future agenda.

IMPORTANT MESSAGE Comments of Public Interest (general comments on items related to city business not on the agenda) will be heard via Zoom at the end of each regular council meeting. To provide general comments, you must register to speak online and register for Zoom by 4:00 p.m. on the day of the meeting. No in-person Comments of Public Interest will be heard at the meeting. If your comments pertain to business unrelated to the City, we will provide a contact to the appropriate agency that can assist you, if applicable, as an alternative means of communication.

The City of Plano encourages participation from all citizens. The Plano Municipal Center has accessible restroom facilities, drinking fountains, and power assist entrance doors. The facility is easily accessed from public sidewalks and parking areas. Designated accessible parking is available on the north and south sides of the building. The Senator Florence Shapiro Council Chambers is accessible by elevator to the lower level. If you require additional assistance or reasonable accommodations under the Americans with Disabilities Act for this meeting or facility, including ASL interpreters, you should submit an ADA Reasonable Accommodation Request Form to the ADA Coordinator at least 48 hours in advance. If you need assistance completing the form, please call 972-941-7152. Complete or download the ADA Reasonable Accommodation Request Form at <https://www.plano.gov/395/Accessibility-Accommodations>.



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025

DEPARTMENT: City Secretary

DIRECTOR: Lisa Henderson, City Secretary

This City Council Meeting will be held in person in the Senator Florence Shapiro Council Chambers and via videoconference. A quorum of the City Council, including the presiding officer, will participate in person. The facility will be open to members of the public.

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AGENDA ITEM: To speak at the meeting, register at Plano.gov/SpeakerRegistration. Online registration opens at 5:00 p.m. on the Wednesday prior to the meeting and **closes at 4:00 p.m.** on the day of the meeting. **ONSITE REGISTRATION IS NOT AVAILABLE.**

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RECOMMENDED ACTION: Location Link



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Proclamations
DIRECTOR: Andrew Fortune, Director of Policy & Government Relations
AGENDA ITEM: Proclamation: International Holocaust Remembrance Day is January 27, 2025.
RECOMMENDED ACTION: Proclamations and Special Recognition

ITEM SUMMARY

Proclamation: International Holocaust Remembrance Day is January 27, 2025. **Presented**



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Proclamations
DIRECTOR: Andrew Fortune, Director of Policy & Government Relations
AGENDA ITEM: BEST Neighborhoods designation
RECOMMENDED ACTION: Proclamations and Special Recognition

ITEM SUMMARY

Presentation: A BEST Neighborhoods designation sign is being presented to the Avignon Windhaven neighborhood. **Presented**



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: City Secretary
DIRECTOR: Lisa Henderson, City Secretary
AGENDA ITEM: January 13, 2025 Minutes
RECOMMENDED ACTION: Approval of Minutes

ITEM SUMMARY

January 13, 2025

Approved

ATTACHMENTS:

Description	Upload Date	Type
Work Session Minutes	1/21/2025	Minutes
Preliminary Open Meeting Minutes	1/21/2025	Minutes
Regular Meeting Minutes	1/22/2025	Minutes

PLANO CITY COUNCIL WORK SESSION
January 13, 2025

COUNCIL MEMBERS PRESENT

John B. Muns, Mayor
Maria Tu, Mayor Pro Tem
Anthony Ricciardelli
Rick Horne
Kayci Prince
Shelby Williams
Rick Smith

COUNCIL MEMBERS ABSENT

Julie Holmer, Deputy Mayor Pro Tem

STAFF PRESENT

Mark Israelson, City Manager
Jack Carr, Deputy City Manager
Shelli Siemer, Deputy City Manager
Sam Greif, Deputy City Manager
LaShon Ross, Deputy City Manager
Paige Mims, City Attorney
Lisa C. Henderson, City Secretary

Mayor Muns called the Work Session to order at 5:01 p.m., Monday, January 13, 2025, in Training Room A of the Plano Municipal Center, 1520 K Avenue, Plano, Texas. A quorum was present.

Discussion and Direction regarding Arts Grants

Cultural Arts Commission Chair Diane Goebel led discussion regarding Major Arts Grant funding maximums, funding for new initiatives, compliance for Small Arts Grant applicants, exceptions for venues outside of the city, and review of the Grant Program after the consultant's report completion.

Council took a brief recess at 5:51 p.m. to move to Suite 250 of the Municipal Center for the tour of the Traffic Management Center. Council reconvened at 6:04 p.m.

Tour of the Traffic Management Center

Nothing further was discussed. Mayor Muns adjourned the meeting at 6:30 p.m.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, City Secretary

**PLANO CITY COUNCIL
PRELIMINARY OPEN MEETING
January 13, 2025**

COUNCIL MEMBERS PRESENT

John B. Muns, Mayor
Maria Tu, Mayor Pro Tem
Anthony Ricciardelli
Rick Horne
Kayci Prince
Shelby Williams
Rick Smith

COUNCIL MEMBERS ABSENT

Julie Holmer, Deputy Mayor Pro Tem

STAFF PRESENT

Mark Israelson, City Manager
Jack Carr, Deputy City Manager
Shelli Siemer, Deputy City Manager
Sam Greif, Deputy City Manager
LaShon Ross, Deputy City Manager
Paige Mims, City Attorney
Lisa C. Henderson, City Secretary

Mayor Muns called the meeting to order at 6:33 p.m., Monday, January 13, 2025, in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center, 1520 K Avenue and via videoconference. A quorum was present. Mayor Muns stated the Council would retire into Executive Session, in Training Room A, in compliance with Chapter 551, Government Code, Vernon's Texas Codes Annotated in order to consult with an attorney to receive Legal Advice, Section 551.071 and discuss Real Estate matters, Section 551.072; for which a certified agenda will be kept in the office of the City Secretary for a period of two years as required. The Council convened into Executive Session at 6:37 p.m.

Mayor Muns reconvened the meeting back into the Preliminary Open Meeting at 6:56 p.m. Councilmember Prince was away from the dais.

- **Consideration and action resulting from Executive Session discussion**
- **Consent and Regular Agendas**
- **Council items for discussion/action on future agendas**

With no further discussion, the Preliminary Open Meeting adjourned at 6:57 p.m.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

**PLANO CITY COUNCIL
REGULAR SESSION
January 13, 2025**

COUNCIL MEMBERS PRESENT

John B. Muns, Mayor
Maria Tu, Mayor Pro Tem
Anthony Ricciardelli
Rick Horne
Kayci Prince
Shelby Williams
Rick Smith

COUNCIL MEMBERS ABSENT

Julie Holmer, Deputy Mayor Pro Tem

STAFF PRESENT

Mark Israelson, City Manager
Jack Carr, Deputy City Manager
Shelli Siemer, Deputy City Manager
Sam Greif, Deputy City Manager
LaShon Ross, Deputy City Manager
Paige Mims, City Attorney
Lisa C. Henderson, City Secretary

Mayor Muns convened the Council into the Regular Session on Monday, January 13, 2025, at 7:00 p.m. in the the Senator Florence Shapiro Council Chambers of the Plano Municipal Center, 1520 K Avenue and via videoconference. A quorum was present.

Invocation and Pledge

Pastor Kelvin Foley with North Dallas Community Bible Fellowship led the invocation and students of BEAM Academy led the Pledge of Allegiance and Texas Pledge.

Proclamations and Special Recognitions

Proclamation: January 20, 2025, is Martin Luther King Jr. Day which honors the life and legacy of Dr. King.

Consent Agenda

MOTION: Upon a motion made by Councilmember Horne and seconded by Councilmember Ricciardelli, the Council voted 7-0 to approve all items on the Consent Agenda, as follows:

Approval of Minutes

December 9, 2024
December 17, 2024
(Consent Agenda Item "A")

Approval of Expenditures

Purchase from an Existing Contract

To approve the purchase of MuleSoft renewal for a one (1) year contract for Technology Solutions in the estimated amount of \$106,871 from Carahsoft Technology Corp. through an existing contract; and authorizing the City Manager to execute all necessary documents. (Texas Department of Information Resources Contract No. TX DIR-TSO-4288) (Consent Agenda Item “B”)

To approve the purchase of Microsoft Unified Enterprise Support for a three (3) year agreement for Technology Solutions in the total estimated amount of \$433,712 from Microsoft Corporation through an existing contract; and authorizing the City Manager to execute all necessary documents. (Texas Department of Information Resources Contract No. TX DIR-CPO-4911) (Consent Agenda Item “C”)

Approval of Contract Modification

To approve a decrease to the current awarded contract amount of \$884,080 by \$569,067, for a total contract amount of \$315,013, for Community Development System Implementation from BerryDunn for Technology Solutions; and authorizing the City Manager to execute all necessary documents. (TIPS Contract No. 200601 / City of Plano Contract No. 2023-0504-X, Contract Modification No. 1) (Consent Agenda Item “D”)

Approval of Expenditure

To approve an expenditure for engineering professional services for Ridgeview Ranch Golf Course Flood Study, Project No. PKR-D-00011, in the amount of \$102,700 from Walter P. Moore and Associates, Inc. for the Parks and Recreation Department; and authorizing the City Manager to execute all necessary documents. (Consent Agenda Item “E”)

To approve an expenditure for engineering professional services for Downtown Improvements - 15th Street and K Avenue, Project No. ENG-S-00019, in the amount of \$159,800 from Teague Nall and Perkins, Inc. for the Engineering Department; and authorizing the City Manager to execute all necessary documents. (Consent Agenda Item “F”)

Adoption of Resolutions

Resolution No. 2025-1-1(R): To designate a 5,094 square feet tract of land owned by the City as public right-of-way for H Avenue; authorizing the City Manager to record this resolution; and providing an effective date. (Consent Agenda Item “G”)

Resolution No. 2025-1-2(R): To reappoint Kimberly S. Moore, licensed attorney, to serve a two-year term as ethics investigator as required by Section 2-104 of the Code of Conduct of the City of Plano; and providing an effective date. (Consent Agenda Item “H”)

Resolution No. 2025-1-3(R): To reappoint Taylor Holcomb, licensed attorney, to serve a two-year term as ethics investigator as required by Section 2-104 of the Code of Conduct of the City of Plano; and providing an effective date. (Consent Agenda Item “I”)

Resolution No. 2025-1-4(R): To certify that the City is eligible to receive financial assistance through the North Central Texas Council of Governments Transportation Alternatives Projects Program; designating the Director of Parks and Recreation as being responsible for acting for and on behalf of the City of Plano; certifying that the Los Rios Park has been dedicated for public park and recreational purposes; and providing an effective date. (Consent Agenda Item “J”)

Adoption of Ordinances

Ordinance No. 2025-1-5: To adopt and enact Supplement Number 150 to the Code of Ordinances for the City of Plano; providing for amendment to certain sections of the Code; and providing an effective date. (Consent Agenda Item “K”)

End of Consent

Public Hearing and adoption of Ordinance No. 2025-1-6 as requested in Zoning Case 2024-025 to amend the text of Article 9 (Residential Districts), Article 10 (Nonresidential Districts), Article 11 (Overlay Districts), Article 14 (Allowed Uses and Use Classifications), Article 15 (Use-specific Regulations), Article 16 (Parking and Loading), and Article 17 (Landscaping and Tree Preservation) of the Comprehensive Zoning Ordinance of the City, Ordinance No. 2015-5-2, as heretofore amended, to add a new Expressway Corridor Overlay District, which will apply the same boundary delineations from the Expressway Corridor Environmental Health Map in the Comprehensive Plan to describe the new boundary delineations for the Expressway Corridor Overlay District on the zoning map; and providing a penalty clause, a repealer clause, a savings clause, a severability clause, a publication clause, and an effective date. (Regular Item “1”)

Mayor Muns opened the public hearing. No one requested to speak. Mayor Muns closed the public hearing.

MOTION: Upon a motion made by Councilmember Prince and seconded by Mayor Pro Tem Tu, the Council voted 7-0 to amend the text of Article 9 (Residential Districts), Article 10 (Nonresidential Districts), Article 11 (Overlay Districts), Article 14 (Allowed Uses and Use Classifications), Article 15 (Use-specific Regulations), Article 16 (Parking and Loading), and Article 17 (Landscaping and Tree Preservation) of the Comprehensive Zoning Ordinance of the City, Ordinance No. 2015-5-2, as heretofore amended, to add a new Expressway Corridor Overlay District, which will apply the same boundary delineations from the Expressway Corridor Environmental Health Map in the Comprehensive Plan to describe the new boundary delineations for the Expressway Corridor Overlay District on the zoning map; as requested in Zoning Case 2024-025; and further to adopt Ordinance No. 2025-1-6.

Public Hearing and adoption of Ordinance No. 2025-1-7 as requested in Comprehensive Plan Amendment 2024-001 to amend the Comprehensive Plan, originally adopted by Ordinance No. 2021-11-1, incorporating amendments to the Economic Environment Pillar, Regionalism Pillar, and other Comprehensive Plan Actions and removing the Expressway Corridor Environmental Health Map & Guidelines of the Comprehensive Plan; and providing an effective date. (Regular Item “2”)

Mayor Muns opened the public hearing. No one requested to speak. Mayor Muns closed the public hearing.

MOTION: Upon a motion made by Councilmember Smith and seconded by Councilmember Prince, the Council voted 7-0 to amend the Comprehensive Plan, originally adopted by Ordinance No. 2021-11-1, incorporating amendments to the Economic Environment Pillar, Regionalism Pillar, and other Comprehensive Plan Actions and removing the Expressway Corridor Environmental Health Map & Guidelines of the Comprehensive Plan; as requested in Comprehensive Plan Amendment 2024-001; and further to adopt Ordinance No. 2025-1-7.

Public Hearing and adoption of Resolution No. 2025-1-8(R) to approve the use or taking of a portion of City of Plano public parkland, known as Chisholm Trail at Parker Road, pursuant to Chapter 26 of the Texas Parks and Wildlife Code to approve using a portion of dedicated parkland as an electric easement and right-of-way for the purpose of installing electric equipment on existing overhead structures; authorizing the City Manager, or his designee, to execute all necessary documents; and providing an effective date. (Regular Item “3”)

Chris Bluitt, Sr. Right-of-Way Representative with Oncor provided information regarding the request. Mayor Muns opened the public hearing. No one requested to speak. Mayor Muns closed the public hearing.

MOTION: Upon a motion made by Councilmember Ricciardelli and seconded by Councilmember Horne, the Council voted 7-0 to approve the use or taking of a portion of City of Plano public parkland, known as Chisholm Trail at Parker Road, pursuant to Chapter 26 of the Texas Parks and Wildlife Code to approve using a portion of dedicated parkland as an electric easement and right-of-way for the purpose of installing electric equipment on existing overhead structures; authorizing the City Manager, or his designee, to execute all necessary documents; and further to adopt Resolution No. 2025-1-8(R).

Final Public Hearing on the proposed General Obligation Bond Referendum scheduled for May 3, 2025. (First public hearing held November 25, 2024, and second public hearing held December 9, 2024.) (Regular Item “4”)

Mayor Muns opened the public hearing. Diane Goebel, Gene Dillard, and Steve Lavine spoke to including funding for additional arts spaces. Mayor Muns closed the public hearing.

Discussion and direction regarding 2025 Bond Referendum Projects. (Regular Item “5”)

Council discussed reviewing the items ranked by the citizen advisory committee to determine the final list of referendum projects. The final projects will be determined at the January 27, 2025, council meeting.

Councilmember Smith left the meeting at 8:51 p.m.

Comments of Public Interest

Michelle Zimmet requested the city consider banning horse drawn carriages.

Mary Collier, member of Dallas Area Transit Alliance, spoke to collaboration with DART and the need for public transit.

Nathaniel Adam spoke to the need for DART bus service routes.

David Sorto spoke regarding GoLink and the need for bus service.

Ravi Subramaniam spoke to maintaining the financial commitment to bus and rail services.

Warren Pena, member of Dallas Area Transit Alliance, spoke to the importance of DART, buying into the system and keep improving it.

Dann Moustafa spoke to the transfer of funds to GoLink and removing funds from trains and buses.

Saya Clarke spoke to the use and need for DART/public transit and urged not to defund the system.

Tyler Wright, member of Dallas Area Transit Alliance, spoke to the need for DART/public transit and concerns of a regional GoLink.

Connor Hulla spoke in favor of the Legacy circulator, concerns of GoLink capacity, and not cutting bus service to expand GoLink.

Hyacinth Szabo, member of Dallas Area Transit Alliance, spoke in opposition to on-demand services.

Marissa Miller spoke to the use and need for DART/public transit and supports full funding of DART.

Davis Boykin spoke to the need for DART/public transit and concerns of GoLink.

Mayor Muns provided comments regarding DART.

With no further discussion, the Regular City Council Meeting adjourned at 9:20 p.m.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Parks
DIRECTOR: Ron Smith, Director of Parks and Recreation
AGENDA ITEM: Award of bid in the amount of \$1,063,640 for Chisholm Trail Undercrossing at Spring Creek Parkway Project No. PKR-P-7436.
RECOMMENDED ACTION: Award/Rejection of Bid/Proposal

ITEM SUMMARY

RFB No. 2025-0030-B for Chisholm Trail Undercrossing at Spring Creek Parkway, Project No. PKR-P-7436, for the Parks and Recreation Department to Garret Shields Infrastructure, LLC in the amount of \$1,063,640; and authorizing the City Manager to execute all necessary documents. **Approved**

BACKGROUND

The Chisholm Trail Undercrossing at West Spring Creek Parkway project includes removal of trail and installation of approximately 800 Linear Feet of an elevated concrete trail system, pedestrian lighting improvements, guardrail, and detour signage located on both sides of Spring Creek, west of Custer Road, underneath Spring Creek Parkway.

The section of Chisholm Trail that runs underneath the Spring Creek Parkway vehicle bridge is subject to severe flooding during rain events and deposition of sediment, debris and algae when the water level of Spring Creek recedes, causing hazardous conditions and long closure periods while Parks Maintenance Operations cleans the trail. The project will install a 10' wide elevated trail system on both sides of the creek. Pedestrian lighting and electrical improvements along the underpass will also be completed. Detour signage and phasing will be used during the project to allow trail users to continue using the trail during construction.

The city notified 1,860 vendors of the Chisholm Trail Undercrossing at Spring Creek Parkway Project. The Parks and Recreation Department opened bids on December 3, 2024. Eight (8) complete bids were received for the project as shown in the attached bid recap. The lowest responsive and responsible bid was submitted by Garret Shields Infrastructure, LLC., in the amount of \$1,063,640.

Freese & Nichols, Inc, operating as the project design consultant, reviewed the lowest responsive and responsible bid and evaluated their listed references. Based on their assessment and recommendation letter, the Parks and Recreation Department accepts and recommends the project award to the lowest responsive and responsible bidder, Garret Shields Infrastructure, LLC, and their bid submission in the amount of \$1,063,640.

The benefits of this project includes elevating the trail above the water level of Spring Creek during the majority of rain events, reducing the number and duration of trail closures and reducing the cost of frequent maintenance required to clean the existing trail. This project will also provide improved user safety and visibility with improved pedestrian lighting. Not approving the expenditure will result in continued frequent trail closure periods, safety risks to trail users, and continued frequent maintenance for this section of trail.

FINANCIAL SUMMARY/STRATEGIC GOALS

Funding for this item is budgeted in the 2024-25 Park Improvements CIP. Construction services for the Chisholm Trail Undercrossing at West Spring Creek Parkway project, in the total amount of \$1,063,640, will leave a project balance of \$153,296 for future expenditures.

Approval of this item will support the City's Strategic Plan Critical Success Factor of being an Excellent, Innovative, and Accountable City Government.

ATTACHMENTS:

Description	Upload Date	Type
Location Map	12/19/2024	Map
Bid Recap	12/19/2024	Bid Recap



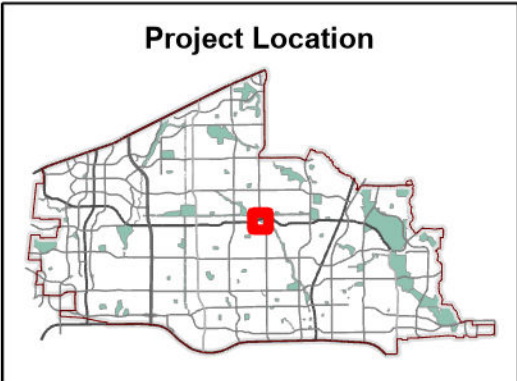
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Feet

City of Plano Park Planning Division
12/13/2024

Location Map

**CHISHOLM TRAIL
UNDERCROSSING AT
SPRING CREEK PARKWAY**

PROJECT NO. PKR-P-7436
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CITY OF PLANO

RFB CIP

Bid No. 2025-0030-B

Chisholm Trail Undercrossing at Spring Creek Parkway

Project No. PKR-P-7436

Bid Recap

Bid Opening Date/Time: Tuesday, December 3, 2024, at 2:00 PM

Number of Vendors Notified: 1860

Vendors Submitting “No Bids”: 4

Number of Non-Responsive Bids Submitted: 0

Number of Responsive Bids Submitted: 8

<u>Vendor:</u>	<u>Total Bid</u>
Garret Shields Infrastructure, LLC	\$1,063,640.00
A T Construction, LLC	\$1,194,830.00
VesCorp Constroction, LLC	\$1,213,060.00
Cole Construction Inc.	\$1,263,491.14
Perfect Finish Landscaping (ALCC, LLC)	\$1,443,296.49
Miller-Hoagland Construction (KSGPK LLC)	\$1,686,101.00
AXIS Contracting, Inc.	\$1,824,646.70
Ragel Inc.	\$2,727,432.95

Recommended Vendor:

Garret Shields Infrastructure, LLC	\$1,063,640.00
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Ruth Escalera

Ruth Escalera , Sr. Buyer

12/19/2024

Date



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Engineering-CIP
DIRECTOR: B. Caleb Thornhill, P.E., Director of Engineering
AGENDA ITEM: Award a bid in the amount of \$2,927,576 for Spring Creek Interceptor Phase 1 (7593), Project No. ENG-SS-00002.
RECOMMENDED ACTION: Award/Rejection of Bid/Proposal

ITEM SUMMARY

RFB No. 2025-0035-B for Spring Creek Interceptor Phase 1 (7593), Project No. ENG-SS-00002, for the Engineering Department to Flow-Line Construction, Inc. in the amount of \$2,927,576; and authorizing the City Manager to execute all necessary documents. **Approved**

BACKGROUND

The Engineering Department opened bids on November 21, 2024 for the Spring Creek Interceptor Phase 1 (7593) project. The project includes installation of approximately 1,100 linear feet of 42-inch FRP to replace the existing 33-inch sewer line. This project is located south of Plano Parkway, continues south and terminates upstream of the existing North Texas Municipal Water District lift station near the intersection of US 75 and the President George Bush Turnpike. The proposed interceptor will add the required sewer capacity and remove bottlenecks within the system that were identified in the city's wastewater master plan. The new line will be installed by open cut method and will require bypass pumping operations to make connections to the existing system.

The lowest responsive and responsible bid was submitted by Flow-Line Construction, Inc., in the amount of \$2,927,576. There were a total of 2,020 vendors notified of this project. Eight (8) complete bids were received for the project as shown in the attached bid recap.

If this project is not awarded, the existing sanitary sewer system in the southern part of Plano Parkway upstream of the NTMWD lift station would continue to surcharge, causing odor and environmental issues, increased maintenance costs for the City and a negative impact on the quality of life for surrounding businesses, schools, developments, and residents.

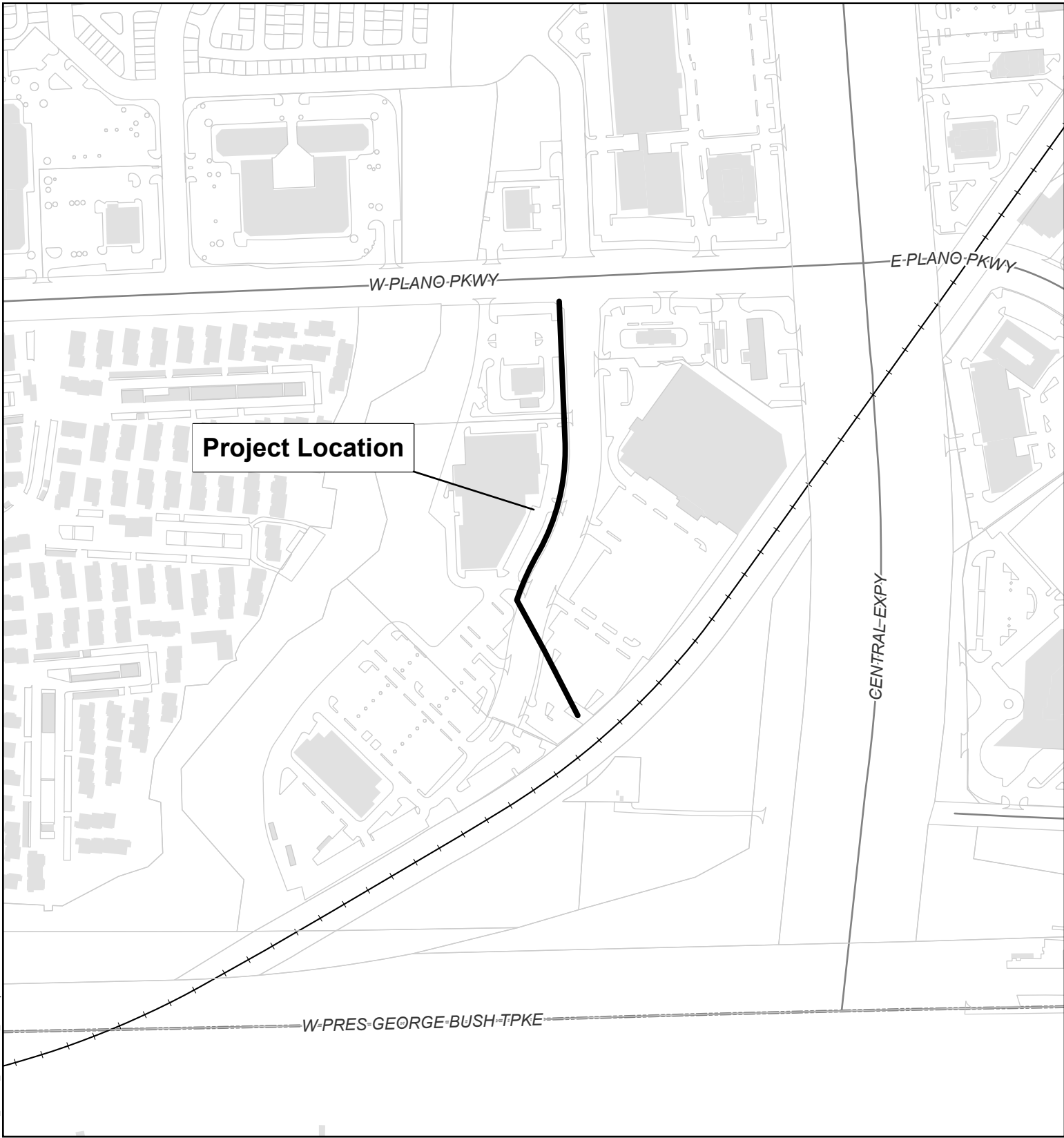
FINANCIAL SUMMARY/STRATEGIC GOALS

Funding for this item is budgeted in the FY 2024-25 Sewer CIP and is planned for future years, as well. Construction services for the Spring Creek Interceptor Phase 1 project, in the total amount of \$2,927,576, will leave a balance of \$71,604 for future expenditures.

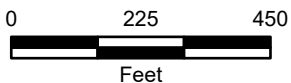
Approval of this item will support the City's Strategic Plan Critical Success Factor of being an Excellent, Innovative, and Accountable City Government.

ATTACHMENTS:

Description	Upload Date	Type
Location Map	12/27/2024	Map



destiller_Z:\BI-GIS\Projects\Engineering\2024\2024-10-25_ENG-SS-00002_Locator_DSI\Locator_7593.aprx

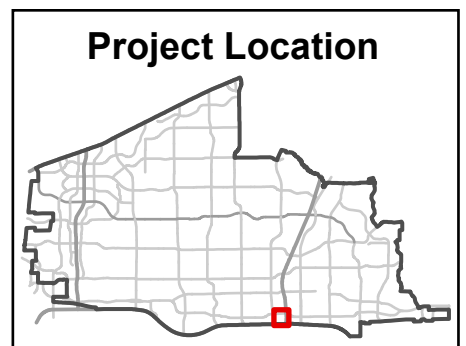


Spring Creek Interceptor - Phase 1

Project No. ENG-SS-00002 (7593)



City of Plano BI-GIS Division
October 2024



CITY OF PLANO

RFB CIP

Bid No. 2025-0035-B

Spring Creek Interceptor Phase 1 (7593)

Project No. ENG-SS-00002

Bid Recap

Bid Opening Date/Time: November 21, 2024 at 2:00 pm

Number of Vendors Notified: 2020

Vendors Submitting “No Bids”: 5

Number of Non-Responsive Bids Submitted: 0

Number of Responsive Bids Submitted: 8

<u>Vendor:</u>	<u>Total Bid</u>
Flow-Line Construction, Inc.	\$2,927,576.00
A & B Construction LLC	\$3,009,818.00
Western Municipal Construction of Texas, LLC	\$3,596,884.30
J&L Construction, LLC	\$3,678,615.03
M-Co Construction, Inc.	\$3,750,483.35
Wilson Contractor Services, LLC	\$3,846,911.82
Atkins Bros. Equip. Co., Inc	\$3,929,605.00
SJLouis Construction of Texas	\$4,085,603.00

Recommended Vendor:

Flow-Line Construction, Inc.	\$2,927,576.00
------------------------------	----------------

Christle Brungardt

Christle Brungardt, Buyer II

1/27/2025

Date



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Engineering-Facilities
DIRECTOR: B. Caleb Thornhill, P.E., Director of Engineering
AGENDA ITEM: Schimelpfenig Library Shelving Project
RECOMMENDED ACTION: Purchase from Existing Contract

ITEM SUMMARY

To approve the purchase of the Schimelpfenig Shelving Project in the estimated amount of \$383,987 from Libra-Tech Corporation through an existing contract; and authorizing the City Manager to execute all necessary documents. (TIPS Contract No. 230301) **Approved**

BACKGROUND

The City of Plano opened cooperative quotes on January 9, 2025 for the Schimelpfenig Shelving Project FAC-Y-00155. The project includes replacement of all shelving. The lowest responsive and responsible quote was submitted by Libra-Tech Corporation in the amount of \$383,987. There were a total four (4) vendors notified of this project. One (1) complete quote was received for the project as shown in the attached Cooperative Recap.

If this project is not awarded, the library will be unable to meet the future needs of its users.

The City is authorized to purchase from a cooperative purchasing program with another local government or a local cooperative organization pursuant to Chapter 271 Subchapter F of the Texas Local Government Code and by doing so satisfies any State Law requiring local governments to seek competitive bids for items. (TIPS #230301 / 2025-0147-O)

FINANCIAL SUMMARY/STRATEGIC GOALS

Funding for this item is available in the 2024-25 Library Facilities CIP. Approval of this expenditure for the 009 Schimelpfenig - New Shelving project, in the total amount of \$383,987, will leave a balance of \$16,013 for future project needs.

Approval of this item will support the City's Strategic Plan Critical Success Factor of being an Excellent, Innovative, and Accountable City Government.

ATTACHMENTS:

Description	Upload Date	Type
Cooperative Recap	1/17/2025	Cooperative Quote Recap

CITY OF PLANO

Bid No. 2025-0147-O Schimelpfenig Shelving Project Cooperative Quote Recap

Bid opening Date/Time: January 9, 2025, at 2:00 p.m.

Number of Vendors Notified: 4

Vendors Submitting “No Bids”: 0

Number of Bids Submitted: 1

<u>Vendor Name:</u>	<u>Amount</u>
Libra-Tech Corporation (via TIPS #230301)	\$383,987.00

Recommended Vendor(s):

Libra-Tech Corporation (via TIPS #230301)	\$383,987.00
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CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Library
DIRECTOR: Libby Holtmann, Director of Libraries
AGENDA ITEM: Approval of an Interlocal Agreement with Collin College for Educational and Career Services
RECOMMENDED ACTION: Approval of Contract

ITEM SUMMARY

To approve an Interlocal Agreement between the City of Plano and Collin County Community College District through September 30, 2026, with up to two (2) two-year renewals to provide educational and career services; and authorizing the City Manager to execute all necessary documents. (City of Plano Contract No. 2025-0170-I) **Approved**

BACKGROUND

This recommendation is to approve an interlocal cooperation agreement between the City of Plano and Collin County Community College District (Collin College), for various educational programs at Plano Public Library (PPL). Under this agreement, Collin College faculty, staff and/or students have opportunity to provide programs related to workforce development, child development and parenting, financial management concepts, STEAM topics, career exploration, and job skills training.

Approval of this agreement will allow PPL to continue to collaborate with Collin College in serving the community, adding expertise to various educational programs. These programs provide Plano’s diverse community with learning opportunities to support economic and workforce productivity.

Failure to approve this item will limit involvement of Collin College personnel and will leave a gap in our Job Resource Connection expertise. (City of Plano Contract No. 2025-0170-I)

FINANCIAL SUMMARY/STRATEGIC GOALS

This item has no financial impact.

Approval of this item supports the City's Strategic Plan Critical Success Factors of Welcoming and Engaged Community.

ATTACHMENTS:

Description	Upload Date	Type
2025-0170-ILA	1/22/2025	Agreement

INTERLOCAL AGREEMENT BETWEEN THE CITY OF PLANO, TEXAS AND COLLIN COUNTY COMMUNITY COLLEGE DISTRICT FOR INFORMATIONAL PROGRAMS

This Interlocal Agreement (the “Agreement”) is made between the CITY OF PLANO, TEXAS, a home-rule municipal corporation (hereinafter referred to as “Plano”), and COLLIN COUNTY COMMUNITY COLLEGE DISTRICT, a Texas public junior college (hereinafter referred to as “COLLIN” or “COLLIN COLLEGE”), referred to individually as “party” and collectively as the “parties”.

WITNESSETH:

WHEREAS, Plano is a political subdivision and COLLIN is a special district within the meaning of the Interlocal Cooperation Act, Texas Government Code, Chapter 791, as amended (the “Act”), and

WHEREAS, the Act provides authority for entities such as COLLIN and Plano to enter into Interlocal agreements with each other to perform governmental functions and services as set forth in the Act, and

WHEREAS, COLLIN is an educational institution that provides its students and community with quality education, career services and practical workforce skills development; and

WHEREAS, Plano’s public libraries (“Plano Public Library”) has a history of providing educational, practical, and creative programming, with an emphasis on early learning, financial literacy, business & entrepreneurship, workforce development, science, technology, engineering, arts and math (“STEAM”), and arts & culture to its patrons; and

WHEREAS, the parties desire to enter into an agreement in which COLLIN would provide educational programming (online or in person) to Plano Public Library’s patrons (“Outreach Program”).

NOW, THEREFORE, Plano and COLLIN for and in consideration of the recitals set forth above and terms and conditions below, agree as follows:

I. TERM

The term of this Agreement will commence upon the last date of signature below (the “Effective Date”) and will continue until September 30, 2026 (“Initial Term”). This Agreement is eligible to be renewed by the parties for up to two (2) two-year terms (each a “Renewal Term”), subject to approval by the applicable governing body, unless terminated earlier by either party in accordance with the terms of this Agreement.

II. PURPOSE

The purpose of this Agreement is for COLLIN to provide Outreach Program at or in partnership with Plano and the Plano Public Library from time to time and upon the mutual agreement of the parties. Before implementing any Outreach Program, the parties will meet to discuss and finalize the scheduling and content of such Outreach Program.

III. OBLIGATIONS OF THE PARTIES

A. COLLIN'S ROLES AND RESPONSIBILITIES

- Under this Agreement, COLLIN may provide the following types of Outreach Programs:
 - Educational Programs: Topics may include but not be limited to early learning, career skills development, financial coaching, STEAM topics, career exploration, job training.
 - Job Resource Connection: A bi-weekly program facilitated by Harrington Library staff where COLLIN may participate as guest presenters when available and invited.
 - Collaborative Efforts: Linking COLLIN faculty, staff and/or students with Plano Library staff and/or patrons for educational/informational initiatives, details to be determined; solicitation of participants is prohibited;
- COLLIN will communicate with Plano in advance of any extenuating circumstances necessitating the cancellation of a scheduled Outreach Program;
- COLLIN shall maintain any applicable library equipment or property checked out to COLLIN from Plano in good repair and return the items at agreed upon intervals; and
- COLLIN shall share seasonal Plano Public Library programming and services including information about getting a library card with its staff and students.

B. PLANO'S ROLES AND RESPONSIBILITIES

- Plano will provide meeting space for Outreach Programs at no cost to COLLIN;
- Plano will provide their time and their travel at no cost to COLLIN;
- Plano will communicate plans and provide COLLIN detailed information and expectations for Outreach Programs;
- When Outreach Programs are held at the Plano Public Library, staff will remain in the room while COLLIN representatives are presenting and ultimately be responsible for maintaining control of the room;
- Plano will Notify COLLIN as soon as possible when weather or other unforeseen circumstances necessitate the closure of the library, causing a program cancellation;
- Plano shall attend appropriate COLLIN scheduled events when invited to share information about free library resources with community members, students or staff; and
- Plano agrees to maintain open communication with collaborators at COLLIN.

IV. FEES

This is a non-financial agreement between Plano and COLLIN. No fees are expected to be incurred by the parties pursuant to this Agreement outside of normal operating expenses. However, if fees are incurred, COLLIN and Plano herein recognize that any renewal of this Agreement will be subject to funds available for the agreed upon activities, provided by the party that incurs them.

In the event that either party does not have budgeted funds to cover incurred expenses for activities outlined in this Agreement, the Agreement shall terminate with 30 days' written notice by either party to the other.

V. TERMINATION

Either party may terminate this Agreement at any time without cause or penalty, in whole or in part by giving at least thirty (30) days written notice. All services being terminated shall cease upon the date such notice is received unless otherwise indicated in writing by Plano or COLLIN. The obligation of the parties to pay any and all fees and/or expenses, if any, incurred under this Agreement prior to the effective date of termination shall survive such cancellation until performed or discharged by the parties.

VI. RELEASE AND HOLD HARMLESS

To the extent authorized by the constitution and laws of the State of Texas, COLLIN agrees to be responsible for its own acts of negligence and Plano, to the extent allowed by law and without waiving any rights or protections provided therein, agrees to be responsible for its own acts of negligence which may arise in connection with any and all claims for damages, cost, and expenses to person or persons and property that may arise out of or be occasioned by this Agreement for any of its activities or from any act or omission or any employee or invitee of COLLIN or Plano.

In the event of joint and concurrent negligence, COLLIN and Plano agree that each party shall be responsible for its proportionate share of liability. This obligation shall be construed for the benefit of the parties hereto, and not for the benefit of any third parties, nor to deprive the parties thereto of any defenses each may have as against third parties under the laws and court decisions of the State of Texas.

VII. NOTICES

Unless notified otherwise in writing, all notices are required to be given to either party in writing and delivered in person or send via certified mail to the other party at the following respective addresses:

Plano:
CITY OF PLANO
Libby Holtmann, Director
Plano Public Library
2501 Coit Road
Plano, TX 75075

COLLIN:
COLLIN COUNTY COMMUNITY COLLEGE DISTRICT
Contract Administrator
Purchasing Department
Collin Higher Education Center
3452 Spur 399
McKinney 75069

Copy to: Contract Administrator
contractadministrator@collin.edu

VIII. AUTHORITY TO SIGN

The undersigned officer and/or agents of the parties hereto are the properly authorized officials and have the necessary authority to execute this Agreement on behalf of the parties hereto. Plano has executed this Agreement pursuant to duly authorized action of the Plano City Council. COLLIN has executed this Agreement pursuant to the authority granted by its governing body. Upon such request, each of the parties shall provide written documentation evidencing the grant of approval by its respective governing body.

IX. SEVERABILITY

The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of this Agreement is for any reason held to be contrary to the law or contrary to any rule or regulation having the force and effect of the law, such decisions shall not affect the remaining portions of the Agreement. However, upon the occurrence of such event, either party may terminate this Agreement by giving the other party thirty (30) days written notice.

X. VENUE

This Agreement and any of its terms or provisions, as well as the rights and duties of the parties hereto, shall be governed by the laws of the State of Texas. The parties agree that this Agreement shall be enforceable in Collin County, Texas, and if legal action is necessary, exclusive venue shall lie in Collin County, Texas.

XI. INTERPRETATION OF AGREEMENT

Although this Agreement is drafted by Plano, this is a negotiated document. Should any part of this Agreement be in dispute, the parties agree that the Agreement shall not be constructed more favorably for either party.

XII. REMEDIES

No right or remedy granted herein or reserved to the parties is exclusive of any right or remedy granted by law or equity; but each shall be cumulative of every right or remedy given hereunder. No covenant or condition of this Agreement may be waived without the express written consent of the parties. It is further agreed that one (1) or more instances of forbearance by either party in the exercise of its respective rights under this Agreement shall in no way constitute a waiver thereof.

XIII. SUCCESSORS AND ASSIGNS

The parties each bind themselves, their respective successors, executors, administrators, and assigns to the other party to this contract. Neither party will assign, sublet, subcontract or transfer any interest in this Agreement without the prior written consent of the other party. No assignment, delegation of duties or subcontract under this Agreement will be effective without the written consent of both parties.

IN WITNESS WHEREOF, the parties have executed this Agreement and caused this Agreement to be effective on the Effective Date:

COLLIN COUNTY COMMUNITY COLLEGE DISTRICT

DATE 01/22/2025

BY: Melissa Irby
Melissa Irby
Chief Financial Officer

APPROVED AS TO FORM:

CITY OF PLANO, TEXAS

DATE _____

BY: _____
Mark D. Israelson
City Manager

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: City Secretary
DIRECTOR: Lisa Henderson, City Secretary
AGENDA ITEM: Approval of expenditure for advertisements in the Dallas Morning News
RECOMMENDED ACTION: Approval of Expenditure

ITEM SUMMARY

To approve an expenditure in the estimated amount of \$145,000 for advertising services for a two (2) year contract from Medium Giant Company, Inc.; and authorizing the City Manager to execute all necessary documents. (Contract No. 2025-0122-X) **Approved**

PREVIOUS ACTION/PRESENTATION

The previous contract was approved by Council on February 27, 2023.

BACKGROUND

All cities must publish legal notices in compliance with Local Government Code Chapter 2051. This section of the LGC provides for the minimum requirements:

Sec. 2051.044. TYPE OF NEWSPAPER REQUIRED. (a) The newspaper in which a notice is published must:

- (1) devote not less than 25 percent of its total column lineage to general interest items;
 - (2) be published at least once each week;
 - (3) be entered as second-class postal matter in the county where published; and
 - (4) have been published regularly and continuously for at least 12 months before the governmental entity or representative publishes notice.
- (b) A weekly newspaper has been published regularly and continuously under Subsection (a) if the newspaper omits not more than two issues in the 12-month period.
- (c) This section does not apply to the publication of a notice to which Section 2051.0441 applies.

The City Charter also requires ordinances with a penalty be published twice within 10 days.

Several city departments are required to publish certain legal notices in a newspaper of general circulation.

The Dallas Morning News is the only local newspaper that complies with all state and local requirements. The City has contracted with The Dallas Morning News since 2016. This advertising contract is for an estimated spend of \$70,000 for the first year and \$75,000 for the second year for a two-year term from January 2025-December 2026 for a total of \$145,000.

Failure to approve this contract would result in non-compliance with state and local regulations and a higher rate for publications. Along with the City Secretary's Office, the following departments would be impacted: Purchasing, Planning, Parks and Recreation, Neighborhood Services, Building Inspections, Communications and Community Outreach, and Environmental Health and Sustainability. (Contract No. 2025-0122-X)

FINANCIAL SUMMARY/STRATEGIC GOALS

This item approves a two (2) year contract in the amount of \$145,000 for legal advertising. Expenditures will be made by multiple City departments based on need within the approved budget appropriations for each year of the contract. The estimated amount to be spent in the remainder of FY 2024-25 is \$52,500. The estimated future amount to be spent is \$92,500 (or \$73,750 for FY 2025-26 and \$18,750 for FY 2026-27).

Approval of this contract relates to the City's Strategic Plan Critical Success Factor of Excellent, Innovative, and Accountable City Government.



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025

DEPARTMENT: Public Works

DIRECTOR: Abby Owens, Director of Public Works

AGENDA ITEM: Approve an expenditure in the amount of \$200,000 for construction materials testing professional services for Material Testing - Residential 2025, Project No. PW-S-00070

RECOMMENDED ACTION: Approval of Expenditure

ITEM SUMMARY

To approve an expenditure for construction materials testing professional services for Material Testing - Residential 2025, Project No. PW-S-00070, in the amount of \$200,000 from TEAM Consultants, Inc. for the Public Works Department; and authorizing the City Manager to execute all necessary documents. **Approved**

BACKGROUND

Public Works recommends the approval of the Material Testing - Residential 2025 contract to TEAM Consultants, Inc. in the amount of \$200,000; and authorizing the City Manager to execute all necessary documents.

This Construction Materials Testing Professional Services Agreement is for the material testing services required for residential street, alley, and sidewalk rehabilitation projects. The testing verifies that contractors are constructing improvements in accordance with City of Plano specifications, which ensures quality and long-lasting repairs.

If this expenditure is not approved, the City will not have the ability to perform tests to verify that construction materials meet the City's standards and additional costs may be incurred in the future to replace substandard work.

TEAM Consultants, Inc. was selected based on their statement of qualifications submission for RFQ No. 2021-0378-XR. TEAM Consultants, Inc. has successfully completed projects similar in scope and scale for the City of Plano and other surrounding municipalities. TEAM Consultants, Inc. is accredited by the American Association of State Highway and Transportation Officials (AASHTO) and the Concrete and Cement Reference Laboratory.

FINANCIAL SUMMARY/STRATEGIC GOALS

Funding for this item is budgeted in the FY 2024-25 Street Improvements CIP and is planned for future years, as well. Award of the Construction Materials Testing Professional Services Agreement for the Material Testing - Residential 2025 project, in the total amount of \$200,000 will utilize all funds allocated for this project.

Approval of this item will support the City's Strategic Plan Critical Success Factor of being an Excellent, Innovative, and Accountable City Government.



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Finance
DIRECTOR: Denise Tacke, Director of Finance
AGENDA ITEM: Quarterly Investment Portfolio Summary for the quarter ended September 30, 2024
RECOMMENDED ACTION: Adoption of Resolutions

ITEM SUMMARY

To approve the Investment Portfolio Summary for the quarter ended September 30, 2024; and providing an effective date. **Adopted Resolution No. 2025-1-9(R)**

FINANCIAL SUMMARY/STRATEGIC GOALS

This item has no financial impact.

The Quarterly Investment Portfolio Summary relates to the City's Strategic Plan Critical Success Factor of Excellent, Innovative, and Accountable City Government.

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/13/2025	Resolution
Quarterly Investment Portfolio Summary 09.30.24	1/13/2025	Attachment

A Resolution of the City of Plano, Texas, approving the Investment Portfolio Summary for the quarter ended September 30, 2024; and providing an effective date.

WHEREAS, the City Council has been presented the City of Plano’s Investment Portfolio Summary for the quarter ended September 30, 2024, a substantial copy of which is attached hereto as Exhibit “A” and incorporated herein by reference (hereinafter called “Investment Portfolio Summary”); and

WHEREAS, the Public Funds Investment Act at Texas Government Code, Section 2256.005, requires the governing body of an investing entity to review its investment policy and investment strategies not less than annually; and

WHEREAS, upon full review and consideration of the Investment Portfolio Summary, and all matters attendant and related thereto, the City Council is of the opinion that the same should be approved.

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

Section I. The City of Plano’s Investment Portfolio Summary for the quarter ended September 30, 2024, having been reviewed by the City Council of the City of Plano and found to be acceptable and in the best interests of the City of Plano and its citizens, is hereby in all things approved.

Section II. This Resolution shall become effective immediately upon its passage.

PASSED AND APPROVED on the 27th day of January, 2025.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY

City of Plano
INVESTMENT PORTFOLIO SUMMARY
For the Quarter Ended
September 30, 2024


The investment portfolio of the City of Plano is in compliance with the Public Funds Investment Act and the City's Investment Policy and strategies.



City Manager



Director of Finance



Treasurer

Release Date: September 18, 2024

Recent indicators suggest that economic activity has continued to expand at a solid pace. Job gains have slowed, and the unemployment rate has moved up but remains low. Inflation has made further progress toward the Committee's 2 percent objective but remains somewhat elevated.

The Committee seeks to achieve maximum employment and inflation at the rate of 2 percent over the longer run. The Committee has gained greater confidence that inflation is moving sustainably toward 2 percent, and judges that the risks to achieving its employment and inflation goals are roughly in balance. The economic outlook is uncertain, and the Committee is attentive to the risks to both sides of its dual mandate.

In light of the progress on inflation and the balance of risks, the Committee decided to lower the target range for the federal funds rate by 1/2 percentage point to 4-3/4 to 5 percent. In considering additional adjustments to the target range for the federal funds rate, the Committee will carefully assess incoming data, the evolving outlook, and the balance of risks. The Committee will continue reducing its holdings of Treasury securities and agency debt and agency mortgage-backed securities. The Committee is strongly committed to supporting maximum employment and returning inflation to its 2 percent objective.

In assessing the appropriate stance of monetary policy, the Committee will continue to monitor the implications of incoming information for the economic outlook. The Committee would be prepared to adjust the stance of monetary policy as appropriate if risks emerge that could impede the attainment of the Committee's goals. The Committee's assessments will take into account a wide range of information, including readings on labor market conditions, inflation pressures and inflation expectations, and financial and international developments.

Voting for the monetary policy action were Jerome H. Powell, Chair; John C. Williams, Vice Chair; Thomas I. Barkin; Michael S. Barr; Raphael W. Bostic; Lisa D. Cook; Mary C. Daly; Beth M. Hammack; Philip N. Jefferson; Adriana D. Kugler; and Christopher J. Waller. Voting against this action was Michelle W. Bowman, who preferred to lower the target range for the federal funds rate by 1/4 percentage point at this meeting.

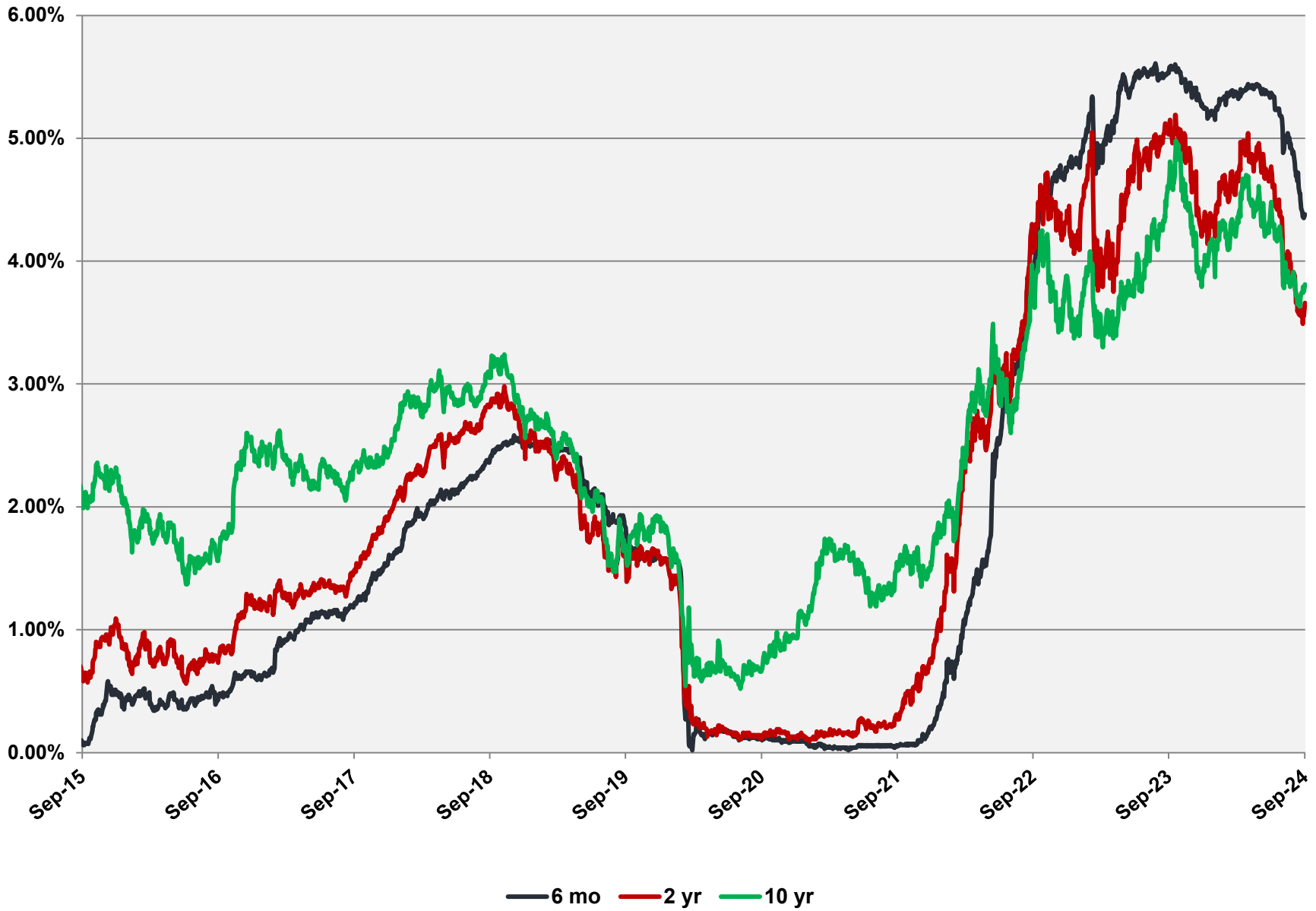
		9/30/2024		6/30/2024		
	<u>Asset Type</u>	<u>Avg Yield</u>	<u>End Book Value</u>	<u>End Market Value</u>	<u>End Book Value</u>	<u>End Market Value</u>
	Bank Accounts/Investment Pools	4.85%	116,241,530	116,241,530	220,018,289	220,018,289
	Certificates of Deposit/Fixed Term	4.92%	22,959,514	22,959,514	21,998,913	21,998,913
	FAMC Bonds	4.48%	29,217,554	29,907,636	72,200,647	71,872,850
	FFCB Bonds	3.99%	97,999,772	99,244,919	39,833,586	39,560,703
	FHLB Bonds	3.90%	33,213,719	33,455,441	31,104,701	30,869,731
	FHLMC Bonds	1.74%	32,653,888	32,195,465	32,564,941	31,581,813
	FNMA Bonds	0.87%	75,352,890	72,484,215	75,372,575	70,877,643
	T-Notes	0.86%	29,851,092	28,653,516	29,824,543	27,936,328
	TVA Bonds	0.00%	-	-	3,092,747	3,063,470
	Municipal Bonds	3.26%	249,485,304	248,028,997	272,570,252	266,072,178
	Totals		686,975,263	683,171,233	798,581,194	783,851,918

<u>Quarter Average Yields*:</u>		<u>Rolling Twelve Month Average Yields*:</u>	
Plano Portfolio Yield	3.34%	Plano Portfolio Yield	3.10%
Six Month Treasury Yield	4.93%	Six Month Treasury Yield	5.26%
Two Year Treasury Yield	4.04%	Two Year Treasury Yield	4.54%
TexasDaily Investment Pool Yield	5.26%	TexasDaily Investment Pool Yield	5.32%
Quarter Investment Earnings**:	17,155,253	Fiscal Year to Date Investment Earnings**:	45,097,838
Quarter Interest Received & Accrued:	5,628,606	Fiscal Year to Date Interest Received & Accrued:	20,279,122

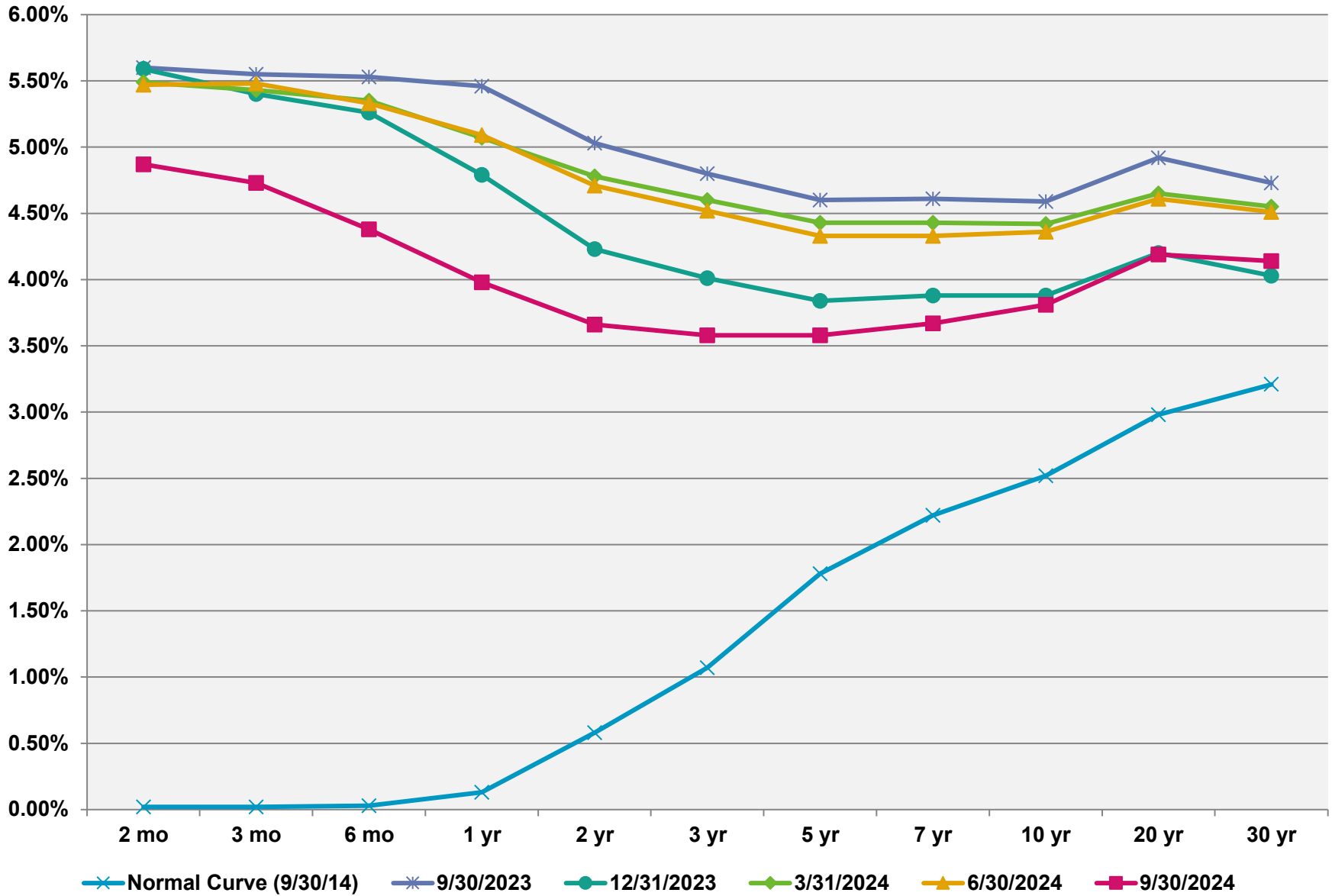
* Simple average calculation using respective month end yields; does not reflect a total return analysis or account for fees.

** Interest earnings are obtained from the general ledger - Interest plus/minus Gain or Loss on Investments, Unrealized Gain or Loss and Amortized Premium/Discount.

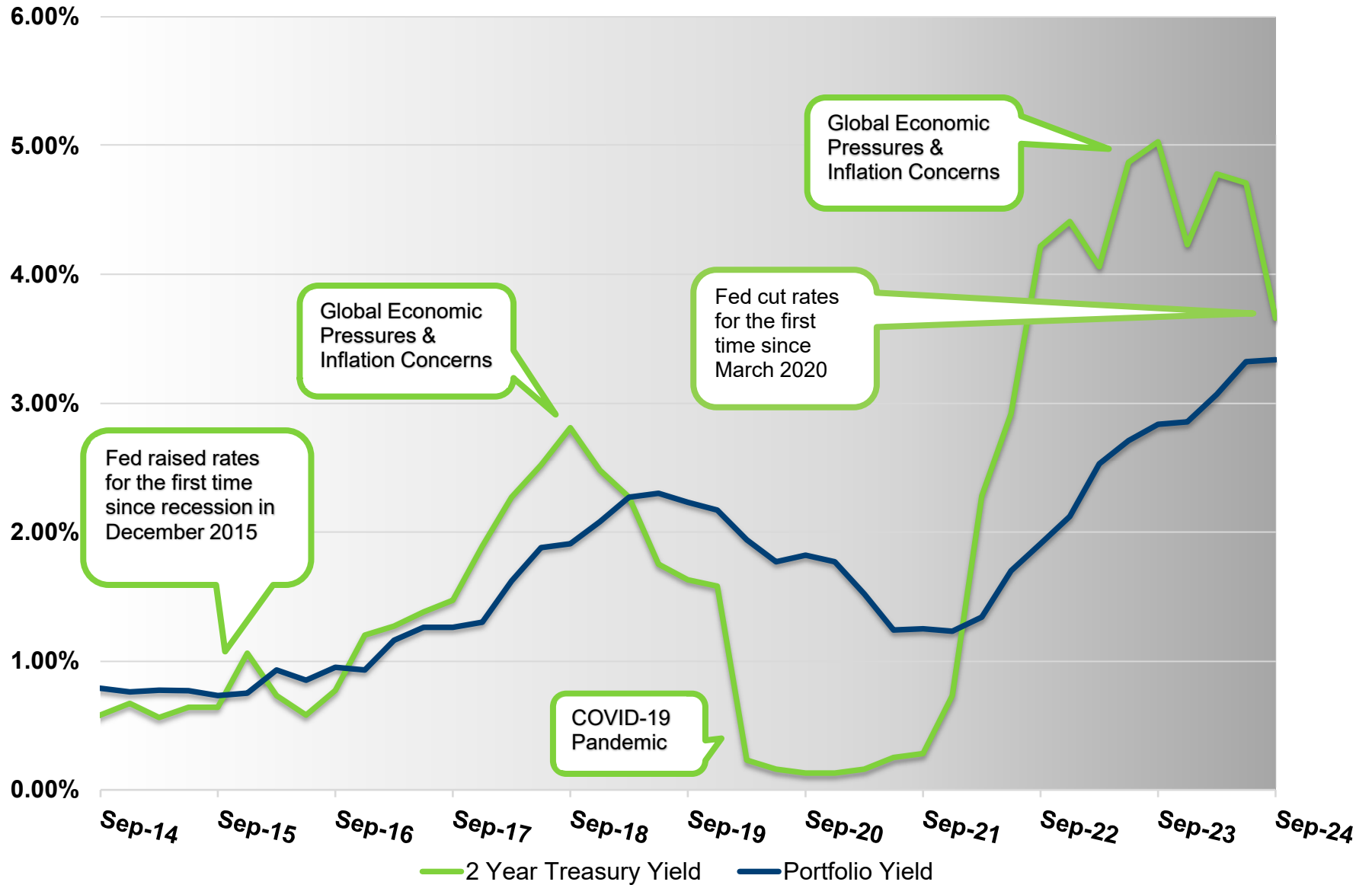
US Treasury Historical Yields



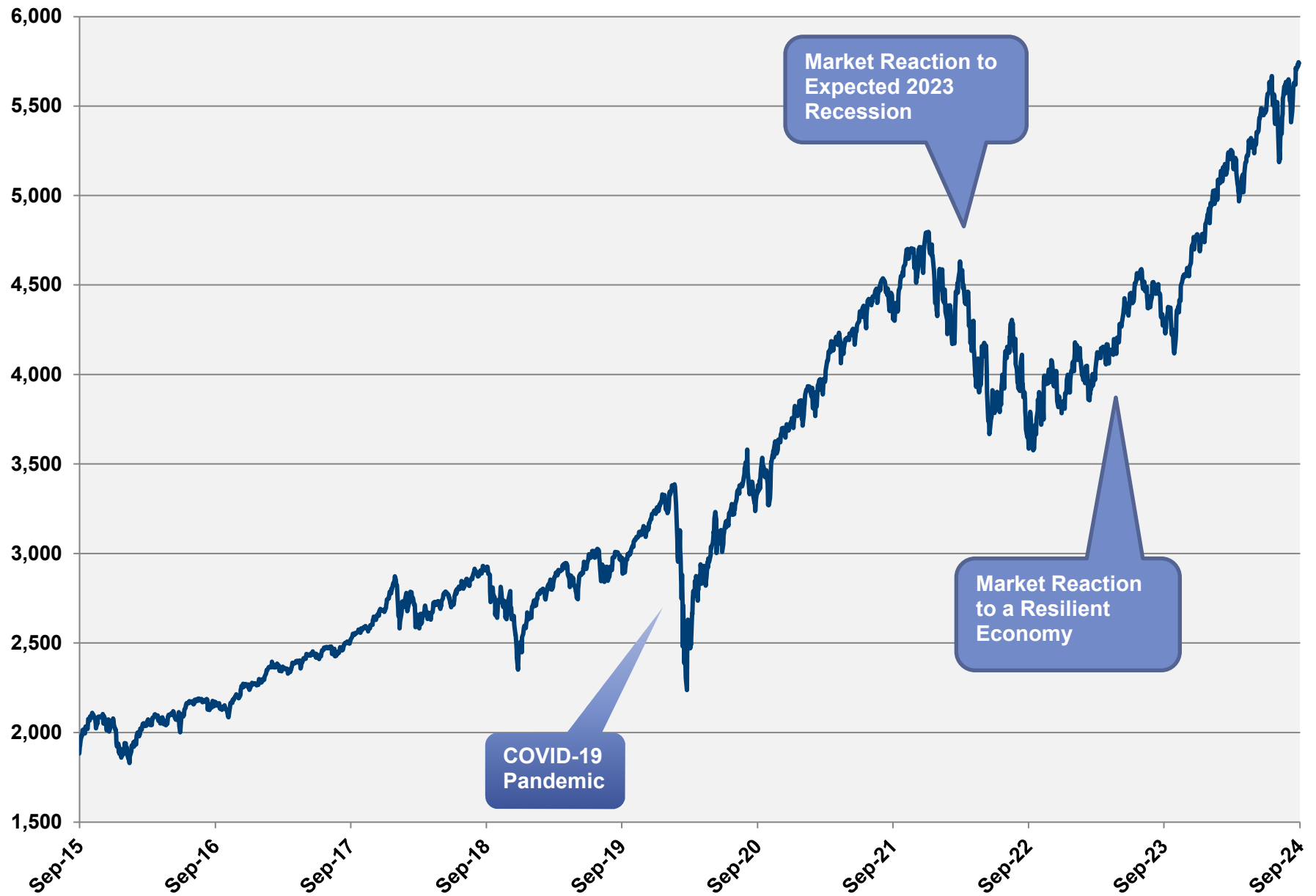
Treasury Yield Curve



Benchmark: 2 Year Treasury vs Plano Portfolio Yield



S&P 500



**Detail of Investment Holdings
September 30, 2024**

By Sector

Security Description	Coupon	Maturity Date	Settlement Date	Next Call Date	Par Value	Purchased Value	Adjusted	Market Price	Market Value	Life (mo)	Yield	Accrued Interest
							Book Value					
CAPITAL ONE Cash	0.00%	N/A	4/30/2016	N/A	7,647,333.45	7,647,333.45	7,647,333.45	100.00	7,647,333.45	0.03	0.00%	
Prosperity Bank Cash	0.25%	N/A	6/8/2020	N/A	732,989.37	732,989.37	732,989.37	100.00	732,989.37	0.03	0.25%	
Texas Daily LGIP	5.16%	N/A	1/6/2009	N/A	23,099,722.77	23,099,722.77	23,099,722.77	100.00	23,099,722.77	0.03	5.16%	
Texas Daily LGIP	5.28%	N/A	2/27/2023	N/A	9,702,907.18	9,702,907.18	9,702,907.18	100.00	9,702,907.18	0.03	5.28%	
TexasCLASS LGIP	5.29%	N/A	5/1/2018	N/A	18,580,034.61	18,580,034.61	18,580,034.61	100.00	18,580,034.61	0.03	5.29%	
TexasCLASS LGIP	5.11%	N/A	1/29/2020	N/A	15,103,723.66	15,103,723.66	15,103,723.66	100.00	15,103,723.66	0.03	5.11%	
TexasFITLGIP	5.31%	N/A	1/7/2020	N/A	20,794,322.82	20,794,322.82	20,794,322.82	100.00	20,794,322.82	0.03	5.31%	
TexasFIT LGIP	5.21%	N/A	1/30/2020	N/A	20,580,496.45	20,580,496.45	20,580,496.45	100.00	20,580,496.45	0.03	5.21%	
American National Bank & T 5.1 10/10/2025	5.10%	10/10/2025	10/10/2023		5,215,547.81	5,215,547.81	5,215,547.81	100.00	5,215,547.81	12.30	5.10%	259,434.21
East West Bank 5.55 7/31/2024	4.87%	7/31/2025	7/31/2024		17,743,966.05	17,743,966.05	17,743,966.05	100.00	17,743,966.05	9.97	4.87%	144,416.44
FAMC 3.34 7/1/2027	3.34%	7/1/2027	9/20/2023		3,215,000.00	3,054,307.64	3,098,090.49	99.23	3,190,089.92	32.92	4.80%	26,546.97
FAMC 4.15 3/12/2029	4.15%	3/12/2029	3/26/2024		10,000,000.00	9,940,871.50	9,947,006.24	102.18	10,217,846.30	53.25	4.28%	20,750.00
FAMC 4.15 3/12/2029	4.15%	3/12/2029	3/27/2024		6,217,000.00	6,176,713.84	6,180,873.70	102.18	6,352,435.04	53.25	4.30%	12,900.28
FAMC 4.65 8/7/2026	4.65%	8/7/2026	8/7/2023		10,000,000.00	9,986,354.80	9,991,583.80	101.47	10,147,264.50	22.16	4.70%	68,458.33
FFCB 3.75 8/16/2027	3.75%	8/16/2027	8/16/2024		10,000,000.00	9,943,938.40	9,946,242.30	100.30	10,030,364.90	34.43	3.95%	45,833.33
FFCB 3.75 8/16/2027	3.75%	8/16/2027	8/20/2024		5,000,000.00	4,982,600.00	4,983,253.90	100.30	5,015,182.45	34.43	3.87%	22,916.67
FFCB 4 5/26/2026	4.00%	5/26/2026	5/26/2023		5,000,000.00	5,000,000.00	5,000,000.00	100.31	5,015,562.30	19.77	4.00%	68,888.89
FFCB 4 8/6/2027	4.00%	8/6/2027	8/16/2024		15,000,000.00	15,017,740.65	15,017,004.86	100.97	15,145,540.95	34.10	3.96%	90,000.00
FFCB 4 8/6/2027	4.00%	8/6/2027	8/20/2024		15,000,000.00	15,045,524.40	15,043,797.76	100.97	15,145,540.95	34.10	3.89%	90,000.00
FFCB 4.125 3/12/2029	4.13%	3/12/2029	3/12/2024		5,000,000.00	4,997,831.15	4,998,071.08	102.08	5,103,826.10	53.25	4.14%	10,312.50
FFCB 4.125 3/12/2029	4.13%	3/12/2029	3/26/2024		5,000,000.00	4,967,800.00	4,971,140.84	102.08	5,103,826.10	53.25	4.27%	10,312.50
FFCB 4.125 3/12/2029	4.13%	3/12/2029	3/26/2024		5,000,000.00	4,968,600.00	4,971,857.84	102.08	5,103,826.10	53.25	4.27%	10,312.50
FFCB 4.125 3/20/2029	4.13%	3/20/2029	3/20/2024		5,000,000.00	4,978,550.00	4,980,828.92	102.09	5,104,296.60	53.51	4.22%	5,729.17
FFCB 4.125 3/20/2029	4.13%	3/20/2029	3/20/2024		5,000,000.00	4,978,120.50	4,980,445.05	102.09	5,104,296.60	53.51	4.22%	5,729.17
FFCB 4.125 3/20/2029	4.13%	3/20/2029	3/26/2024		10,000,000.00	9,933,242.90	9,940,138.69	102.09	10,208,593.20	53.51	4.28%	11,458.33
FFCB 4.5 5/20/2027	4.50%	5/20/2027	9/9/2024		12,875,000.00	13,173,365.25	13,166,991.22	102.25	13,164,063.06	31.54	3.59%	209,218.75
FHLB 4.125 9/10/2027	4.13%	9/10/2027	9/9/2024		7,780,000.00	7,902,356.06	7,900,011.65	101.44	7,892,056.27	35.25	3.57%	17,829.17
FHLB 4.125 9/10/2027	4.13%	9/10/2027	9/10/2024		5,000,000.00	5,078,635.00	5,077,198.74	101.44	5,072,015.60	35.25	3.57%	11,458.33
FHLB 4.5 3/9/2029	4.50%	3/9/2029	3/26/2024		10,000,000.00	10,101,500.30	10,090,951.90	103.53	10,352,688.00	53.15	4.27%	26,250.00
FHLB 4.625 3/14/2025	4.63%	3/14/2025	3/23/2023		5,000,000.00	5,024,122.80	5,005,512.83	100.05	5,002,578.20	5.41	4.36%	10,277.78
FHLB 4.75 4/9/2027	4.75%	4/9/2027	9/9/2024		5,000,000.00	5,143,236.90	5,140,043.72	102.72	5,136,102.90	30.20	3.58%	111,493.06
FHLMC 0.375 9/23/2025	0.38%	9/23/2025	3/23/2023		10,000,000.00	9,115,380.60	9,653,886.62	96.54	9,654,118.50	11.74	4.14%	729.17
FHLMC 0.74 4/28/2025	0.74%	4/28/2025	5/28/2020	11/28/2024	23,000,000.00	23,000,000.00	23,000,000.00	98.01	22,541,346.19	6.89	0.74%	57,678.89
FNMA 0.375 8/25/2025	0.38%	8/25/2025	3/19/2021		45,000,000.00	44,188,020.00	44,835,097.89	96.76	43,542,565.65	10.79	0.79%	16,406.25
FNMA 1.875 9/24/2026	1.88%	9/24/2026	3/23/2021		30,000,000.00	31,438,232.90	30,517,792.45	96.47	28,941,649.50	23.74	0.98%	9,375.00
Municipal Bond	5.30%	6/1/2028	11/16/2023	6/1/2026	1,000,000.00	1,006,270.00	1,005,064.38	101.99	1,019,930.00	43.93	5.14%	17,519.44
Municipal Bond	0.65%	6/1/2025	6/24/2021		2,330,000.00	2,330,000.00	2,330,000.00	97.36	2,268,534.60	8.00	0.65%	5,006.26
Municipal Bond	1.10%	8/1/2027	8/8/2023		1,850,000.00	1,624,744.00	1,689,656.15	93.04	1,721,277.00	33.93	4.47%	3,338.17
Municipal Bond	5.00%	8/1/2028	8/26/2024		1,785,000.00	1,855,918.05	1,854,189.55	104.42	1,863,968.40	45.93	3.90%	14,627.08
Municipal Bond	7.00%	6/1/2027	6/27/2023		1,100,000.00	1,179,343.00	1,153,853.72	107.64	1,183,996.00	31.93	4.96%	25,452.78
Municipal Bond	2.85%	8/1/2026	3/16/2022		1,675,000.00	1,712,888.50	1,690,875.73	98.11	1,643,392.75	21.97	2.30%	7,815.41
Municipal Bond	5.75%	6/1/2027	5/23/2023		900,000.00	949,860.00	933,036.49	103.44	930,933.00	31.93	4.24%	17,106.25
Municipal Bond	1.61%	6/15/2028	2/26/2024		3,000,000.00	2,666,490.00	2,712,557.26	92.69	2,780,580.00	44.39	4.48%	14,122.50
Municipal Bond	5.00%	6/15/2026	3/16/2022		1,250,000.00	1,385,775.00	1,304,502.46	101.92	1,274,025.00	20.43	2.30%	18,229.17
Municipal Bond	5.10%	3/1/2029	3/11/2024		7,500,000.00	7,797,225.00	7,763,999.96	104.77	7,857,375.00	52.89	4.21%	30,812.50
Municipal Bond	1.11%	8/1/2027	6/27/2023		780,000.00	679,497.00	710,467.51	92.98	725,275.20	33.93	4.60%	1,422.78
Municipal Bond	2.75%	6/15/2025	4/20/2022		2,000,000.00	2,011,400.00	2,002,553.12	99.08	1,981,640.00	8.46	2.56%	16,041.67
Municipal Bond	2.75%	6/15/2025	4/20/2022		5,000,000.00	5,028,500.00	5,006,382.81	99.08	4,954,100.00	8.46	2.56%	40,104.17
Municipal Bond	4.83%	6/1/2028	8/15/2024		1,280,000.00	1,321,984.00	1,320,590.59	103.78	1,328,320.00	43.93	3.89%	17,173.33
Municipal Bond	4.89%	8/15/2028	12/7/2023		300,000.00	300,000.00	300,000.00	104.24	312,729.00	46.39	4.89%	1,832.62
Municipal Bond	4.90%	8/15/2027	12/7/2023		300,000.00	300,000.00	300,000.00	103.40	310,188.00	34.39	4.90%	1,836.38
Municipal Bond	1.22%	8/1/2026	4/24/2024		12,182,962.00	11,989,317.89	12,026,458.32	95.25	11,604,758.62	21.97	1.94%	24,279.29

Detail of Investment Holdings
September 30, 2024

By Sector

Security Description	Coupon	Maturity Date	Settlement Date	Next Call Date	Par Value	Purchased Value	Adjusted		Market Value	Life (mo)	Yield	Accrued Interest
							Book Value	Market Price				
Municipal Bond	1.22%	8/1/2026	4/24/2024		1,447,038.00	1,424,037.81	1,428,449.19	95.30	1,379,070.63	21.97	1.94%	2,883.79
Municipal Bond	0.86%	8/1/2025	6/13/2022		1,020,000.00	952,567.80	1,002,037.71	97.31	992,531.40	10.00	3.09%	1,437.63
Municipal Bond	0.91%	6/15/2026	3/16/2022		4,750,000.00	4,484,427.50	4,643,394.54	95.02	4,513,212.50	20.43	2.30%	12,621.15
Municipal Bond	4.71%	5/1/2028	8/15/2024		7,425,000.00	7,606,986.75	7,600,808.60	101.89	7,565,629.50	42.92	3.99%	99,107.66
Municipal Bond	1.52%	3/1/2027	3/23/2022		1,180,000.00	1,126,687.60	1,153,934.85	94.47	1,114,734.20	28.92	2.50%	1,446.75
Municipal Bond	4.00%	8/15/2027	8/12/2024		1,750,000.00	1,746,010.00	1,746,188.06	100.84	1,764,612.50	34.39	4.08%	8,750.00
Municipal Bond	2.04%	11/15/2028	3/11/2024		1,970,000.00	1,781,825.60	1,804,164.43	92.97	1,831,469.60	49.41	4.31%	15,048.34
Municipal Bond	3.50%	7/1/2027	5/19/2023		2,725,000.00	2,670,527.25	2,688,636.54	99.44	2,709,767.25	32.92	4.03%	23,572.08
Municipal Bond	2.13%	6/15/2025	3/16/2022		1,550,000.00	1,546,435.00	1,549,225.13	98.69	1,529,757.00	8.46	2.20%	9,615.81
Municipal Bond	2.28%	6/15/2026	3/16/2022		1,030,000.00	1,026,951.20	1,028,776.16	97.49	1,004,105.80	20.43	2.35%	6,840.49
Municipal Bond	3.00%	9/15/2027	9/9/2024		650,000.00	638,046.50	638,274.50	97.97	636,792.00	35.41	3.65%	812.50
Municipal Bond	3.40%	7/1/2025	3/1/2022		2,600,000.00	2,717,000.00	2,626,320.20	99.36	2,583,412.00	8.98	2.00%	21,873.73
Municipal Bond	1.71%	7/1/2027	5/23/2023		2,500,000.00	2,241,800.00	2,327,178.13	93.53	2,338,275.00	32.92	4.49%	10,537.85
Municipal Bond	1.71%	7/1/2027	5/25/2023		4,120,000.00	3,675,534.40	3,822,107.17	93.53	3,853,477.20	32.92	4.62%	17,366.37
Municipal Bond	1.71%	7/1/2027	8/8/2023		2,500,000.00	2,211,025.00	2,296,113.21	93.53	2,338,275.00	32.92	5.01%	10,537.85
Municipal Bond	1.26%	7/1/2025	3/8/2022		2,540,000.00	2,479,827.40	2,526,385.39	97.61	2,479,344.80	8.98	2.00%	7,899.54
Municipal Bond	1.26%	7/1/2025	3/8/2022		2,621,000.00	2,558,908.51	2,606,951.22	97.61	2,558,410.52	8.98	2.00%	8,151.46
Municipal Bond	5.00%	3/1/2026	6/9/2022		1,800,000.00	1,913,436.00	1,843,090.68	101.36	1,824,534.00	16.95	3.19%	7,250.00
Municipal Bond	4.00%	2/15/2026	5/31/2023		900,000.00	899,496.00	899,744.19	100.14	901,287.00	16.49	4.02%	4,500.00
Municipal Bond	0.85%	10/1/2025	3/18/2022		2,000,000.00	1,900,200.00	1,971,750.35	96.83	1,936,600.00	12.00	2.33%	8,472.67
Municipal Bond	1.03%	8/1/2025	2/25/2022		10,000,000.00	9,729,000.00	9,934,034.32	97.49	9,749,400.00	10.00	1.85%	16,929.72
Municipal Bond	1.03%	8/1/2025	6/16/2022		5,000,000.00	4,618,150.00	4,898,017.29	97.49	4,874,700.00	10.00	3.64%	8,464.86
Municipal Bond	3.74%	8/15/2027	6/27/2023		1,000,000.00	968,340.00	978,005.74	99.76	997,640.00	34.39	4.59%	4,680.00
Municipal Bond	2.22%	7/1/2025	2/18/2022		1,960,000.00	1,984,774.40	1,965,523.34	98.59	1,932,364.00	8.98	1.83%	10,737.75
Municipal Bond	2.32%	7/1/2026	2/18/2022		2,005,000.00	2,033,110.10	2,016,268.73	97.31	1,951,025.40	20.95	1.98%	11,479.96
Municipal Bond	3.20%	7/1/2026	3/18/2022		2,750,000.00	2,827,687.50	2,781,700.07	98.66	2,713,012.50	20.95	2.50%	21,755.56
Municipal Bond	1.76%	8/15/2026	6/13/2022		1,740,000.00	1,646,040.00	1,697,828.98	96.32	1,675,881.00	22.43	3.15%	3,834.52
Municipal Bond	1.53%	8/1/2027	6/27/2023		750,000.00	665,055.00	691,231.23	93.85	703,860.00	33.93	4.60%	1,885.54
Municipal Bond	3.48%	9/1/2027	9/9/2024		1,250,000.00	1,242,950.00	1,243,086.20	99.13	1,239,100.00	34.95	3.68%	3,504.17
Municipal Bond	1.93%	6/1/2026	6/13/2022		1,605,000.00	1,527,767.40	1,572,539.92	96.80	1,553,704.20	19.97	3.23%	10,239.45
Municipal Bond	3.58%	9/1/2028	3/12/2024		1,000,000.00	971,710.00	975,207.30	99.20	992,020.00	46.95	4.28%	2,883.89
Municipal Bond	1.80%	4/1/2027	6/23/2023		750,000.00	676,822.50	701,515.92	94.57	709,267.50	29.93	4.65%	6,719.96
Municipal Bond	1.80%	4/1/2027	8/8/2023		3,395,000.00	3,059,641.90	3,165,133.67	94.57	3,210,617.55	29.93	4.79%	30,419.01
Municipal Bond	1.10%	6/15/2026	2/18/2022		5,000,000.00	4,820,450.00	4,929,113.02	95.48	4,773,950.00	20.43	1.97%	16,070.83
Municipal Bond	0.00%	8/15/2025	6/14/2022		4,015,000.00	3,628,395.65	3,908,500.18	96.36	3,868,733.55	10.46	3.22%	-
Municipal Bond	2.25%	10/1/2026	6/10/2022		1,500,000.00	1,443,090.00	1,473,569.75	96.58	1,448,745.00	23.97	3.20%	16,788.71
Municipal Bond	1.47%	12/1/2028	3/11/2024		805,000.00	709,792.65	720,990.27	91.00	732,550.00	49.93	4.26%	3,906.31
Municipal Bond	3.68%	7/15/2027	8/8/2023		2,500,000.00	2,419,475.00	2,442,954.45	99.48	2,486,975.00	33.38	4.58%	19,166.67
Municipal Bond	3.67%	1/15/2026	3/30/2023		2,500,000.00	2,458,525.00	2,480,845.21	99.57	2,489,250.00	15.48	4.31%	19,114.58
Municipal Bond	2.64%	7/1/2026	3/8/2022		1,750,000.00	1,806,962.50	1,773,095.84	97.79	1,711,395.00	20.95	1.85%	11,417.34
Municipal Bond	1.25%	7/1/2027	6/27/2023		1,125,000.00	987,918.75	1,031,054.90	93.03	1,046,553.75	32.92	4.61%	3,476.56
Municipal Bond	1.50%	7/1/2028	8/15/2024		5,000,000.00	4,554,350.00	4,568,827.33	91.52	4,575,900.00	44.92	4.00%	18,541.67
Municipal Bond	0.79%	3/1/2025	6/29/2021		750,000.00	750,000.00	750,000.00	98.64	739,800.00	4.98	0.79%	477.29
Municipal Bond	4.25%	6/1/2028	6/29/2023		1,010,000.00	1,001,344.30	1,003,552.73	100.00	1,010,030.30	43.93	4.45%	14,189.10
Municipal Bond	2.45%	5/1/2027	6/27/2023	5/1/2026	5,000,000.00	4,622,950.00	4,746,753.45	96.36	4,818,050.00	30.92	4.61%	50,701.39
Municipal Bond	2.45%	5/1/2027	8/7/2023	5/1/2026	2,700,000.00	2,479,977.00	2,547,775.72	96.36	2,601,747.00	30.92	4.86%	27,378.75
Municipal Bond	3.17%	8/1/2026	2/24/2022		2,550,000.00	2,675,128.50	2,601,782.64	98.68	2,516,238.00	21.97	2.01%	13,247.96
Municipal Bond	3.25%	4/1/2026	3/23/2022		2,000,000.00	2,049,300.00	2,018,378.50	98.89	1,977,760.00	17.97	2.60%	32,319.44
Municipal Bond	2.99%	6/15/2025	2/24/2022		2,000,000.00	2,073,320.00	2,015,672.38	99.18	1,983,520.00	8.46	1.84%	17,418.33
Municipal Bond	2.00%	8/1/2027	6/27/2023		465,000.00	419,462.55	433,495.15	94.70	440,336.40	33.93	4.65%	1,522.64
Municipal Bond	3.38%	7/1/2027	8/20/2024		545,000.00	532,775.65	533,255.27	98.17	535,010.15	32.92	4.22%	4,554.08
Municipal Bond	2.07%	8/1/2025	3/25/2022		1,000,000.00	988,750.00	997,198.98	98.23	982,320.00	10.00	2.42%	3,390.86

**Detail of Investment Holdings
September 30, 2024**

By Sector

Security Description	Coupon	Maturity Date	Settlement Date	Next Call Date	Par Value	Purchased Value	Adjusted Book Value	Market Price	Market Value	Life (mo)	Yield	Accrued Interest
Municipal Bond	3.45%	2/1/2029	3/11/2024		5,000,000.00	4,814,450.00	4,835,516.36	97.83	4,891,550.00	51.97	4.30%	28,270.83
Municipal Bond	3.48%	8/1/2026	8/23/2024		890,000.00	901,298.57	900,692.15	99.01	881,171.20	21.97	2.80%	5,075.97
Municipal Bond	3.48%	8/1/2026	8/23/2024		110,000.00	111,396.45	111,321.50	99.15	109,063.90	21.97	2.80%	627.37
Municipal Bond	3.67%	4/1/2026	6/13/2022		1,150,000.00	1,171,620.00	1,158,535.85	99.48	1,143,997.00	17.97	3.14%	20,990.98
Municipal Bond	2.21%	4/1/2027	6/27/2023		555,000.00	512,031.90	526,448.42	96.11	533,388.30	29.93	4.47%	6,101.44
Municipal Bond	2.64%	10/1/2024	6/17/2021		5,000,000.00	5,359,800.00	5,000,299.33	100.00	5,000,000.00	0.03	0.43%	65,533.89
Municipal Bond	5.47%	6/15/2027	6/27/2023		1,300,000.00	1,338,038.00	1,325,936.19	102.92	1,337,934.00	32.39	4.66%	20,748.00
Municipal Bond	1.42%	5/1/2027	6/27/2023		3,000,000.00	2,677,320.00	2,783,271.20	94.17	2,825,160.00	30.92	4.50%	17,606.83
Municipal Bond	0.00%	6/1/2026	3/24/2022		2,750,000.00	2,471,177.50	2,639,017.71	93.26	2,564,540.00	19.97	2.57%	-
Municipal Bond	0.99%	9/15/2025	6/10/2022		2,250,000.00	2,107,282.50	2,208,129.82	97.14	2,185,605.00	11.48	3.05%	931.88
Municipal Bond	2.28%	3/1/2026	2/17/2022		4,380,000.00	4,428,705.60	4,397,094.91	97.66	4,277,683.20	16.95	1.99%	8,026.96
Municipal Bond	1.46%	5/1/2027	6/27/2023		725,000.00	643,807.25	670,466.69	93.85	680,383.50	30.92	4.68%	4,393.02
Municipal Bond	2.40%	8/1/2026	2/17/2022		3,270,000.00	3,322,810.50	3,291,760.78	97.32	3,182,298.60	21.97	2.02%	12,851.28
Municipal Bond	1.10%	3/1/2027	2/24/2022		1,600,000.00	1,525,472.00	1,564,099.57	93.04	1,488,576.00	28.92	2.08%	1,420.36
Municipal Bond	1.46%	6/1/2027	6/30/2023		600,000.00	524,550.00	548,681.35	93.75	562,518.00	31.93	5.04%	2,897.65
Municipal Bond	3.18%	8/1/2026	3/23/2022		2,205,000.00	2,240,897.40	2,220,107.57	98.68	2,175,916.05	21.97	2.78%	11,477.27
Municipal Bond	0.00%	8/1/2028	8/15/2024		1,365,000.00	1,162,734.30	1,169,164.31	85.33	1,164,809.10	45.93	4.09%	-
Municipal Bond	2.35%	6/1/2026	6/10/2022		2,240,000.00	2,169,350.40	2,210,368.04	97.23	2,177,974.40	19.97	3.20%	17,393.04
Municipal Bond	1.24%	3/1/2027	6/27/2023		700,000.00	620,158.00	647,564.67	94.00	657,986.00	28.92	4.65%	696.97
Municipal Bond	5.00%	8/15/2025	2/18/2022		1,210,000.00	1,338,598.80	1,242,200.17	100.58	1,216,993.80	10.46	1.84%	7,562.50
Municipal Bond	3.04%	6/1/2025	6/22/2022		8,000,000.00	7,997,600.00	7,999,455.26	99.27	7,941,520.00	8.00	3.05%	80,391.11
Municipal Bond	3.15%	6/1/2026	6/22/2022		3,000,000.00	3,000,270.00	3,000,114.19	98.88	2,966,250.00	19.97	3.15%	31,237.50
Municipal Bond	3.05%	10/1/2028	3/11/2024		920,000.00	873,080.00	878,800.58	98.91	909,935.20	47.93	4.30%	13,961.20
Municipal Bond	1.19%	7/1/2026	6/14/2022		3,445,000.00	3,157,859.25	3,320,857.28	95.12	3,276,987.35	20.95	3.41%	10,092.41
Municipal Bond	1.36%	5/15/2027	8/7/2023		1,645,000.00	1,461,960.85	1,517,789.78	93.99	1,546,151.95	31.38	4.60%	8,358.66
Municipal Bond	6.07%	8/1/2025	6/13/2022		1,000,000.00	1,075,720.00	1,020,169.96	101.52	1,015,180.00	10.00	3.50%	9,948.06
Municipal Bond	4.00%	11/1/2028	3/11/2024		985,000.00	974,490.05	975,748.02	100.30	987,925.45	48.95	4.26%	16,307.22
Municipal Bond	4.20%	5/1/2026	5/25/2023		2,980,000.00	2,986,436.80	2,983,470.59	100.30	2,988,999.60	18.95	4.11%	51,802.33
Municipal Bond	4.63%	8/1/2027	8/1/2023		3,295,000.00	3,315,593.75	3,309,589.00	102.19	3,367,061.65	33.93	4.45%	24,975.64
Municipal Bond	4.00%	9/15/2027	9/9/2024		1,120,000.00	1,131,760.00	1,131,535.69	100.77	1,128,590.40	35.41	3.63%	1,866.67
Municipal Bond	1.51%	5/15/2028	5/18/2023		2,160,000.00	1,916,524.80	1,983,400.39	92.38	1,995,494.40	43.38	4.02%	12,190.50
Municipal Bond	1.41%	2/1/2027	6/27/2023		2,000,000.00	1,796,960.00	1,868,139.80	94.57	1,891,440.00	28.00	4.50%	4,628.22
Municipal Bond	4.00%	8/15/2028	8/27/2024		2,535,000.00	2,549,753.70	2,549,407.51	100.96	2,559,412.05	46.39	3.84%	12,675.00
Municipal Bond	3.24%	4/1/2027	8/20/2024		1,040,000.00	1,018,160.00	1,019,098.62	98.64	1,025,856.00	29.93	4.09%	16,728.54
Municipal Bond	1.32%	5/15/2027	5/18/2023		2,500,000.00	2,256,150.00	2,339,942.08	93.61	2,340,225.00	31.38	3.98%	12,337.50
Municipal Bond	3.00%	8/1/2025	3/1/2022		915,000.00	945,057.75	922,339.96	98.99	905,785.95	10.00	2.00%	4,498.75
Municipal Bond	0.00%	8/15/2025	6/13/2022		1,000,000.00	906,450.00	974,251.55	96.18	961,840.00	10.46	3.12%	-
Municipal Bond	1.25%	5/1/2028	3/19/2024		3,810,000.00	3,355,848.00	3,414,730.74	91.38	3,481,387.50	42.92	4.45%	19,727.23
Municipal Bond	5.40%	6/15/2027	8/8/2023		4,840,000.00	4,955,579.20	4,921,160.09	103.79	5,023,629.60	32.39	4.71%	76,230.00
Treasury Note	0.50%	2/28/2026	3/23/2021		30,000,000.00	29,479,687.50	29,851,091.93	95.51	28,653,515.70	16.92	0.86%	12,430.94
Total / Average					691,509,044.17	684,048,489.69	686,975,263.05		683,171,232.67	21.61	3.34%	2,970,371.78

(1) **Weighted average life** - For purposes of calculating weighted average life bank, pool, and money market investments are assumed to mature the next business day.

(2) **Weighted average yield to maturity** - The weighted average yield to maturity is based on adjusted book value, realized and unrealized gains/losses and investment advisory fees are not considered. The yield is for this month only.

Detail of Investment Holdings
September 30, 2024

By Maturity

Security Description	Coupon	Maturity Date	Settlement Date	Next Call Date	Par Value	Purchased Value	Adjusted Book Value	Market Price	Market Value	Life (mo)	Yield	Accrued Interest
CAPITAL ONE Cash	0.00%	10/1/2024	4/30/2016	N/A	7,647,333.45	7,647,333.45	7,647,333.45	100.00	7,647,333.45	0.03	0.00%	
Municipal Bond	2.64%	10/1/2024	6/17/2021		5,000,000.00	5,359,800.00	5,000,299.33	100.00	5,000,000.00	0.03	0.43%	65,533.89
Prosperity Bank Cash	0.25%	10/1/2024	6/8/2020	N/A	732,989.37	732,989.37	732,989.37	100.00	732,989.37	0.03	0.25%	
Texas Daily LGIP	5.16%	10/1/2024	1/6/2009	N/A	23,099,722.77	23,099,722.77	23,099,722.77	100.00	23,099,722.77	0.03	5.16%	
Texas Daily LGIP	5.28%	10/1/2024	2/27/2023	N/A	9,702,907.18	9,702,907.18	9,702,907.18	100.00	9,702,907.18	0.03	5.28%	
TexasCLASS LGIP	5.29%	10/1/2024	5/1/2018	N/A	18,580,034.61	18,580,034.61	18,580,034.61	100.00	18,580,034.61	0.03	5.29%	
TexasCLASS LGIP	5.11%	10/1/2024	1/29/2020	N/A	15,103,723.66	15,103,723.66	15,103,723.66	100.00	15,103,723.66	0.03	5.11%	
TexasFIT LGIP	5.31%	10/1/2024	1/7/2020	N/A	20,794,322.82	20,794,322.82	20,794,322.82	100.00	20,794,322.82	0.03	5.31%	
TexasFIT LGIP	5.21%	10/1/2024	1/30/2020	N/A	20,580,496.45	20,580,496.45	20,580,496.45	100.00	20,580,496.45	0.03	5.21%	
Municipal Bond	0.79%	3/1/2025	6/29/2021		750,000.00	750,000.00	750,000.00	98.64	739,800.00	4.98	0.79%	477.29
FHLB 4.625 3/14/2025	4.63%	3/14/2025	3/23/2023		5,000,000.00	5,024,122.80	5,005,512.83	100.05	5,002,578.20	5.41	4.36%	10,277.78
FHLMC 0.74 4/28/2025-21	0.74%	4/28/2025	5/28/2020	11/28/2024	23,000,000.00	23,000,000.00	23,000,000.00	98.01	22,541,346.19	6.89	0.74%	57,678.89
Municipal Bond	0.65%	6/1/2025	6/24/2021		2,330,000.00	2,330,000.00	2,330,000.00	97.36	2,268,534.60	8.00	0.65%	5,006.26
Municipal Bond	3.04%	6/1/2025	6/22/2022		8,000,000.00	7,997,600.00	7,999,455.26	99.27	7,941,520.00	8.00	3.05%	80,391.11
Municipal Bond	2.75%	6/15/2025	4/20/2022		2,000,000.00	2,011,400.00	2,002,553.12	99.08	1,981,640.00	8.46	2.56%	16,041.67
Municipal Bond	2.75%	6/15/2025	4/20/2022		5,000,000.00	5,028,500.00	5,006,382.81	99.08	4,954,100.00	8.46	2.56%	40,104.17
Municipal Bond	2.13%	6/15/2025	3/16/2022		1,550,000.00	1,546,435.00	1,549,225.13	98.69	1,529,757.00	8.46	2.20%	9,615.81
Municipal Bond	2.99%	6/15/2025	2/24/2022		2,000,000.00	2,073,320.00	2,015,672.38	99.18	1,983,520.00	8.46	1.84%	17,418.33
Municipal Bond	3.40%	7/1/2025	3/1/2022		2,600,000.00	2,717,000.00	2,626,320.20	99.36	2,583,412.00	8.98	2.00%	21,873.73
Municipal Bond	1.26%	7/1/2025	3/8/2022		2,540,000.00	2,479,827.40	2,526,385.39	97.61	2,479,344.80	8.98	2.00%	7,899.54
Municipal Bond	1.26%	7/1/2025	3/8/2022		2,621,000.00	2,558,908.51	2,606,951.22	97.61	2,558,410.52	8.98	2.00%	8,151.46
Municipal Bond	2.22%	7/1/2025	2/18/2022		1,960,000.00	1,984,774.40	1,965,523.34	98.59	1,932,364.00	8.98	1.83%	10,737.75
East West Bank 4.87 7/31/2025	4.87%	7/31/2025	7/31/2024		17,743,966.05	17,743,966.05	17,743,966.05	100.00	17,743,966.05	9.97	4.87%	144,416.44
Municipal Bond	0.86%	8/1/2025	6/13/2022		1,020,000.00	952,567.80	1,002,037.71	97.31	992,531.40	10.00	3.09%	1,437.63
Municipal Bond	1.03%	8/1/2025	2/25/2022		10,000,000.00	9,729,000.00	9,934,034.32	97.49	9,749,400.00	10.00	1.85%	16,929.72
Municipal Bond	1.03%	8/1/2025	6/16/2022		5,000,000.00	4,618,150.00	4,898,017.29	97.49	4,874,700.00	10.00	3.64%	8,464.86
Municipal Bond	2.07%	8/1/2025	3/25/2022		1,000,000.00	988,750.00	997,198.98	98.23	982,320.00	10.00	2.42%	3,390.86
Municipal Bond	6.07%	8/1/2025	6/13/2022		1,000,000.00	1,075,720.00	1,020,169.96	101.52	1,015,180.00	10.00	3.50%	9,948.06
Municipal Bond	3.00%	8/1/2025	3/1/2022		915,000.00	945,057.75	922,339.96	98.99	905,785.95	10.00	2.00%	4,498.75
Municipal Bond	0.00%	8/15/2025	6/14/2022		4,015,000.00	3,628,395.65	3,908,500.18	96.36	3,868,733.55	10.46	3.22%	-
Municipal Bond	5.00%	8/15/2025	2/18/2022		1,210,000.00	1,338,598.80	1,242,200.17	100.58	1,216,993.80	10.46	1.84%	7,562.50
Municipal Bond	0.00%	8/15/2025	6/13/2022		1,000,000.00	906,450.00	974,251.55	96.18	961,840.00	10.46	3.12%	-
FNMA 0.375 8/25/2025	0.38%	8/25/2025	3/19/2021		45,000,000.00	44,188,020.00	44,835,097.89	96.76	43,542,565.65	10.79	0.79%	16,406.25
Municipal Bond	0.99%	9/15/2025	6/10/2022		2,250,000.00	2,107,282.50	2,208,129.82	97.14	2,185,605.00	11.48	3.05%	931.88
FHLMC 0.375 9/23/2025	0.38%	9/23/2025	3/23/2023		10,000,000.00	9,115,380.60	9,653,886.62	96.54	9,654,118.50	11.74	4.14%	729.17
Municipal Bond	0.85%	10/1/2025	3/18/2022		2,000,000.00	1,900,200.00	1,971,750.35	96.83	1,936,600.00	12.00	2.33%	8,472.67
Compound CD	5.10%	10/10/2025	10/10/2023		5,215,547.81	5,215,547.81	5,215,547.81	100.00	5,215,547.81	12.30	5.10%	259,434.21
Municipal Bond	3.67%	1/15/2026	3/30/2023		2,500,000.00	2,458,525.00	2,480,845.21	99.57	2,489,250.00	15.48	4.31%	19,114.58
Municipal Bond	4.00%	2/15/2026	5/31/2023		900,000.00	899,496.00	899,744.19	100.14	901,287.00	16.49	4.02%	4,500.00
T-Note 0.5 2/28/2026	0.50%	2/28/2026	3/23/2021		30,000,000.00	29,479,687.50	29,851,091.93	95.51	28,653,515.70	16.92	0.86%	12,430.94
Municipal Bond	5.00%	3/1/2026	6/9/2022		1,800,000.00	1,913,436.00	1,843,090.68	101.36	1,824,534.00	16.95	3.19%	7,250.00
Municipal Bond	2.28%	3/1/2026	2/17/2022		4,380,000.00	4,428,705.60	4,397,094.91	97.66	4,277,683.20	16.95	1.99%	8,026.96
Municipal Bond	3.25%	4/1/2026	3/23/2022		2,000,000.00	2,049,300.00	2,018,378.50	98.89	1,977,760.00	17.97	2.60%	32,319.44
Municipal Bond	3.67%	4/1/2026	6/13/2022		1,150,000.00	1,171,620.00	1,158,535.85	99.48	1,143,997.00	17.97	3.14%	20,990.98
Municipal Bond	4.20%	5/1/2026	5/25/2023		2,980,000.00	2,986,436.80	2,983,470.59	100.30	2,988,999.60	18.95	4.11%	51,802.33
FFCB 4 5/26/2026	4.00%	5/26/2026	5/26/2023		5,000,000.00	5,000,000.00	5,000,000.00	100.31	5,015,562.30	19.77	4.00%	68,888.89
Municipal Bond	1.93%	6/1/2026	6/13/2022		1,605,000.00	1,527,767.40	1,572,539.92	96.80	1,553,704.20	19.97	3.23%	10,239.45
Municipal Bond	0.00%	6/1/2026	3/24/2022		2,750,000.00	2,471,177.50	2,639,017.71	93.26	2,564,540.00	19.97	2.57%	-
Municipal Bond	2.35%	6/1/2026	6/10/2022		2,240,000.00	2,169,350.40	2,210,368.04	97.23	2,177,974.40	19.97	3.20%	17,393.04
Municipal Bond	3.15%	6/1/2026	6/22/2022		3,000,000.00	3,000,270.00	3,000,114.19	98.88	2,966,250.00	19.97	3.15%	31,237.50
Municipal Bond	5.00%	6/15/2026	3/16/2022		1,250,000.00	1,385,775.00	1,304,502.46	101.92	1,274,025.00	20.43	2.30%	18,229.17
Municipal Bond	0.91%	6/15/2026	3/16/2022		4,750,000.00	4,484,427.50	4,643,394.54	95.02	4,513,212.50	20.43	2.30%	12,621.15
Municipal Bond	2.28%	6/15/2026	3/16/2022		1,030,000.00	1,026,951.20	1,028,776.16	97.49	1,004,105.80	20.43	2.35%	6,840.49
Municipal Bond	1.10%	6/15/2026	2/18/2022		5,000,000.00	4,820,450.00	4,929,113.02	95.48	4,773,950.00	20.43	1.97%	16,070.83

Detail of Investment Holdings
September 30, 2024

By Maturity

Security Description	Coupon	Maturity Date	Settlement Date	Next Call Date	Par Value	Purchased Value	Adjusted Book Value	Market Price	Market Value	Life (mo)	Yield	Accrued Interest
Municipal Bond	2.32%	7/1/2026	2/18/2022		2,005,000.00	2,033,110.10	2,016,268.73	97.31	1,951,025.40	20.95	1.98%	11,479.96
Municipal Bond	3.20%	7/1/2026	3/18/2022		2,750,000.00	2,827,687.50	2,781,700.07	98.66	2,713,012.50	20.95	2.50%	21,755.56
Municipal Bond	2.64%	7/1/2026	3/8/2022		1,750,000.00	1,806,962.50	1,773,095.84	97.79	1,711,395.00	20.95	1.85%	11,417.34
Municipal Bond	1.19%	7/1/2026	6/14/2022		3,445,000.00	3,157,859.25	3,320,857.28	95.12	3,276,987.35	20.95	3.41%	10,092.41
Municipal Bond	2.85%	8/1/2026	3/16/2022		1,675,000.00	1,712,888.50	1,690,875.73	98.11	1,643,392.75	21.97	2.30%	7,815.41
Municipal Bond	1.22%	8/1/2026	4/24/2024		12,182,962.00	11,989,317.89	12,026,458.32	95.25	11,604,758.62	21.97	1.94%	24,279.29
Municipal Bond	1.22%	8/1/2026	4/24/2024		1,447,038.00	1,424,037.81	1,428,449.19	95.30	1,379,070.63	21.97	1.94%	2,883.79
Municipal Bond	3.17%	8/1/2026	2/24/2022		2,550,000.00	2,675,128.50	2,601,782.64	98.68	2,516,238.00	21.97	2.01%	13,247.96
Municipal Bond	3.48%	8/1/2026	8/23/2024		890,000.00	901,298.57	900,692.15	99.01	881,171.20	21.97	2.80%	5,075.97
Municipal Bond	3.48%	8/1/2026	8/23/2024		110,000.00	111,396.45	111,321.50	99.15	109,063.90	21.97	2.80%	627.37
Municipal Bond	2.40%	8/1/2026	2/17/2022		3,270,000.00	3,322,810.50	3,291,760.78	97.32	3,182,298.60	21.97	2.02%	12,851.28
Municipal Bond	3.18%	8/1/2026	3/23/2022		2,205,000.00	2,240,897.40	2,220,107.57	98.68	2,175,916.05	21.97	2.78%	11,477.27
FAMC 4.65 8/7/2026	4.65%	8/7/2026	8/7/2023		10,000,000.00	9,986,354.80	9,991,583.80	101.47	10,147,264.50	22.16	4.70%	68,458.33
Municipal Bond	1.76%	8/15/2026	6/13/2022		1,740,000.00	1,646,040.00	1,697,828.98	96.32	1,675,881.00	22.43	3.15%	3,834.52
FNMA 1.875 9/24/2026	1.88%	9/24/2026	3/23/2021		30,000,000.00	31,438,232.90	30,517,792.45	96.47	28,941,649.50	23.74	0.98%	9,375.00
Municipal Bond	2.25%	10/1/2026	6/10/2022		1,500,000.00	1,443,090.00	1,473,569.75	96.58	1,448,745.00	23.97	3.20%	16,788.71
Municipal Bond	1.41%	2/1/2027	6/27/2023		2,000,000.00	1,796,960.00	1,868,139.80	94.57	1,891,440.00	28.00	4.50%	4,628.22
Municipal Bond	1.52%	3/1/2027	3/23/2022		1,180,000.00	1,126,687.60	1,153,934.85	94.47	1,114,734.20	28.92	2.50%	1,446.75
Municipal Bond	1.10%	3/1/2027	2/24/2022		1,600,000.00	1,525,472.00	1,564,099.57	93.04	1,488,576.00	28.92	2.08%	1,420.36
Municipal Bond	1.24%	3/1/2027	6/27/2023		700,000.00	620,158.00	647,564.67	94.00	657,986.00	28.92	4.65%	696.97
Municipal Bond	1.80%	4/1/2027	6/23/2023		750,000.00	676,822.50	701,515.92	94.57	709,267.50	29.93	4.65%	6,719.96
Municipal Bond	1.80%	4/1/2027	8/8/2023		3,395,000.00	3,059,641.90	3,165,133.67	94.57	3,210,617.55	29.93	4.79%	30,419.01
Municipal Bond	2.21%	4/1/2027	6/27/2023		555,000.00	512,031.90	526,448.42	96.11	533,388.30	29.93	4.47%	6,101.44
Municipal Bond	3.24%	4/1/2027	8/20/2024		1,040,000.00	1,018,160.00	1,019,098.62	98.64	1,025,856.00	29.93	4.09%	16,728.54
FHLB 4.75 4/9/2027	4.75%	4/9/2027	9/9/2024		5,000,000.00	5,143,236.90	5,140,043.72	102.72	5,136,102.90	30.20	3.58%	111,493.06
Municipal Bond	2.45%	5/1/2027	6/27/2023	5/1/2026	5,000,000.00	4,622,950.00	4,746,753.45	96.36	4,818,050.00	30.92	4.61%	50,701.39
Municipal Bond	2.45%	5/1/2027	8/7/2023	5/1/2026	2,700,000.00	2,479,977.00	2,547,775.72	96.36	2,601,747.00	30.92	4.86%	27,378.75
Municipal Bond	1.42%	5/1/2027	6/27/2023		3,000,000.00	2,677,320.00	2,783,271.20	94.17	2,825,160.00	30.92	4.50%	17,606.83
Municipal Bond	1.46%	5/1/2027	6/27/2023		725,000.00	643,807.25	670,466.69	93.85	680,383.50	30.92	4.68%	4,393.02
Municipal Bond	1.36%	5/15/2027	8/7/2023		1,645,000.00	1,461,960.85	1,517,789.78	93.99	1,546,151.95	31.38	4.60%	8,358.66
Municipal Bond	1.32%	5/15/2027	5/18/2023		2,500,000.00	2,256,150.00	2,339,942.08	93.61	2,340,225.00	31.38	3.98%	12,337.50
FFCB 4.5 5/20/2027	4.50%	5/20/2027	9/9/2024		12,875,000.00	13,173,365.25	13,166,991.22	102.25	13,164,063.06	31.54	3.59%	209,218.75
Municipal Bond	7.00%	6/1/2027	6/27/2023		1,100,000.00	1,179,343.00	1,153,853.72	107.64	1,183,996.00	31.93	4.96%	25,452.78
Municipal Bond	5.75%	6/1/2027	5/23/2023		900,000.00	949,860.00	933,036.49	103.44	930,933.00	31.93	4.24%	17,106.25
Municipal Bond	1.46%	6/1/2027	6/30/2023		600,000.00	524,550.00	548,681.35	93.75	562,518.00	31.93	5.04%	2,897.65
Municipal Bond	5.47%	6/15/2027	6/27/2023		1,300,000.00	1,338,038.00	1,325,936.19	102.92	1,337,934.00	32.39	4.66%	20,748.00
Municipal Bond	5.40%	6/15/2027	8/8/2023		4,840,000.00	4,955,579.20	4,921,160.09	103.79	5,023,629.60	32.39	4.71%	76,230.00
Municipal Bond	3.50%	7/1/2027	5/19/2023		2,725,000.00	2,670,527.25	2,688,636.54	99.44	2,709,767.25	32.92	4.03%	23,572.08
FAMC 3.34 7/1/2027	3.34%	7/1/2027	9/20/2023		3,215,000.00	3,054,307.64	3,098,090.49	99.23	3,190,089.92	32.92	4.80%	26,546.97
Municipal Bond	1.71%	7/1/2027	5/23/2023		2,500,000.00	2,241,800.00	2,327,178.13	93.53	2,338,275.00	32.92	4.49%	10,537.85
Municipal Bond	1.71%	7/1/2027	5/25/2023		4,120,000.00	3,675,534.40	3,822,107.17	93.53	3,853,477.20	32.92	4.62%	17,366.37
Municipal Bond	1.71%	7/1/2027	8/8/2023		2,500,000.00	2,211,025.00	2,296,113.21	93.53	2,338,275.00	32.92	5.01%	10,537.85
Municipal Bond	1.25%	7/1/2027	6/27/2023		1,125,000.00	987,918.75	1,031,054.90	93.03	1,046,553.75	32.92	4.61%	3,476.56
Municipal Bond	3.38%	7/1/2027	8/20/2024		545,000.00	532,775.65	533,255.27	98.17	535,010.15	32.92	4.22%	4,554.08
Municipal Bond	3.68%	7/15/2027	8/8/2023		2,500,000.00	2,419,475.00	2,442,954.45	99.48	2,486,975.00	33.38	4.58%	19,166.67
Municipal Bond	1.10%	8/1/2027	8/8/2023		1,850,000.00	1,624,744.00	1,689,656.15	93.04	1,721,277.00	33.93	4.47%	3,338.17
Municipal Bond	1.11%	8/1/2027	6/27/2023		780,000.00	679,497.00	710,467.51	92.98	725,275.20	33.93	4.60%	1,422.78
Municipal Bond	1.53%	8/1/2027	6/27/2023		750,000.00	665,055.00	691,231.23	93.85	703,860.00	33.93	4.60%	1,885.54
Municipal Bond	2.00%	8/1/2027	6/27/2023		465,000.00	419,462.55	433,495.15	94.70	440,336.40	33.93	4.65%	1,522.64
Municipal Bond	4.63%	8/1/2027	8/1/2023		3,295,000.00	3,315,593.75	3,309,589.00	102.19	3,367,061.65	33.93	4.45%	24,975.64
FFCB 4 8/6/2027	4.00%	8/6/2027	8/16/2024		15,000,000.00	15,017,740.65	15,017,004.86	100.97	15,145,540.95	34.10	3.96%	90,000.00
FFCB 4 8/6/2027	4.00%	8/6/2027	8/20/2024		15,000,000.00	15,045,524.40	15,043,797.76	100.97	15,145,540.95	34.10	3.89%	90,000.00
Municipal Bond	4.90%	8/15/2027	12/7/2023		300,000.00	300,000.00	300,000.00	103.40	310,188.00	34.39	4.90%	1,836.38
Municipal Bond	4.00%	8/15/2027	8/12/2024		1,750,000.00	1,746,010.00	1,746,188.06	100.84	1,764,612.50	34.39	4.08%	8,750.00

**Detail of Investment Holdings
September 30, 2024**

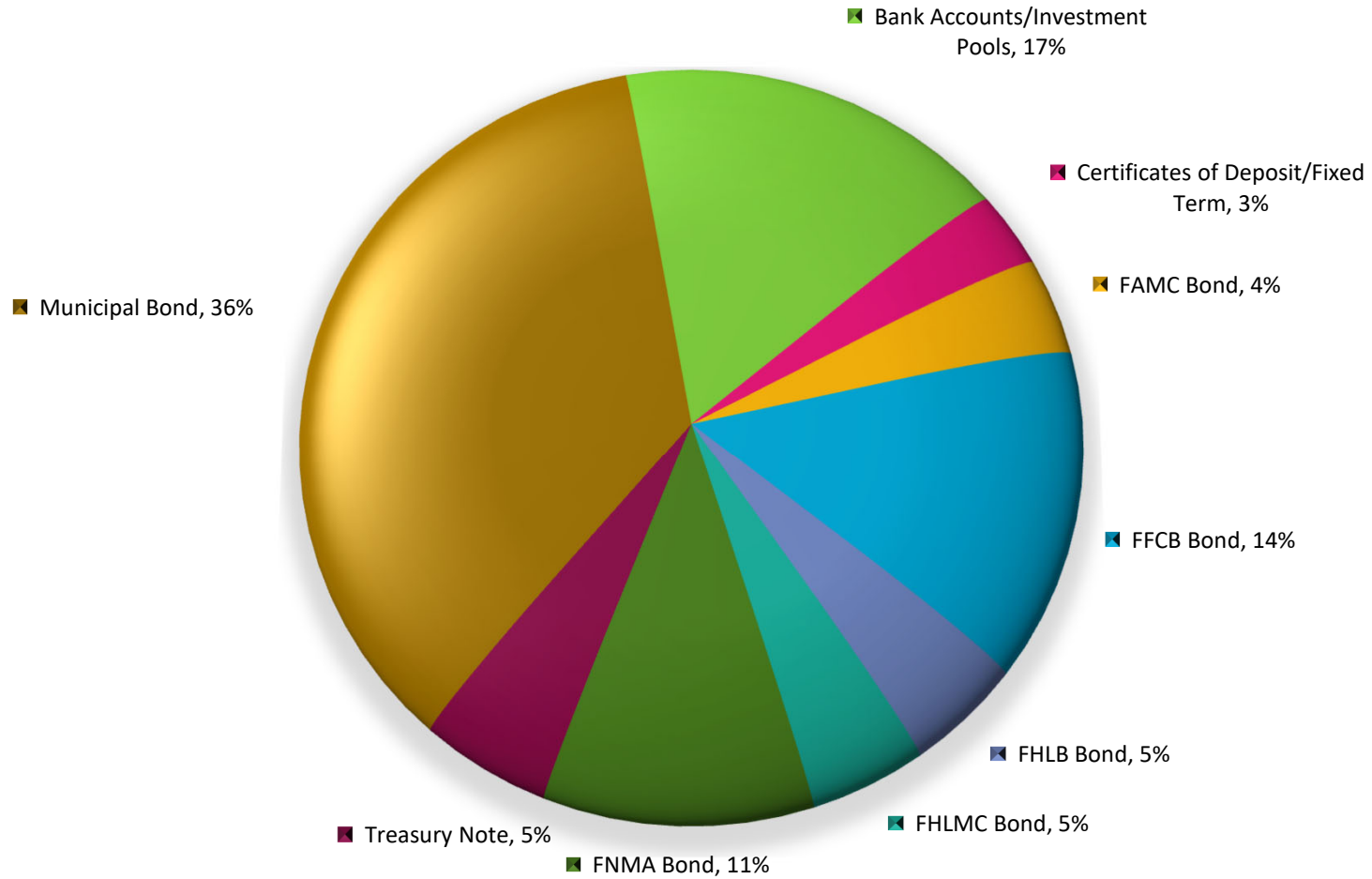
By Maturity

Security Description	Coupon	Maturity Date	Settlement Date	Next Call Date	Par Value	Purchased Value	Adjusted Book Value	Market Price	Market Value	Life (mo)	Yield	Accrued Interest
Municipal Bond	3.74%	8/15/2027	6/27/2023		1,000,000.00	968,340.00	978,005.74	99.76	997,640.00	34.39	4.59%	4,680.00
FFCB 3.75 8/16/2027	3.75%	8/16/2027	8/16/2024		10,000,000.00	9,943,938.40	9,946,242.30	100.30	10,030,364.90	34.43	3.95%	45,833.33
FFCB 3.75 8/16/2027	3.75%	8/16/2027	8/20/2024		5,000,000.00	4,982,600.00	4,983,253.90	100.30	5,015,182.45	34.43	3.87%	22,916.67
Municipal Bond	3.48%	9/1/2027	9/9/2024		1,250,000.00	1,242,950.00	1,243,086.20	99.13	1,239,100.00	34.95	3.68%	3,504.17
FHLB 4.125 9/10/2027	4.13%	9/10/2027	9/9/2024		7,780,000.00	7,902,356.06	7,900,011.65	101.44	7,892,056.27	35.25	3.57%	17,829.17
FHLB 4.125 9/10/2027	4.13%	9/10/2027	9/10/2024		5,000,000.00	5,078,635.00	5,077,198.74	101.44	5,072,015.60	35.25	3.57%	11,458.33
Municipal Bond	3.00%	9/15/2027	9/9/2024		650,000.00	638,046.50	638,274.50	97.97	636,792.00	35.41	3.65%	812.50
Municipal Bond	4.00%	9/15/2027	9/9/2024		1,120,000.00	1,131,760.00	1,131,535.69	100.77	1,128,590.40	35.41	3.63%	1,866.67
Municipal Bond	4.71%	5/1/2028	8/15/2024		7,425,000.00	7,606,986.75	7,600,808.60	101.89	7,565,629.50	42.92	3.99%	99,107.66
Municipal Bond	1.25%	5/1/2028	3/19/2024		3,810,000.00	3,355,848.00	3,414,730.74	91.38	3,481,387.50	42.92	4.45%	19,727.23
Municipal Bond	1.51%	5/15/2028	5/18/2023		2,160,000.00	1,916,524.80	1,983,400.39	92.38	1,995,494.40	43.38	4.02%	12,190.50
Municipal Bond	5.30%	6/1/2028	11/16/2023	6/1/2026	1,000,000.00	1,006,270.00	1,005,064.38	101.99	1,019,930.00	43.93	5.14%	17,519.44
Municipal Bond	4.83%	6/1/2028	8/15/2024		1,280,000.00	1,321,984.00	1,320,590.59	103.78	1,328,320.00	43.93	3.89%	17,173.33
Municipal Bond	4.25%	6/1/2028	6/29/2023		1,010,000.00	1,001,344.30	1,003,552.73	100.00	1,010,030.30	43.93	4.45%	14,189.10
Municipal Bond	1.61%	6/15/2028	2/26/2024		3,000,000.00	2,666,490.00	2,712,557.26	92.69	2,780,580.00	44.39	4.48%	14,122.50
Municipal Bond	1.50%	7/1/2028	8/15/2024		5,000,000.00	4,554,350.00	4,568,827.33	91.52	4,575,900.00	44.92	4.00%	18,541.67
Municipal Bond	5.00%	8/1/2028	8/26/2024		1,785,000.00	1,855,918.05	1,854,189.55	104.42	1,863,968.40	45.93	3.90%	14,627.08
Municipal Bond	0.00%	8/1/2028	8/15/2024		1,365,000.00	1,162,734.30	1,169,164.31	85.33	1,164,809.10	45.93	4.09%	-
Municipal Bond	4.89%	8/15/2028	12/7/2023		300,000.00	300,000.00	300,000.00	104.24	312,729.00	46.39	4.89%	1,832.62
Municipal Bond	4.00%	8/15/2028	8/27/2024		2,535,000.00	2,549,753.70	2,549,407.51	100.96	2,559,412.05	46.39	3.84%	12,675.00
Municipal Bond	3.58%	9/1/2028	3/12/2024		1,000,000.00	971,710.00	975,207.30	99.20	992,020.00	46.95	4.28%	2,883.89
Municipal Bond	3.05%	10/1/2028	3/11/2024		920,000.00	873,080.00	878,800.58	98.91	909,935.20	47.93	4.30%	13,961.20
Municipal Bond	4.00%	11/1/2028	3/11/2024		985,000.00	974,490.05	975,748.02	100.30	987,925.45	48.95	4.26%	16,307.22
Municipal Bond	2.04%	11/15/2028	3/11/2024		1,970,000.00	1,781,825.60	1,804,164.43	92.97	1,831,469.60	49.41	4.31%	15,048.34
Municipal Bond	1.47%	12/1/2028	3/11/2024		805,000.00	709,792.65	720,990.27	91.00	732,550.00	49.93	4.26%	3,906.31
Municipal Bond	3.45%	2/1/2029	3/11/2024		5,000,000.00	4,814,450.00	4,835,516.36	97.83	4,891,550.00	51.97	4.30%	28,270.83
Municipal Bond	5.10%	3/1/2029	3/11/2024		7,500,000.00	7,797,225.00	7,763,999.96	104.77	7,857,375.00	52.89	4.21%	30,812.50
FHLB 4.5 3/9/2029	4.50%	3/9/2029	3/26/2024		10,000,000.00	10,101,500.30	10,090,951.90	103.53	10,352,688.00	53.15	4.27%	26,250.00
FAMC 4.15 3/12/2029	4.15%	3/12/2029	3/26/2024		10,000,000.00	9,940,871.50	9,947,006.24	102.18	10,217,846.30	53.25	4.28%	20,750.00
FAMC 4.15 3/12/2029	4.15%	3/12/2029	3/27/2024		6,217,000.00	6,176,713.84	6,180,873.70	102.18	6,352,435.04	53.25	4.30%	12,900.28
FFCB 4.125 3/12/2029	4.13%	3/12/2029	3/12/2024		5,000,000.00	4,997,831.15	4,998,071.08	102.08	5,103,826.10	53.25	4.14%	10,312.50
FFCB 4.125 3/12/2029	4.13%	3/12/2029	3/26/2024		5,000,000.00	4,967,800.00	4,971,140.84	102.08	5,103,826.10	53.25	4.27%	10,312.50
FFCB 4.125 3/12/2029	4.13%	3/12/2029	3/26/2024		5,000,000.00	4,968,600.00	4,971,857.84	102.08	5,103,826.10	53.25	4.27%	10,312.50
FFCB 4.125 3/20/2029	4.13%	3/20/2029	3/20/2024		5,000,000.00	4,978,550.00	4,980,828.92	102.09	5,104,296.60	53.51	4.22%	5,729.17
FFCB 4.125 3/20/2029	4.13%	3/20/2029	3/20/2024		5,000,000.00	4,978,120.50	4,980,445.05	102.09	5,104,296.60	53.51	4.22%	5,729.17
FFCB 4.125 3/20/2029	4.13%	3/20/2029	3/26/2024		10,000,000.00	9,933,242.90	9,940,138.69	102.09	10,208,593.20	53.51	4.28%	11,458.33
Total / Average					691,509,044.17	684,048,489.69	686,975,263.05		683,171,232.67	21.61	3.34%	2,970,371.78

(1) **Weighted average life** - For purposes of calculating weighted average life bank, pool, and money market investments are assumed to mature the next business day.

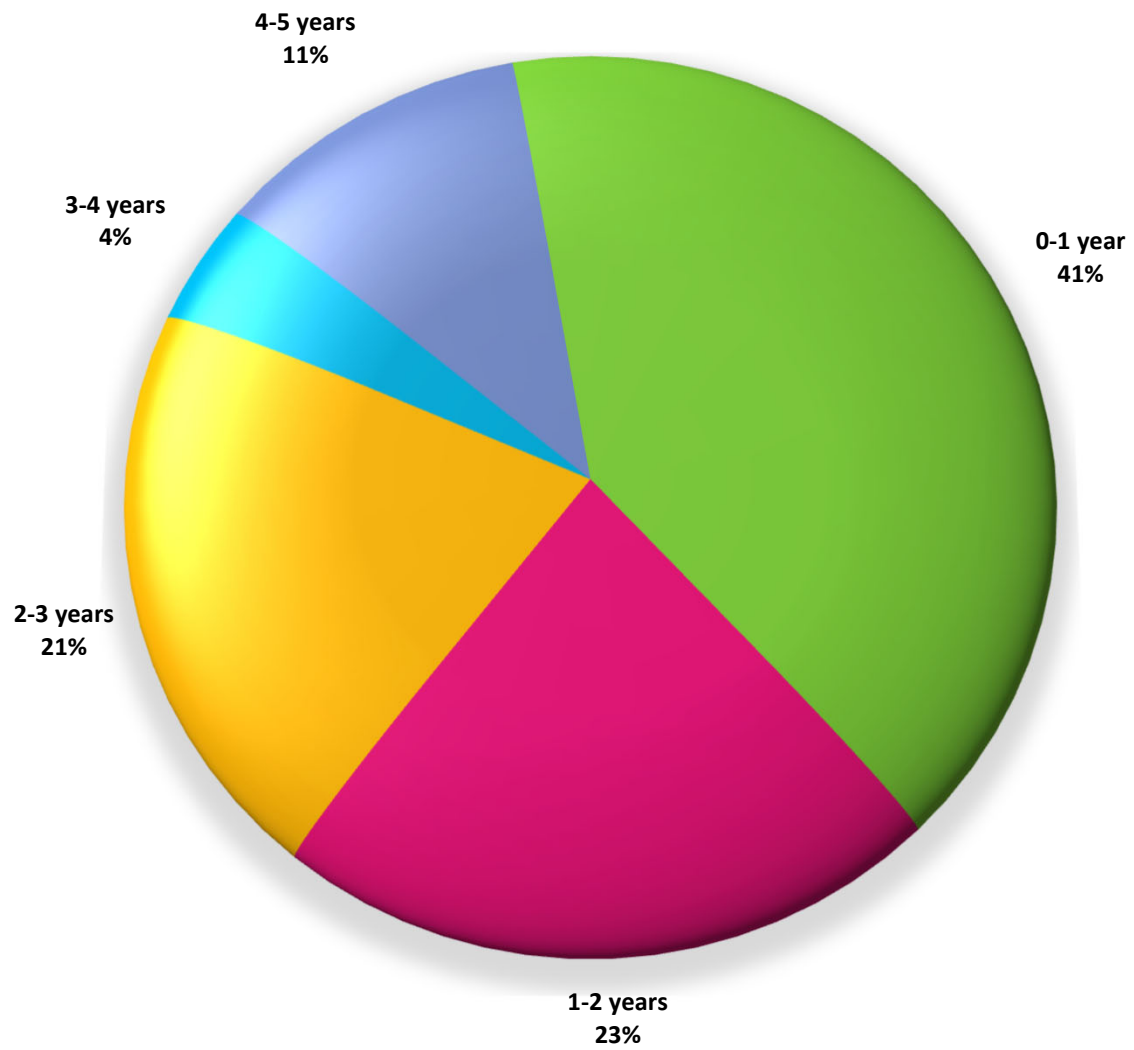
(2) **Weighted average yield to maturity** - The weighted average yield to maturity is based on adjusted book value, realized and unrealized gains/losses and investment advisory fees are not considered. The yield is for this month only.

Portfolio Composition 9/30/24

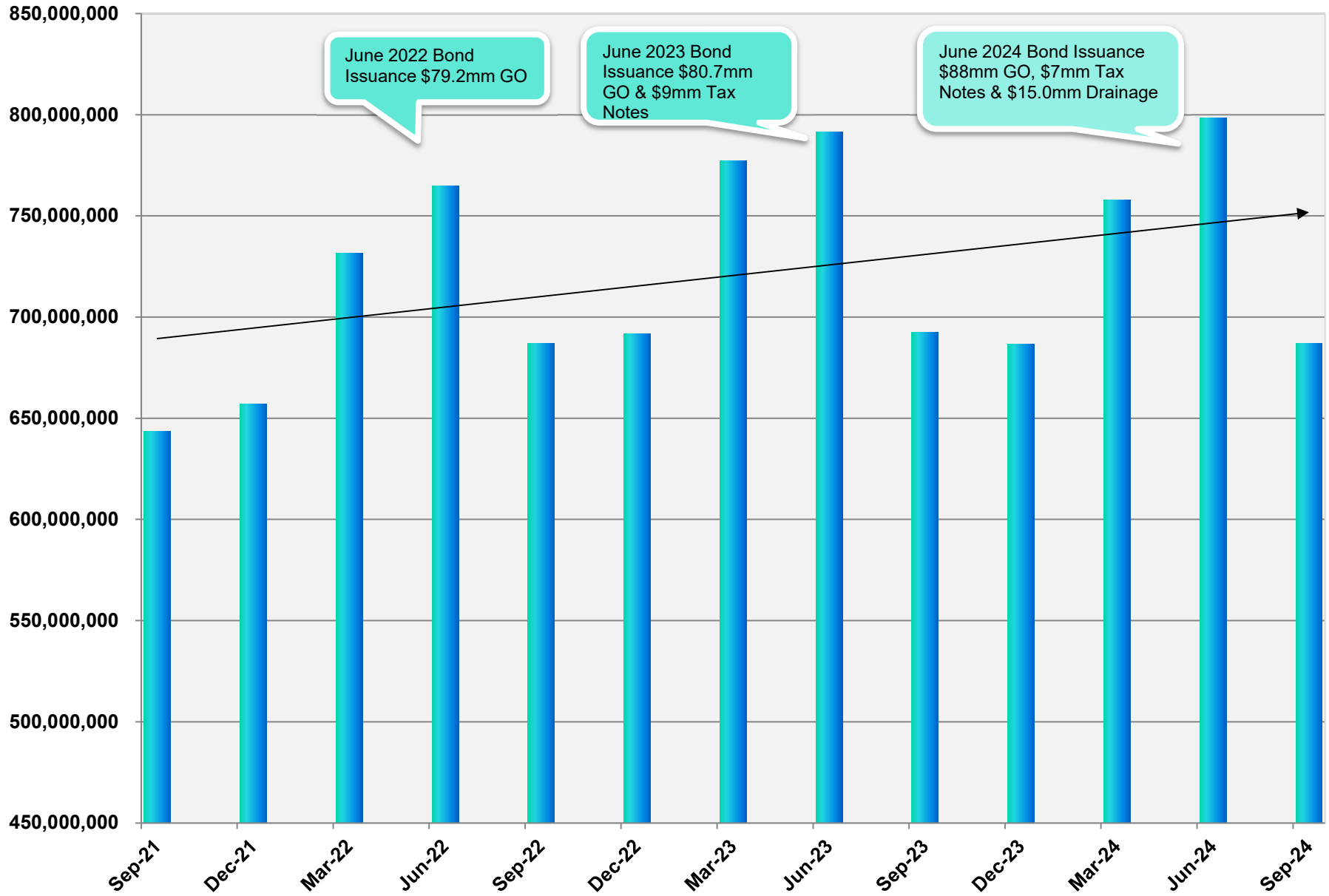


*US Backed Agency Bonds Total 39%

Portfolio Maturities 9/30/24



Quarter End Book Value



Adjusted Book Value Comparison

Investment Description	Maturity Date	June 30, 2024				September 30, 2024			
		Par Value	Adjusted Book Value	Purchase/Adjustment	(Maturity/Call/Sale/Adjustment)	Par Value	Adjusted Book Value		
								Beginning Face Amount/Shares	Beginning BV
Security Type	Maturity Date	Beginning Face Amount/Shares	Beginning BV	Purchase/Adjustment	(Maturity/Call/Sale/Adjustment)	Ending Face Amount/Shares	Ending BV		
Cash	0.00% 7/1/2024	7,999,332.57	7,999,332.57	-	(351,999.12)	7,647,333.45	7,647,333.45		
Cash	0.25% 7/1/2024	911,414.19	911,414.19	-	(178,424.82)	732,989.37	732,989.37		
Compound CD	5.10% 10/10/2025	5,215,547.81	5,215,547.81	-	-	5,215,547.81	5,215,547.81		
Compound CD	4.87% 7/31/2025	-	-	17,743,966.05	-	17,743,966.05	17,743,966.05		
Compound CD	0.00% 7/31/2024	16,783,365.37	16,783,365.37	-	(16,783,365.37)	-	-		
Local Government Investment Pool	5.16% 7/1/2024	35,563,529.50	35,563,529.50	-	(12,463,806.73)	23,099,722.77	23,099,722.77		
Local Government Investment Pool	5.28% 7/1/2024	30,163,118.30	30,163,118.30	-	(20,460,211.12)	9,702,907.18	9,702,907.18		
Local Government Investment Pool	5.29% 7/1/2024	35,573,162.79	35,573,162.79	-	(16,993,128.18)	18,580,034.61	18,580,034.61		
Local Government Investment Pool	5.11% 7/1/2024	41,227,957.33	41,227,957.33	-	(26,124,233.67)	15,103,723.66	15,103,723.66		
Local Government Investment Pool	5.31% 7/1/2024	29,241,055.98	29,241,055.98	-	(8,446,733.16)	20,794,322.82	20,794,322.82		
Local Government Investment Pool	5.21% 7/1/2024	39,338,718.22	39,338,718.22	-	(18,758,221.77)	20,580,496.45	20,580,496.45		
FAMC Bond	0.00% 8/20/2024	43,000,000.00	43,000,000.00	-	(43,000,000.00)	-	-		
FAMC Bond	4.80% 7/1/2027	3,215,000.00	3,087,377.66	10,712.83	-	3,215,000.00	3,098,090.49		
FAMC Bond	4.28% 3/12/2029	10,000,000.00	9,944,004.14	3,002.10	-	10,000,000.00	9,947,006.24		
FAMC Bond	4.30% 3/12/2029	6,217,000.00	6,178,827.14	2,046.56	-	6,217,000.00	6,180,873.70		
FAMC Bond	4.70% 8/7/2026	10,000,000.00	9,990,438.40	1,145.40	-	10,000,000.00	9,991,583.80		
FFCB Bond	3.95% 8/16/2027	-	-	9,946,242.30	-	10,000,000.00	9,946,242.30		
FFCB Bond	3.87% 8/16/2027	-	-	4,983,253.90	-	5,000,000.00	4,983,253.90		
FFCB Bond	4.00% 5/26/2026	5,000,000.00	5,000,000.00	-	-	5,000,000.00	5,000,000.00		
FFCB Bond	3.96% 8/6/2027	-	-	15,017,004.86	-	15,000,000.00	15,017,004.86		
FFCB Bond	3.89% 8/6/2027	-	-	15,043,797.76	-	15,000,000.00	15,043,797.76		
FFCB Bond	4.14% 3/12/2029	5,000,000.00	4,997,961.80	109.28	-	5,000,000.00	4,998,071.08		
FFCB Bond	4.27% 3/12/2029	5,000,000.00	4,969,505.96	1,634.88	-	5,000,000.00	4,971,140.84		
FFCB Bond	4.27% 3/12/2029	5,000,000.00	4,970,263.58	1,594.26	-	5,000,000.00	4,971,857.84		
FFCB Bond	4.22% 3/20/2029	5,000,000.00	4,979,748.19	1,080.73	-	5,000,000.00	4,980,828.92		
FFCB Bond	4.22% 3/20/2029	5,000,000.00	4,979,342.68	1,102.37	-	5,000,000.00	4,980,445.05		
FFCB Bond	4.28% 3/20/2029	10,000,000.00	9,936,764.15	3,374.54	-	10,000,000.00	9,940,138.69		
FFCB Bond	3.59% 5/20/2027	-	-	13,166,991.22	-	12,875,000.00	13,166,991.22		
FHLB Bond	0.00% 9/13/2024	16,000,000.00	16,000,000.00	-	(16,000,000.00)	-	-		
FHLB Bond	3.57% 9/10/2027	-	-	7,900,011.65	-	7,780,000.00	7,900,011.65		
FHLB Bond	3.57% 9/10/2027	-	-	5,077,198.74	-	5,000,000.00	5,077,198.74		
FHLB Bond	4.27% 3/9/2029	10,000,000.00	10,096,113.88	-	(5,161.98)	10,000,000.00	10,090,951.90		
FHLB Bond	4.36% 3/14/2025	5,000,000.00	5,008,586.65	-	(3,073.82)	5,000,000.00	5,005,512.83		
FHLB Bond	3.58% 4/9/2027	-	-	5,140,043.72	-	5,000,000.00	5,140,043.72		
FHLMC Bond	4.14% 9/23/2025	10,000,000.00	9,564,941.28	88,945.34	-	10,000,000.00	9,653,886.62		
FHLMC Bond	0.74% 4/28/2025	23,000,000.00	23,000,000.00	-	-	23,000,000.00	23,000,000.00		
FNMA Bond	0.79% 8/25/2025	45,000,000.00	44,788,985.45	46,112.44	-	45,000,000.00	44,835,097.89		
FNMA Bond	0.98% 9/24/2026	30,000,000.00	30,583,589.28	-	(65,796.83)	30,000,000.00	30,517,792.45		
Municipal Bond	5.14% 6/1/2028	1,000,000.00	1,005,412.08	-	(347.70)	1,000,000.00	1,005,064.38		
Municipal Bond	0.65% 6/1/2025	2,330,000.00	2,330,000.00	-	-	2,330,000.00	2,330,000.00		
Municipal Bond	4.47% 8/1/2027	1,850,000.00	1,675,403.36	14,252.79	-	1,850,000.00	1,689,656.15		
Municipal Bond	3.90% 8/1/2028	-	-	1,854,189.55	-	1,785,000.00	1,854,189.55		
Municipal Bond	4.96% 6/1/2027	1,100,000.00	1,158,940.51	-	(5,086.79)	1,100,000.00	1,153,853.72		
Municipal Bond	2.30% 8/1/2026	1,675,000.00	1,693,055.68	-	(2,179.95)	1,675,000.00	1,690,875.73		
Municipal Bond	4.24% 6/1/2027	900,000.00	936,156.98	-	(3,120.49)	900,000.00	933,036.49		
Municipal Bond	4.48% 6/15/2028	3,000,000.00	2,693,026.44	19,530.82	-	3,000,000.00	2,712,557.26		
Municipal Bond	2.30% 6/15/2026	1,250,000.00	1,312,550.98	-	(8,048.52)	1,250,000.00	1,304,502.46		
Municipal Bond	4.21% 3/1/2029	7,500,000.00	7,779,057.61	-	(15,057.65)	7,500,000.00	7,763,999.96		
Municipal Bond	4.60% 8/1/2027	780,000.00	704,286.84	6,180.67	-	780,000.00	710,467.51		
Municipal Bond	2.56% 6/15/2025	2,000,000.00	2,003,463.54	-	(910.42)	2,000,000.00	2,002,553.12		
Municipal Bond	2.56% 6/15/2025	5,000,000.00	5,008,658.85	-	(2,276.04)	5,000,000.00	5,006,382.81		
Municipal Bond	3.89% 6/1/2028	-	-	1,320,590.59	-	1,280,000.00	1,320,590.59		
Municipal Bond	4.89% 8/15/2028	300,000.00	300,000.00	-	-	300,000.00	300,000.00		
Municipal Bond	4.90% 8/15/2027	300,000.00	300,000.00	-	-	300,000.00	300,000.00		
Municipal Bond	1.94% 8/1/2026	12,182,962.00	12,004,968.26	21,490.06	-	12,182,962.00	12,026,458.32		

Adjusted Book Value Comparison

Investment Description	Maturity Date	June 30, 2024				September 30, 2024			
		Par Value	Adjusted Book Value	Purchase/Adjustment	(Maturity/Call/Sale/Adjustment)	Par Value	Adjusted Book Value		
Municipal Bond	1.94%	8/1/2026	1,447,038.00	1,425,896.69	2,552.50	-	-	1,447,038.00	1,428,449.19
Municipal Bond	3.09%	8/1/2025	1,020,000.00	996,619.58	5,418.13	-	-	1,020,000.00	1,002,037.71
Municipal Bond	2.30%	6/15/2026	4,750,000.00	4,627,651.84	15,742.70	-	-	4,750,000.00	4,643,394.54
Municipal Bond	3.99%	5/1/2028	-	-	7,600,808.60	-	-	7,425,000.00	7,600,808.60
Municipal Bond	2.50%	3/1/2027	1,180,000.00	1,151,216.03	2,718.82	-	-	1,180,000.00	1,153,934.85
Municipal Bond	0.00%	7/1/2024	1,000,000.00	999,995.07	-	(999,995.07)	-	-	-
Municipal Bond	4.08%	8/15/2027	-	-	1,746,188.06	-	-	1,750,000.00	1,746,188.06
Municipal Bond	0.00%	7/15/2024	1,540,000.00	1,538,318.95	-	(1,538,318.95)	-	-	-
Municipal Bond	4.31%	11/15/2028	1,970,000.00	1,794,040.43	10,124.00	-	-	1,970,000.00	1,804,164.43
Municipal Bond	4.03%	7/1/2027	2,725,000.00	2,685,304.43	3,332.11	-	-	2,725,000.00	2,688,636.54
Municipal Bond	2.20%	6/15/2025	1,550,000.00	1,548,948.82	276.31	-	-	1,550,000.00	1,549,225.13
Municipal Bond	2.35%	6/15/2026	1,030,000.00	1,028,595.43	180.73	-	-	1,030,000.00	1,028,776.16
Municipal Bond	3.65%	9/15/2027	-	-	638,274.50	-	-	650,000.00	638,274.50
Municipal Bond	2.00%	7/1/2025	2,600,000.00	2,635,157.64	-	(8,837.44)	-	2,600,000.00	2,626,320.20
Municipal Bond	4.49%	7/1/2027	2,500,000.00	2,311,341.87	15,836.26	-	-	2,500,000.00	2,327,178.13
Municipal Bond	4.62%	7/1/2027	4,120,000.00	3,794,810.22	27,296.95	-	-	4,120,000.00	3,822,107.17
Municipal Bond	5.01%	7/1/2027	2,500,000.00	2,277,430.36	18,682.85	-	-	2,500,000.00	2,296,113.21
Municipal Bond	2.00%	7/1/2025	2,540,000.00	2,521,814.06	4,571.33	-	-	2,540,000.00	2,526,385.39
Municipal Bond	2.00%	7/1/2025	2,621,000.00	2,602,234.12	4,717.10	-	-	2,621,000.00	2,606,951.22
Municipal Bond	3.19%	3/1/2026	1,800,000.00	1,850,758.65	-	(7,667.97)	-	1,800,000.00	1,843,090.68
Municipal Bond	4.02%	2/15/2026	900,000.00	899,697.40	46.79	-	-	900,000.00	899,744.19
Municipal Bond	0.00%	7/1/2024	2,700,000.00	2,700,121.94	-	(2,700,121.94)	-	-	-
Municipal Bond	2.33%	10/1/2025	2,000,000.00	1,964,649.34	7,101.01	-	-	2,000,000.00	1,971,750.35
Municipal Bond	1.85%	8/1/2025	10,000,000.00	9,914,136.47	19,897.85	-	-	10,000,000.00	9,934,034.32
Municipal Bond	3.64%	8/1/2025	5,000,000.00	4,867,255.30	30,761.99	-	-	5,000,000.00	4,898,017.29
Municipal Bond	4.59%	8/15/2027	1,000,000.00	976,076.78	1,928.96	-	-	1,000,000.00	978,005.74
Municipal Bond	1.83%	7/1/2025	1,960,000.00	1,967,377.89	-	(1,854.55)	-	1,960,000.00	1,965,523.34
Municipal Bond	1.98%	7/1/2026	2,005,000.00	2,017,891.14	-	(1,622.41)	-	2,005,000.00	2,016,268.73
Municipal Bond	2.50%	7/1/2026	2,750,000.00	2,786,264.09	-	(4,564.02)	-	2,750,000.00	2,781,700.07
Municipal Bond	3.15%	8/15/2026	1,740,000.00	1,692,156.85	5,672.13	-	-	1,740,000.00	1,697,828.98
Municipal Bond	4.60%	8/1/2027	750,000.00	686,007.34	5,223.89	-	-	750,000.00	691,231.23
Municipal Bond	3.68%	9/1/2027	-	-	1,243,086.20	-	-	1,250,000.00	1,243,086.20
Municipal Bond	3.23%	6/1/2026	1,605,000.00	1,567,636.26	4,903.66	-	-	1,605,000.00	1,572,539.92
Municipal Bond	4.28%	9/1/2028	1,000,000.00	973,614.47	1,592.83	-	-	1,000,000.00	975,207.30
Municipal Bond	4.65%	4/1/2027	750,000.00	696,630.34	4,885.58	-	-	750,000.00	701,515.92
Municipal Bond	4.79%	4/1/2027	3,395,000.00	3,141,970.80	23,162.87	-	-	3,395,000.00	3,165,133.67
Municipal Bond	1.97%	6/15/2026	5,000,000.00	4,918,644.96	10,468.06	-	-	5,000,000.00	4,929,113.02
Municipal Bond	3.22%	8/15/2025	4,015,000.00	3,877,785.50	30,714.68	-	-	4,015,000.00	3,908,500.18
Municipal Bond	3.20%	10/1/2026	1,500,000.00	1,470,243.37	3,326.38	-	-	1,500,000.00	1,473,569.75
Municipal Bond	4.26%	12/1/2028	805,000.00	715,915.49	5,074.78	-	-	805,000.00	720,990.27
Municipal Bond	4.58%	7/15/2027	2,500,000.00	2,437,799.06	5,155.39	-	-	2,500,000.00	2,442,954.45
Municipal Bond	0.00%	7/1/2024	1,500,000.00	1,500,046.65	-	(1,500,046.65)	-	-	-
Municipal Bond	4.31%	1/15/2026	2,500,000.00	2,477,111.64	3,733.57	-	-	2,500,000.00	2,480,845.21
Municipal Bond	1.85%	7/1/2026	1,750,000.00	1,776,421.06	-	(3,325.22)	-	1,750,000.00	1,773,095.84
Municipal Bond	4.61%	7/1/2027	1,125,000.00	1,022,446.38	8,608.52	-	-	1,125,000.00	1,031,054.90
Municipal Bond	4.00%	7/1/2028	-	-	4,568,827.33	-	-	5,000,000.00	4,568,827.33
Municipal Bond	0.79%	3/1/2025	750,000.00	750,000.00	-	-	-	750,000.00	750,000.00
Municipal Bond	4.45%	6/1/2028	1,010,000.00	1,003,110.08	442.65	-	-	1,010,000.00	1,003,552.73
Municipal Bond	0.00%	8/1/2024	485,000.00	485,537.55	-	(485,537.55)	-	-	-
Municipal Bond	4.61%	5/1/2027	5,000,000.00	4,722,046.47	24,706.98	-	-	5,000,000.00	4,746,753.45
Municipal Bond	4.86%	5/1/2027	2,700,000.00	2,532,924.57	14,851.15	-	-	2,700,000.00	2,547,775.72
Municipal Bond	2.01%	8/1/2026	2,550,000.00	2,608,893.09	-	(7,110.45)	-	2,550,000.00	2,601,782.64
Municipal Bond	2.60%	4/1/2026	2,000,000.00	2,021,463.95	-	(3,085.45)	-	2,000,000.00	2,018,378.50
Municipal Bond	0.00%	8/1/2026	1,000,000.00	1,013,663.28	-	(1,013,663.28)	-	-	-
Municipal Bond	1.84%	6/15/2025	2,000,000.00	2,021,260.98	-	(5,588.60)	-	2,000,000.00	2,015,672.38
Municipal Bond	4.65%	8/1/2027	465,000.00	430,694.72	2,800.43	-	-	465,000.00	433,495.15

Adjusted Book Value Comparison

Investment Description	Maturity Date	June 30, 2024				September 30, 2024			
		Par Value	Adjusted Book Value	Purchase/Adjustment	(Maturity/Call/Sale/Adjustment)	Par Value	Adjusted Book Value		
Municipal Bond	4.22%	7/1/2027	-	-	533,255.27	-	-	545,000.00	533,255.27
Municipal Bond	2.42%	8/1/2025	1,000,000.00	996,354.08	844.90	-	-	1,000,000.00	997,198.98
Municipal Bond	4.30%	2/1/2029	5,000,000.00	4,825,969.04	9,547.32	-	-	5,000,000.00	4,835,516.36
Municipal Bond	2.80%	8/1/2026	-	-	900,692.15	-	-	890,000.00	900,692.15
Municipal Bond	2.80%	8/1/2026	-	-	111,321.50	-	-	110,000.00	111,321.50
Municipal Bond	3.14%	4/1/2026	1,150,000.00	1,159,968.88	-	(1,433.03)	-	1,150,000.00	1,158,535.85
Municipal Bond	4.47%	4/1/2027	555,000.00	523,571.37	2,877.05	-	-	555,000.00	526,448.42
Municipal Bond	0.43%	10/1/2024	5,000,000.00	5,027,838.10	-	(27,538.77)	-	5,000,000.00	5,000,299.33
Municipal Bond	4.66%	6/15/2027	1,300,000.00	1,328,351.30	-	(2,415.11)	-	1,300,000.00	1,325,936.19
Municipal Bond	0.00%	7/1/2024	2,500,000.00	2,500,032.54	-	(2,500,032.54)	-	-	-
Municipal Bond	4.50%	5/1/2027	3,000,000.00	2,762,126.92	21,144.28	-	-	3,000,000.00	2,783,271.20
Municipal Bond	0.00%	9/1/2024	2,000,000.00	2,005,978.55	-	(2,005,978.55)	-	-	-
Municipal Bond	2.57%	6/1/2026	2,750,000.00	2,622,251.91	16,765.80	-	-	2,750,000.00	2,639,017.71
Municipal Bond	3.05%	9/15/2025	2,250,000.00	2,197,123.94	11,005.88	-	-	2,250,000.00	2,208,129.82
Municipal Bond	1.99%	3/1/2026	4,380,000.00	4,400,136.94	-	(3,042.03)	-	4,380,000.00	4,397,094.91
Municipal Bond	4.68%	5/1/2027	725,000.00	665,146.37	5,320.32	-	-	725,000.00	670,466.69
Municipal Bond	2.02%	8/1/2026	3,270,000.00	3,294,748.83	-	(2,988.05)	-	3,270,000.00	3,291,760.78
Municipal Bond	2.08%	3/1/2027	1,600,000.00	1,560,354.85	3,744.72	-	-	1,600,000.00	1,564,099.57
Municipal Bond	5.04%	6/1/2027	600,000.00	543,834.01	4,847.34	-	-	600,000.00	548,681.35
Municipal Bond	2.78%	8/1/2026	2,205,000.00	2,222,182.05	-	(2,074.48)	-	2,205,000.00	2,220,107.57
Municipal Bond	4.09%	8/1/2028	-	-	1,169,164.31	-	-	1,365,000.00	1,169,164.31
Municipal Bond	3.20%	6/1/2026	2,240,000.00	2,205,891.62	4,476.42	-	-	2,240,000.00	2,210,368.04
Municipal Bond	4.65%	3/1/2027	700,000.00	642,095.23	5,469.44	-	-	700,000.00	647,564.67
Municipal Bond	1.84%	8/15/2025	1,210,000.00	1,251,486.74	-	(9,286.57)	-	1,210,000.00	1,242,200.17
Municipal Bond	0.00%	8/1/2024	37,235,000.00	37,165,066.94	-	(37,165,066.94)	-	-	-
Municipal Bond	3.05%	6/1/2025	8,000,000.00	7,999,249.86	205.40	-	-	8,000,000.00	7,999,455.26
Municipal Bond	3.15%	6/1/2026	3,000,000.00	3,000,131.44	-	(17.25)	-	3,000,000.00	3,000,114.19
Municipal Bond	4.30%	10/1/2028	920,000.00	876,208.00	2,592.58	-	-	920,000.00	878,800.58
Municipal Bond	3.41%	7/1/2026	3,445,000.00	3,302,983.84	17,873.44	-	-	3,445,000.00	3,320,857.28
Municipal Bond	4.60%	5/15/2027	1,645,000.00	1,505,560.59	12,229.19	-	-	1,645,000.00	1,517,789.78
Municipal Bond	3.50%	8/1/2025	1,000,000.00	1,026,254.01	-	(6,084.05)	-	1,000,000.00	1,020,169.96
Municipal Bond	4.26%	11/1/2028	985,000.00	975,177.91	570.11	-	-	985,000.00	975,748.02
Municipal Bond	4.11%	5/1/2026	2,980,000.00	2,984,023.00	-	-	-	2,980,000.00	2,983,470.59
Municipal Bond	4.45%	8/1/2027	3,295,000.00	3,310,885.80	-	-	-	3,295,000.00	3,309,589.00
Municipal Bond	3.63%	9/15/2027	-	-	-	-	-	1,120,000.00	1,131,535.69
Municipal Bond	4.02%	5/15/2028	2,160,000.00	1,971,119.84	-	-	-	2,160,000.00	1,983,400.39
Municipal Bond	4.50%	2/1/2027	2,000,000.00	1,853,934.72	-	-	-	2,000,000.00	1,868,139.80
Municipal Bond	3.84%	8/15/2028	-	-	-	-	-	2,535,000.00	2,549,407.51
Municipal Bond	4.09%	4/1/2027	-	-	-	-	-	1,040,000.00	1,019,098.62
Municipal Bond	3.98%	5/15/2027	2,500,000.00	2,324,555.11	-	-	-	2,500,000.00	2,339,942.08
Municipal Bond	2.00%	8/1/2025	915,000.00	924,553.98	-	-	-	915,000.00	922,339.96
Municipal Bond	3.12%	8/15/2025	1,000,000.00	966,825.67	-	-	-	1,000,000.00	974,251.55
Municipal Bond	4.45%	5/1/2028	3,810,000.00	3,386,950.16	-	-	-	3,810,000.00	3,414,730.74
Municipal Bond	4.71%	6/15/2027	4,840,000.00	4,928,717.51	-	-	-	4,840,000.00	4,921,160.09
Treasury Note	0.86%	2/28/2026	30,000,000.00	29,824,542.43	-	-	-	30,000,000.00	29,851,091.93
TVA Bond	0.00%	9/15/2024	3,080,000.00	3,092,747.35	-	-	-	-	-
			\$ 803,965,202.06	\$ 798,581,194.26	\$ 116,373,247.46	\$ (229,678,481.05)	\$	691,509,044.17	\$ 686,975,263.05

Market Value Comparison

Investment Description	Yield	Maturity Date	June 30, 2024			September 30, 2024		
			Par Value	Market Value	Qtr to Qtr Change	Par Value	Market Value	
Cash	0.00%	N/A	7,999,332.57	7,999,332.57	(351,999.12)	7,647,333.45	7,647,333.45	
Cash	0.25%	N/A	911,414.19	911,414.19	(178,424.82)	732,989.37	732,989.37	
Compound CD	5.10%	10/10/2025	5,215,547.81	5,215,547.81	-	5,215,547.81	5,215,547.81	
Compound CD	4.87%	7/31/2025	-	-	17,743,966.05	17,743,966.05	17,743,966.05	
Compound CD	0.00%	7/31/2024	16,783,365.37	16,783,365.37	(16,783,365.37)	-	-	
Local Government Investment Pool	5.16%	N/A	35,563,529.50	35,563,529.50	(12,463,806.73)	23,099,722.77	23,099,722.77	
Local Government Investment Pool	5.28%	N/A	30,163,118.30	30,163,118.30	(20,460,211.12)	9,702,907.18	9,702,907.18	
Local Government Investment Pool	5.29%	N/A	35,573,162.79	35,573,162.79	(16,993,128.18)	18,580,034.61	18,580,034.61	
Local Government Investment Pool	5.11%	N/A	41,227,957.33	41,227,957.33	(26,124,233.67)	15,103,723.66	15,103,723.66	
Local Government Investment Pool	5.31%	N/A	29,241,055.98	29,241,055.98	(8,446,733.16)	20,794,322.82	20,794,322.82	
Local Government Investment Pool	5.21%	N/A	39,338,718.22	39,338,718.22	(18,758,221.77)	20,580,496.45	20,580,496.45	
FAMC Bond	0.00%	8/20/2024	43,000,000.00	42,726,928.50	(42,726,928.50)	-	-	
FAMC Bond	4.80%	7/1/2027	3,215,000.00	3,102,921.79	87,168.13	3,215,000.00	3,190,089.92	
FAMC Bond	4.28%	3/12/2029	10,000,000.00	9,909,070.50	308,775.80	10,000,000.00	10,217,846.30	
FAMC Bond	4.30%	3/12/2029	6,217,000.00	6,160,469.13	191,965.91	6,217,000.00	6,352,435.04	
FAMC Bond	4.70%	8/7/2026	10,000,000.00	9,973,459.90	173,804.60	10,000,000.00	10,147,264.50	
FFCB Bond	3.95%	8/16/2027	-	-	10,030,364.90	10,030,364.90	10,030,364.90	
FFCB Bond	3.87%	8/16/2027	-	-	5,015,182.45	5,000,000.00	5,015,182.45	
FFCB Bond	4.00%	5/26/2026	5,000,000.00	4,924,840.70	90,721.60	5,000,000.00	5,015,562.30	
FFCB Bond	3.96%	8/6/2027	-	-	15,145,540.95	15,000,000.00	15,145,540.95	
FFCB Bond	3.89%	8/6/2027	-	-	15,145,540.95	15,000,000.00	15,145,540.95	
FFCB Bond	4.14%	3/12/2029	5,000,000.00	4,951,192.15	152,633.95	5,000,000.00	5,103,826.10	
FFCB Bond	4.27%	3/12/2029	5,000,000.00	4,951,192.15	152,633.95	5,000,000.00	5,103,826.10	
FFCB Bond	4.27%	3/12/2029	5,000,000.00	4,951,192.15	152,633.95	5,000,000.00	5,103,826.10	
FFCB Bond	4.22%	3/20/2029	5,000,000.00	4,945,571.55	158,725.05	5,000,000.00	5,104,296.60	
FFCB Bond	4.22%	3/20/2029	5,000,000.00	4,945,571.55	158,725.05	5,000,000.00	5,104,296.60	
FFCB Bond	4.28%	3/20/2029	10,000,000.00	9,891,143.10	317,450.10	10,000,000.00	10,208,593.20	
FFCB Bond	3.59%	5/20/2027	-	-	13,164,063.06	12,875,000.00	13,164,063.06	
FHLB Bond	0.00%	9/13/2024	16,000,000.00	15,843,076.16	(15,843,076.16)	-	-	
FHLB Bond	3.57%	9/10/2027	-	-	7,892,056.27	7,780,000.00	7,892,056.27	
FHLB Bond	3.57%	9/10/2027	-	-	5,072,015.60	5,000,000.00	5,072,015.60	
FHLB Bond	4.27%	3/9/2029	10,000,000.00	10,047,801.30	304,886.70	10,000,000.00	10,352,688.00	
FHLB Bond	4.36%	3/14/2025	5,000,000.00	4,978,853.85	23,724.35	5,000,000.00	5,002,578.20	
FHLB Bond	3.58%	4/9/2027	-	-	5,136,102.90	5,000,000.00	5,136,102.90	
FHLMC Bond	4.14%	9/23/2025	10,000,000.00	9,451,190.10	202,928.40	10,000,000.00	9,654,118.50	
FHLMC Bond	0.74%	4/28/2025	23,000,000.00	22,130,622.54	410,723.65	23,000,000.00	22,541,346.19	
FNMA Bond	0.79%	8/25/2025	45,000,000.00	42,664,643.10	877,922.55	45,000,000.00	43,542,565.65	
FNMA Bond	0.98%	9/24/2026	30,000,000.00	28,212,999.90	728,649.60	30,000,000.00	28,941,649.50	
Municipal Bond	5.14%	6/1/2028	1,000,000.00	1,011,160.00	8,770.00	1,000,000.00	1,019,930.00	
Municipal Bond	0.65%	6/1/2025	2,330,000.00	2,234,446.70	34,087.90	2,330,000.00	2,268,534.60	
Municipal Bond	4.47%	8/1/2027	1,850,000.00	1,663,261.00	58,016.00	1,850,000.00	1,721,277.00	
Municipal Bond	3.90%	8/1/2028	-	-	1,863,968.40	1,785,000.00	1,863,968.40	
Municipal Bond	4.96%	6/1/2027	1,100,000.00	1,161,424.00	22,572.00	1,100,000.00	1,183,996.00	
Municipal Bond	2.30%	8/1/2026	1,675,000.00	1,610,964.75	32,428.00	1,675,000.00	1,643,392.75	
Municipal Bond	4.24%	6/1/2027	900,000.00	910,557.00	20,376.00	900,000.00	930,933.00	
Municipal Bond	4.48%	6/15/2028	3,000,000.00	2,680,560.00	100,020.00	3,000,000.00	2,780,580.00	
Municipal Bond	2.30%	6/15/2026	1,250,000.00	1,252,125.00	21,900.00	1,250,000.00	1,274,025.00	
Municipal Bond	4.21%	3/1/2029	7,500,000.00	7,590,150.00	267,225.00	7,500,000.00	7,857,375.00	
Municipal Bond	4.60%	8/1/2027	780,000.00	697,530.60	27,744.60	780,000.00	725,275.20	
Municipal Bond	2.56%	6/15/2025	2,000,000.00	1,955,000.00	26,640.00	2,000,000.00	1,981,640.00	
Municipal Bond	2.56%	6/15/2025	5,000,000.00	4,887,500.00	66,600.00	5,000,000.00	4,954,100.00	
Municipal Bond	3.89%	6/1/2028	-	-	1,328,320.00	1,280,000.00	1,328,320.00	
Municipal Bond	4.89%	8/15/2028	300,000.00	303,939.00	8,790.00	300,000.00	312,729.00	
Municipal Bond	4.90%	8/15/2027	300,000.00	302,712.00	7,476.00	300,000.00	310,188.00	
Municipal Bond	1.94%	8/1/2026	12,182,962.00	11,257,056.89	347,701.73	12,182,962.00	11,604,758.62	

Market Value Comparison

Investment Description	Yield	Maturity Date	June 30, 2024			September 30, 2024		
			Par Value	Market Value	Qtr to Qtr Change	Par Value	Market Value	
Municipal Bond	1.94%	8/1/2026	1,447,038.00	1,341,491.05	37,579.58	1,447,038.00	1,379,070.63	
Municipal Bond	3.09%	8/1/2025	1,020,000.00	973,702.20	18,829.20	1,020,000.00	992,531.40	
Municipal Bond	2.30%	6/15/2026	4,750,000.00	4,393,512.50	119,700.00	4,750,000.00	4,513,212.50	
Municipal Bond	3.99%	5/1/2028	-	-	7,565,629.50	7,425,000.00	7,565,629.50	
Municipal Bond	2.50%	3/1/2027	1,180,000.00	1,079,393.20	35,341.00	1,180,000.00	1,114,734.20	
Municipal Bond	0.00%	7/1/2024	1,000,000.00	1,000,000.00	(1,000,000.00)	-	-	
Municipal Bond	4.08%	8/15/2027	-	-	1,764,612.50	1,750,000.00	1,764,612.50	
Municipal Bond	0.00%	7/15/2024	1,540,000.00	1,537,258.80	(1,537,258.80)	-	-	
Municipal Bond	4.31%	11/15/2028	1,970,000.00	1,759,072.10	72,397.50	1,970,000.00	1,831,469.60	
Municipal Bond	4.03%	7/1/2027	2,725,000.00	2,629,025.50	80,741.75	2,725,000.00	2,709,767.25	
Municipal Bond	2.20%	6/15/2025	1,550,000.00	1,507,127.00	22,630.00	1,550,000.00	1,529,757.00	
Municipal Bond	2.35%	6/15/2026	1,030,000.00	981,363.40	22,742.40	1,030,000.00	1,004,105.80	
Municipal Bond	3.65%	9/15/2027	-	-	636,792.00	650,000.00	636,792.00	
Municipal Bond	2.00%	7/1/2025	2,600,000.00	2,553,122.00	30,290.00	2,600,000.00	2,583,412.00	
Municipal Bond	4.49%	7/1/2027	2,500,000.00	2,268,475.00	69,800.00	2,500,000.00	2,338,275.00	
Municipal Bond	4.62%	7/1/2027	4,120,000.00	3,738,446.80	115,030.40	4,120,000.00	3,853,477.20	
Municipal Bond	5.01%	7/1/2027	2,500,000.00	2,268,475.00	69,800.00	2,500,000.00	2,338,275.00	
Municipal Bond	2.00%	7/1/2025	2,540,000.00	2,437,815.80	41,529.00	2,540,000.00	2,479,344.80	
Municipal Bond	2.00%	7/1/2025	2,621,000.00	2,515,557.17	42,853.35	2,621,000.00	2,558,410.52	
Municipal Bond	3.19%	3/1/2026	1,800,000.00	1,799,136.00	25,398.00	1,800,000.00	1,824,534.00	
Municipal Bond	4.02%	2/15/2026	900,000.00	887,103.00	14,184.00	900,000.00	901,287.00	
Municipal Bond	0.00%	7/1/2024	2,700,000.00	2,700,000.00	(2,700,000.00)	-	-	
Municipal Bond	2.33%	10/1/2025	2,000,000.00	1,896,000.00	40,600.00	2,000,000.00	1,936,600.00	
Municipal Bond	1.85%	8/1/2025	10,000,000.00	9,561,200.00	188,200.00	10,000,000.00	9,749,400.00	
Municipal Bond	3.64%	8/1/2025	5,000,000.00	4,780,600.00	94,100.00	5,000,000.00	4,874,700.00	
Municipal Bond	4.59%	8/15/2027	1,000,000.00	970,770.00	26,870.00	1,000,000.00	997,640.00	
Municipal Bond	1.83%	7/1/2025	1,960,000.00	1,901,356.80	31,007.20	1,960,000.00	1,932,364.00	
Municipal Bond	1.98%	7/1/2026	2,005,000.00	1,902,905.40	48,120.00	2,005,000.00	1,951,025.40	
Municipal Bond	2.50%	7/1/2026	2,750,000.00	2,652,127.50	60,885.00	2,750,000.00	2,713,012.50	
Municipal Bond	3.15%	8/15/2026	1,740,000.00	1,632,276.60	43,604.40	1,740,000.00	1,675,881.00	
Municipal Bond	4.60%	8/1/2027	750,000.00	680,647.50	23,212.50	750,000.00	703,860.00	
Municipal Bond	3.68%	9/1/2027	-	-	1,239,100.00	1,250,000.00	1,239,100.00	
Municipal Bond	3.23%	6/1/2026	1,605,000.00	1,514,269.35	39,434.85	1,605,000.00	1,553,704.20	
Municipal Bond	4.28%	9/1/2028	1,000,000.00	960,860.00	31,160.00	1,000,000.00	992,020.00	
Municipal Bond	4.65%	4/1/2027	750,000.00	685,650.00	23,617.50	750,000.00	709,267.50	
Municipal Bond	4.79%	4/1/2027	3,395,000.00	3,103,709.00	106,908.55	3,395,000.00	3,210,617.55	
Municipal Bond	1.97%	6/15/2026	5,000,000.00	4,651,000.00	122,950.00	5,000,000.00	4,773,950.00	
Municipal Bond	3.22%	8/15/2025	4,015,000.00	3,782,571.65	86,161.90	4,015,000.00	3,868,733.55	
Municipal Bond	3.20%	10/1/2026	1,500,000.00	1,410,270.00	38,475.00	1,500,000.00	1,448,745.00	
Municipal Bond	4.26%	12/1/2028	805,000.00	704,358.90	28,191.10	805,000.00	732,550.00	
Municipal Bond	4.58%	7/15/2027	2,500,000.00	2,419,675.00	67,300.00	2,500,000.00	2,486,975.00	
Municipal Bond	0.00%	7/1/2024	1,500,000.00	1,500,000.00	(1,500,000.00)	-	-	
Municipal Bond	4.31%	1/15/2026	2,500,000.00	2,445,775.00	43,475.00	2,500,000.00	2,489,250.00	
Municipal Bond	1.85%	7/1/2026	1,750,000.00	1,673,070.00	38,325.00	1,750,000.00	1,711,395.00	
Municipal Bond	4.61%	7/1/2027	1,125,000.00	1,011,678.75	34,875.00	1,125,000.00	1,046,553.75	
Municipal Bond	4.00%	7/1/2028	-	-	4,575,900.00	5,000,000.00	4,575,900.00	
Municipal Bond	0.79%	3/1/2025	750,000.00	728,475.00	11,325.00	750,000.00	739,800.00	
Municipal Bond	4.45%	6/1/2028	1,010,000.00	992,739.10	17,291.20	1,010,000.00	1,010,030.30	
Municipal Bond	0.00%	8/1/2024	485,000.00	484,044.55	(484,044.55)	-	-	
Municipal Bond	4.61%	5/1/2027	5,000,000.00	4,667,950.00	150,100.00	5,000,000.00	4,818,050.00	
Municipal Bond	4.86%	5/1/2027	2,700,000.00	2,520,693.00	81,054.00	2,700,000.00	2,601,747.00	
Municipal Bond	2.01%	8/1/2026	2,550,000.00	2,453,457.00	62,781.00	2,550,000.00	2,516,238.00	
Municipal Bond	2.60%	4/1/2026	2,000,000.00	1,935,540.00	42,220.00	2,000,000.00	1,977,760.00	
Municipal Bond	0.00%	8/1/2026	1,000,000.00	968,000.00	(968,000.00)	-	-	
Municipal Bond	1.84%	6/15/2025	2,000,000.00	1,958,520.00	25,000.00	2,000,000.00	1,983,520.00	

Market Value Comparison

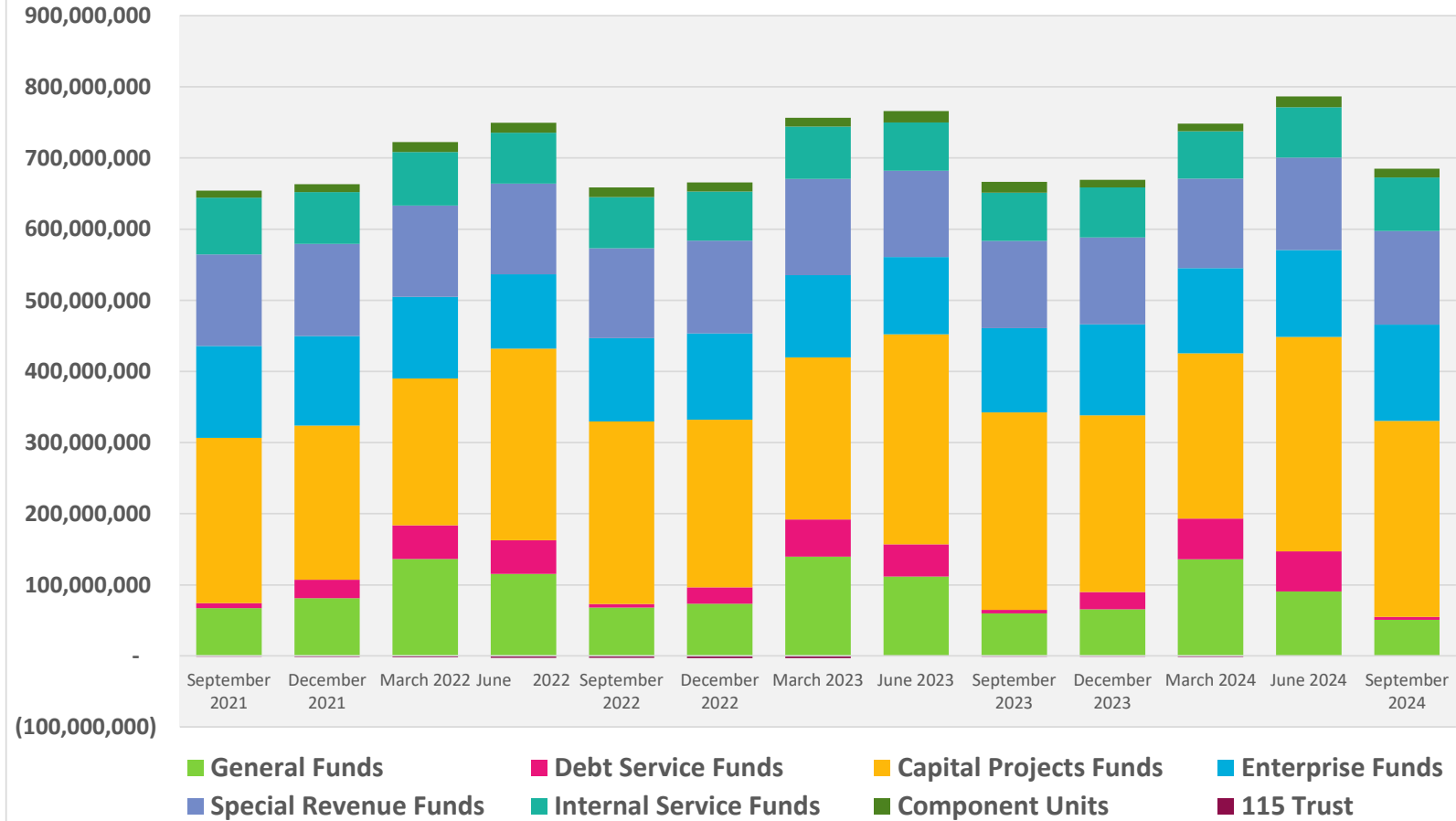
Investment Description	Yield	Maturity Date	June 30, 2024			September 30, 2024		
			Par Value	Market Value	Qtr to Qtr Change	Par Value	Market Value	
Municipal Bond	4.65%	8/1/2027	465,000.00	426,237.60	14,098.80	465,000.00	440,336.40	
Municipal Bond	4.22%	7/1/2027	-	-	535,010.15	545,000.00	535,010.15	
Municipal Bond	2.42%	8/1/2025	1,000,000.00	966,580.00	15,740.00	1,000,000.00	982,320.00	
Municipal Bond	4.30%	2/1/2029	5,000,000.00	4,718,000.00	173,550.00	5,000,000.00	4,891,550.00	
Municipal Bond	2.80%	8/1/2026	-	-	881,171.20	890,000.00	881,171.20	
Municipal Bond	2.80%	8/1/2026	-	-	109,063.90	110,000.00	109,063.90	
Municipal Bond	3.14%	4/1/2026	1,150,000.00	1,123,354.50	20,642.50	1,150,000.00	1,143,997.00	
Municipal Bond	4.47%	4/1/2027	555,000.00	517,798.35	15,589.95	555,000.00	533,388.30	
Municipal Bond	0.43%	10/1/2024	5,000,000.00	4,966,950.00	33,050.00	5,000,000.00	5,000,000.00	
Municipal Bond	4.66%	6/15/2027	1,300,000.00	1,317,433.00	20,501.00	1,300,000.00	1,337,934.00	
Municipal Bond	0.00%	7/1/2024	2,500,000.00	2,500,000.00	(2,500,000.00)	-	-	
Municipal Bond	4.50%	5/1/2027	3,000,000.00	2,728,710.00	96,450.00	3,000,000.00	2,825,160.00	
Municipal Bond	0.00%	9/1/2024	2,000,000.00	1,989,040.00	(1,989,040.00)	-	-	
Municipal Bond	2.57%	6/1/2026	2,750,000.00	2,489,217.50	75,322.50	2,750,000.00	2,564,540.00	
Municipal Bond	3.05%	9/15/2025	2,250,000.00	2,142,405.00	43,200.00	2,250,000.00	2,185,605.00	
Municipal Bond	1.99%	3/1/2026	4,380,000.00	4,189,776.60	87,906.60	4,380,000.00	4,277,683.20	
Municipal Bond	4.68%	5/1/2027	725,000.00	659,416.50	20,967.00	725,000.00	680,383.50	
Municipal Bond	2.02%	8/1/2026	3,270,000.00	3,111,601.20	70,697.40	3,270,000.00	3,182,298.60	
Municipal Bond	2.08%	3/1/2027	1,600,000.00	1,452,976.00	35,600.00	1,600,000.00	1,488,576.00	
Municipal Bond	5.04%	6/1/2027	600,000.00	541,974.00	20,544.00	600,000.00	562,518.00	
Municipal Bond	2.78%	8/1/2026	2,205,000.00	2,119,115.25	56,800.80	2,205,000.00	2,175,916.05	
Municipal Bond	4.09%	8/1/2028	-	-	1,164,809.10	1,365,000.00	1,164,809.10	
Municipal Bond	3.20%	6/1/2026	2,240,000.00	2,128,896.00	49,078.40	2,240,000.00	2,177,974.40	
Municipal Bond	4.65%	3/1/2027	700,000.00	637,175.00	20,811.00	700,000.00	657,986.00	
Municipal Bond	1.84%	8/15/2025	1,210,000.00	1,206,188.50	10,805.30	1,210,000.00	1,216,993.80	
Municipal Bond	0.00%	8/1/2024	37,235,000.00	37,087,177.05	(37,087,177.05)	-	-	
Municipal Bond	3.05%	6/1/2025	8,000,000.00	7,850,480.00	91,040.00	8,000,000.00	7,941,520.00	
Municipal Bond	3.15%	6/1/2026	3,000,000.00	2,906,730.00	59,520.00	3,000,000.00	2,966,250.00	
Municipal Bond	4.30%	10/1/2028	920,000.00	865,582.00	44,353.20	920,000.00	909,935.20	
Municipal Bond	3.41%	7/1/2026	3,445,000.00	3,190,138.90	86,848.45	3,445,000.00	3,276,987.35	
Municipal Bond	4.60%	5/15/2027	1,645,000.00	1,493,808.05	52,343.90	1,645,000.00	1,546,151.95	
Municipal Bond	3.50%	8/1/2025	1,008,000.00	1,008,330.00	6,850.00	1,008,000.00	1,015,180.00	
Municipal Bond	4.26%	11/1/2028	985,000.00	962,689.75	25,235.70	985,000.00	987,925.45	
Municipal Bond	4.11%	5/1/2026	2,980,000.00	2,942,452.00	46,547.60	2,980,000.00	2,988,999.60	
Municipal Bond	4.45%	8/1/2027	3,295,000.00	3,284,521.90	82,539.75	3,295,000.00	3,367,061.65	
Municipal Bond	3.63%	9/15/2027	-	-	1,128,590.40	1,120,000.00	1,128,590.40	
Municipal Bond	4.02%	5/15/2028	2,160,000.00	1,918,447.20	77,047.20	2,160,000.00	1,995,494.40	
Municipal Bond	4.50%	2/1/2027	2,000,000.00	1,836,280.00	55,160.00	2,000,000.00	1,891,440.00	
Municipal Bond	3.84%	8/15/2028	-	-	2,559,412.05	2,535,000.00	2,559,412.05	
Municipal Bond	4.09%	4/1/2027	-	-	1,025,856.00	1,040,000.00	1,025,856.00	
Municipal Bond	3.98%	5/15/2027	2,500,000.00	2,270,300.00	69,925.00	2,500,000.00	2,340,225.00	
Municipal Bond	2.00%	8/1/2025	915,000.00	893,625.60	12,160.35	915,000.00	905,785.95	
Municipal Bond	3.12%	8/15/2025	1,000,000.00	940,060.00	21,780.00	1,000,000.00	961,840.00	
Municipal Bond	4.45%	5/1/2028	3,810,000.00	3,337,941.00	143,446.50	3,810,000.00	3,481,387.50	
Municipal Bond	4.71%	6/15/2027	4,840,000.00	4,912,116.00	111,513.60	4,840,000.00	5,023,629.60	
Treasury Note	0.86%	2/28/2026	30,000,000.00	27,936,328.20	717,187.50	30,000,000.00	28,653,515.70	
TVA Bond	0.00%	9/15/2024	3,080,000.00	3,063,470.01	(3,063,470.01)	-	-	
			\$ 803,965,202.06	\$ 783,851,918.40	\$ (100,680,685.73)	\$ 691,509,044.17	\$ 683,171,232.67	

Book Value Allocation					
	June 30, 2024		September 30, 2024		Previous Quarter Comparison
	% Equity in Treasury Pool	Book Value Fund Allocation	% Equity in Treasury Pool	Book Value Fund Allocation	Book Value Change (\$)
General Fund	11.55%	92,234,034.54	7.43%	51,048,840.58	(41,185,193.96)
Debt Service Fund	7.18%	57,373,491.04	0.62%	4,252,778.78	(53,120,712.25)
Capital Projects Fund	38.38%	306,543,831.68	40.24%	276,472,923.89	(30,070,907.79)
Enterprise Fund	15.52%	123,918,392.59	19.77%	135,817,295.38	11,898,902.80
Special Revenue Fund	16.52%	131,894,964.46	19.19%	131,799,834.69	(95,129.77)
Internal Service Fund	8.99%	71,761,323.57	10.99%	75,513,368.87	3,752,045.29
Component Unit	1.93%	15,424,998.98	1.82%	12,520,828.17	(2,904,170.81)
115 Trust	-0.07%	(569,842.54)	-0.07%	(450,607.31)	119,235.23
Totals	100.00%	798,581,194.31	100.00%	686,975,263.05	-111,605,931.26

Market Value Allocation					
	June 30, 2024		September 30, 2024		Previous Quarter Comparison
	% Equity in Treasury Pool	Market Value Fund Allocation	% Equity in Treasury Pool	Market Value Fund Allocation	Market Value Change (\$)
General Fund	11.55%	90,532,841.78	7.43%	50,766,164.69	(39,766,677.09)
Debt Service Fund	7.18%	56,315,276.81	0.62%	4,229,229.61	(52,086,047.20)
Capital Projects Fund	38.38%	300,889,843.45	40.24%	274,941,993.36	(25,947,850.09)
Enterprise Fund	15.52%	121,632,803.84	19.77%	135,065,225.92	13,432,422.08
Special Revenue Fund	16.52%	129,462,253.37	19.19%	131,070,011.36	1,607,757.98
Internal Service Fund	8.99%	70,437,735.76	10.99%	75,095,224.04	4,657,488.28
Component Unit	1.93%	15,140,495.57	1.82%	12,451,495.82	(2,688,999.76)
115 Trust	-0.07%	(559,332.19)	-0.07%	(448,112.13)	111,220.06
Totals	100.00%	783,851,918.40	100.00%	683,171,232.67	-100,680,685.73

Allocations are based upon fund equity in the Treasury Pool at the end of the period.

Treasury Pool Allocation History





CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Finance
DIRECTOR: Denise Tacke, Director of Finance
AGENDA ITEM: Accept the findings and opinions of the Annual Audit
RECOMMENDED ACTION: Adoption of Resolutions

ITEM SUMMARY

To accept the findings and opinions of the Annual Audit; authorizing the City Manager, or in his absence the Director of Finance, to publish the results thereof; and providing an effective date. **Adopted Resolution No. 2025-1-11(R)**

FINANCIAL SUMMARY/STRATEGIC GOALS

This item has no financial impact.

Approval of this item relates to the City's Strategic Plan Critical Success Factors of Excellent, Innovative, and Accountable City Government.

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/13/2025	Resolution
Fiscal Year 2024 Annual Comprehensive Financial Report (ACFR)	1/14/2025	Attachment

A Resolution of the City of Plano, Texas, accepting the findings and opinions of the Annual Audit; authorizing the City Manager, or in his absence the Director of Finance, to publish the results thereof; and providing an effective date.

WHEREAS, Section 3.14 of the City Charter requires that a complete audit be made by a duly licensed Public Accountant at the close of each fiscal year; and

WHEREAS, the City Council has been presented the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2024, a copy of which has been filed with the City Secretary, available for public inspection, and incorporated herein by reference (hereinafter called "ACFR"); and

WHEREAS, upon full review and consideration of the ACFR, and the included opinion of the City's duly appointed auditors, Weaver and Tidwell, L.L.P., the City Council is of the opinion that the requirements of the Charter have been satisfied.

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

Section I. The findings and opinions of the ACFR have been reviewed by the City Council of the City of Plano, and are hereby in all things accepted.

Section II. The City Manager, or in his absence, the Director of Finance, is hereby instructed to publish the results of the ACFR and all other documents in connection therewith on behalf of the City of Plano, as provided in Section 3.14 of the City Charter.

Section III. This Resolution shall become effective from and after its passage.

PASSED AND APPROVED on the 27th day of January, 2025.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





CITY OF PLANO, TEXAS

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR FISCAL YEAR ENDED SEPTEMBER 30, 2024

Prepared By:

Accounting Division

**Director of Finance – Denise Tacke
Assistant Director of Finance – Allison Friloux
Controller – Natalie Chavez
Assistant Controller – Claudia Gallegos**

**Nicholas Billington
Summer Corey
Jessica Escalera
Kenzie Frantz
Debbie Hartwell
Theresa King
Sandra Kwok
Megan Medrano
Brandon Potemra
Valerie Tidwell
Sandra Walls
Adam Watkins
Leeia Wiggins**



**CITY OF PLANO, TEXAS
ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2024
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INTRODUCTORY SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas







City of Plano
1520 K Avenue
Plano, TX 75074

P.O. Box 860358
Plano, TX 75086-0358
Tel: 972-941-7000
Plano.gov

January 7, 2025

To the Honorable Mayor, Members of the City Council
and Citizens of the City of Plano, Texas:

The Annual Comprehensive Financial Report (ACFR) of the City of Plano, Texas (the City or Plano), for the year ended September 30, 2024, is submitted in accordance with Section 3.14 in the City Charter.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal controls established for this purpose.

Weaver and Tidwell, L.L.P. has issued an unmodified (clean) opinion on the City's financial statements for the year ended September 30, 2024. The independent auditor's report is located in the beginning of the financial section of the ACFR.

This letter of transmittal is designed to complement the Management's Discussion and Analysis (MD&A) and should be read in conjunction. The City's MD&A can be found immediately following the independent auditor's report and provides a narrative introduction, overview and analysis of the basic financial statements.

City of Plano Profile

The City of Plano is the largest city in Collin County, located in the southwest corner of the county, approximately 20 miles north of downtown Dallas. There are currently 72.1 square miles of land in the City's boundary.

The City was incorporated on June 2, 1873. It was subsequently chartered on June 10, 1961, and operates under a Council-Manager form of government. The City Council is comprised of a Mayor and seven members and is responsible for enacting ordinances, resolutions and regulations governing the City, as well as, appointing the members of various statutory and advisory boards, the City Manager, the City Attorney and the Chief Municipal Judge. The City Manager is the chief administrative officer of the government and is responsible for the enforcement of laws and ordinances, the appointment and supervision of the Deputy City Managers and heads of departments and the performance of functions within the municipal organization.

Financial reporting of the entity (the government) includes all the funds of the primary government (the City of Plano as legally defined, in addition to three blended component units as discussed in the accompanying footnotes), as well as, the Tax Increment Financing Districts, reported as discretely presented component units. Discretely presented component units are legally separate entities and are not part of the primary government's operations.

The government provides a full range of services including police and fire protection, environmental health, community development, building inspection, traffic control, parks and libraries, the construction and operation of water, sewer, drainage, sustainability and environmental services, streets and infrastructure and convention, tourism and cultural events.

The Plano Housing Authority, a related organization, is not a part of this report as the City's accountability does not extend beyond making the appointments of the Plano Housing Authority Board.

Local Economy

Plano is a community that offers exceptional housing, award-winning schools and a dynamic business climate, all of which are strong factors in the success of the City's economy. The City continues to benefit from other favorable conditions including a stable, diverse economic base and desirable location for work and living.

Since 2019, Plano's population has grown an estimated 3.1% to 294,152 in 2024. According to residential development projections by the City's planning department, it is projected to grow to 311,800 by 2034 and to 321,500 by 2044.

According to the *U.S. Census Bureau*, the median household income of Plano is \$108,594.

Plano ranked two consecutive years in the top 100 Safest Cities in America according to *WalletHub.com*. The survey compared 180 U.S. cities across 41 key indicators including traffic fatalities, natural disaster risk and community and financial safety.

WalletHub.com's Best and Worst Places to Raise a Family ranked Plano 4th in the nation and 1st in Texas as a top favorable location. Plano was compared to more than 180 U.S. cities considering 45 key metrics, including essential family dynamics, the quality of local school and health-care systems and opportunities for fun and recreation.

Plano is named in *World Atlas*' 12 Best Places to Live in Texas and in *Niche.com*'s 2024 Best Cities to Live in America List. The City made these lists for its low crime rate, world-class parks, reputable school systems and night life.

Plano is included in *ActivelyPlay*'s Top 20 Best Cities for Outdoor Recreation. The publication compared 100 cities in the U.S. considering per capita access to parkland area, trail miles, playgrounds, pools and sports amenities and park access.

Plano is ranked 1st in Texas and 16th in the US by *The Trust for Public Land*'s ParkScore rankings, which is a national comparison of park systems across the 100 most populated cities in the United States. Published annually, the index measures park systems according to five categories reflective of an excellent city park system: access, investment, amenities, acreage and equity.

WalletHub.com ranked Plano for the second consecutive year as the 9th Best City for Jobs when comparing 180 U.S. cities across 32 key indicators of job-market strength, ranging from job opportunities to employment growth to monthly average starting salary.

Plano is ranked 4th in *Forbes Advisor*'s The Best Cities to Comfortably Retire list comparing 78 of the largest U.S. cities based on local cost of living and potential household savings.

Plano remains in the small percentage of cities in the United States to carry AAA-rated bonds, the highest possible bond rating from Moody's Investor Service, Standard & Poor's and Fitch, Inc. The ratings are due to the City's stable financial position driven by conservative budgeting, as well as its large and diverse tax base and strong management practices.

Given Plano's continued pro-business attitude and enthusiastic accommodation of industry, the City's economy continues to prosper. The following categories represent key factors that impact Plano's economic and financial success:

Property Tax Revenues

Property tax revenues are the City's largest source of funding. According to the Collin County and Denton County Appraisal Districts, the original certified property assessed values increased 10.5% for fiscal year 2024, with 13.5% of the increase coming from new property. The tax rate remained the same as prior year at 41.76 cents. Tax collections for fiscal year 2024 totaled \$225.7 million, an increase of 8.7% from the prior year.

Sales Tax Revenues

After property tax revenues, the General Fund's second largest revenue source is sales tax generated from a variety of businesses operating in the City. Sales tax collections are produced primarily from Plano's sizeable retail base, which includes numerous retail store facilities, Historic Downtown Plano with Dallas Area Rapid Transit (DART) light rail access, as well as hundreds of other specialty shops and major retailers.

Sales tax allocations to the City totaled \$118.4 million from October 2023 through September 2024, an increase of 3.6% compared to fiscal year 2023.

Employment

The unemployment rate in Plano at September 30 decreased from 3.7% in 2023 to 3.6% in 2024. This compares favorably to the unemployment rate statewide and nationally of 4.1%. A strong business atmosphere, coupled with a highly educated and motivated workforce, continue to draw diverse companies to relocate to Plano. The four largest job industries are trade, transportation and utilities; professional and business services; education and health services and government. According to the U.S. Census Bureau, 58.4% of Plano residents have a bachelor's degree or higher.

Plano's large businesses, employing 1,000+, include JPMorgan Chase, Capital One Finance, Toyota Motor North America, Bank of America, PepsiCo, AT&T, Ericsson, Medical City Plano, Liberty Mutual Insurance, USAA, NTT DATA, Samsung Electronics America, Texas Health Plano, FedEx Office, Fisher Investments and TATA Consultancy Services. Employing 500-999, companies having significant operations in Plano, include Tech Mahindra Americas, Palo Alto Networks, Abbott, Integer Holdings, Transamerica Casualty Insurance, Tyler Technologies, Pizza Hut, Raising Cane's Chicken Fingers, Crestron Electronics, Cognizant Technology Solutions, Baylor Scott and White The Heart Hospital – Plano, U.S. Renal Care, Baylor Scott and White Medical Center – Plano, PennyMac Financial Services, Alkami Technology, Trellix and Hilti North America. This type of environment creates a broad range of employment opportunities for Plano and area residents and creates a significant business component to the local tax base.

Job Growth

In fiscal year 2024, the following businesses announced relocation and/or expansion:

AlignedData, a Plano-based data center expanded its facility to 220,000 square feet building. Furthermore, AlignedData announced its second expansion to construct a 450,000-square-foot data center on a 44-acre property. After the completion of the 2nd expansion, AlignedData's presence in Plano will total 770,000 square feet.

Raising Cane's, a Plano-based fast-food chain, will expand its regional corporate headquarters by occupying 400,000 square feet of space at 5320 Legacy Drive and will house over 1,000 employees. Its new facility is scheduled to open in 2026.

Children's Medical Center in Plano, a Level IV Trauma Center, is planning to open its newly constructed tower by the end of 2024, tripling its bed count from 72 to 212 beds. The hospital will operate as a Level II facility, expanding specialty care programs to meet increased demand. The hospital will grow its existing 1,000 employee workforce by an additional 400 jobs.

Delta Electronics, a Taiwan-based manufacturer, is expanding its Plano campus at 601 Data Drive to include two 477,000-square-foot manufacturing facilities and a 90,000-square-foot office building. Construction is expected to be complete by 2031 and will employ 1,500 people.

Medical City Plano, a part of Nashville-based HCA Healthcare, is Collin County's only Level I Trauma Center and plans to add four new floors to its existing tower. This \$76 million expansion will include 131,700 square feet of space, doubling the tower size and will increase cancer care services.

ASSA ABLOY Global Solutions, a Sweden-based security solutions provider, has relocated its U.S. headquarters to Plano, leasing 107,000 square feet of flex space at 2925 East Plano Parkway. The company opened its doors in October 2024 and has brought 340 jobs.

Sysgration, a Taiwan-based technology company, has selected Plano for its operations at 3724 East Plano Parkway in Plano's Research/Technology Crossroads. The company is set to occupy 98,000 square feet of space by 2025 and create approximately 200 jobs.

LiquidAgents/StaffDNA, a Plano-based healthcare workforce solutions provider, expanded and opened its new operations at 6860 Dallas Parkway, the Gateway at Legacy, leasing three floors, totaling 83,800 square feet of office space.

Camtron, a Plano-based manufacturer, is expanding its manufacturing operations to include new product lines. The company is leasing 70,000 square feet of space at 3101 Summit Avenue in the Research/Technology Crossroads.

FlexEtc Plano, a Los Angeles-based co-warehousing provider, has renovated and opened its first Plano location at 1600 West Plano Parkway in April 2024. The 70,000-square-foot facility offers entrepreneurs and small businesses, desiring to operate in Plano, a flexible warehousing/distribution space that fits its needs. In addition to coworking concepts, the facility also offers high-speed internet, conference rooms, private/shared office space, a shared kitchen area, as well as daily shipping and receiving services.

CSI Pharmacy, a Nash,TX-based specialty pharmacy, opened a corporate office at 5340 Legacy Drive in the Campus at Legacy in July 2024. The company expects to continue to expand its 40,000-square-foot office to accommodate their employment growth to 200.

Long-Term Financial Planning

Long-term planning and responding prudently to changing economic conditions remain key in maintaining the City's fiscal health. During the 2024-25 budget process, the City Manager met with each council member to hear their priorities, followed by meetings with each department to receive updates on City operations. In March, the City Council was presented with a financial forecast indicating the need for the City to implement the budget contingency plan. Flattening revenues were anticipated due to the continued reduction of land available for development in the City resulting in slowed revenues. Plano's future growth will look different than previous decades and the organization must adapt to flattening revenue growth and balance those revenue expectations with expenditures needed to support the City's programs and services. The City is entering the next lifecycle phase, which is characterized by a slowing of new revenue from green field development and will transition to a larger focus on infrastructure maintenance, commercial and corporate redevelopment and long-term revenue sustainability.

The City is a service industry and is subject to the same economic conditions affecting the rest of the country. In addition, the City must recognize and continue to adapt to a mature environment where resource growth is reduced by slowed commercial growth and increased residential tax freezes, along with rising costs of providing services. These factors are taken into account when planning for the City's financial future.

Across all of Plano's operating funds in fiscal year 2025, appropriations equal \$758.0 million, a \$25.2 million or 3.4% increase from the fiscal year 2024 final budget. Projected at \$377.4 million in fiscal year 2025, General Fund revenues are expected to increase by \$8.9 million when compared to the fiscal year 2024 final budget, while fiscal year 2025 General Fund appropriations are set at \$393.3 million, an increase of \$4.5 million from the fiscal year 2024 final budget.

Resources have been diligently set aside on a pay-go basis for renovating, repairing and replacing existing infrastructure via the Capital Maintenance Fund, which has been a highlighted factor in maintaining the City's AAA bond ratings. Capital Maintenance funding for fiscal year 2025 will be primarily supported by transfers of \$25.0 million from the General Fund, \$4.0 million from the Water and Sewer Fund, \$1.5 million from the Convention and Tourism Fund and \$500 thousand from the Municipal Drainage Fund.

The City will use bond authority approved by voters in May 2021 for the fiscal year 2025 Community Investment Program. Of the \$191.9 million budgeted for General Obligation capital expenditures in fiscal year 2025, \$118.5 million is for street improvement, \$59.7 million is dedicated for park improvement and recreation center projects and \$13.7 million is for public safety facilities and improvements at other City facilities.

Budgetary impacts are minimized by setting aside resources to purchase equipment and replace existing equipment which has reached the end of its useful life with the Equipment Replacement Fund (a component of the internal service Equipment Maintenance Fund). The fund collects regularly scheduled depreciation charges from City departments possessing vehicles and capital equipment and uses those funds for future purchases of new equipment on an as needed basis. In fiscal year 2025, the Equipment Replacement Fund's projected revenues total \$23.1 million, with depreciation charges of \$16.7 million as the primary source of revenue. The fund is also expected to collect \$1.5 million from the auction of City equipment and \$900 thousand from interest earned on the fund's available balance.

The City has programmed a General Obligation bond sale of \$85.0 million to support capital projects in fiscal year 2025. The General Obligation sale will fund numerous street improvements, the continued development and renovation of Plano's park system and renovations and additions to recreation, public safety and other City facilities.

For 2025, costs in the Water and Sewer Fund and Sustainability and Environmental Services Fund have increased due to contractual commitments with North Texas Municipal Water District (NTMWD or District). Increased costs in wholesale water rates and sewer treatment costs from NTMWD have been included in the 2025 budget and are based on the latest adopted multi-year forecast and projections that were received by the District. NTMWD will increase wholesale water rates from \$3.69 per thousand gallons to \$3.85 per thousand gallons in 2025. Additionally, wastewater treatment rates including the Upper East Fork Interceptor will increase from \$4.66 per thousand gallons to \$5.61 per thousand gallons. The City continues in its effort to minimize the impact of the pass through rate increases from NTMWD on to customers, including the hiring of a water and sewer rate consultant in order to plan both short-term and long-term water and wastewater rates to ensure sustainability of the Water and Sewer Fund.

Similarly, the Sustainability and Environmental Services Fund has faced enormous financial pressures over the last several years including the loss of all recycling revenue, increased cost for personnel, fuel and equipment plus contractual-related expenditures. Due to the current financial condition, the residential rates for waste collection will increase from \$23.60 to \$24.60 per month for 95-gallon cart service and from \$16.89 to \$17.61 per month for 68-gallon cart service. The rate for an additional 95-gallon cart will increase

from \$19.66 to \$20.50 per month. Furthermore, the non-franchisee commercial rate will increase from \$30.45 to \$31.45 per month.

Relevant Financial Policies

Financial Policies. The City Council Finance Subcommittee developed written policies detailing financial goals and guidelines for the City. These include policies for accounting, budgeting, capital improvements, asset management, revenue management, risk management, investing, cash management and fund balance and reserve levels. City Council adopted these policies, and on a periodic basis, the financial policies are reviewed and updated.

Accounting Procedures and Budgetary Controls. The City's accounting records for governmental funds are maintained on a modified accrual basis, with revenues being recorded when available and measurable and expenditures being recorded when the services or goods are received and the liabilities are incurred. Accounting records for the City's proprietary funds are maintained on the accrual basis.

In developing and maintaining the City's accounting system, consideration is given to the adequacy of the internal control structure. Internal accounting controls are designed to provide reasonable, but not absolute, assurance regarding: (1) the safeguarding of assets against loss from unauthorized use or disposition; (2) the reliability of financial records for preparing financial statements and maintaining accountability for assets; and (3) compliance with all applicable rules, regulations and contractual requirements. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the evaluation of costs and benefits requires estimates and judgments by management.

All internal control evaluations occur within the above framework. The City believes that the internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions.

Budgetary control is maintained at the fund level, and encumbrances are entered at the time a purchase order is issued. Open encumbrances are recorded as assignments of fund balance as of September 30 of each year, and the subsequent year's budget is increased to reflect these encumbrances. Unspent and unencumbered appropriations lapse at the end of the fiscal year.

The budgetary process begins each year with the preparation of both current and proposed year revenue estimates by the City's financial management staff and expenditure estimates by each City department. Budgets are reviewed by the Budget Committee which consists of the City Manager, Deputy City Managers, Director of Budget and Research, Director of Finance and Director of Human Resources. The City Manager makes final decisions and submits a recommended budget to City Council. The proposed budget is reviewed extensively by City Council, a process that includes a Charter-mandated public hearing, in addition to work sessions which are open to the public. The City Charter requires adoption of the City budget no later than September 15 of each fiscal year

While the budget is developed and controlled at the departmental level, appropriations are made at fund level. An ordinance establishes the budget for operating expenditures, debt service payments and interfund transfers, while a separate ordinance establishes the property tax rate. City Council approves annual appropriations for operations and interfund transfers for all operating and debt service funds. Only the General Fund and Debt Service Fund have legally adopted annual budgets. The City Manager has the authority to transfer unexpended balances between departmental budgets within appropriated funds. Funds with operating appropriations and interfund transfers set by ordinance include the General Fund and Debt Service Fund.

As part of each year's budget development process, departments are required to update expenditure estimates for the current fiscal year. The re-estimated budgets are reviewed by the Budget Committee and

City Council concurrent with review of the proposed budget. The re-estimated current year budget is used as a working budget for the last half of the current fiscal year. This re-estimated budget, or final budget, may require a supplemental appropriation and, if so, such supplemental appropriation is approved by ordinance adopted by City Council prior to the end of the current fiscal year.

During the course of the fiscal year, expenditure controls are maintained by each department head with overall review exercised by the Budget Committee. Monthly departmental expenditure reports are generated by an automated management accounting system and provide expenditure totals and encumbrances at the line-item level for the most recently completed month, as well as a year-to-date total and an actual versus planned rate of expenditure. Major expenditure requests are reviewed by the Budget and Research Department prior to the encumbrance of funds.

Constant review of revenue and expenditure trends is maintained with specific responsibility assigned to the Director of Budget and Research. If appropriate, recommendations for corrective action are made to the City Manager and City Council as needed to ensure the integrity of the adopted budget.

The City's Finance Department publishes a Comprehensive Monthly Financial Report (CMFR) directed at providing internal and external users with a general awareness of the City's financial positions and economic activity. The CMFR includes a Financial Summary section reporting the performances of the major operating funds, an Economic Analysis section summarizing key economic indicators and an in-depth review with graphic illustrations and an Investment Report section describing investment activity, interest earnings and the City's portfolio. The CMFR is presented quarterly to City Council.

Major Initiatives

The fiscal year 2025 Community Investment Program (CIP) will continue to reflect the City's commitment to enhancing and maintaining its infrastructure. Major facility projects from fiscal year 2024 CIP included construction expenditures for remodeling and expansion of Fire Station 5 in southwest Plano, as well as the renovation of the City Council chambers in the Municipal Center facility located in downtown. Total municipal facilities expenditures were \$11.2 million. Plano's parks and recreation system saw \$16.4 million in expenditures to improve parks, connect trails and obtain land for future park development. Expenditures include improvements to Jack Carter Park, a community park located in central Plano, participation in the construction of the City's portion of the Cotton Belt Trail located in the Dallas Area Rapid Transit Silver Line Rail corridor and purchase of property adjacent to the Oak Point Park and Nature Reserve. Numerous major street projects were undertaken in fiscal year 2024, with a total of \$93.7 million spent to improve intersections, collector and residential streets, screening walls, sidewalks and alleys. Design and construction of water and sewer infrastructure renovations and replacements totaled \$22.8 million in fiscal year 2024, with major expenditures occurring in wastewater improvements along the President George Bush Turnpike access road and replacement of water lines in the Steeplechase neighborhood. Finally, \$46.3 million was invested through the Capital Maintenance Fund on repairs, renovations and rehabilitation projects for City streets, facilities and park assets with the goal of extending the useful life of those assets.

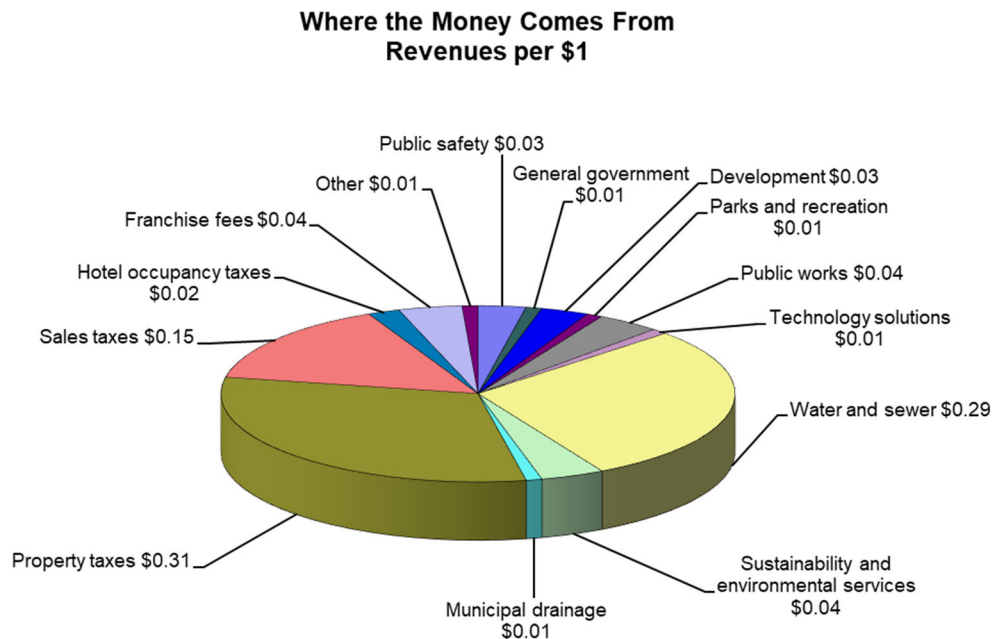
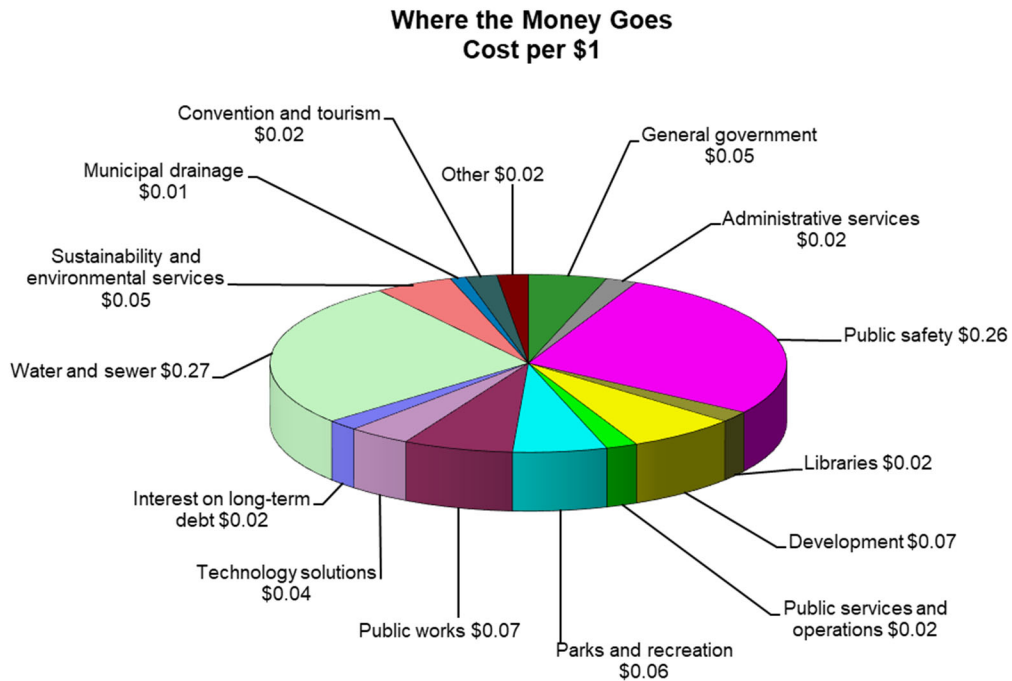
Plano also budgeted \$8.5 million for economic development incentives for fiscal year 2025 to remain competitive with surrounding neighboring cities. While fiscal year 2023 was the 17th year with two cents from the property tax rate devoted for these incentives, the transfer amount has been capped at \$8.5 million beginning in fiscal year 2024 by City Council. The Economic Development Incentive Fund is used to attract and retain major business and employees to the City.

Tax Abatements

The City enters into economic development agreements designed to promote development and redevelopment within the City, spur economic improvement, stimulate commercial activity, generate additional sales tax and enhance the property tax base and economic vitality of the City. These programs abate or rebate property tax revenues. The City's economic development agreements are authorized under

Chapter 380 of the Texas Local Government Code and Chapter 311 (Tax Increment Financing Act) and Chapter 312 (Property Redevelopment and Tax Abatement) of the Texas Tax Code. The economic development agreements are designed to support the creation of new businesses, the expansion and retention of existing businesses within the City and the attraction of companies that offer high impact jobs and share the community's values.

The following charts depict the sources and uses of the City's financial breakout for fiscal year 2024:



Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City for its ACFR for the fiscal year ended September 30, 2023. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized ACFR whose contents conform to program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year. The City has received a Certificate of Achievement for the last 43 consecutive years (fiscal years ended 1981-2023). The City believes the current report continues to conform to the Certificate of Achievement Program requirements and are submitting it to the GFOA to determine its eligibility for another certificate.

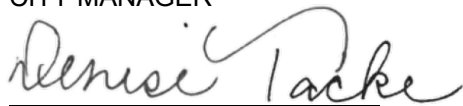
Many persons are responsible for the preparation of this report and maintenance of records upon which it is based. Appreciation is expressed to the City employees throughout the organization, especially those employees of the Accounting Department, who were instrumental in the successful completion of this report. Certain individuals worked many extra hours and exhibited extraordinary effort in ensuring the accuracy and timeliness of this report, and their contribution to this effort is greatly appreciated.

Appreciation is also extended to the Mayor and members of City Council for providing the resources necessary to maintain the integrity of the City's financial affairs.

Respectfully submitted,



Mark D. Israelson
CITY MANAGER



Denise Tacke, CPA
DIRECTOR OF FINANCE



Allison Friloux
ASSISTANT DIRECTOR OF FINANCE



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**City of Plano
Texas**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2023

Christopher P. Morill

Executive Director/CEO

CITY OF PLANO ORGANIZATION CHART



CITY OF PLANO, TEXAS

ELECTED OFFICIALS AND ADMINISTRATIVE OFFICERS

FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2024

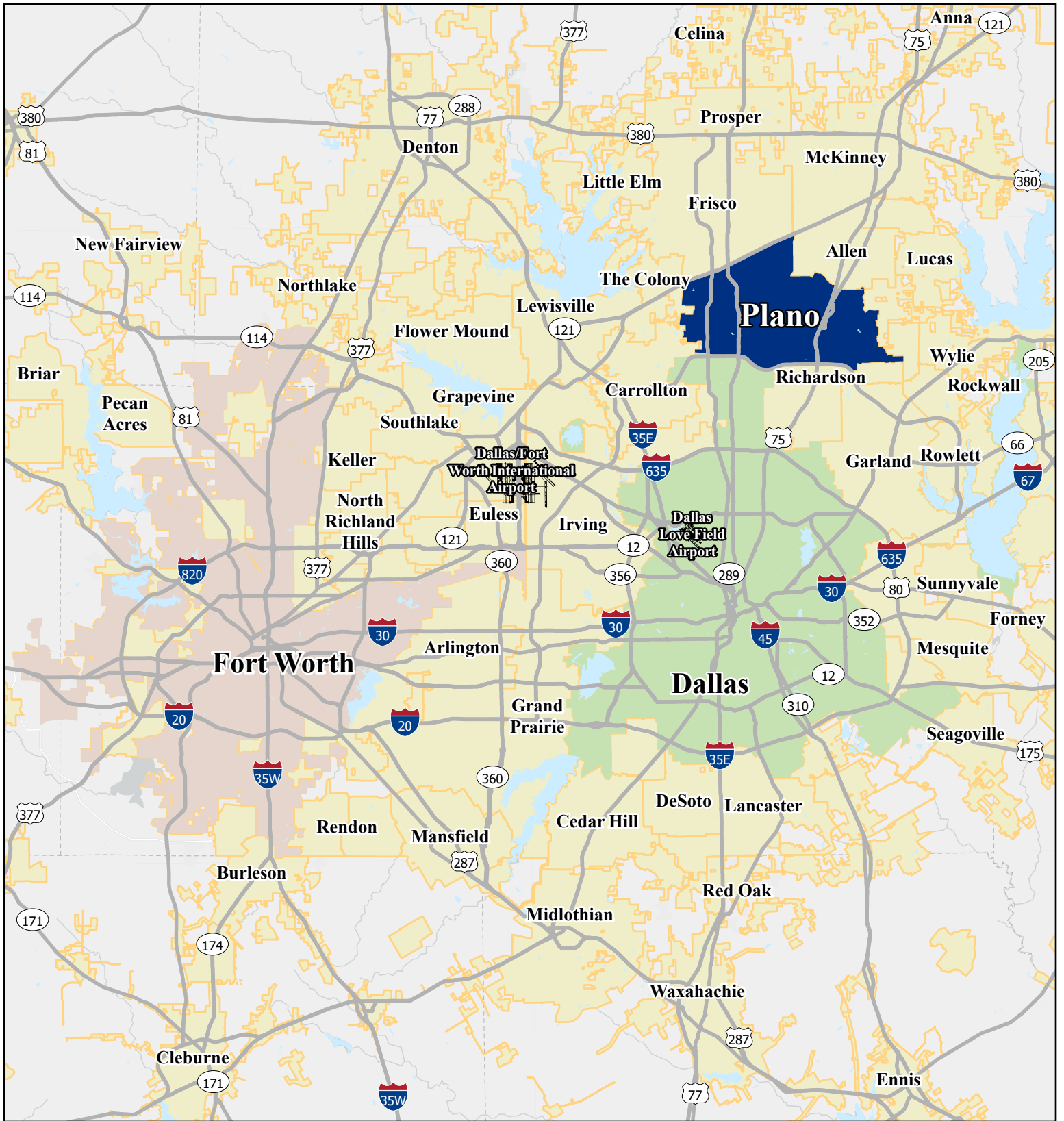
Elected Officials

<u>City Council</u>	<u>Term Expires</u>
John B. Muns Mayor Place 6	May 2025
Maria Tu Mayor Pro Tem Place 1	May 2027
Julie Holmer Deputy Mayor Pro Tem Place 7	May 2027
Anthony Ricciardelli Place 2	May 2025
Rick Horne Place 3	May 2027
Kayci Prince Place 4	May 2025
Shelby Williams Place 5	May 2027
Rick Smith Place 8	May 2025

Administrative Officers

<u>Name</u>	<u>Position</u>
Mark D. Israelson	City Manager
Denise Tacke, CPA	Director of Finance
Allison Friloux	Assistant Director of Finance
Natalie Chavez	Controller

The City of Plano and Surrounding Areas





FINANCIAL SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





Independent Auditor's Report

To the Honorable Mayor and Members of the City Council
The City of Plano, Texas

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Plano, Texas (City), as of and for the year ended September 30, 2024, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City, as of September 30, 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

The City's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

The Honorable Mayor and Members of the City Council
The City of Plano, Texas

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The accompanying combining and individual nonmajor fund financial statements and the individual fund budgetary comparison schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the other supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information Included in the Annual Comprehensive Financial Report (ACFR)

Management is responsible for the other information included in the ACFR. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report January 7, 2025 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Weaver and Tidwell, L.L.P.

WEAVER AND TIDWELL, L.L.P.

Dallas, Texas
January 7, 2025



MANAGEMENT'S DISCUSSION & ANALYSIS SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





CITY OF PLANO, TEXAS
MANAGEMENT'S DISCUSSION AND ANALYSIS
SEPTEMBER 30, 2024

(unaudited)

Management's discussion and analysis of the City's financial performance provides an overview and analysis of the City's financial activities for the fiscal year ended September 30, 2024. Please read it in conjunction with the accompanying transmittal letter and the accompanying basic financial statements.

FINANCIAL HIGHLIGHTS

- The assets and deferred outflows of the City exceeded its liabilities and deferred inflows at the close of the most recent fiscal year by \$1.9 billion (net position). Of this amount, \$1.5 billion (76.9%) is net investment in capital assets. The amount of net position restricted for a specific purpose is \$53.3 million (2.8%). The remaining \$387.3 million (20.3%) is unrestricted and may be used to meet the City's ongoing obligations to citizens and creditors in accordance with the City's fund designation and fiscal policies.
- The City's total net position increased by \$96.2 million.
- As of the close of the current fiscal year, the City's governmental funds reported combined ending fund balances of \$440.6 million, a decrease of \$7.1 million in comparison with the prior year. Within this total, \$100.2 million (22.8%) is restricted by specific legal requirements and \$297.4 million (67.5%) has been committed and assigned to specific types of expenditures. Unassigned fund balance is \$42.1 million (9.5%) and can be used for any lawful purpose. The remaining \$832 thousand (0.2%) is nonspendable.
- The City's total bonded debt increased by \$52.9 million primarily due to issuance in the current year of General Obligation bonds, Tax Anticipation notes and Municipal Drainage Revenue bonds.

OVERVIEW OF THE FINANCIAL STATEMENTS

Management's discussion and analysis is intended to serve as an introduction to the City's basic financial statements. The City's basic financial statements are comprised of three components: (1) government-wide financial statements; (2) fund financial statements; and (3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the City's finances, in a manner similar to private-sector business. The Statement of Net Position presents information on all of the City's assets, deferred outflows, liabilities and deferred inflows with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the City is improving or deteriorating. The Statement of Net Position combines and consolidates current financial resources (short-term spendable resources) with capital assets and long-term obligations of governmental and business-type funds. In order to assess the overall health or financial condition of the City, other non-financial factors should also be taken into consideration. These include changes in the City's property tax base and the condition of the City's infrastructure (roads, drainage improvements, storm and sewer lines, etc.).

The Statement of Activities presents information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are

City of Plano, Texas
Management's Discussion and Analysis (continued)
September 30, 2024
(unaudited)

reported in this statement for some items that will only result in cash flows in future fiscal periods (uncollected taxes and earned but not used vacation leave).

In the Statement of Net Position and the Statement of Activities, the City is divided into three types of activities:

- **Governmental activities** – Most of the City's basic services are reported here, including police, fire, libraries, development, public services and operations, parks and recreation, public works, technology solutions and general administration. Property taxes, sales taxes and franchise fees finance most of these activities. Additionally, the City has three blended component units that are detailed in the accompanying footnotes.
- **Business-type activities** – The City charges a fee to customers in order to cover all or most of the cost of certain services the City provides. The City's water and sewer operations, sustainability and environmental services, municipal drainage system, convention and tourism, municipal golf course, downtown center development and recreation revolving programs are reported as business-type activities.
- **Discretely Presented Component units** – The City includes separate legal Tax Increment entities, created under Texas Tax Code Chapter 311, in its report; Tax Increment Financing (TIF) No. 2 East Side, TIF No. 3 Silver Line (formerly Cotton Belt) Regional Rail Project and TIF No. 4 Collin Creek Mall Redevelopment. In the current fiscal year, TIF No. 5 Legacy Business Area was established to support the redevelopment of vacant corporate office campuses. TIF No. 5 had no activity in fiscal year 2024. Although legally separate, the City is financially accountable for TIF No. 2, No. 3, No. 4 and No. 5.

The government-wide financial statements can be found on pages 19-21 of this report.

Fund Financial Statements

A fund is a self-balancing set of accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City can be divided into three categories: governmental funds, proprietary funds and fiduciary funds.

- **Governmental funds.** Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as, on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide statements, it is useful to compare the information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The City maintains 22 individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures and changes in fund balances for the General Fund, Debt Service Fund, Capital Maintenance Fund, Street Improvements Fund, Municipal Facilities Fund, Park Improvements

City of Plano, Texas
Management's Discussion and Analysis (continued)
September 30, 2024
(unaudited)

Fund, Economic Development Incentive Fund and Grants Fund, all of which are considered to be major funds. Data from the other 14 governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these nonmajor governmental funds is provided in the Combining Financial Statements Section elsewhere in this report.

The basic governmental fund financial statements can be found on pages 22-28.

- **Proprietary funds.** The City maintains two different types of proprietary funds. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The City uses enterprise funds to account for its water and sewer operations, sustainability and environmental services, municipal drainage system, convention and tourism, municipal golf course, downtown center development and recreation revolving programs. Internal service funds are an accounting device used to accumulate and allocate costs internally among the City's various functions. The City uses its internal service funds to account for its equipment maintenance services, municipal warehouse, technology solutions, risk management and health claims programs. Because these services predominately benefit government rather than business-type functions, they have been included within governmental activities in the government-wide financial statements.

Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. The City maintains seven individual enterprise funds. The proprietary fund financial statements provide separate information for the water and sewer operations, sustainability and environmental services and municipal drainage system, as they are considered major funds. Data from the remaining four enterprise funds, known as the other enterprise funds, as well as the internal service funds, are combined into single aggregated presentations in the proprietary fund financial statements. Individual fund data is provided in the Combining Financial Statements Section elsewhere in this report.

The basic proprietary fund financial statements can be found on pages 30-37 of this report.

- **Fiduciary funds.** Fiduciary funds are used to account for resources held for the benefit of parties outside the government. Fiduciary funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support the City's own programs. The accounting used for fiduciary funds is much like that used for proprietary funds.

The basic fiduciary fund financial statements can be found on pages 38-39 of this report.

- **Notes to the financial statements.** The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

The notes to the financial statements can be found on pages 41-88 of this report.

- **Other information.** In addition to the basic financial statements and accompanying notes, this report presents certain required supplementary information concerning the General Fund's budget to actual performance and the City's progress in funding its obligation to provide pension and other postemployment benefits to its employees and retirees.

The required supplementary information can be found on pages 89-96 of this report.

The combining statements referred to earlier in connection with nonmajor governmental, nonmajor enterprise, internal service, fiduciary and component unit funds can be found on pages 97-137 of this report.

City of Plano, Texas
Management's Discussion and Analysis (continued)
September 30, 2024
(unaudited)

Government-Wide Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. The City's combined net position was \$1.9 billion as of September 30, 2024. This analysis focuses on the net position (Table 1) and changes in net position (Table 2) of the City's governmental and business-type activities.

By far the largest portion of the City's net position (76.9%) reflects its net investment in capital assets (land, buildings and equipment). The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's net investment in capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets cannot be used to liquidate these liabilities.

Table 1
Net Position
(in Thousands)

	Governmental Activities		Business-type Activities		Total Primary Government	
	2024	2023	2024	2023	2024	2023
Current and other assets	\$ 563,278	\$ 560,308	\$ 198,692	\$ 181,974	\$ 761,970	\$ 742,282
Capital assets	1,596,767	1,482,171	497,053	475,361	2,093,820	1,957,532
Total assets	<u>2,160,045</u>	<u>2,042,479</u>	<u>695,745</u>	<u>657,335</u>	<u>2,855,790</u>	<u>2,699,814</u>
Deferred outflows	131,494	172,021	16,336	20,406	147,830	192,427
Noncurrent liabilities	871,390	867,269	127,536	122,540	998,926	989,809
Other liabilities	41,676	39,763	24,890	23,564	66,566	63,327
Total liabilities	<u>913,066</u>	<u>907,032</u>	<u>152,426</u>	<u>146,104</u>	<u>1,065,492</u>	<u>1,053,136</u>
Deferred inflows	26,809	25,063	7,922	6,886	34,731	31,949
Net position:						
Net investment in capital assets	1,052,078	964,900	410,754	395,785	1,462,832	1,360,685
Restricted	46,979	45,677	6,282	5,968	53,261	51,645
Unrestricted	252,607	271,828	134,697	122,998	387,304	394,826
Total net position	<u>\$ 1,351,664</u>	<u>\$ 1,282,405</u>	<u>\$ 551,733</u>	<u>\$ 524,751</u>	<u>\$ 1,903,397</u>	<u>\$ 1,807,156</u>

An additional portion of the City's net position (2.8%) represents resources that are subject to external restrictions on how they may be used. The remaining balance of unrestricted net position (20.3%) may be used to meet the government's ongoing obligations to citizens and creditors.

At the end of the current fiscal year, the City is able to report positive balances in all three categories of net position, both for the government as a whole, as well as, for its separate governmental and business-type activities. The same situation held true to the prior fiscal year.

**City of Plano, Texas
Management's Discussion and Analysis (continued)
September 30, 2024
(unaudited)**

**Table 2
Change in Net Position
(in Thousands)**

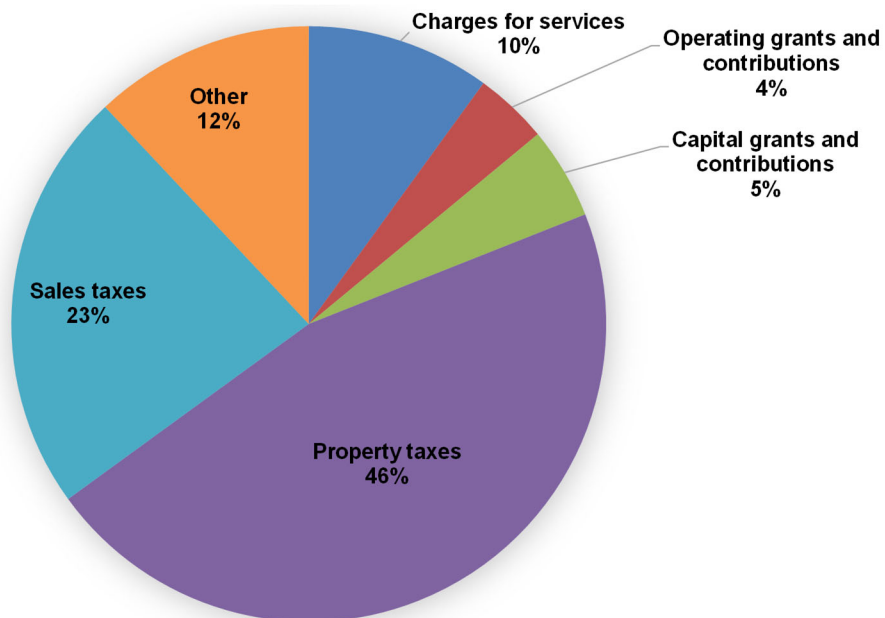
	Governmental		Business-type		Total	
	2024	2023	2024	2023	2024	2023
Revenues:						
Program revenues:						
Charges for services	\$ 52,775	\$ 48,740	\$ 267,360	\$ 255,058	\$ 320,135	\$ 303,798
Operating grants and contributions	20,474	37,057	-	-	20,474	37,057
Capital grants and contributions	26,748	20,636	6,650	3,033	33,398	23,669
General revenues:						
Property taxes	242,281	222,561	-	-	242,281	222,561
Sales taxes	120,263	114,129	-	-	120,263	114,129
Other taxes	2,966	3,105	12,895	12,589	15,861	15,694
Franchise fees	22,326	22,059	9,653	9,243	31,979	31,302
Investment income (loss)	36,788	19,758	8,571	4,261	45,359	24,019
Total revenues	<u>524,621</u>	<u>488,045</u>	<u>305,129</u>	<u>284,184</u>	<u>829,750</u>	<u>772,229</u>
Expenses:						
General government	37,289	34,047	-	-	37,289	34,047
Administrative services	14,724	14,645	-	-	14,724	14,645
Police	113,821	111,065	-	-	113,821	111,065
Fire	85,850	85,567	-	-	85,850	85,567
Libraries	15,911	15,835	-	-	15,911	15,835
Development	47,481	47,473	-	-	47,481	47,473
Public services and operations	12,972	10,783	-	-	12,972	10,783
Parks and recreation	44,792	44,182	-	-	44,792	44,182
Public works	51,830	47,161	-	-	51,830	47,161
Technology solutions	30,018	28,355	-	-	30,018	28,355
Interest on long-term debt	16,943	15,905	-	-	16,943	15,905
Water and sewer	-	-	200,222	185,133	200,222	185,133
Sustainability and environmental services	-	-	36,756	33,701	36,756	33,701
Municipal drainage	-	-	7,928	7,772	7,928	7,772
Convention and tourism	-	-	11,854	11,409	11,854	11,409
Municipal golf course	-	-	1,236	1,082	1,236	1,082
Downtown center development	-	-	54	66	54	66
Recreation revolving	-	-	3,828	3,905	3,828	3,905
Total expenses	<u>471,631</u>	<u>455,018</u>	<u>261,878</u>	<u>243,068</u>	<u>733,509</u>	<u>698,086</u>
Increase in net position before transfers	52,990	33,027	43,251	41,116	96,241	74,143
Transfers	16,269	9,413	(16,269)	(9,413)	-	-
Increase in net position	69,259	42,440	26,982	31,703	96,241	74,143
Net position – October 1	1,282,405	1,239,965	524,751	493,048	1,807,156	1,733,013
Net position – September 30	<u>\$ 1,351,664</u>	<u>\$ 1,282,405</u>	<u>\$ 551,733</u>	<u>\$ 524,751</u>	<u>\$ 1,903,397</u>	<u>\$ 1,807,156</u>

The City's total net position increased by \$96.2 million. Property tax revenues increased over prior fiscal year by \$19.7 million as a result of additional properties added in the current year and increases in total assessed property values. In fiscal year 2025, the total appraised value includes an increase in new property coming on-line of \$906.6 million while existing property values are expected to increase by \$3.9 billion. Sales tax revenues increased over prior year by \$6.1 million due to increased consumer spending, even during inflationary pressures. Investment income is reported at \$45.4 million, increasing \$21.3 million over prior year, as a result of fair market value adjustments to investments as required by the Governmental Accounting Standards Board (GASB) Statement No. 31. The unrealized gain for fiscal year 2024 is \$22.2 million compared to the fiscal year 2023 unrealized gain of \$5.5 million. Water and sewer charges for services increased \$8.6 million over prior year due to water and sewer rate increases effective October 1, 2023. Charges for services in the Sustainability and Environmental Services fund increased \$4.8 million also attributed to rate increases for fiscal year 2024.

Governmental Activities

Governmental activities increased the City’s net position by \$69.3 million. Key elements of this increase are shown in Table 2.

Revenues by Source – Governmental Activities



Program revenues were \$100.0 million, compared to \$106.4 million in fiscal year 2023. Of this decrease, operating grants are lower than prior year by \$16.6 million due to full utilization of American Rescue Plan Act - State and Local Fiscal Recovery Funds (ARPA) in fiscal year 2023. The City applied the funding in fiscal year 2023 toward public safety salaries.

General revenues increased from \$381.6 million in fiscal year 2023 to \$424.6 million in fiscal year 2024. Interest income increased \$17.0 million due to larger unrealized investment gains in current year, as reported per GASB Statement No. 31. Property tax revenues increased by \$19.7 million due to additional properties added in the current year and increases in total assessed property value. Sales tax revenues increased over prior year by \$6.1 million due to increased consumer spending, even during inflationary pressures.

Overall, governmental activities expenses were \$471.6 million, an increase of \$16.6 million over the prior year, the result of the organization focusing on priorities of meeting service demands and increased costs due to inflation.

Business-Type Activities

Revenues of the City’s business-type activities were \$305.1 million for the fiscal year ended September 30, 2024. Revenues increased approximately \$20.9 million, or 7.4%, as compared to the prior fiscal year. Expenses for the City’s business-type activities increased \$18.8 million, or 7.7%. These changes are the result of several factors, including the following:

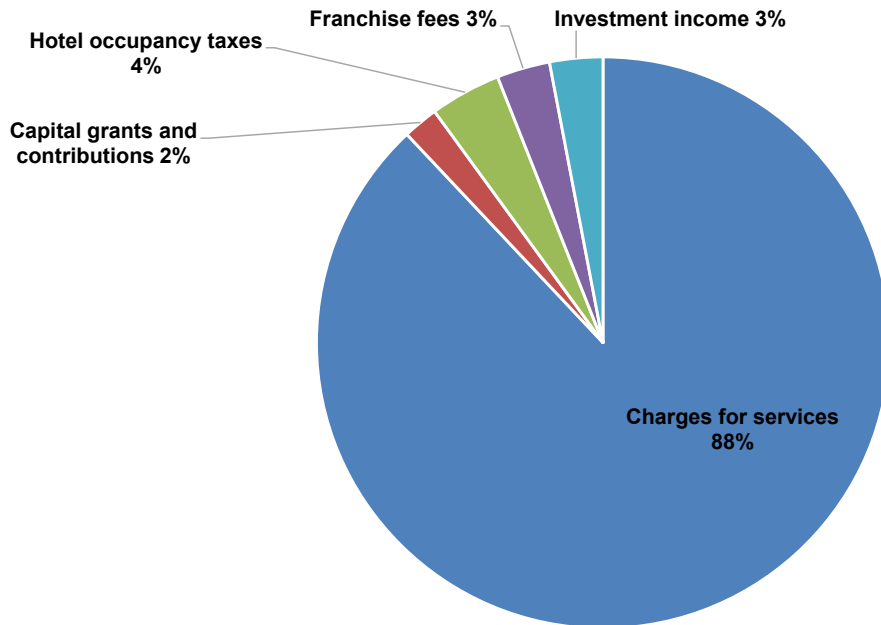
- The City’s water and sewer system recorded charges for services of \$220.1 million, an increase of \$8.6 million, or 4.1%, from the prior year primarily attributable to water and sewer rate increases

**City of Plano, Texas
Management’s Discussion and Analysis (continued)
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effective October 1, 2023. Contractual payments to NTMWD increased \$11.3 million in the current year due to a rate increase effective October 1, 2023.

- The City’s sustainability and environmental services activities operated with charges for services and franchise fee revenues exceeding expenses by \$1.2 million in fiscal year 2024. Rate increases for fiscal year 2024 resulted in the increased revenues.
- The City’s municipal drainage activity operated with charges for services exceeding expenses by \$1.9 million, compared to \$3.4 million in the prior year. Drainage rates remain constant compared to prior year, ensuring coverage of additional debt costs associated with the renovation of the large culvert at Collin Creek Mall is met.

Revenues by Source – Business-Type Activities



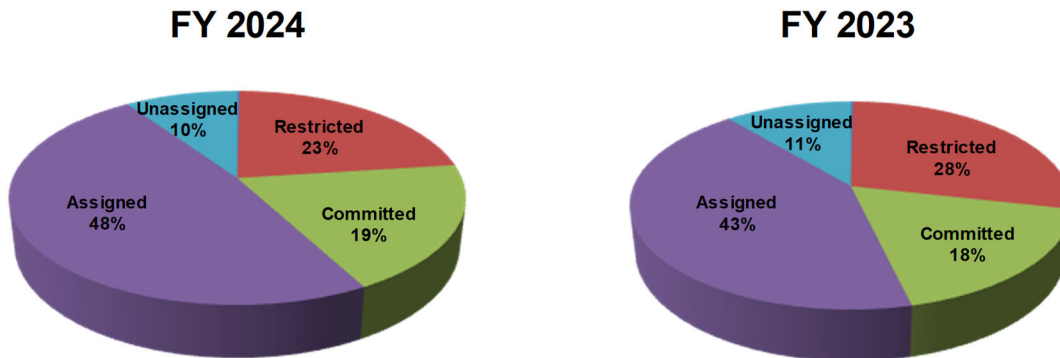
Financial Analysis of the City’s Funds

As noted earlier, the City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds – The focus of the City’s governmental funds is to provide information on near-term inflows, outflows and balances of spendable resources. Such information is useful in assessing the City’s financing requirements. In particular, unrestricted fund balances (unassigned, assigned and committed) may serve as a useful measure of a government’s net resources available for spending in the next fiscal year.

At the end of the current fiscal year, the City’s governmental funds reported combined ending fund balances of \$440.6 million. Within this total, \$100.2 million (22.8%) is restricted by specific legal requirements and \$297.4 million (67.5%) has been committed and assigned to specific types of expenditures. Unassigned fund balance is \$42.1 million (9.5%) and can be used for any lawful purpose. The remaining \$832 thousand (0.2%) is nonspendable.

**City of Plano, Texas
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The General Fund is the chief operating fund of the City. The fund balance of the City’s General Fund decreased by \$10.7 million during the current fiscal year. Key factors in this decrease are as follows:

- General fund revenues increased \$19.6 million compared to prior year. Property tax revenues increased \$13.1 million due to additional properties added in the current year and increases in total assessed property values. Sales tax revenues increased over prior year by \$4.2 million due to continued consumer spending.
- Expenditures increased \$41.4 million primarily due to ARPA funds used to offset public safety salaries in prior year.

The Debt Service Fund has a total fund balance of \$4.1 million, all of which is restricted for the payment of debt service. The fund balance decreased by \$844 thousand primarily due to bond principal, interest and escrow payments exceeding property tax revenues and debt refunding sources in the current year.

The Capital Maintenance Fund balance of \$66.3 million is assigned for replacement and renewals of the City’s facilities and infrastructure. The Capital Maintenance Fund balance decreased \$9.5 million from the prior year as a result of capital outlay expenditures exceeding transfers in by \$15.3 million, offset by \$5.2 million in investment income.

The Street Improvements Fund has a total fund balance of \$85.4 million, all of which is assigned. The Street Improvements Fund balance increased \$10.5 million primarily due to reimbursement from DART for approved streets projects to promote public transportation utilization.

The Municipal Facilities Fund has a total fund balance of \$41.7 million, with \$31.4 million in restricted and \$10.3 million in assigned. The Municipal Facilities Fund balance increased \$2.8 million due to increased investment income in the current fiscal year.

The Park Improvements Fund has a total fund balance of \$52.1 million, with \$20.2 million in restricted and \$31.9 million in assigned. The Park Improvements Fund balance decreased over prior year by \$6.9 million due to capital outlay of \$16.4 million exceeding other financing sources related to debt issuance of \$5.8 million in the current year.

The Economic Development Incentive Fund balance of \$84.7 million increased over prior year by \$5.0 million as a result of contributions exceeding expenditures in the current year. Contributions from the General Fund were lowered in the current year, capped at \$8.5 million. Expenditures are based upon incentive obligations which stimulate economic development for the City through usage of Chapter 380 agreements as authorized by the Texas Local Government Code. In the current year, the City acquired

City of Plano, Texas
Management's Discussion and Analysis (continued)
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land for \$4.2 million. The portion of the fund balance obligated but unpaid for potential incentives on signed economic development agreements totals \$2.6 million.

The Grant Fund has a negative fund balance of \$49 thousand due to reimbursements not being received within 30 days and, therefore, not considered available to pay liabilities of the current period.

Proprietary Funds – The City's proprietary funds provide the same type of information found in the government-wide financial statements, but in more detail.

- The City's Water and Sewer Fund net position of \$483.9 million increased by \$20.9 million over the prior year. In the current fiscal year, total operating revenues are \$220.1 million while operating expenses are \$199.9 million. Revenue is higher in the current year by \$8.6 million due to increased water and sewer rates effective October 1, 2023. Sewer revenues are calculated on averages of the winter quarter period (November-February) from prior actual usage. Contractual payments to NTMWD increased \$11.3 million in the current year due to a rate increase implemented in fiscal year 2024. Contractual payments to NTMWD are \$136.4 million of total operating expenses.
- The City's Sustainability and Environmental Services Fund reported negative net position of \$2.0 million in the current year compared to negative net position of \$2.9 million in the prior year. Total operating revenues are \$37.2 million which exceeded operating expenses of \$36.3 million. The change in net position is an increase of \$889 thousand, primarily due to insurance receipts received for vehicles and equipment damaged in the current year. Although a rate increase occurred in the current fiscal year, expenses to meet service demands are higher due to increased customer growth and need for additional services, impacting increased personnel and contractual related expenses. In fiscal year 2023, a loan of \$2.5 million was made from the Water and Sewer Fund to be paid back over seven years.
- The City's Municipal Drainage Fund net position increased over the prior year by \$1.9 million. Drainage revenues are reported at \$9.8 million exceeding operating expenses of \$6.2 million.

General Fund Budgetary Highlights

During the current year, the actual expenditures on a budgetary basis were \$360.5 million compared to the final budget amount of \$362.8 million. Actual expenditures on a budgetary basis were \$4.1 million higher than the original budget and \$2.2 million lower as compared to the final budget. The City continues to focus on maintaining all of our current assets as well as meeting service demands generated by new businesses and residents, all while maintaining financial prudence and financial responsiveness.

For fiscal year 2024, the actual revenues on a budgetary basis were \$361.1 million as compared to the final and original budget amounts, each at \$359.0 million and \$353.4 million, respectively.

The City has an actual budgetary basis General Fund balance of \$45.6 million as of September 30, 2024, compared to the final and original budget fund balances of \$41.4 million and \$31.7 million, respectively.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

At the end of the fiscal year 2024, the City had \$2.1 billion invested in a broad range of capital assets, including police and fire equipment, buildings, park facilities, roads, bridges and water and sewer lines (Table 3). This amount represents a net increase (including additions and deductions) of \$136.3 million over the prior fiscal year.

**City of Plano, Texas
Management's Discussion and Analysis (continued)
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(unaudited)**

**Table 3
Capital Assets at Year-end
(Net of Depreciation, in Thousands)**

	Governmental Activities		Business-type Activities		Totals	
	2024	2023	2024	2023	2024	2023
Land	\$ 180,013	\$ 171,038	\$ 10,181	\$ 8,058	\$ 190,194	\$ 179,096
Buildings and improvements	377,187	360,701	393,171	375,317	770,358	736,018
Equipment	71,274	70,849	529	606	71,803	71,455
Construction in progress	87,544	90,458	42,903	43,657	130,447	134,115
Public art	1,847	1,846	50	50	1,897	1,896
Infrastructure	863,714	775,552	-	-	863,714	775,552
Right-to-use leased buildings	1,400	932	475	649	1,875	1,581
Right-to-use leased equipment	6,128	4,477	15	30	6,143	4,507
Right-to-use subscription assets	7,660	6,318	28	-	7,688	6,318
Drainage improvements	-	-	49,701	46,994	49,701	46,994
Totals	\$ 1,596,767	\$ 1,482,171	\$ 497,053	\$ 475,361	\$ 2,093,820	\$ 1,957,532

This year's major capital outlay additions for governmental capital projects included (in millions):

Plano Event Center street improvements	\$ 4.0
Pinecrest Drive improvements	6.6
Residential repair	10.7
Arterial overlay and repair	11.9
Park land acquisitions	3.6
City Council Chambers renovation	4.2
Fire Station No. 5 renovations	5.2
	<u>\$ 46.2</u>

More detailed information about the City's capital asset activity is presented in Note 4 to the financial statements.

**City of Plano, Texas
Management’s Discussion and Analysis (continued)
September 30, 2024
(unaudited)**

Capital Improvement Program for Fiscal Year 2025

The City’s fiscal year 2025 General Obligation capital budget includes \$193.1 million for capital projects, principally for three major categories: street improvements and enhancements, parks and recreation and municipal facilities. An additional \$85.0 million in General Obligation bond proceeds will be required to support the fiscal year 2025 General Obligation capital investment program.

Street Improvements and Enhancements. The City plans to spend \$119.4 million on street improvements and enhancements including \$14.5 million for arterial overlay, \$8.1 million for screening wall replacement, \$4.2 million for a vehicle detection system, \$11.4 million for various arterial repair and rehab projects, \$14.7 million for residential concrete repair. The remaining funds for street improvements are for a variety of projects totaling \$66.5 million.

Parks and Recreation. Estimated expenditures for parks and recreation facilities are \$59.7 million including \$11.4 million for Tom Muehlenbeck Recreation Center renovations, \$9.6 million for maintenance facilities, \$6.1 million for Enfield Park restroom renovations, \$5.0 million for Bob Woodruff Community Park renovations and \$3.9 million for Oak Point Park and Nature Preserve renovations. The remaining funds for park improvements are for a variety of projects.

Municipal Facilities. Estimated expenditures for municipal facilities are \$13.7 million including \$6.4 million for Fire Station No. 5 remodel, \$3.7 million for fueling stations and \$1.2 million for renovations to the City Council Chambers. The remaining funds for municipal facilities are for a variety of projects.

Debt

At year-end, the City had \$761.3 million in bonds, tax anticipation notes, leases and subscription liability outstanding as compared to \$705.7 million at the end of the prior fiscal year, an increase of 7.9%.

**Table 4
Outstanding Debt at Year-end
(in Thousands)**

	Governmental Activities		Business-type Activities		Totals	
	2024	2023	2024	2023	2024	2023
General obligation bonds and tax anticipation notes (backed by the City)	\$ 643,488	\$ 599,784	\$ -	\$ -	\$ 643,488	\$ 599,784
Revenue bonds (backed by fee revenues)	-	-	103,020	93,820	103,020	93,820
Leases payable	7,014	5,474	533	716	7,547	6,190
Subscription liability	7,256	5,901	29	-	7,285	5,901
Totals	\$ 657,758	\$ 611,159	\$ 103,582	\$ 94,536	\$ 761,340	\$ 705,695

During the current fiscal year, the City issued \$89.7 million in General Obligation bonds and \$6.6 million in Tax Anticipation notes.

The City’s General Obligation bonds and Tax Anticipation Notes continue to carry AAA-rated bonds issued by Moody’s Investor Service, Standard & Poor’s and Fitch, Inc., the highest rating possible. This rating has been assigned to the City’s tax-supported debt since February 2000. The City’s Water and Sewer Revenue bonds carry AAA ratings as assigned by Standard & Poor’s and AA+ ratings as assigned by Fitch. Municipal Drainage Revenue bonds are rated as Aa1 by Moody’s and AAA as assigned by Standard & Poor’s.

**City of Plano, Texas
Management's Discussion and Analysis (continued)
September 30, 2024
(unaudited)**

The City is permitted by Article XI, Section 5, of the State of Texas Constitution to levy taxes up to \$2.50 per \$100 of assessed valuation for general governmental services including the payment of principal and interest on General Obligation long-term debt.

The City maintains a self-insurance program for general liability, public officials' errors and omission, police professional liability, property loss and workers' compensation, as well as health related claims under the group accident and health insurance coverage provided to all City employees. The City has claims and judgments of \$8.2 million outstanding at year-end compared with \$9.5 million at the end of the prior fiscal year. Claims and judgements of \$5.4 million relate to property and liability losses while \$2.8 million relate to health claims.

Other obligations include accrued vacation pay and sick leave. More detailed information about the City's long-term liabilities and self-insurance is presented in Notes 7 and 12 to the financial statements.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS AND RATES

The City is a service industry and is subject to the same economic conditions affecting the rest of the country. Early in 2024, the City was presented with a financial forecast indicating the need for the City to implement the budget contingency plan. Flattening revenues have been anticipated due to the continued reduction of land available for development in the City resulting in slowed revenues. Plano's future growth will look different than during the previous decades and the organization must adapt to flattening revenue growth and balance those revenue expectations with expenditures needed to support the City's programs and services. The current financial position was impacted by federal funding received during COVID. These funds buffered the City and allowed the City to navigate the COVID economic roller coaster without impacting service levels and allowed for increased expenditures without increasing revenues. Additionally, for four years the City has passed a tax rate at or near the No-New-Revenue Tax Rate (or Effective Tax Rate) which shifted the dependance on revenue growth to sales tax and new property. As mentioned before, new property growth is declining and development related revenue continues to decline as a result. The City must recognize and continue to adapt to a mature environment where resource growth is reduced by slowed commercial growth, increased residential tax freezes, along with rising costs of providing services.

Within the strategic goal to deliver outstanding operational analysis and effectiveness, the City is committed to providing exceptional services at the greatest possible value. This is reinforced by consistently offering one of the lowest tax rates in the region, which includes maintaining the tax rate from the previous year's rate of 41.76 cents per \$100 of assessed property valuation. The fiscal year 2025 Combined Budget was developed with a focus on Plano's five main values/priorities: financial policies/ratings, personnel, quality infrastructure, service demands/programs, affordability/property tax, and maintains a focus on preserving existing programs, services and people. The City strives to retain the values and priorities that have made Plano successful while encompassing the organizational and community values that have made Plano the premier city in North Texas. The City is entering the next lifecycle phase, which is characterized by a slowing of new revenue from green field development and will transition to a larger focus on infrastructure maintenance, commercial and corporate redevelopment and long-term revenue sustainability. The 2025 budget positions the City to adapt to a mature environment where resource growth is reduced by slowed commercial growth, increased residential tax freezes, along with rising costs of providing service that citizens have come to expect.

The annual budget is a critical City Council policy document that defines the service priorities and projects financial resources for the City of Plano. Given the cautious approach moving forward, the 2025 budget contains no new programs or services. The budget provides for continued maintenance and improvements to the City's \$2.8 billion infrastructure. With an aging infrastructure, it is critical for the City to reinvest in maintaining what it owns. The City has also reached functional build out of its 72 square miles but continues to have infill and redevelopment opportunities across the City. The City is undergoing a comprehensive

**City of Plano, Texas
Management's Discussion and Analysis (continued)
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(unaudited)**

review of policies and practices to adjust to the current financial and development conditions which we expect to continue.

The largest single revenue source in the fiscal year 2025 General Fund budget is property taxes, which account for 46.8% of total revenues. Assessed property values in Plano increased 8.4% from the prior year, including \$906.6 million in new property entering the tax roll for the first time. In addition, the 65 and over exemption equals \$11.0 million in property tax revenue this year. Existing property values are expected to increase by \$3.9 billion, or 6.8%. Sales tax revenue remains the City's second largest revenue source, making up 30.1% of General Fund revenues.

Increased costs in wholesale water rates and sewer treatment costs from the NTMWD have been included in the 2025 budget and are based on the latest adopted multi-year forecast and projections that were received by the District. The NTMWD will increase wholesale water rates from \$3.69 per thousand gallons to \$3.85 per thousand gallons in 2025. Furthermore, customers are currently charged a minimum rate of \$28.89 (1,000 gallons included) and this rate will not change. The 1,001-5,000 gallons tier rate is currently charged less than what the City pays for wholesale water from the NTMWD. The City's rate strategy includes gradual increases over the next three years so this first billed tier rate will cover the cost of wholesale water. Additionally, wastewater treatment rates including the Upper East Fork Interceptor will increase from \$4.66 per thousand gallons to \$5.61 per thousand gallons. These increases have been required to pay for debt service and the increased treatment and operational costs associated with the \$300 million pipeline that was opened in 2014 to bring raw water from Lake Texoma to the NTMWD Wylie Water Treatment Plant. Also supported is the expansion of and improvements to the District's water treatment operations, coupled with additional expansion of water reservoirs, namely the Bois d'Arc Lake. These improvements ensure that the region has an adequate supply of drinking water for many years in the future. Replacing deteriorating pipelines, improving treatment plants and extending main lines into sprawling North Texas neighborhoods drive up the water costs for everyone.

Sustainability and Environmental Services has faced enormous financial pressures over the last several years including the loss of all recycling revenue, increased cost for personnel, fuel and equipment plus contractual-related expenditures. Due to the current financial condition of the Sustainability and Environmental Services Fund, an increase in the residential rate for waste collection will increase from \$23.60 to \$24.60 for 95-gallon cart service and from \$16.89 to \$17.61 for 68-gallon cart service. The rate for an additional 95-gallon cart will increase from \$19.66 to \$20.50. Furthermore, the non-franchisee commercial rate will increase from \$30.45 to \$31.45.

REQUESTS FOR INFORMATION

This financial report is designed to provide our citizens, taxpayers, customers, investors and creditors with a general overview of the City's finances and to show the City's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the City's Accounting Division, at City of Plano, 1520 Avenue K, Suite 370, Plano, Texas 75074.



BASIC FINANCIAL STATEMENTS SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





CITY OF PLANO, TEXAS
GOVERNMENT-WIDE STATEMENT OF NET POSITION
AS OF SEPTEMBER 30, 2024

	Primary Government			Component Units
	Governmental Activities	Business-type Activities	Total	
ASSETS				
Cash and cash equivalents	\$ 82,599,370	\$ 17,297,208	\$ 99,896,578	\$ 12,167,461
Investments	452,704,333	90,368,831	543,073,164	-
Receivables (net of allowance for uncollectibles)	30,727,206	41,937,318	72,664,524	253
Lease receivables	7,542,052	5,192,805	12,734,857	109,915
Internal balances	(15,092,159)	15,092,159	-	-
Due from other governments	1,745,563	185,786	1,931,349	-
Inventories	2,471,719	181,650	2,653,369	-
Prepaid items and other assets	580,321	158,802	739,123	-
Restricted assets:				
Cash and cash equivalents	-	4,292,519	4,292,519	-
Investments	-	23,859,951	23,859,951	-
Receivables	-	124,986	124,986	-
Capital assets:				
Nondepreciable	269,403,580	53,133,872	322,537,452	7,223,987
Depreciable (net)	1,327,363,368	443,919,050	1,771,282,418	-
Total assets	2,160,045,353	695,744,937	2,855,790,290	19,501,616
DEFERRED OUTFLOWS OF RESOURCES				
Pensions related	101,628,783	11,738,905	113,367,688	-
Other postemployment benefits related	29,267,129	4,508,643	33,775,772	-
Deferred charges on refundings	598,183	88,319	686,502	-
Total deferred outflows of resources	131,494,095	16,335,867	147,829,962	-
LIABILITIES				
Accounts payable	4,983,467	11,280,940	16,264,407	700
Accrued liabilities	9,960,608	1,984,441	11,945,049	-
Contracts payable	14,637,150	2,992,454	17,629,604	-
Accrued interest payable	2,310,402	1,322,511	3,632,913	-
Customer deposits	-	3,681,045	3,681,045	-
Escrow liability	-	231,320	231,320	-
Unearned revenue	6,243,122	1,589,817	7,832,939	-
Due to other governments	211,599	-	211,599	-
Retainage payable	3,241,173	1,807,428	5,048,601	-
Seized assets payable	88,507	-	88,507	-
Noncurrent liabilities:				
Due within one year:				
Compensated absences	6,662,587	729,700	7,392,287	-
Leases payable	2,137,743	194,384	2,332,127	-
Subscription liabilities	2,445,309	6,764	2,452,073	-
Bonds and notes payable	48,956,310	6,522,260	55,478,570	-
Liability for insurance claims	8,213,212	-	8,213,212	-
Due in more than one year:				
Compensated absences	48,771,543	4,058,086	52,829,629	-
Leases payable	4,876,589	338,566	5,215,155	-
Subscription liabilities	4,810,567	22,227	4,832,794	-
Bonds and notes payable	594,532,037	96,498,202	691,030,239	-
Net pension liability	123,176,565	14,981,575	138,158,140	-
Net other postemployment benefits liability	26,807,902	4,184,016	30,991,918	-
Total liabilities	913,066,392	152,425,736	1,065,492,128	700
DEFERRED INFLOWS OF RESOURCES				
Pensions related	8,584,992	1,014,716	9,599,708	-
Other postemployment benefits related	11,270,506	1,923,008	13,193,514	-
Leases related	6,953,754	4,983,863	11,937,617	92,726
Total deferred inflows of resources	26,809,252	7,921,587	34,730,839	92,726
NET POSITION				
Net investment in capital assets	1,052,077,968	410,754,533	1,462,832,501	7,223,987
Restricted for:				
Special revenue:				
Public safety	42,751,115	-	42,751,115	-
Public services and operations	1,224,542	-	1,224,542	-
Other	287,389	-	287,389	-
Component unit	304,509	-	304,509	12,184,203
Debt service	2,411,648	6,281,879	8,693,527	-
Unrestricted	252,606,633	134,697,069	387,303,702	-
Total net position	\$ 1,351,663,804	\$ 551,733,481	\$ 1,903,397,285	\$ 19,408,190

The notes to the financial statements are an integral part of this statement.

**CITY OF PLANO, TEXAS
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

Function/Program Activities	Program Revenues			
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions
Primary Government:				
Governmental Activities:				
General government	\$ 37,288,631	\$ 9,971,967	\$ 373,661	\$ -
Administrative services	14,724,195	148,123	-	-
Police	113,821,259	8,520,496	3,629,215	16,218
Fire	85,850,308	7,230,306	1,255,502	-
Libraries	15,911,006	192,653	129,545	-
Development	47,481,011	8,438,422	12,522,241	-
Public services and operations	12,971,336	1,217,788	1,935,475	-
Parks and recreation	44,792,162	10,262,958	466,431	-
Public works	51,829,747	1,172,657	162,074	26,731,522
Technology solutions	30,017,709	5,619,173	-	-
Interest on long-term debt	16,943,085	-	-	-
Total governmental activities	471,630,449	52,774,543	20,474,144	26,747,740
Business-type Activities:				
Water and sewer	200,222,458	220,078,333	-	6,650,433
Sustainability and environmental services	36,755,622	28,265,682	-	-
Municipal drainage	7,927,679	9,828,473	-	-
Convention and tourism	11,854,371	4,030,381	-	-
Municipal golf course	1,236,171	1,235,495	-	-
Downtown center development	53,725	49,240	-	-
Recreation revolving	3,828,370	3,872,227	-	-
Total business-type activities	261,878,396	267,359,831	-	6,650,433
Total primary government	\$ 733,508,845	\$ 320,134,374	\$ 20,474,144	\$ 33,398,173
Component units	\$ 2,431,620	\$ -	\$ -	\$ -

General revenues:
 Property taxes
 Sales taxes
 Mixed drink taxes
 Hotel occupancy taxes
 Other taxes
 Franchise fees based upon gross receipts
 Investment income
 Transfers
 Total general revenues and transfers
 Change in net position
 Net position - beginning
 Net position - ending

The notes to the financial statements are an integral part of this statement.

Net (Expense) Revenue and Changes in Net Position

Primary Government			
Governmental Activities	Business-type Activities	Total	Component Units
\$ (26,943,003)		\$ (26,943,003)	
(14,576,072)		(14,576,072)	
(101,655,330)		(101,655,330)	
(77,364,500)		(77,364,500)	
(15,588,808)		(15,588,808)	
(26,520,348)		(26,520,348)	
(9,818,073)		(9,818,073)	
(34,062,773)		(34,062,773)	
(23,763,494)		(23,763,494)	
(24,398,536)		(24,398,536)	
(16,943,085)		(16,943,085)	
<u>(371,634,022)</u>		<u>(371,634,022)</u>	
	\$ 26,506,308	26,506,308	
	(8,489,940)	(8,489,940)	
	1,900,794	1,900,794	
	(7,823,990)	(7,823,990)	
	(676)	(676)	
	(4,485)	(4,485)	
	43,857	43,857	
	<u>12,131,868</u>	<u>12,131,868</u>	
<u>(371,634,022)</u>	<u>12,131,868</u>	<u>(359,502,154)</u>	
			\$ (2,431,620)
242,281,161	-	242,281,161	4,836,662
120,262,825	-	120,262,825	-
2,683,537	-	2,683,537	-
-	12,895,296	12,895,296	-
282,433	-	282,433	-
22,325,811	9,653,210	31,979,021	-
36,788,071	8,571,418	45,359,489	-
16,269,352	(16,269,352)	-	-
<u>440,893,190</u>	<u>14,850,572</u>	<u>455,743,762</u>	<u>4,836,662</u>
69,259,168	26,982,440	96,241,608	2,405,042
1,282,404,636	524,751,041	1,807,155,677	17,003,148
<u>\$ 1,351,663,804</u>	<u>\$ 551,733,481</u>	<u>\$ 1,903,397,285</u>	<u>\$ 19,408,190</u>

**CITY OF PLANO, TEXAS
BALANCE SHEET
GOVERNMENTAL FUNDS
AS OF SEPTEMBER 30, 2024**

	General	Debt Service	Capital Maintenance	Street Improvements
ASSETS				
Cash and cash equivalents	\$ 7,743,781	\$ 643,481	\$ 10,505,786	\$ 14,731,457
Investments	42,934,493	3,576,788	58,396,392	81,884,773
Receivables (net of allowance for uncollectibles):				
Taxes	21,628,412	483,044	-	-
Accounts	1,218,703	-	-	2,263,579
Accrued interest	510,679	18,737	305,900	428,940
Assessments	-	-	-	1,271,842
Other	-	-	-	-
Lease receivables	7,542,052	-	-	-
Due from other funds	1,967,760	-	288,060	-
Due from other governments	538,013	-	-	-
Inventories	283,216	-	-	-
Prepaid items and other assets	275,669	-	-	-
Total assets	\$ 84,642,778	\$ 4,722,050	\$ 69,496,138	\$ 100,580,591
LIABILITIES				
Accounts payable	\$ 2,895,806	\$ -	\$ -	\$ -
Accrued liabilities	9,430,649	-	-	-
Contracts payable	-	-	2,889,111	7,755,284
Unearned revenue	247,397	-	-	2,751,585
Due to other funds	1,254,013	-	-	139,408
Due to other governments	211,599	-	-	-
Retainage payable	-	-	333,410	1,787,128
Seized assets payable	-	-	-	-
Total liabilities	14,039,464	-	3,222,521	12,433,405
DEFERRED INFLOWS OF RESOURCES				
Unavailable revenue	12,617,156	644,215	-	2,743,061
Leases related	6,953,754	-	-	-
Total deferred inflows of resources	19,570,910	644,215	-	2,743,061
FUND BALANCE				
Nonspendable:				
Prepaid items and inventories	558,885	-	-	-
Restricted for:				
Debt service	-	4,077,835	-	-
Municipal facilities	-	-	-	-
Park improvements	-	-	-	-
Grant	-	-	-	-
Special revenue	-	-	-	-
Blended component unit	-	-	-	-
Other capital projects	-	-	-	-
Committed to:				
Economic development incentive	-	-	-	-
Assigned to:				
General government	333,161	-	-	-
Administrative services	76,774	-	-	-
Police	280,155	-	-	-
Fire	1,454,744	-	-	-
Libraries	107,587	-	-	-
Development	1,181,108	-	-	-
Public services and operations	108,540	-	-	-
Parks and recreation	101,027	-	-	-
Public works	92,967	-	-	-
Capital maintenance	-	-	66,273,617	-
Street improvements	-	-	-	85,404,125
Municipal facilities	-	-	-	-
Park improvements	-	-	-	-
Other capital projects	-	-	-	-
Other purposes	4,504,233	-	-	-
Unassigned	42,233,223	-	-	-
Total fund balance	51,032,404	4,077,835	66,273,617	85,404,125
Total liabilities, deferred inflows and fund balance	\$ 84,642,778	\$ 4,722,050	\$ 69,496,138	\$ 100,580,591

The notes to the financial statements are an integral part of this statement.

<u>Municipal Facilities</u>	<u>Park Improvements</u>	<u>Economic Development Incentive</u>	<u>Grants</u>	<u>Other Governmental Funds</u>	<u>Total Governmental Funds</u>
\$ 6,613,192 36,759,416	\$ 8,329,605 46,300,093	\$ 12,861,262 71,489,298	\$ 1,072,495 1,379,029	\$ 8,672,504 46,473,731	\$ 71,173,563 389,194,013
-	-	-	-	-	22,111,456
-	-	-	-	1,105	3,483,387
192,558	242,535	374,484	7,224	241,826	2,322,883
-	-	-	-	-	1,271,842
-	-	-	846,923	-	846,923
-	-	-	-	-	7,542,052
401,327	39,594	-	325	7,275	2,704,341
-	-	-	895,456	312,094	1,745,563
-	-	-	-	-	283,216
-	-	-	-	273,218	548,887
<u>\$ 43,966,493</u>	<u>\$ 54,911,827</u>	<u>\$ 84,725,044</u>	<u>\$ 4,201,452</u>	<u>\$ 55,981,753</u>	<u>\$ 503,228,126</u>
\$ -	\$ -	\$ -	\$ 89,911	\$ 187,977	\$ 3,173,694
-	-	-	4,754	245,544	9,680,947
1,867,943	2,124,812	-	-	-	14,637,150
-	-	-	3,244,140	-	6,243,122
-	-	21,834	542,405	5,261	1,962,921
-	-	-	-	-	211,599
426,405	694,230	-	-	-	3,241,173
-	-	-	-	88,507	88,507
<u>2,294,348</u>	<u>2,819,042</u>	<u>21,834</u>	<u>3,881,210</u>	<u>527,289</u>	<u>39,239,113</u>
-	-	-	369,428	90,167	16,464,027
-	-	-	-	-	6,953,754
-	-	-	<u>369,428</u>	<u>90,167</u>	<u>23,417,781</u>
-	-	-	-	273,218	832,103
-	-	-	-	-	4,077,835
31,394,675	-	-	-	-	31,394,675
-	20,150,064	-	-	-	20,150,064
-	-	-	73,520	-	73,520
-	-	-	-	43,914,389	43,914,389
-	-	-	-	289,781	289,781
-	-	-	-	339,133	339,133
-	-	84,703,210	-	-	84,703,210
-	-	-	-	-	333,161
-	-	-	-	-	76,774
-	-	-	-	-	280,155
-	-	-	-	-	1,454,744
-	-	-	-	-	107,587
-	-	-	-	-	1,181,108
-	-	-	-	-	108,540
-	-	-	-	-	101,027
-	-	-	-	-	92,967
-	-	-	-	-	66,273,617
-	-	-	-	-	85,404,125
10,277,470	-	-	-	-	10,277,470
-	31,942,721	-	-	-	31,942,721
-	-	-	-	10,547,776	10,547,776
-	-	-	-	-	4,504,233
-	-	-	(122,706)	-	42,110,517
<u>41,672,145</u>	<u>52,092,785</u>	<u>84,703,210</u>	<u>(49,186)</u>	<u>55,364,297</u>	<u>440,571,232</u>
<u>\$ 43,966,493</u>	<u>\$ 54,911,827</u>	<u>\$ 84,725,044</u>	<u>\$ 4,201,452</u>	<u>\$ 55,981,753</u>	<u>\$ 503,228,126</u>

**CITY OF PLANO, TEXAS
RECONCILIATION OF THE BALANCE SHEET
OF GOVERNMENTAL FUNDS
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
AS OF SEPTEMBER 30, 2024**

Total fund balance per balance sheet	\$ 440,571,232
Amounts reported for governmental activities in the statement of net position are different because:	
Capital assets used in governmental activities are not current financial resources and, therefore, are not reported in the funds.	1,526,850,696
Deferred charges on refundings represent a consumption of net position that applies to future periods and, therefore, will not be recognized as an outflow of resources until then. The amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.	598,183
Deferred outflows related to pensions and other postemployment benefits.	130,895,912
Internal service funds are used by management to charge the costs of equipment maintenance, municipal warehouse, technology solutions, risk management and health claims to individual funds. The assets and liabilities of the internal service funds are included in governmental activities in the statement of net position.	112,862,380
Long-term liabilities, including bonds payable and accrued interest, are not due and payable in the current period and, therefore, are not reported in the funds.	(706,738,661)
Deferred inflows represent an acquisition of net position that applies to future periods. The amount is unavailable and deferred at the fund level but recognized as revenue in the governmental activities.	16,464,027
Net pension and other postemployment benefits liability and deferred inflows related to pensions and other post employment benefits.	<u>(169,839,965)</u>
Net position of governmental activities	<u><u>\$ 1,351,663,804</u></u>

The notes to the financial statements are an integral part of this statement.



**CITY OF PLANO, TEXAS
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	<u>General</u>	<u>Debt Service</u>	<u>Capital Maintenance</u>	<u>Street Improvements</u>
REVENUES				
Taxes:				
Property taxes	\$ 163,580,313	\$ 62,107,664	\$ -	\$ -
Sales taxes	118,394,903	-	-	-
Mixed drink taxes	2,683,537	-	-	-
Other taxes	282,433	-	-	-
Franchise fees	21,928,916	-	-	-
Fines and forfeitures	4,101,278	-	-	-
Contributions	-	-	-	-
Rollback taxes	-	-	281,626	-
Licenses and permits	9,094,470	-	-	-
Intragovernmental	15,497,009	-	-	-
Intergovernmental	2,474,526	-	-	23,144,362
Charges for services	17,799,904	-	-	-
Assessed taxes	-	-	-	-
Investment income	4,757,518	1,664,485	5,155,077	4,975,773
Miscellaneous	2,520,821	16,218	365,942	1,084,478
Total revenues	<u>363,115,628</u>	<u>63,788,367</u>	<u>5,802,645</u>	<u>29,204,613</u>
EXPENDITURES				
Current operating:				
General government	37,859,182	-	-	-
Administrative services	14,526,207	-	-	-
Police	107,947,028	-	-	-
Fire	83,709,978	-	-	-
Libraries	15,662,659	-	-	-
Development	38,965,944	-	-	-
Public services and operations	8,984,201	-	-	-
Parks and recreation	34,085,642	-	-	-
Public works	10,782,962	-	-	-
Technology solutions	1,000,000	-	-	-
Capital outlay	2,729,679	-	46,306,974	93,726,116
Interest and fiscal charges	-	-	-	546,541
Debt service:				
Principal retirement	753,073	40,565,000	-	-
Interest and fiscal charges	85,328	24,105,351	-	-
Total expenditures	<u>357,091,883</u>	<u>64,670,351</u>	<u>46,306,974</u>	<u>94,272,657</u>
Excess (deficiency) of revenues over (under) expenditures	<u>6,023,745</u>	<u>(881,984)</u>	<u>(40,504,329)</u>	<u>(65,068,044)</u>
OTHER FINANCING SOURCES (USES)				
Issuance of debt	-	-	-	69,573,530
Issuance of debt - refunding	-	10,815,000	-	-
Escrow payment - refunding	-	(11,991,583)	-	-
Premium on sale of bonds	-	1,214,904	-	5,977,739
Proceeds from sale of land	-	-	-	-
Issuance of debt - SBITA	673,414	-	-	-
Issuance of debt - leases	803,473	-	-	-
Transfers in	9,504,950	-	31,000,000	-
Transfers out	(27,660,077)	-	-	-
Total other financing sources (uses)	<u>(16,678,240)</u>	<u>38,321</u>	<u>31,000,000</u>	<u>75,551,269</u>
Net change in fund balances	(10,654,495)	(843,663)	(9,504,329)	10,483,225
Fund balances - beginning	<u>61,686,899</u>	<u>4,921,498</u>	<u>75,777,946</u>	<u>74,920,900</u>
Fund balances - ending	<u>\$ 51,032,404</u>	<u>\$ 4,077,835</u>	<u>\$ 66,273,617</u>	<u>\$ 85,404,125</u>

The notes to the financial statements are an integral part of this statement.

<u>Municipal Facilities</u>	<u>Park Improvements</u>	<u>Economic Development Incentive</u>	<u>Grants</u>	<u>Other Governmental Funds</u>	<u>Total Governmental Funds</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225,687,977
-	-	-	-	-	118,394,903
-	-	-	-	-	2,683,537
-	-	-	-	-	282,433
-	-	-	-	-	21,928,916
-	-	-	-	108,235	4,209,513
-	-	8,500,000	-	596,586	9,096,586
-	-	-	-	-	281,626
-	-	-	-	-	9,094,470
-	-	-	-	-	15,497,009
-	4,500	-	6,460,881	1,746,958	33,831,227
-	-	-	-	4,479,860	22,279,764
-	-	-	-	75,614	75,614
2,767,822	3,747,893	5,442,657	101,490	3,364,110	31,976,825
-	-	153,637	-	79,773	4,220,869
<u>2,767,822</u>	<u>3,752,393</u>	<u>14,096,294</u>	<u>6,562,371</u>	<u>10,451,136</u>	<u>499,541,269</u>
-	-	-	-	-	37,859,182
-	-	-	-	-	14,526,207
-	-	-	932,571	2,596,860	111,476,459
-	-	-	866,016	322,810	84,898,804
-	-	-	30,278	181,666	15,874,603
-	-	4,872,425	2,774,833	313,894	46,927,096
-	-	-	1,842,606	1,899,806	12,726,613
-	-	-	212,329	-	34,297,971
-	-	-	4,612	-	10,787,574
-	-	-	-	-	1,000,000
11,193,247	16,418,096	4,221,688	1,039,338	4,586,287	180,221,425
86,190	37,415	-	-	-	670,146
299,467	-	-	-	36,802	41,654,342
204,475	-	-	-	5,948	24,401,102
<u>11,783,379</u>	<u>16,455,511</u>	<u>9,094,113</u>	<u>7,702,583</u>	<u>9,944,073</u>	<u>617,321,524</u>
<u>(9,015,557)</u>	<u>(12,703,118)</u>	<u>5,002,181</u>	<u>(1,140,212)</u>	<u>507,063</u>	<u>(117,780,255)</u>
10,944,941	4,916,529	-	-	-	85,435,000
-	-	-	-	-	10,815,000
-	-	-	-	-	(11,991,583)
843,478	422,427	-	-	-	8,458,548
-	425,200	-	-	-	425,200
-	-	-	-	-	673,414
-	-	-	434,136	-	1,237,609
-	-	-	2,096,684	709,827	43,311,461
-	-	-	-	(31,873)	(27,691,950)
<u>11,788,419</u>	<u>5,764,156</u>	<u>-</u>	<u>2,530,820</u>	<u>677,954</u>	<u>110,672,699</u>
2,772,862	(6,938,962)	5,002,181	1,390,608	1,185,017	(7,107,556)
38,899,283	59,031,747	79,701,029	(1,439,794)	54,179,280	447,678,788
<u>\$ 41,672,145</u>	<u>\$ 52,092,785</u>	<u>\$ 84,703,210</u>	<u>\$ (49,186)</u>	<u>\$ 55,364,297</u>	<u>\$ 440,571,232</u>

**CITY OF PLANO, TEXAS
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

Net change in fund balances - total governmental funds	\$ (7,107,556)
<p>Amounts reported for governmental activities in the statement of activities are different because:</p>	
<p>Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays exceeded depreciation/amortization in the current period.</p>	106,437,523
<p>Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds.</p>	4,821,034
<p>The issuance of long-term debt provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of premiums and discounts when debt is first issued, whereas these amounts are deferred and amortized in the statement of activities. This amount is the net effect of these differences in the treatment of long-term debt and related items.</p>	(50,908,189)
<p>Pension and other postemployment benefits net expense are not reported in governmental funds.</p>	2,688,870
<p>Pension and other postemployment benefits net expense in internal service funds</p>	132,249
<p>Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.</p>	3,887,875
<p>Internal service funds are used by management to charge the costs of equipment maintenance, municipal warehouse, technology solutions, risk management and health claims to individual funds. The net expenses of certain activities of internal service funds are reported within governmental activities.</p>	<u>9,307,362</u>
Change in net position of governmental activities	<u><u>\$ 69,259,168</u></u>

The notes to the financial statements are an integral part of this statement.



CITY OF PLANO, TEXAS
STATEMENT OF NET POSITION
PROPRIETARY FUNDS
AS OF SEPTEMBER 30, 2024

	Business-type Activities Enterprise Funds				Total	Governmental Activities- Internal Service Funds
	Water and Sewer	Sustainability and Environmental Services	Municipal Drainage	Other Enterprise Funds		
ASSETS						
Current assets:						
Cash and cash equivalents	\$ 13,958,158	\$ 198,315	\$ 1,123,411	\$ 2,017,324	\$ 17,297,208	\$ 11,425,807
Investments	71,866,231	1,073,278	6,244,478	11,184,844	90,368,831	63,510,320
Receivables (net of allowance for uncollectibles):						
Accounts	35,796,056	2,893,165	1,097,026	917,509	40,703,756	-
Accrued interest	414,265	5,622	32,710	77,404	530,001	690,715
Other	48,067	655,494	-	-	703,561	-
Interfund receivables	357,143	-	-	-	357,143	-
Lease receivables	2,374,060	-	-	2,818,745	5,192,805	-
Due from other funds	139,408	-	-	-	139,408	524,706
Due from other governments	-	185,786	-	-	185,786	-
Inventories	158,897	-	-	22,753	181,650	2,188,503
Prepaid items and other assets	9,056	40,890	-	108,856	158,802	31,434
Restricted assets:						
Revenue bond debt service-						
Cash and cash equivalents	134,184	-	819,406	-	953,590	-
Investments	745,859	-	4,554,664	-	5,300,523	-
Accrued interest receivable	3,907	-	23,859	-	27,766	-
Revenue bond construction fund-						
Cash and cash equivalents	666,583	-	2,672,346	-	3,338,929	-
Investments	3,705,198	-	14,854,230	-	18,559,428	-
Accrued interest receivable	19,409	-	77,811	-	97,220	-
Total current assets	130,396,481	5,052,550	31,499,941	17,147,435	184,096,407	78,371,485
Noncurrent assets:						
Advances to other funds	2,142,857	-	-	-	2,142,857	-
Capital assets:						
Land	6,990,887	-	197,826	2,992,154	10,180,867	62,522
Public art	-	-	-	50,000	50,000	-
Buildings	2,748,029	569,023	52,921	14,282,224	17,652,197	5,975,294
Right-to-use lease buildings	-	-	-	985,354	985,354	198,533
Improvements other than buildings	792,177,477	-	-	3,519,353	795,696,830	-
Equipment	-	546,839	15,048	2,015,343	2,577,230	63,285,714
Rolling equipment	-	-	-	-	-	81,530,727
Drainage improvements	-	-	66,600,968	-	66,600,968	-
Right-to-use lease equipment	-	-	-	59,760	59,760	7,617,010
Right-to-use subscription assets	-	-	37,092	-	37,092	5,003,139
Construction in progress	12,172,599	-	30,730,406	-	42,903,005	-
Less accumulated depreciation	(403,345,929)	(629,993)	(16,972,570)	(18,741,889)	(439,690,381)	(93,756,687)
Total capital assets (net of accumulated depreciation)	410,743,063	485,869	80,661,691	5,162,299	497,052,922	69,916,252
Total noncurrent assets	412,885,920	485,869	80,661,691	5,162,299	499,195,779	69,916,252
Total assets	543,282,401	5,538,419	112,161,632	22,309,734	683,292,186	148,287,737
DEFERRED OUTFLOWS OF RESOURCES						
Pensions related	5,003,049	3,785,169	999,509	1,951,178	11,738,905	5,976,059
Other postemployment benefits related	1,933,407	1,395,740	396,743	782,753	4,508,643	1,667,165
Deferred charges on refundings	-	-	88,319	-	88,319	-
Total deferred outflows of resources	6,936,456	5,180,909	1,484,571	2,733,931	16,335,867	7,643,224

The notes to the financial statements are an integral part of this statement.

(continued)

CITY OF PLANO, TEXAS
STATEMENT OF NET POSITION
PROPRIETARY FUNDS
AS OF SEPTEMBER 30, 2024
(continued)

	Business-type Activities Enterprise Funds					Governmental Activities- Internal Service Funds
	Water and Sewer	Sustainability and Environmental Services	Municipal Drainage	Other Enterprise Funds	Total	
LIABILITIES						
Current liabilities:						
Accounts payable	\$ 9,672,066	\$ 84,567	\$ 1,234,755	\$ 289,552	\$ 11,280,940	\$ 1,809,773
Accrued liabilities	194,047	1,389,988	40,600	359,806	1,984,441	279,661
Due to other funds	3,113	1,147	794	144,925	149,979	1,255,555
Interfund payable	-	357,143	-	-	357,143	-
Accrued interest payable	-	-	1,332	2,284	3,616	141,774
Leases payable	-	-	-	194,384	194,384	1,590,924
Subscription liabilities	-	-	6,764	-	6,764	1,831,545
Customer deposits	3,626,176	-	-	54,869	3,681,045	-
Escrow liability	231,320	-	-	-	231,320	-
Unearned revenue	100	185,786	-	1,403,931	1,589,817	-
Liability for compensated absences	289,197	308,320	28,977	103,206	729,700	198,101
Liability for insurance claims	-	-	-	-	-	8,213,212
Total current liabilities	14,016,019	2,326,951	1,313,222	2,552,957	20,209,149	15,320,545
Current liabilities payable from restricted assets:						
Contracts payable	2,992,454	-	-	-	2,992,454	-
Current portion of long-term debt	3,847,558	-	2,674,702	-	6,522,260	-
Accrued interest payable	479,513	-	839,382	-	1,318,895	-
Retainage payable	571,743	-	1,235,685	-	1,807,428	-
Total current liabilities payable from restricted assets	7,891,268	-	4,749,769	-	12,641,037	-
Total current liabilities	21,907,287	2,326,951	6,062,991	2,552,957	32,850,186	15,320,545
Noncurrent liabilities:						
Advance from other funds	-	2,142,857	-	-	2,142,857	-
Bonds payable	30,849,461	-	65,648,741	-	96,498,202	-
Net pension liability	6,646,308	4,676,023	1,257,827	2,401,417	14,981,575	7,347,549
Net other postemployment benefits liability	1,834,895	1,263,438	356,995	728,688	4,184,016	1,511,036
Leases payable	-	-	-	338,566	338,566	3,368,432
Subscription liabilities	-	-	22,227	-	22,227	908,038
Liability for compensated absences	1,479,925	1,460,704	331,427	786,030	4,058,086	725,612
Total noncurrent liabilities	40,810,589	9,543,022	67,617,217	4,254,701	122,225,529	13,860,667
Total liabilities	62,717,876	11,869,973	73,680,208	6,807,658	155,075,715	29,181,212
DEFERRED INFLOWS OF RESOURCES						
Pensions related	486,699	243,258	47,560	237,199	1,014,716	324,579
Other postemployment benefits related	895,874	579,500	138,787	308,847	1,923,008	553,491
Leases related	2,222,793	-	-	2,761,070	4,983,863	-
Total deferred inflows of resources	3,605,366	822,758	186,347	3,307,116	7,921,587	878,070
NET POSITION						
Net investment in capital assets	376,873,037	485,869	28,766,278	4,629,349	410,754,533	62,217,313
Restricted for:						
Debt service	883,950	-	5,397,929	-	6,281,879	-
Unrestricted	106,138,628	(2,459,272)	5,615,441	10,299,542	119,594,339	63,654,366
Total net position	\$ 483,895,615	\$ (1,973,403)	\$ 39,779,648	\$ 14,928,891	\$ 536,630,751	\$ 125,871,679

The notes to the financial statements are an integral part of this statement.

**CITY OF PLANO, TEXAS
 RECONCILIATION OF THE STATEMENT OF NET POSITION
 OF PROPRIETARY FUNDS
 TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
 AS OF SEPTEMBER 30, 2024**

Total net position - total enterprise funds \$ 536,630,751

Amounts reported for business-type activities in the statement of net position are different because:

Internal service funds are used by management to charge the costs of equipment maintenance, municipal warehouse, technology solutions, risk management and health claims to individual funds.

The net receivable due from activities of the internal service funds is reported within business-type activities.

15,102,730

Net position of business-type activities

\$ 551,733,481

The notes to the financial statements are an integral part of this statement.



**CITY OF PLANO, TEXAS
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION
PROPRIETARY FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	Business-type Activities Enterprise Funds				Total	Governmental Activities- Internal Service Funds
	Water and Sewer	Sustainability and Environmental Services	Municipal Drainage	Other Enterprise Funds		
OPERATING REVENUES						
Charges for services	\$ 219,472,518	\$ 21,684,915	\$ 9,721,362	\$ 9,150,210	\$ 260,029,005	\$ 115,151,784
Franchise fees	-	9,653,210	-	-	9,653,210	-
Sale of compost products	-	3,346,074	-	-	3,346,074	-
Subrogation receipts	-	-	-	-	-	673,468
Intergovernmental	-	70,933	-	-	70,933	-
Contributions	-	320	-	-	320	-
Miscellaneous charges	595,774	2,444,328	96,590	29,189	3,165,881	9,897
Total operating revenues	<u>220,068,292</u>	<u>37,199,780</u>	<u>9,817,952</u>	<u>9,179,399</u>	<u>276,265,423</u>	<u>115,835,149</u>
OPERATING EXPENSES						
Personnel services	14,356,389	10,068,085	3,769,126	6,354,206	34,547,806	17,613,532
Pension and other postemployment benefits expense (net)	(139,431)	(101,997)	(29,057)	(55,670)	(326,155)	(132,249)
Contractual services	13,168,831	12,746,818	994,710	9,604,143	36,514,502	22,752,368
Supplies	2,002,601	622,684	113,003	1,284,088	4,022,376	11,858,544
Claims expense	-	-	-	-	-	41,561,099
Depreciation and amortization	18,956,181	63,303	1,303,952	349,731	20,673,167	18,350,821
Solid waste disposal	-	9,136,961	-	-	9,136,961	-
Wastewater treatment	50,925,556	-	-	-	50,925,556	-
Charges in lieu of taxes	12,559,414	2,937,595	-	-	15,497,009	-
Water supply	85,523,507	-	-	-	85,523,507	-
Miscellaneous	2,545,190	814,883	78,307	140,464	3,578,844	115,415
Total operating expenses	<u>199,898,238</u>	<u>36,288,332</u>	<u>6,230,041</u>	<u>17,676,962</u>	<u>260,093,573</u>	<u>112,119,530</u>
Operating income (loss)	<u>20,170,054</u>	<u>911,448</u>	<u>3,587,911</u>	<u>(8,497,563)</u>	<u>16,171,850</u>	<u>3,715,619</u>
NONOPERATING REVENUES (EXPENSES)						
Investment income	5,951,948	30,074	1,758,490	830,906	8,571,418	4,811,246
Gain on property disposition	-	-	-	-	-	1,257,994
Interest and fiscal charges	(880,680)	-	(1,761,775)	(25,953)	(2,668,408)	(381,959)
Hotel occupancy taxes	-	-	-	12,895,296	12,895,296	-
Miscellaneous	10,041	719,112	10,521	7,944	747,618	270,455
Total nonoperating revenues	<u>5,081,309</u>	<u>749,186</u>	<u>7,236</u>	<u>13,708,193</u>	<u>19,545,924</u>	<u>5,957,736</u>
Income before contributions and transfers	25,251,363	1,660,634	3,595,147	5,210,630	35,717,774	9,673,355
Contributions from developers	6,650,433	-	-	-	6,650,433	-
Transfers in	-	83,920	-	-	83,920	983,761
Transfers out	(11,011,020)	(855,195)	(1,646,200)	(2,840,857)	(16,353,272)	(333,920)
Change in net position	20,890,776	889,359	1,948,947	2,369,773	26,098,855	10,323,196
Total net position - beginning	<u>463,004,839</u>	<u>(2,862,762)</u>	<u>37,830,701</u>	<u>12,559,118</u>	<u>510,531,896</u>	<u>115,548,483</u>
Total net position - ending	<u>\$ 483,895,615</u>	<u>\$ (1,973,403)</u>	<u>\$ 39,779,648</u>	<u>\$ 14,928,891</u>	<u>\$ 536,630,751</u>	<u>\$ 125,871,679</u>

The notes to the financial statements are an integral part of this statement.

**CITY OF PLANO, TEXAS
RECONCILIATION OF THE STATEMENT OF REVENUES,
EXPENSES AND CHANGES IN NET POSITION OF PROPRIETARY FUNDS
TO THE GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

Change in net position - total enterprise funds \$ 26,098,855

Amounts reported for business-type activities in the statement of activities are different because:

Internal service funds are used by management to charge the costs of equipment maintenance, municipal warehouse, technology solutions, risk management and health claims to individual funds.

The net revenues of certain activities of internal service funds are reported within business-type activities.

883,585

Change in net position of business-type activities

\$ 26,982,440

The notes to the financial statements are an integral part of this statement.

CITY OF PLANO, TEXAS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024

	Business-type Activities Enterprise Funds				Total	Governmental Activities- Internal Service Funds
	Water and Sewer	Sustainability and Environmental Services	Municipal Drainage	Other Enterprise Funds		
CASH FLOWS FROM OPERATING ACTIVITIES						
Cash received from customers	\$ 219,477,069	\$ 27,034,457	\$ 10,073,324	\$ 9,238,979	\$ 265,823,829	\$ -
Cash received from other funds	-	-	-	-	-	114,655,734
Cash received from subrogation	-	-	-	-	-	673,468
Franchise fees	-	9,653,210	-	-	9,653,210	-
Charges in lieu of taxes	(12,559,414)	(2,937,595)	-	-	(15,497,009)	-
Cash payments to suppliers for goods and services	(151,140,724)	(23,075,587)	(1,459,244)	(10,554,843)	(186,230,398)	(77,895,168)
Cash paid to or on behalf of employees for services	(14,320,389)	(9,865,078)	(3,682,926)	(6,154,926)	(34,023,319)	(17,532,145)
Net cash provided (used) by operating activities	41,456,542	809,407	4,931,154	(7,470,790)	39,726,313	19,901,889
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES						
Advances from other funds	3,113	-	-	-	3,113	-
Hotel occupancy taxes	-	-	-	12,895,296	12,895,296	-
Transfers to other funds	(11,011,020)	-	(1,646,200)	(2,840,857)	(15,498,077)	233,761
Transfers from other funds	-	(771,275)	-	-	(771,275)	416,080
Net cash provided (used) by noncapital financing activities	(11,007,907)	(771,275)	(1,646,200)	10,054,439	(3,370,943)	649,841
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES						
Acquisition and construction of capital assets	(23,306,065)	-	(12,650,286)	(19,896)	(35,976,247)	(17,343,356)
Bond proceeds	-	-	15,003,272	-	15,003,272	-
Bond issuance costs paid	(5,975)	-	(3,300)	-	(9,275)	-
Proceeds from sale of equipment	-	-	-	-	-	1,315,911
Principal paid on long-term debt	(3,165,000)	-	(2,038,101)	(182,569)	(5,385,670)	(3,124,120)
Interest and fees paid on long-term debt	(1,427,450)	-	(1,675,144)	(26,747)	(3,129,341)	(301,310)
Proceeds from insurance damages	10,041	719,112	10,521	7,944	747,618	270,455
Net cash provided (used) by capital and related financing activities	(27,894,449)	719,112	(1,353,038)	(221,268)	(28,749,643)	(19,182,420)
CASH FLOWS FROM INVESTING ACTIVITIES						
Purchases of investment securities	(76,317,288)	(1,073,278)	(25,653,372)	(11,184,844)	(114,228,782)	(63,510,320)
Proceeds from sale and maturities of investment securities	66,736,888	397,545	21,943,865	8,268,849	97,347,147	56,557,052
Interest on investments	5,847,033	26,206	1,720,903	805,531	8,399,673	4,968,759
Net cash used by investing activities	(3,733,367)	(649,527)	(1,988,604)	(2,110,464)	(8,481,962)	(1,984,509)
Net increase (decrease) in cash and cash equivalents	(1,179,181)	107,717	(56,688)	251,917	(876,235)	(615,199)
Cash and cash equivalents - beginning	15,938,106	90,598	4,671,851	1,765,407	22,465,962	12,041,006
Cash and cash equivalents - ending	\$ 14,758,925	\$ 198,315	\$ 4,615,163	\$ 2,017,324	\$ 21,589,727	\$ 11,425,807
Classified as:						
Current assets	\$ 13,958,158	\$ 198,315	\$ 1,123,411	\$ 2,017,324	\$ 17,297,208	\$ 11,425,807
Restricted assets	800,767	-	3,491,752	-	4,292,519	-
Total	\$ 14,758,925	\$ 198,315	\$ 4,615,163	\$ 2,017,324	\$ 21,589,727	\$ 11,425,807
Noncash disclosures:						
Developers' contributions	\$ 6,650,433	\$ -	\$ -	\$ -	\$ 6,650,433	\$ -
Premium amortization	496,964	-	289,702	-	786,666	-
Amortization of deferred charge on refunding	-	-	(16,564)	-	(16,564)	-
Contracts, retainage, leases and SBITA payables	(486,474)	-	179,509	(182,569)	(489,534)	(3,687,178)
Property disposition/adjustments	-	-	-	-	-	(57,917)
Increase in fair value of investments	2,749,197	12,227	900,216	329,035	3,990,675	2,337,662
Transfer in (out) of capital assets	(11,282)	(58,926)	(5,439)	-	(75,647)	675,593

The notes to the financial statements are an integral part of this statement.

(continued)

CITY OF PLANO, TEXAS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024
(continued)

	Business-type Activities Enterprise Funds				Total	Governmental Activities- Internal Service Funds
	Water and Sewer	Sustainability and Environmental Services	Municipal Drainage	Other Enterprise Funds		
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES						
Operating income (loss)	\$ 20,170,054	\$ 911,448	\$ 3,587,911	\$ (8,497,563)	\$ 16,171,850	\$ 3,715,619
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:						
Depreciation and amortization	18,956,181	63,303	1,303,952	349,731	20,673,167	18,350,821
Pension and other postemployment benefits expense (net)	(139,431)	(101,997)	(29,057)	(55,670)	(326,155)	(132,249)
Change in assets and liabilities:						
(Increase) decrease in-						
Accounts receivables	(644,981)	(510,042)	255,372	197,881	(701,770)	10,941
Leases receivables	362,111	-	-	(1,338,521)	(976,410)	-
Other receivables	(5,978)	(3,218)	-	494	(8,702)	5,592
Due from other funds	(142,521)	-	-	-	(142,521)	(524,706)
Due from other governments	-	(185,786)	-	-	(185,786)	-
Prepaid items and other assets	1,785,518	220,522	-	357,631	2,363,671	70,370
Inventories	(14,037)	-	-	-	(14,037)	62,100
Increase (decrease) in-						
Accounts payable	1,250,367	25,237	(274,018)	117,644	1,119,230	(499,578)
Accrued liabilities	37,936	(32,652)	4,385	53,071	62,740	69,726
Due to other funds	3,113	1,147	794	225	5,279	2,226
Liability for compensated absences	(1,936)	235,659	81,815	146,209	461,747	11,661
Customer deposits	240,980	-	-	(47,176)	193,804	-
Deferred inflows from leases	(400,824)	-	-	1,302,784	901,960	-
Unearned revenue	(10)	185,786	-	(57,530)	128,246	-
Liability for insurance claims	-	-	-	-	-	(1,240,634)
Total adjustments	21,286,488	(102,041)	1,343,243	1,026,773	23,554,463	16,186,270
Net cash provided (used) by operating activities	\$ 41,456,542	\$ 809,407	\$ 4,931,154	\$ (7,470,790)	\$ 39,726,313	\$ 19,901,889

The notes to the financial statements are an integral part of this statement.

**CITY OF PLANO, TEXAS
STATEMENT OF NET POSITION
FIDUCIARY FUNDS
AS OF SEPTEMBER 30, 2024**

	Pension and Other Post-Employment Benefits Trust Funds	Custodial Funds
ASSETS		
Cash and cash equivalents	\$ 4,970,644	\$ 29,593,100
Investments:		
Mutual funds:		
Domestic equity funds	157,019,767	-
International equity funds	80,576,169	-
Fixed income funds	39,699,110	-
Bank loans	14,989,679	-
Real estate investment trusts	23,820,617	-
Collective investment trusts	39,658,393	-
Diversified inflation strategies	14,754,004	-
Accrued interest	22,858	-
Prepaid items and other assets	170,274	-
Total assets	375,681,515	29,593,100
LIABILITIES		
Accrued liabilities	336,094	1,605,912
Bond holder liability	-	67,945,666
Total liabilities	336,094	69,551,578
NET POSITION		
Net position restricted for pensions	237,889,023	-
Net position restricted for other postemployment benefits	137,456,398	-
Net position restricted for custodial funds	-	(39,958,478)
Total net position	\$ 375,345,421	\$ (39,958,478)

The notes to the financial statements are an integral part of this statement.

**CITY OF PLANO, TEXAS
STATEMENT OF CHANGES IN NET POSITION
FIDUCIARY FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	Pension and Other Post-Employment Benefits Trust Funds	Custodial Funds
ADDITIONS		
Contributions:		
From employers	\$ 12,087,466	\$ -
From retirees	3,150,162	-
From property assessments	-	3,248,677
From developer and bonds	-	7,304,060
Total contributions	15,237,628	10,552,737
Investment return:		
Net increase in fair value of investment	63,280,292	-
Interest	95,923	-
Dividends	5,407,499	1,687,747
Miscellaneous	15,710	-
Total investment return	68,799,424	1,687,747
Less investment expenses:		
Trustee fees	135,050	-
Advisory fees	177,928	-
Total investment expenses	312,978	-
Net investment return	68,486,446	1,687,747
Total additions	83,724,074	12,240,484
DEDUCTIONS		
Benefits	15,225,813	-
Administrative expenses	2,907,555	-
Bond interest	-	4,088,164
Project expenses	-	22,390,917
Total deductions	18,133,368	26,479,081
Change in net position	65,590,706	(14,238,597)
Total net position - beginning	309,754,715	(25,719,881)
Total net position - ending	\$ 375,345,421	\$ (39,958,478)

The notes to the financial statements are an integral part of this statement.



CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS
SEPTEMBER 30, 2024

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The City of Plano, Texas (the City) was originally incorporated in 1873 and chartered on June 10, 1961. The City operates under a Council-Manager form of government and provides such services as authorized by its charter to advance the welfare, health, comfort, safety and convenience of the City and its inhabitants.

The accounting and reporting policies of the City relating to the funds included in the accompanying basic financial statements conform to accounting principles generally accepted in the United States of America (GAAP) applicable to state and local governments. GAAP for local governments include those principles prescribed by the Governmental Accounting Standards Board (GASB), the American Institute of Certified Public Accountants in the publication entitled *State and Local Governments – Audit and Accounting Guide*. The significant accounting policies of the City are described below.

A. Financial Statement Presentation

The basic financial statements are prepared in conformity with GAAP, which requires the government-wide financial statements to be prepared using the accrual basis of accounting and the economic resources measurement focus. Government-wide financial statements do not provide information by fund, but distinguish between the City's governmental activities, business-type activities and activities of its discretely presented component units on the Statement of Net Position and Statement of Activities. The City's Statement of Net Position includes both noncurrent assets and noncurrent liabilities of the City. In addition, the Statement of Activities reflects depreciation expense on the City's capital assets, including infrastructure.

In addition to the government-wide financial statements, the City has prepared fund financial statements, which use the modified accrual basis of accounting and the current financial resources measurement focus for the governmental funds. The accrual basis of accounting is utilized by proprietary and fiduciary fund types. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

The Management's Discussion and Analysis (MD&A) provides an analytical overview of the City's financial activities. In addition, a budgetary comparison statement is presented that compares the original adopted and final amended General Fund and Debt Service Fund budgets with actual results. The City does not have any special revenue funds with legally adopted budgets.

B. Reporting Entity

The City is governed by an elected mayor and seven-member council. As required by GAAP, these financial statements present the City (the primary government) and its discretely presented component units, entities for which the government is considered to be financially accountable. Blended component units, although legally separate entities, are, in substance, part of the City's operations and data from these units are combined with data of the primary government. A discretely presented component unit, on the other hand, is reported in a separate column in the government-wide financial statements to emphasize it is legally separate from the City. The criteria for including organizations as component units within the

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

City's reporting entity, as set forth in Section 2100 of GASB's Codification of Governmental Accounting and Financial Reporting Standards, include whether:

- the organization is legally separate (can sue and be sued in their own name);
- the City appoints a voting majority of the organization's board;
- the City is able to impose its will on the organization;
- the organization has the potential to impose a financial benefit/burden on the City; or
- there is fiscal dependency by the organization on the City.

Discretely Presented Component Units.

The City has established a Tax Increment Financing District Number Two (TIF No. 2) for project improvements within the City. The TIF No. 2 provides financing for public improvements associated with the future development of East Plano. The project was approved by City Council in fiscal year 1999. The TIF No. 2 is legally separate from the City, and the City appoints a majority of its governing board; however, the entity is fiscally dependent on the City. All taxing entities, including the Plano Independent School District, Collin College and Collin County continued to participate through the initial term which expired December 31, 2014. In fiscal year 2014, the City passed an ordinance to extend the termination date for an additional 15 years. The additional 15-year term includes participation with the City, as well as, Collin County.

In December 2018, City Council approved Tax Increment Financing District Number Three (TIF No. 3) to support construction and development of the Silver Line (formerly Cotton Belt) Regional Rail Project in the City of Plano. TIF No. 3 consists of two non-contiguous areas within an approximate ½ mile walking distance of planned 12th Street and Shiloh Road Stations. A station along the Dallas Area Rapid Transit (DART) Red Line is also planned for the project. Properties within TIF No. 3 largely consist of commercial, industrial and office type uses. The base year for calculating tax increments is 2018. Contributions are limited to a total of \$12.3 million or the revenue on real property taxes levied through 2038, whichever occurs first. A portion of the increments collected from existing TIF No. 2 parcels within an approximate ½ mile walking distance of the proposed 12th Street Station shall also be dedicated to the project.

On July 22, 2019, a development agreement for the Collin Creek Mall Redevelopment Project was approved between the City and Collin Creek Development, LLC (developer). As part of the agreement, City Council agreed to establish TIF No. 4. In addition, City Council adopted a resolution establishing the Collin Creek West Public Improvement District (PID) in February 2021. The Collin Creek East PID was approved by resolution in January 2020 and its expansion in February 2021. The Collin Creek West PID and the Collin Creek East PID's first Service and Assessment plan and Assessment Roll was approved by ordinance(s) in August 2021. The Zone is established to support the revitalization of the Collin Creek Mall and surrounding gateway area. The tax increment would fund public projects with the Zone. Service and Assessment Plan updates are required to be approved annually to determine needed projects. The City is current with its updates and the discretely presented component began activity in fiscal year 2024. The City recognizes the positive impact the Collin Creek PIDs will bring to the City and promote state and local economic development.

On January 8, 2024, City Council approved TIF No. 5 to support the redevelopment of vacant corporate office campuses in the Legacy Business Area (the District). The District contains approximately 703 acres generally bounded by Dallas North Tollway to the west, Tennyson Parkway to the south, Headquarters to the north and Hedgecoxe to the east. The duration of the zone will be 25-years and the increment will be set at 65%, currently with City participation only. No activity occurred for TIF No. 5 in the current year.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

The financial statements are formatted to allow the user to clearly distinguish between primary government and its discretely presented component units. Financial reports may be obtained by request to the City's Accounting Division, 1520 Avenue K, Suite 370, Plano, Texas 75074.

Blended Component Units.

The City first established a Downtown Plano PID for project improvements and services for the Downtown Plano area, which benefits the primary government. The PID was approved in October 2014. In November 2017, City Council voted to renew the PID for an additional five years. That PID was allowed to expire and a new PID with the same purpose was established in December 2022. The new PID has a 10-year term. The PID is utilized to provide additional improvements and services in Downtown Plano where funding is derived from a special assessment paid by downtown property owners and based on a property's taxable value. Chapter 372 of the Texas Local Government Code allows City Council to establish an advisory board for the PID, which has the responsibility of developing the improvement plan for the PID. The Advisory Board consists of all property owners within the Downtown Plano PID. The Advisory Board prepares an annual service plan and assessment plan for consideration to City Council for their review and approval.

The Plano Improvement Corporation (PIC) was established as a 501(c)3 to serve as a non-profit corporation to facilitate real estate transactions and serve as an independent foundation for acceptance of donations. The City desired to create the PIC for the purpose of transfer of land and improvements that the City wants developed pursuant to Texas Local Government Code §272.001(b)(4). Occasionally, individuals, as well as charitable corporations and foundations, desire to donate to the City to benefit the citizens of Plano. The City provides all financial support to the PIC and because the services provided by the PIC exclusively benefit the City, it is blended into the City's financial statements in the other governmental funds category.

On January 9, 2023, City Council conducted a public hearing to consider a petition requesting the creation of the Haggard Farm PID. A resolution creating the PID was approved. In August 2023, a development agreement for the Haggard Farm Project was approved between the City and developer. The City received payment from the developer to pay for outside professional services utilized in this project. City Council adopted a resolution calling for a public hearing to consider the Service and Assessment Plan and Assessment Roll for the Haggard Farm PID on October 23, 2023. The City recognizes the positive impact the Haggard Farm PID will bring to the City and how it will promote economic development.

Related Organization.

The City's mayor appoints the board of the Plano Housing Authority, but the City's accountability for this organization does not extend beyond making the appointments. Thus, it is not included in the primary government or as a discretely presented component unit.

C. Upcoming and Newly Implemented Accounting Pronouncements

The GASB has issued the following statements:

GASB Statement No. 101, *Compensated Absences*, will better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. The objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The City has implemented this Statement in the current fiscal year with no additional changes in the liability calculation.

GASB Statement No. 102, *Certain Risk Disclosures*, will provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. This Statement requires a government to assess whether a concentration or constraint

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. Additionally, this Statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. The requirements of this Statement have no impact on the City's financial statement for the current report.

GASB Statement No. 103, *Financial Reporting Model Improvements*, will improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. The Statement also addresses certain application issues. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The City is currently evaluating the impact of this Statement.

GASB Statement No. 104, *Disclosure of Certain Capital Assets*, will provide users of government financial statements with essential information about certain types of capital assets to be disclosed separately in the capital assets note disclosures, such as lease and subscription assets. The Statement also requires for additional disclosures for capital assets held for sale. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The City is currently evaluating the impact of this Statement.

D. Government-Wide and Fund Financial Statements

The basic financial statements include both government-wide (based on the City as a whole) and fund financial statements; the focus is either the City as a whole or major individual funds (within the fund financial statements). The government-wide financial statements (the Statement of Net Position and the Statement of Activities) report information on all of the nonfiduciary activities of the primary government and its component units. As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. The exception to this general rule is interfund services provided by the internal service funds. Elimination of these charges would distort the direct costs reported for the various functions concerned. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. Likewise, the primary government is reported separately from certain legally separate component units for which the primary government is financially accountable.

The Statement of Activities demonstrates the degree to which the direct expenses of a functional category (police, fire, public works, etc.) or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include: (1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment; (2) grants and contributions that are restricted to meeting the operational requirements of a particular function or segment; and (3) grants and contributions that are restricted to meeting the capital requirements of a particular function or segment. Taxes and other items properly excluded from program revenues are reported instead as general revenues. The net cost (by function or business-type activity) is normally covered by general revenue, such as property and sales taxes, franchise fees and interest income.

Separate fund financial statements are provided for governmental funds, proprietary funds and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements. The major governmental funds are the General, Debt Service, Capital Maintenance, Street Improvements, Municipal Facilities, Park Improvements, Economic Development Incentive and Grants funds. The major enterprise funds are the Water and Sewer, Sustainability and Environmental Services and Municipal Drainage funds. GASB Statement No. 34 sets forth minimum criteria (percentage of assets, liabilities, revenues or expenditures/expenses of either fund category for the governmental and enterprise combined) for the determination of major funds. The nonmajor funds are combined in a separate column in the fund financial statements.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Internal service funds, which traditionally provide services primarily to other funds of the government, are presented in the summary form as part of the proprietary fund financial statements. Because the principal users of the internal services are the City's governmental activities, financial statements of internal service funds are consolidated into the governmental activities column when presented at the government-wide level. To the extent possible, the cost of these services is reflected in the appropriate functional activity (police, fire, public works, etc.). The City's internal service funds consist of Equipment Maintenance, Municipal Warehouse, Technology Solutions, Risk Management and Health Claims funds.

The City's fiduciary funds are presented only in the fund financial statements. Since by definition these assets are being held for the benefit of a third-party (other local governments, individuals, pension participants, developer projects, etc.) and cannot be used to address activities or obligations of the government, these funds are not incorporated into the government-wide statements. The City's fiduciary funds consist of funds that account for the Pension Trust and Other Post-Employment Benefits (OPEB) Trust Funds, as well as, custodial funds related to the Collin Creek Mall redevelopment and Haggard Farm projects.

The government-wide focus is more on the sustainability of the City as an entity and the change in aggregate financial position resulting from the activities of the fiscal year. The focus of the fund financial statements is on the major individual funds of the governmental and proprietary categories, as well as, the fiduciary funds. Each presentation provides valuable information that can be analyzed and compared to enhance the usefulness of the information.

E. Measurement Focus and Basis of Accounting

Measurement focus refers to what is being measured; basis of accounting refers to when revenues and expenditures are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurement made, regardless of the measurement focus applied.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund and fiduciary fund statements. The economic resources measurement focus means all assets, liabilities and deferred outflows and inflows (whether current or noncurrent) are included on the Statement of Net Position and the operating statements present increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized when earned, including unbilled water and sewer services, which are accrued. Expenses are recognized at the time the liability is incurred.

Governmental fund level financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual, in other words, as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 30 days of the end of the current fiscal year. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, lease liabilities and claims and judgments, are recorded only when the obligation has matured and is due and payable shortly after year-end. General capital asset acquisitions, including entering into contracts giving the City the right to use lease assets, are reported as expenditures in governmental funds. Issuance of long-term debt and financing through leases and subscription-based information technology arrangements are reported as other financing sources.

Ad valorem, franchise and sales tax revenues recorded in the General Fund and ad valorem tax revenues recorded in the Debt Service Fund are recognized under the susceptible to accrual concept.

Licenses and permits, charges for services, fines and forfeitures, contributions and miscellaneous revenues are recorded as revenues when received in cash, as the resulting receivable is not measurable. Investment

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

earnings or losses are recorded as earned since they are measurable and available. In applying the susceptible to accrual concept to intergovernmental revenues, the legal and contractual requirements of the numerous individual programs are used as guidance. Intergovernmental grant revenues are recognized when all eligibility requirements have been met. Additionally, funds received in advance for which all eligibility requirements have not been met are considered unearned revenue.

When both restricted and unrestricted resources are available for use, it is the government's policy to use restricted resources first, and then unrestricted resources as needed.

Paving assessments in the Street Improvements Fund are recorded as revenues when cash is received. The assessments are measurable when assessed but are generally not available for use.

Proprietary and fiduciary funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets and deferred outflows, liabilities and deferred inflows associated with the operation of these funds are included on the balance sheet. Proprietary fund-type operating statements present increases (revenues) and decreases (expenses) in total net position. Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the City's Water and Sewer, Sustainability and Environmental Services, Municipal Drainage, Convention and Tourism, Municipal Golf Course, Downtown Center Development and Recreation Revolving funds are charges to customers for sales and services. Operating expenses for the enterprise funds and internal service funds include the cost of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

The following major funds are used by the City:

1. Governmental Funds:

The focus of governmental fund measurement (in the fund financial statements) is upon determination of financial position and changes in financial position (sources, uses and balances of financial resources) rather than upon net income. The following is a description of the major governmental funds of the City:

- a. The General Fund accounts for several of the City's primary services (police, fire, public works, libraries, parks and recreation, etc.) and is the primary operating unit of the City.
- b. The Debt Service Fund accounts for the resources accumulated and payments made for principal and interest on long-term general obligation debt of governmental funds.
- c. The Capital Maintenance Fund accounts for the financing of betterments and renewals to the City's facilities and infrastructure and for public improvements not requiring general obligation bond financing.
- d. The Street Improvements Fund accounts for the financing and acquisition of right-of-way and construction of streets, storm sewers and alleys. Resources are provided primarily through bond sales, paving assessments and interest earnings.
- e. The Municipal Facilities Fund accounts for the financing and construction of various City facilities. Funds are provided primarily through bond sales and interest earnings.
- f. The Park Improvements Fund accounts for the financing and construction of park projects. Funds are provided primarily through bond sales and interest earnings.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

- g. The Economic Development Incentive Fund accounts for projects stimulating economic development for the City through usage of Chapter 380 agreements as authorized by the Texas Local Government Code. In prior years, a portion of ad valorem tax revenue was dedicated for economic development program incentives and beginning in the current fiscal year, City Council opted to cap funding from the General Fund at \$8.5 million.
- h. The Grant Fund accounts for resources received from other governmental agencies.

2. Enterprise Funds:

The focus of proprietary funds measurement is upon determination of operating income, changes in net position, financial position and cash flows, which is similar to businesses. The following is a description of the major enterprise funds of the City:

- a. The Water and Sewer Fund accounts for the operation of the City's water and sewer utilities. Activities of the fund include administration, operation and maintenance of the water and sewer system and billing and collection activities. All costs are financed through charges made to utility customers with rates reviewed regularly and adjusted, if necessary, to ensure financial integrity of the fund.
- b. The Sustainability and Environmental Services Fund accounts for the provision of environmental services to customers who are billed monthly at a rate sufficient to cover the cost of providing such services.
- c. The Municipal Drainage Fund accounts for the City's storm water management program.

3. Other Fund Types:

The City additionally reports for the following fund types:

- a. Internal service funds are used to account for the financing of goods or services provided by one department or agency to other departments or agencies of the City, or to other governmental units, generally on a cost-reimbursement basis.
- b. Fiduciary funds are used to account for the accumulation of resources to be used for the retirement benefit payments, postemployment health benefits for employees of the City and project redevelopment of the Collin Creek Mall and Haggard Farm areas.
- On January 1, 1983, the City withdrew from the Federal Social Security system and created the Retirement Security Plan (referred to as Pension Trust Fund in accompanying schedules), a single-employer, defined benefit pension plan and provides retirement benefits for all full-time employees of the City.
- The Other Post-Employment Benefits Trust Fund offers certain benefits to eligible retirees and dependents, such as medical, dental and vision insurance benefits. It is a single-employer other postemployment benefit plan.
- To develop and revitalize the Collin Creek Mall area, the developer plans include 400,000 square feet of retail space, as well as an assortment of restaurants and entertainment destinations. The goal of the project, Collin Creek East and West PIDs, is to create a multifunctional environment conducive to living, working and leisure activities. A professional Special District Administrator initiates reimbursement requests to the developer and distribution of assets are performed by a trust bank where the assets are held.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

- To create a mixed-use development of restaurants, offices, housing and parks on almost 130-acres of undeveloped space called Haggard Farms. This project, Haggard Farm PID, will create an attractive environment of multipurpose highlights. A professional Special District Administrator initiates reimbursement requests to the developer and distribution of assets are performed by a trust bank where the assets are held.

F. Cash, Cash Equivalents and Investments

Cash and cash equivalents include cash on hand, demand deposits, escrow cash with a fiscal agent and short-term investments with original maturities of three months or less from the date of acquisition.

Cash and cash equivalents for government-wide funds are pooled in order to maximize investment opportunities. Although individual funds may experience temporary overdraft liabilities, a positive balance is maintained in combined cash.

All investments are recorded at fair value based on quoted market prices, except for certificates of deposit and investments in government pools, which are recorded at amortized cost and certain pension and OPEB Trust funds that are measured at net asset value. Amortized cost approximates fair value. Fair value is the amount at which a financial instrument could be exchanged in a current transaction between willing parties.

G. Interfund Receivables and Payables

Activity between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either interfund advances or interfund receivable/payable. All other outstanding balances between funds are reported as due to/from other funds. Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as internal balances.

H. Inventories, Prepaid Items and Other Assets

Inventories of supplies are maintained at the City warehouse for use by all City funds and are accounted for by the consumption method. They are valued at cost, which is determined using a weighted-average method. The cost of governmental fund type inventory is recorded as an expenditure when consumed rather than when purchased.

Prepaid items are for payments made by the City in the current year to receive services occurring in the subsequent fiscal year, utilizing the consumption method. Inventories and prepaid items are reflected as nonspendable fund balance in the governmental funds.

I. Interfund Transactions

Short-term advances between funds are accounted for in the appropriate interfund receivable and payable accounts. Long-term advances between funds are accounted for in the appropriate interfund receivable and payable accounts and fund balance is nonspendable for these amounts. All legally authorized transfers are appropriately treated as transfers and are included in the results of operations of both governmental and proprietary funds. Nonrecurring or nonroutine transfers of equity between funds, for example, contribution of capital assets to a proprietary fund or transfers of residual balances of discontinued funds to other funds, are accounted for as transfers.

J. Capital Assets

Property, plant and equipment purchased or acquired are carried at historical cost or estimated historical cost. Contributed capital assets are recorded at acquisition value at the time received. Public domain

**CITY OF PLANO, TEXAS
 NOTES TO BASIC FINANCIAL STATEMENTS (continued)
 SEPTEMBER 30, 2024**

(infrastructure) capital assets consisting of roads, bridges, curbs and gutters, streets and sidewalks, drainage systems and lighting systems have been recorded at estimated historical cost. Capital assets are defined by the government as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of two years. Right-to-use lease and subscription assets are discussed in notes I. Q. and I. R., respectively, below.

Major outlays for capital assets and improvements are capitalized as projects are constructed.

Property, plant, equipment, right-to-use lease and subscription assets and infrastructure of the primary government and business-type activities are depreciated/amortized using the straight-line method over the following estimated useful lives:

<u>Assets</u>	<u>Years</u>
Buildings	15-40
Right-to-use lease buildings	3-100
Improvements other than buildings	20-50
Equipment	5-10
Right-to-use lease equipment	3-10
Right-to-use subscription assets	2-10
Infrastructure	30-50
Drainage Improvements	50

K. Compensated Absences

City employees are granted vacation and sick leave in varying amounts. Upon termination and completion of five years of service, an employee is reimbursed for accumulated vacation up to 480 hours. Vacation leave cannot accrue in excess of 480 hours. Full-time, non-civil service employees, with at least five years of service, are eligible to be paid out for unused sick leave upon termination up to 720 hours. However, fire department civil service shift personnel may be paid for up to 1,080 hours. Accumulated vacation and sick leave is accrued when incurred in the government-wide and proprietary financial statements.

L. Federal and State Grants

Grants and shared revenues are generally accounted for within the fund financed. Federal grants are accounted for within the Grant Fund (special revenue), Street Improvements Fund (capital projects) and Park Improvements Fund (capital projects). Various state grants are also included in the Grant Fund and Street Improvements Fund. Grant revenues received for purposes normally financed through the general government are accounted for within the General Fund and those for specific purposes in the special revenue funds.

M. Retirement Plans

The City has two separate retirement (pension) plans, Texas Municipal Retirement System (TMRS) and Retirement Security Plan (RSP), covering substantially all employees. In addition, the City has an Internal Revenue Code Section 457 deferred compensation plan and an OPEB plan (Section 115 Other Post-Employment Benefits Trust or 115 Trust). It is the City's policy to record the cost for such plans on the accrual basis (see Note 5).

N. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position and/or balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The City has the following items that qualify for reporting in this category.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
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- Difference in expected and actual experience for the pension and OPEB plans – This difference is deferred and recognized over the estimated average remaining service lives of all members determined as of the measurement date.
- Difference in projected and actual investment earnings on pension and OPEB plans' assets – This difference is deferred and amortized over a closed five-year period.
- Changes in actuarial assumptions used to determine pension liability for the pension and OPEB plans – This difference is deferred and amortized over the estimated average remaining service lives of all members determined as of the measurement date.
- Pension and OPEB plans' employer contributions after measurement date – These contributions are deferred and recognized in the following fiscal year.
- Deferred charges on refundings – This outflow results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

In addition to liabilities, the statement of financial position and/or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has the following items that qualify for reporting in this category.

- Unavailable revenue – These deferred inflows are reported on the governmental funds balance sheet as the funds are not received soon enough after year end to pay liabilities of the current period. These deferred inflows are reclassified to revenue on the governmental-wide financial statements.
- Difference in expected and actual experience for the pension and OPEB plans – This difference is deferred and recognized over the estimated average remaining service lives of all members determined as of the measurement date.
- Changes in actuarial assumptions used to determine liabilities for the RSP and OPEB plan – This difference is deferred and amortized over the estimated average remaining service lives of all members determined as of the measurement date.
- Deferred amounts related to leases – This amount is initially an offset to Lease Receivable recorded at lease commencement, and subsequently, recognized as revenue over the life of the lease term.

O. Long-Term Debt

General Obligation bonds issued for general government capital projects that are to be repaid from tax revenues of the City are recorded in the government-wide statement of net position. Tax Anticipation Notes have been issued to fund permanent public improvements related to public safety communications and network infrastructure. Such notes are to be repaid from tax revenues of the City and are recorded in the government-wide statement of net position. Revenue bonds issued for proprietary fund assets that are to be repaid by the proprietary fund are recorded in the proprietary funds.

Revenue bonds have been issued to fund capital projects of proprietary funds. Such bonds are to be repaid from the net revenues of the applicable proprietary fund. To date, revenue bonds have been issued for municipal drainage and waterworks and sewer system improvements.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Bond premiums and discounts are deferred and amortized over the life of the bonds using the effective-interest method in the government-wide financial statements. Issuance costs are recognized as an expense in the period incurred. Bonds payable are reported net of the applicable bond premium or discount.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as, issuance costs, in the current period. The face amount of the debt issued is reflected as other financing sources. Premiums are reported as other financing sources while discounts are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

P. Net Position

In the government-wide and proprietary funds financial statements, the net position is reported in three components: (1) net investment in capital assets, (2) restricted and (3) unrestricted. Net investment in capital assets represents the City's total investment in capital assets, net of depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction or improvements of those assets. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. The unrestricted component of net position is the net amount of the assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

The Sustainability and Environmental Services Fund reported negative net position of \$1,973,403 at September 30, 2024. Expenses are projected to increase in 2025 to account for the growth in commercial and residential entities. In fiscal year 2025, rate increases will occur for residential waste collection.

The Grant Fund also reported negative fund balance of \$49,186 at September 30, 2024, due to reimbursements not being received within 30 days and, therefore, not considered available to pay liabilities of the current period.

The Risk Management Fund ended fiscal year 2024 with a negative net position of \$1,231,195. Claims expense continues to increase resulting in higher amounts funded by the General, Water and Sewer and Sustainability and Environmental Services funds. While fiscal year 2025 transfers to the Risk Management fund are comparable to the current year, it is anticipated claim payouts will reduce next year.

Q. Leases

The City has contracts as lessee and lessor related to various capital assets.

Lessee –

The City recognizes a lease liability and intangible right-to-use lease assets in the government-wide and proprietary funds financial statements.

The City initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease right-to-use assets were initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease right-to use assets are amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases include how the City determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term and (3) lease payments.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

- The City uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the City is reasonably certain to exercise.

The City monitors changes in circumstances that would require a re-measurement of its leases and will re-measure the lease assets and liabilities if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with long-term debt on the Statement of Net Position.

Lessor –

The City recognizes lease receivables and deferred inflows of resources in the government-wide, governmental funds and proprietary funds financial statements.

The City initially measures the lease receivables at the present value of payments expected to be received during the lease term. Subsequently, the lease receivables are reduced by the principal portion of lease payments received. The deferred inflows of resources are initially measured as the initial amount of the lease receivables, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflows of resources are recognized as revenue over the life of the lease term. Key estimates and judgments include how the City determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term and (3) lease receipts.

- The City uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the non-cancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The City monitors changes in circumstances that would require a re-measurement of its leases, and will re-measure the lease receivables and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivables.

R. Subscription-Based Information Technology Arrangements (SBITA)

The City has contracts with SBITA vendors for the right-to-use information technology software, alone or in combination with tangible capital assets. The City recognizes subscription liabilities, reported with long-term debt, and right-to-use subscription assets, reported with the other capital assets, in the government-wide and proprietary funds financial statements.

At implementation of GASB Statement No. 96 and the commencement of SBITAs beginning after October 1, 2022, the City initially measured the subscription liabilities at the present value of payments expected to be made during the subscription term. Subsequently, the subscription liabilities are reduced by the principal portion of SBITA payments made. The right-to-use subscription assets are initially measured as the initial amount of the subscription liabilities, adjusted for SBITA payments made at or before the SBITA commencement date, plus certain initial implementation costs. Subsequently, the subscription assets are amortized on a straight-line basis over the shorter of the subscription term or the useful life of the underlying assets.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Key estimates and judgments related to SBITAs include how the City determines (1) the discount rate it uses to discount the expected subscription payments to present value, (2) subscription term and (3) subscription payments.

- The City uses the interest rate charged by the SBITA vendor as the discount rate. When the interest rate charged by the SBITA vendor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for SBITAs.
- The subscription term includes the noncancellable period of the SBITA.
- Subscription payments included in the measurement of the subscription liabilities are composed of fixed payments, variable payments fixed in substance or that depend on an index or a rate, termination penalties if the City is reasonably certain to exercise such options, subscription contract incentives receivable from the SBITA vendor and any other payments that are reasonably certain of being required based on an assessment of all relevant factors.

The City monitors changes in circumstances that would require a remeasurement of its SBITAs and will remeasure the subscription assets and liabilities if certain changes occur that are expected to significantly affect the amount of the subscription liabilities.

II. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

A. Explanation of certain differences between the governmental fund balance sheet and the government-wide statement of net position

The governmental fund balance sheet includes a reconciliation between fund balance and net position of governmental activities as reported in the government-wide statement of net position. One element of the reconciliation explains, “Long-term liabilities, including bonds payable and accrued interest, are not due and payable in the current period and, therefore, are not reported in the funds.” The details of this difference are as follows:

Bonds and tax anticipation notes payable	\$ (604,725,000)
Bond premium	(38,763,347)
Accrued interest payable	(2,168,628)
Leases liability	(2,054,976)
Subscription liabilities	(4,516,293)
Compensated absences	(54,510,417)
	<u>\$ (706,738,661)</u>

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

B. Explanation of certain differences between the governmental fund statement of revenues, expenditures and changes in fund balances and the government-wide statement of activities

The governmental fund statement of revenues, expenditures and changes in fund balances includes a reconciliation between net change in fund balances and changes in net position of governmental activities as reported in the government-wide statement of activities. One element of the reconciliation explains, "Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation/amortization expense." The details of this difference are as follows:

Capital outlay	\$ 180,221,425
Depreciation expense	(69,713,402)
Lease and SBITA amortization expense	(1,457,138)
Other capital-related transactions	(2,613,362)
	<u>\$ 106,437,523</u>

Another element of the reconciliation states, "The issuance of long-term debt provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of premiums and discounts when debt is first issued, whereas these amounts are deferred and amortized in the statement of activities." The details of this difference are as follows:

Bonds issued:	
New money	\$ (85,435,000)
Refunded bonds	(10,815,000)
Premium	(8,458,548)
Payment to escrow agent	11,991,583
Interest earned on escrow	154,434
Principal payments	40,565,000
Lease and SBITA principal payments	1,089,342
	<u>\$ (50,908,189)</u>

The reconciliation also states, "Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds." The details of this difference are as follows:

Changes in:	
Compensated absences	\$ (3,797,665)
Accrued interest	(215,400)
Amortization of deferred charge on refunding	(593,268)
Amortization of bond premium	8,494,208
	<u>\$ 3,887,875</u>

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

III. STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY

Legal Compliance - Budgets

The City Charter contains the following requirements, which are adhered to by City Council, regarding preparation of the annual budget:

- The City Manager, between 60 and 90 days prior to October 1 of each fiscal year, shall submit to City Council a proposed budget. Such budget shall provide a complete financial plan for the fiscal year.
- At the meeting of City Council at which the budget is submitted, City Council shall fix the time and place of a public hearing on the budget and shall cause to be published in the official newspaper of the City, a notice of the hearing setting forth the time and place thereof at least five days before the date of such hearing.
- The budget shall be finally adopted no later than 15 days prior to the beginning of the fiscal year and should City Council fail to so adopt a budget, the then existing budget together with its tax-levying ordinance and its appropriation ordinance, shall be deemed adopted for the ensuing fiscal year.

City Council approves annual appropriations for operations and interfund transfers for all operating and debt service funds. Only the General Fund and Debt Service Fund have legally adopted annual budgets. The City Manager has the authority to transfer unexpended balances between departmental budgets within appropriated funds. City Council, however, must approve any increase in fund appropriations. The legal level of budgetary control is the fund level. During the year, there were no supplemental appropriations. Funds with operating appropriations and interfund transfers set by ordinance include the General Fund and Debt Service Fund. During the year, appropriations are adjusted as a result of re-estimates by the departments. For budgetary purposes, unencumbered appropriations lapse at fiscal year-end.

Budgets and Budgetary Basis of Accounting

The Budgetary Comparison Schedule, included in the required supplementary information section of this report, presents a comparison of budgetary data to actual results of operations for the General Fund, for which an annual operating budget is legally adopted. This fund utilizes the same basis of accounting for both budgetary purposes and actual results, with the following exceptions:

- The portion of ad valorem tax revenues in the General Fund from “rolled back” tax payments (those taxes, up to five years back, on properties previously taxed at special use exemption values and currently changed to full values) are excluded from the budgetary basis tax revenues and from the general governmental expenditures.
- The General Fund encumbrances are added to the actual expenditures for budgetary comparison.
- The GASB 31 fair value adjustments are excluded for budgetary comparison.

Nature and Purpose of Classifications of Fund Balance

Fund balance for governmental funds should be reported in classifications that comprise a hierarchy based primarily on the extent to which the government is bound to honor constraints on the specific purposes for which amounts in those funds can be spent. The nonspendable fund balance classification includes amounts that cannot be spent because they are either not in spendable form or legally or contractually required to be maintained intact. Fund balance should be reported as restricted when constraints placed

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

on the use of resources are either externally imposed by creditors (such as, through debt covenants), grantors, contributors, laws or regulations of other governments, or imposed by law through constitutional provision or enabling legislation. Fund balance should be reported as committed when amounts can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority. Those committed amounts cannot be used for any other purpose unless the government removes or changes the specified use by taking the same type of action it employed to previously commit those amounts. Committed fund balance also includes contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying those contractual requirements. Fund balance should be reported as assigned for amounts that are constrained by the government's intent to be used for specific purposes, but are neither restricted nor committed. Intent should be expressed by the governing body itself, or a body or official to which the governing body has delegated the authority to assign amounts to be used for specific purposes. Unassigned fund balance is the residual classification for the General Fund and includes amounts that are available for any purpose. Positive amounts are reported only in the General Fund.

Open encumbrances are recorded as assignments of fund balance as of September 30 of each year, and the subsequent year's budget is increased to reflect these encumbrances. Unspent and unencumbered appropriations lapse at the end of the fiscal year. Below are details of encumbrances at September 30, which are classified as a portion of assigned fund balance:

Assigned to encumbrances:	
Governmental funds	
General	\$ 3,736,063
Capital maintenance	20,981,348
Street improvements	72,834,760
Municipal facilities	10,277,470
Park services	117,283
Park improvements	31,942,721
	<u>\$ 139,889,645</u>

City Council is the City's highest level of decision-making authority and the formal action that is required to be taken to establish, modify or rescind a fund balance commitment is a resolution approved by City Council. This can also be done through adoption or amendment of the budget. The resolution must either be approved or rescinded, as applicable, prior to the last day of the fiscal year for which the commitment is made. The amount subject to the constraint may be determined in the subsequent period.

City Council has authorized the City Manager as the official to assign fund balance. Such assignments cannot exceed the available (spendable, unrestricted and uncommitted) fund balance in any particular fund.

When multiple categories of fund balance are available for expenditure (for example, a construction project is being funded partly by a grant, funds set aside by City Council and unassigned fund balance), the City will start with the most restricted category and spend those funds first before the next category with available funds.

It is the desire of the City to maintain adequate General Fund balance to maintain liquidity and in anticipation of economic downturns or natural disasters. City Council has adopted a financial standard to maintain a General Fund minimum unassigned fund balance of 30 days working capital.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

IV. DETAILED NOTES ON ALL FUNDS

1. DEPOSITS AND INVESTMENTS:

Deposits

Pursuant to provisions of both the Texas Public Funds Investment Act (PFIA) and the Public Funds Investment Policy of the City, all deposits of the City that exceed the federal depository insurance coverage level are collateralized with an irrevocable letter of credit at 100% or by securities held by a third party custodian and pledged to the City in an amount not less than 102% (on a fair value basis) of the City's deposit of public funds and any accrued interest.

At September 30, 2024, the carrying amount of the City's demand deposits was \$6,989,889, which includes component units' deposits of \$12,167,461. The bank balance was \$8,380,323. Cash on hand totaled \$1,058,226. The carrying value and the bank balance of the City's non-negotiable certificates of deposit (CD) were \$22,958,650. The carrying value of cash held in trust by a bank trust department for the Pension and Other Post-Employment Benefits Trust Funds were \$4,970,644. The carrying value of cash held in trust by a bank trust department for the Collin Creek Custodial Funds was \$29,593,100.

Investments – Fair Value Hierarchy

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs or quoted prices in markets that are not active; and Level 3 inputs are significant unobservable inputs. As of September 30, 2024, the City does not value any of its investments using Level 3 inputs. Additionally, the Pension and Other Post-Employment Benefits Trust Funds have investments measured at the Net Asset Value (NAV). Investments measured at NAV are not classified in the fair value hierarchy.

The City has the following recurring fair value measurements as of September 30, 2024:

- U.S. agencies of \$295.9 million are valued using matrix pricing (Level 2 inputs)
- Municipal bonds of \$248 million are valued using quoted market prices in markets that are not active (Level 2 inputs)

The Pension and Other Post-Employment Benefits Trust Funds have the following recurring fair value measurements as of September 30, 2024:

- Fixed income investments of \$39.7 million are valued using quoted market prices (Level 1 inputs)
- Equities of \$237.6 million are valued using quoted market prices (Level 1 inputs)

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

At September 30, 2024, the City's investment balances measured at fair value levels were as follows:

	Fair Value Measurements Using				
	9/30/2024	Quoted Prices in	Significant Other	Significant Other	Weighted
		Active Markets for	Observable Inputs	Other	
		Identical Assets	Primary	Component Unit	Avg
		Primary	Government	(Level 2)	Maturity
		Government	Government		(Years)
		(Level 1)	(Level 2)		
Government-wide					
U.S. agencies	\$ 295,945,468	\$ -	\$ 295,945,468	\$ -	1.0259
Municipal bonds	248,028,997	-	248,028,997	-	0.7799
Total Government-wide	543,974,465	-	543,974,465	-	1.8058
Trust Funds					
Pension and Other					
Post-Employment Benefits:					
Fixed income funds	39,699,110	39,699,110	-	-	NA
Domestic equity funds	157,019,767	157,019,767	-	-	NA
International equity funds	80,576,169	80,576,169	-	-	NA
Total Investment Trust Funds	277,295,046	277,295,046	-	-	
Total Investments Measured at Fair Value	821,269,511	\$ 277,295,046	\$ 543,974,465	\$ -	

At September 30, 2024, the City's investment balances measured at the net asset value (NAV) per share (or its equivalent) were as follows:

	9/30/2024	Unfunded Commitments	Redemption Frequency	Redemption Notice Period
Trust Funds				
Pension and Other				
Post-Employment Benefits:				
Real estate collective trusts	\$ 23,820,617	\$ -	Quarterly	45 days
Collective investment trusts	39,658,393	-	Not limited	None
Bank loans	14,989,679	-		
Diversified inflation strategies	14,754,004	-		
Total Investments Measured at the NAV	93,222,693	\$ -		
Total Investments	\$ 914,492,204			

In addition, the City had investments in government pools at September 30, 2024 totaling \$107,859,294 which are recorded at amortized cost. GASB Statement No. 79, *Certain External Investment Pools and Pool Participants*, establishes criteria for an external investment pool to qualify for making an election to measure all of its investments at amortized cost. The City does not have any limitations or restrictions on withdrawals.

Investments in the Pension and the Other Post-Employment Benefits Trust Funds are held by a bank trust department, apart from the overall City's cash and investments. The City employs the services of professional investment managers, an investment consultant and a custodial bank to retain the assets and administer benefit payments of the Pension and Other Post-Employment Benefits Trust Funds. The investments are subject to the policies and guidelines established by the Pension and Other Post-Employment Benefits Trust Funds committee members.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

The City is authorized to invest in: (1) obligations of, or guaranteed by, governmental entities; (2) certificates of deposit, issued by a depository institution that has its main office or branch in Texas; (3) fully collateralized repurchase agreements having a defined termination date; (4) commercial paper having a stated maturity of 365 days or fewer and is rated not less than A-1 or P-1 or an equivalent rating by at least two nationally recognized credit rating agencies or one nationally recognized credit rating agency and is fully secured by an irrevocable letter of credit issued by a bank organized and existing under the laws of the United States or any state; (5) no-load money market mutual funds registered and regulated by the SEC, or no-load mutual funds registered with the SEC, having an average weighted maturity of less than two years and either has a duration of one year or more and is invested exclusively in obligations authorized by the PFIA; or has a duration of less than one year and the investment portfolio is limited to investment grade securities, excluding asset-backed securities; and (6) eligible investment pools that invest in instruments and follow practices allowed by current law as defined by PFIA, provided that each investment meets guidelines set forth by the City's investment policy.

Interest Rate Risk. As a means of limiting its exposure to fair value losses arising from increasing interest rates, the City's investment policy establishes the portfolio's maximum average dollar-weighted maturity of no more than two and a half years. By policy, the City will not directly invest in securities maturing more than five years from the date of purchase.

Credit Risk. The City's investment policy, in conjunction with state law, specifies the type of credit rating of all authorized investments. The City's investments in U.S. Agency securities, including, Tennessee Valley Authority (TVA), Federal Agricultural Mortgage Corporation (FAMC), Federal National Mortgage Association (FNMA), Federal Home Loan Mortgage Company (FHLMC), Federal Home Loan Bank (FHLB) and Federal Farm Credit Bank (FFCB), are rated AA+ by Standard and Poor's and Aaa by Moody's Investors Service. The investment in the Texas Local Government Pools (Texas Class, Texas Range and Texas Fixed Income Trust) carried a credit rating of AAAm by Standard & Poor's or Fitch as of September 30, 2024. The investments in Municipal Securities hold an investment rating not less than A or its equivalent.

Custodial Credit Risk. For deposits, custodial credit risk is the risk that in the event of a bank failure, the City's deposits may not be returned to it. The City's investment policy follows state statutes, which require that all deposits in financial institutions be fully collateralized or insured. For investments, custodial credit risk is the risk that in the event of the failure of a counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The City's investment policy requires that all investments held by outside parties for safekeeping be held in the name of the City. The City was not exposed to any custodial credit risk during the year.

Concentration of Credit Risk. Except for U.S. Treasury securities and authorized pools, the City's investment policy limits the amount that may be invested in any one security type to 50% of the total investment portfolio. As of September 30, 2024, five percent (5%) or more of the City's total investments are in municipal bonds (36.76%), Federal Farm Credit Bank (14.71%), Federal National Mortgage Association (10.74%) and investment pools (15.98%), on a fair value basis.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

2. PROPERTY TAXES:

The City's ad valorem, or property tax, is levied each October 1 on the assessed value listed as of the prior January 1 for all real and business personal property located in the City. The property taxes attach as an enforceable lien on property as of January 1. Appraised values are established by the Central Appraisal Districts of Collin and Denton Counties at 100% of estimated market value and certified by the Appraisal Review Boards. The original certified assessed value for the tax roll of January 1, 2023, was \$56,684,262,273. Subsequent adjustments decreased this value to \$55,140,808,558.

Taxes are due October 1 and become delinquent after the following January 31. Penalty and interest are charged at 7% on delinquent taxes beginning February 1, and increases each month to 18% on July 1.

Property taxes at the fund level are recorded as receivables and deferred revenues at the time the tax levy is billed. Current year revenues recognized are those ad valorem taxes collected within the current period or soon enough thereafter to pay current liabilities, generally thirty days after year-end. Current tax collections for the year ended September 30, 2024, were 99.6% of the tax levy.

The City is permitted by Article XI, Section 5, of the State of Texas Constitution to levy taxes up to \$2.50 per \$100 of assessed valuation for general governmental services including the payment of principal and interest on general obligation long-term debt. The tax rate to finance general governmental services, including debt service, for the year ended September 30, 2024, was \$0.4176 (\$0.3026 for general government and \$0.1150 for debt service) per \$100 of assessed valuation. Thus, the City has a tax margin of \$2.0824 per \$100 and could have levied up to \$1,148,252,197 in additional taxes from the present assessed valuation.

In Texas, countywide central appraisal districts are required to assess all property within the appraisal district on the basis of 100% of its appraised value and are prohibited from applying any assessment ratios. The value of property within the appraisal district must be reviewed every five years; however, the City, at its own expense, requires annual reviews of appraised values. The City may challenge appraised values established by the appraisal district through various appeals, and, if necessary, legal action. Under this system, the City sets tax rates on City property. However, if the no-new-revenue rate, excluding tax rates for bonds and other contractual obligations, adjusted for new improvements, exceeds the rate for the previous year by more than 3.5%, an election is required to determine whether to limit the tax rate to no more than 3.5% above the tax rate of the previous year.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

3. RECEIVABLES:

Receivables at September 30, 2024 for the government’s individual major funds and nonmajor, internal service and fiduciary funds in the aggregate, including the applicable allowances for uncollectible accounts, consist of the following:

	Property Taxes	Other Taxes	Accounts	Leases	Accrued Interest	Assessments	Other	Gross Receivables	Less: Allowance for Uncollectibles	Net Total Receivables
General	\$ 3,019,735	\$ 20,345,050	\$ 1,218,703	\$ 7,542,052	\$ 510,679	\$ -	\$ -	\$ 32,636,219	\$ (1,736,373)	\$ 30,899,846
Debt Service	1,128,882	-	-	-	18,737	-	-	1,147,619	(645,838)	501,781
Capital Maintenance	-	-	-	-	305,900	-	-	305,900	-	305,900
Street Improvements	-	-	2,263,579	-	428,940	1,271,842	-	3,964,361	-	3,964,361
Municipal Facilities	-	-	-	-	192,558	-	-	192,558	-	192,558
Park Improvements	-	-	-	-	242,535	-	-	242,535	-	242,535
Economic Development Incentive	-	-	-	-	374,484	-	-	374,484	-	374,484
Grant	-	-	-	-	7,224	-	846,923	854,147	-	854,147
Water and Sewer	-	-	35,796,056	2,374,060	437,581	-	48,067	38,655,764	-	38,655,764
Sustainability and Environmental Services	-	-	2,893,165	-	5,622	-	655,494	3,554,281	-	3,554,281
Municipal Drainage	-	-	1,097,026	-	134,380	-	-	1,231,406	-	1,231,406
Nonmajor and Other Funds	-	-	918,614	2,818,745	1,009,945	-	-	4,747,304	-	4,747,304
	<u>\$ 4,148,617</u>	<u>\$ 20,345,050</u>	<u>\$ 44,187,143</u>	<u>\$ 12,734,857</u>	<u>\$ 3,668,585</u>	<u>\$ 1,271,842</u>	<u>\$ 1,550,484</u>	<u>\$ 87,906,578</u>	<u>\$ (2,382,211)</u>	<u>\$ 85,524,367</u>

The enterprise fund accounts receivable includes unbilled charges for services of \$15,199,990 rendered at September 30, 2024.

Leases receivable – The City has entered into multiple lease agreements for land and cell sites as lessor. The lease rate, term and ending lease receivables at September 30, 2024 are as follows:

	Interest Rates	Lease Term in Years	Ending Balance
General Fund:			
Land	4.20%	20-50	\$ 6,747,544
Cell sites	4.20%	30	794,508
			<u>\$ 7,542,052</u>
Water and Sewer Fund:			
Cell sites	4.20%	30	<u>\$ 2,374,060</u>
Nonmajor Enterprise Funds:			
Land	4.20%	114	<u>\$ 2,818,745</u>

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

4. CAPITAL ASSETS:

Capital asset activity for the year ended September 30, 2024 was as follows:

Primary Government

	Balance at Beginning of Year	Additions	Transfers	Retirements	Balance at End of Year
Governmental Activities:					
Capital assets, not being depreciated:					
Land	\$ 171,038,496	\$ 4,221,688	\$ 4,752,496	\$ -	\$ 180,012,680
Construction in progress	90,457,576	170,795,260	(173,708,919)	-	87,543,917
Public art	1,845,827	-	1,156	-	1,846,983
Total capital assets, not being depreciated	263,341,899	175,016,948	(168,955,267)	-	269,403,580
Capital assets, being depreciated/amortized:					
Buildings	357,618,237	1,290,597	27,750,055	-	386,658,889
Right-to-use lease buildings	1,322,325	796,727	-	-	2,119,052
Improvements other than buildings	360,321,827	-	12,567,544	-	372,889,371
Equipment	284,699,216	17,549,201	2,551,193	(11,388,010)	293,411,600
Right-to-use lease equipment	5,956,270	3,465,676	-	-	9,421,946
Right-to-use subscription assets	6,885,635	3,883,655	-	-	10,769,290
Infrastructure	1,566,864,763	2,115,941	126,078,099	-	1,695,058,803
Total capital assets, being depreciated/amortized	2,583,668,273	29,101,797	168,946,891	(11,388,010)	2,770,328,951
Less accumulated depreciation/amortization for:					
Buildings	(203,901,125)	(14,838,562)	-	-	(218,739,687)
Right-to-use lease buildings	(390,444)	(328,117)	-	-	(718,561)
Improvements other than buildings	(153,337,593)	(10,284,310)	-	-	(163,621,903)
Equipment	(213,850,163)	(19,682,394)	84,023	11,311,058	(222,137,476)
Right-to-use lease equipment	(1,479,500)	(1,814,794)	-	-	(3,294,294)
Right-to-use subscription assets	(567,341)	(2,542,093)	-	-	(3,109,434)
Infrastructure	(791,313,137)	(40,031,091)	-	-	(831,344,228)
Total accumulated depreciation/amortization	(1,364,839,303)	(89,521,361)	84,023	11,311,058	(1,442,965,583)
Total capital assets, being depreciated/amortized, net	1,218,828,970	(60,419,564)	169,030,914	(76,952)	1,327,363,368
Governmental Activities capital assets, net	\$ 1,482,170,869	\$ 114,597,384	\$ 75,647	\$ (76,952)	\$ 1,596,766,948
Business-type Activities:					
Capital assets, not being depreciated:					
Land	\$ 8,058,271	\$ -	\$ 2,122,596	\$ -	\$ 10,180,867
Construction in progress	43,656,556	35,657,486	(36,411,037)	-	42,903,005
Public art	50,000	-	-	-	50,000
Total capital assets, not being depreciated	51,764,827	35,657,486	(34,288,441)	-	53,133,872
Capital assets, being depreciated/amortized:					
Buildings	17,652,197	-	-	-	17,652,197
Right-to-use lease buildings	985,354	-	-	-	985,354
Improvements other than buildings	758,756,577	6,650,433	30,289,820	-	795,696,830
Drainage improvements	62,602,347	-	3,998,621	-	66,600,968
Equipment	2,473,311	95,543	8,376	-	2,577,230
Right-to-use lease equipment	59,760	-	-	-	59,760
Right-to-use subscription assets	-	37,092	-	-	37,092
Total capital assets, being depreciated/amortized	842,529,546	6,783,068	34,296,817	-	883,609,431
Less accumulated depreciation/amortization for:					
Buildings	(16,378,430)	(131,730)	-	-	(16,510,160)
Right-to-use lease buildings	(336,046)	(173,596)	-	-	(509,642)
Improvements other than buildings	(384,712,928)	(18,954,945)	-	-	(403,667,873)
Drainage improvements	(15,608,369)	(1,292,033)	-	-	(16,900,402)
Equipment	(1,867,538)	(96,651)	(84,023)	-	(2,048,212)
Right-to-use lease equipment	(29,880)	(14,939)	-	-	(44,819)
Right-to-use subscription assets	-	(9,273)	-	-	(9,273)
Total accumulated depreciation/amortization	(418,933,191)	(20,673,167)	(84,023)	-	(439,690,381)
Total capital assets, being depreciated/amortized, net	423,596,355	(13,890,099)	34,212,794	-	443,919,050
Business-type Activities capital assets, net	\$ 475,361,182	\$ 21,767,387	\$ (75,647)	\$ -	\$ 497,052,922

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

Depreciation/amortization expense was charged to functions/programs of the primary government as follows:

Governmental activities:	
General government	\$ 17,416,002
Administrative services	20,800
Police	1,384,597
Fire	384,033
Libraries	526,329
Development	434,185
Public services and operations	151,984
Parks and recreation	10,457,717
Public works	40,394,893
Capital assets held by the government's internal service funds are charged to the various functions based on their usage of the assets	18,350,821
Total depreciation/amortization expense - governmental activities	<u>\$ 89,521,361</u>
Business-type activities:	
Water and sewer	\$ 18,956,181
Sustainability and environmental services	63,303
Municipal drainage	1,303,952
Convention and tourism	234,699
Recreation revolving	115,032
Total depreciation/amortization expense - business-type activities	<u>\$ 20,673,167</u>

Component Unit

	Balance at Beginning of Year	Additions	Transfers	Retirements	Balance at End of Year
TIF No. 2 Activities:					
Capital assets, not being depreciated:					
Land	\$ 1,938,037	\$ 5,285,950	\$ -	\$ -	\$ 7,223,987

Future expenditures for capital projects will be funded from federal and state grants, as well as, unexpended bond proceeds and additional General Obligation or Revenue bonds and operating revenues. In May 2021, \$363,965,000 of various purpose General Obligation bonds were authorized, of which \$232,305,000 has been issued.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

5. EMPLOYEE BENEFIT PLANS:

Summary of Significant Accounting Policies

For purposes of measuring the pension and OPEB net liabilities, deferred outflows and inflows of resources and expense, information about the fiduciary net position of TMRS, RSP and 115 Trust and additions to/deductions from Plans' fiduciary net positions have been determined on the same basis as they are reported by the Plans. For this purpose, Plan contributions are recognized in the period that compensation is reported for the employee, which is when contributions are legally due. Benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

A summary of the pension and OPEB net liabilities, deferred outflows and inflows of resources and expenses are below and discussed in further detail in this footnote.

	Pension		Total Pension	OPEB
	TMRS	RSP		115 Trust
Net liability	\$ 132,841,226	\$ 5,316,914	\$ 138,158,140	\$ 30,991,918
Deferred outflow	90,626,897	22,740,791	113,367,688	33,775,772
Deferred inflow	7,545,717	2,053,991	9,599,708	13,193,514
Expense in current year	36,694,672	6,545,329	43,240,001	3,992,221

A. Texas Municipal Retirement System Plan (TMRS)

Plan Description

The City participates as one of 936 plans in the defined benefit cash-balance plan administered by TMRS. TMRS is a statewide public retirement plan created by the State of Texas and administered in accordance with the TMRS Act, Subtitle G, Title 8, Texas Government Code (the TMRS Act) as an agent multiple-employer retirement system for employees of Texas participating cities. The TMRS Act places the general administration and management of TMRS with a six-member, Governor-appointed Board of Trustees; however, TMRS is not fiscally dependent on the State of Texas. TMRS issues a publicly available Annual Comprehensive Financial Report (Annual Report) that can be obtained at tmrs.com.

All eligible employees of the City are required to participate in TMRS.

Benefits Provided

TMRS provides retirement, disability and death benefits. Benefit provisions are adopted by the governing body of the City, within the options available in the state statutes governing TMRS.

At retirement, the member's benefit is calculated based on the sum of the member's contributions with interest, the city-financed monetary credits with interest, and their age at retirement and other actuarial factors. The retiring member may select one of seven monthly benefit payment options. Members may also choose to receive a portion of their benefit as a lump sum distribution in an amount equal to 12, 24 or 36 monthly payments, which cannot exceed 75% of the total member contributions and interest.

Benefits depend upon the sum of the employee's contributions to the plan, with interest, and the City-financed monetary credits, with interest. At the date the plan began, the City granted monetary credits for service rendered before the plan began of a theoretical amount equal to two times what would have been contributed by the employee, with interest, prior to establishment of the plan. Monetary credits for service since the plan began are a percent (100%, 150% or 200%) of the employee's accumulated contributions. In addition, the City can grant, as often as annually, another type of monetary credit referred to as an updated service credit which is a theoretical amount, which, when added to the employee's accumulated

**CITY OF PLANO, TEXAS
 NOTES TO BASIC FINANCIAL STATEMENTS (continued)
 SEPTEMBER 30, 2024**

contributions and the monetary credits for service since the plan began, would be the total monetary credits and employee contributions accumulated, with interest, if the current employee contribution rate and City matching percent had always been in existence and if the employee's salary had always been the average of his or her salary in the last three years that are one year before the effective date. At retirement, the benefit is calculated as if the sum of the employee's accumulated contributions, with interest, and the employer-financed monetary credits, with interest, were used to purchase an annuity.

Plan provisions for the City were as follows:

Employee deposit rate	7%
Matching ratio (City to employee)	2 to 1
A member is vested after	5 years
Service retirement eligibility	20 years at any age, 5 years at age 60 and above

At the December 31, 2023 valuation and measurement date, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	1,688
Inactive employees entitled to but not yet receiving benefits	1,459
Active employees	<u>2,505</u>
	<u><u>5,652</u></u>

Contributions and Funding Policy

Member contribution rates in TMRS are either 5%, 6% or 7% of the member's total compensation, and the city matching percentages are either 100%, 150% or 200%, both as adopted by the governing body of the city. Under the state law governing TMRS, the contribution rate for each city is determined annually by the actuary, using the Entry Age Normal actuarial cost method. The City's contribution rate is based on the liabilities created from the benefit plan options selected by the city and any changes in benefits or actual experience over time.

Employees for the City were required to contribute 7% of their annual compensation during the fiscal year. The City's contribution rate requirement set by TMRS was 16.60% in calendar year 2023 and 17.64% for calendar year 2024. The City's actual contributions to TMRS were at 16.75% for fiscal year 2023, which provided for additional voluntary contributions. The City's contributions to TMRS for fiscal year 2024 were \$38,283,309.

Net Pension Liability

The City's Net Pension Liability (NPL) was measured as of December 31, 2023 and the Total Pension Liability (TPL) used to calculate the NPL was determined by an actuarial valuation as of that date.

Actuarial Assumptions

The TPL in the December 31, 2023 actuarial valuation was determined using the following actuarial assumptions:

Inflation:	2.5% per year
Overall payroll growth:	2.75% per year, adjusted down for population declines, if any
Investment rate of return:	6.75%, net of pension plan investment expense, including inflation

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Salary increases are based on a service-related table. Mortality rates for active members are based on the PUB(10) mortality tables with 110% of the Public Safety table used for males and 100% of the General Employee table used for females. Mortality rates for healthy retirees and beneficiaries are based on the Gender-distinct 2019 Municipal Retirees of Texas mortality tables. Male rates are multiplied by 103% and female rates are multiplied by 105%. The rates for actives, healthy retirees and beneficiaries are projected on a fully generational basis by the most recent Scale MP-2021 to account for future mortality improvements. For disabled annuitants, the same mortality tables for healthy retirees are used with a 4-year set-forward for males and a 3-year set-forward for females. In addition, a 3.5% and 3.0% minimum mortality rate is applied, for males and females respectively, to reflect the impairment for younger members who become disabled. The rates are projected on a fully generational basis by Scale MP-2021 to account for future mortality improvements subject to the 3% floor.

The actuarial assumptions were developed primarily from the actuarial investigation of the experience of TMRS over the four-year period from December 31, 2018 to December 31, 2022. The assumptions were adopted in 2023 and first used in the December 31, 2023, actuarial valuation. The post-retirement mortality assumption for Annuity Purchase Rates (APRs) is based on the Mortality Experience Investigation Study covering 2009 through 2011 and dated December 31, 2013. Plan assets are managed on a total return basis with an emphasis on both capital appreciation, as well as, the production of income in order to satisfy the short-term and long-term funding needs of TMRS.

Rate of Return

The long-term expected rate of return on pension plan investments was determined by best estimate ranges of expected returns for each major asset class. The long-term expected rate of return is determined by weighting the expected return for each major asset class by the respective target asset allocation percentage. The target allocation and best estimates of the expected return for each major asset class in fiscal year 2024 are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return (Arithmetic)</u>
Global Equity	35.00 %	6.70 %
Core Fixed Income	6.00	4.70
Non-core Fixed Income	20.00	8.00
Other Public and Private Markets	12.00	8.00
Real Estate	12.00	7.60
Hedge Funds	5.00	6.40
Private Equity	<u>10.00</u>	11.60
Total	<u><u>100.00 %</u></u>	

Discount Rate

The discount rate used to measure the TPL was 6.75%. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rates specified in statute. Based on that assumption, the pension plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the TPL.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Changes in the Net Pension (Asset)/Liability

	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension (Asset)/Liability (a) - (b)
Balance at December 31, 2022	\$ 1,355,043,700	\$ 1,173,020,952	\$ 182,022,748
Changes for the year:			
Service cost	38,060,057	-	38,060,057
Interest (on the total pension liability)	90,782,766	-	90,782,766
Difference between expected and actual experience	13,916,804	-	13,916,804
Changes of assumptions	(8,297,905)	-	(8,297,905)
Benefit payments, including refunds of employee contributions	(58,287,713)	(58,287,713)	-
Contributions - employer	-	34,367,369	(34,367,369)
Contributions - employee	-	14,362,499	(14,362,499)
Net investment income	-	135,783,108	(135,783,108)
Administrative expense	-	(863,698)	863,698
Other	-	(6,034)	6,034
Net change	76,174,009	125,355,531	(49,181,522)
Balance at December 31, 2023	\$ 1,431,217,709	\$ 1,298,376,483	\$ 132,841,226

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the NPL of the City, calculated using the discount rate of 6.75%, as well as, what the City's NPL would be if it were calculated using a discount rate that is 1-percentage-point-lower (5.75%) and 1-percentage-point-higher (7.75%) than the current rate:

1% Decrease 5.75%	Current Single Rate Assumption 6.75%	1% Increase 7.75%
\$ 325,128,490	\$ 132,841,226	\$ (26,222,914)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the Schedule of Changes in Fiduciary Net Position, by participating city and may be obtained at www.tmr.com.

Pension Expense and Deferred Outflows and Inflows of Resources Related to Pensions

For the year ended September 30, 2024, the City recognized pension expense of \$36,694,674.

At September 30, 2024, the City reported deferred outflows and inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference in expected and actual experience	\$ 29,275,928	\$ (1,051,705)
Difference in assumption changes	64,755	(6,494,012)
Difference in projected and actual investment earnings	31,798,932	-
Employer contributions subsequent to the measurement date	29,487,282	-
	<u>\$ 90,626,897</u>	<u>\$ (7,545,717)</u>

**CITY OF PLANO, TEXAS
 NOTES TO BASIC FINANCIAL STATEMENTS (continued)
 SEPTEMBER 30, 2024**

Deferred outflows of resources of \$29,487,282 related to employer contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability for fiscal year 2025. Other amounts reported as deferred outflows and inflows of resources will be recognized in pension expense in the following fiscal years:

2025	\$ 16,362,177
2026	18,835,297
2027	28,984,362
2028	<u>(10,587,938)</u>
Total	<u>\$ 53,593,898</u>

B. Retirement Security Plan (RSP)

Plan Description

On January 1, 1983, the City withdrew from the Federal Social Security system and created the RSP, a single-employer, defined benefit pension trust fund, to provide retirement benefits for all full-time employees of the City. The Plan is created by City ordinance and administered by a committee of five or more, not to exceed seven, which meets a minimum of four times a year. Professional investment management and an investment consultant are used, and a custodial bank retains the assets and provides for administration of benefit payments.

The Plan issues a separate publicly available financial report that includes financial statements and required supplementary information. The financial report may be obtained by request to the City's Human Resources Department, 1520 Avenue K, Suite 130, Plano, Texas 75074.

Benefits Provided

As of the December 31, 2023 biennial actuarial valuation, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	1,148
Inactive employees entitled to but not yet receiving benefits	138
Active employees	<u>2,334</u>
	<u><u>3,620</u></u>

Retirement benefits become vested after five years of service. Members who terminate employment prior to completing five years of service are not eligible for any benefit and all contributions made on their behalf remain with the plan. Members are eligible to receive full retirement income benefits when they reach age 65 or reduced benefits when they reach a younger age and meet certain length-of-service requirements. Early retirement benefits are paid upon completion of 20 years of vesting service (TMRS credited service) or upon attaining age 60 with five years of vesting service. At least five years must be with the City. The RSP provides retirement income benefits, with annual cost-of-living adjustments, based on a member's years of service, average compensation (highest three years of last ten), and choice of single or joint-life monthly payments or a lump-sum payment as follows.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

For normal retirement, the monthly benefit payment is calculated as follows:

.007 X City of Plano credited service since January 1, 1983 (not to exceed 25 years) X average compensation (highest 3 years of last 10).

Early retirement benefits paid upon completion of 20 years of vesting (TMRS credited service) or upon attaining age 60 with 5 years of vesting service with the City are calculated as follows:

.007 X City of Plano credited service since January 1, 1983 (not to exceed 25 years) X average compensation (highest 3 years of last 10) X a reduction factor based on the number of years which the benefit start date precedes the normal retirement date. The benefit amount is reduced by one-fifteenth (1/15) for each of the first five years and one-thirtieth (1/30) for each of the next five years (and on an Actuarial Equivalent basis thereafter) by which the starting date of payments precedes the employee's normal retirement date.

Benefits are paid as a monthly life annuity to the participant, with a guarantee that should the participant die prior to receiving 60 monthly payments, the payments will continue to a beneficiary for the balance of the 60-month period. There is no reduction factor if the participant waits until age 65 to begin drawing a monthly benefit.

A lump-sum payment option is available to eligible employees. Lump-sum payments follow these guidelines:

When lump-sum value is less than \$5,000, the benefit must be in form of a single lump-sum payment.

When lump-sum value is \$5,000 - \$25,000, participant has a choice of single lump-sum payment or monthly annuity payments.

When lump-sum value exceeds \$25,000, the participant must receive monthly annuity payments.

Joint and survivor options are available. Additionally, benefits are available for members who become totally and permanently disabled. Each April 1, retirement benefits that have been paid for at least 12 months are adjusted to reflect changes in the U.S. Consumer Price Index (not to exceed 4%), as determined by the Plan's actuary. This cost of living adjustment is applied to only the participant's benefits; spouses or beneficiaries are excluded.

Contributions and Funding Policy

Contributions by the City are established as part of the City budget process and the actuarially determined percentage of each payroll. No employee contributions are required by the plan. The City contributed \$7,575,665 for the year ended September 30, 2024.

The contribution amount is a 15-year level percentage of pay funding with a 2.75% payroll growth assumption. This funding approach produces a contribution pattern that is intended to increase in amount from year to year but remain relatively constant as a percent of payroll. Administrative costs, including investment, custodial trustee and actuarial services, are charged to the plan.

Net Pension Liability

The City's NPL was measured as of December 31, 2023, and the TPL used to calculate the NPL was determined by an actuarial valuation as of that date.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

Actuarial Assumptions

The TPL was determined by an actuarial valuation as of December 31, 2023 using the following actuarial assumptions:

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial cost method:	Entry Age Normal
Amortization method:	Level percentage of payroll, closed
Remaining amortization period:	15 years as of the measurement date
Asset valuation method:	5-year smoothed market; 20% corridor
Inflation:	2.50%
Salary increases:	8.00% to 2.75%, including inflation
Investment rate of return:	6.75%
Retirement age:	Experience-based table of rates that are specific to the type of eligibility condition.
Mortality:	2019 Municipal Retirees of Texas mortality tables are used. Generational mortality improvements applied using the ultimate rates of Scale MP-2014.

Rate of Return

Asset Class	Long-Term Expected Arithmetic Real Rate of Return	Target Asset Allocation	Development of Long- Term Arithmetic Return for Investment Portfolio
Domestic Equity	4.82%	40%	1.93%
International Equity	5.56%	20%	1.11%
Core Fixed Income	2.29%	20%	0.46%
Bank Loans	4.83%	5%	0.24%
Core Real Estate	4.34%	10%	0.43%
Private Infrastructure	5.12%	5%	0.26%
Cash Equivalents	0.91%	-	-
	Total Expected Arithmetic Real Return:		4.43%
	Inflation Assumption for Actuarial Valuation:		2.50%
	Total Expected Arithmetic Nominal Return:		6.93%

Discount Rate

A single discount rate of 6.75% was used to measure the TPL for the measurement period ending December 31, 2023. This single discount rate was based on the expected rate of return on pension plan investments of 6.75%. Based on the stated assumptions and the projection of cash flows as of each year ending December 31, the Plan's fiduciary net position and future contributions were sufficient to finance all the future benefit payments of the current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of the projected benefit payments to determine the TPL.

The projection of cash flows used to determine the single discount rate for the Plan assumed that the funding policy adopted by the RSP Committee will remain in effect for all future years. Under this funding policy, the City of Plano will finance the unfunded actuarial accrued liability as a level percentage of payroll. Beginning with the December 31, 2021 actuarial valuation, and each subsequent valuation, new amortization bases will be established and separately maintained and amortized over 15 years. If the net amortization cost is negative, or a credit, then all prior bases shall be zeroed out and the resulting surplus

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

shall be established as the new base. However, per the Plan's funding policy, the recommended contribution applicable to the City in this surplus position shall be no less than the total normal cost (no credit for the surplus on the actuarial value of assets).

Changes in the Net Pension (Asset)/Liability

	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Balance at December 31, 2022	\$ 200,151,968	\$ 185,800,514	\$ 14,351,454
Changes for the year:			
Service cost	6,311,406	-	6,311,406
Interest (on the total pension liability)	13,445,688	-	13,445,688
Difference between expected and actual experience	5,033,469	-	5,033,469
Assumption changes	-	-	-
Benefit payments	(8,224,594)	(8,224,594)	-
Contributions - employer	-	7,073,127	(7,073,127)
Net investment income	-	26,906,490	(26,906,490)
Administrative expense	-	(154,514)	154,514
Net change	16,565,969	25,600,509	(9,034,540)
Balance at December 31, 2023	<u>\$ 216,717,937</u>	<u>\$ 211,401,023</u>	<u>\$ 5,316,914</u>

Sensitivity of the Net Pension (Asset)/Liability to Changes in the Discount Rate

The following presents the NPL of the City, as well as, what the City's NPL would be if it were calculated using a discount rate of 1-percentage point lower and 1-percentage point higher than the current discount rate.

1% Decrease 5.75%	Current Single Rate Assumption 6.75%	1% Increase 7.75%
\$ 36,134,919	\$ 5,316,914	\$ (20,083,499)

Pension Expense and Deferred Outflows and Inflows of Resources Related to Pensions

For the year ended September 30, 2024, the City recognized pension expense of \$6,545,329.

At September 30, 2024, the City reported deferred outflows and inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference in expected and actual experience	\$ 6,386,593	\$ (401,682)
Difference in assumption changes	1,935,564	(1,652,309)
Difference in projected and actual investment earnings	8,575,404	-
Employer contributions subsequent to the measurement date	5,843,230	-
	<u>\$ 22,740,791</u>	<u>\$ (2,053,991)</u>

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Deferred outflows of resources of \$5,843,230 related to employer contributions subsequent to the measurement date will be recognized as a reduction of the NPL for fiscal year 2025. Other amounts reported as deferred outflows and inflows of resources will be recognized in pension expense in the following fiscal years:

2025	\$	2,684,188
2026		5,131,722
2027		7,585,602
2028		(2,155,313)
2029		687,558
Thereafter		909,813
Total	\$	<u>14,843,570</u>

C. Deferred Compensation Plan

The City offers its employees a deferred compensation plan, which is a defined-contribution benefit plan, created in accordance with Internal Revenue Code Section 457. The plan, available to all City employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency.

All amounts of compensation deferred under the plan, all property and rights purchased with such amounts, and all income attributable to such amounts, property or rights are held in trust or under one or more annuity contracts described in Internal Revenue Code Section 401(f). Except as may otherwise be permitted or required by law, no assets or income of the plan shall be used for, or diverted to, purposes other than for the exclusive purpose of providing benefits for participants and their beneficiaries or defraying reasonable expenses of administration of the plan. Accordingly, the assets of the plan are not reported in the City's basic financial statements.

D. Section 115 Post-Employment Benefits Trust (115 Trust)

Plan Description

The 115 Trust (the Plan) was established on March 1, 2008 to comply with the requirements of GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other than Pensions*, for the purpose of funding and providing certain benefits to its eligible retirees and dependents, such as medical, dental and vision insurance benefits. It is a single-employer, defined benefit OPEB plan.

The 115 Trust was created by City ordinance and is administered by the Risk Pool Trustees (the Trustees) who meet at least four times a year. The Trustees consist of five City employees, including three City Deputy Managers, Director of Finance and Director of Human Resources, who are appointed by the City through the City Manager pursuant to the City of Plano Welfare Benefit Plan. The Trustees oversee the Plan and set policies for operations, including appointing management and directing investment decisions. Professional investment management and an investment consultant are used and a custodial bank retains the assets. Pursuant to Section 6.01 of the Welfare Benefit Plan and Resolution 2007-9-2(R), City Council has set forth delegation to the City Manager, or his designee, the authority to amend each Plan in any and all respects, except for any amendment that would materially increase the costs of the Plan to the City.

The 115 Trust issues a separate publicly available financial report that includes financial statements and required supplementary information at the 115 Trust's fiscal year-end, which is December 31. Those financial reports may be obtained by request to the City's Human Resources Department, 1520 Avenue K, Suite 130, Plano, Texas 75074.

**CITY OF PLANO, TEXAS
 NOTES TO BASIC FINANCIAL STATEMENTS (continued)
 SEPTEMBER 30, 2024**

Benefits Provided

The City offers its retired employees and their dependents under age 65 health insurance coverage under the same plan as the active employees and Medicare supplementary insurance for retirees 65 and older. The number of retired participants receiving health insurance coverage for 2024 was 567 of which 250 were on the same plan as the active employees and 317 on Medicare supplementary insurance. Premiums are paid by the retired employees and claims are processed by the City's agent and paid through the Health Claims Fund. Expenditures for postretirement healthcare benefits are recognized as retirees' report claims. Claims paid for retired employees for 2024 were \$6,457,261.

As of December 31, 2023, the following were covered by the benefit terms:

Retirees and dependents currently receiving benefits	419
Terminated members entitled to benefits, but not yet receiving them	146
Active members	<u>2,237</u>
	<u><u>2,802</u></u>

Contributions and Funding Policy

The City has the authority to establish and amend the Plan contributions. The City transfers retiree and City contributions to the 115 Trust on a monthly basis. Contributions by the City are established as part of the City budget process and are based on amounts determined in the actuarial study prepared biennially. Retirees and their dependents currently receiving benefits are required to contribute specified amounts monthly toward the cost of health insurance premiums. Monthly retiree premiums contributed to the Plan are based on the benefit election of the Plan member and are as follows:

	Medical Plan	Dental Plan	Vision Plan
Retiree only	\$ 620.00	\$ 45.00	\$ 9.22
Retiree and spouse	1,600.00	88.00	14.75
Retiree and children	1,140.00	108.00	15.09
Retiree and family	2,310.00	164.00	24.28
Spouse only	980.00	45.00	9.22
Children only	520.00	63.00	9.22
Spouse and children only	1,690.00	119.00	15.06

Net OPEB Liability

The City's net OPEB liability was measured as of December 31, 2023, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of October 1, 2023.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

Actuarial Assumptions

The total OPEB liability was determined by an actuarial valuation as of October 1, 2023.

As of December 31, 2023:

Valuation Date:	The actuarially determined contribution is the sum of the current year's normal cost plus an amount necessary to amortize the unfunded liability over a closed 20-year period. Actuarial valuations have been performed biennially as of October 1. The most recent valuation was performed as of October 1, 2023.
Actuarial cost method:	Entry Age Normal
Amortization method:	Level percent, Closed
Remaining amortization period:	20 years, as of the valuation date
Amortization growth rate:	2.75%
Asset valuation method:	Market Value
Inflation:	2.50%
Salary increases:	2.75%
Discount rate:	6.75%
Healthcare cost trend rates:	8.50% for 2023, decreasing to an ultimate rate of 4.00%
Dental cost trend rates:	4.10% for 2023, decreasing to an ultimate rate of 4.00%
Retirement:	Experience-based table of rates that are specific to the type of eligibility condition.
Mortality:	
Active participants	Pub-2010 General Employee Amount-Weighted Mortality Tables projected fully generationally using Scale MP-2014.
Retired participants	Pub-2010 General Healthy Retiree Amount-Weighted Mortality Tables projected fully generationally using Scale MP-2014.
Disabled participants	Pub-2010 General Disabled Retiree Amount-Weighted Mortality Tables projected fully generationally using Scale MP-2014.

Rate of Return

The long-term rate of return is determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The capital market assumptions are as of December 31, 2023.

<u>Asset Classification</u>	<u>Index</u>	<u>Target Allocation</u>	<u>Long-Term Expected Arithmetic Real Rate of Return</u>	<u>Long-Term Expected Geometric Real Rate of Return</u>
Core Fixed Income	Bloomberg Barclays Aggregate	25.00%	2.21%	2.08%
Domestic Equity	Russell 3000	37.00%	5.50%	3.82%
International Equity	MSCI ACWI Ex US NR	23.00%	7.66%	5.80%
Core Real Estate	NCREIF Property	5.00%	5.14%	3.91%
Bank Loans	Credit Suisse Leveraged Loan	5.00%	3.55%	3.20%
Diversified Inflation Strategies	Bloomberg US Corporate Baa	5.00%	3.02%	2.74%
	Assumed Inflation - Mean		2.31%	2.30%
	Assumed Inflation - Standard Deviation		1.44%	
	Portfolio Real Mean Return		4.94%	4.21%
	Portfolio Nominal Mean Return		7.24%	6.64%
	Portfolio Standard Deviation		11.62%	
	Long-Term Expected Rate of Return		6.75%	

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

Discount Rate

A single discount rate of 6.75% was used to measure the total OPEB liability. Based on the stated assumptions and the projection of cash flows as of each Plan year, the OPEB plan's fiduciary net position and future contributions were sufficient to finance all the future benefit payments of the current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of the projected benefit payments to determine the total OPEB liability.

Changes in the Net OPEB Liability

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balance at December 31, 2022	\$ 131,671,156	\$ 109,336,036	\$ 22,335,120
Changes for the year:			
Service cost	3,921,701	-	3,921,701
Interest on total OPEB liability	8,906,170	-	8,906,170
Effect of economic/demographic gains	(2,508,090)	-	(2,508,090)
Effect of assumptions changes or inputs	19,916,399	-	19,916,399
Benefit payments, net of retiree contributions	(7,420,373)	(7,420,373)	-
Employer contributions	-	4,786,586	(4,786,586)
Net investment income	-	16,820,546	(16,820,546)
Administrative expenses	-	(27,750)	27,750
Net change	22,815,807	14,159,009	8,656,798
Balance at December 31, 2023	\$ 154,486,963	\$ 123,495,045	\$ 30,991,918

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate

The following presents the net OPEB liability of the City, as well as, what the City's net OPEB liability would be if it were calculated using a discount rate 1-percentage point lower or 1-percentage point higher than the current discount rate.

1% Decrease 5.75%	Current Discout Rate 6.75%	1% Increase 7.75%
\$ 46,533,662	\$ 30,991,918	\$ 17,389,061

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rate

The following presents the net OPEB liability of the City, as well as, what the City's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage point lower or 1-percentage point higher than the current healthcare cost trend rate.

1% Decrease	Current Trend Rate	1% Increase
\$ 20,895,765	\$ 30,991,918	\$ 42,824,679

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

OPEB Expense and Deferred Outflows and Inflows of Resources Related to OPEB

For the year ended September 30, 2024, the City recognized OPEB expense of \$3,992,221. At September 30, 2024, the City reported deferred outflows and inflows of resources related to OPEB from the following resources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference in expected and actual experience	\$ 2,368,678	\$ (9,977,422)
Difference in assumption changes	22,808,563	(3,216,092)
Difference in projected and actual investment earnings	5,195,400	-
Employer contributions subsequent to the measurement date	<u>3,403,131</u>	<u>-</u>
	<u>\$ 33,775,772</u>	<u>\$ (13,193,514)</u>

Deferred outflows of resources of \$3,403,131 related to employer contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability for fiscal year 2025. Other amounts reported as deferred outflows and inflows of resources will be recognized in OPEB expense in the following fiscal years:

2025	\$ 1,245,181
2026	3,599,540
2027	5,937,840
2028	6,172
2029	2,203,583
Thereafter	<u>4,186,811</u>
Total	<u>\$ 17,179,127</u>

6. CUSTODIAL UNITS:

To develop and revitalize the Collin Creek Mall area, the developer plans include 400,000 square feet of retail space, as well as an assortment of restaurants and entertainment destinations. The goal of the project is to create a multifunctional environment conducive to living, working and leisure activities. The creation of the PID and custodial units will be the vehicles to facilitate these funds held in trust. A professional Special District Administrator initiates reimbursement requests to the developer and actual distribution of assets are performed by a trust bank where the assets are held. The following entities are accounted for as custodial units.

As part of the Collin Creek Mall Redevelopment Project, the developer plans to develop 99-acres of real property and the TIF No. 4 revenue stream from the assessment will be used for projects benefiting the zone. On August 9, 2021, City Council approved an agreement to consider the sale of the TIF No. 4 increment generated from the project's 99-acres. On September 13, 2021, the TIF No. 4 assignment of the 99-acres' increment was approved via a purchase and sale between the City and ORIX Public Finance, LLC in the amount of \$38,500,000.

The Collin Creek East PID was created on January 13, 2020, which boundaries were expanded on February 8, 2021. The Collin Creek West PID was approved on February 8, 2021. The Collin Creek East and West PIDs contain approximately 60 acres and 39 acres, respectively. The funding of this development is through PID bonds, developer cash contributions, TIF revenue stream and land acquisition by the City, all of which will reside in a trust. The City authorized the issuance of PID bonds to construct, reimburse or acquire the public improvements within the districts, including a garage. The amount of Collin Creek East and West PID bonds issued are \$32,761,000 and \$14,687,000, respectively.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

These bonds are issued by the City pursuant to the Public Improvements District Assessment Act, Subchapter A of Chapter 372, Texas Local Government Code, an ordinance adopted by the City on August 23, 2021, and an Indenture of Trust, dated as of September 1, 2021, by and between the City and the Trustee.

Proceeds of the bonds will be used to provide funds for (i) paying a portion of the actual costs of the PID improvements in the Collin Creek East and West districts, (ii) paying interest on the bonds during and after the period of acquisition and construction of the public improvements, (iii) funding the reserve account of the reserve fund, (iv) paying district formation costs and (v) paying bond issuance costs.

The bonds are special obligations of the City payable solely from the pledged revenues and other funds comprising the trust estate, as and to the extent provided in the indenture. The bonds do not give rise to a charge against the general credit or taxing power of the City and are payable solely from the sources identified in the indenture.

	Interest Rate (%)	Issue Date	Maturity Date	Original Issue	Net Retirement	Outstanding
2021 Collin Creek East PID	4.375	9/1/2021	12/31/2051	\$ 32,761,000	\$ 591,000	\$ 32,170,000
2021 Collin Creek West PID	4.000	9/1/2021	12/31/2051	14,687,000	544,000	14,143,000
				<u>\$ 47,448,000</u>	<u>\$ 1,135,000</u>	<u>\$ 46,313,000</u>

The difference in the bonds payable of the custodial funds, reported in the basic financial statements compared to the table above, is attributed to premium amortization of the PID West bonds with a balance of \$174,666.

In October 2023, City Council approved and authorized the issuance and sale of the City of Plano, Texas, Special Assessment Revenue Bonds, Series 2023, for purposes related to the Haggard Farm Public Improvement District. Within the Haggard Farm PID, are two levies; Major Improvement Area Project and Public Improvement District Area #1 Project. The bonds are issued by the City pursuant to Chapter 372 of the Texas Local Government Code. The amount of Major Improvement Area Project and Area #1 Project bonds issued are \$16,458,000 and \$5,000,000, respectively, and settled November 20, 2023.

As with the Collin Creek Redevelopment Project, the purpose of the Haggard Farm PID will be to finance public infrastructure (via bond sales or other related financial instruments) that historically would be the responsibility of the developer. The bonds will be repaid using proportional levies on the private property within the PID. No City funds will be used to pay the bond holders.

Any method of financing will be repaid using proportional levies on the private property within the PID. Until the properties are sold to other entities, the current property owner is responsible for the entire yearly levy – starting in year one. It should be noted that while the City will be sponsoring the bond sales, the City is not responsible for the bonds repayment or performance. Similarly, other financial instruments that require payment via levy will not require the City to pledge either its credit or any funds. The PID was divided into two areas to ensure each parcel was assessed according to the benefit it receives from the PID funded improvements.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

The bonds are special obligations of the City payable solely from the pledged revenues and other funds comprising the trust estate, as and to the extent provided in the indenture. The bonds do not give rise to a charge against the general credit or taxing power of the City and are payable solely from the sources identified in the indenture.

	Interest Rate (%)	Issue Date	Maturity Date	Original Issue	Net Retirement	Outstanding
2023 Haggard Farm Improvement Area #1	7.500	11/20/2023	9/30/2053	\$ 5,000,000	\$ -	\$ 5,000,000
2023 Haggard Farm Major Improvement Area	4.000	11/20/2023	9/30/2053	16,458,000	-	16,458,000
				<u>\$ 21,458,000</u>	<u>\$ -</u>	<u>\$ 21,458,000</u>

7. LONG-TERM DEBT:

A summary of long-term debt transactions, including current portion, for the year ended September 30, 2024, is as follows (in thousands of dollars):

	Balance, Beginning of Year	Increase	Decrease	Balance, End of Year	Due Within One Year
Governmental Activities:					
General obligation bonds	\$ 553,680	\$ 89,665	\$ (51,135)	\$ 592,210	\$ 39,485
Tax anticipation notes	7,305	6,585	(1,375)	12,515	2,050
Deferred amounts:					
Premium	38,799	8,458	(8,494)	38,763	7,421
Total bonds and notes payable	599,784	104,708	(61,004)	643,488	48,956
Compensated absences	51,625	26,163	(22,354)	55,434	6,663
Leases payable*	5,474	3,224	(1,684)	7,014	2,138
Subscription liabilities*	5,901	3,884	(2,529)	7,256	2,445
Liability for insurance claims	9,454	41,561	(42,802)	8,213	8,213
Net pension liability	175,722	-	(52,545)	123,177	-
Net other postemployment benefits liability	19,309	7,499	-	26,808	-
Governmental Activities Long-term debt	<u>\$ 867,269</u>	<u>\$ 187,039</u>	<u>\$ (182,918)</u>	<u>\$ 871,390</u>	<u>\$ 68,415</u>

*Of the end of year leases payable and subscription liabilities balances, \$4,959,356 and \$2,739,583, respectively, belong to internal service funds.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

	Balance, Beginning of Year	Increase	Decrease	Balance, End of Year	Due Within One Year
Business-Type Activities:					
Water and Sewer revenue bonds	\$ 33,365	\$ -	\$ (3,165)	\$ 30,200	\$ 3,315
Municipal Drainage revenue bonds	51,340	14,660	(2,030)	63,970	2,385
Deferred amounts:					
Premium	9,115	522	(787)	8,850	822
Total bonds payable	93,820	15,182	(5,982)	103,020	6,522
Compensated absences	4,326	2,589	(2,127)	4,788	730
Leases payable	716	-	(183)	533	194
Subscription liabilities	-	37	(8)	29	7
Net pension liability	20,652	-	(5,670)	14,982	-
Net other postemployment benefits liability	3,027	1,157	-	4,184	-
Business-type Activities Long-term debt	\$ 122,541	\$ 18,965	\$ (13,970)	\$ 127,536	\$ 7,453

The compensated absences liability attributable to the governmental activities will be liquidated by several of the City's governmental and internal service funds. Approximately 98.9% has been paid by the General Fund, 0.5% by special revenue funds and 0.6% by internal service funds.

Pension and OPEB liabilities for governmental-type funds are recorded at the government-wide statement level and are primarily liquidated in the General Fund. Liabilities for the proprietary type activities are recorded and liquidated in the fund that incurs the liability.

The liability for insurance claims will be liquidated through a variety of funds. The General Fund bears approximately 81.9% and the enterprise funds bear approximately 12.7% of the liability, while the internal service and special revenue funds bear approximately 5.2% and 0.2%, respectively.

Long-term debt at September 30, 2024 includes the following individual issues (not including the unamortized premiums of \$38,763,347 and the unamortized deferred charge on refunding of \$598,183 of the General Obligation bonds, the unamortized premiums of \$4,353,443 and unamortized deferred charges of \$88,319 of the Municipal Drainage Revenue bonds and the unamortized premiums of \$4,497,019 of the Water and Sewer Revenue bonds).

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

	Interest Rate (%)	Issue Date	Maturity Date	Original Issue	Net Retirement	Outstanding
General Obligation Bonds:						
Improvements	2.00 - 4.00	4/15/2014	9/1/2034	\$ 29,325,000	\$ 29,325,000	\$ -
2015 Refunding and Improvements	2.00 - 5.00	5/1/2015	9/1/2035	75,685,000	53,065,000	22,620,000
2016 Refunding and Improvements	1.00 - 5.00	4/15/2016	9/1/2036	67,195,000	29,110,000	38,085,000
2017 Improvements	2.00 - 5.00	2/1/2017	9/1/2036	41,290,000	11,400,000	29,890,000
2017 Refunding	4.00 - 5.00	8/1/2017	9/1/2031	27,805,000	13,190,000	14,615,000
2018 Improvements	3.00 - 5.00	4/15/2018	9/1/2038	77,915,000	16,420,000	61,495,000
2019 Refunding and Improvements	3.00 - 5.00	4/1/2019	9/1/2039	63,420,000	12,375,000	51,045,000
2020 Refunding and Improvements	3.00 - 4.00	4/1/2020	9/1/2040	74,635,000	12,455,000	62,180,000
2021 Refunding and Improvements	2.00 - 5.00	5/1/2021	9/1/2041	74,085,000	9,545,000	64,540,000
2022 Improvements	4.00 - 5.00	5/1/2022	9/1/2042	76,450,000	4,425,000	72,025,000
2023 Refunding and Improvements	4.00 - 5.00	4/15/2023	9/1/2043	97,490,000	8,780,000	88,710,000
2024 Refunding and Improvements	4.00 - 5.00	5/1/2024	9/1/2044	89,665,000	2,660,000	87,005,000
				<u>\$ 794,960,000</u>	<u>\$ 202,750,000</u>	<u>\$ 592,210,000</u>
Tax Anticipation Notes:						
2023 Tax anticipation notes	5.00	4/15/2023	9/1/2029	\$ 8,405,000	\$ 2,175,000	\$ 6,230,000
2024 Tax anticipation notes	5.00	5/1/2024	9/1/2030	6,585,000	300,000	6,285,000
				<u>\$ 14,990,000</u>	<u>\$ 2,475,000</u>	<u>\$ 12,515,000</u>
Water & Sewer Revenue Bonds:						
2016 Improvements	1.00 - 5.00	4/15/2016	5/1/2036	\$ 24,775,000	\$ 7,585,000	\$ 17,190,000
2018 Improvements	3.00 - 5.00	4/15/2018	5/1/2028	11,350,000	6,160,000	5,190,000
2021 Improvements	4.00 - 5.00	5/1/2021	5/1/2031	10,605,000	2,785,000	7,820,000
				<u>\$ 46,730,000</u>	<u>\$ 16,530,000</u>	<u>\$ 30,200,000</u>
Municipal Drainage Revenue Bonds:						
2015 Refunding	2.00 - 4.00	5/1/2015	5/15/2027	\$ 7,105,000	\$ 6,365,000	\$ 740,000
2017 Refunding and Improvements	2.00 - 5.00	2/1/2017	5/15/2036	8,035,000	2,980,000	5,055,000
2019 Refunding and Improvements	2.00 - 4.00	8/1/2019	5/15/2039	6,925,000	1,470,000	5,455,000
2021 Refunding and Improvements	2.00 - 5.00	5/1/2021	5/15/2061	40,590,000	2,530,000	38,060,000
2024 Improvements	4.00-5.00	5/1/2024	5/15/2054	14,660,000	-	14,660,000
				<u>\$ 77,315,000</u>	<u>\$ 13,345,000</u>	<u>\$ 63,970,000</u>

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

The annual requirements to amortize debt outstanding as of September 30, 2024, including interest payments of \$245,342,475 follow (noted in thousands).

Year Ended September 30	General Obligation and Tax Anticipation Notes		Water and Sewer		Municipal Drainage	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	\$ 41,535	\$ 24,910	\$ 3,315	\$ 1,279	\$ 2,385	\$ 2,192
2026	40,755	22,948	3,470	1,123	2,195	2,135
2027	39,685	20,971	3,630	960	2,180	2,035
2028	39,095	19,133	3,795	801	2,180	1,937
2029	37,705	17,413	2,495	663	2,115	1,836
2030-2034	180,040	62,884	10,035	1,784	10,490	7,792
2035-2039	153,795	29,766	3,460	209	10,985	5,708
2040-2044	72,115	6,713	-	-	7,515	4,258
2045-2049	-	-	-	-	7,410	3,149
2050-2054	-	-	-	-	8,675	1,899
2055-2059	-	-	-	-	5,450	750
2060-2061	-	-	-	-	2,390	95
Total	\$ 604,725	\$ 204,738	\$ 30,200	\$ 6,819	\$ 63,970	\$ 33,786

The City intends to retire all of its general long-term liabilities, plus interest, from ad valorem taxes and other current revenues. The proprietary fund type long-term debt will be repaid, plus interest, from the operating revenues of the Water and Sewer Fund and the Municipal Drainage Fund.

A. General Obligation Bonds

The City is required by ordinance to create from ad valorem tax revenues a sinking fund sufficient to pay the current interest and principal installments as they become due. The Debt Service Fund has \$4,077,835 available to service the general obligation debt after all debt due in the current fiscal year has been paid.

There are a number of limitations and restrictions contained in the various General Obligation bonds. Management of the City believes it is in compliance with the significant limitations and restrictions at September 30, 2024.

In June 2024, the City issued \$89,665,000 in General Obligation Refunding and Improvement bonds, with interest rates ranging from 4.0% to 5.0%. The portion of the debt that represents refunded bonds were Series 2014 General Obligation Refunding and Improvement bonds totaling \$11,945,000 with interest rates ranging from 3.0% to 4.0% and maturity dates of 2025 through 2034. As a result of the refunding, the City obtained an economic gain (difference between present value of the debt service payments on the old and new debt) of \$250,437. In June 2024, the City also issued \$6,585,000 in Tax Anticipation Notes, with interest rates of 5.0%.

B. Water and Sewer Revenue Bonds

The Water and Sewer Revenue bonds are secured by the net revenues of the Water and Sewer Fund as defined in the respective bond indentures.

The bond indenture requires the City to make equal monthly installments to a debt service fund to pay principal and interest requirements as they become due. At September 30, 2024, \$883,950 is in restricted net position of the Water and Sewer Fund for debt service requirements.

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

A reserve fund is not required so long as the net revenues equal or exceed 150% of the annual debt service requirements due and payable in the fiscal year.

Restricted assets of the Water and Sewer Fund at September 30, 2024 are as follows:

Cash and cash equivalents	\$	800,767
Investments		4,451,057
Accrued interest receivable		23,316
	\$	<u>5,275,140</u>

C. Municipal Drainage Revenue Bonds

These bonds are secured by a first lien on and pledge of the revenues of the Municipal Drainage Fund in accordance with the provisions of the bond indenture.

The bond indenture requires the City to make equal monthly installments to a debt service fund to pay principal and interest requirements as they become due. At September 30, 2024, \$5,397,929 is in restricted net position of the Municipal Drainage Fund for debt service requirements.

A reserve fund is not required so long as the net revenues equal or exceed 1.25 times the average annual debt service requirements due and payable in the fiscal year.

Restricted assets of the Municipal Drainage Fund at September 30, 2024 are as follows:

Cash and cash equivalents	\$	3,491,752
Investments		19,408,894
Accrued interest receivable		101,670
	\$	<u>23,002,316</u>

D. Leases Payable

The City has entered into multiple lease agreements as lessee. The leases allow the right-to-use of buildings and equipment over the term of the lease. The City is required to make periodic payments at its incremental borrowing rate or the interest rate stated or implied within the leases.

The lease rate, term and ending lease liability are as follows (noted in thousands):

	Interest Rates %	Lease Term in Years	Ending Balance
Governmental activities:			
Buildings	4.20 - 5.00	3 - 100	\$ 1,454
Equipment	4.20 - 5.00	3 - 9	5,560
Total governmental activities			<u>\$ 7,014</u>
Business-type activities:			
Buildings	4.20	10	\$ 517
Equipment	4.20	10	16
Total business-type activities			<u>\$ 533</u>

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

The annual requirements to amortize leases payable outstanding as of September 30, 2024, including interest of \$1,551,635 follow (noted in thousands).

Year Ended September 30	Governmental Activities		Business-Type Activities	
	Principal	Interest	Principal	Interest
2025	\$ 2,138	\$ 254	\$ 194	\$ 19
2026	1,498	259	190	11
2027	975	166	149	2
2028	949	113	-	-
2029	367	62	-	-
2030-2034	889	131	-	-
2035-2039	-	40	-	-
2040-2044	-	42	-	-
2045-2049	-	44	-	-
2050-2054	-	47	-	-
2055-2059	-	48	-	-
2060-2064	-	51	-	-
2065-2069	-	53	-	-
2070-2074	-	56	-	-
2075-2079	10	49	-	-
2080-2084	25	37	-	-
2085-2089	33	31	-	-
2090-2094	45	23	-	-
2095-2099	59	12	-	-
2100-2101	26	1	-	-
	<u>\$ 7,014</u>	<u>\$ 1,519</u>	<u>\$ 533</u>	<u>\$ 32</u>

E. Subscription-Based Information Technology Arrangements (SBITA)

The City has entered into multiple SBITAs that allow the right-to-use the SBITA vendor's information technology software over the subscription term. The City is required to make scheduled payments at its incremental borrowing rate or the interest rate stated or implied within the SBITAs.

The SBITA rate, term and ending subscription liability are as follows (noted in thousands):

	Interest Rates %	Lease Term in Years	Ending Balance
Governmental activities:			
Subscription-based information technology arrangements	5.00	3-10	\$ 7,256
Total governmental activities			<u>\$ 7,256</u>
Business-type activities:			
Subscription-based information technology arrangements	5.00	3-10	\$ 29
Total business-type activities			<u>\$ 29</u>

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

The future principal and interest SBITA payments as of fiscal year end, including interest of \$1,232,001 are as follows (noted in thousands):

Year Ended September 30	Governmental Activities		Business-type Activities	
	Principal	Interest	Principal	Interest
2025	\$ 2,445	\$ 361	\$ 7	\$ 1
2026	1,134	244	7	1
2027	757	187	7	1
2028	763	150	8	-
2029	474	110	-	-
2030-2034	1,683	177	-	-
Total	<u>\$ 7,256</u>	<u>\$ 1,229</u>	<u>\$ 29</u>	<u>\$ 3</u>

8. INTERFUND TRANSACTIONS:

A summary of interfund receivables and payables at September 30, 2024 is as follows:

Due To Other Funds	Due From Other Funds								Total
	General	Capital Maintenance	Municipal Facilities	Park Improvements	Grants	Water and Sewer	Nonmajor Governmental	Internal Service	
General	\$ -	\$ 288,060	\$ 401,327	\$ 39,594	\$ 325	\$ -	\$ 7,275	\$ 517,432	\$ 1,254,013
Street Improvements	-	-	-	-	-	139,408	-	-	139,408
Economic Development Incentive	21,834	-	-	-	-	-	-	-	21,834
Grants	542,358	-	-	-	-	-	-	47	542,405
Water and Sewer	-	-	-	-	-	-	-	3,113	3,113
Sustainability and Environmental Services	-	-	-	-	-	-	-	1,147	1,147
Municipal Drainage	-	-	-	-	-	-	-	794	794
Nonmajor Governmental	4,975	-	-	-	-	-	-	286	5,261
Nonmajor Enterprise	143,768	-	-	-	-	-	-	1,157	144,925
Internal Service	1,254,825	-	-	-	-	-	-	730	1,255,555
Total	<u>\$ 1,967,760</u>	<u>\$ 288,060</u>	<u>\$ 401,327</u>	<u>\$ 39,594</u>	<u>\$ 325</u>	<u>\$ 139,408</u>	<u>\$ 7,275</u>	<u>\$ 524,706</u>	<u>\$ 3,368,455</u>

Due to and due from entries are primarily used to account for cash owed between funds that are expected to be repaid within one year or less.

The City performs a calculation to determine the value of the charges in lieu of taxes to be paid to the General Fund. This calculation is reasonably equivalent to the value of the services provided to the Water and Sewer and Sustainability and Environmental Services Funds and is, therefore, appropriately reported as an expense as opposed to a transfer. During fiscal year 2024, charges in lieu of taxes were \$15,497,009.

In fiscal year 2023, a loan of \$2.5 million was made from the Water and Sewer Fund to the Sustainability and Environmental Services Fund to be paid back over seven years. The balance remaining at September 30, 2024, is \$2,142,857.

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

Transfers between funds during the year were as follows:

Transfers Out	Transfers In						Total
	General	Capital Maintenance	Grants	Sustainability and Environmental Services	Nonmajor Governmental	Internal Service	
General	\$ -	\$ 25,000,000	\$ 1,241,489	\$ -	\$ 434,827	\$ 983,761	\$ 27,660,077
Water and Sewer	7,011,020	4,000,000	-	-	-	-	11,011,020
Sustainability & Environmental Services	-	-	855,195	-	-	-	855,195
Municipal Drainage	1,146,200	500,000	-	-	-	-	1,646,200
Nonmajor Governmental	6,873	-	-	-	25,000	-	31,873
Nonmajor Enterprise	1,340,857	1,500,000	-	-	-	-	2,840,857
Internal Service	-	-	-	83,920	250,000	-	333,920
Total	\$ 9,504,950	\$ 31,000,000	\$ 2,096,684	\$ 83,920	\$ 709,827	\$ 983,761	\$ 44,379,142

The City performs a cost allocation to determine the portion of indirect expenses that will be transferred by the respective business-type activities to the General Fund. The City funds the Capital Maintenance Fund by transferring amounts from other funds each year based on a portion of depreciation.

Transfers are primarily used to move funds to finance various programs in accordance with budgetary authorizations.

9. TAX ABATEMENTS AND ECONOMIC DEVELOPMENT INCENTIVES:

The City enters into economic development agreements designed to promote development and redevelopment within the City, spur economic improvement, stimulate commercial activity, generate additional sales tax and enhance the property tax base and economic vitality of the City. These programs abate or rebate property tax revenues. The City's economic development agreements are authorized under Chapter 380 of the Texas Local Government Code and Chapter 311 (Tax Increment Financing Act) and Chapter 312 (Property Redevelopment and Tax Abatement) of the Texas Tax Code. The economic development agreements are designed to support the creation of new businesses, the expansion and retention of existing businesses within the City and the attraction of companies that offer high impact jobs and share the community's values. Recipients may be eligible to receive economic assistance based on the employment, economic or community impact of the project requesting assistance. Recipients generally commit to building or remodeling real property and related infrastructure, redeveloping properties, expanding operations or bringing targeted business to the City. Agreements generally contain recapture provisions which may require repayment or termination if recipients do not meet the required provisions of the economic incentives.

The City has the following categories of economic development agreements:

- Tax Abatements - The City of Plano offers tax abatement on improvements to real and business personal property as directed under Chapter 312 of the Texas Tax Code. The abatements allow the City to designate tax reinvestment zones and negotiate tax abatement agreements with applicants with underlying goals to further economic development in Plano. Real Property abatements are offered to applicants that pursue the construction of new or expanded facilities in which to house the applicable project. The abatement applies to the assessed value of the improvements made. Business Personal Property abatements are offered to applicants that pursue the purchase or long-term lease of existing facilities. The abatement applies to the assessed value of new personal property brought into the taxing jurisdiction. Property taxes abated under this program in fiscal year 2024 are \$5,118,589.
- Economic Development - In 2006, a property tax increase of two-cents per \$100 valuation was approved by City Council that is dedicated to economic development. Chapter 380 of the Texas

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

Local Government Code allows municipalities to establish and provide programs to promote state or local economic development and to stimulate business and commercial activity. The City's economic development program offers incentives to provide a competitive advantage, foster relocation, encourage employment retention or growth and/or assist in public infrastructure improvements within the City. For fiscal year 2024, the City paid incentives of \$336,163.

- Tax Rebates – The City of Plano offers property tax rebates to real and business personal property, pursuant to Chapter 380 of the Texas Local Government Code, to promote local economic development and stimulate business and commercial activity in the City. The City paid out \$40,382 in tax rebates in fiscal year 2024.
- Tax Increment Financing - The City has TIF zones under Chapter 311 of the State of Texas Code. The City enters into economic development and infrastructure reimbursement agreements which earmark TIF revenues for payment to developers and represent obligations over the life of the TIF or until all terms of the agreements have been met. These obligations are described in section I.B. of the footnotes. Additionally, the City enters into general economic development agreements under Chapter 380 of the Texas Local Government Code, which are funded with TIF resources. The City paid \$2,386,308 in TIF obligations in fiscal year 2024.

10. REGIONAL SYSTEMS FOR WATER SUPPLY, WASTEWATER TREATMENT AND SOLID WASTE DISPOSAL:

The City secures its water supply and sewer services from the North Texas Municipal Water District (District), a district authorized by the Texas Constitution, Article XVI, Section 59; created by the Texas Legislature, Article 8280-141; and authorized to act by the confirming vote of the majority of the qualified voters in each of the cities comprising the District. The District has police, taxation and eminent domain powers and is authorized to issue revenue and/or tax bonds upon approval by the Attorney General of the State of Texas and functions as a political subdivision of the State of Texas independent of the City. The District is governed by a 17-member board (the "Board"), the City being authorized by statute to appoint two of those members. The Board has full power and discretion to establish its budget and to set the rates for the services it provides by contracts with its member cities and customers. The Board is empowered by statute and contract, or otherwise permitted by law, to discontinue a facility or service in order to prevent an abuse or to enforce payment of an unpaid charge, fee or rental due to the District. Because of the factors mentioned above, the District is not included in the City's basic financial statements. A portion of the outstanding bonds of the District is contract revenue bonds based on contracts with certain member cities of the District. The City provides for the payment of its contractual obligations with the District from revenues generated by its waterworks and sewer systems. Such contractual payments provide for the payment of the principal and interest requirements, and the premium payment, if any, on specified indebtedness and associated operation and maintenance expenses of the District.

Water Supply

On December 12, 1953, the City entered into a contract with the District whereby the District agreed to provide water for the benefit of the City. In return for this service, the City agreed to pay the District at a rate per 1,000-gallon basis, subject to minimum annual payments. The City's annual payment for the year ended September 30, 2024 was \$85,523,507.

Wastewater Treatment

On October 1, 1975, the City entered into a contract for wastewater treatment services with the District. The District has been designated by the Texas Water Quality Board as the regional agency to provide and develop a Regional System for Wastewater Treatment in the general area of the East Fork of the Trinity River, which includes the City and other cities located in Collin, Dallas, Kaufman and Rockwall counties. Relative thereto, the City and other cities have entered into wastewater system contracts with the District,

**CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024**

which provide for the establishment, operation and maintenance of a regional wastewater system for the purpose of providing facilities to adequately receive, transport, treat and dispose of wastewater for the cities. In order to provide said services, the contract provides that (a) the District will acquire, design, construct and complete the system and repair, replace and/or extend the system to provide service to the cities; (b) in consideration of payments to be made under the contract, each of the cities shall have the right to discharge all its wastewater from its sewage system into the District's system, subject to certain quality requirements set forth in the contract; (c) the District will issue its bonds, in amounts and at times determined by the District, to provide for the wastewater treatment facilities; (d) each city agrees to pay its proportionate share of the annual requirement sufficient to pay or provide for the payment of an "Operation and Maintenance Component" and a "Bond Service Component;" (e) each city's proportionate share of the annual requirement shall be a percentage obtained by dividing such city's estimated contributing flow to the system by the total estimated contributing flow to the system by all cities during such fiscal year. No city will exercise oversight responsibility for the District and no city is liable for the District's debt. The City's payment for the year ended September 30, 2024 was \$50,925,556, net of payments to the City for facilities usage.

Solid Waste Disposal

On November 29, 1979, the City entered into a contract for services with the District, whereby the District agreed to provide a solid waste disposal system for the benefit of the City and other cities. Each city agreed to pay its share of an annual requirement for the operating expenses and debt service of the District to be calculated in the same manner as the wastewater contract. The City's annual payment to the District for the year ended September 30, 2024 was \$8,510,084.

11. COMMITMENTS AND CONTINGENCIES:

The City has contractual commitments of \$136,153,581 in the capital projects funds, \$35,640,684 in the Water and Sewer Fund and \$4,090,438 in the Municipal Drainage Fund. These commitments are for construction of various projects and will be funded primarily from general obligation bond proceeds in the capital projects funds, revenue bond proceeds in the Water and Sewer Fund and revenue bond proceeds in the Municipal Drainage Fund.

Various claims and lawsuits are pending in which the City is involved. Included among the various actions are those for which the discovery process is currently underway or which have yet to proceed to trial. It is the opinion of City management that the ultimate outcome of all other lawsuits will not have a material adverse effect on the City's financial position.

The City participates in a number of federal and state assisted grant programs. These programs are subject to program compliance audits by the grantors or their representatives. Any liability for reimbursement that may arise as the result of these audits is not believed to be material.

12. SELF-INSURANCE:

The City is exposed to various risks of loss related to torts, theft of, damage to and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The City maintains a self-insurance program for general liability, public officials' errors and omission, police professional liability, property loss and workers' compensation. The Risk Management Fund has been established to pay identified claims and judgments, maintain loss reserves and purchase insurance coverage as required.

Group medical benefits are paid from the Health Claims Fund, which has an annually negotiated stop loss provision. Revenues are recognized from employee payroll deductions and from City contributions.

The liabilities for insurance claims reported in each of the funds are based on GASB Statement No. 10, which requires that a liability for claims be reported if information prior to the issuance of the financial

CITY OF PLANO, TEXAS
NOTES TO BASIC FINANCIAL STATEMENTS (continued)
SEPTEMBER 30, 2024

statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated. These liabilities include an estimate for incurred but not reported claims. Change in each fund's claims liability amount in fiscal years 2024 and 2023 was as follows:

Fund	Liability, Beginning of year	Current year Claims and Changes in Estimates	Claim Payments	Liability, End of year
2024				
Property/Liability Loss	\$ 5,008,774	\$ 7,875,622	\$ (7,461,804)	\$ 5,422,592
Health Claims	4,445,072	33,685,477	(35,339,929)	2,790,620
Total	<u>\$ 9,453,846</u>	<u>\$ 41,561,099</u>	<u>\$ (42,801,733)</u>	<u>\$ 8,213,212</u>
2023				
Property/Liability Loss	\$ 5,053,410	\$ 6,419,814	\$ (6,464,450)	\$ 5,008,774
Health Claims	3,547,980	39,264,009	(38,366,917)	4,445,072
Total	<u>\$ 8,601,390</u>	<u>\$ 45,683,823</u>	<u>\$ (44,831,367)</u>	<u>\$ 9,453,846</u>

REQUIRED SUPPLEMENTARY INFO. SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





CITY OF PLANO, TEXAS
REQUIRED SUPPLEMENTARY INFORMATION
GENERAL FUND - STATEMENT OF REVENUES, EXPENDITURES AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2024
(UNAUDITED)

	Budgeted Amounts		Actual	Adjustments- Budgetary Basis	Actual on a Budgetary Basis	Variance with Final Budget - Positive (Negative)
	Original	Final				
REVENUES:						
Taxes:						
Property taxes	\$ 165,347,691	\$ 164,245,537	\$ 163,580,313	\$ (281,626)	\$ 163,298,687	\$ (946,850)
Sales taxes	110,726,919	117,318,749	118,394,903	-	118,394,903	1,076,154
Mixed drink taxes	2,783,403	2,783,403	2,683,537	-	2,683,537	(99,866)
Other taxes	291,944	280,522	282,433	-	282,433	1,911
Franchise fees	22,357,337	21,271,675	21,928,916	-	21,928,916	657,241
Fines and forfeitures	4,301,186	4,108,991	4,101,278	-	4,101,278	(7,713)
Licenses and permits	8,652,351	8,768,372	9,094,470	-	9,094,470	326,098
Intragovernmental	15,497,009	15,497,009	15,497,009	-	15,497,009	-
Intergovernmental	2,400,554	2,462,841	2,474,526	-	2,474,526	11,685
Charges for services	16,413,917	17,272,386	17,799,904	-	17,799,904	527,518
Investment income	2,700,000	2,800,000	4,757,518	(1,722,931)	3,034,587	234,587
Miscellaneous	1,907,532	2,225,195	2,520,821	-	2,520,821	295,626
Total revenues	<u>353,379,843</u>	<u>359,034,680</u>	<u>363,115,628</u>	<u>(2,004,557)</u>	<u>361,111,071</u>	<u>2,076,391</u>
EXPENDITURES:						
General government	44,132,708	39,348,463	37,859,182	51,535	37,910,717	1,437,746
Administrative services	14,373,112	14,761,655	14,526,207	76,774	14,602,981	158,674
Police	105,845,575	109,273,648	107,947,028	242,811	108,189,839	1,083,809
Fire	79,652,997	84,000,289	83,709,978	80,851	83,790,829	209,460
Libraries	14,955,008	15,803,768	15,662,659	107,587	15,770,246	33,522
Development	41,371,668	41,204,567	38,965,944	1,127,854	40,093,798	1,110,769
Public services and operations	8,857,578	8,928,485	8,984,201	23,604	9,007,805	(79,320)
Parks and recreation	34,433,643	34,619,239	34,085,642	101,027	34,186,669	432,570
Public works	10,619,904	10,713,223	10,782,962	39,585	10,822,547	(109,324)
Technology solutions	1,000,000	1,000,000	1,000,000	-	1,000,000	-
Capital outlay	1,185,850	3,110,575	2,729,679	1,602,809	4,332,488	(1,221,913)
Debt service:						
Principal retirement on leases	-	-	753,073	-	753,073	(753,073)
Interest and fiscal charges on leases	-	-	85,328	-	85,328	(85,328)
Total expenditures	<u>356,428,043</u>	<u>362,763,912</u>	<u>357,091,883</u>	<u>3,454,437</u>	<u>360,546,320</u>	<u>2,217,592</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(3,048,200)</u>	<u>(3,729,232)</u>	<u>6,023,745</u>	<u>(5,458,994)</u>	<u>564,751</u>	<u>4,293,983</u>
OTHER FINANCING SOURCES (USES):						
Subscription-based arrangements	-	-	673,414	-	673,414	673,414
Leases issued	-	-	803,473	-	803,473	803,473
Transfers in	8,941,002	9,498,077	9,504,950	-	9,504,950	6,873
Transfers out	(35,900,549)	(26,050,000)	(27,660,077)	-	(27,660,077)	(1,610,077)
Total other financing sources (uses)	<u>(26,959,547)</u>	<u>(16,551,923)</u>	<u>(16,678,240)</u>	<u>-</u>	<u>(16,678,240)</u>	<u>(126,317)</u>
Net change in fund balance	(30,007,747)	(20,281,155)	(10,654,495)	(5,458,994)	(16,113,489)	4,167,666
FUND BALANCE, October 1	<u>61,686,899</u>	<u>61,686,899</u>	<u>61,686,899</u>	<u>-</u>	<u>61,686,899</u>	<u>-</u>
FUND BALANCE, September 30	<u>\$ 31,679,152</u>	<u>\$ 41,405,744</u>	<u>\$ 51,032,404</u>	<u>\$ (5,458,994)</u>	<u>\$ 45,573,410</u>	<u>\$ 4,167,666</u>

**CITY OF PLANO, TEXAS
REQUIRED SUPPLEMENTARY INFORMATION
ADJUSTMENTS TO REVENUES, EXPENDITURES AND OTHER
FINANCING USES FROM GAAP BASIS TO BUDGETARY BASIS
FOR THE YEAR ENDED SEPTEMBER 30, 2024
(UNAUDITED)**

	Net Change in Fund Balance
GAAP basis	\$ (10,654,495)
Revenues:	
Decrease due to rolled back taxes	(281,626)
Decrease due to GASB Statement No.31 market adjustment	(1,722,931)
Expenditures:	
Increase due to encumbrances	(3,454,437)
Budgetary basis	<u>\$ (16,113,489)</u>

CITY OF PLANO, TEXAS
REQUIRED SUPPLEMENTARY INFORMATION
TEXAS MUNICIPAL RETIREMENT SYSTEM
SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
LAST TEN YEARS
(UNAUDITED)

Fiscal year ending December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total pension liability										
Service cost	\$ 38,060,057	\$ 35,453,512	\$ 33,499,863	\$ 32,466,781	\$ 31,626,466	\$ 30,262,774	\$ 28,866,767	\$ 27,113,143	\$ 25,341,004	\$ 22,556,087
Interest (on the total pension liability)	90,782,766	84,911,516	79,592,577	75,778,584	71,666,069	67,704,728	64,180,007	60,407,716	59,290,515	55,667,118
Difference between expected and actual experience	13,916,804	20,900,686	15,902,679	(4,677,159)	(1,524,064)	193,289	(4,550,911)	950,930	(6,117,445)	(122,591)
Change of assumptions	(8,297,905)	-	-	-	1,969,335	-	-	-	(685,185)	-
Benefit payments, including refunds of employee contributions	(58,287,713)	(52,887,296)	(49,458,379)	(45,703,919)	(40,759,727)	(39,552,473)	(34,399,087)	(32,526,510)	(29,059,878)	(26,400,655)
Net change in total pension liability	76,174,009	88,378,418	79,536,740	57,864,287	62,978,079	58,608,318	54,096,776	55,945,279	48,769,011	51,699,959
Total pension liability - beginning	1,355,043,700	1,266,665,282	1,187,128,542	1,129,264,255	1,066,286,176	1,007,677,858	953,581,082	897,635,803	848,866,792	797,166,833
Total pension liability - ending (a)	1,431,217,709	1,355,043,700	1,266,665,282	1,187,128,542	1,129,264,255	1,066,286,176	1,007,677,858	953,581,082	897,635,803	848,866,792
Plan fiduciary net position										
Contributions - employer	34,367,369	32,013,956	31,077,671	30,213,790	30,578,118	29,233,234	28,535,854	26,761,281	25,429,543	28,690,370
Contributions - employee	14,362,499	13,378,709	12,641,458	12,289,329	12,087,312	11,556,306	11,029,878	10,345,977	9,831,426	9,684,277
Net investment income (loss)	135,783,108	(92,968,318)	147,638,938	80,158,056	141,253,119	(28,192,692)	114,003,401	51,816,415	1,121,428	40,500,200
Benefit payments, including refunds of employee contributions	(58,287,713)	(52,887,296)	(49,458,379)	(45,703,919)	(40,759,727)	(39,552,473)	(34,399,087)	(32,526,510)	(29,059,878)	(26,400,655)
Administrative expense	(863,698)	(804,320)	(682,877)	(518,522)	(797,858)	(544,700)	(590,653)	(585,071)	(683,011)	(422,815)
Other	(6,034)	959,793	4,676	(20,231)	(23,967)	(28,458)	(29,932)	(31,522)	(33,734)	(34,762)
Net change in plan fiduciary net position	125,355,531	(100,307,476)	141,221,487	76,418,503	142,336,997	(27,528,783)	118,549,461	55,780,570	6,605,774	52,016,615
Plan fiduciary net position - beginning	1,173,020,952	1,273,328,428	1,132,106,941	1,055,688,438	913,351,441	940,880,224	822,330,763	766,550,193	759,944,419	707,927,804
Plan fiduciary net position - ending (b)	1,298,376,483	1,173,020,952	1,273,328,428	1,132,106,941	1,055,688,438	913,351,441	940,880,224	822,330,763	766,550,193	759,944,419
Net pension (asset)/liability (a) - (b)	\$ 132,841,226	\$ 182,022,748	\$ (6,663,146)	\$ 55,021,601	\$ 73,575,817	\$ 152,934,735	\$ 66,797,634	\$ 131,250,319	\$ 131,085,610	\$ 88,922,373
Plan fiduciary net position as a percentage of the total pension liability	90.72%	86.57%	100.53%	95.37%	93.48%	85.66%	93.37%	86.24%	85.40%	89.52%
Covered payroll	\$ 205,175,508	\$ 191,124,052	\$ 180,592,252	\$ 175,496,112	\$ 172,539,364	\$ 165,009,673	\$ 157,569,687	\$ 147,755,548	\$ 140,393,376	\$ 138,229,574
Net pension (asset)/liability as a percentage of covered payroll	64.75%	95.24%	(3.69)%	31.35%	42.64%	92.68%	42.39%	88.83%	93.37%	64.33%

**TEXAS MUNICIPAL RETIREMENT SYSTEM
SCHEDULE OF CONTRIBUTIONS
LAST TEN YEARS
(UNAUDITED)**

For year ending September 30,	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contribution	Contribution Excess	Covered Payroll	Contributions as a Percentage of Covered Payroll
2024	\$ 38,204,538	\$ 38,283,309	\$ (78,771)	\$ 219,675,053	17.43%
2023	33,137,262	33,436,695	(299,433)	199,622,057	16.75%
2022	31,582,175	31,784,103	(201,928)	188,550,301	16.86%
2021	30,844,427	31,809,437	(965,010)	184,831,171	17.21%
2020	29,310,064	30,463,893	(1,153,829)	175,520,827	17.36%
2019	28,822,800	30,304,772	(1,481,972)	171,116,724	17.71%
2018	28,117,546	28,953,620	(836,074)	162,477,475	17.82%
2017	26,897,936	28,071,915	(1,173,979)	155,007,834	18.11%
2016	25,652,983	26,360,550	(707,567)	145,557,931	18.11%
2015	25,302,110	28,302,110	(3,000,000)	138,720,040	20.40%

Notes to Schedule of Contributions

Valuation Date:

Notes Actuarially determined contribution rates are calculated as of December 31 and become effective in January, 13 months later.

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial cost method: Entry age normal
Amortization method: Level percentage of payroll, closed
Remaining amortization period: 22 years
Asset valuation method: 10 year smoothed market; 12% soft corridor
Inflation: 2.50%
Salary increases: 3.50% to 11.85% including inflation
Investment rate of return: 6.75%
Retirement age: Experience-based table of rates that vary by age. Last updated for the 2023 valuation pursuant to an experience study of the period ending 2022.
Mortality: Post-retirement: 2019 Municipal Retirees of Texas Mortality Tables. Male rates are multiplied by 103% and female rates are multiplied by 105%. The rates are projected on a fully generational basis by the most recent Scale MP-2021 (with immediate convergence). Pre-retirement: PUB(10) mortality tables, with the 110% of the Public Safety table used for males and 100% of the General Employee table used for females. The rates are projected on a fully generational basis by the most recent Scale MP-2021 (with immediate convergence).

Other Information:

Notes There were no benefit changes during the year.

**CITY OF PLANO, TEXAS
REQUIRED SUPPLEMENTARY INFORMATION
RETIREMENT SECURITY PLAN
SCHEDULE OF CHANGES IN NET PENSION (ASSET)/LIABILITY AND RELATED RATIOS
LAST TEN YEARS
(UNAUDITED)**

Fiscal year ending December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total pension liability										
Service cost	\$ 6,311,406	\$ 5,476,527	\$ 5,216,760	\$ 5,110,419	\$ 4,725,748	\$ 4,510,192	\$ 5,073,946	\$ 4,716,387	\$ 3,803,153	\$ 3,674,544
Interest (on the total pension liability)	13,445,688	12,716,254	11,987,174	11,314,548	10,611,657	9,976,825	9,960,603	9,240,119	8,412,933	7,802,936
Difference between expected and actual experience	5,033,469	2,466,793	559,364	-	325,133	-	(3,005,892)	-	(1,059,691)	-
Assumption changes	-	(2,453,137)	-	-	6,187,338	-	2,989,199	-	7,094,524	-
Benefit payments	(8,224,594)	(7,410,301)	(6,773,708)	(6,252,909)	(5,775,825)	(5,275,730)	(4,760,146)	(4,297,533)	(3,822,305)	(3,518,902)
Net change in total pension liability	16,565,969	10,796,136	10,989,590	10,172,058	16,074,051	9,211,287	10,257,710	9,658,973	14,428,614	7,958,578
Total pension liability - beginning	200,151,968	189,355,832	178,366,242	168,194,184	152,120,133	142,908,846	132,651,136	122,992,163	108,563,549	100,604,971
Total pension liability - ending (a)	216,717,937	200,151,968	189,355,832	178,366,242	168,194,184	152,120,133	142,908,846	132,651,136	122,992,163	108,563,549
Plan fiduciary net position										
Employer contributions	7,073,127	6,612,525	6,318,436	5,745,254	5,664,638	5,406,257	5,159,461	4,133,463	3,959,196	4,037,995
Pension plan investment income (loss)	26,906,490	(33,613,047)	28,427,222	25,238,831	27,982,706	(8,633,093)	21,781,774	6,276,782	2,076,698	8,012,049
Benefit payments	(8,224,594)	(7,410,301)	(6,773,708)	(6,252,909)	(5,775,825)	(5,275,730)	(4,760,146)	(4,297,533)	(3,822,305)	(3,518,902)
Pension plan administrative expenses	(154,514)	(113,123)	(50,473)	(83,295)	(48,584)	(81,574)	(363,144)	(336,043)	(327,528)	(278,376)
Other	-	-	-	-	-	-	-	-	-	(22,051)
Net change in plan fiduciary net position	25,600,509	(34,523,946)	27,921,477	24,647,881	27,822,935	(8,584,140)	21,817,945	5,776,669	1,886,061	8,230,715
Plan fiduciary net position - beginning	185,800,514	220,324,460	192,402,983	167,755,102	139,932,167	148,516,307	126,698,362	120,921,693	119,035,632	110,804,917
Plan fiduciary net position - ending (b)	211,401,023	185,800,514	220,324,460	192,402,983	167,755,102	139,932,167	148,516,307	126,698,362	120,921,693	119,035,632
Net pension (asset)/liability - ending (a) - (b)	\$ 5,316,914	\$ 14,351,454	\$ (30,968,628)	\$ (14,036,741)	\$ 439,082	\$ 12,187,966	\$ (5,607,461)	\$ 5,952,774	\$ 2,070,470	\$ (10,472,083)
Plan fiduciary net position as a percentage of total pension liability	97.55%	92.83%	116.35%	107.87%	99.74%	91.99%	103.92%	95.51%	98.32%	109.65%
Covered payroll	\$ 181,362,231	\$ 169,551,923	\$ 162,011,179	\$ 158,708,674	\$ 156,481,717	\$ 149,344,120	\$ 142,526,560	\$ 132,482,794	\$ 130,412,851	\$ 117,023,684
Net pension (asset)/liability as a percentage of covered payroll	2.93%	8.46%	(19.12)%	(8.84)%	0.28%	8.16%	(3.93)%	4.49%	1.59%	(8.95)%

**RETIREMENT SECURITY PLAN
SCHEDULE OF CONTRIBUTIONS
LAST TEN YEARS
(UNAUDITED)**

For year ending September 30,	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contribution	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
2024	\$ 7,575,665	\$ 7,575,665	-	\$ 194,551,557	3.89%
2023	6,929,246	6,929,246	-	177,672,977	3.90%
2022	6,533,924	6,533,924	-	167,536,555	3.90%
2021	6,358,994	6,358,994	-	166,054,205	3.83%
2020	5,758,065	5,758,065	-	159,062,559	3.62%
2019	5,601,861	5,601,861	-	154,747,546	3.62%
2018	5,339,710	5,339,710	-	147,505,817	3.62%
2017	4,880,321	4,880,321	-	139,928,684	3.49%
2016	4,081,765	4,081,765	-	130,825,766	3.12%
2015	3,908,790	3,908,790	-	125,281,726	3.12%

Notes to Schedule of Contributions

Notes

Actuarially determined contribution rates are calculated as of December 31 of odd numbered years. The actuarially determined contribution rate determined by the valuation is effective for the biennium period beginning with the fiscal year following the valuation date. Effective December 31, 2022, valuations are performed annually with the actuarially determined contribution rate effective for the calendar year one year after the valuation date.

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial cost method:	Entry Age Normal
Amortization method:	Level percentage of payroll, closed
Remaining amortization period:	15 years as of the measurement date
Asset valuation method:	5-year smoothed market; 20% corridor
Inflation:	2.50%
Salary increases:	8.00% to 2.75%, including inflation
Investment rate of return:	6.75%
Retirement age:	Experience-based table of rates that are specific to the type of eligibility condition.
Mortality:	2019 Municipal Retirees of Texas mortality tables are used. Generational mortality improvements applied using the ultimate rates of Scale MP-2014.

**SECTION 115 POST-EMPLOYMENT BENEFITS TRUST
SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
LAST SEVEN YEARS
(UNAUDITED)**

Fiscal year ending December 31,	2023	2022	2021	2020	2019	2018	2017
Total OPEB liability							
Service cost	\$ 3,921,701	\$ 3,948,389	\$ 3,512,754	\$ 3,512,754	\$ 2,929,725	\$ 2,631,776	\$ 2,631,472
Interest on total OPEB liability	8,906,170	8,505,387	8,296,379	7,600,903	6,961,454	6,401,106	7,587,712
Effect of economic/demographic gains or losses	(2,508,090)	-	(13,844,749)	-	6,923,828	-	(1,889,319)
Effect of assumptions changes or inputs	19,916,399	-	10,053,138	-	(495,595)	-	(17,339,980)
Benefit payments, net of retiree contributions	<u>(7,420,373)</u>	<u>(5,588,671)</u>	<u>(5,132,293)</u>	<u>(3,597,582)</u>	<u>(4,052,790)</u>	<u>(3,396,639)</u>	<u>(2,505,768)</u>
Net change in total OPEB liability	22,815,807	6,865,105	2,885,229	7,516,075	12,266,622	5,636,243	(11,515,883)
Total OPEB liability - beginning	<u>131,671,156</u>	<u>124,806,051</u>	<u>121,920,822</u>	<u>114,404,747</u>	<u>102,138,125</u>	<u>96,501,882</u>	<u>108,017,765</u>
Total OPEB liability - ending (a)	<u>154,486,963</u>	<u>131,671,156</u>	<u>124,806,051</u>	<u>121,920,822</u>	<u>114,404,747</u>	<u>102,138,125</u>	<u>96,501,882</u>
Plan fiduciary net position							
Employer contributions	4,786,586	4,272,033	4,327,093	4,344,778	4,792,867	4,834,363	5,585,470
Net investment income (loss)	16,820,546	(19,815,321)	15,596,951	12,934,745	19,624,624	(4,140,078)	11,242,528
Benefit payments, net of retiree contributions	(7,420,373)	(5,588,671)	(5,132,293)	(3,597,582)	(4,052,790)	(3,396,639)	(2,505,768)
Administrative expenses	<u>(27,750)</u>	<u>(28,250)</u>	<u>(27,453)</u>	<u>(27,250)</u>	<u>(19,124)</u>	<u>(36,227)</u>	<u>(10,951)</u>
Net change in plan fiduciary net position	14,159,009	(21,160,209)	14,764,298	13,654,691	20,345,577	(2,738,581)	14,311,279
Plan fiduciary net position - beginning	<u>109,336,036</u>	<u>130,496,245</u>	<u>115,731,947</u>	<u>102,077,256</u>	<u>81,731,679</u>	<u>84,470,260</u>	<u>70,158,981</u>
Plan fiduciary net position - ending (b)	<u>123,495,045</u>	<u>109,336,036</u>	<u>130,496,245</u>	<u>115,731,947</u>	<u>102,077,256</u>	<u>81,731,679</u>	<u>84,470,260</u>
Net OPEB (asset)/liability - ending (a) - (b)	<u>\$ 30,991,918</u>	<u>\$ 22,335,120</u>	<u>\$ (5,690,194)</u>	<u>\$ 6,188,875</u>	<u>\$ 12,327,491</u>	<u>\$ 20,406,446</u>	<u>\$ 12,031,622</u>
Plan fiduciary net position as a percentage of the total OPEB liability	79.94%	83.04%	104.56%	94.92%	89.22%	80.02%	87.53%
Covered payroll	\$ 185,955,486	\$ 169,551,926	\$ 162,006,381	\$ 158,641,160	\$ 156,985,248	\$ 152,783,696	\$ 148,694,595
Net OPEB (asset)/liability as a percentage of covered payroll	16.67%	13.17%	(3.51)%	3.90%	7.85%	13.36%	8.09%

Note: GASB 75 requires 10 fiscal years of data. As a result of the City implementing GASB 75 in fiscal year 2018, this schedule will be built to show the remaining reporting requirement.

**SECTION 115 POST-EMPLOYMENT BENEFITS TRUST
SCHEDULE OF CONTRIBUTIONS
LAST SEVEN YEARS
(UNAUDITED)**

Fiscal year ending September 30,	2024	2023	2022	2021	2020	2019	2018
Actuarially determined contributions	\$ 9,476,595	\$ 6,488,078	\$ 3,692,978	\$ 4,291,299	\$ 4,510,751	\$ 4,451,343	\$ 3,774,139
Contributions in relation to the actuarially determined contribution	4,519,901	4,741,215	4,262,934	4,296,812	4,515,739	4,769,684	5,044,806
Contribution deficiency (excess)	\$ 4,956,694	\$ 1,746,863	\$ (569,956)	\$ (5,513)	\$ (4,988)	\$ (318,341)	\$ (1,270,667)
Covered payroll	\$ 194,251,557	\$ 177,672,977	\$ 167,536,555	\$ 166,054,205	\$ 159,062,559	\$ 154,747,546	\$ 147,505,817
Contributions as a percentage of covered payroll	2.33%	2.67%	2.54%	2.59%	2.84%	3.08%	3.42%

Notes to Schedule of Contributions

Notes The Actuarially Determined Contribution is the sum of the current year's normal cost plus an amount necessary to amortize the unfunded liability over a closed 16-year period. Actuarial valuations have been performed biennially as of October 1. The most recent valuation was performed as of October 1, 2023.

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial cost method:	Entry Age Normal
Amortization method:	Level percent, Closed
Remaining amortization period:	20 years, as of the valuation date
Amortization growth rate:	2.75%
Asset valuation method:	Market Value
Inflation:	2.50%
Salary increases:	2.75%
Discount rate:	6.75%
Healthcare cost trend rates:	8.50% for 2023, decreasing to an ultimate rate of 4.00%
Dental cost trend rates:	4.10% for 2023, decreasing to an ultimate rate of 4.00%
Retirement:	Experience-based table of rates that are specific to the type of eligibility condition.
Mortality:	
Active participants	Pub-2010 General Employee Amount-Weighted Mortality Tables projected fully generationally using Scale MP-2014.
Retired participants	Pub-2010 General Healthy Retiree Amount-Weighted Mortality Tables projected fully generationally using Scale MP-2014.
Disabled participants	Pub-2010 General Disabled Retiree Amount-Weighted Mortality Tables projected fully generationally using Scale MP-2014.

COMBINING FINANCIAL STATEMENTS SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





NONMAJOR GOVERNMENTAL FUNDS

SPECIAL REVENUE FUNDS:

Special revenue funds are used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specified purposes other than debt service or capital projects.

CRIMINAL INVESTIGATION FUND – to account for any monies taken into police custody as a result of police investigation. These monies are to be spent only on law enforcement activities as provided by state statute.

PLANO TELEVISION FUND – to account for monies received for local access programming, under conditions contained within the franchise agreement with AT&T Broadband.

PUBLIC SAFETY COMMUNICATIONS FUND – to account for 9-1-1 reserve fund monies received from wireless communication fees to be used for related 9-1-1 services; intergovernmental radio fund fees collected under an interlocal agreement for a joint communication system between the cities of Plano, Allen and Frisco, the fees are used to pay maintenance expenses of the system; and wireline fees and reporting for 9-1-1 expenditures.

MUNICIPAL COURT FUND – to account for building security fund monies received from conviction of misdemeanor fees to be used to provide for the security and housing of municipal courts; teen court fees collected from teens requesting teen court, these monies are used to cover the costs of administering teen court; municipal court technology state fees collected with each citation that has resulted from a conviction; judicial efficiency state fees collected for payment on any part of a judgment on or after the 31st date on which a judgment is entered where one-half is remitted to the state, four-tenths is retained locally with no restriction, while one-tenth is used for the purpose of improving judicial efficiency; juvenile case managers supervise youth under 17 years of age who have been charged with a crime, fees received are used to fund a portion of the juvenile case manager position; traffic safety fees collected in relation to motor vehicle code violations which are used for public safety purposes; child safety fees collected from \$1 for each registered vehicle, these fees are used to fund the school crossing guard program and other child safety related programs.

MEMORIAL LIBRARY FUND – to account for monies received in support of the City's library.

SEIZED ASSETS FUND – to account for the seizure and disposition of assets confiscated by local law enforcement agencies.

DONATIONS FUND – to account for donations related to various programs within the City.

COMMUNITY PARAMEDIC PROGRAM FUND – to account for donations from local hospitals to increase the overall well-being of patients recently discharged from the hospital enabling paramedics to better assist Plano residents who frequently use the 9-1-1 system.

OPIOID SETTLEMENT FUND – to account for monies received from the Texas Comptroller of Public Accounts in an effort to address the opioid crisis across the state of Texas. These funds are acquired by statewide opioid settlement agreements and dispersed by the Texas Opioid Abatement Fund Council.

BLENDING COMPONENT UNITS:

DOWNTOWN PLANO PUBLIC IMPROVEMENT DISTRICT – organized to provide additional improvements and services in Downtown Plano where funding is derived from a special assessment paid by downtown property owners and based on a property’s taxable value.

PLANO IMPROVEMENT CORPORATION – organized as a legally separate, nonprofit entity that serves the citizens of the City by facilitating real estate transactions and serve as an independent foundation for acceptance of donations.

HAGGARD FARM PUBLIC IMPROVEMENT DISTRICT – organized to provide a method to finance infrastructure and development for the area historically known as Haggard Farm.

CAPITAL PROJECTS FUNDS:

The capital projects funds are used to account for and report financial resources that are restricted, committed or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets. Capital projects funds exclude those types of capital-related outflows financed by proprietary funds or for assets that will be held in trust for individuals, private organizations or other government.

The City’s nonmajor capital projects funds are as follows:

PUBLIC INFRASTRUCTURE FUND – to account for improvements to City of Plano owned infrastructure related to existing commercial facilities, including streets, utilities, open space and other infrastructure.

PARK SERVICES FUND – to account for building permit fees exclusively for the acquisition and development of new neighborhoods and parks.



CITY OF PLANO, TEXAS
 COMBINING BALANCE SHEET
 NONMAJOR GOVERNMENTAL FUNDS
 AS OF SEPTEMBER 30, 2024

	Special Revenue			
	Criminal Investigation	Plano Television	Public Safety Communications	Municipal Court
ASSETS				
Cash and cash equivalents	\$ 640,791	\$ 112,654	\$ 3,727,909	\$ 2,010,716
Investments	3,561,832	626,188	20,721,573	11,176,561
Receivables (net of allowance for uncollectibles):				
Accounts	-	-	-	-
Accrued interest	18,658	3,280	108,546	58,547
Due from other funds	-	-	-	-
Due from other governments	17,121	-	200,136	94,837
Prepaid items and other assets	-	-	258,490	-
Total assets	\$ 4,238,402	\$ 742,122	\$ 25,016,654	\$ 13,340,661
LIABILITIES				
Accounts payable	\$ 11,976	\$ 6,950	\$ 39,617	\$ 6,704
Accrued liabilities	231,107	8,537	-	4,057
Due to other funds	1,414	30	47	3,770
Seized assets payable	-	-	-	-
Total liabilities	244,497	15,517	39,664	14,531
DEFERRED INFLOWS OF RESOURCES				
Unavailable revenue	17,121	-	73,046	-
FUND BALANCES				
Prepaid items and other assets	-	-	258,490	-
Restricted for:				
Capital projects	-	-	-	-
Special revenue	3,976,784	726,605	24,645,454	13,326,130
Blended component unit	-	-	-	-
Assigned to:				
Capital projects	-	-	-	-
Total fund balances	3,976,784	726,605	24,903,944	13,326,130
Total liabilities and fund balance	\$ 4,238,402	\$ 742,122	\$ 25,016,654	\$ 13,340,661

Special Revenue

Memorial Library	Seized Assets	Donations	Community Paramedic Program	Opioid Settlement
\$ 43,748	\$ 13,435	\$ 89,257	\$ 14,067	\$ 55,344
243,173	74,680	496,132	78,192	309,243
-	-	20	-	-
1,274	392	2,599	410	-
-	-	7,275	-	-
-	-	-	-	-
-	-	-	-	-
<u>\$ 288,195</u>	<u>\$ 88,507</u>	<u>\$ 595,283</u>	<u>\$ 92,669</u>	<u>\$ 364,587</u>
\$ 806	\$ -	\$ 97,346	\$ -	\$ 1,323
-	-	-	1,843	-
-	-	-	-	-
-	88,507	-	-	-
<u>806</u>	<u>88,507</u>	<u>97,346</u>	<u>1,843</u>	<u>1,323</u>
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
287,389	-	497,937	90,826	363,264
-	-	-	-	-
-	-	-	-	-
<u>287,389</u>	<u>-</u>	<u>497,937</u>	<u>90,826</u>	<u>363,264</u>
<u>\$ 288,195</u>	<u>\$ 88,507</u>	<u>\$ 595,283</u>	<u>\$ 92,669</u>	<u>\$ 364,587</u>

(continued)

CITY OF PLANO, TEXAS
 COMBINING BALANCE SHEET
 NONMAJOR GOVERNMENTAL FUNDS
 AS OF SEPTEMBER 30, 2024
 (continued)

	Blended Component Units		
	Downtown Plano Public Improvement District	Plano Improvement Corporation	Haggard Farm Public Improvement District
ASSETS			
Cash and cash equivalents	\$ 138,461	\$ 169,377	\$ 4,113
Investments	-	-	-
Receivables (net of allowance for uncollectibles):			
Accounts	1,085	-	-
Accrued interest	-	-	-
Due from other funds	-	-	-
Due from other governments	-	-	-
Prepaid items and other assets	14,728	-	-
Total assets	<u>\$ 154,274</u>	<u>\$ 169,377</u>	<u>\$ 4,113</u>
LIABILITIES			
Accounts payable	\$ 10,245	\$ 13,010	\$ -
Accrued liabilities	-	-	-
Due to other funds	-	-	-
Seized assets payable	-	-	-
Total liabilities	<u>10,245</u>	<u>13,010</u>	<u>-</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenue	-	-	-
FUND BALANCES			
Prepaid items and other assets	14,728	-	-
Restricted for:			
Capital projects	-	-	-
Special revenue	-	-	-
Blended component unit	129,301	156,367	4,113
Assigned to:			
Capital projects	-	-	-
Total fund balances	<u>144,029</u>	<u>156,367</u>	<u>4,113</u>
Total liabilities and fund balance	<u>\$ 154,274</u>	<u>\$ 169,377</u>	<u>\$ 4,113</u>

<u>Capital Projects</u>			
<u>Public Infrastructure</u>	<u>Park Services</u>		<u>Total Nonmajor Governmental Funds</u>
\$ 51,480	\$ 1,601,152	\$	8,672,504
286,154	8,900,003		46,473,731
-	-		1,105
1,499	46,621		241,826
-	-		7,275
-	-		312,094
-	-		273,218
<u>\$ 339,133</u>	<u>\$ 10,547,776</u>	<u>\$</u>	<u>55,981,753</u>
\$ -	\$ -	\$	187,977
-	-		245,544
-	-		5,261
-	-		88,507
<u>-</u>	<u>-</u>	<u>\$</u>	<u>527,289</u>
<u>-</u>	<u>-</u>	<u>\$</u>	<u>90,167</u>
-	-		273,218
339,133	-		339,133
-	-		43,914,389
-	-		289,781
<u>-</u>	<u>10,547,776</u>		<u>10,547,776</u>
<u>339,133</u>	<u>10,547,776</u>		<u>55,364,297</u>
<u>\$ 339,133</u>	<u>\$ 10,547,776</u>	<u>\$</u>	<u>55,981,753</u>

CITY OF PLANO, TEXAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
NONMAJOR GOVERNMENTAL FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024

	Special Revenue			
	Criminal Investigation	Plano Television	Public Safety Communications	Municipal Court
REVENUES				
Fines and forfeitures	\$ 104,675	\$ -	\$ -	\$ 3,560
Contributions	-	-	-	-
Intergovernmental	35,493	-	1,711,465	-
Charges for services	-	396,895	1,767,570	743,263
Assessed taxes	-	-	-	-
Investment income	-	98,980	1,574,785	890,950
Miscellaneous	9,443	-	-	-
Total revenues	149,611	495,875	5,053,820	1,637,773
EXPENDITURES				
Police	82,657	-	1,204,407	1,277,848
Fire	-	-	196,066	-
Libraries	-	-	-	-
Development	-	-	-	-
Public services and operations	-	1,005,456	808,125	-
Capital outlay	22,926	1,056,521	26,798	-
Debt Service:				
Principal retirement	-	36,802	-	-
Interest and fiscal charges	-	5,948	-	-
Total expenditures	105,583	2,104,727	2,235,396	1,277,848
Excess (deficiency) of revenues over (under) expenditures	44,028	(1,608,852)	2,818,424	359,925
OTHER FINANCING SOURCES (USES)				
Transfers in	-	500,000	-	-
Transfers out	-	-	-	-
Total other financing sources	-	500,000	-	-
Net change in fund balances	44,028	(1,108,852)	2,818,424	359,925
Fund balances - beginning	3,932,756	1,835,457	22,085,520	12,966,205
Fund balances - ending	\$ 3,976,784	\$ 726,605	\$ 24,903,944	\$ 13,326,130

Special Revenue

Memorial Library	Donations	Community Paramedic Program	Opioid Settlement
\$ -	\$ -	\$ -	\$ -
108,843	129,958	115,600	-
-	-	-	-
-	-	-	-
26,012	44,168	9,460	-
-	-	-	70,330
<u>134,855</u>	<u>174,126</u>	<u>125,060</u>	<u>70,330</u>
-	-	-	31,948
-	-	126,744	-
181,666	-	-	-
-	-	-	-
-	86,225	-	-
95,139	234,076	-	-
-	-	-	-
-	-	-	-
<u>276,805</u>	<u>320,301</u>	<u>126,744</u>	<u>31,948</u>
<u>(141,950)</u>	<u>(146,175)</u>	<u>(1,684)</u>	<u>38,382</u>
-	25,000	-	-
-	-	-	-
-	<u>25,000</u>	-	-
(141,950)	(121,175)	(1,684)	38,382
<u>429,339</u>	<u>619,112</u>	<u>92,510</u>	<u>324,882</u>
<u>\$ 287,389</u>	<u>\$ 497,937</u>	<u>\$ 90,826</u>	<u>\$ 363,264</u>

(continued)

CITY OF PLANO, TEXAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
NONMAJOR GOVERNMENTAL FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024
(continued)

	Blended Component Units		
	Downtown Plano Public Improvement District	Plano Improvement Corporation	Haggard Farm Public Improvement District
REVENUES			
Fines and forfeitures	\$ -	\$ -	\$ -
Contributions	-	241,850	335
Intergovernmental	-	-	-
Charges for services	-	-	-
Assessed taxes	75,614	-	-
Investment income	-	-	-
Miscellaneous	-	-	-
Total revenues	<u>75,614</u>	<u>241,850</u>	<u>335</u>
EXPENDITURES			
Police	-	-	-
Fire	-	-	-
Libraries	-	-	-
Development	95,270	188,437	-
Public services and operations	-	-	-
Capital outlay	-	-	-
Debt Service:			
Principal retirement	-	-	-
Interest and fiscal charges	-	-	-
Total expenditures	<u>95,270</u>	<u>188,437</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(19,656)</u>	<u>53,413</u>	<u>335</u>
OTHER FINANCING SOURCES (USES)			
Transfers in	50,000	134,827	-
Transfers out	-	(31,873)	-
Total other financing sources	<u>50,000</u>	<u>102,954</u>	<u>-</u>
Net change in fund balances	30,344	156,367	335
Fund balances - beginning	<u>113,685</u>	<u>-</u>	<u>3,778</u>
Fund balances - ending	<u>\$ 144,029</u>	<u>\$ 156,367</u>	<u>\$ 4,113</u>

Capital Projects			Total
Public	Park		Nonmajor
Infrastructure	Services		Governmental
			Funds
\$ -	\$ -	\$	108,235
-	-		596,586
-	-		1,746,958
-	1,572,132		4,479,860
-	-		75,614
69,369	650,386		3,364,110
-	-		79,773
<u>69,369</u>	<u>2,222,518</u>		<u>10,451,136</u>
-	-		2,596,860
-	-		322,810
-	-		181,666
30,187	-		313,894
-	-		1,899,806
2,300,000	850,827		4,586,287
-	-		36,802
-	-		5,948
<u>2,330,187</u>	<u>850,827</u>		<u>9,944,073</u>
<u>(2,260,818)</u>	<u>1,371,691</u>		<u>507,063</u>
-	-		709,827
-	-		(31,873)
-	-		677,954
(2,260,818)	1,371,691		1,185,017
<u>2,599,951</u>	<u>9,176,085</u>		<u>54,179,280</u>
<u>\$ 339,133</u>	<u>\$ 10,547,776</u>	<u>\$</u>	<u>55,364,297</u>



CITY OF PLANO, TEXAS
DEBT SERVICE FUND - STATEMENT OF REVENUES, EXPENDITURES AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
DEBT SERVICE FUND
FOR THE YEAR ENDED SEPTEMBER 30, 2024
(UNAUDITED)

	Budgeted Amounts		Actual	Variance with
	Original	Final		Final Budget - Positive (Negative)
REVENUES				
Property taxes	\$ 63,206,011	\$ 62,455,425	\$ 62,107,664	\$ (347,761)
Investment income	500,000	750,000	1,664,485	914,485
Miscellaneous	75,494	75,494	16,218	(59,276)
Total revenues	63,781,505	63,280,919	63,788,367	507,448
EXPENDITURES				
Principal retirement	37,605,000	40,265,000	40,565,000	(300,000)
Interest and fiscal charges	22,619,102	23,360,688	24,105,351	(744,663)
Total expenditures	60,224,102	63,625,688	64,670,351	(1,044,663)
Excess (deficiency) of revenues over (under) expenditures	3,557,403	(344,769)	(881,984)	(537,215)
OTHER FINANCING SOURCES (USES)				
Issuance of debt-refunding	-	-	10,815,000	10,815,000
Escrow payment-refunding	-	-	(11,991,583)	(11,991,583)
Premium from sale of bonds	-	-	1,214,904	1,214,904
Total other financing uses	-	-	38,321	38,321
Net change in fund balance	3,557,403	(344,769)	(843,663)	(498,894)
Fund balance - beginning	4,921,498	4,921,498	4,921,498	-
Fund balance - ending	\$ 8,478,901	\$ 4,576,729	\$ 4,077,835	\$ (498,894)



NONMAJOR ENTERPRISE FUNDS

CONVENTION AND TOURISM FUND – to account for the convention and tourism activities of the City's Plano Event Center and Visit Plano operations.

MUNICIPAL GOLF COURSE FUND – to account for operation of the City's golf course, including administration, operation and maintenance. All costs are financed through fees charged to patrons.

DOWNTOWN CENTER DEVELOPMENT FUND – to account for improvements and activities in support of the City's downtown area.

RECREATION REVOLVING FUND – to account for recreational programs and activities that are offered to groups and individuals on a fee basis. Fees are adjusted periodically to cover the cost of providing each program.

CITY OF PLANO, TEXAS
COMBINING STATEMENT OF NET POSITION
NONMAJOR ENTERPRISE FUNDS
AS OF SEPTEMBER 30, 2024

	Business-type Activities Enterprise Funds				Total Nonmajor Enterprise Funds
	Convention and Tourism	Municipal Golf Course	Downtown Center Development	Recreation Revolving	
ASSETS					
Cash and cash equivalents	\$ 1,386,782	\$ 104,530	\$ 163,466	\$ 362,546	\$ 2,017,324
Investments	7,683,037	581,027	908,626	2,012,154	11,184,844
Receivables:					
Accounts	886,827	-	16,920	13,762	917,509
Accrued interest	40,246	3,044	23,574	10,540	77,404
Inventories	22,753	-	-	-	22,753
Lease receivables	-	-	2,818,745	-	2,818,745
Prepaid items and other assets	53,942	-	49,583	5,331	108,856
Capital assets:					
Land	2,359,859	595,296	36,999	-	2,992,154
Public art	-	-	50,000	-	50,000
Buildings	11,354,841	2,427,383	-	500,000	14,282,224
Right-to-use lease buildings	985,354	-	-	-	985,354
Improvements other than buildings	790,021	1,247,352	-	1,481,980	3,519,353
Equipment	1,670,699	17,479	-	327,165	2,015,343
Right-to-use lease equipment	59,760	-	-	-	59,760
Less accumulated depreciation	(14,132,773)	(3,692,214)	-	(916,902)	(18,741,889)
Total capital assets (net of accumulated depreciation)	3,087,761	595,296	86,999	1,392,243	5,162,299
Total assets	13,161,348	1,283,897	4,067,913	3,796,576	22,309,734
DEFERRED OUTFLOWS OF RESOURCES					
Pensions related	1,421,674	269,120	-	260,384	1,951,178
Other postemployment benefits related	537,862	118,981	-	125,910	782,753
Total deferred outflows of resources	1,959,536	388,101	-	386,294	2,733,931
LIABILITIES					
Current liabilities:					
Accounts payable	238,707	7,964	1,264	41,617	289,552
Accrued liabilities	198,276	10,920	-	150,610	359,806
Unearned revenue	490,803	-	-	913,128	1,403,931
Due to other funds	144,664	94	-	167	144,925
Accrued interest payable	2,284	-	-	-	2,284
Leases payable	194,384	-	-	-	194,384
Customer deposits	-	-	1,500	53,369	54,869
Liability for compensated absences	90,589	-	-	12,617	103,206
Total current liabilities	1,359,707	18,978	2,764	1,171,508	2,552,957
Noncurrent liabilities:					
Net pension liability	1,808,652	341,305	-	251,460	2,401,417
Net other postemployment benefits liability	499,995	112,845	-	115,848	728,688
Leases payable	338,566	-	-	-	338,566
Liability for compensated absences	621,892	121,761	-	42,377	786,030
Total noncurrent liabilities	3,269,105	575,911	-	409,685	4,254,701
Total liabilities	4,628,812	594,889	2,764	1,581,193	6,807,658
DEFERRED INFLOWS OF RESOURCES					
Pensions related	119,149	38,237	-	79,813	237,199
Other postemployment benefits related	204,563	49,247	-	55,037	308,847
Leases related	-	-	2,761,070	-	2,761,070
Total deferred inflows of resources	323,712	87,484	2,761,070	134,850	3,307,116
NET POSITION					
Net investment in capital assets	2,554,811	595,296	86,999	1,392,243	4,629,349
Unrestricted	7,613,549	394,329	1,217,080	1,074,584	10,299,542
Total net position	\$ 10,168,360	\$ 989,625	\$ 1,304,079	\$ 2,466,827	\$ 14,928,891

CITY OF PLANO, TEXAS
 COMBINING STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION
 NONMAJOR ENTERPRISE FUNDS
 FOR THE YEAR ENDED SEPTEMBER 30, 2024

	Business-type Activities Enterprise Funds				Total Nonmajor Enterprise Funds
	Convention and Tourism	Municipal Golf Course	Downtown Center Development	Recreation Revolving	
OPERATING REVENUES					
Charges for services	\$ 4,022,437	\$ 1,235,495	\$ 49,240	\$ 3,843,038	\$ 9,150,210
Miscellaneous charges	-	-	-	29,189	29,189
Total operating revenues	<u>4,022,437</u>	<u>1,235,495</u>	<u>49,240</u>	<u>3,872,227</u>	<u>9,179,399</u>
OPERATING EXPENSES					
Personnel services	4,064,455	815,940	-	1,473,811	6,354,206
Pension and other postemployment benefits expense (net)	(40,349)	(8,130)	-	(7,191)	(55,670)
Contractual services	7,171,579	366,243	53,725	2,012,596	9,604,143
Supplies	960,298	125,216	-	198,574	1,284,088
Depreciation and amortization	234,699	-	-	115,032	349,731
Miscellaneous	110,579	3,067	-	26,818	140,464
Total operating expenses	<u>12,501,261</u>	<u>1,302,336</u>	<u>53,725</u>	<u>3,819,640</u>	<u>17,676,962</u>
Operating income (loss)	<u>(8,478,824)</u>	<u>(66,841)</u>	<u>(4,485)</u>	<u>52,587</u>	<u>(8,497,563)</u>
NONOPERATING REVENUES (EXPENSES)					
Investment income	491,803	47,462	134,579	157,062	830,906
Interest and fiscal charges	(25,953)	-	-	-	(25,953)
Hotel occupancy taxes	12,895,296	-	-	-	12,895,296
Miscellaneous	7,944	-	-	-	7,944
Total nonoperating revenues	<u>13,369,090</u>	<u>47,462</u>	<u>134,579</u>	<u>157,062</u>	<u>13,708,193</u>
Income (loss) before transfers	4,890,266	(19,379)	130,094	209,649	5,210,630
Transfers out	(2,468,981)	(128,597)	-	(243,279)	(2,840,857)
Change in net position	2,421,285	(147,976)	130,094	(33,630)	2,369,773
Total net position - beginning	<u>7,747,075</u>	<u>1,137,601</u>	<u>1,173,985</u>	<u>2,500,457</u>	<u>12,559,118</u>
Total net position - ending	<u>\$ 10,168,360</u>	<u>\$ 989,625</u>	<u>\$ 1,304,079</u>	<u>\$ 2,466,827</u>	<u>\$ 14,928,891</u>

CITY OF PLANO, TEXAS
COMBINING STATEMENT OF CASH FLOWS
NONMAJOR ENTERPRISE FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024

	Business-type Activities Enterprise Funds				Total Nonmajor Enterprise Funds
	Convention and Tourism	Municipal Golf Course	Downtown Center Development	Recreation Revolving	
CASH FLOWS FROM OPERATING ACTIVITIES					
Cash received from customers	\$ 4,256,101	\$ 1,235,589	\$ -	\$ 3,747,289	\$ 9,238,979
Cash payments to suppliers for goods and services	(7,761,371)	(494,086)	(103,961)	(2,195,425)	(10,554,843)
Cash paid to or on behalf of employees for services	(3,864,941)	(791,739)	-	(1,498,246)	(6,154,926)
Net cash provided (used) by operating activities	<u>(7,370,211)</u>	<u>(50,236)</u>	<u>(103,961)</u>	<u>53,618</u>	<u>(7,470,790)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES					
Hotel occupancy taxes	12,895,296	-	-	-	12,895,296
Transfers to other funds	(2,468,981)	(128,597)	-	(243,279)	(2,840,857)
Net cash provided (used) by noncapital financing activities	<u>10,426,315</u>	<u>(128,597)</u>	<u>-</u>	<u>(243,279)</u>	<u>10,054,439</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Acquisition and construction of capital assets	(19,896)	-	-	-	(19,896)
Principal paid on long-term debt	(182,569)	-	-	-	(182,569)
Interest paid on long-term debt	(26,747)	-	-	-	(26,747)
Proceeds from insurance damages	7,944	-	-	-	7,944
Net cash used by capital and related financing activities	<u>(221,268)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(221,268)</u>
CASH FLOWS FROM INVESTING ACTIVITIES					
Purchases of investment securities	(7,683,037)	(581,027)	(908,626)	(2,012,154)	(11,184,844)
Proceeds from sale and maturities of investment securities	4,747,232	673,593	862,140	1,985,884	8,268,849
Interest on investments	472,497	47,389	130,363	155,282	805,531
Net cash provided (used) by investing activities	<u>(2,463,308)</u>	<u>139,955</u>	<u>83,877</u>	<u>129,012</u>	<u>(2,110,464)</u>
Net increase (decrease) in cash and cash equivalents	<u>371,528</u>	<u>(38,878)</u>	<u>(20,084)</u>	<u>(60,649)</u>	<u>251,917</u>
Cash and cash equivalents - beginning	<u>1,015,254</u>	<u>143,408</u>	<u>183,550</u>	<u>423,195</u>	<u>1,765,407</u>
Cash and cash equivalents - ending	<u>\$ 1,386,782</u>	<u>\$ 104,530</u>	<u>\$ 163,466</u>	<u>\$ 362,546</u>	<u>\$ 2,017,324</u>
Noncash disclosures:					
Increase in fair value of investments	\$ 180,439	\$ 29,018	\$ 36,034	\$ 83,544	\$ 329,035
Contracts, retainage, leases and SBITA payables	(182,569)	-	-	-	\$ (182,569)

(continued)

CITY OF PLANO, TEXAS
 COMBINING STATEMENT OF CASH FLOWS
 NONMAJOR ENTERPRISE FUNDS
 FOR THE YEAR ENDED SEPTEMBER 30, 2024
 (continued)

	Business-type Activities Enterprise Funds				Total Nonmajor Enterprise Funds
	Convention and Tourism	Municipal Golf Course	Downtown Center Development	Recreation Revolving	
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES					
Operating income (loss)	<u>\$ (8,478,824)</u>	<u>\$ (66,841)</u>	<u>\$ (4,485)</u>	<u>\$ 52,587</u>	<u>\$ (8,497,563)</u>
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:					
Depreciation and amortization	234,699	-	-	115,032	349,731
Pension and other postemployment benefits expense (net)	(40,349)	(8,130)	-	(7,191)	(55,670)
Change in assets and liabilities:					
(Increase) decrease in-					
Accounts receivables	228,563	-	(16,920)	(13,762)	197,881
Lease receivables	-	-	(1,338,521)	-	(1,338,521)
Other receivables	494	-	-	-	494
Prepaid items and other assets	406,106	-	(49,583)	1,108	357,631
Increase (decrease) in-					
Accounts payable	74,485	440	1,264	41,455	117,644
Accrued liabilities	80,647	3,111	-	(30,687)	53,071
Due to other funds	(36)	94	-	167	225
Liability for compensated absences	118,867	21,090	-	6,252	146,209
Customer deposits	-	-	1,500	(48,676)	(47,176)
Deferred inflows from leases	-	-	1,302,784	-	1,302,784
Unearned revenue	5,137	-	-	(62,667)	(57,530)
Total adjustments	<u>1,108,613</u>	<u>16,605</u>	<u>(99,476)</u>	<u>1,031</u>	<u>1,026,773</u>
Net cash provided (used) by operating activities	<u>\$ (7,370,211)</u>	<u>\$ (50,236)</u>	<u>\$ (103,961)</u>	<u>\$ 53,618</u>	<u>\$ (7,470,790)</u>



INTERNAL SERVICE FUNDS

Internal service funds account for the financing of goods or services provided by one department for another.

The City has five internal service funds as follows:

EQUIPMENT MAINTENANCE FUND – to account for the cost of operating and maintaining automotive and other equipment used by City departments. Service charges are billed to departments on a monthly basis to cover all expenses of the fund, including depreciation of furniture and fixtures, machinery and equipment necessary to provide maintenance services and for replacement of the fleet.

MUNICIPAL WAREHOUSE FUND – to account for the operation of a central warehouse facility, which provides the capability of storing and distributing in volume supplies and materials used by City departments. An overhead charge is applied to the purchase price of all materials handled to cover the operating costs, including the cost of goods sold.

TECHNOLOGY SOLUTIONS FUND – to account for the data processing and information systems. Charges for software, hardware and maintenance of the systems are billed to the user funds.

RISK MANAGEMENT FUND – to account for the operation of a self-insurance program for general liability, public officials' errors and omission, police professional liability, property loss and workers' compensation.

HEALTH CLAIMS FUND – to account for the self-insurance operation of group accident and health insurance coverage for all City employees. In addition to the basic insurance coverage provided, employees may purchase dependent coverage through payroll deductions. Coverage is financed by billings to the departments and through employee payroll deductions.

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF NET POSITION
INTERNAL SERVICE FUNDS
AS OF SEPTEMBER 30, 2024**

	Equipment Maintenance	Municipal Warehouse	Technology Solutions
ASSETS			
Cash and cash equivalents	\$ 6,833,530	\$ -	\$ 2,360,571
Investments	37,984,163	-	13,121,228
Receivables:			
Accrued interest	198,974	-	68,733
Due from other funds	-	-	69,615
Inventories	54,479	2,134,024	-
Prepaid items and other assets	284	-	-
Capital assets:			
Land	51,515	-	11,007
Buildings	5,264,915	-	710,379
Right-to-use lease buildings	-	-	198,533
Equipment	35,506,228	-	27,779,486
Rolling equipment	81,530,727	-	-
Right-to-use lease equipment	2,549,795	-	5,067,215
Right-to-use subscription assets	-	-	5,003,139
Less accumulated depreciation	(69,216,059)	-	(24,540,628)
Total capital assets (net of accumulated depreciation)	<u>55,687,121</u>	<u>-</u>	<u>14,229,131</u>
Total assets	<u>100,758,551</u>	<u>2,134,024</u>	<u>29,849,278</u>
DEFERRED OUTFLOWS OF RESOURCES			
Pensions related	1,348,241	280,190	4,041,309
Other postemployment benefits related	475,339	120,576	987,612
Total deferred outflows of resources	<u>1,823,580</u>	<u>400,766</u>	<u>5,028,921</u>
LIABILITIES			
Current liabilities:			
Accounts payable	1,220,891	242,382	284,957
Accrued liabilities	57,187	10,452	200,198
Due to other funds	518	1,254,872	-
Accrued interest payable	50,140	-	91,634
Leases payable	486,355	-	1,104,569
Subscription liabilities	-	-	1,831,545
Liability for compensated absences	24,949	319	172,255
Liability for insurance claims	-	-	-
Total current liabilities	<u>1,840,040</u>	<u>1,508,025</u>	<u>3,685,158</u>
Noncurrent liabilities:			
Net pension liability	1,746,112	330,771	4,864,657
Net other postemployment benefits liability	429,268	111,043	893,736
Leases payable	1,500,382	-	1,868,050
Subscription liabilities	-	-	908,038
Liability for compensated absences	122,906	95,517	449,931
Total noncurrent liabilities	<u>3,798,668</u>	<u>537,331</u>	<u>8,984,412</u>
Total liabilities	<u>5,638,708</u>	<u>2,045,356</u>	<u>12,669,570</u>
DEFERRED INFLOWS OF RESOURCES			
Pensions related	59,849	36,341	213,908
Other postemployment benefits related	179,093	50,147	295,199
Total deferred inflows of resources	<u>238,942</u>	<u>86,488</u>	<u>509,107</u>
NET POSITION			
Net investment in capital assets	53,700,384	-	8,516,929
Unrestricted	43,004,097	402,946	13,182,593
Total net position	<u>\$ 96,704,481</u>	<u>\$ 402,946</u>	<u>\$ 21,699,522</u>

Risk Management	Health Claims	Total
\$ 604,753	\$ 1,626,953	\$ 11,425,807
3,361,516	9,043,413	63,510,320
17,609	405,399	690,715
455,091	-	524,706
-	-	2,188,503
150	31,000	31,434
-	-	62,522
-	-	5,975,294
-	-	198,533
-	-	63,285,714
-	-	81,530,727
-	-	7,617,010
-	-	5,003,139
-	-	(93,756,687)
-	-	69,916,252
4,439,119	11,106,765	148,287,737
306,319	-	5,976,059
83,638	-	1,667,165
389,957	-	7,643,224
41,323	20,220	1,809,773
11,824	-	279,661
165	-	1,255,555
-	-	141,774
-	-	1,590,924
-	-	1,831,545
578	-	198,101
5,422,592	2,790,620	8,213,212
5,476,482	2,810,840	15,320,545
406,009	-	7,347,549
76,989	-	1,511,036
-	-	3,368,432
-	-	908,038
57,258	-	725,612
540,256	-	13,860,667
6,016,738	2,810,840	29,181,212
14,481	-	324,579
29,052	-	553,491
43,533	-	878,070
-	-	62,217,313
(1,231,195)	8,295,925	63,654,366
\$ (1,231,195)	\$ 8,295,925	\$ 125,871,679

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION
INTERNAL SERVICE FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	<u>Equipment Maintenance</u>	<u>Municipal Warehouse</u>	<u>Technology Solutions</u>
OPERATING REVENUES			
Charges for services	\$ 30,807,749	\$ 5,784,112	\$ 25,978,024
Subrogation receipts	-	-	-
Miscellaneous charges	-	9,897	-
Total operating revenues	<u>30,807,749</u>	<u>5,794,009</u>	<u>25,978,024</u>
OPERATING EXPENSES			
Personnel services	3,775,954	766,009	12,299,830
Pension and other postemployment benefits expense (net)	(33,244)	(7,659)	(84,191)
Contractual services	3,723,847	81,418	10,681,643
Supplies	5,759,763	5,108,587	975,552
Claims expense	-	-	-
Depreciation and amortization	13,133,420	-	5,217,401
Miscellaneous	44,463	41,717	4,260
Total operating expenses	<u>26,404,203</u>	<u>5,990,072</u>	<u>29,094,495</u>
Operating income (loss)	<u>4,403,546</u>	<u>(196,063)</u>	<u>(3,116,471)</u>
NONOPERATING REVENUES (EXPENSES)			
Investment income	2,830,240	-	1,114,544
Gain on property disposition	1,257,994	-	-
Interest and fiscal charges	(50,140)	-	(331,819)
Miscellaneous	230,720	-	39,735
Total nonoperating revenues	<u>4,268,814</u>	<u>-</u>	<u>822,460</u>
Income (loss) before transfers	8,672,360	(196,063)	(2,294,011)
Transfers in	483,761	-	500,000
Transfers out	(83,920)	-	(250,000)
Change in net position	9,072,201	(196,063)	(2,044,011)
Total net position - beginning	<u>87,632,280</u>	<u>599,009</u>	<u>23,743,533</u>
Total net position - ending	<u>\$ 96,704,481</u>	<u>\$ 402,946</u>	<u>\$ 21,699,522</u>

Risk Management	Health Claims	Total
\$ 9,894,048	\$ 42,687,851	\$ 115,151,784
673,468	-	673,468
-	-	9,897
<u>10,567,516</u>	<u>42,687,851</u>	<u>115,835,149</u>
771,739	-	17,613,532
(7,155)	-	(132,249)
3,302,989	4,962,471	22,752,368
14,642	-	11,858,544
7,875,622	33,685,477	41,561,099
-	-	18,350,821
24,975	-	115,415
<u>11,982,812</u>	<u>38,647,948</u>	<u>112,119,530</u>
<u>(1,415,296)</u>	<u>4,039,903</u>	<u>3,715,619</u>
250,458	616,004	4,811,246
-	-	1,257,994
-	-	(381,959)
-	-	270,455
<u>250,458</u>	<u>616,004</u>	<u>5,957,736</u>
(1,164,838)	4,655,907	9,673,355
-	-	983,761
-	-	(333,920)
<u>(1,164,838)</u>	<u>4,655,907</u>	<u>10,323,196</u>
<u>(66,357)</u>	<u>3,640,018</u>	<u>115,548,483</u>
<u>\$ (1,231,195)</u>	<u>\$ 8,295,925</u>	<u>\$ 125,871,679</u>

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF CASH FLOWS
INTERNAL SERVICE FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	<u>Equipment Maintenance</u>	<u>Municipal Warehouse</u>	<u>Technology Solutions</u>
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash received from other funds	\$ 30,808,267	\$ 5,806,493	\$ 25,914,001
Cash received from subrogation	-	-	-
Cash payments to suppliers for goods and services	(9,493,627)	(5,061,062)	(11,800,454)
Cash paid to or on behalf of employees for services	(3,742,648)	(745,431)	(12,248,991)
Net cash provided (used) by operating activities	<u>17,571,992</u>	<u>-</u>	<u>1,864,556</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Transfers to other funds	483,761	-	(250,000)
Transfers from other funds	(83,920)	-	500,000
Net cash provided by noncapital financing activities	<u>399,841</u>	<u>-</u>	<u>250,000</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES			
Acquisition and construction of capital assets	(16,346,488)	-	(996,868)
Proceeds on sale of equipment	1,315,911	-	-
Principal paid on long-term debt	-	-	(3,124,120)
Interest paid on long-term debt	-	-	(301,310)
Proceeds from insurance damages	230,720	-	39,735
Net cash used by capital and related financing activities	<u>(14,799,857)</u>	<u>-</u>	<u>(4,382,563)</u>
CASH FLOWS FROM INVESTING ACTIVITIES			
Purchases of investment securities	(37,984,163)	-	(13,121,228)
Proceeds from sales and maturities of investment securities	31,767,033	-	13,722,043
Interest on investments	3,115,477	-	1,106,338
Net cash provided (used) by investing activities	<u>(3,101,653)</u>	<u>-</u>	<u>1,707,153</u>
Net increase (decrease) in cash and cash equivalents	70,323	-	(560,854)
Cash and cash equivalents - beginning	6,763,207	-	2,921,425
Cash and cash equivalents - ending	<u>\$ 6,833,530</u>	<u>\$ -</u>	<u>\$ 2,360,571</u>
Noncash disclosure:			
Contracts, retainage, leases and SBITA payables	\$ (563,058)	\$ -	\$ (3,124,120)
Property disposition/adjustments	(57,917)	-	-
Increase in fair value of investments	1,297,515	-	582,517
Transfer in of capital assets	675,593	-	-

Risk Management	Health Claims	Total
\$ 9,439,122	\$ 42,687,851	\$ 114,655,734
673,468	-	673,468
(10,839,597)	(40,700,428)	(77,895,168)
<u>(795,075)</u>	<u>-</u>	<u>(17,532,145)</u>
<u>(1,522,082)</u>	<u>1,987,423</u>	<u>19,901,889</u>
-	-	233,761
<u>-</u>	<u>-</u>	<u>416,080</u>
-	-	649,841
-	-	(17,343,356)
-	-	1,315,911
-	-	(3,124,120)
-	-	(301,310)
<u>-</u>	<u>-</u>	<u>270,455</u>
-	-	(19,182,420)
(3,361,516)	(9,043,413)	(63,510,320)
4,317,304	6,750,672	56,557,052
<u>251,892</u>	<u>495,052</u>	<u>4,968,759</u>
<u>1,207,680</u>	<u>(1,797,689)</u>	<u>(1,984,509)</u>
(314,402)	189,734	(615,199)
<u>919,155</u>	<u>1,437,219</u>	<u>12,041,006</u>
<u>\$ 604,753</u>	<u>\$ 1,626,953</u>	<u>\$ 11,425,807</u>
\$ -	\$ -	\$ (3,687,178)
-	-	(57,917)
188,418	269,212	2,337,662
-	-	675,593

(continued)

CITY OF PLANO, TEXAS
 COMBINING STATEMENT OF CASH FLOWS
 INTERNAL SERVICE FUNDS
 FOR THE YEAR ENDED SEPTEMBER 30, 2024
 (continued)

	<u>Equipment Maintenance</u>	<u>Municipal Warehouse</u>	<u>Technology Solutions</u>
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:			
Operating income (loss)	\$ 4,403,546	\$ (196,063)	\$ (3,116,471)
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:			
Depreciation and amortization	13,133,420	-	5,217,401
Pension and other postemployment benefits expense (net)	(33,244)	(7,659)	(84,191)
Changes in assets and liabilities:			
(Increase) decrease in-			
Accounts receivable	-	10,941	-
Other receivables	-	-	5,592
Due from other funds	-	-	(69,615)
Prepaid items and other assets	(284)	-	70,004
Inventories	26,867	35,233	-
Increase (decrease) in-			
Accounts payable	7,863	135,427	(209,003)
Accrued liabilities	15,478	2,577	48,949
Due to other funds	518	1,543	-
Liability for compensated absences	17,828	18,001	1,890
Liability for insurance claims	-	-	-
Total adjustments	<u>13,168,446</u>	<u>196,063</u>	<u>4,981,027</u>
Net cash provided (used) by operating activities	<u>\$ 17,571,992</u>	<u>\$ -</u>	<u>\$ 1,864,556</u>

<u>Risk Management</u>	<u>Health Claims</u>	<u>Total</u>
\$ (1,415,296)	\$ 4,039,903	\$ 3,715,619
-	-	18,350,821
(7,155)	-	(132,249)
-	-	10,941
-	-	5,592
(455,091)	-	(524,706)
650	-	70,370
-	-	62,100
(35,837)	(398,028)	(499,578)
2,722	-	69,726
165	-	2,226
(26,058)	-	11,661
<u>413,818</u>	<u>(1,654,452)</u>	<u>(1,240,634)</u>
<u>(106,786)</u>	<u>(2,052,480)</u>	<u>16,186,270</u>
<u>\$ (1,522,082)</u>	<u>\$ 1,987,423</u>	<u>\$ 19,901,889</u>



FIDUCIARY FUNDS

PENSION AND OTHER POSTEMPLOYMENT BENEFIT TRUST FUNDS:

PENSION TRUST – to account for the Retirement Security Plan assets held for full-time employees as a substitute retirement plan to Social Security.

OTHER POST-EMPLOYMENT BENEFITS TRUST – to account for the Section 115 Post-Employment Benefits Trust assets held for the purpose of funding and providing certain benefits to its eligible retirees in accordance with the requirements of Governmental Accounting Standards Board Statement No. 45.

CUSTODIAL FUNDS:

COLLIN CREEK EAST PID – to account for the 60-acres of the Collin Creek Mall Redevelopment Project with funding deriving from PID bonds, developers' contributions and land acquisition, which is held in trust.

COLLIN CREEK WEST PID - to account for the 30-acres of the Collin Creek Mall Redevelopment Project with funding deriving from PID bonds, which is held in trust.

COLLIN CREEK CUSTODIAL – to account for the sale of the TIRZ revenue stream from the 99-acres of real property related to the Collin Creek Mall Redevelopment Project.

HAGGARD FARM PID – to account for the 140-acres of the Haggard/Almanac development with the funding deriving from PID bonds, which is held in trust.

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF NET POSITION
FIDUCIARY FUNDS
AS OF SEPTEMBER 30, 2024**

	Pension Trust Fund	Other Post-Employment Benefits Trust Fund	Total Pension and Other Post-Employment Benefits Trust Funds
ASSETS			
Cash and cash equivalents	\$ 2,450,886	\$ 2,519,758	\$ 4,970,644
Investments:			
Mutual funds:			
Domestic equity funds	104,042,136	52,977,631	157,019,767
International equity funds	48,137,326	32,438,843	80,576,169
Fixed income funds	23,078,889	16,620,221	39,699,110
Bank loans	9,800,944	5,188,735	14,989,679
Real estate investment trusts	18,014,486	5,806,131	23,820,617
Collective investment trusts	22,703,936	16,954,457	39,658,393
Diversified inflation strategies	9,649,197	5,104,807	14,754,004
Accrued interest	11,223	11,635	22,858
Prepaid items and other assets	-	170,274	170,274
Total assets	237,889,023	137,792,492	375,681,515
LIABILITIES			
Accrued liabilities	-	336,094	336,094
Bonds payable	-	-	-
Total liabilities	-	336,094	336,094
NET POSITION			
Net position restricted for pensions	237,889,023	-	237,889,023
Net position restricted for other postemployment benefits	-	137,456,398	137,456,398
Net position restricted for custodial funds	-	-	-
Total net position	\$ 237,889,023	\$ 137,456,398	\$ 375,345,421

Collin Creek East PID Custodial Fund	Collin Creek West PID Custodial Fund	Collin Creek Custodial Fund	Haggard Farm PID Custodial Fund	Total Custodial Funds
\$ 14,426,313	\$ 1,301,212	\$ 1,731,779	\$ 12,133,796	\$ 29,593,100
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
<u>14,426,313</u>	<u>1,301,212</u>	<u>1,731,779</u>	<u>12,133,796</u>	<u>29,593,100</u>
305,043	7,949	-	1,292,920	1,605,912
32,170,000	14,317,666	-	21,458,000	67,945,666
<u>32,475,043</u>	<u>14,325,615</u>	<u>-</u>	<u>22,750,920</u>	<u>69,551,578</u>
-	-	-	-	-
-	-	-	-	-
(18,048,730)	(13,024,403)	1,731,779	(10,617,124)	(39,958,478)
<u>\$ (18,048,730)</u>	<u>\$ (13,024,403)</u>	<u>\$ 1,731,779</u>	<u>\$ (10,617,124)</u>	<u>\$ (39,958,478)</u>

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF CHANGES IN NET POSITION
FIDUCIARY FUNDS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	Pension Trust Fund	Other Post-Employment Benefits Trust Fund	Total Pension and Other Post-Employment Benefits Trust Funds
ADDITIONS			
Contributions:			
From employers	\$ 7,575,665	\$ 4,511,801	\$ 12,087,466
From retirees	-	3,150,162	3,150,162
From property assessments	-	-	-
From developer and bonds	-	-	-
Total contributions	7,575,665	7,661,963	15,237,628
Investment return:			
Net increase in fair value of investments	40,294,627	22,985,665	63,280,292
Interest	5,521	90,402	95,923
Dividends	3,207,957	2,199,542	5,407,499
Miscellaneous	-	15,710	15,710
Total investment return	43,508,105	25,291,319	68,799,424
Less investment expenses:			
Trustee fees	96,633	38,417	135,050
Advisory fees	81,351	96,577	177,928
Total investment expenses	177,984	134,994	312,978
Net investment return	43,330,121	25,156,325	68,486,446
Total additions	50,905,786	32,818,288	83,724,074
DEDUCTIONS			
Benefits	8,670,439	6,555,374	15,225,813
Administrative expenses	98,230	2,809,325	2,907,555
Bond interest and fiscal charges	-	-	-
Project expenses	-	-	-
Total deductions	8,768,669	9,364,699	18,133,368
Change in net position	42,137,117	23,453,589	65,590,706
Total net position - beginning	195,751,906	114,002,809	309,754,715
Total net position - ending	\$ 237,889,023	\$ 137,456,398	\$ 375,345,421

Collin Creek East PID Custodial Fund	Collin Creek West PID Custodial Fund	Collin Creek Custodial Fund	Haggard Farm PID Custodial Fund	Total Custodial Funds
\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-
2,276,556	972,121	-	-	3,248,677
-	-	-	7,304,060	7,304,060
<u>2,276,556</u>	<u>972,121</u>	<u>-</u>	<u>7,304,060</u>	<u>10,552,737</u>
-	-	-	-	-
-	-	-	-	-
824,604	79,212	135,516	648,415	1,687,747
-	-	-	-	-
<u>824,604</u>	<u>79,212</u>	<u>135,516</u>	<u>648,415</u>	<u>1,687,747</u>
-	-	-	-	-
-	-	-	-	-
<u>824,604</u>	<u>79,212</u>	<u>135,516</u>	<u>648,415</u>	<u>1,687,747</u>
<u>3,101,160</u>	<u>1,051,333</u>	<u>135,516</u>	<u>7,952,475</u>	<u>12,240,484</u>
-	-	-	-	-
-	-	-	-	-
1,433,294	570,122	-	2,084,748	4,088,164
3,824,083	491,203	1,590,780	16,484,851	22,390,917
<u>5,257,377</u>	<u>1,061,325</u>	<u>1,590,780</u>	<u>18,569,599</u>	<u>26,479,081</u>
(2,156,217)	(9,992)	(1,455,264)	(10,617,124)	(14,238,597)
<u>(15,892,513)</u>	<u>(13,014,411)</u>	<u>3,187,043</u>	<u>-</u>	<u>(25,719,881)</u>
<u>\$ (18,048,730)</u>	<u>\$ (13,024,403)</u>	<u>\$ 1,731,779</u>	<u>\$ (10,617,124)</u>	<u>\$ (39,958,478)</u>



DISCRETELY PRESENTED COMPONENT UNITS

TIF No. 2 – organized to account for a tax increment financing unit for improvements related to the future development of East Plano.

TIF No. 3 – organized to account for a tax increment financing unit for improvements related to the future construction and development of the Silver Line Regional Rail Project.

TIF No. 4 – organized to account for a tax increment financing unit for improvements related to the Collin Creek Mall Redevelopment Project.

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF NET POSITION
DISCRETELY PRESENTED COMPONENT UNITS
AS OF SEPTEMBER 30, 2024**

	<u>TIF No. 2 East Side</u>	<u>TIF No. 3 Silver Line</u>	<u>TIF No. 4 Collin Creek</u>	<u>Total</u>
ASSETS				
Current:				
Cash and cash equivalents	\$ 10,210,280	\$ 1,930,158	\$ 27,023	\$ 12,167,461
Receivables:				
Accrued interest	253	-	-	253
Lease receivables	109,915	-	-	109,915
Noncurrent:				
Capital assets, nondepreciable	7,223,987	-	-	7,223,987
Total assets	<u>17,544,435</u>	<u>1,930,158</u>	<u>27,023</u>	<u>19,501,616</u>
LIABILITIES				
Accounts payable	700	-	-	700
Total liabilities	<u>700</u>	<u>-</u>	<u>-</u>	<u>700</u>
DEFERRED INFLOWS OF RESOURCES				
Leases related	92,726	-	-	92,726
Total deferred inflows of resources	<u>92,726</u>	<u>-</u>	<u>-</u>	<u>92,726</u>
NET POSITION				
Net investment in capital assets	7,223,987	-	-	7,223,987
Restricted	10,227,022	1,930,158	27,023	12,184,203
Total net position	<u>\$ 17,451,009</u>	<u>\$ 1,930,158</u>	<u>\$ 27,023</u>	<u>\$ 19,408,190</u>

CITY OF PLANO, TEXAS
COMBINING STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
DISCRETELY PRESENTED COMPONENT UNITS
FOR THE YEAR ENDED SEPTEMBER 30, 2024

	<u>TIF No. 2</u> <u>East Side</u>	<u>TIF No. 3</u> <u>Silver Line</u>	<u>TIF No. 4</u> <u>Collin Creek</u>	<u>Total</u>
OPERATING REVENUES				
Miscellaneous	\$ 15,242	\$ -	\$ -	\$ 15,242
Total operating revenues	<u>15,242</u>	<u>-</u>	<u>-</u>	<u>15,242</u>
OPERATING EXPENSES				
Contractual services	2,386,308	-	45,312	2,431,620
Total operating expenses	<u>2,386,308</u>	<u>-</u>	<u>45,312</u>	<u>2,431,620</u>
Operating loss	(2,371,066)	-	(45,312)	(2,416,378)
NONOPERATING REVENUES				
Property taxes collected for zone	-	-	45,312	45,312
Property taxes	3,892,252	851,880	27,023	4,771,155
Interest income on leases	4,953	-	-	4,953
Total nonoperating revenues	<u>3,897,205</u>	<u>851,880</u>	<u>72,335</u>	<u>4,821,420</u>
Change in net position	1,526,139	851,880	27,023	2,405,042
Total net position - beginning	<u>15,924,870</u>	<u>1,078,278</u>	<u>-</u>	<u>17,003,148</u>
Total net position - ending	<u>\$ 17,451,009</u>	<u>\$ 1,930,158</u>	<u>\$ 27,023</u>	<u>\$ 19,408,190</u>

**CITY OF PLANO, TEXAS
COMBINING STATEMENT OF CASH FLOWS
DISCRETELY PRESENTED COMPONENT UNITS
FOR THE YEAR ENDED SEPTEMBER 30, 2024**

	<u>TIF No. 2 East Side</u>	<u>TIF No. 3 Silver Line</u>	<u>TIF No. 4 Collin Creek</u>	<u>Total</u>
CASH FLOWS FROM OPERATING ACTIVITIES				
Cash payments to suppliers for goods and services	\$ (2,543,142)	\$ -	\$ (45,312)	\$ (2,588,454)
Cash received from customers	<u>15,242</u>	<u>-</u>	<u>-</u>	<u>15,242</u>
Net cash used by operating activities	<u>(2,527,900)</u>	<u>-</u>	<u>(45,312)</u>	<u>(2,573,212)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Property taxes related to zone	-	-	45,312	45,312
Property taxes	<u>3,892,252</u>	<u>851,880</u>	<u>27,023</u>	<u>4,771,155</u>
Net cash provided by noncapital financing activities	<u>3,892,252</u>	<u>851,880</u>	<u>72,335</u>	<u>4,816,467</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Acquisition and construction of capital assets	<u>(5,285,950)</u>	<u>-</u>	<u>-</u>	<u>(5,285,950)</u>
Net cash used by operating and related financing activities	<u>(5,285,950)</u>	<u>-</u>	<u>-</u>	<u>(5,285,950)</u>
CASH FLOWS FROM INVESTING ACTIVITIES				
Interest on investments	<u>4,989</u>	<u>-</u>	<u>-</u>	<u>4,989</u>
Net cash provided by investing activities	<u>4,989</u>	<u>-</u>	<u>-</u>	<u>4,989</u>
Net increase (decrease) in cash and cash equivalents	(3,916,609)	851,880	27,023	(3,037,706)
Cash and cash equivalents - beginning	<u>14,126,889</u>	<u>1,078,278</u>	<u>-</u>	<u>15,205,167</u>
Cash and cash equivalents - ending	<u>\$ 10,210,280</u>	<u>\$ 1,930,158</u>	<u>\$ 27,023</u>	<u>\$ 12,167,461</u>

CITY OF PLANO, TEXAS
 COMBINING STATEMENT OF CASH FLOWS
 DISCRETELY PRESENTED COMPONENT UNITS
 FOR THE YEAR ENDED SEPTEMBER 30, 2024
 (continued)

	TIF No. 2 East Side	TIF No. 3 Silver Line	TIF No. 4 Collin Creek	Total
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:				
Operating loss	\$ (2,371,066)	\$ -	\$ (45,312)	\$ (2,416,378)
Changes in assets and liabilities:				
Increase in leases receivables	15,520	-	-	15,520
Decrease in:				
Deferred inflows from leases	(15,243)	-	-	(15,243)
Accounts payable	(157,111)	-	-	(157,111)
Total adjustments	(156,834)	-	-	(156,834)
Net cash used by operating activities	<u>\$ (2,527,900)</u>	<u>\$ -</u>	<u>\$ (45,312)</u>	<u>\$ (2,573,212)</u>



STATISTICAL SECTION

2024 Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2024 | City of Plano, Texas





STATISTICAL SECTION TABLE OF CONTENTS
(unaudited)

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CITY OF PLANO, TEXAS
NET POSITION
LAST TEN FISCAL YEARS
(accrual basis of accounting)
(unaudited)

Table 1

	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Governmental activities:										
Net investment in capital assets	\$ 1,052,077,968	\$ 964,900,369	\$ 930,684,227	\$ 930,347,632	\$ 911,222,409	\$ 863,800,846	\$ 831,253,007	\$ 790,687,802	\$ 749,829,714	\$ 716,648,113
Restricted	46,979,203	45,676,771	46,144,013	50,665,804	76,623,719	57,577,590	53,020,956	59,809,891	68,249,570	47,465,237
Unrestricted	252,606,633	271,827,496	263,136,295	196,822,044	128,293,244	144,063,956	123,431,005	163,907,113	167,247,133	179,758,472
Total governmental activities net position	\$ 1,351,663,804	\$ 1,282,404,636	\$ 1,239,964,535	\$ 1,177,835,480	\$ 1,116,139,372	\$ 1,065,442,392	\$ 1,007,704,968	\$ 1,014,404,806	\$ 985,326,417	\$ 943,871,822
Business-type activities:										
Net investment in capital assets	\$ 410,754,533	\$ 395,785,489	\$ 386,232,200	\$ 385,244,970	\$ 389,326,342	\$ 377,284,205	\$ 378,270,126	\$ 377,622,087	\$ 374,462,834	\$ 370,220,021
Restricted	6,281,879	5,967,745	5,775,755	6,049,457	5,225,754	5,054,830	4,591,766	6,106,990	3,298,965	2,377,534
Unrestricted	134,697,069	122,997,807	101,039,838	88,688,126	89,260,757	101,767,064	91,641,587	81,186,158	88,495,857	88,328,906
Total business-type activities net position	\$ 551,733,481	\$ 524,751,041	\$ 493,047,793	\$ 479,982,553	\$ 483,812,853	\$ 484,106,099	\$ 474,503,479	\$ 464,915,235	\$ 466,257,656	\$ 460,926,461
Primary government:										
Net investment in capital assets	\$ 1,462,832,501	\$ 1,360,685,858	\$ 1,316,916,427	\$ 1,315,592,602	\$ 1,300,548,751	\$ 1,241,085,051	\$ 1,209,523,133	\$ 1,168,309,889	\$ 1,124,292,548	\$ 1,086,868,134
Restricted	53,261,082	51,644,516	51,919,768	56,715,261	81,849,473	62,632,420	57,612,722	65,916,881	71,548,535	49,842,771
Unrestricted	387,303,702	394,825,303	364,176,133	285,510,170	217,554,001	245,831,020	215,072,592	245,093,271	255,742,990	268,087,378
Total primary government net position	\$ 1,903,397,285	\$ 1,807,155,677	\$ 1,733,012,328	\$ 1,657,818,033	\$ 1,599,952,225	\$ 1,549,548,491	\$ 1,482,208,447	\$ 1,479,320,041	\$ 1,451,584,073	\$ 1,404,798,283

Source: Annual Comprehensive Financial Report

**CITY OF PLANO, TEXAS
CHANGES IN NET POSITION
LAST TEN FISCAL YEARS
(accrual basis of accounting)
(unaudited)**

Table 2

	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Expenses										
Governmental activities:										
General government	\$ 37,288,631	\$ 34,046,772	\$ 28,958,997	\$ 26,692,769	\$ 28,402,791	\$ 27,370,123	\$ 26,304,530	\$ 27,352,742	\$ 27,017,457	\$ 27,636,869
Administrative services	14,724,195	14,645,127	11,020,080	12,795,988	13,857,328	13,469,841	11,464,812	11,729,785	10,635,244	9,555,715
Police	113,821,259	111,065,230	86,630,567	85,181,136	90,732,275	96,849,338	90,322,013	88,408,381	80,837,474	74,607,299
Fire	85,850,308	85,566,977	66,169,812	64,308,828	69,356,690	69,588,566	61,042,750	63,104,587	56,724,482	51,268,423
Libraries	15,911,006	15,835,410	12,110,167	11,335,058	12,572,838	13,630,329	11,436,405	12,381,069	12,107,913	10,646,832
Development	47,481,011	47,473,343	45,910,292	48,276,298	47,639,113	43,648,189	47,861,153	38,018,301	36,859,600	33,116,211
Public services and operations	12,971,336	10,782,568	8,283,381	7,665,759	8,464,111	8,742,013	7,972,290	8,350,096	7,638,382	6,575,756
Parks and recreation	44,792,162	44,181,906	38,038,757	35,645,989	35,069,347	35,901,150	33,854,714	36,069,542	32,462,901	30,933,825
Public works	51,829,747	47,161,322	43,146,962	40,695,992	39,076,813	37,692,509	35,968,999	33,751,984	32,287,926	30,531,725
Technology solutions	30,017,709	28,354,541	24,817,161	23,536,254	26,540,857	18,420,184	19,215,958	18,193,246	18,524,241	18,193,965
Interest on long-term debt	16,943,085	15,904,802	12,831,275	13,460,964	13,137,948	15,660,793	12,725,258	10,897,222	10,309,486	8,887,609
Total governmental activities expenses	471,630,449	455,017,998	377,917,451	369,595,035	384,850,111	380,973,035	358,168,882	348,256,955	325,405,106	301,954,229
Business-type activities:										
Water and sewer	200,222,458	185,133,437	169,317,808	166,293,322	165,919,227	158,249,938	153,117,762	144,379,544	133,481,605	117,747,963
Sustainability and environmental services	36,755,622	33,700,795	31,906,204	28,779,807	30,769,325	30,404,600	26,932,415	26,767,335	25,354,273	22,043,523
Municipal drainage	7,927,679	7,772,336	7,055,069	6,483,487	5,661,224	5,737,101	5,308,525	4,977,428	4,933,219	4,613,572
Convention and tourism	11,854,371	11,409,220	9,511,343	7,467,714	8,728,965	9,997,772	8,937,082	8,661,450	7,402,651	9,093,255
Municipal golf course	1,236,171	1,082,288	941,744	837,798	1,020,315	938,059	1,173,724	1,220,462	1,198,346	1,789,341
Downtown center development	53,725	65,465	8,581	8,748	12,385	11,788	26,836	17,406	14,273	11,726
Recreation revolving	3,828,370	3,905,008	2,778,478	1,153,645	2,170,082	3,891,884	3,432,942	3,574,034	3,295,974	3,349,987
Total business-type activities expenses	261,878,396	243,068,549	221,519,227	211,024,521	214,281,523	209,231,142	198,929,286	189,597,659	175,680,341	158,649,367
Total primary government expenses	733,508,845	698,086,547	599,436,678	580,619,556	599,131,634	590,204,177	557,098,168	537,854,614	501,085,447	460,603,596
Program Revenues										
Governmental activities:										
Charges for services:										
General government	9,971,967	7,762,769	7,860,975	8,670,629	5,852,307	7,158,219	6,906,381	10,088,711	6,691,140	6,551,280
Administrative services	148,123	179,352	149,117	18,267	23,513	24,847	49,074	5,855	3,928	21,428
Police	8,520,496	8,945,533	8,633,086	8,590,717	9,107,057	14,290,643	17,637,778	18,608,424	17,981,734	17,361,393
Fire	7,230,306	6,839,571	6,903,668	5,895,986	7,139,689	6,771,721	6,138,787	5,941,980	5,798,677	5,496,159
Libraries	192,653	172,505	120,946	76,877	67,348	137,389	323,969	251,187	245,954	339,198
Development	8,438,422	8,758,244	10,939,460	9,735,663	7,906,705	7,034,801	7,588,183	9,335,464	12,573,047	10,206,808
Public services and operations	1,217,788	1,213,750	1,165,120	1,327,940	1,377,109	1,580,198	1,578,599	1,550,664	1,534,663	1,494,484
Parks and recreation	10,262,958	9,715,916	8,673,156	6,974,286	5,163,321	9,551,063	6,200,769	4,858,934	5,049,382	4,668,090
Public works	1,172,657	64,022	416,040	282,033	170,167	154,379	89,655	34,783	18,829	39,452
Technology solutions	5,619,173	5,088,198	4,656,195	4,321,836	4,239,203	4,087,167	3,789,685	3,673,689	3,862,930	3,297,065
Operating grants and contributions	20,474,144	37,056,832	46,287,625	38,177,985	38,930,198	16,419,176	15,900,571	12,735,876	13,846,703	18,586,476
Capital grants and contributions	26,747,740	20,635,758	5,288,711	4,520,953	9,080,740	22,049,949	13,149,824	12,042,196	16,642,121	19,043,456
Total governmental activities program revenues	99,996,427	106,432,450	101,094,099	88,593,172	89,057,357	89,259,552	79,353,275	79,127,763	84,249,108	87,105,289

(continued)

**CITY OF PLANO, TEXAS
CHANGES IN NET ASSETS
LAST TEN FISCAL YEARS
(accrual basis of accounting)
(unaudited)**

**Table 2
(continued)**

	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Business-type activities:										
Charges for services:										
Water and sewer	\$ 220,078,333	\$ 211,510,105	\$ 191,480,491	\$ 166,260,792	\$ 169,326,233	\$ 165,610,500	\$ 169,851,498	\$ 143,957,017	\$ 140,654,894	\$ 132,067,317
Sustainability and environmental services	28,265,682	23,506,783	21,004,408	21,748,362	19,189,375	18,892,173	17,707,463	17,819,166	16,288,331	16,168,862
Municipal drainage	9,828,473	11,160,281	9,908,199	9,445,831	7,709,626	7,547,254	7,618,351	7,541,895	7,318,823	7,163,876
Convention and tourism	4,030,381	3,678,588	3,081,453	1,002,340	1,542,996	3,409,953	2,720,286	1,861,402	2,420,541	2,214,354
Municipal golf course	1,235,495	1,324,162	1,338,795	1,254,783	1,054,720	919,608	977,664	1,020,019	887,717	954,645
Downtown center development	49,240	28,889	62,831	72,678	72,678	73,278	94,393	68,678	73,206	147,789
Recreation revolving	3,872,227	3,849,588	3,405,797	1,938,605	1,505,331	4,099,481	3,728,889	3,889,169	3,733,821	3,635,336
Operating grants and contributions	-	-	-	-	-	-	-	-	-	1,041
Capital grants and contributions	6,650,433	3,033,360	2,804,559	1,210,647	7,412,313	6,099,345	4,443,912	7,778,571	4,451,393	5,548,273
Total business-type activities program revenues	274,010,264	258,091,756	233,086,533	202,934,038	207,813,272	206,651,592	207,142,456	183,935,917	175,829,767	167,961,432
Total primary government program revenues	374,006,691	364,524,206	334,180,632	291,527,210	296,870,629	295,911,144	286,495,731	263,063,680	260,078,875	255,066,721
Net (expense) revenue										
Governmental activities	(371,634,022)	(348,585,548)	(276,823,352)	(281,001,863)	(295,792,754)	(291,713,483)	(278,815,607)	(269,129,192)	(241,155,998)	(214,848,940)
Business-type activities	12,131,868	15,023,207	11,567,306	(8,090,483)	(6,468,251)	(2,579,550)	8,213,170	(5,661,742)	149,426	9,312,065
Total primary government net (expense)	(359,502,154)	(333,562,341)	(265,256,046)	(289,092,346)	(302,261,005)	(294,293,033)	(270,602,437)	(274,790,934)	(241,006,572)	(205,536,875)
General revenues and transfers										
Governmental activities:										
Property taxes	242,281,161	222,561,336	216,371,573	212,712,653	206,429,516	202,327,784	191,237,106	173,005,300	163,619,692	150,960,855
Sales taxes	120,262,825	114,129,170	108,199,089	93,476,667	87,256,319	88,493,108	85,790,057	81,795,481	76,948,348	76,326,156
Mixed drink taxes	2,683,537	2,819,115	2,752,147	2,122,801	1,748,846	2,402,680	2,322,487	2,048,388	1,930,054	1,761,817
Other taxes	282,433	286,528	368,973	133,212	194,110	124,661	644,540	213,020	145,579	131,642
Franchise fees	22,325,811	22,059,424	21,085,800	19,634,200	21,635,342	24,031,070	25,088,152	24,553,341	24,665,352	25,341,454
Investment income	36,788,071	19,757,576	(23,117,209)	2,974,751	17,150,138	19,904,018	4,548,178	3,018,751	3,180,298	3,096,190
Transfers	16,269,352	9,412,500	13,292,034	11,643,687	12,075,463	12,167,586	12,559,897	13,573,300	12,121,270	10,491,502
Total governmental activities	440,893,190	391,025,649	338,952,407	342,697,971	346,489,734	349,450,907	322,190,417	298,207,581	282,610,593	268,109,616
Business-type activities:										
Hotel occupancy taxes	12,895,296	12,588,654	10,889,103	6,945,359	6,725,576	11,474,715	9,209,353	8,685,384	8,263,231	7,342,639
Franchise fees	9,653,210	9,242,409	8,628,798	8,478,963	8,464,909	9,035,082	8,631,271	8,753,718	8,499,964	7,957,587
Investment income	8,571,418	4,261,478	(4,727,933)	479,548	3,059,983	3,839,959	797,183	453,519	539,844	544,194
Transfers	(16,269,352)	(9,412,500)	(13,292,034)	(11,643,687)	(12,075,463)	(12,167,586)	(12,559,897)	(13,573,300)	(12,121,270)	(10,491,502)
Total business-type activities	14,850,572	16,680,041	1,497,934	4,260,183	6,175,005	12,182,170	6,077,910	4,319,321	5,181,769	5,352,918
Total primary government	455,743,762	407,705,690	340,450,341	346,958,154	352,664,739	361,633,077	328,268,327	302,526,902	287,792,362	273,462,534
Change in net position										
Governmental activities	69,259,168	42,440,101	62,129,055	61,696,108	50,696,980	57,737,424	43,374,810	29,078,389	41,454,595	53,260,676
Business-type activities	26,982,440	31,703,248	13,065,240	(3,830,300)	(293,246)	9,602,620	14,291,080	(1,342,421)	5,331,195	14,664,983
Total primary government	\$ 96,241,608	\$ 74,143,349	\$ 75,194,295	\$ 57,865,808	\$ 50,403,734	\$ 67,340,044	\$ 57,665,890	\$ 27,735,968	\$ 46,785,790	\$ 67,925,659

Source: Annual Comprehensive Financial Report

CITY OF PLANO, TEXAS
FUND BALANCES, GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)
(unaudited)

Table 3

	Fiscal year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
General Fund										
Nonspendable	\$ 558,885	\$ 482,193	\$ 503,367	\$ 648,008	\$ 747,041	\$ 443,626	\$ 452,138	\$ 426,935	\$ 455,431	\$ 506,576
Assigned	8,240,296	10,057,258	8,467,715	6,991,053	4,955,264	5,516,549	5,398,044	8,648,847	7,482,574	5,308,518
Unassigned	42,233,223	51,147,448	59,388,187	57,909,616	55,902,939	52,719,878	46,363,342	42,559,341	46,251,968	45,788,922
Total general fund	\$ 51,032,404	\$ 61,686,899	\$ 68,359,269	\$ 65,548,677	\$ 61,605,244	\$ 58,680,053	\$ 52,213,524	\$ 51,635,123	\$ 54,189,973	\$ 51,604,016
All Other Governmental Funds										
Nonspendable	\$ 273,218	\$ 388,940	\$ 2,177	\$ 48,005	\$ 4,618	\$ 2,907,075	\$ 2,914,126	\$ 203,063	\$ 350,071	\$ 200,110
Restricted	100,239,397	126,723,148	113,351,335	156,227,768	179,416,915	148,005,503	139,233,489	118,218,632	110,520,152	83,521,364
Committed	84,703,210	79,701,029	69,130,134	64,402,705	59,345,711	52,566,786	48,179,905	52,076,874	45,745,697	41,176,158
Assigned	204,445,709	180,646,988	170,148,818	109,121,698	74,982,713	96,815,937	85,460,149	82,418,884	79,391,186	96,276,903
Unassigned	(122,706)	(1,468,216)	(1,791,693)	(1,191,728)	(229,841)	(223,661)	(356,136)	-	-	(441,228)
Total all other governmental funds	\$ 389,538,828	\$ 385,991,889	\$ 350,840,771	\$ 328,608,448	\$ 313,520,116	\$ 300,071,640	\$ 275,431,533	\$ 252,917,453	\$ 236,007,106	\$ 220,733,307

Source: Annual Comprehensive Financial Report

CITY OF PLANO, TEXAS
 CHANGES IN FUND BALANCES, GOVERNMENTAL FUNDS
 LAST TEN FISCAL YEARS
 (modified accrual basis of accounting)
 (unaudited)

Table 4

	Fiscal year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Revenues:										
Taxes:										
Property taxes	\$ 225,687,977	\$ 207,614,928	\$ 202,171,685	\$ 200,329,766	\$ 193,848,107	\$ 189,817,662	\$ 178,046,219	\$ 161,637,414	\$ 152,476,517	\$ 139,784,392
Other taxes	121,360,873	117,341,556	111,508,168	94,781,930	88,687,767	90,755,222	88,014,346	83,724,225	78,390,614	78,708,945
Franchise fees	21,928,916	21,594,398	20,570,938	19,088,694	20,948,685	23,330,387	24,354,134	23,778,918	23,795,403	24,452,648
Fines and forfeitures	4,209,513	4,504,821	4,450,993	4,443,221	4,929,202	9,942,676	13,469,216	13,865,452	13,228,933	17,004,610
Contributions	9,096,586	10,913,892	10,101,746	9,626,167	9,517,998	9,172,962	11,864,743	8,275,401	16,065,928	14,451,847
Rollback taxes	281,626	93,527	203,156	363,767	240,301	194,215	775,587	1,083,768	2,080,324	1,705,253
Licenses and permits	9,094,470	10,387,615	12,415,455	11,428,949	8,215,483	8,794,102	9,521,069	11,096,275	13,864,396	11,521,327
Intragovernmental	15,497,009	14,505,365	13,530,063	12,283,397	12,376,756	12,264,483	12,366,054	10,272,023	9,845,021	9,073,068
Intergovernmental	33,831,227	36,213,306	36,258,524	30,816,508	32,045,840	24,118,568	7,226,129	3,294,983	8,600,986	8,762,083
Charges for services	22,279,764	20,673,591	20,056,464	16,959,300	16,646,271	21,068,480	17,232,194	17,591,060	17,476,570	17,235,709
Assessments	-	27,979	-	-	-	-	-	-	-	4,555
Assessed taxes	75,614	76,043	143,929	143,929	138,263	86,540	79,560	97,091	96,327	-
Loan repayments	-	132,844	64,394	151,802	75,562	161,782	26,190	44,326	52,553	-
Investment income	31,976,825	17,290,791	(20,011,483)	2,502,551	14,463,906	16,523,779	3,812,784	2,610,264	2,708,822	2,566,239
Insurance receipts	-	-	-	-	-	-	-	2,524,669	-	-
Miscellaneous	4,220,869	2,936,128	2,384,663	4,222,493	2,098,185	3,139,882	2,757,734	2,941,582	2,088,223	2,688,796
Total revenues	499,541,269	464,306,784	413,848,695	407,142,474	404,232,326	409,370,740	369,545,959	342,837,451	340,770,617	327,959,472
Expenditures:										
Current:										
General government	37,859,182	35,598,255	32,625,979	28,827,074	30,798,961	28,330,854	29,285,243	27,946,543	28,719,550	28,745,531
Administrative services	14,526,207	13,339,342	13,510,685	13,530,398	12,181,897	12,293,671	11,242,058	11,009,172	10,137,693	9,671,352
Police	111,476,459	102,700,980	96,843,776	92,282,548	91,502,568	92,232,377	91,071,389	85,173,812	77,750,758	76,345,150
Fire	84,898,804	76,438,538	70,252,974	68,937,969	66,364,628	65,226,911	61,459,845	59,067,134	53,993,731	51,601,545
Libraries	15,874,603	14,887,977	13,179,054	11,956,910	12,454,004	12,651,794	11,346,986	10,933,170	10,910,966	9,894,090
Development	46,927,096	45,241,040	48,141,123	49,205,188	47,449,567	42,292,492	48,359,267	35,587,723	35,279,126	33,168,506
Public services and operations	12,726,613	10,091,134	9,005,968	8,119,893	8,272,140	8,116,706	7,937,937	7,659,746	7,323,817	6,603,174
Parks and recreation	34,297,971	31,911,843	29,717,794	27,449,113	26,077,933	26,737,356	25,293,952	24,471,388	23,043,731	21,730,109
Sustainability and environmental services	-	-	-	-	-	-	-	-	877	51,856
Public works	10,787,574	9,020,804	8,111,993	7,486,190	7,264,887	7,480,001	7,427,734	6,488,697	6,328,770	5,945,885
Technology solutions	1,000,000	1,000,000	1,000,000	1,000,000	2,379,149	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Capital outlay	180,221,425	137,358,923	105,299,376	107,477,666	127,135,076	108,889,776	102,403,953	90,609,900	79,143,347	79,259,135
Interest and fiscal charges	670,146	491,136	1,000,226	706,751	502,461	656,331	579,586	204,212	267,002	273,480
Debt service:										
Principal retirement	41,654,342	31,812,281	33,393,642	31,530,000	29,375,000	30,205,000	28,765,000	27,145,000	28,540,000	29,430,000
Interest and fiscal charges	24,401,102	21,613,956	19,106,870	19,139,601	17,442,679	18,023,790	14,650,303	14,652,723	12,982,753	12,398,406
Total expenditures	617,321,524	531,506,209	481,189,460	467,649,301	479,200,950	454,137,059	440,823,253	401,949,220	375,422,121	366,118,219
Deficiency of revenues under expenditures	(117,780,255)	(67,199,425)	(67,340,765)	(60,506,827)	(74,968,624)	(44,766,319)	(71,277,294)	(59,111,769)	(34,651,504)	(38,158,747)

(continued)

CITY OF PLANO, TEXAS
 CHANGES IN FUND BALANCES, GOVERNMENTAL FUNDS
 LAST TEN FISCAL YEARS
 (modified accrual basis of accounting)
 (unaudited)

Table 4
 (continued)

	Fiscal year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Other financing sources (uses):										
Issuance of debt	\$ 85,435,000	\$ 80,930,000	\$ 76,450,000	\$ 62,595,000	\$ 70,455,000	\$ 59,145,000	\$ 77,915,000	\$ 54,740,000	\$ 33,610,000	\$ 30,130,000
Issuance of debt-refunding	10,815,000	24,965,000	-	11,490,000	4,180,000	4,275,000	-	27,805,000	33,585,000	51,300,000
Escrow payment-refunding	(11,991,583)	(33,441,098)	-	(13,110,000)	(4,590,261)	(4,869,493)	-	(32,589,261)	(39,339,873)	(57,298,532)
Premium on sale of bonds	8,458,548	11,377,834	3,728,395	7,392,136	7,085,255	6,127,422	4,443,627	10,517,669	12,243,821	10,503,390
Subscription based agreements	673,414	4,485,163	-	-	-	-	-	-	-	-
Capital receipt of land	-	-	-	-	-	-	-	-	650,000	-
Capital disposal of land	-	-	-	-	-	-	-	-	(650,000)	-
Proceeds from sale of land	425,200	-	-	-	1,890,396	-	-	-	830,000	456,000
Leases issued	1,237,609	668,688	-	-	-	-	-	-	-	-
Transfers in	43,311,461	50,347,222	60,018,132	51,442,913	48,962,041	43,039,104	40,819,060	38,680,903	36,271,298	38,735,713
Transfers out	(27,691,950)	(43,654,636)	(47,812,847)	(40,271,457)	(36,640,140)	(31,844,078)	(28,807,912)	(25,687,045)	(24,688,986)	(22,976,771)
Total other financing sources	110,672,699	95,678,173	92,383,680	79,538,592	91,342,291	75,872,955	94,369,775	73,467,266	52,511,260	50,849,800
Net change in fund balances	\$ (7,107,556)	\$ 28,478,748	\$ 25,042,915	\$ 19,031,765	\$ 16,373,667	\$ 31,106,636	\$ 23,092,481	\$ 14,355,497	\$ 17,859,756	\$ 12,691,053
Debt service as a percentage of noncapital expenditures	15.1%	13.6%	14.0%	14.1%	13.3%	14.0%	12.8%	13.4%	14.0%	14.6%

Source: Statement of Revenues and Expenditures

**CITY OF PLANO, TEXAS
 ASSESSED VALUE AND ESTIMATED ACTUAL VALUE OF
 TAXABLE PROPERTY
 LAST TEN FISCAL YEARS
 (unaudited)**

Table 5

Fiscal Year	Estimated Market Value			Less: Tax-Exempt Property	Total Taxable Assessed Value	Total Direct Tax Rate
	Real Property Residential	Real Property Non-Residential	Non-Real Property Personal			
2015	\$ 23,162,425,188	\$ 9,484,172,986	\$ 3,226,199,045	\$ 7,039,911,544	\$ 28,832,885,675	\$ 0.4886
2016	25,513,643,395	10,228,975,248	3,332,540,330	7,795,148,020	31,280,010,953	0.4886
2017	28,337,673,807	11,154,737,907	3,336,271,261	8,476,155,936	34,352,527,039	0.4786
2018	30,462,326,984	14,153,497,676	3,572,079,971	9,121,844,876	39,066,059,755	0.4686
2019	33,597,627,029	15,316,491,841	3,592,061,370	9,784,093,465	42,722,086,775	0.4603
2020	35,162,765,539	16,227,114,514	4,025,352,218	10,340,342,237	45,074,890,034	0.4482
2021	36,212,423,085	16,628,075,561	4,144,052,447	10,419,695,940	46,564,855,153	0.4482
2022	37,813,711,417	16,695,210,222	3,968,989,421	10,785,602,439	47,692,308,621	0.4465
2023	42,281,944,484	17,727,718,231	4,450,641,756	12,478,810,262	51,981,494,209	0.4176
2024	48,794,928,600	19,063,906,324	4,813,550,090	15,250,887,943	57,421,497,071	0.4176

Source: City of Plano Budget Department and Collin and Denton Central Appraisal Districts based on original tax roll.

Note: Real, Personal and Tax-Exempt breakout of Net Adjustments provided by Kenneth L. Maun, Tax Assessor/Collector, is unavailable.

**CITY OF PLANO, TEXAS
PROPERTY TAX RATES (per \$100 of assessed valuation) -
ALL DIRECT AND OVERLAPPING GOVERNMENTS
LAST TEN FISCAL YEARS
(unaudited)**

Table 6

Fiscal Year (1)	City Direct Rates			Overlapping Rates						
	General Fund	Debt Service Fund	Total	Plano School District	Allen School District	Collin County	Frisco School District	Lewisville School District	Denton County	Collin College
2015	\$ 0.3438	\$ 0.1448	\$ 0.4886	\$ 1.4390	\$ 1.64	\$ 0.225	\$ 1.46	\$ 1.4770	\$ 0.2849	\$ 0.0820
2016	0.3576	0.1310	0.4886	1.4390	1.61	0.225	1.46	1.4767	0.2620	0.0820
2017	0.3556	0.1230	0.4786	1.4390	1.59	0.192	1.46	1.4200	0.2484	0.0812
2018	0.3500	0.1186	0.4686	1.4390	1.57	0.192	1.46	1.4075	0.2378	0.0798
2019	0.3493	0.1110	0.4603	1.4390	1.55	0.181	1.44	1.3375	0.2256	0.0812
2020	0.3372	0.1110	0.4482	1.3374	1.46	0.175	1.34	1.3375	0.2253	0.0812
2021	0.3372	0.1110	0.4482	1.3374	1.43	0.173	1.31	1.3473	0.2331	0.0812
2022	0.3330	0.1135	0.4465	1.3208	1.41	0.168	1.27	1.3085	0.2175	0.0812
2023	0.3026	0.1150	0.4176	1.2598	1.33	0.152	1.21	1.2368	0.1894	0.0812
2024	0.3026	0.1150	0.4176	1.0779	1.14	0.149	1.03	1.1178	0.1878	0.0812

(1) For School Districts, fiscal years ended on August 31 and include the County Education District tax rate.

Sources: Representatives of the various taxing jurisdictions.

**CITY OF PLANO, TEXAS
PRINCIPAL TAXPAYERS
CURRENT YEAR AND NINE YEARS AGO
(unaudited)**

Table 7

Name of Taxpayer	2024			2015		
	Taxable Assessed Valuation	Rank	Percentage of Total Taxable Assessed Valuation	Taxable Assessed Valuation	Rank	Percentage of Total Taxable Assessed Valuation
Coreweave Inc	\$ 487,126,129	1	0.88%	\$ -		
Toyota Motor North America Inc	481,789,982	2	0.87%			
Legacy West Investors LP	455,550,080	3	0.83%			
JP Morgan Chase Bank NA	358,286,830	4	0.65%			
CCI-D 6501 Legacy Owners LLC	348,571,439	5	0.63%			
5765 Bozeman (Tx) Owner LP	316,138,365	6	0.57%	-		0.00%
Oncor Electric Delivery Company	249,873,120	7	0.45%	212,619,887	1	0.73%
Texas Heart Hospital of the Southwest LLP	218,600,000	8	0.40%			0.00%
Capital One National Association	218,500,894	9	0.40%			0.00%
Liberty Mutual Plano LLC	208,300,247	10	0.38%			0.00%
TM Wilow Bend Shops				200,800,000	2	0.69%
J C Penney Inc				165,336,836	3	0.57%
HP Enterprise Services LLC				146,470,263	4	0.50%
HSP Of Texas Inc				142,050,006	5	0.49%
Legacy Campus LP				139,950,145	6	0.48%
T5@Dallas LLC				125,500,000	7	0.43%
Bank Of America NA				120,500,000	8	0.41%
KBSIII Legacy Town Center LLC				114,974,237	9	0.40%
United Dominion Realty LP				110,031,618	10	0.38%
	<u>\$ 3,342,737,086</u>		<u>6.06%</u>	<u>\$ 1,478,232,992</u>		<u>5.08%</u>

Sources: Collin and Denton County Appraisal Districts

Note: Percentages calculated based on adjusted tax levy of \$55,140,808,558 for fiscal year 2024 and \$29,096,416,701 for fiscal year 2015.

**CITY OF PLANO, TEXAS
PROPERTY TAX LEVIES AND COLLECTIONS
LAST TEN FISCAL YEARS
(unaudited)**

Table 8

Fiscal Year	Tax Levied Within the Fiscal Year of the Levy	Adjustments to Levy in Subsequent Years	Adjusted Taxes Levied for the Fiscal Year	Collections Current Year's Taxes During Period	Collections Transferred to TIF Component Units	Total Current Year Collections	Percent of Levy Collected During Fiscal Period	Collections in Subsequent Years	Total Tax Collections	Ratio of Total Tax Collections to Current Levy
2015	\$ 139,575,321	\$ 237,273	\$ 139,812,594	\$ 137,978,707	\$ 866,051	\$ 138,844,758	99.48%	\$ 881,906	\$ 139,726,664	99.94%
2016	151,033,590	(42,296)	150,991,294	149,629,519	1,032,587	150,662,106	99.75	239,983	150,902,089	99.94
2017	161,973,421	(322,507)	161,650,914	160,220,041	1,467,896	161,687,937	99.82	(142,742)	161,545,195	99.93
2018	179,305,578	(472,051)	178,833,527	177,244,572	1,663,605	178,908,177	99.78	(198,403)	178,709,774	99.93
2019	191,830,572	(822,587)	191,007,985	189,455,568	1,960,247	191,415,815	99.78	(541,690)	190,874,125	99.93
2020	196,275,097	(430,523)	195,844,574	193,818,037	2,074,137	195,892,174	99.80	(262,108)	195,630,067	99.89
2021	202,492,736	(816,718)	201,676,018	199,425,009	2,548,640	201,973,649	99.74	(503,619)	201,470,030	99.90
2022	205,542,622	(765,729)	204,776,894	202,312,918	2,720,126	205,033,044	99.75	(501,874)	204,531,169	99.88
2023	211,354,645	(1,041,220)	210,313,425	207,417,433	3,197,550	210,614,984	99.65	(624,511)	209,990,472	99.85
2024	230,268,017	-	230,268,017	225,389,092	3,906,589	229,295,681	99.58	N/A	229,295,681	99.58

Note: Negative levy adjustments and collection balances are the result of recalculated refunds due to disputed appraisal values.

CITY OF PLANO, TEXAS
RATIO OF OUTSTANDING DEBT BY TYPE
LAST TEN FISCAL YEARS
(unaudited)

Table 9

Fiscal Year	Governmental Activities			Business-type Activities				Total Primary Government	Percentage of Personal Income	Per Capita	
	General Obligation Bonds and Tax	Leases	SBITA	Water and Sewer Revenue Bonds	Municipal Drainage Revenue		Leases				SBITA
	Anticipation Notes				Bonds	Bonds					
2015	\$ 322,852,271	\$ -	\$ -	\$ -	\$ 16,367,610	\$ -	\$ -	\$ 339,219,881	2.93 %	1,240	
2016	332,366,608	-	-	28,210,692	14,279,894	-	-	374,857,194	3.11	1,355	
2017	363,534,046	-	-	27,276,451	18,940,154	-	-	409,750,651	3.27	1,468	
2018	411,906,068	-	-	39,012,987	17,052,171	-	-	467,971,226	3.57	1,655	
2019	441,336,296	-	-	37,004,927	22,020,333	-	-	500,361,556	3.67	1,754	
2020	482,993,512	-	-	34,806,216	20,163,710	-	-	537,963,438	3.78	1,871	
2021	513,078,273	-	-	45,148,138	59,642,819	-	-	617,869,230	4.31	2,145	
2022	553,206,383	4,273,989	-	41,836,340	57,569,242	782,051	-	657,668,005	4.11	2,258	
2023	599,784,007	5,474,035	5,901,635	38,358,983	55,461,091	715,519	-	705,695,270	4.67	2,409	
2024	643,488,347	7,014,332	7,255,876	34,697,019	107,504,453	532,950	28,991	800,492,977	4.76	2,721	

Note: See Table 15 for personal income and population data.

**CITY OF PLANO, TEXAS
RATIO OF GENERAL BONDED DEBT OUTSTANDING
LAST TEN FISCAL YEARS
(unaudited)**

Table 10

Fiscal Year	General Obligation Bonds and Tax Anticipation Notes	Less: Amounts Available in Debt Service Fund	Net General Bonded Debt	Percentage of Actual Taxable Value of Property	Per Capita
2015	\$ 322,852,271	\$ 3,701,797	\$ 319,150,474	1.11 %	\$ 1,166
2016	332,366,608	3,925,760	328,440,847	1.05	1,187
2017	363,534,046	4,440,930	359,093,116	1.05	1,287
2018	411,906,068	6,571,577	405,334,491	1.04	1,434
2019	441,336,296	5,548,057	435,788,239	1.02	1,527
2020	482,993,512	8,116,339	474,877,173	1.05	1,652
2021	513,078,273	7,352,771	505,725,502	1.09	1,755
2022	553,206,383	5,063,562	548,142,821	1.15	1,882
2023	599,784,007	4,921,498	594,862,509	1.14	2,031
2024	643,488,347	4,077,835	639,410,512	1.11	2,174

Note: See Table 5 for property value data.

Note: See Table 15 for population data.

**CITY OF PLANO, TEXAS
COMPUTATION OF DIRECT AND OVERLAPPING DEBT
SEPTEMBER 30, 2024
(unaudited)**

Table 11

Taxing Body	Debt Outstanding	Percentage of Debt Applicable to Area	City of Plano Share of Debt
City of Plano	\$ 657,758,555	100.00%	\$ 657,758,555
Total direct debt	657,758,555		657,758,555
Plano Independent School District	977,051,000	69.81%	682,079,303
Collin County	841,715,000	33.38%	280,964,467
Denton County	673,670,000	1.58%	10,643,986
Frisco Independent School District	2,508,407,988	12.99%	325,842,198
Allen Independent School District	636,705,811	0.65%	4,138,588
Lewisville Independent School District	1,378,450,000	4.08%	56,240,760
Collin College	484,560,170	33.38%	161,746,185
Total overlapping debt	4,992,151,981		1,521,655,487
Total direct and overlapping bonded debt	\$ 5,649,910,536		\$ 2,179,414,042
Ratio of overlapping bonded debt to taxable assessed valuation (valued at 100% of market value)			3.77%
Per capita overlapping bonded debt			\$ 7,409

Sources: For net bonded debt, representatives (business manager or finance officer) of the taxing jurisdictions. For percentage of debt applicable to City, the Municipal Advisory Council of Texas.

**CITY OF PLANO, TEXAS
COMPUTATION OF LEGAL DEBT MARGIN
SEPTEMBER 30, 2024
(unaudited)**

Table 12

As a home rule city, the City of Plano is not limited by the law in the amount of debt it may issue. The City's Charter (Section 9.18) states:

The City Council shall have the power under the provisions of the state law to levy, assess and collect an annual tax upon real and personal property within the City to the maximum provided by the Constitution and the general laws of the State of Texas. The City Council shall also have the power to levy occupation taxes on such occupations as consistent with the general laws of the State of Texas.

Article II, Section 5 of the State of Texas Constitution states in part:

...but no tax for any purpose shall ever be lawful for any one year, which shall exceed two and one-half percent of the taxable property of such city.

The tax rate at October 1, 2023 is \$0.4176 per \$100.00 with assessed valuation at 100% of market value.

CITY OF PLANO, TEXAS
SCHEDULE OF REVENUE BOND COVERAGE - WATER AND SEWER BONDS
LAST TEN FISCAL YEARS
(unaudited)

Table 13

Fiscal Year	Total Operating Revenue	Direct Operating Expense	Net Revenue Available for Debt Service	Annual Debt Service Requirements			Coverage
				Principal	Interest	Total	
2015	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A	N/A
2016	140,225,993	109,031,127	31,194,866	930,000	985,050	1,915,050	1629%
2017	143,783,223	118,878,037	24,905,186	855,000	980,400	1,835,400	1357%
2018	169,527,381	126,024,504	43,502,877	1,825,000	1,446,070	3,271,070	1330%
2019	165,449,556	130,333,204	35,116,352	1,855,000	1,411,200	3,266,200	1075%
2020	169,258,210	138,500,945	30,757,265	1,935,000	1,337,000	3,272,000	940%
2021	166,190,392	139,031,944	27,158,448	2,945,000	1,650,277	4,595,277	591%
2022	191,403,438	140,859,477	50,543,961	3,020,000	1,569,350	4,589,350	1101%
2023	211,428,678	153,227,038	58,201,640	3,165,000	1,427,450	4,592,450	1267%
2024	220,068,292	168,522,074	51,546,218	3,315,000	1,278,700	4,593,700	1122%

Note: Direct operating expense excludes depreciation, charges in lieu of taxes, and net pension and other postemployment benefits expense. Beginning with the 2016 bond issue, a reserve fund is not required so long as the net revenues equal or exceed 150% of the annual debt service requirements due and payable in the fiscal year.

**CITY OF PLANO, TEXAS
SCHEDULE OF REVENUE BOND COVERAGE - MUNICIPAL DRAINAGE BONDS
LAST TEN FISCAL YEARS
(unaudited)**

Table 14

Fiscal Year	Gross Revenue	Operating and Maintenance Expense	Net Revenue Available for Debt Service	Average Annual Debt Service Requirement			Coverage
				Principal	Interest	Total	
2015	\$ 7,256,952	\$ 3,350,309	\$ 3,906,643	\$ 1,053,667	\$ 230,741	\$ 1,284,408	3.04
2016	7,392,218	3,445,947	3,946,271	982,857	211,124	1,193,981	3.31
2017	7,507,296	3,297,572	4,209,724	945,000	260,839	1,205,839	3.49
2018	7,724,220	3,691,664	4,032,556	895,278	240,647	1,135,925	3.55
2019	8,014,835	3,817,171	4,197,664	1,040,500	303,410	1,343,910	3.12
2020	8,106,541	3,927,825	4,178,716	1,002,105	281,088	1,283,193	3.26
2021	9,515,469	3,871,129	5,644,340	1,381,625	684,897	2,066,522	2.73
2022	8,100,035	4,482,115	3,617,920	1,366,538	658,063	2,024,601	1.79
2023	12,337,027	5,327,091	7,009,936	1,351,053	629,353	1,980,406	3.54
2024	11,586,963	4,955,146	6,631,817	1,728,919	913,131	2,642,050	2.51

Note: Operating expense excludes depreciation and net pension and other postemployment benefits expense.

Note: Bond ordinance requires that revenues are at least 1.25 times the average annual debt service for all outstanding bonds.

**CITY OF PLANO, TEXAS
 DEMOGRAPHIC AND ECONOMIC STATISTICS
 LAST TEN FISCAL YEARS
 (unaudited)**

Table 15

DEMOGRAPHICS						
Fiscal Year	Population	Personal Income (thousands of dollars)	Per Capita Personal Income	PISD School Enrollment	Unemployment Rate (%)	
2015	273,600	\$ 11,591,338	\$ 42,366	54,689	3.5	
2016	276,700	12,058,309	43,579	54,573	3.7	
2017	279,100	12,519,031	44,855	54,173	3.2	
2018	282,700	13,115,584	46,394	53,952	3.2	
2019	285,300	13,648,752	47,840	53,085	2.9	
2020	287,500	14,218,313	49,455	50,116	6.3	
2021	288,100	14,345,075	49,792	50,154	3.8	
2022	291,200	16,008,429	54,974	49,405	3.0	
2023	292,930	16,748,273	57,175	48,932	3.7	
2024	294,152	16,818,141	57,175 *	47,901	3.6	

Sources: Population estimates were prepared by the City of Plano. Personal income estimates were obtained from the U.S. Census Bureau beginning in fiscal year 2014. School enrollment figures were provided by the Plano Independent School District (PISD). Unemployment rates were provided by the Texas Workforce Commission.

* At the time of reporting, the Census Bureau had not released the 2024 American Community Survey data. 2023 American Community Survey data used.

**CITY OF PLANO, TEXAS
 PRINCIPAL EMPLOYERS
 CURRENT YEAR AND NINE YEARS AGO
 (unaudited)**

Table 16

2024			2015		
Employer	Employees	Percentage of Total City Employment	Employer	Employees	Percentage of Total City Employment
JPMorgan Chase	10,530	9.05 %	Bank of America Home Loans	8,000	5.36 %
Bank of America	6,318	5.43	Capital One Finance	4,500	3.01
Capital One Finance	5,578	4.80	HP Enterprise Services	4,500	3.01
Toyota Motor North America, Inc.	4,960	4.26	Ericsson	3,020	2.02
PepsiCo	3,759	3.23	J. C. Penney Company, Inc.	3,000	2.01
Ericsson	3,346	2.88	Frito-Lay	2,500	1.67
AT&T Foundry	2,500	2.15	Dell Services	2,250	1.51
Medical City Plano	2,332	2.01	Texas Health Presbyterian Hospital Plano	1,680	1.13
Liberty Mutual Insurance Company	2,184	1.88	MedAssets	1,600	1.07
USAA	2,092	1.80	Medical Center of Plano	1,600	1.07
Total	43,599	37.49	Total	32,650	21.86

Sources: Plano Economic Development

**CITY OF PLANO, TEXAS
 FULL-TIME EQUIVALENT CITY GOVERNMENT EMPLOYEES BY FUNCTION
 LAST TEN FISCAL YEARS
 (unaudited)**

Table 17

	Fiscal year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
General government	92.5	86.5	87.0	84.0	90.5	95.0	96.0	92.5	90.0	93.0
Administrative services	103.5	98.5	94.0	99.0	101.0	104.5	96.0	92.5	91.5	87.5
Police	708.5	690.5	687.5	688.0	691.0	711.5	692.5	669.5	628.0	611.0
Fire	424.5	412.5	402.0	401.0	406.0	399.0	400.0	397.0	362.5	365.0
Libraries	152.0	147.0	150.5	144.5	145.5	155.5	156.5	152.0	155.0	149.0
Development	199.0	199.0	186.0	188.5	180.5	185.0	184.5	184.5	180.0	167.0
Public services and operations	78.0	85.5	81.0	76.5	77.5	78.0	76.0	75.0	73.0	71.5
Parks and recreation	494.5	482.0	423.5	380.5	439.5	438.5	421.5	415.5	360.5	358.0
Public works	64.0	70.0	59.0	63.0	62.0	69.0	70.0	69.0	66.0	61.0
Technology solutions	82.0	80.0	69.5	61.0	62.0	64.0	59.0	54.0	58.0	55.0
Water and sewer	135.0	131.0	121.0	122.0	132.5	136.5	141.5	141.5	145.5	147.0
Sustainability and environmental services	94.5	93.0	95.5	93.5	95.5	100.0	97.0	100.0	94.5	95.5
Municipal drainage	29.0	29.0	29.0	26.0	25.0	24.0	22.0	26.0	28.0	28.0
Convention and tourism	42.0	42.0	42.0	39.5	40.0	43.5	40.0	41.0	39.5	40.0
Municipal golf course	9.0	8.0	8.0	8.0	8.0	6.0	7.0	8.0	8.0	8.0
Recreation revolving	130.0	116.0	101.0	91.5	127.5	127.0	128.5	143.5	149.5	126.5
Total	2,838.0	2,770.5	2,636.5	2,566.5	2,684.0	2,737.0	2,688.0	2,661.5	2,529.5	2,463.0

**CITY OF PLANO, TEXAS
OPERATING INDICATORS BY FUNCTION/PROGRAM
LAST TEN FISCAL YEARS
(unaudited)**

Table 18

Function/Program	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Administrative Services										
Legal										
Ordinance/resolution review/preparation	127	128	128	179	147	147	129	141	226	194
Human Resources										
Full-time civilian employees	1,529	1,497	1,460	1,432	1,451	1,498	1,454	1,434	1,410	1,378
Accounting										
Payment requests processed	59,575	62,327	58,514	51,453	59,068	65,587	61,800	65,025	66,170	64,268
Police										
Employees (uniformed)	413	408	400	413	395	405	406	394	361	346
Citations	31,511	34,013	63,216	31,464	41,809	59,653	59,137	53,111	63,559	65,269
Public Safety Communications										
911 calls*	150,701	170,466	164,564	167,861	153,548	159,522	156,865	161,310	159,795	166,304
911 dispatches*	258,763	270,083	249,328	242,072	234,869	256,602	226,222	204,016	215,733	218,773
Fire										
Employees (uniformed)	402	391	381	381	385	379	380	377	343	347
Fire runs	17,521	16,974	15,906	32,570	25,723	27,496	27,890	26,570	25,005	24,618
EMS runs	46,449	45,900	43,626	20,035	17,288	18,148	17,667	15,760	15,689	15,462
Libraries										
Volumes in collection	685,551	701,814	728,356	729,551	745,562	740,968	691,466	795,654	770,701	786,982
Registered borrowers	227,272	212,543	198,264	186,277	190,504	195,986	188,470	188,787	181,131	200,369
Development										
Building Inspections										
Inspections (all construction)	65,603	66,378	56,207	47,950	48,155	55,252	64,632	71,069	65,230	59,384
New construction permits issued	544	1,113	1,168	692	551	817	755	765	825	1,070
Engineering										
New streets/alleys paved (miles)	3	3	1	4	1	4	5	7	6	3
New water lines installed (miles)	14	7	18	10	23	19	17	24	18	24
Public Services and Operations										
Environmental Health										
Inspections	4,998	5,330	4,938	7,019	6,652	6,355	6,242	7,417	6,482	5,929
Animal Control										
Animals impounded	6,168	6,331	6,089	7,401	8,075	6,386	6,383	6,891	6,947	7,687

(continued)

**CITY OF PLANO, TEXAS
OPERATING INDICATORS BY FUNCTION/PROGRAM
LAST TEN FISCAL YEARS
(unaudited)**

**Table 18
(continued)**

Function/Program	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Parks and Recreation										
Recreation attendance	2,466,361	2,474,933	2,058,132	1,274,219	1,000,229	2,496,307	2,332,667	2,295,266	2,561,438	2,420,165
Recreation center members	32,753	47,573	41,065	31,797	28,851	42,703	37,465	31,845	27,068	23,008
Public Works										
Streets										
Streets, alleys and sidewalks										
Excavate/Replace (Sq Ft)	11,722,018	11,215,787	3,331,913	5,328,213	4,690,871	2,632,027	2,562,992	2,461,590	2,109,483	1,661,006
Water and Sewer										
Water customers	82,843	82,999	82,849	82,425	82,206	81,772	81,346	80,827	80,621	80,371
Average daily water consumption (gal)	63,770,000	61,209,330	60,799,580	57,139,123	57,153,954	51,548,075	59,734,375	48,909,020	56,517,827	49,676,000
Maximum storage capacity (gal)+	85,500,000	85,500,000	126,000,000	126,000,000	126,000,000	126,000,000	85,500,000	85,500,000	85,500,000	85,500,000
Sustainability and Environmental Services (residential)										
Refuse collected (tons)	66,125	65,439	60,760	64,371	63,682	67,636	61,227	58,319	60,287	58,703
Bulky waste pickups (tons)	4,891	5,436	6,216	7,323	7,553	7,390	6,157	6,470	6,535	5,095
Recyclables collected (tons)	14,646	14,751	15,388	16,902	17,616	17,175	17,698	17,489	18,406	18,627
Yard trimmings collected (tons)	23,070	13,757	17,341	17,429	21,261	18,422	18,540	19,540	21,199	20,840
Municipal Drainage										
Environmental assessment requests	114	118	104	29	36	59	100	132	171	207
Storm sewer inlets maintained	27,981	20,212	20,150	20,037	19,963	19,804	19,537	19,400	19,264	19,129
Convention and Tourism										
Event days booked and serviced	247	235	256	148	168	300	300	150	246	275
Municipal Golf Course										
Rounds of golf played	55,385	58,296	59,170	57,719	44,702	46,834	48,155	52,746	48,982	45,223
Recreation Revolving										
Courses completed	7,193	6,832	6,411	4,006	2,993	6,464	6,999	6,512	6,971	7,137

Source: City Departments

Notes: *911 Calls and 911 dispatches include all calls to 911 which represent both police and fire.

+Beginning in Fiscal Year 2019, maximum water storage capacity includes gallons currently in the distribution system; data is not available for prior years.

Operating indicators are not available for the general government, technology services, property management or downtown center development functions.

**CITY OF PLANO, TEXAS
CAPITAL ASSET STATISTICS BY FUNCTION/PROGRAM
LAST TEN FISCAL YEARS
(unaudited)**

Table 19

Function/Program	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Police										
Number of stations	3	3	3	3	3	3	3	3	3	3
Number of patrol units	165	165	163	162	161	159	154	147	130	127
Number of motorcycle units	0	0	0	1	2	5	5	5	5	5
Fire										
Number of stations and training centers	14	14	14	13	13	13	13	13	13	13
Number of fire engines/trucks	26	24	24	24	24	24	23	22	22	22
Number of EMS trucks	17	17	13	13	13	13	11	11	11	10
Libraries										
Number of libraries	5	5	5	5	5	5	5	5	5	5
Development										
Planning										
Streets- paved (miles)	1,171	1,168	1,166	1,166	1,162	1,162	1,159	1,158	1,152	1,147
Alleys- paved (miles)	539	539	538	537	537	536	534	531	530	529
Public Services and Operations										
Animal Services										
Animal control trucks	8	8	8	8	8	8	8	8	8	8
Parks and Recreation										
Parks* (acres)	4,390	4,386	4,376	4,376	4,382	4,382	4,375	4,322	4,268	4,244
Athletic fields	139	139	139	151	151	157	163	161	171	179
Playgrounds	70	70	70	70	70	71	70	71	69	70
Recreation centers	4	4	4	5	5	5	5	5	5	4
Tennis centers	1	1	1	1	1	1	1	1	1	1
Senior centers	1	1	1	1	1	1	1	1	1	1
Aquatic/Natatorium	9	9	9	9	9	9	9	9	8	7
Public Works										
Traffic signals	290	241	241	239	238	232	230	227	225	221

(continued)

**CITY OF PLANO, TEXAS
CAPITAL ASSET STATISTICS BY FUNCTION/PROGRAM
LAST TEN FISCAL YEARS
(unaudited)**

**Table 19
(continued)**

Function/Program	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Water and Sewer										
Water mains (miles)	** 1,471	1,461	1,455	1,449	1,441	1,426	1,407	1,391	1,373	1,362
Sanitary sewers (miles)	** 1,016	1,013	1,010	1,008	1,007	1,006	1,003	997	991	987
Fire hydrants	16,965	16,826	16,735	16,655	16,563	16,396	16,173	15,963	15,698	15,517
Sustainability and Environmental Services										
Collection trucks	58	55	54	54	54	50	51	51	50	50
Municipal Drainage										
Storm sewers (miles)	990	989	987	984	977	970	956	945	930	917
Convention and Tourism										
Civic centers	1	1	1	1	1	1	1	1	1	1

Source: City Departments

Notes: *Includes Golf Course.

**Beginning in fiscal year 2023, implementation of new capital asset software resulted in increased accuracy of totals.

Capital asset indicators are not available for the general government, administrative services, property management, recreation revolving or downtown center development functions.

City of Plano, Texas

Single Audit Report

For the Fiscal Year Ended September 30, 2024



City of Plano, Texas
Single Audit Report
For the Fiscal Year Ended September 30, 2024
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**Independent Auditor's Report on Internal Control over
Financial Reporting and on Compliance and Other Matters
Based on an Audit of Financial Statements Performed
in Accordance with Government Auditing Standards**

To the Honorable Mayor and Members of the City Council of the
City of Plano, Texas

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the aggregately discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Plano, Texas (the City) as of and for the year ended September 30, 2024, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated January 7, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

The Honorable Mayor and Members of the City Council of the
City of Plano, Texas

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Weaver and Tidwell, L.L.P.

WEAVER AND TIDWELL, L.L.P.

Dallas, Texas
January 7, 2025



**Independent Auditor's Report on Compliance for Each Major
Federal and State Program, Report on Internal Control over Compliance,
and Report on Schedule of Expenditures of Federal
and State Awards as Required by the Uniform Guidance and the
Texas Grant Management Standards**

To the Honorable Mayor and Members of the City Council of the
City of Plano, Texas

Report on Compliance for Each Major Federal and State Program

Opinion on Each Major Federal and State Program

We have audited the City of Plano, Texas (the City)'s compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* and the Texas Grant Management Standards that could have a direct and material effect on each of the City's major federal and state programs for the year ended September 30, 2024. The City's major federal and state programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the City complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal and state programs for the year ended September 30, 2024.

Basis for Opinion on Each Major Federal and State Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), and the Texas Grant Management Standards (TxGMS) issued by the Texas Governor's Office of Budget and Planning. Our responsibilities under those standards, the Uniform Guidance, and TxGMS are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal and state program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the City's federal and state programs.

The Honorable Mayor and Members of the City Council of the City of Plano, Texas

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, and TxGMS will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of each major federal and state program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance and TxGMS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance and TxGMS, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal or state program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal or state program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal or state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

The Honorable Mayor and Members of the City Council of the City of Plano, Texas

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance and TxGMS. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal and State Awards Required by the Uniform Guidance and the Texas Grant Management Standards

We have audited the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Plano, Texas as of and for the year ended September 30, 2024, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon, dated January 7, 2025, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal and state awards is presented for purposes of additional analysis as required by the Uniform Guidance and Texas Grant Management Standards and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements and certain additional procedures including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal and state awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Weaver and Tidwell, L.L.P.

WEAVER AND TIDWELL, L.L.P.

Dallas, Texas
January 7, 2025

City of Plano, Texas

Schedule of Expenditures of Federal and State Awards For the Fiscal Year Ended September 30, 2024

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Grantor or Pass-Through Grantor's Number	Program Award Expenditures	Passed Through to Subrecipients
U.S. DEPARTMENT OF HOMELAND SECURITY				
Passed through Texas Division of Emergency Management:				
Disaster Grants - Public Assistance:				
City of Plano - Winter Storm Donated Resources	97.036	660797	\$ 2,515	\$ -
Windy Deuce FMAG (TX-TFMS-240003)	97.046	24-0001.01	76,712	-
Smokehouse Creek FMAG (TX-TFMS-240004)	97.046	24-0001.02	22,464	-
Total Assistance Listing Number 97.046			99,176	-
Passed through Texas Office of the Governor - Homeland Security Grants Division:				
Homeland Security Grant Program	97.067	4924501	46,170	-
Homeland Security Grant Program	97.067	4847401	48,973	-
Homeland Security Grant Program	97.067	4902801	34,273	-
Homeland Security Grant Program	97.067	4903001	59,072	-
Homeland Security Grant Program	97.067	4903201	19,105	-
Total Assistance Listing Number 97.067			207,593	-
Total U.S. Department of Homeland Security			309,284	-
U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT				
Direct Programs:				
CDBG Entitlement Grants Cluster:				
Community Development Block Grants/Entitlement Grants	14.218	B-23-MC-48-0035	1,398,451	251,204
COVID-19 - Community Development Block Grant - Coronavirus Grant	14.218	B-20-MW-48-0035	26,362	26,362
Total CDBG Entitlement Grants Cluster			1,424,813	277,566
HOME Investment Partnerships Program	14.239	M-23-MC-48-0234	477,181	288,812
HOME Investment Partnerships Program	14.239	M-21-MP-48-0234	1,308,662	1,308,662
Total Assistance Listing Number 14.239			1,785,843	1,597,474
Total U.S. Department of Housing and Urban Development			3,210,656	1,875,040
U.S. DEPARTMENT OF THE INTERIOR				
Passed through Texas Historical Commission:				
Historic Preservation Fund Grants-In-Aid	15.904	TX-24-021	2,400	-
Total U.S. Department of the Interior			2,400	-
U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES				
Passed through National Environmental Health Association:				
Food and Drug Administration Research	93.103	G-BM&A-202110-01104	41,936	-
Total U.S. Department of Health and Human Services			41,936	-
U.S. DEPARTMENT OF JUSTICE				
Direct Programs:				
Edward Byrne Memorial Justice Assistance Grant Program	16.738	15PBJA-21-GG-01894-JAGX	11,050	-
Edward Byrne Memorial Justice Assistance Grant Program	16.738	15PBJA-22-GG-02324-JAGX	26,721	-
Edward Byrne Memorial Justice Assistance Grant Program	16.738	15PBJA-23-GG-03833-JAGX	57,107	48,622
Total Assistance Listing Number 16.738			94,878	48,622
Federal Bureau of Investigation Violent Crimes Against Children Task Force	16.UNK	N/A	19,757	-
Federal Bureau of Investigation North Texas Joint Terrorism Task Force	16.UNK	N/A	11,706	-
Total Assistance Listing Number 16.UNK			31,463	-
Department of Justice Equitable Sharing Program	16.922	N/A	68,867	-
Total U.S. Department of Justice			195,208	48,622

See accompanying Notes to the Schedule of Expenditures of Federal and State Awards.

City of Plano, Texas

Schedule of Expenditures of Federal and State Awards – Continued For the Fiscal Year Ended September 30, 2024

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Grantor or Pass-Through Grantor's Number	Program Award Expenditures	Passed Through to Subrecipients
U.S. DEPARTMENT OF TRANSPORTATION				
Passed through Texas Department of Transportation:				
Highway Safety Cluster:				
State and Community Highway Safety	20.600	2024-PlanoPD-S-1YG-00075	96,222	-
Total U.S. Department of Transportation			96,222	-
U.S. DEPARTMENT OF TREASURY				
Direct Program:				
United States Secret Service North Texas Financial Crimes Task Force	21.UNK	N/A	22,227	-
Passed through Commission on State Emergency Communications:				
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds	21.027	4549601	692,234	-
Total U.S. Department of Treasury			714,461	-
U.S. DEPARTMENT OF ENVIRONMENTAL PROTECTION AGENCY				
Passed through North Central Texas Council of Governments:				
National Clean Diesel Emissions Reduction Program	66.039	TRN6886	185,786	-
Total U.S. Department of Environmental Protection Agency			185,786	-
U.S. DEPARTMENT OF AGRICULTURE				
Direct Program:				
Food Scrap Composting Pilot Program	10.935	2024-70510-42112	13,040	-
Total U.S. Department of Agriculture			13,040	-
INSTITUTE OF MUSEUM AND LIBRARY SERVICES				
Passed through Texas State Library and Archives Commission:				
Interlibrary Loan Lending Reimbursement Program	45.310	903921	17,779	-
Total Institute of Museum and Library Services			17,779	-
TOTAL FEDERAL ASSISTANCE			\$ 4,786,772	\$ 1,923,662

See accompanying Notes to the Schedule of Expenditures of Federal and State Awards.

City of Plano, Texas

Schedule of Expenditures of Federal and State Awards – Continued For the Fiscal Year Ended September 30, 2024

State Grantor/Pass-Through Grantor Program Title	Grantor or Pass-Through Grantor's Number	Program Award Expenditures	Passed Through to Subrecipients
TEXAS DEPARTMENT OF TRANSPORTATION			
Direct Programs:			
New Legacy Corridor Improvements	CSJ: 0918-24-154	\$ 821,965	\$ -
Parker Road Corridor Improvements	CSJ: 0918-24-156	1,195,576	-
Total Texas Department of Transportation		<u>2,017,541</u>	<u>-</u>
TEXAS DEPARTMENT OF STATE HEALTH SERVICES			
Passed through North Central Texas Trauma Regional Advisory Council, Inc.:			
EMS Trauma Care System Program	N/A	6,030	-
Total Texas Department of State Health Services		<u>6,030</u>	<u>-</u>
TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS			
Direct Programs:			
Texas Homeless Housing and Services Program	6324600004	95,621	95,095
Texas Homeless Housing and Services Program Youth Set-Aside	1824600004	41,411	41,411
Ending Homelessness Fund	3024600004	38,859	38,859
Total Texas Department of Housing and Community Affairs		<u>175,891</u>	<u>175,365</u>
TEXAS COMPTROLLER OF PUBLIC ACCOUNTS			
Direct Program:			
State / Local Criminal Investigation	N/A	2,783	-
Total Texas Comptroller of Public Accounts		<u>2,783</u>	<u>-</u>
TEXAS OFFICE OF THE GOVERNOR - HOMELAND SECURITY GRANTS DIVISION			
Passed through City of North Richland Hills, Texas:			
North Texas Anti-Gang Center (TAG)	PD0016-20221213	568,680	-
North Texas Anti-Gang Center (TAG)	PD0012-20221102	2,490	-
Total Texas Office of the Governor - Homeland Security Grants Division		<u>571,170</u>	<u>-</u>
TOTAL STATE ASSISTANCE		<u>\$ 2,773,415</u>	<u>\$ 175,365</u>

See accompanying Notes to the Schedule of Expenditures of Federal and State Awards.

City of Plano, Texas

Notes to the Schedule of Expenditures of Federal and State Awards

Note 1. General

The accompanying schedule of expenditures of federal and state awards includes the federal and state grant activity of the City of Plano, Texas (the City) and is presented on the modified accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of Uniform Guidance and TxGMS. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

The City's reporting entity is defined in Note 1 to the City's basic financial statements. Federal and state awards received directly from federal and state agencies as well as federal and state awards passed through other government agencies are included on the schedule.

Note 2. Loans

At September 30, 2024, the amount of loans outstanding related to the Community Development Block Grants and HOME Investment Partnerships Program was approximately \$754,398 and \$92,524, respectively.

Note 3. Indirect Cost Rate

The City has elected not to use the ten percent de minimis indirect cost rate allowed under the Uniform Guidance.

City of Plano, Texas

Schedule of Findings and Questioned Costs
For the Fiscal Year Ended September 30, 2024

Section 1. Summary of Auditor’s Results

Financial Statements

An unmodified opinion was issued on the financial statements.

Internal control over financial reporting:

- Material weakness(es) identified? Yes No
- Significant deficiency(ies) identified that are not considered to be material weakness(es)? Yes None reported

Noncompliance material to the financial statements noted? Yes No

Federal and State Awards

An unmodified opinion was issued on compliance for the major programs.

Internal control over major programs:

- Material weakness(es) identified? Yes No
- Significant deficiencies identified that are not considered to be material weakness(es)? Yes None reported

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? Yes No

Identification of major programs:

<u>Federal Assistance Listing/Grant Identification Number</u>	<u>Name of Federal or State Program or Cluster</u>
Major Federal Programs: 14.218	CDBG Entitlement Grants Cluster
Major State Program: CSJ: 0918-24-154 CSJ: 0918-24-156	New Legacy Corridor Improvements Parker Road Corridor Improvements

Dollar threshold used to distinguish between Type A and Type B programs: \$750,000 for federal programs
\$750,000 for state programs

Auditee qualified as low-risk under Uniform Guidance? Yes No
Auditee qualified as low-risk under TxGMS? Yes No

City of Plano, Texas

Schedule of Findings and Questioned Costs – Continued
For the Fiscal Year Ended September 30, 2024

Section 2. Financial Statement Findings

None

Section 3. Federal and State Award Findings and Questioned Costs

None

Section 4. Schedule of Prior Year Findings and Questioned Costs

None



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025

DEPARTMENT: Police

DIRECTOR: Ed Drain, Chief of Police

AGENDA ITEM: To amend Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses – Miscellaneous, of the Code of Ordinances of the City of Plano.

RECOMMENDED ACTION: Adoption of Ordinances

ITEM SUMMARY

To amend Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses - Miscellaneous, of the Code of Ordinances of the City of Plano, to clarify the definitions of "child safety zone," "residence," and "premises"; clarify Offenses and Affirmative Defenses; and delete an affirmative defense allowing a registered sex offender to obtain a court order reducing or waiving the residency restriction; providing a repealer clause, a severability clause, a savings clause, a penalty clause, a publication clause and an effective date. **Adopted Ordinance No. 2025-1-10**

BACKGROUND

This Ordinance amends Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses – Miscellaneous, of the Code of Ordinances of the City of Plano, to clarify the definitions of “child safety zone,” “residence,” and “premises”; clarify Offenses and Affirmative Defenses; and delete an affirmative defense allowing a registered sex offender to obtain a court order reducing or waiving the residency restriction.

FINANCIAL SUMMARY/STRATEGIC GOALS

This item has no financial impact.

Approval of this item will support the City's Strategic Plan Critical Success Factors of being an Excellent, Innovative, and Accountable City Government with Safe, Vibrant Neighborhoods.

ATTACHMENTS:

Description	Upload Date	Type
Ordinance amending Section 14-123	1/21/2025	Ordinance

An Ordinance of the City of Plano, Texas, amending Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses – Miscellaneous, of the Code of Ordinances of the City of Plano, to clarify the definitions of “child safety zone,” “residence,” and “premises”; clarify Offenses and Affirmative Defenses; and delete an affirmative defense allowing a registered sex offender to obtain a court order reducing or waiving the residency restriction; providing a repealer clause, a severability clause, a savings clause, a penalty clause, a publication clause and an effective date.

WHEREAS, City Council adopted Ordinance No. 2006-7-10 on July 24, 2006 and Ordinance No. 2020-4-3 on April 27, 2020 to establish residency restrictions for child predator offenders; and

WHEREAS, clarifying when a residence is established would assist in compliance and enforcement of the ordinance; and

WHEREAS, additional examples and clarification of the definitions of “child safety zone,” “residence,” and “premises” would assist in compliance and enforcement of the ordinance; and

WHEREAS, clarification of offense language would assist in compliance and enforcement of the ordinance; and

WHEREAS, one of the affirmative defenses allowed authorities outside of the City of Plano to determine where a registered sex offender could live in the City of Plano; and

WHEREAS, after consideration of the recommendation of staff and all matters attendant and related thereto, the City Council is of the opinion that it is in the best interest of the City and its citizens to amend Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses - Miscellaneous, of the Code of Ordinances of the City of Plano.

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

Section I. Section 14-123, Regulation of sex offender residency, of Article IX, Residency Restrictions for Child Predator Offenders, of Chapter 14 Offenses – Miscellaneous is amended to read in its entirety as follows:

“Sec. 14-123. Regulation of sex offender residency.

- (a) *Definitions.* For the purposes of this section, the following terms, words, and derivations thereof shall have the following meanings:

Child care center. Premises for operation of a child day care, as defined in 26 Texas Administrative Code Section 745.33, but excluding a child day care operation located at the residence of a child day care permit-holder.

Child safety zone. Premises where unrelated children commonly gather, including, but not limited to: a playground, school, video arcade facility, or youth center as those terms are defined in Section 481.134 of the Texas Health and Safety Code; child care center; neighborhood or linear park, library, youth athletic facility or field; skate park or rink; amusement center; movie theater; bowling alley; public swimming pool; swimming pool for neighborhood, apartment complex, motel, or hotel; facility and offices for Texas Department of Family and Protective Services and Children's Advocacy Center of Collin County; instructional training facility or studio for athletics, martial arts, theater, dance, cheerleading, music, art, or academics; and any facility that regularly holds events primarily for children.

Linear park. Public land and associated improvements to be used primarily for passive recreation and connecting residential neighborhoods to one another and to public facilities and services.

Minor. A person younger than seventeen (17) years of age.

Neighborhood park. Public land, with associated improvements, typically from seven and one-half (7.5) to ten (10) acres in size, and providing both active and passive recreational opportunities for neighborhood residents, as defined in section 16-263 of the City of Plano Code of Ordinances.

Premises. Real property and all buildings and appurtenances pertaining to the real property.

Register or registry. Texas Public Sex Offender Registry maintained by the Texas Department of Public Safety, pursuant to Chapter 62, Texas Code of Criminal Procedure.

Reportable conviction or adjudication has the meaning assigned in Chapter 62, Texas Code of Criminal Procedure.

Residence. Premises where a person resides or intends to reside for more than seven (7) consecutive days, including but not limited to a house, townhouse, condominium, apartment, duplex, hotel, motel, or extended-stay facility. Residence is established at the beginning of ownership of a residence or the beginning of tenancy, rental period or use of a residence by written or verbal agreement.

(b) *Offense.*

(1) It is unlawful for a person to establish residence within one thousand (1,000) feet of any part of a child safety zone if the person is required to register on the Texas Public Sex Offender Registry because of a reportable conviction or adjudication.

(2) For purposes of this offense section, if any part of the premises containing the residence is within one thousand (1,000) feet of a child safety zone, then the entire premises is in a child safety zone.

(c) *Measurements.* The distance between a residence and child safety zone shall be measured by following a straight line from the nearest property line of the premises of the child safety zone to the outer property line of the premises of the residence, or where there are multiple residences on one (1) property, from the nearest property line of the premises of the child safety zone to the nearest property line of the premises of the residence.

(d) *Culpable mental state not required.* Neither allegation nor evidence of a culpable mental state is required for the proof of an offense under this article.

(e) *Affirmative defenses.* It is an affirmative defense to prosecution that any of the following conditions apply:

(1) The person required to register established the residence prior to the date of arrest for a reportable conviction or adjudication. For purposes of this affirmative defense, where premises contain multiple units, the defendant must prove by preponderance of the evidence that residence was established prior to the date of arrest in the same individual dwelling unit as the unit resided in at the time of commission of the offense.

(2) The person required to register was a minor at the time of offense requiring such registration and was not certified as an adult for criminal prosecution.

(3) The premises of the child safety zone was opened after the person required to register established the residence, and the person has maintained compliance with all sex offender registration laws of the State of Texas.

(4) The information in the database for the registry is incorrect, and, if corrected, this section would not apply to the person who was erroneously listed on the registry.”

Section II. All provisions of the Code of Ordinances of the City of Plano, codified or uncodified, in conflict with the provisions of this Ordinance are hereby repealed, and all other provisions of the Code of Ordinances of the City of Plano, codified or uncodified, not in conflict with the provisions of this Ordinance shall remain in full force and effect.

Section III. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable, and if any phrase, clause, sentence, or section of this Ordinance shall be declared unconstitutional or invalid by any court of competent jurisdiction, such unconstitutionality or invalidity shall not affect any other remaining phrase, clause, sentence, paragraph or section of this Ordinance.

Section IV. The repeal of any Ordinance or part of Ordinances effectuated by the enactment of this Ordinance shall not be construed as abandoning any action now pending under or by virtue of such Ordinance or as discontinuing, abating, modifying or altering any penalty accruing or to accrue, or as affecting any rights of the municipality under any section or provisions at the time of passage of this Ordinance.

Section V. Any violation of the provisions or terms of this ordinance by any person, firm or corporation shall be a misdemeanor offense and shall be subject to a fine in accordance with Section 1-4(b) of the City Code of Ordinances for each offense. Every day a violation continues shall constitute a separate offense.

Section VI. This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED AND APPROVED on the 27th day of January, 2025.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Building Inspections
DIRECTOR: Selso Mata, Chief Building Official
AGENDA ITEM: Amending Sec. 6-491(2) Political signs/noncommercial purpose signs
RECOMMENDED ACTION: Adoption of Ordinances

ITEM SUMMARY

To amend Section 6-491(2), Political signs/noncommercial purpose signs, of Division 3, Permitted Signs, of Article XII, Temporary Signs, of Chapter 6, Buildings and Building Regulations, of the Code of Ordinances of the City of Plano, to amend regulations for political signs/noncommercial purpose signs at publicly owned active polling locations; and providing a repealer clause, a severability clause, a savings clause, a penalty clause, a publication clause and an effective date. **Adopted Ordinance No. 2025-1-12**

BACKGROUND

Staff received input from Council concerning political signs at polling places. This amendment will address the size and height of signs at polling places on public property for aesthetic standards for the community and help prevent distracted drivers for safety purposes.

FINANCIAL SUMMARY/STRATEGIC GOALS

This item may impact revenue collected from fines due to violation of the sign ordinance. The exact change in revenue is indeterminable and will have minimal impact on the General Fund budget.

Approval of this item supports the City's Strategic Plan Critical Success Factors of Excellent, Innovative and Accountable City Government.

ATTACHMENTS:

Description	Upload Date	Type
Political Sign Ordinance	1/15/2025	Ordinance

An Ordinance of the City of Plano, Texas amending Section 6-491(2), Political signs/noncommercial purpose signs, of Division 3, Permitted Signs, of Article XII, Temporary Signs, of Chapter 6, Buildings and Building Regulations, of the Code of Ordinances of the City of Plano, to amend regulations for political signs/noncommercial purpose signs at publicly owned active polling locations; and providing a repealer clause, a severability clause, a savings clause, a penalty clause, a publication clause and an effective date.

WHEREAS, the City Council adopted Ordinance No. 2021-9-20 on September 27, 2021 amending Section 6-491, Political signs/noncommercial purpose signs, of Division 3, Permitted Signs, of Article XII, Temporary Signs, of Chapter 6, Buildings and Building Regulations, of the Code of Ordinances of the City of Plano; and

WHEREAS, campaigns have attached election signs to other election signs which creates a proliferation of signage materials at polling places; and

WHEREAS, concerns were raised about safety in parking areas adjoining polling places due to proliferation of signage and the location of signs in areas that make visibility difficult; and

WHEREAS, a great proliferation of signs may distract drivers; and

WHEREAS, excessive signage is inconsistent with aesthetic standards the community expects in the City of Plano; and

WHEREAS, staff recommends further amending Section 6-491(2), Political signs/noncommercial purpose signs, of Division 3, Permitted Signs, of Article XII, Temporary Signs, of Chapter 6, Buildings and Building Regulations, of the Code of Ordinances of the City of Plano to refine language regarding the proliferation of signs at polling places on public property for aesthetic purposes and for health and safety purposes; and

WHEREAS, after consideration of the recommendation of staff and all matters attendant and related thereto, the City Council is of the opinion that it is in the best interest of the City and its citizens to amend Section 6-491(2), Political signs/noncommercial purpose signs, of Division 3, Permitted Signs, of Article XII, Temporary Signs, of Chapter 6, Buildings and Building Regulations, of the Code of Ordinances of the City of Plano.

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

Section I. Section 6-491(2) of the Code of Ordinances of the City of Plano addressing regulations for political signs/noncommercial purpose signs at publicly owned active polling locations is amended as follows:

“Sec. 6-491. Political signs/noncommercial purpose signs.

(2) Notwithstanding subsection 6-487(7) herein and pursuant to Section 61.003 of the Texas Election Code, political and noncommercial signs are prohibited on public property as follows:

(a) Except where otherwise prohibited by state law or this article, political and noncommercial signs may be placed on city owned or controlled property being used as an active polling place only as follows:

- (1) No sign shall exceed four (4) square feet in size; and
 - (2) No signs shall exceed 42 inches in height measured from street or grade level; and
 - (3) Signs shall be setback from a demarcated area as designated by the chief building official or his/her designee. The setback shall be approximately eight (8) feet from the property lines of the active polling location except where the chief building official modifies the distance requirement to prevent obstruction of ingress and egress or to protect safety sight lines for vehicles; and
 - (4) Signs may be displayed at active polling places no earlier than one (1) day prior to the first day of voting at each polling place and must be removed within three (3) days following the last day of voting at each polling place for each primary, general and special election; and
 - (5) Signs are prohibited in the rights-of-way at all times.
- (b) City staff may remove and dispose of any sign placed on public property or within the rights-of-way in violation of this section.”

Section II. All provisions of the Code of Ordinances of the City of Plano, codified or uncodified, in conflict with the provisions of this Ordinance are hereby repealed, and all other provisions of the Code of Ordinances of the City of Plano, codified or uncodified, not in conflict with the provisions of this Ordinance shall remain in full force and effect.

Section III. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable, and if any phrase, clause, sentence, or section of this Ordinance shall be declared unconstitutional or invalid by any court of competent jurisdiction, such unconstitutionality or invalidity shall not affect any other remaining phrase, clause, sentence, paragraph or section of this Ordinance.

Section IV. The repeal of any Ordinance or part of Ordinances effectuated by the enactment of this Ordinance shall not be construed as abandoning any action now pending under or by virtue of such Ordinance or as discontinuing, abating, modifying or altering any penalty accruing or to accrue, or as affecting any rights of the municipality under any section or provisions at the time of passage of this ordinance.

Section V. Any violation of the provisions or terms of this ordinance by any person, firm or corporation shall be a misdemeanor offense and shall be subject to a fine in accordance with Section 1-4(b) of the City Code of Ordinances for each offense. Every day a violation continues shall constitute a separate offense.

Section VI. This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED AND APPROVED on the 27th day of January, 2025.

John B. Muns, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025
DEPARTMENT: Comprehensive
DIRECTOR: Christina Day, Director of Planning
AGENDA ITEM: Consideration of the Silver Line Station Areas Plan, a long-range planning policy for the 12th Street and Shiloh Road station areas.
RECOMMENDED ACTION: Items for Individual Consideration

ITEM SUMMARY

Public Hearing and consideration of the Silver Line Station Areas Plan, a long-range planning policy for the 12th Street and Shiloh Road station areas. **Conducted and approved.**

PREVIOUS ACTION/PRESENTATION

A presentation on this topic will be made in the preliminary open meeting prior to this agenda item.

BACKGROUND

The Planning & Zoning Commission recommended approval of this agenda item with a vote of 8-0 per their Final Report in the attached Supporting Documents. Details are also available on the project website at Silver Line Station Areas Plan.

FINANCIAL SUMMARY/STRATEGIC GOALS

This item has no financial impact.

Approval of this agenda item will support the City's Critical Success Factor of Residential and Commercial Economic Vitality. For detailed comments on the comprehensive plan related to this item, please see the Staff Preliminary Report in the attached Supporting Documents.

ATTACHMENTS:

Description	Upload Date	Type
Silver Line Station Area Plan	1/17/2025	Attachment
Supporting Documents	1/15/2025	Informational



City of Plano
January 2025

SILVER LINE STATION AREAS PLAN

Station Concept Images
Credit: DART



ACKNOWLEDGEMENTS

MAYOR & CITY COUNCIL

- ▶ Mayor John B. Muns
- ▶ Mayor Pro Tem Maria Tu
- ▶ Deputy Mayor Pro Tem Julie Holmer
- ▶ Councilmember Anthony Ricciardelli
- ▶ Councilmember Rick Horne
- ▶ Councilmember Kayci Prince
- ▶ Councilmember Shelby Williams
- ▶ Councilmember Rick Smith

PLANNING & ZONING COMMISSION

- ▶ Bennett Ratliff, Chair
- ▶ Ban Alali
- ▶ Doug Bender
- ▶ Michael Bronsky
- ▶ J. Michael Brounoff
- ▶ Sean Lingenfelter
- ▶ Tosan Olley
- ▶ Tianle Tong
- ▶ David Downs, Former Chair
- ▶ Gary Cary, Former 1st Vice Chair
- ▶ Bill Lisle, Former Commissioner

CITY OF PLANO STAFF

- ▶ Mark Israelson, City Manager
- ▶ Jack Carr, Deputy City Manager
- ▶ Planning Department
- ▶ Parks and Recreation Department
- ▶ Engineering Department
- ▶ Economic Development Department

PROJECT ADVISORY GROUP

- ▶ Approximately 90 self-selected business owners, residents, community members, and volunteers representing the 12th Street and Shiloh Road Station Areas

COMMISSION-APPOINTED SUBCOMMITTEE

- ▶ Bennett Ratliff, Planning & Zoning Commission
- ▶ Gary Cary, Planning & Zoning Commission
- ▶ Dub Spencer, Heritage Commission
- ▶ Nancy Baldwin, Heritage Commission

CONSULTANT TEAM

- ▶ Ken Boone, Olsson Studio
- ▶ Vivian Fung, Olsson Studio

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INTRODUCTION

BACKGROUND & PURPOSE

Plano's connection to the region's public transit system has provided economic benefits to the city as well as opportunities for private investment by surrounding property owners. In 2002, the Downtown Plano Dallas Area Rapid Transit (DART) Red/Orange Line light rail station opened. Since that time, the area has seen robust growth and reinvestment. In 2015, Downtown Plano won a "Great Places in America: Neighborhoods" Award from the American Planning Association—partly due to the transit-oriented development that has occurred in the downtown core.

Building on this success, the construction of the Silver Line commuter rail corridor introduces a new chapter of multimodal mobility opportunities for Plano. This 26-mile regional rail service will extend from the Dallas Fort Worth International Airport (DFW) to Shiloh Road in Plano, creating vital connections across three counties and linking Plano by rail to neighboring communities, including Richardson, Dallas, Addison, Carrollton, and Grapevine (see **Figure 1**). The Silver Line is set to enhance accessibility to major employment centers and educational institutions, supporting further economic development across the region. With revenue service expected to begin by early 2026, the Silver Line, plus the adjacent Cotton Belt Trail, will play a pivotal role in Plano's continued growth potential and reinforcing its importance in the region's transit network.



12th Street Station and Silver Line Train Concepts (Source: DART)

Background

This *Silver Line Station Areas Plan (Plan)* prepares the 12th Street and Shiloh Road Station Areas for the introduction of a new commuter rail corridor and three transit stations. The arrival of new rail transit service for these areas presents a unique opportunity for Plano to build on its success with transit-oriented development (TOD), similar to the revitalization of Downtown Plano after the introduction of DART's Red/Orange Line in the early 2000s. This strategic planning around transit infrastructure has proven to be a powerful tool for stimulating economic growth, fostering community development, and attracting private investment. This approach supports the city's Comprehensive Plan policies, including:

- ▶ **Land Use Policy:** *Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.*
- ▶ **Transit-Oriented Development 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.*

In the Fall 2020, the city initiated the *Silver Line Corridor – Market Assessment & Economic Development Strategy* as a first step in understanding the impacts that the new transit corridor will have on surrounding land use and redevelopment scenarios. The strategy was completed, and findings were presented to the Planning & Zoning Commission in early 2022. Following this presentation, the Commission directed staff to initiate an area plan of the future stations to guide development patterns and address redevelopment opportunities presented in the previous study (see **Figure 2**). The *Phase 1 – Existing Conditions Report* (see **Appendix A**) was finalized in late 2022 and provided data on existing conditions and an analysis of the alignment between current zoning and the findings of the market study.

Purpose

The purpose of this Plan is to align with the Comprehensive Plan's policy guidance for redevelopment in transit-oriented areas, identifying unique future land use opportunities for housing and employment that are informed by public input priorities and supported by market conditions. The Plan was developed through a collaborative planning process to create comprehensive visions for the areas around the future 12th Street and Shiloh Road stations. Together, the visions for each station area will serve as planning policy that will be used by city leadership to:

- ▶ Evaluate future zoning change requests and development proposals within the 12th Street and Shiloh Road station areas;
- ▶ Prioritize the appropriate placement and development of future land uses (i.e., commercial, residential, office, etc.);
- ▶ Guide improvements to transportation infrastructure, such as roads, bike facilities, and pedestrian paths, to support future movement and safety; and
- ▶ Guide open space and streetscape priorities to create a unique identity and inviting atmosphere.

Leveraging the significant public investment in transportation infrastructure of both the new Silver Line commuter rail stations and the future Cotton Belt hike-and-bike trail can unlock a wealth of development and economic opportunities for the city. These enhancements will not only improve mobility and connectivity but also position the station areas as prime locations for new residential, commercial, and mixed-use developments.

Beyond economic growth, TOD planning around these new stations offers a chance to enhance the quality of life for residents by addressing unmet community needs and creating more connected, livable neighborhoods. Thoughtful planning can promote diverse housing options, improve pedestrian and bike infrastructure, and establish welcoming public spaces that foster community engagement. As Plano continues to grow, these new transit areas have the potential to become more active, walkable neighborhoods that provide residents with easy access to amenities, services, and employment, enriching the city's social and economic fabric for both current and future generations.

Transit-Oriented Development Examples



Richardson, TX CityLine/Bush Station TOD

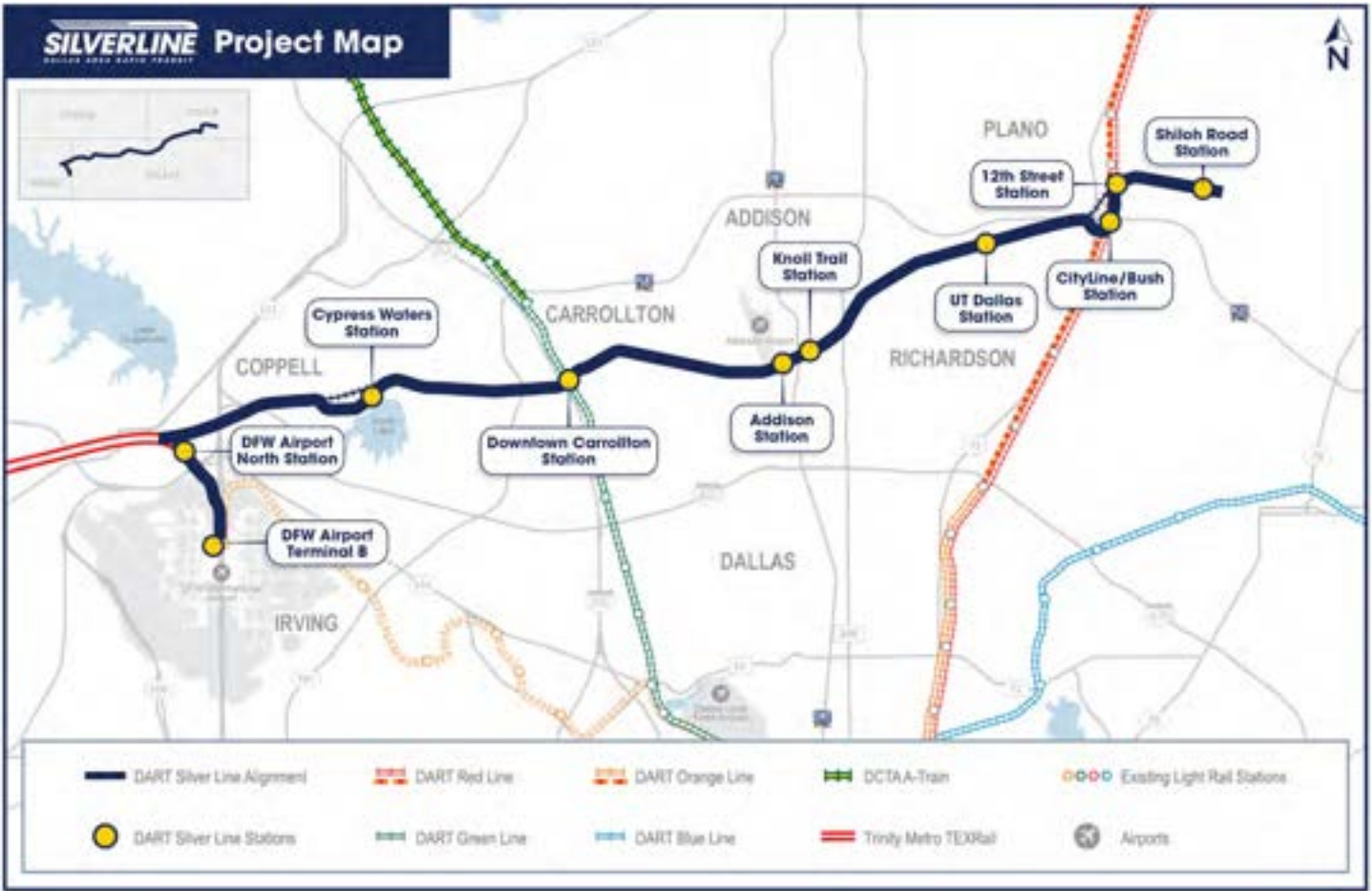


San Jose, CA TOD



Charlotte, NC TOD

Figure 1: Silver Line Corridor Map



Source: DART

Figure 2: Plan Station Areas Map



12TH STREET STATION AREA CHARACTERISTICS

The study area for the 12th Street Station Area generally covers 1/2 mile radius from the two 12th Street stations (see **Figure 2**); however, the station plan area excludes the more established Downtown area and the US 75 expressway corridor. Bounded by 14th Street to the north and Plano Parkway to the south, this area is strategically positioned to evolve into an active, transit-oriented community. The station area includes established and historic residential neighborhoods, distinctive community spaces, and a mix of light industrial and light commercial uses. Leveraging the wide variety of community assets will be key to shaping the station area's growth.

► Existing Neighborhood Areas

The Douglass and Vendome neighborhoods are established communities within the station area, each with its own unique identity. Douglass, founded in 1847, is a historically African American community with a strong sense of place and a foundation for enhancing neighborhood identity and connectivity through community-driven improvements. Vendome, a mid-20th-century residential area with many long-term residents, is the only neighborhood south of the Silver Line rail line. Both neighborhoods present opportunities for careful integration of adjacent transit-oriented development that respects their character while enhancing connectivity and offering new amenities for residents.

► 14th Street Corridor

The 14th Street corridor serves as a crucial east-west link through the station area, connecting Downtown Plano with neighborhoods and communities to the east. As the current southern boundary of Downtown Plano's mixed-use development district, this corridor has seen significant redevelopment, with new mixed-use residential, retail, and restaurant spaces emerging in recent years. The success of these projects highlights the corridor's potential as a catalyst for extending the vibrant mixed-use character of Downtown southward toward the future 12th Street Station.

► K Avenue & Municipal Avenue Couplet

K Avenue and Municipal Avenue form the main north-south thoroughfare couplet in the station area, currently characterized by commercial uses such as service-oriented businesses and repair shops. While the corridor's existing land uses reflect a more traditional, auto-centric commercial

Existing Douglass Community detached single-family housing



14th Street corridor mixed-use development



K Avenue corridor light commercial development



12TH STREET STATION AREA CHARACTERISTICS

environment, its strategic location offers a unique opportunity to transition into a pedestrian-friendly, transit-oriented corridor. Reimagining this corridor with transit-supportive uses and design can enhance its appeal and functionality.

► Light Commercial/Industrial Areas

The light commercial and industrial areas flanking the K Avenue corridor are home to a diverse range of businesses, including a mix of retail, office, service, and warehousing. These areas have contributed to the local employment and economic activity of east Plano. While many buildings are older and have smaller footprints compared to newer industrial developments, this presents an opportunity for adaptive reuse. By repurposing these spaces for innovative business types, creative workspaces, art studios/galleries, and other retail and social/recreational spaces, the area can evolve to better support the needs of a transitioning district, blending traditional employment uses with emerging, transit-supportive functions.

► Downtown Plano Community Assets

The Downtown Plano area, located just north of the 12th Street Station planning area, offers a rich array of community assets that can significantly contribute to the success of the neighboring station area. Anchored by the historic 15th Street, this vibrant corridor features a mix of shops, restaurants, and housing options, accented by a charming, brick-paved streetscape that reflects Plano’s original business and residential districts. Nearby, Haggard Park provides green space and cultural amenities, including the Interurban Railway Museum, making it a hub for community events and recreation. McCall Plaza, an outdoor performance venue, further enhances Downtown Plano’s appeal as a lively arts district. These assets not only serve as an attractive citywide destination but also support the social and recreational needs for future development in the 12th Street area.

Light commercial/light industrial development



15th Street (Downtown Plano)



Haggard Park (Downtown Plano)



SHILOH ROAD STATION AREA CHARACTERISTICS

The strengths and opportunities identified here serve as the foundation for the Shiloh Road Station Area. The planning area generally extends within 1/2 mile radius of the future station, encompassing neighborhoods north of 14th Street and the Research and Technology Center development area south to Plano Parkway (see **Figure 2**). These features are key to guiding the station area's transformation into a more transit-oriented district.

► 14th Street Corridor

14th Street is a major east-west arterial that hosts a diverse mix of retail, light commercial, and institutional uses. It serves as a vital corridor for local neighborhood services, religious facilities, and employment-generating activities. There are opportunities for reinvestment and redevelopment in older or vacant properties, as well as enhancing the corridor's identity as the northern gateway to the Research/Technology business park district.

► Research/Technology Business Park

The Research/Technology (RT) business park is an 800-acre district designed to meet the needs of technology and light industrial companies, including sectors like electronics, emerging industries, information technology, light manufacturing, logistics, and telecom. This district is a key employment center in southeast Plano, benefiting from strategic access to President Bush Turnpike (SH 190) and Central Expressway (US 75). Its location and proximity to other regional tech firms and a skilled workforce make it an attractive destination for business growth and innovation.

► Neighborhood Areas

Located north of the future Shiloh Road Station, adjacent neighborhood areas consist of a mix of single-family homes and multifamily residences, including the Ridgewood and Meadows subdivisions. These communities, with smaller-lot homes, condos, and apartments dating back to the 1960s-1980s, offer a range of naturally affordable housing options. Shoshoni Park, a small neighborhood park north of 14th Street, provides valuable recreational amenities like a playground and sports practice fields, supporting the needs of local residents.

14th Street corridor retail development



Research/Technology Business Park development



Shiloh Road area neighborhoods



Single-Family Residential

Multifamily Residential



Shoshoni Park

PLANNING PROCESS

The Plan was developed through five key phases, each contributing to a comprehensive and community-driven strategy for the future of the areas around the Silver Line Stations. The planning process began with an evaluation of existing conditions, resulting in a detailed Existing Conditions report that laid the foundation for subsequent phases. The Plan reflects the community’s vision and was shaped by extensive public and stakeholder input gathered through meetings, surveys, and other engagement methods.

Planning Process Overview



► Existing Conditions

In this initial phase, background data and information were collected and analyzed to establish a foundational understanding that would guide staff, stakeholders, the public, and city officials throughout the planning process. The analysis included transit-oriented development best practices, an inventory of physical infrastructure and the built environment, and a review of existing zoning conditions.



(left) Silver Line Corridor Market Assessment & Economic Development Report, January 2022

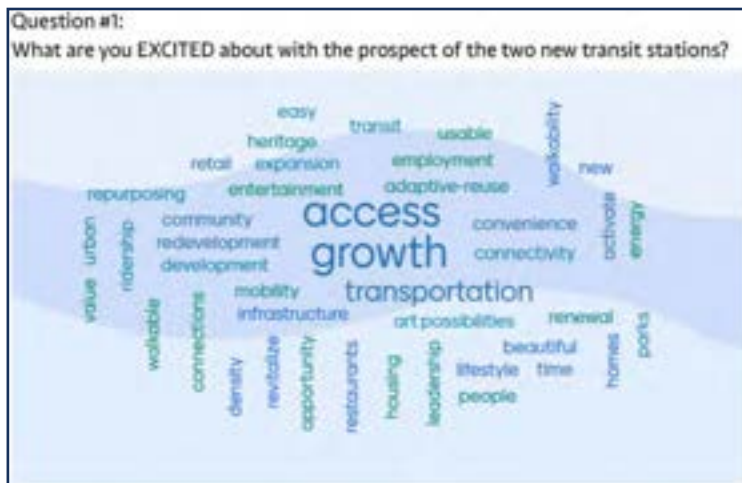


(right) Silver Line Station Areas Plan Phase 1 Existing Conditions Report, December 2022 (Appendix A)



► Goals & Visioning

In this phase, opportunities and challenges within the station areas were identified, and development scenarios were explored. A virtual workshop was held to establish a vision for the areas, leading to the formulation of overarching plan goals.



Advisory Group Word Cloud Exercise - Virtual Visioning Workshop

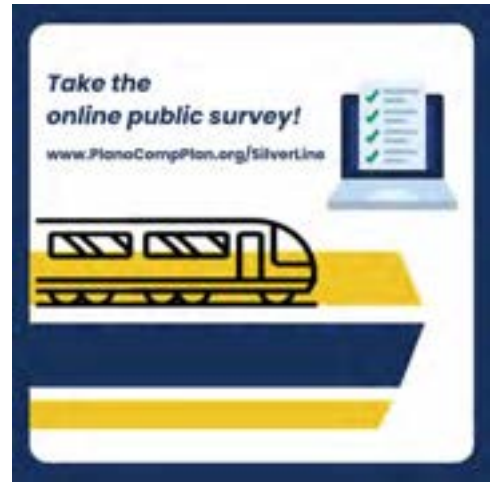


► **Public Outreach**

Public input was vital throughout the planning process, ensuring that community voices were heard and integrated into the Plan's development. Feedback was actively sought from the public and the project advisory group through various in-person and online engagement opportunities. Major outreach efforts included a 3-day design charrette to explore and refine ideas, an online public survey to gather broader community input, and a community open house to review draft strategies before developing a final plan document. This input was crucial in developing and refining big ideas, draft plans, and final recommendations and strategies.



Design Charrette Open House (June 2023)



Online Public Survey (Summer 2023)



► **Objectives & Strategies**

Building on the established goals, this phase focused on drafting planning concepts, objectives, and strategies for the station areas. This step achieved a framework of the vision and strategic ideas, addressing three key areas: land use, transportation, and open space and character. Maps and strategic ideas were developed to provide more detailed guidance and direction for these topic areas.



Open House #2 (February 2024)



► **Implementation**

The final phase established the specific actions and strategies required to implement the visions from previous phases. As outlined in Chapter 4, an implementation plan provides the priority actions necessary for the city and stakeholders to bring these visions to reality.



PROJECT ADVISORY GROUP

The project Advisory Group for the Plan was formed in March 2023 and included community members with a vested interest in the Plan's development, such as property/business owners, neighborhood representatives, special interest advocates, and developers. Postcard invitations were sent to property owners within the study areas for both stations to seek interested participants. In addition, staff distributed email invitations to stakeholders who had expressed interest in development in the station areas during previous DART or City of Plano Silver Line planning efforts.

Representatives from the Planning & Zoning Commission and the Heritage Commission were also appointed to serve in the project Advisory Group. The commission-appointed subcommittee members were nominated by each commission chair:

- ▶ Chair David Downs appointed 1st Vice Chair Gary Cary and 2nd Vice Chair Bennett Ratliff to serve on the project Advisory Group at the February 20, 2023, Planning & Zoning Commission meeting.
- ▶ Chair Harold Sickler appointed Vice Chair Nancy Baldwin and Commissioner Dub Spencer to serve on the project Advisory Group at the February 28, 2023, Heritage Commission meeting.

The project Advisory Group met three times throughout the Plan's development to provide in-depth input on the formulation of goals and to offer feedback guiding the refinement of the strategic ideas.



ENGAGEMENT EVENTS

The first engagement event for the Plan was held in April 2023. Since that time, community feedback was gathered through multiple in-person and online engagement opportunities between April 2023 and February 2024. Refer to **Appendix B: Public Engagement Report** for more information about the engagement events and results.

▶ **Virtual Visioning Workshop: April 27, 2023**

Project Advisory Group members discussed needs, desires, and barriers for future transit-oriented development around the new station areas.

▶ **Community Survey: May 31–July 14, 2023**

This web-based survey was open to the public and consisted of 44 questions aimed at understanding concerns, attitudes, and opinions related to future development around the new station areas.

▶ **Design Charrette and Public Open House #1: June 27–29, 2023**

A three-day Planning and Design Charrette was held to explore the development of the Plans with input from the Advisory Group and the public. The event included stakeholder sessions, preference and visioning exercises, open studio time for public comments, and a Public Open House for community feedback. Project team staff facilitated the sessions, engaging participants in identifying existing issues, defining success, and fostering dialogue to develop visions, themes, and priorities for the 12th Street and Shiloh Road transit stations. The iterative process culminated in presenting land use, character, mobility, and urban design concepts, to build consensus and approval from the community.

▶ **Digital Open House: July 24–August 1, 2023**

The Digital Open House acted as an online extension of the charrette process, showcasing the findings and results gathered at the Charrette and Public Open House and engage a greater number of residents from the community.

▶ **Advisory Group Workshop: December 13, 2023**

Advisory Group members reviewed Draft Framework Plans for future land use, transportation, and open space that aimed to reflect the direction heard during summer engagement events.

▶ **Public Open House #2: February 6, 2024**

Participants were invited to review the Draft Framework Plans and provide comments on future land use, transportation, and open space guidance for the new station areas.



PLAN GOALS

DEVELOPING THE PLAN GOALS

The plan goals for the 12th Street and Shiloh Road Station areas were developed through a comprehensive process that balanced community input, market realities, and transit-oriented development (TOD) best practices. Broad goals for each station area emerged from a series of stakeholder visioning sessions, public survey responses, and assessments of market and economic trends. These goals were shaped to reflect the aspirations of the community while also considering the practicalities of market forces and TOD principles.

Community Aspirations

Stakeholder and public outreach played a pivotal role in crafting the goals for the station areas. Feedback was actively sought through multiple engagement events held between April 2023 and February 2024. These events included a virtual visioning workshop, community survey, design charrette, and open houses. The input collected during these sessions was crucial in understanding the community's needs and desires. This feedback, combined with an analysis of existing conditions and trends, provided a solid foundation for aligning community aspirations with economic realities and transit needs.



Virtual Visioning Workshop

The engagement process started in April 2023 with a Virtual Visioning Workshop. This meeting focused on high-level needs, desires, and barriers to future development in the station areas.

Common needs/wants/desires expressed at this workshop included:

- ▶ **Safety**
 - » Pedestrian safety at intersections
 - » Security at station sites
- ▶ **Connectedness**
 - » Increased walkability
 - » First-mile/last-mile connections

- ▶ **Zoning Standards**
 - » Flexibility for building design/character
 - » Increased land use diversity
 - » Repurpose existing structures
- ▶ **Sense of Place**
 - » Public art
 - » Maintain connection to history
 - » Open space
- ▶ **Economic Development**
 - » Add brewery/distillery
 - » Build economic partnerships
 - » Support local businesses

Common barriers/obstacles/annoyances included:

- ▶ **Policies**
 - » Permitting
 - » Parking regulations
 - » Inflexible zoning standards
 - » Homelessness
- ▶ **Infrastructure**
 - » Not pedestrian/bicycle friendly
 - » Add additional lighting
 - » Quality of sidewalks
 - » Maintenance costs of infrastructure
 - » Traffic volumes are too high
- ▶ **Affordability and Cost of Construction**

Online Community Survey

An online community survey posed 44 high-level questions to respondents to understand concerns and opinions related to future development around the Silver Line stations. Similar to the Virtual Visioning Workshop, respondents were able to provide valuable insight into the current conditions in and around the station areas.

For 12th Street, the top three desired development types were:

- ▶ Green space, parks, and recreation such as pocket parks, public spaces, outdoor venues, etc.
- ▶ Neighborhood scaled retail, and
- ▶ Mid-rise (5 to 9) story mixed-use with an active ground floor

For Shiloh Road, the top three desired development types were:

- ▶ Green space, parks, and recreation such as pocket parks, public spaces, outdoor venues, etc.
- ▶ Neighborhood scaled retail, and
- ▶ Workforce housing

The survey also provided opportunities for respondents to write their vision for the station areas. Examples include:

"A beautiful partnership of both form and function where the station serves its initial purpose but is a breath of fresh air during one's route through town. Also a place for residents and families to enjoy with green space, unique shops, dining, museums, concert halls, and gorgeous trails"

"Both stations should see new, dense, mixed-use development. These represent opportunities for Plano, which remains (and will still remain) mostly car-oriented and sprawling, to introduce areas of density near the higher-tier transit service needed to support it. These developments not only bring substantial tax revenue for the City of Plano, but can also incentivize more transit ridership, which can convince DART to increase off-peak train frequencies from every 60 minutes to every 30 minutes or better. This not only leads to more transit ridership, but more visitors to Plano as well!"

"Clean, well lit, well attended areas that drive pedestrian traffic as well as vehicles through varied businesses and accommodations. True places that see the community come together in both commerce and kinship."

Economic Development Potential

Identifying economic opportunities and challenges were another core component of Plan development. In the fall of 2020, the city developed the Silver Line Corridor – Market Assessment & Economic Development Strategy as an initial step in understanding the upcoming land use impacts on the new Silver Line stations. The report included an economic and market analysis to identify future market-supported development opportunities in the station areas.



Key Market Trends and Observations:

- ▶ More recent development transactions suggest that land values around downtown Plano / 12th Street have accelerated.
- ▶ Due to high land costs, redevelopment will likely be slow without public participation or rezoning for additional density.
- ▶ Regional demand for higher-density, market rate housing (both renter and owner occupied) is expected to continue. However, increasing land costs and limited remaining greenfield sites are key constraints.
- ▶ Site scarcity and higher land values have reduced Plano's share of new detached single-family construction. Developers are adjusting to a focus toward other favorable housing options – multifamily, townhomes, slot homes, and row houses.
- ▶ Steady regional growth in demand for warehouse sites to support e-commerce/same-day delivery. Growing e-commerce demand is impacting traditional brick and mortar retailers, department stores and apparel stores in particular.
- ▶ The light industrial, research/technology, office/warehouse sector is doing well and less subject to swings in the economy.
- ▶ Retail within the study area has performed well with some turnover in spaces with higher rents. Market conditions suggest continued demand for affordable, legacy retail space, which would be further supported by additional housing units within area redevelopment (Collin Creek, CityLine, and 12th Street).
- ▶ Existing cash flows are sufficient to allow property owners to maintain the types of existing structures and commercial tenants that do not support a transit-oriented development.

Station Area Market Challenges

The *Silver Line Corridor – Market Assessment & Economic Development Strategy* and *Silver Line Station Areas Plan Phase 1 Report – Existing Conditions (Appendix A)* provides deep analysis of current market trends and conditions around the station areas. With the introduction of new transit options to the areas, the studies provided context for potential challenges for development/redevelopment in the areas including:



- ▶ Land scarcity and higher land values make development of single-family detached homes difficult.
- ▶ Older housing stock will see pressure for renovation/replacement.
- ▶ Existing zoning near the stations allow many commercial uses but does not allow housing products that meet market demand and support transit-oriented development.
- ▶ Land assembly will be crucial as a catalyst for larger-scale redevelopment.
- ▶ Traditional retail has been overbuilt and consumer habits have changed. New retail uses will have to accommodate changing consumer tendencies, such as experiential retail and social spaces.
- ▶ Shiloh Road area expected to have less redevelopment interest compared to 12th Street. There is market demand for a variety of housing types in the area, including ownership, condominium, and for-rent products. However, due to small parcel sizes and highly decentralized ownership, existing zoning is unlikely to provide the types of housing products that meet market demand and support transit-oriented development.

Station Area Market Opportunities

Opportunities in the station areas reflect overall market demand in the region and are also reflective of the opportunities that new transit options introduce into an area. The *Silver Line Corridor – Market Assessment & Economic Development Strategy* and *Silver Line Station Areas Plan Phase 1 Report – Existing Conditions* also outlined potential opportunities for the station areas. Including opportunities to:



- ▶ Create a walkable environment that draws in those living across the metro to patronize local businesses, while also leveraging transit.
- ▶ Rezone certain areas so that a range of transit-supportive uses could be developed.
- ▶ Preserve some flexible commercial areas to incubate, and support the development of new businesses, growing and diversifying Plano's job base.
- ▶ Encourage redevelopment and repurposing of obsolete industrial space to broader commercial, recreational, and office uses.
- ▶ Attract a diverse range of households through the introduction of housing options.
- ▶ Adaptively reuse heavy commercial and light industrial buildings.
- ▶ Capture additional tax revenues from more productive land use.
- ▶ Preserve, and enhance, the naturally affordable housing that already exists in proximity to the Shiloh Road Station

TRANSIT-ORIENTED DEVELOPMENT PRINCIPLES

Understanding and incorporating TOD best practices was essential to this planning process. The foundational principles of TOD provide a guiding framework for many of the plan recommendations, ensuring that these areas are optimized for transit access, walkability, and economic opportunity. The principles below outline the key elements of successful TOD, based on the *Transit-Oriented Development Guidelines for Collin County*, prepared by the North Central Texas Council of Governments (NCTCOG).

- ▶ **Mix of Uses:** Incorporate a variety of residential, commercial, civic, and recreational spaces to create a dynamic environment that supports both residents and visitors.
- ▶ **Support Appropriate Density:** Concentrate development intensity at the station center, with density gradually decreasing toward the edges to create a vibrant core that supports transit usage.
- ▶ **Well-Connected Streets:** Use a tight grid pattern of streets and multiple access points to support easy movement and discourage speeding, enhancing walkability and connectivity.
- ▶ **Quality Pedestrian Environment:** Prioritize wide sidewalks, shaded streetscapes, and attractive pedestrian amenities to create an inviting and safe walking experience.
- ▶ **Active Transportation Options:** Encourage biking, walking, and micromobility through protected lanes, multi-use paths, and shared transportation programs.
- ▶ **Context Sensitivity:** Design buildings, streetscapes, and public spaces to reflect and enhance the character of the surrounding area and ensure appropriate transitions to adjacent neighborhoods.
- ▶ **Sense of Place:** Develop a unique identity and destination feel for the TOD area with distinctive building design and public space features that attract visitors and support community interaction.
- ▶ **Common Open Space:** Include well-defined public areas such as parks, plazas, and green spaces with amenities like seating and lighting to support both active and passive uses.



Walkable Mix of Uses



Quality Pedestrian Environment



Distinctive Building Design

Images Source: NCTCOG Transit-Oriented Development Guidelines

PLAN GOALS

The development of the Plan's goals was a combination of community aspirations heard throughout multiple engagement events, an analysis of economic trends and opportunities, and the application of transit-oriented development best practices. The goals formed the foundation for the vision maps, development types, and recommendations outlined in **Plan Vision & Recommendations**.



12th Street Station Area Goals

Land Use

Transportation

Open Space & Character

Mix of Uses

Create a diverse mix of commercial, residential, and social spaces that extends Downtown south to the 12th Street Station and promotes a lively and dynamic atmosphere.



Goal Priorities:

- ▶ Extend the walkable area of Downtown Plano southward to the 12th Street Station, enhancing access to DART rail transit.
- ▶ Encourage both infill and redevelopment opportunities, bridging the historic Downtown character with new transit-oriented developments.
- ▶ Support a mix of small-lot commercial, retail, and larger mixed-use projects to create a dynamic urban environment.
- ▶ Establish a distinctive transit-oriented identity for the 12th Street area while complementing the character of Downtown Plano.

Transit-Oriented Form

Develop as a transit-oriented activity center with a development form that encourages robust transit ridership connecting residents and visitors to local and regional destinations.



Goal Priorities:

- ▶ Ensure new development form is well-integrated with the surrounding environment to facilitate easy access for residents and visitors.
- ▶ Focus on creating compact, mixed-use areas within walking distance of transit stations to promote higher transit ridership.
- ▶ Design the area to be walkable with safe, accessible sidewalks, crosswalks, and amenities to support convenient access between transit and local destinations.
- ▶ Expand the street network to enhance ease of movement and connectivity throughout the area.

Housing Variety

Provide a variety of housing types to encourage diversity and provide opportunities for different income levels to live in the area.



Goal Priorities:

- ▶ Offer a range of housing types to accommodate different income levels and life stages, from families to retirees.
- ▶ Increase the availability of attainable housing units to address rising housing costs and support a broad demographic.
- ▶ Focus higher density development near transit stations while ensuring appropriate transitions to established neighborhoods.

12th Street Station Area Goals

Land Use

Transportation

Open Space & Character

Economic Growth & Development Compatibility

Foster an environment that supports local businesses, entrepreneurship, and job opportunities. Land use strategies should address misplaced land uses, drive compatible economic growth, and enhance the area's vibrancy.



Goal Priorities:

- ▶ Encourage the adaptive reuse of older buildings and create opportunities for new employment-oriented uses.
- ▶ Attract distinctive businesses such as boutique retail, restaurants, and incubator spaces to enhance the area's character.
- ▶ Evaluate and transition outdated or incompatible land uses to align with the evolving mixed-use, transit-oriented vision.
- ▶ Implement proactive strategies or incentives to stimulate desired development and revitalization.

Walkability

Incorporate pedestrian-friendly infrastructure to encourage walkability and promote access to transit or other alternate modes of transportation.



Goal Priorities:

- ▶ Expand and improve the current sidewalk and street network to encourage walking as a primary mode of transportation, including adding new connections in areas with long blocks.
- ▶ Create appealing and comfortable pedestrian pathways that link transit stations, commercial destinations, and residential areas.
- ▶ Integrate bike-share and scooter options to provide convenient connections for first and last-mile travel.

Safety

Prioritize pedestrian and public safety measures, including adequate lighting, visibility of public spaces, and convenient pathways, to ensure a secure and welcoming environment for all users.



Goal Priorities:

- ▶ Create convenient pathways to support safe and easy navigation for pedestrians.
- ▶ Install sufficient lighting in public areas and pathways to enhance visibility
- ▶ Design public spaces with open sightlines and avoid secluded areas to foster a sense of security and comfort.
- ▶ Integrate safety measures into both private developments and public infrastructure improvements to reinforce overall security and usability.

12th Street Station Area Goals

Land Use

Transportation

Open Space & Character

Community Gathering Spaces

Expand the availability of inviting public spaces, parks, and gathering areas that promote community engagement, cultural events, and shared experiences.



Goal Priorities:

- ▶ Develop new parks and gathering areas to accommodate both structured and casual community activities.
- ▶ Improve streetscapes to make them more inviting and functional for community use.
- ▶ Increase foot traffic and community engagement by providing spaces that attract visitors and support local businesses.
- ▶ Use community gathering spaces as a catalyst for further redevelopment and investment in the area.

Enhance Neighborhood Identity

Strengthen established neighborhoods through compatible reinvestment and thoughtful connections with the broader area.



Goal Priorities:

- ▶ Ensure new developments and land uses around established neighborhoods, like Douglass Community, Old Towne, and Vendome, respect and support their residential character.
- ▶ Promote appropriate reinvestment that enhances the unique character of these neighborhoods.
- ▶ Prioritize transitions between new developments and established residential areas to preserve residential quality of life.

Sense of Place

Incorporate attractive design elements, public art installations, and landscaping to create a distinct and aesthetically pleasing environment.



Goal Priorities:

- ▶ Use appealing streetscapes, public art, and landscaping to craft a welcoming and memorable environment.
- ▶ Develop a distinctive brand and aesthetic to attract visitors, encourage community interaction, and enhance overall quality of life.
- ▶ Leverage the attractive characteristics of Downtown Plano while also creating a unique identity for the 12th Street Station Area.

Shiloh Road Station Area Goals

Land Use

Transportation

Open Space & Character

Innovation and Employment Focus

Promote the Shiloh Road Station Area as a thriving innovation district, attracting and supporting diverse employment-generating businesses..



Goal Priorities:

- ▶ Build on the area's current success in attracting technology and research businesses to strengthen its reputation as an innovation hub.
- ▶ Utilize the Shiloh Road Station to drive further development and position the area as a premier location for employment-generating businesses.
- ▶ Encourage a variety of supportive commercial uses and promote mixed-use projects near the station to support area employers.

Active Station Area Hub

Develop a vibrant mixed-use hub that serves as a welcoming gateway to the employment district, and offers a mix of retail, commercial, and institutional uses to cater to both visitors and locals.



Goal Priorities:

- ▶ Transform the area near Shiloh Road Station into a lively mixed-use center with retail, commercial, and institutional uses to attract both visitors and locals.
- ▶ Support increased transit use by providing convenient amenities and services for daily commuters and residents.
- ▶ Establish a focal point for community activities that enhances the area's sense of place and serves as a gateway to the employment district.

Compatible Development Transitions

Varied land use category types should be used to promote compatible development form transitions, shifting from transit-oriented scale and activity nearest the station to the established lower intensity neighborhoods and commercial areas.



Goal Priorities:

- ▶ Locate denser, more active developments closest to the station and gradually transition to lower density uses farther away.
- ▶ Use moderate-scale developments as buffers to create a seamless transition between higher-intensity areas and adjacent single-family and commercial zones.
- ▶ Integrate land uses thoughtfully to support station area growth while preserving the character and livability of established neighborhoods.

Shiloh Road Station Area Goals

Land Use

Transportation

Open Space & Character

Land Use Diversity

A range of residential types and non-residential uses should be encouraged to create a vibrant and cohesive environment that caters to the diverse needs of the area.

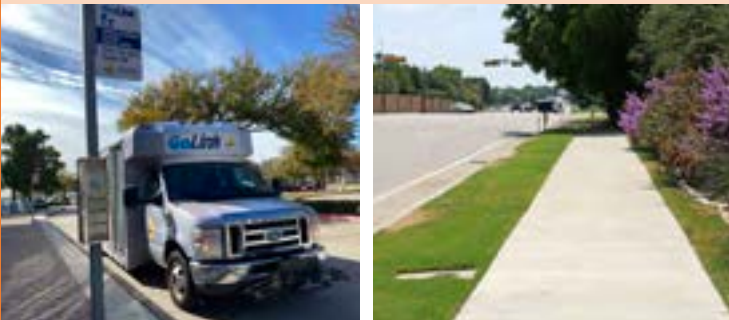


Goal Priorities:

- ▶ Encourage a mix of residential, retail, and commercial uses to better serve the needs of residents and employees and attract more transit ridership.
- ▶ Build on the existing assets of established residential neighborhoods, light commercial areas, and successful business parks to create a balanced land use mix.
- ▶ Support incremental revitalization and redevelopment to enhance property values and cater to changing community needs.

Enhanced Station Connectivity

Multi-modal connections should seamlessly link the station with adjacent land uses, breaking down existing barriers and facilitating easy movement within the area.

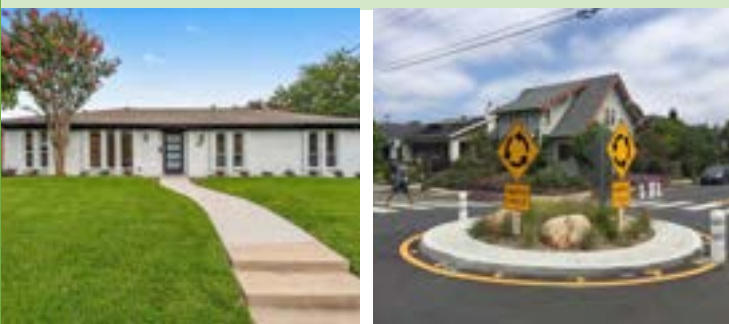


Goal Priorities:

- ▶ Improve links between the station and surrounding areas to support seamless movement for all transportation modes, including transit, bicycles, and pedestrians.
- ▶ Address pedestrian barriers such as long block lengths, large property sizes, and gaps in sidewalks to create more direct and accessible routes.
- ▶ Build on recent multimodal improvements by extending bicycle facilities and shared-use paths, like the Cotton Belt Trail, to strengthen connectivity within and beyond the station area.

Preserving Neighborhood Identity

The quality of existing neighborhoods and employment centers should be maintained and enhanced through landscape and pedestrian improvements, and thoughtful connections and transitions to other areas.



Goal Priorities:

- ▶ Maintain the quality and appeal of established neighborhoods and employment centers while transitioning to more active, transit-oriented uses.
- ▶ Implement well-designed connections and transitions between new developments and existing areas to preserve neighborhood integrity.
- ▶ Use design measures to maintain the safety and peaceful character of residential communities.

Shiloh Road Station Area Goals

Land Use

Transportation

Open Space & Character

Enhanced Public and Green Spaces

Inviting public open areas and green spaces that cater to area residents and employees should be prioritized and strategically developed.



Goal Priorities:

- ▶ Increase the availability of public open areas and green spaces to enhance livability and attractiveness within the station area.
- ▶ Update and improve existing parks like Shoshoni Park to better serve local neighborhoods.
- ▶ Include additional parks and green spaces in future redevelopment projects to offer recreational and social areas.

Distinctive District Identity

The distinctive identity of the research and technology-oriented industrial uses should be enhanced through uniquely designed character elements such as gateway monumentation and streetscape elements, creating a sense of place.



Goal Priorities:

- ▶ Reinforce the identity of the research and technology-oriented district through thoughtfully designed elements like gateways and streetscapes.
- ▶ Implement distinctive design features near the station that serve as visual anchors for the area.

PLAN VISION & DEVELOPMENT TYPES

Plan Vision Framework

This Plan Vision Framework outlines the key plan elements that work together to achieve the overall vision for the station areas.



Plan Goals

Broad goals for each station area emerged from a series of stakeholder visioning sessions, public survey responses, and assessments of market and economic trends.



Vision Maps

Maps that guide the physical transformation of the station areas. Future land use, transportation, and open space improvements and priorities are represented.



Recommendations & Strategies

Achievable priorities that support the Vision Maps and Plan Goals for each station area.

-  Land Use
-  Transportation
-  Open Space & Character



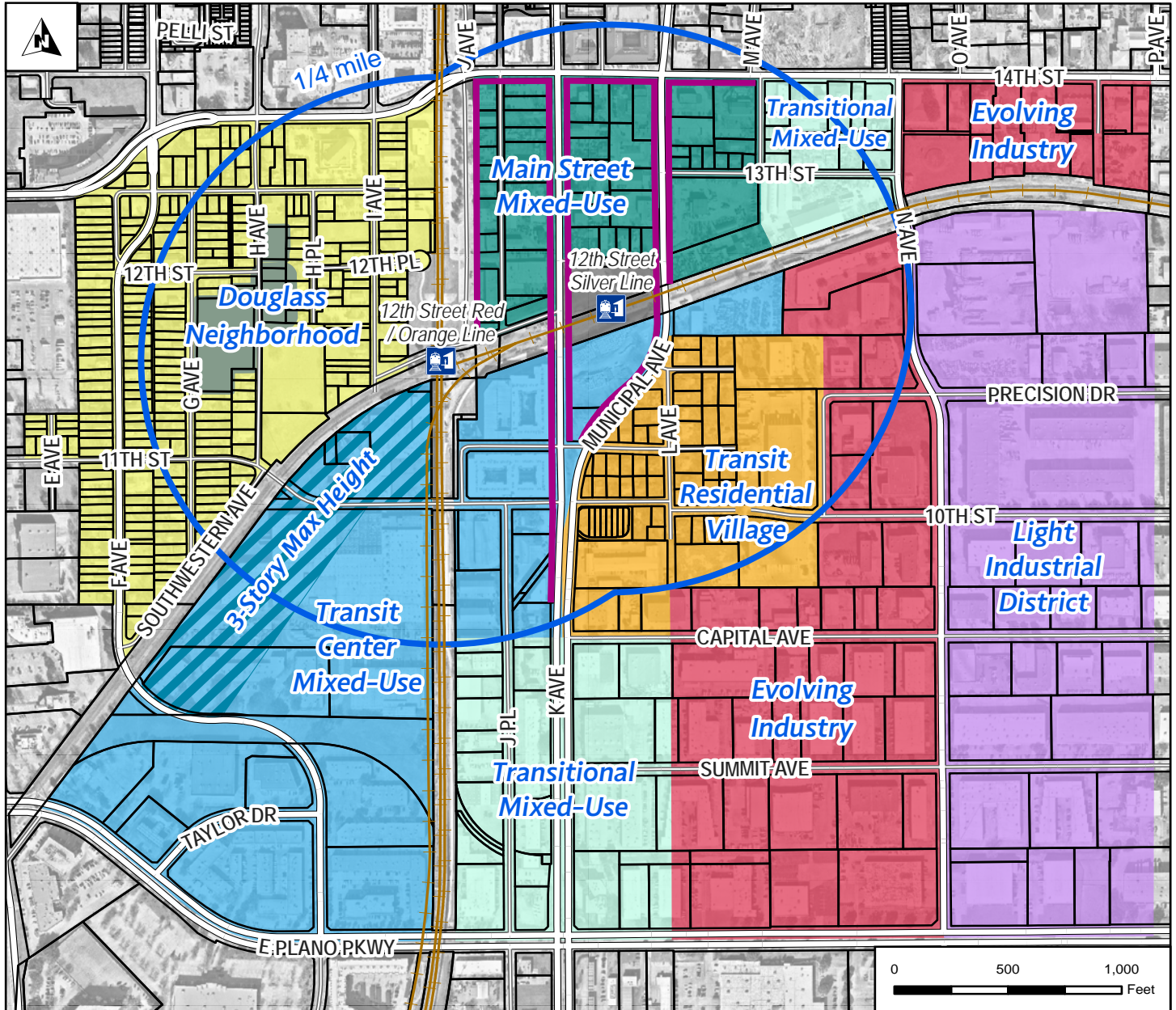
Implementation Actions

Actions that provide a clear checklist to guide the Plan's execution and ensure its success.

12th Street Station Area Land Use Vision

The **12th Street Land Use Vision Map (Figure 3)** guides future development within the station area. The vision is represented through various *Development Types*, each with a different land use mix, scale, and development character. Its primary objective is to provide direction for the physical transformation of the area, defining the land use patterns that will support an active, transit-oriented environment, and promoting economic growth and private investments in line with the community's goals. The Land Use Vision does not establish zoning district boundaries or regulations, nor does it guarantee that all individual properties may develop precisely as presented in the *Development Types*. It is intended to serve as a versatile tool to guide future land use decisions, providing criteria for evaluating zoning change requests, while encouraging innovation and consideration of evolving community needs.

Figure 3: 12th Street Land Use Vision Map



Development Types	Transit Residential Village	Douglass Neighborhood	Open Space Network
12th Street Station	Evolving Industry	3-Story Max Height Transition	Future DART Station
Main Street Mixed-Use	Transitional Mixed-Use	Required First Floor Non-Residential Uses	DART Rail
Transit Center Mixed-Use	Light Industrial District		

12th Street Station Area Development Types

Main Street Mixed-Use

This category is designed to extend the walkable “Main Street” feel from the historic Downtown core to the 12th Street Station. Characterized by compact block sizes, this area is envisioned as a vibrant, eclectic zone with a mix of uses at a variety of heights and scales. Smaller, individually owned properties will likely encourage smaller-scale, diverse projects. The typical building scale and intensity should be similar to the existing development form in the Downtown Business/Government district.

This land use area prioritizes pedestrian activity through an active street environment. First-floor uses along primary streets support lively streetscapes and provide visual interest, with K Avenue intended as a “destination” street, creating a focal point for the station area. The area supports a mix of land use types, including residential with ground floor retail, dining options, office spaces, and service-related businesses.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Mixed-Use Multifamily and Independent Living Single-Family Attached 	<ul style="list-style-type: none"> Retail Service Office 	<ul style="list-style-type: none"> Low-Rise to Mid-Rise Scale Up to 5 stories High Intensity >75% lot coverage 	<ul style="list-style-type: none"> Compact and connected blocks Structured parking, shared surface lots and on-street parking

Transit Center Mixed-Use

This category serves as the highest density area, intended to foster transit-oriented activity within close proximity to the 12th Street Station. This zone includes larger parcels which are more suited for larger-scale, cohesive projects. The category supports a mix of land uses, with active street frontage along primary streets.

The development form is similar to the Main Street Mixed-Use area, but a transit-oriented density bonus incentive is recommended to promote quality, larger-scale projects. The density bonus would allow development to exceed typical building heights by up to three stories if it contributes to desired development goals, such as providing affordable housing units, public structured parking, or other design enhancements.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Mixed-Use Multifamily and Independent Living Single-Family Attached 	<ul style="list-style-type: none"> Retail Service Office 	<ul style="list-style-type: none"> Mid-Rise Scale Up to 5 stories (Density bonus: up to 8 stories) High Intensity >75% lot coverage 	<ul style="list-style-type: none"> Compact and connected blocks Structured parking, shared surface lots and on-street parking

12th Street Station Area Development Types

Transit Residential Village

This category aims to maintain a strong residential identity centered on the existing Vendome neighborhood. Housing types in this area should include a mix of moderate-density options, including small-lot single-family detached homes and attached housing types, such as townhomes, duplexes, and quadplexes.

Infill and redevelopment opportunities are present, enabling the growth and evolution of this residential district. The neighborhood boundary and local street connectivity is recommended to be expanded to provide additional residential development opportunities. The development pattern and street grid should promote a quiet, safe, and pedestrian-friendly environment, that also minimizes the impact of adjacent commercial uses.



Small-Lot Single-Family



Duplexes



Townhomes/Fourplexes



Townhomes/Fourplexes

Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Single-Family Detached Single-Family Attached 	<ul style="list-style-type: none"> Not Recommended 	<ul style="list-style-type: none"> Low/Mid-Rise Scale 1-3 stories Medium Intensity 50-75% lot coverage 	<ul style="list-style-type: none"> Compact and connected blocks On-street parking, private garaged parking and surface lots

Evolving Industry

This category establishes an employment-oriented area with a central theme of repurpose and adaptive re-use of older industrial spaces. Reimagining older facilities and expanding the allowed uses will encourage a diverse mix of business activity that can include retailers, showrooms, breweries, boutique retail, food and beverage establishments, and incubator/makerspace facilities.

Sites within this development type category should encourage walkability with inviting streetscapes and building entries that enhance the area's visual appeal, particularly along major streets. Development in this area benefits from easy access to Downtown amenities and the 12th Street Station, making it an attractive destination.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Not Recommended 	<ul style="list-style-type: none"> Retail Office Light Manufacturing Commercial Flex Space 	<ul style="list-style-type: none"> Low/Mid-Rise Scale 1-3 stories Medium Intensity 50-75% lot coverage 	<ul style="list-style-type: none"> Small to medium blocks Surface lots

12th Street Station Area Development Types

Transitional Mixed-Use

This category aims to create compatible development transitions between the 12th Street Station center and other nearby development areas, including CityLine, the US 75 Expressway corridor, and the 14th Street commercial corridor. This land use type supports new mixed-use and infill development opportunities at a more moderate development scale and intensity.

This category encourages a mix of residential and non-residential uses where living and working coexist with convenient access to nearby transit. Development in this area should promote walkable connectivity and efficient use of land. Mid-rise multifamily and non-residential uses should predominantly locate along major streets, with single-family attached types located along minor streets. Adaptive reuse opportunities may exist within this area.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Mid-Rise Multifamily and Independent Living Single-Family Attached 	<ul style="list-style-type: none"> Retail Service Office Assisted Living/Long-Term Care 	<ul style="list-style-type: none"> Low/Mid-Rise Scale Up to 4 stories Medium Intensity 50-75% lot coverage 	<ul style="list-style-type: none"> Small to medium blocks Structured parking, surface lots, on-street parking

Light Industrial District

This category maintains a focus on light industrial uses, underlining its significance in supporting the area's local employment and economic vitality. This area offers spaces for industrial activities with various functions, including processing, assembly, warehousing, research and development, and associated services.

The plan recommends a land use pattern that transitions to light industrial uses east of N Avenue and gradually shifts from predominantly light industrial uses to a more mixed-use character closer to the station area core. N Avenue provides a key connection that supports local north-south freight traffic for the movement of goods and services. It can also act as a buffer, softening the shift in character and creating separation for the mixed-use and residential areas west of this area.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Not Recommended 	<ul style="list-style-type: none"> Light Industrial Retail Office 	<ul style="list-style-type: none"> Low-Rise to Mid-Rise Scale 1-5 stories Low Intensity <50% lot coverage 	<ul style="list-style-type: none"> Medium block size Surface lots

12th Street Station Area Development Types

Douglass Neighborhood

This category respects the historical importance of the Douglass Community. No changes are recommended to the existing land use policy direction which allows for infill residential development consistent with the existing neighborhood character.

Development pressures may exist due to its proximity to the 12th Street Station. However, the primary uses in the Douglass Neighborhood are intended to remain single-family detached or duplex residential, with supporting educational, institutional, or public uses.

A 3-story maximum height transition is recommended for mixed-use development areas adjacent to the Douglass Community (within 500'). This will provide appropriate transitions in building height and bulk that are sensitive to the residential character of the neighborhood.



Character Defining Elements

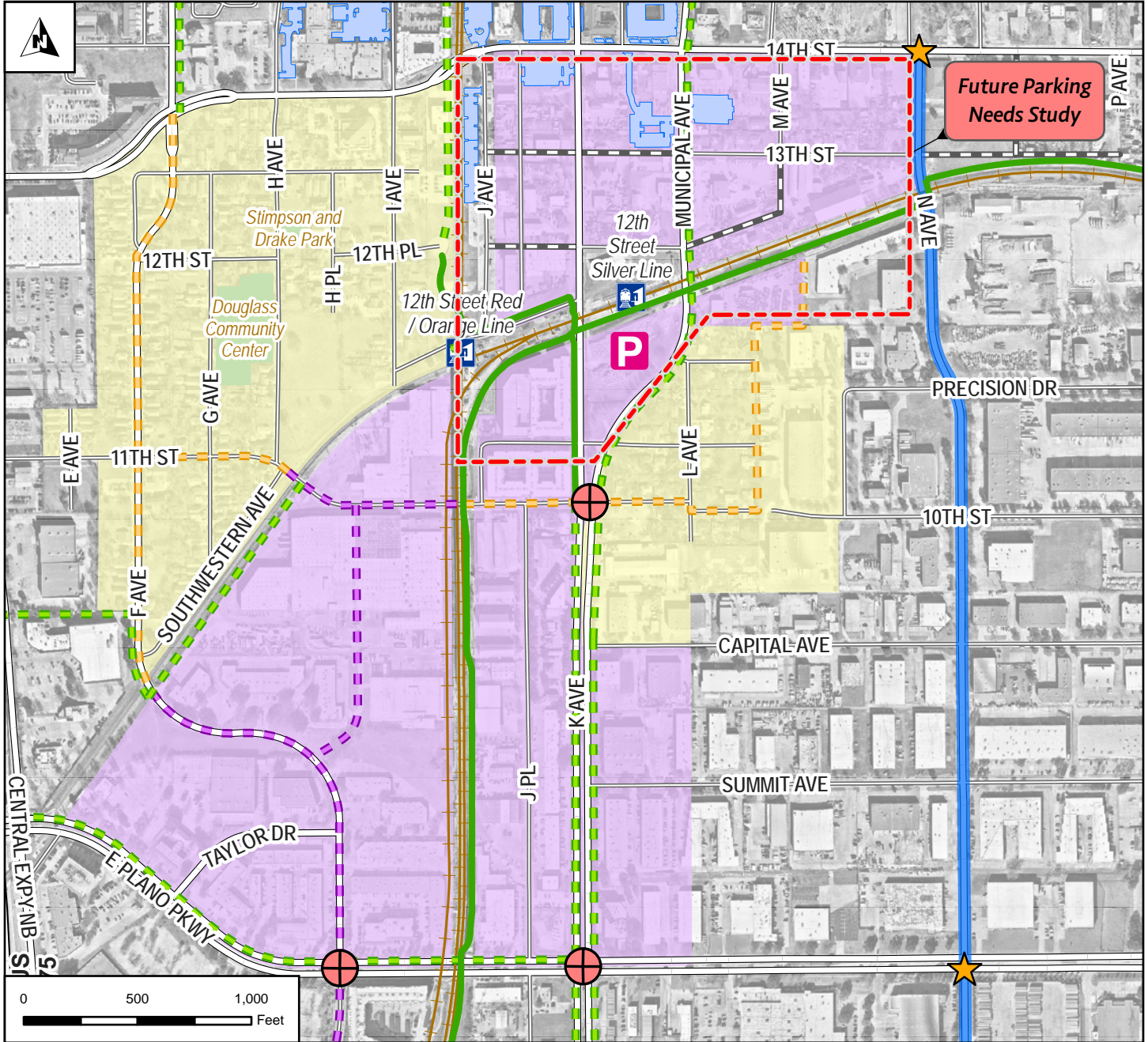
Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Single-Family Detached 	<ul style="list-style-type: none"> Educational, Institutional, or Public Uses only Other Non-Residential Uses are Not Recommended (e.g. office/service/retail uses) 	<ul style="list-style-type: none"> Low-Rise Scale 1-story Residential Uses 1 to 2-story Non-Residential Uses Low Intensity <50% lot coverage 	<ul style="list-style-type: none"> Small to medium blocks Private garages and on-street parking

12th Street Station Area **Transportation Vision**

The **12th Street Transportation Vision Map (Figure 4)** serves as a guide of strategic transportation and infrastructure recommendations designed to enhance connectivity, mobility, and overall accessibility within the station area.

Refer to the **Recommendations & Strategies** for more detailed guidance on recommendations identified on the Vision map.

Figure 4: 12th Street Transportation Vision Map



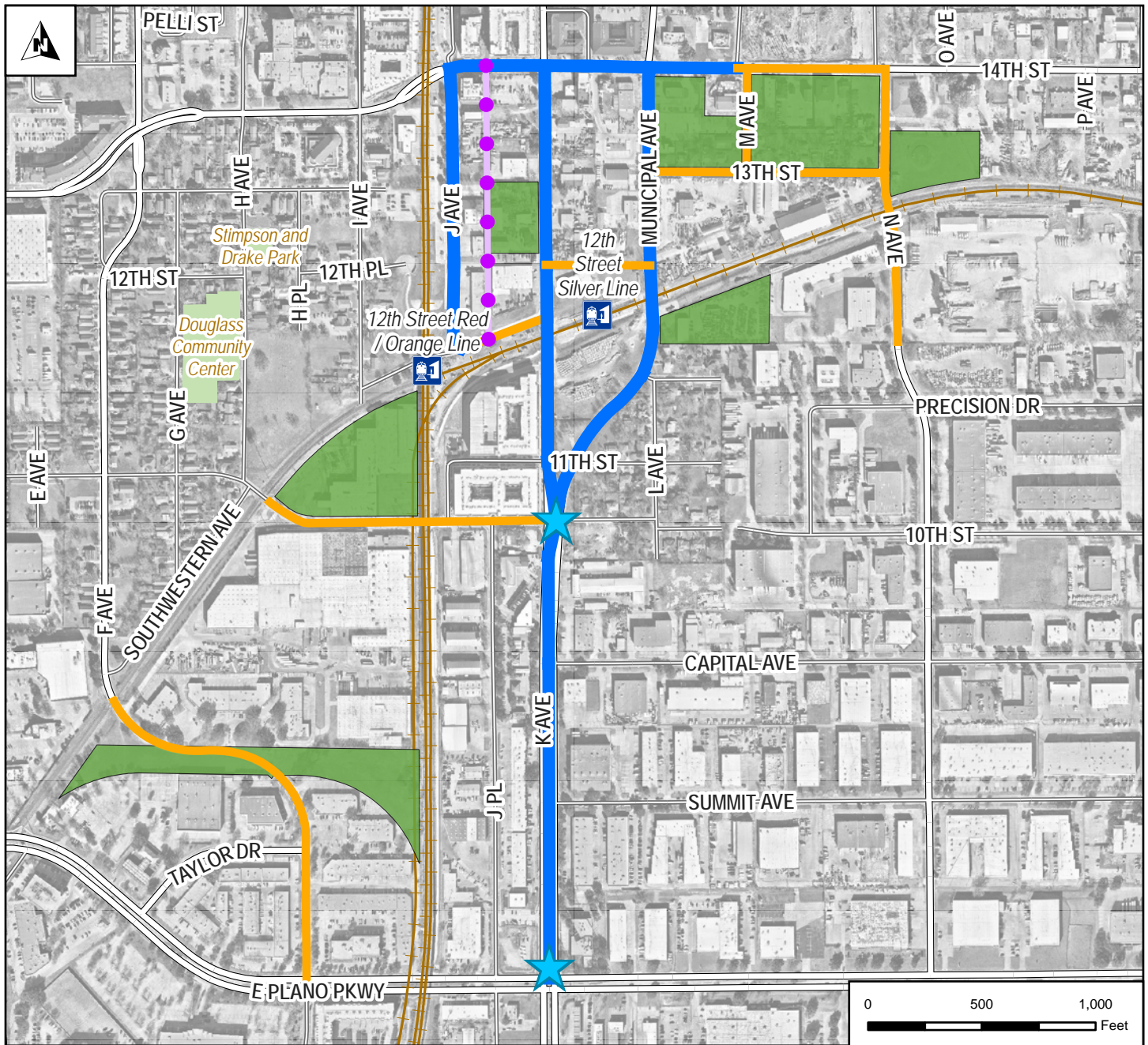
- | | | | | |
|--|---|---|--|---|
| <p>Streets & Intersections</p> <ul style="list-style-type: none"> Upgrade Thoroughfare to Type E: Major Collector Intersection Safety Opportunity | <ul style="list-style-type: none"> Potential Signalized Intersection Proposed Neighborhood Traffic Calming Area Mixed-Use Street Connectivity | <p>Multimodal Improvements</p> <ul style="list-style-type: none"> Existing/Funded Shared-Use Path Proposed Shared-Use Path | <ul style="list-style-type: none"> Proposed On-Street Bicycle Facility Proposed Bicycle Boulevard Parking Needs Study Area Future DART Station Parking Existing Public Parking Areas | <ul style="list-style-type: none"> Future DART Station DART Rail Downtown Streets Plan Connection |
|--|---|---|--|---|

12th Street Station Area Open Space & Character Vision

The **12th Street Open Space & Character Vision Map (Figure 5)** serves as a guide of recommended locations and strategies for the development of parks, open spaces, and distinct district character elements within the station area.

Refer to the **Recommendations & Strategies** for more detailed guidance on recommendations identified on the Vision map.

Figure 5: 12th Street Open Space & Character Vision Map



Street Character Improvements

- █ Primary Streetscape
- █ Secondary Streetscape
- Shared Street

Placemaking Opportunities

- ★ Gateway Features

Open Space Opportunities

- █ Park/Open Space Candidate Site (Future Study)

- 1 Future DART Station

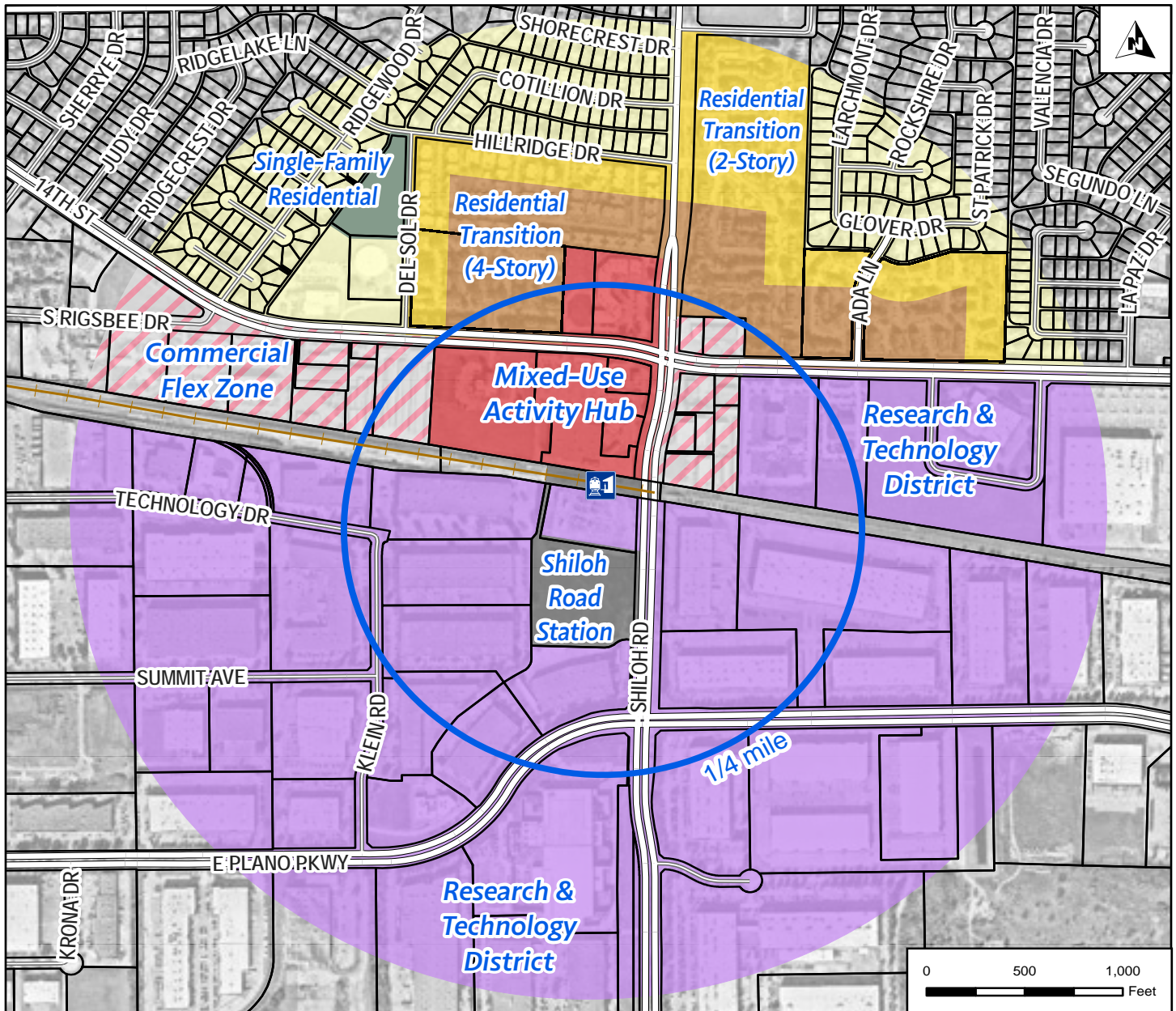
- + DART Rail

- █ Existing Park Sites

Shiloh Road Station Area Land Use Vision

The **Shiloh Road Land Use Vision Map (Figure 6)** guides future development within the station area. The vision is represented through various *Development Types*, each with a different land use mix, scale, and development character. Its primary objective is to provide direction for the physical transformation of the area, defining the land use patterns that will support an active, transit-oriented environment, and promoting economic growth and private investments in line with the community's goals. The Land Use Vision does not establish zoning district boundaries or regulations, nor does it guarantee that all individual properties may develop precisely as presented in the *Development Types*. It is intended to serve as a versatile tool to guide future land use decisions, providing criteria for evaluating zoning change requests, while encouraging innovation and consideration of evolving community needs.

Figure 6: Shiloh Road Land Use Vision Map



- | | | | | |
|--------------------------|--------------------------------|----------------------------------|---------------------------|---------------------|
| Development Types | Commercial Flex Zone | Residential Transition (4-Story) | Single-Family Residential | Future DART Station |
| Shiloh Road Station | Research & Technology District | Residential Transition (2-Story) | Open Space Network | DART Rail |
| Mixed-Use Activity Hub | | | | |

Shiloh Road Station Area Development Types

Mixed-Use Activity Hub

This category presents an opportunity for a walkable and inviting neighborhood-scale activity center at the intersection of 14th Street & Shiloh Road that can serve as a cornerstone of the station area. A mix of compatible uses are encouraged that bolsters the surrounding neighborhoods and business areas, and promotes the revitalization of underperforming retail properties.

This area should remain predominantly nonresidential, with no more than 50% of its development area allocated for residential purposes. A minimum development size of at least 5 acres is recommended in order to have sufficient area to utilize mixed-use design. Future redevelopment should offer well-connected internal streets, pedestrian pathways, and usable open space, to link the hub to the surrounding station area. Residential uses should be thoughtfully located within the site with adequate buffers when adjacent to commercial uses.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> • Multifamily and Independent Living • Single-Family Attached • Duplexes • Patio Homes • Live/Work 	<ul style="list-style-type: none"> • Retail • Service • Office 	<ul style="list-style-type: none"> • Low/Mid-Rise Scale Up to 4 stories • Medium/High Intensity 50-90% lot coverage 	<ul style="list-style-type: none"> • Compact and connected blocks • Private garages, structured parking, shared surface lots, on-street parking

Commercial Flex Zone

This category maintains a focus on light commercial-oriented uses intended to provide essential goods and services to residents and workers within the area. This portion of the 14th Street corridor offers opportunities for businesses and developments that benefit from convenient thoroughfare access and might not typically locate in a mixed-use setting closer to the transit station.

As the western gateway to the Shiloh Road Station Area, there is potential to establish unique identity and branding through improved site design elements. These elements may include pedestrian-oriented setbacks, streetscape enhancements, attractive building facades, and thoughtful landscaping that adds to the character of the district.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> • Not Recommended 	<ul style="list-style-type: none"> • Light Commercial • Retail • Service • Office 	<ul style="list-style-type: none"> • Low-Rise Scale 1-2 stories • Low Intensity <50% lot coverage 	<ul style="list-style-type: none"> • Medium to wide block size • Structured parking and surface lots

Shiloh Road Station Area Development Types

Research & Technology District

This category maintains its focus as a low-density employment center, accommodating office spaces, research and development facilities, and limited assembly operations. The existing mix of land uses in this district contributes to its identity as a technology and light industrial park, serving the region with essential employment opportunities and services.

To ensure the continued economic success of this area, efforts should be made to elevate its branding and identity. This could include new development design standards that promote the area as a prominent technology and employment hub in both Plano and the broader region. This district aims to attract and retain research and technology-focused businesses and remain at the forefront of this economic development sector.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> • Not Recommended 	<ul style="list-style-type: none"> • Office • Research & Development • Warehousing 	<ul style="list-style-type: none"> • Varied Scale Up to 20 stories • Low Intensity <60% lot coverage 	<ul style="list-style-type: none"> • Medium to wide block size • Structured parking and surface lots

Residential Transition (4-Story)

This category is strategically designed to serve as a transitional residential district, supporting a diverse mix of housing options. Located in close proximity to the Mixed Use Activity Hub and Shiloh Road Station, this district allows for greater residential density.

This category can be seamlessly integrated with the Mixed Use Activity Hub with connected internal streets and pathways, creating a cohesive and walkable development pattern. It presents opportunities to diversify housing types in the area, including multifamily or single-family attached homes.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> • Single-Family Detached • Single-Family Attached • Duplexes • Multifamily and Independent Living 	<ul style="list-style-type: none"> • Educational, Institutional, or Public Uses only • Other Non-Residential Uses are Not Recommended (e.g. office/service/retail uses) 	<ul style="list-style-type: none"> • Low/Mid-Rise Scale 3-4 stories • Medium Intensity 50-75% lot coverage 	<ul style="list-style-type: none"> • Small to medium block size • Private garages, on-street parking and structured parking

Shiloh Road Station Area Development Types

Residential Transition (2-Story)

This category is recommended as a lower-scale transitional residential district, primarily serving as a buffer between existing single-family neighborhoods and the Residential Transition (4-Story) housing types.

As existing properties in the area may be revitalized or redeveloped over time, there exists opportunity to introduce a broader variety of housing types. This includes single-family attached homes, duplexes, and low-rise multifamily units.



Character Defining Elements

Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Single-Family Detached Single-Family Attached Duplexes Multifamily and Independent Living 	<ul style="list-style-type: none"> Educational, Institutional, or Public Uses only Other Non-Residential Uses are Not Recommended (e.g. office/service/retail uses) 	<ul style="list-style-type: none"> Low-Rise Scale 1-2 stories Medium Intensity 50-75% lot coverage 	<ul style="list-style-type: none"> Small to medium block size Private garages, surface lots and on-street parking

Single-Family Residential

The future land use direction of this category is to preserve the existing residential character and livability of the Shiloh Road area's established neighborhoods.



Character Defining Elements

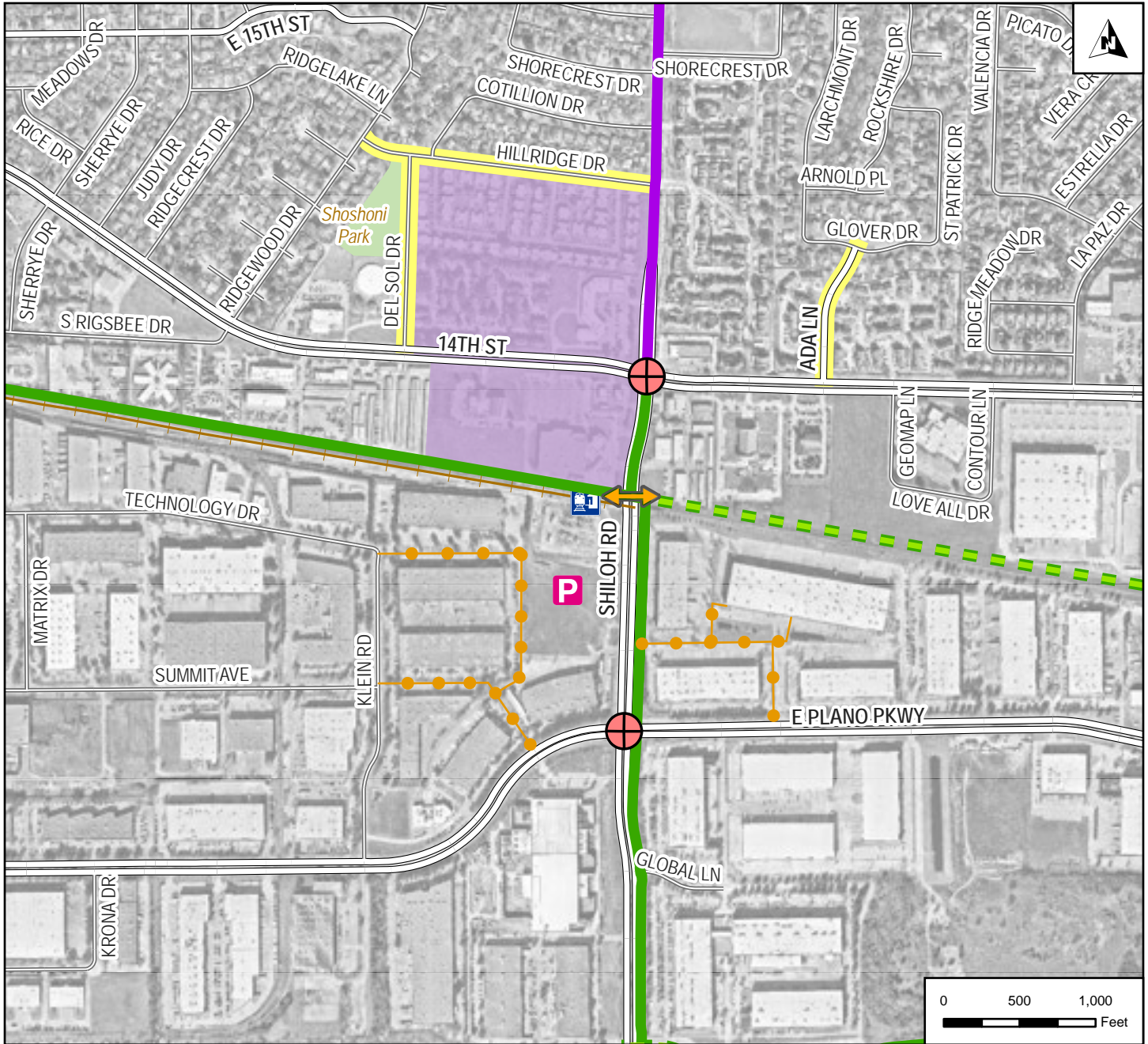
Typical Use Mix		Typical Development Scale & Intensity	Block Pattern & Parking Orientation
Residential	Non-Residential		
<ul style="list-style-type: none"> Single-Family Detached 	<ul style="list-style-type: none"> Educational, Institutional, or Public Uses only Other Non-Residential Uses are Not Recommended (e.g. office/service/retail uses) 	<ul style="list-style-type: none"> Low-Rise Scale 1-2 stories Low Intensity <50% lot coverage 	<ul style="list-style-type: none"> Gridded or curvilinear streets Private garages and on-street parking

Shiloh Road Station Area Transportation Vision



The **Shiloh Road Transportation Vision Map (Figure 7)** serves as a guide of strategic transportation and infrastructure recommendations designed to enhance connectivity, mobility, and overall accessibility within the station area.

Refer to the **Recommendations & Strategies** for more detailed guidance on recommendations identified on the Vision map.




Figure 7: Shiloh Road Transportation Vision Map




Intersection Improvements



-  Intersection Safety Opportunity
-  Midblock Trail Crossing




Multimodal Connectivity

-  Existing/Funded Shared-Use Path
-  Existing/Funded On-Street Bicycle Facility
-  Proposed Shared-Use Path

-  Proposed Pedestrian Connection

Street Improvements

-  Mixed-Use Street Design & Connectivity
-  Proposed Neighborhood Traffic Calming Area

-  DART Rail
-  Future DART Station
-  Future DART Station Parking









Shiloh Road Station Area **Open Space & Character Vision**

The **Shiloh Road Open Space & Character Vision Map (Figure 8)** serves as a guide of recommended locations and strategies for the development of parks, open spaces, and distinct district character elements within the station area.

Refer to the **Recommendations & Strategies** for more detailed guidance on recommendations identified on the Vision map.

Figure 8: Shiloh Road Open Space & Character Vision Map



- | | | | |
|--|---|---|---|
| <p>Streetscape Improvements</p> <ul style="list-style-type: none">  Station Area Entry Features  Streetscape Improvements | <p>Open Space Opportunities</p> <ul style="list-style-type: none">  Mixed-Use Redevelopment Open Space | <p>Park Improvements</p> <ul style="list-style-type: none">  Pedestrian Crossing  Sidewalk | <ul style="list-style-type: none">  Future DART Station  DART Rail  Existing Park Sites |
|--|---|---|---|

RECOMMENDATIONS & STRATEGIES

RECOMMENDATIONS & STRATEGIES

The Recommendations identify priorities that support the vision maps and overall plan goals for each station area. The Strategies provide support and additional direction for the implementation of each Recommendation.

Land Use

- ▶ **Recommendation A: Proactively rezone properties and align zoning regulations with the Land Use Vision**
 - » Strategy #1: Develop zoning policies to support desired land use and transit-oriented development form for the 12th Street Station Area
 - » Strategy #2: Develop zoning policies to support desired land use and transit-oriented development form for the Shiloh Road Station Area

- ▶ **Recommendation B: Enhance station area safety through the use of Crime Prevention Through Environmental Design (CPTED) design principles**
 - » Strategy: Encourage development design strategies that contribute to safe, transit-oriented community environments

- ▶ **Recommendation C: Encourage adaptive reuse of existing structures to contribute to community character and value**
 - » Strategy: Support adaptive reuse of properties.

- ▶ **Recommendation D: Develop community design standards for cohesive and functional station area development**
 - » Strategy: Community design standards for transit-oriented areas should reflect best practices for walkable design.

Transportation

- ▶ **Recommendation E: Enhance pedestrian safety on station area neighborhood streets**
 - » Strategy #1: Consider traffic calming to enhance pedestrian safety on Douglass Neighborhood Streets (12th Street Station Area)
 - » Strategy #2: Consider traffic calming to enhance pedestrian safety on Transit Residential Village Streets (12th Street Station Area)
 - » Strategy #3: Consider traffic calming to enhance pedestrian safety on residential entry streets (Shiloh Road Station Area)
 - » Strategy #4: Identify effective traffic calming measures utilizing the city's Neighborhood Traffic Management guidelines

- ▶ **Recommendation F: Utilize context-sensitive street design and connectivity standards to promote development goals**
 - » Strategy #1: Expansion of a walkable street grid
 - » Strategy #2: Implement a mixed-use street design pilot project on K Avenue (14th to 10th Street)
 - » Strategy #3: Prioritize the application of mixed-use street design standards as streets are constructed or repaired
 - » Strategy #4: Improve F Avenue to support mixed-use multimodal activity

- ▶ **Recommendation G: Upgrade N Avenue to provide an alternate route for commercial vehicle traffic**
 - » Strategy: Upgrade N Avenue to a Type E Major Collector

- ▶ **Recommendation H: Enhance first-mile/last-mile connectivity**
 - » Strategy #1: Expand micromobility options
 - » Strategy #2: Expand demand response transit service
 - » Strategy #3: Evaluate a potential employer-oriented shuttle route
 - » Strategy #4: Explore automated vehicle first-mile/last-mile connections

- ▶ **Recommendation I: Explore strategies to increase long-term station area transit ridership**
 - » Strategy #1: Evaluate existing fixed-route DART bus service
 - » Strategy #2: Increase frequency for rail and/or bus service
 - » Strategy #3: Investigate free or reduced fare zones for the Silver Line Station Areas

Transportation (continued)

- ▶ **Recommendation J: Develop and implement a strategic parking plan to support anticipated growth**
 - » Strategy: Develop strategic parking plans within the 12th Street Station Area.

- ▶ **Recommendation K: Enhance bicycle connectivity and safety**
 - » Strategy: Develop a bicycle network that provides safe, convenient, and connected routes

- ▶ **Recommendation L: Prioritize pedestrian safety and connectivity to create a walkable environment**
 - » Strategy #1: Implement safety improvements at key intersections within the 12th Street Station Area
 - » Strategy #2: Create accessible and comfortable pedestrian pathways within the 12th Street Station mixed-use areas
 - » Strategy #3: Implement safety improvements at key intersections in the Shiloh Road Station Area
 - » Strategy #4: Prioritize an enhanced mid-block crossing on Shiloh Road

- ▶ **Recommendation M: Utilize mixed-use street design principles to promote a well-connected internal street network and support development goals**
 - » Strategy #1: Expand street connectivity in mixed-use areas
 - » Strategy #2: Evaluate and accommodate on-street parking needs on residential streets

- ▶ **Recommendation N: Provide additional pedestrian connections to improve transit access to businesses**
 - » Strategy: Coordinate with private property owners and businesses to develop pedestrian pathways to the Shiloh Road Station site

Open Space & Character

- ▶ **Recommendation O: Promote development of additional public open spaces to support anticipated residential growth**
 - » Strategy #1: Evaluate potential open space sites in the 12th Street Station Area for a future special area park
 - » Strategy #2: Plan and develop a multi-purpose park to support future 12th Street area growth
 - » Strategy #3: Incorporate functional public open spaces into larger redevelopment projects

- ▶ **Recommendation P: Transform J Place into a shared street to provide an enhanced pedestrian connection**
 - » Strategy #1: Explore shared street design solutions for J Place
 - » Strategy #2: Explore public plazas and open space to supplement shared street space

- ▶ **Recommendation Q: Upgrade streetscapes with pedestrian-oriented improvements**
 - » Strategy: Enhance streetscapes depending on street activity and purpose

- ▶ **Recommendation R: Enhance district character through entry features and placemaking amenities**
 - » Strategy #1: Develop district placemaking guidelines
 - » Strategy #2: Prioritize locations for gateway improvements
 - » Strategy #3: Establish bold and distinctive public art to define the district
 - » Strategy #4: Elevate aesthetics and character of highly visible corridors

- ▶ **Recommendation S: Expand and enhance open spaces in the Shiloh Road Station Area**
 - » Strategy #1: Enhance existing public open spaces and bolster connections to surrounding neighborhood
 - » Strategy #2: Require functional open spaces within future mixed-use developments

- ▶ **Recommendation T: Establish a distinctive visual identity for the Shiloh Road Mixed-Use Activity Hub area**
 - » Strategy #1: Create cohesive streetscape and design standards for the district
 - » Strategy #2: Prioritize identity improvements at major station area entry points

Recommendations & Strategies

- ▶ **Recommendation A:** Proactively rezone properties and align zoning regulations with the Land Use Vision

Station Area	
<input checked="" type="checkbox"/>	12th Street
<input checked="" type="checkbox"/>	Shiloh Road

Implementation Actions: LU-3, LU-4, LU-5, LU-6, LU-7, LU-8, LU-9, LU-11, LU-24

Comprehensive Plan Alignment:

This recommendation supports the **Plano Comprehensive Plan Transit-Oriented Development Policy Action 3: Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.**

Strategy #1: Develop zoning policies to support desired land use and transit-oriented development form for the 12th Street Station Area.

- ▶ Base zoning districts should be evaluated and adjusted where in conformance with this plan and other goals of the Comprehensive Plan (see **Figure 9**).
- ▶ Where an existing zoning district does not support the visions and policies of the Plan, a new district should be considered.
- ▶ A Transit-Oriented Development (TOD) Zoning Overlay is recommended that will introduce specific development standards tailored to the unique characteristics of the station area development types, supplementing the base zoning regulations (see **Figure 10**).

12th Street Station Area Zoning

Mixed-Use Development Types (Main Street/Transit Center/Transitional Mixed-Use): Many areas do not fully support the mix of residential and non-residential uses and compact development patterns characteristic of a TOD district.

Rezone these areas using the standards of the Downtown Business/Government (BG) District as the foundation. The BG District, although originally intended to apply to the specific characteristics of Plano’s downtown area, is designed to facilitate pedestrian-oriented development and accommodate a diverse mix of residential and nonresidential uses, that



Mixed-Use Development

support many of the development goals for the 12th Street Station mixed-use areas.

Transit Residential Village: To accommodate a mix of single-family detached and attached residential types in the Transit Residential Village development area, a new residential zoning district should be created with flexibility to support a variety of attached housing types and a walkable neighborhood pattern.



Attached Residential Types (duplexes, townhomes)

Evolving Industry: The plan area designated as Evolving Industry is primarily zoned Light Industrial-1 (LI-1) with Light Commercial (LC) along the K Avenue corridor. Given the proximity to planned residential and pedestrian-oriented mixed-use development, the heavy-intensity uses supported by the LI-1 zoning district would no longer be compatible. Rezoning to LC is recommended to promote the area’s goals.



Industrial Adaptive Reuse

Transit-Oriented Development Zoning Overlay

Creating a TOD zoning overlay is recommended to implement specific development standards. Key development criteria could include:

- ▶ *Building Height:* Specify maximum building heights in alignment with the development type criteria.
- ▶ *Ground Floor Uses on Primary Streets:* Require ground-floor uses that activate primary streets as identified on the Land Use Plan, to enhance walkability and street vibrancy.
- ▶ *Parking Standards:* Evaluate parking requirements, such as reduced parking minimums for developments located within proximity of transit stations and standards for bike parking.
- ▶ *Maximum Building Length (Main Street Mixed-Use):* Establish maximum building lengths to break up massing and create a more human-scale environment.
- ▶ *Density Bonus (Transit Center Mixed-Use):* In order for developers to exceed baseline density limits, significant development features that offer community benefits should be provided, such as the provision of affordable housing units, public parking, or other desired development features.
- ▶ *Residential Adjacency Standards:* Development above five stories should incorporate appropriate transitions in height when adjacent to 1-3 story residential development districts. Design elements may include setbacks from residential lot lines or design changes such as upper-story setbacks.



Active ground floor uses on primary streets



Density Bonus Example Application:

- (left) typical 4-over-1 mixed-use development
- (right) mixed-use development with density bonus and additional desired development features

Density Bonus Examples:

City of Iowa City, IA – Zoning Bonus Provisions

- ▶ Purpose: The zone bonus provisions provide an incentive for developments to incorporate features that provide a public benefit and encourage excellence in architectural design.
- ▶ Bonus provisions include allowance of dwelling units in excess of the density otherwise achievable under the provisions of the base zone, additional building bulk, and/or reductions of the required setback area. Bonuses are based on a point system. Points may be awarded for public benefit features that the design review committee determines are appropriate in design and location.
- ▶ Development that includes the following public benefit features may qualify for the bonuses:
 - » Materials/Facade Design Improvements
 - » Usable Open Space
 - » Rehabilitation of Historic Buildings
 - » Assisted Housing Units
 - » Streetscape Amenities
 - » Additional Landscaping (visible from a public street)
 - » Window Design Improvements

City of Austin, TX – Downtown Density Bonus Program

- ▶ Purpose: The Downtown Density Bonus Program (DDBP) was established in 2014 to promote a vibrant, dense, and pedestrian friendly downtown area while also encouraging the development of affordable housing and other community benefits.
- ▶ This program allows developments in the downtown area to achieve greater height and density in exchange for providing a high quality building and streetscape as well as community benefits.
- ▶ Development that includes the following community benefit features may qualify for the bonuses:
 - » Affordable Housing
 - » Day Care Services
 - » Cultural Uses
 - » Live Music Use
 - » Historic Preservation Improvements
 - » Green Building or Green Roof Design
 - » Publicly Accessible On-Site Plaza
 - » Off-Site Open Space Development Fees
 - » Other Community Benefits (with City approval)

Figure 9: 12th Street Station Area Existing Zoning

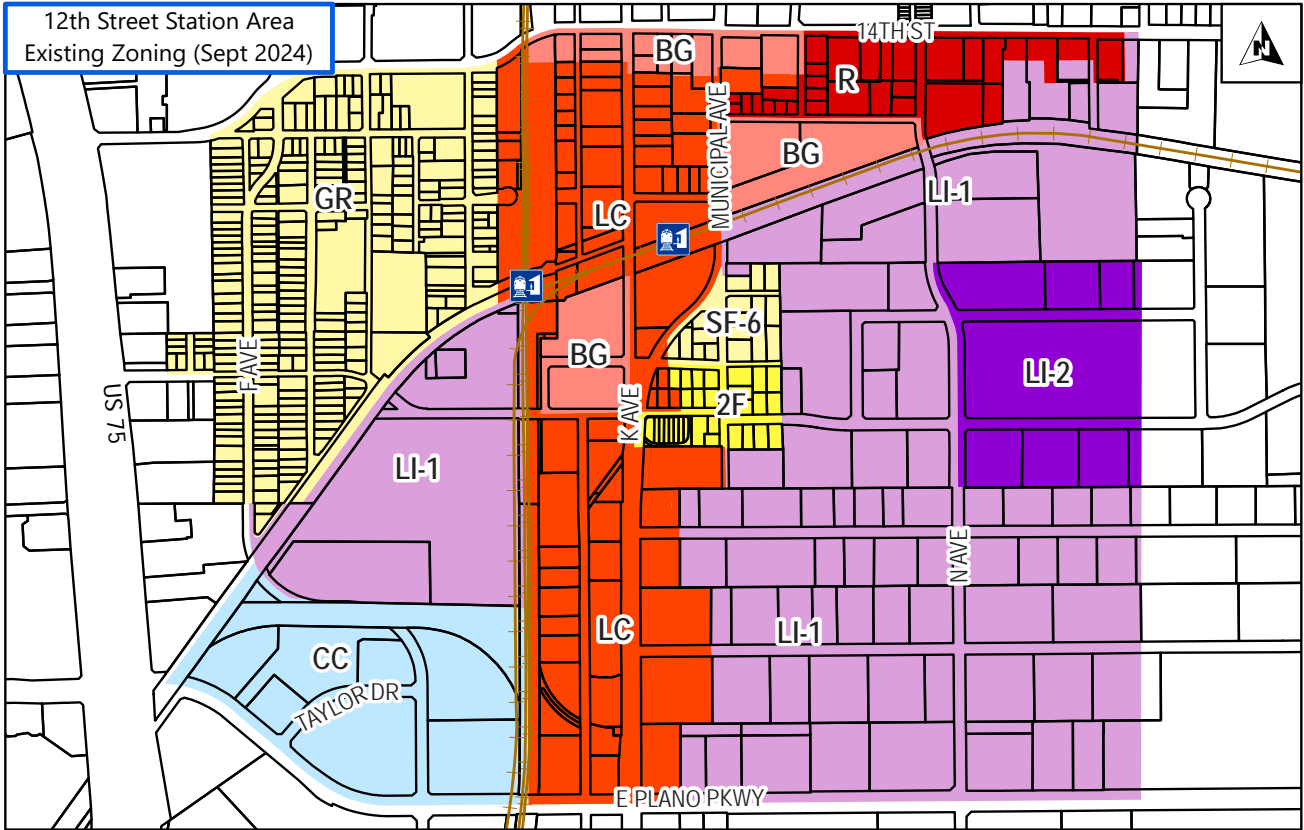
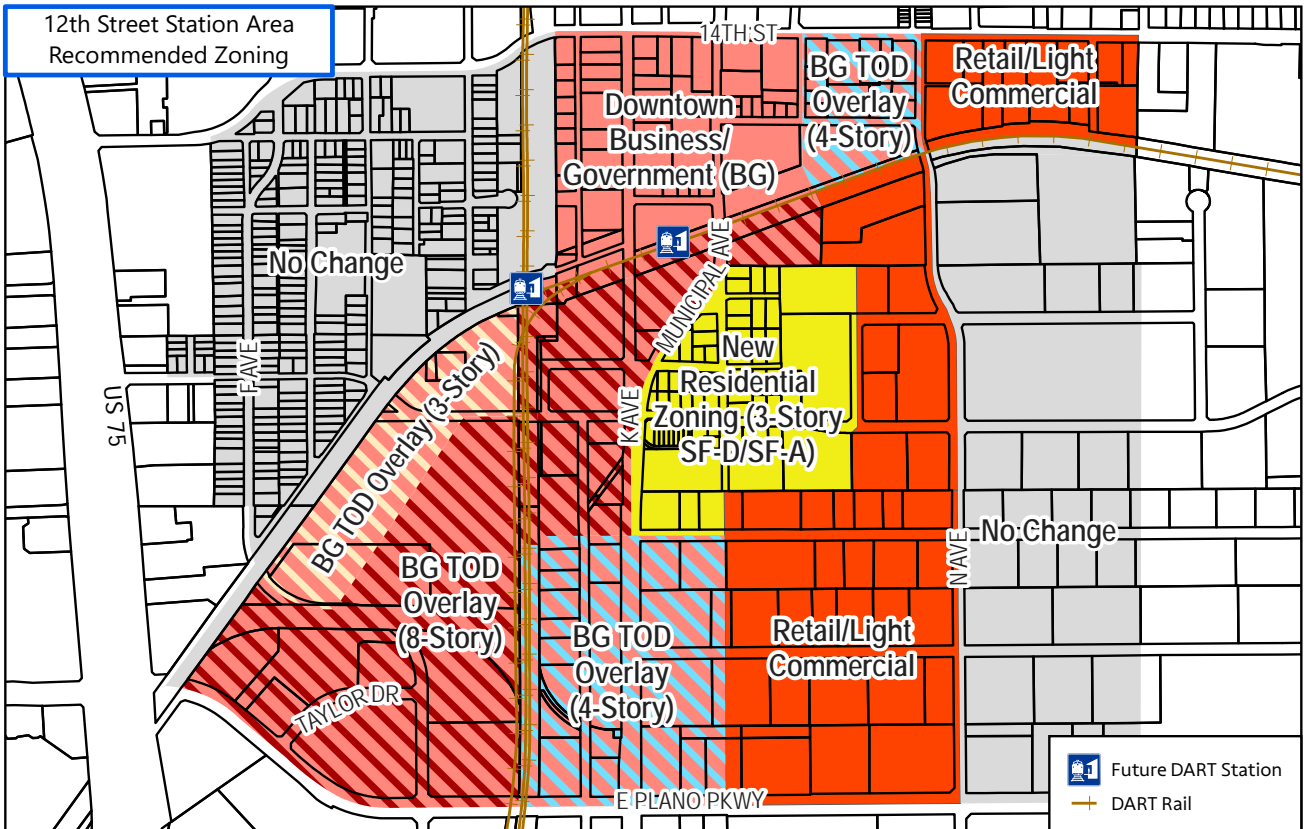


Figure 10: 12th Street Station Area Recommended Zoning



Summary of 12th Street Station Area Base Zoning and TOD Overlay Modifications:

Land Use Vision Development Type	Existing Zoning	Proposed Base Zoning	Additional Development Criteria
Main Street Mixed-Use	BG, LC	BG	<ul style="list-style-type: none"> ▶ Maximum Building Length ▶ Ground Floor Uses ▶ Parking Standards
Transit Center Mixed-Use	BG, R, LC, LI-1	BG	<ul style="list-style-type: none"> ▶ Density Bonus (up to 3-Story) ▶ Ground Floor Uses ▶ Parking Standards
Transitional Mixed-Use	CC, LC, LI-1	BG	<ul style="list-style-type: none"> ▶ Maximum Building Height (4-Story) ▶ Residential Development Pattern
Transit Residential Village	SF-6, 2F, SF-A, LC, LI-1	New or Modified Zoning District	<ul style="list-style-type: none"> ▶ Standards to Encourage Residential Building Form and Height Variety ▶ Residential Development Pattern ▶ Height Stepback Requirements for Adjacent Development
Evolving Industry	LC, LI-1	LC	<ul style="list-style-type: none"> ▶ Maximum Building Height (3-Story) ▶ Setbacks
Douglass Neighborhood*	GR	No Change	
Light Industrial District*	LI-1, LI-2	No Change	

***Douglass Neighborhood and Light Industrial District Areas:** The areas identified as Douglass Neighborhood and Light Industrial District are not recommended for rezoning, as the current zoning supports the recommended development characteristics.

Strategy #2: Develop zoning policies to support desired land use and transit-oriented development form for the Shiloh Road Station Area

Shiloh Road Station Area Base Zoning Changes

Mixed-Use Activity Hub: The current zoning in the proposed mixed-use development areas support a variety of non-residential uses; however, these zoning districts do not allow residential uses. A Transit-Oriented Development (TOD) Overlay could introduce the necessary guidelines to incorporate residential uses and pedestrian-oriented site design standards while maintaining the area’s predominantly non-residential character.

TOD Overlay Guidelines for the Mixed-Use Activity Hub may include:

- ▶ **Land Use Mix:** Allow a balanced mix of residential and non-residential uses with no more than 50% of the development area allocated for residential purposes.
 - » This recommendation follows the guidance of the city's Redevelopment & Growth Management Policy Action 5, ensuring that any rezoning requests for multiuse development include no more than 50% square footage for residential uses.
- ▶ **Minimum Development Size:** Establish a minimum size of at least 5 acres to ensure that mixed-use developments have sufficient area to implement uses and design principles effectively.



Retail corner revitalization/redevelopment

- ▶ **Building Height and Site Design:** Allow building heights of up to 4 stories to support higher density development and efficient land use. Promote compact and connected block designs to enhance pedestrian orientation and site connectivity. Specify that the location of multifamily and non-residential uses should be placed along Shiloh Road and 14th Street to maximize visibility and accessibility respect existing neighborhoods.

Residential Transition: The current zoning in the Residential Transition areas includes Multifamily Residence-1 and Multifamily Residence-2. While these zoning districts support the desired mix of residential uses, some zoning modifications may be needed as follows:

- ▶ **Height Allowance:** Consider necessary zoning district updates to support residential structures up to 4 stories in the Residential Transition area. This would accommodate residential developments that align with the area’s vision for a more intense residential environment near the Mixed-Use Activity Hub.
- ▶ **Review of Existing Site Design Requirements:** Review and adjust density, area, yard, and bulk requirements to better support the desired walkable development pattern. Modifications may include reducing minimum lot sizes, adjusting setback requirements, and increasing allowable lot coverage to encourage more compact and pedestrian-friendly designs.



Mix of residential uses (Residential Transition)

Commercial Flex Zone, Research & Technology, and Single-Family Residential Areas: The areas identified as Commercial Flex Zone, Research & Technology, and Single-Family Residential are not recommended for rezoning, as the current zoning generally supports the recommended land uses and development characteristics for these areas (see **Figure 11** and **Figure 12**).

Figure 11: Shiloh Road Station Area Existing Zoning

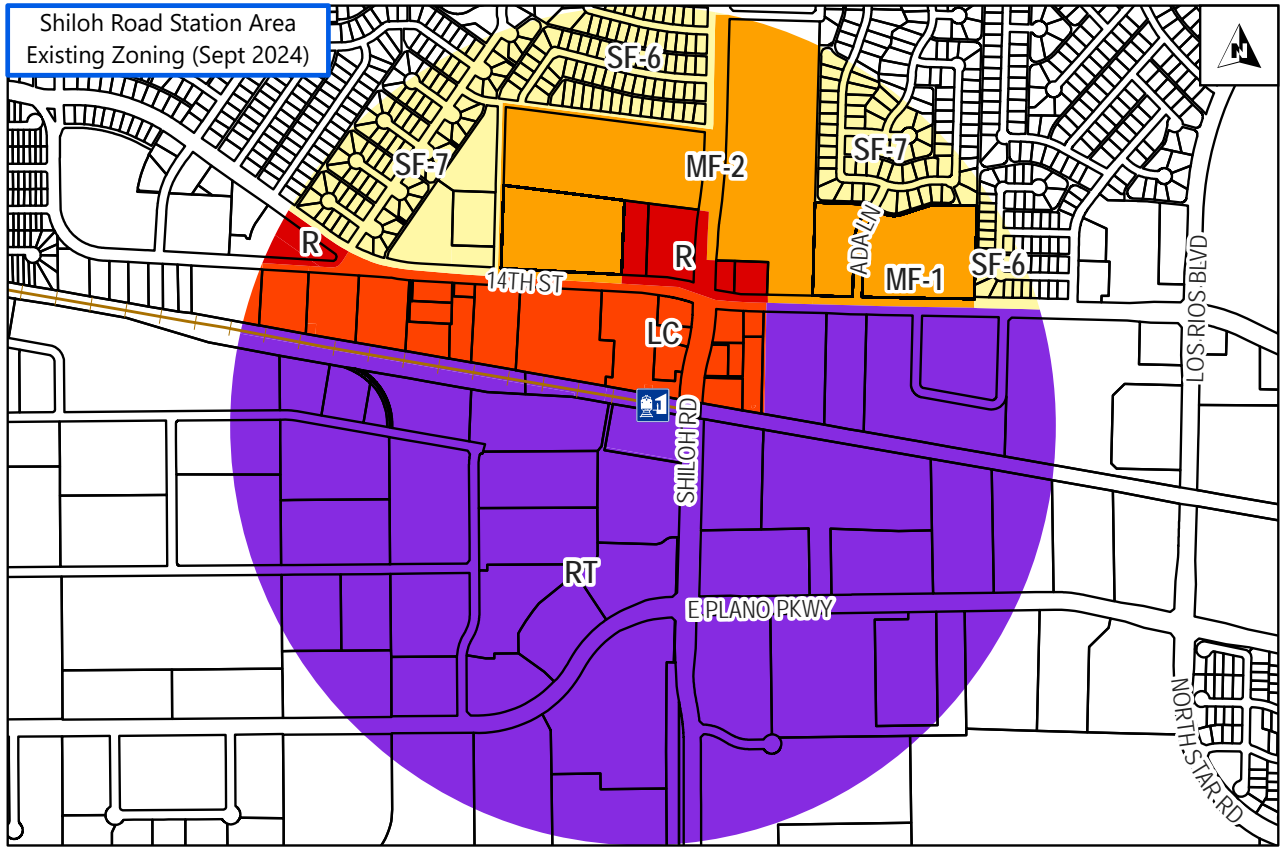
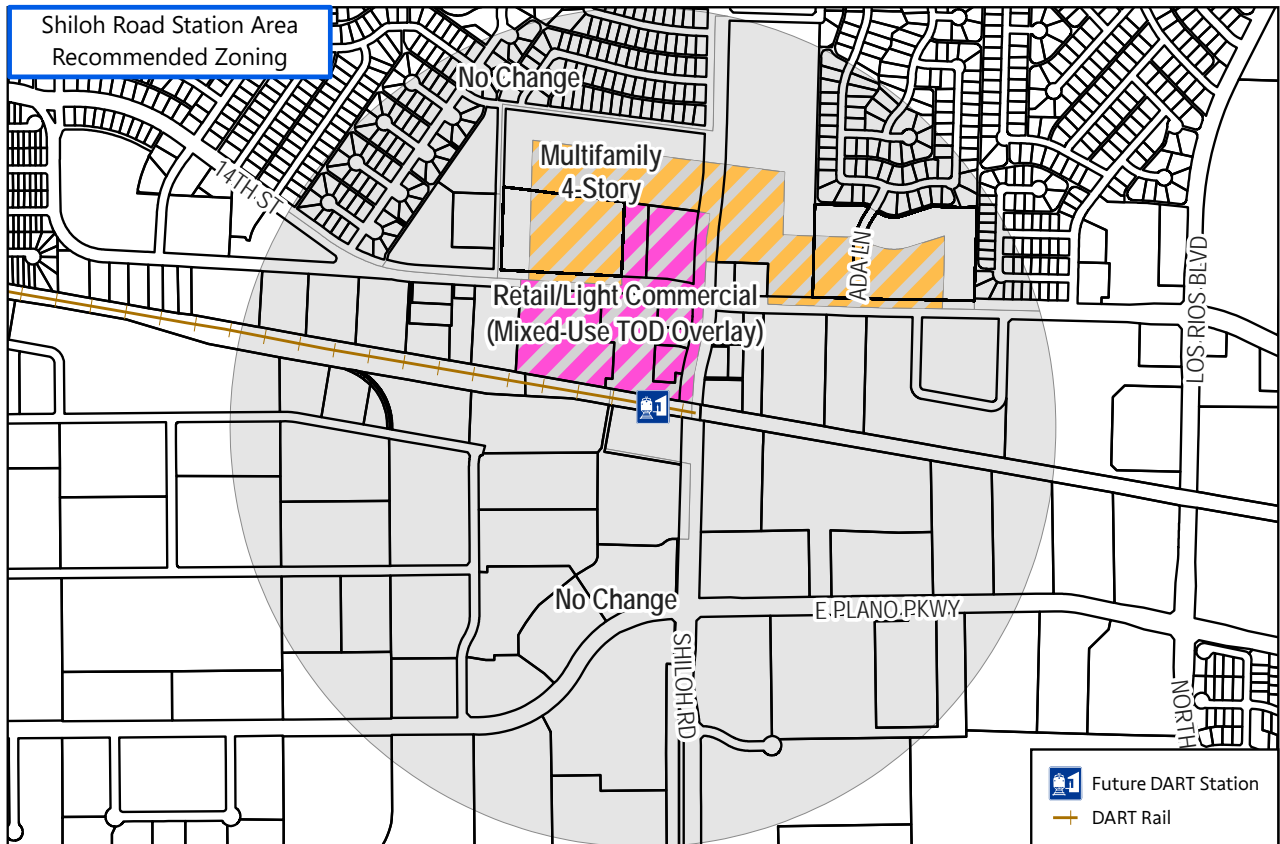


Figure 12: Shiloh Road Station Area Recommended Zoning



Summary of Shiloh Road Station Area Zoning and TOD Overlay Modifications:

Land Use Vision Development Type	Existing Zoning	Proposed Zoning	Additional Development Criteria
Mixed-Use Activity Hub	R, LC	R or LC with TOD Overlay	<ul style="list-style-type: none"> ▶ Maximum Building Height (4-Story) ▶ Residential Use Mix Maximum ▶ Minimum Development Size ▶ Land Use Mix Requirements ▶ Pedestrian-Oriented Site Design Standards
Residential Transition (4-Story)	MF-1, MF-2	MF with TOD Overlay	<ul style="list-style-type: none"> ▶ Maximum Building Height (4-Story) ▶ Pedestrian-Oriented Site Design Standards
Residential Transition (2-Story)*	MF-1, MF-2	<i>No Change</i>	
Commercial Flex Zone*	R, LC	<i>No Change</i>	<ul style="list-style-type: none"> ▶ Pedestrian-Oriented Site Design Standards
Research & Technology District*	RT	<i>No Change</i>	
Single-Family Residential*	SF-6, SF-7	<i>No Change</i>	

***Residential Transition (2-Story), Commercial Flex Zone, Research & Technology District, and Single-Family Residential:** These areas are not recommended for rezoning, as the current zoning supports the recommended development characteristics.

Recommendations & Strategies

- ▶ **Recommendation B:** Enhance station area safety through the use of Crime Prevention Through Environmental Design (CPTED) design principles

Station Area	
<input checked="" type="checkbox"/>	12th Street
<input checked="" type="checkbox"/>	Shiloh Road

Implementation Actions: LU-17

Crime Prevention Through Environmental Design (CPTED) is a strategy that focuses on using design principles to create physical environments that deter criminal activity and enhance safety. Implementing CPTED principles in the design of future development and open spaces near the transit station can contribute to a safer, more welcoming environment for residents, workers, and visitors. Additional resources, such as infrastructure maintenance and/or staffing to deter criminal activity would be required.

Strategy: Encourage development design strategies that contribute to safe, transit-oriented community environments.

Redevelopment projects provide an opportunity to create environments that not only support transit-oriented living but also contribute to a safer and more secure community. The city can develop a CPTED toolkit to provide functional guidance for the inclusion of design principles in future development and public open spaces based on the following best practices:

- ▶ **Natural Surveillance:** Design buildings and open spaces to maximize visibility and natural surveillance.
- ▶ **Territorial Reinforcement:** Define clear boundaries and ownership of spaces through design elements such as landscaping, pathways, and signage.
- ▶ **Access Control:** Control access to buildings and spaces through strategic design features such as controlled entry points, fencing, and landscaping.
- ▶ **Maintenance and Management:** The design of buildings and open spaces should include ongoing maintenance and management efforts.
- ▶ **Lighting:** Incorporate effective lighting design to illuminate pathways, entry points, and public spaces.
- ▶ **Landscaping and Urban Design:** Use landscaping and urban design elements to enhance safety and security.
- ▶ **Community Engagement:** Regular coordination between the community, Police Department, and relevant station area stakeholders can ensure that CPTED principles align with community needs and concerns.



CPTED design principles



Site design techniques for enhanced visibility include lighting, landscaping, and clear sightlines



Territorial reinforcement design techniques to define public and private spaces

Recommendations & Strategies

- ▶ **Recommendation C:** Encourage adaptive reuse of existing structures to contribute to community character and value

Implementation Actions: LU-12, LU-13, LU-14, LU-15, LU-16, LU-22

Adaptive reuse is a sustainable approach to development that promotes the preservation of historical, architectural, and cultural assets while accommodating new development needs. This recommendation seeks to leverage the inherent character and value of existing buildings by repurposing them for alternative uses.

Strategy: Support adaptive reuse of properties.

While full redevelopment of property is expected, some sites may be suitable for adaptive reuse to convert these properties into offices, creative workspaces, art studios/galleries, retail uses, or social/recreational spaces that align with the goals of the area. To promote quality adaptive reuse projects, the following should be considered:

- ▶ **Preserving Architectural Features:** Retain and showcase unique architectural features, historical elements, and building aesthetics.
- ▶ **Retrofitting for Modern Needs:** Retrofit existing buildings to meet contemporary standards for energy efficiency, accessibility, and sustainability.
- ▶ **Creative Programming of Exterior Areas:** Reprogram underutilized areas, such as excess surface parking or hardscape to incorporate outdoor amenities, green spaces, or public gathering areas.
- ▶ **Incentives:** The city and developers should explore utilizing incentives or programs to offset the costs associated with adaptive reuse projects to help cover renovation costs, building upgrades, or infrastructure improvements.
- ▶ **Zoning Regulation Allowances:** Adaptive reuse projects often involve existing conditions that do not conform to standard requirements. Flexibility in existing zoning requirements, new zoning classifications, or overlay districts should be considered where needed to meet the goals of the 12th Street Station Area Plan.



Adaptive reuse of former warehouse



Interior retrofit for modern needs

Recommendations & Strategies

- ▶ **Recommendation D:** Develop community design standards for cohesive and functional station area development

Implementation Actions: LU-17

Station Area

- 12th Street
- Shiloh Road

Developing community design standards for new development in the station areas helps to establish distinctive and visually appealing environments that prioritize the goals of the station area.

Strategy: Community design standards for transit-oriented areas should reflect best practices for walkable design.

The following best practices should be incorporated into community design standards:

- ▶ **Site Layout:** Emphasize building orientation towards transit stations, active street frontages, and public spaces. Minimize surface parking visible from streets and ensure convenient pedestrian access to building entrances.
- ▶ **Building Form:** Regulate building massing and streetwall heights to create a human-scale environment along primary pedestrian streets. Consider setbacks and step-backs to reduce visual bulk and provide adequate views from the street level.
- ▶ **Building Design:** Encourage facade articulation, with variation in building form and materials, and street-level detailing such as active uses, transparent windows, balconies, and stoops. Ensure that building designs contribute positively to the streetscape and pedestrian experience.
- ▶ **Streetscape:** Promote sidewalk activation through ground-floor uses such as retail, cafes, and services. Integrate streetscape elements like street furniture, landscaping, lighting, and public art to enhance the pedestrian environment and create inviting public spaces.



Transit-oriented site and building design includes buildings oriented to the street, articulated facades, pedestrian street amenities



Streetscape elements to support active ground-floor uses

Recommendations & Strategies

► **Recommendation E:** Enhance pedestrian safety on station area neighborhood streets

Station Area

- 12th Street
- Shiloh Road

Implementation Actions: TR-6

The 12th Street area faces unique challenges due to the configuration of the Silver Line and Red/Orange Lines which limit street grid connectivity and create areas with few pedestrian route options. This results in increased vehicle traffic on certain roads, necessitating measures to slow and control traffic to protect pedestrians and cyclists.

The Shiloh Road area presents opportunities to enhance pedestrian safety on primary entry streets that serve the neighborhoods north of the station area. Overall, both areas are characterized by residential streets designed primarily for vehicle traffic, with a need for improved pedestrian infrastructure and traffic calming solutions.

Strategy #1: Consider traffic calming to enhance pedestrian safety on Douglass Neighborhood Streets (12th Street Station Area)

F Avenue and 11th Street serve as primary routes for traffic. These streets would benefit from traffic calming measures to enhance safety for pedestrians and cyclists. Other local residential streets such as I Avenue, H Avenue, and 12th Street, see lower traffic volumes and thus present a lower priority for such measures.

Strategy #2: Consider traffic calming to enhance pedestrian safety on Transit Residential Village Streets (12th Street Station Area)

Traffic calming measures on 10th Street, a key connection into the neighborhood, would help minimize the impact of traffic from adjacent commercial areas. Future street connections constructed to support new development in this area should also incorporate traffic calming designs to ensure safe travel speeds and enhance walkability.



Speed management design measure: curb extensions
(Source: NACTO)



Speed management design measure: traffic circle/mini-roundabout
(Source: NACTO)

Strategy #3: Consider traffic calming to enhance pedestrian safety on residential entry streets (Shiloh Road Station Area)

Ada Lane, Del Sol Drive, and Hillridge Drive are the primary entry points into the residential neighborhoods around the station area, and specific traffic calming measures could contribute to safe and accessible routes for all users. These streets should be designed as mixed-use local streets to support on-street parking, and other design elements should integrate that further support walkability and ensure safe travel speeds, making these streets more inviting and accessible for residents.



Shiloh Road Station Area residential streets (Del Sol Drive)



Shiloh Road Station Area residential streets (Ada Lane)

Strategy #4: Identify effective traffic calming measures utilizing the city's Neighborhood Traffic Management guidelines

Effective traffic calming should include input from neighborhood property owners to ensure community support and successful implementation. Potential measures include:

- ▶ Curb Extensions
- ▶ Speed Cushions
- ▶ Chicanes
- ▶ Pinchpoints
- ▶ Traffic Circles
- ▶ Partial street closure (Transit Residential Village only):
 - » A partial closure of 10th Street could be considered. Currently, 10th Street is fully closed east of L Avenue. This solution would restrict through traffic while supporting some additional vehicle, bicycle, and pedestrian connections while also limiting the potential commercial traffic.



Traffic volume management design measure: partial street closure (Source: NACTO)

Recommendations & Strategies

- **Recommendation F:** Utilize context-sensitive street design and connectivity standards to promote development goals

Implementation Actions: TR-1, TR-2, TR-3, TR-9

Station Area

12th Street

The 12th Street Station Area features a primarily wide block pattern designed to accommodate vehicular traffic. These conditions limit the area’s potential to become a pedestrian-oriented mixed-use district that supports walkability and street-level activity. The lack of amenities such as wider sidewalks, street trees, and pedestrian-scale lighting inhibits the activation of street frontages and diminishes the overall appeal of the area for mixed-use development. There is a significant opportunity to encourage a more active, walkable district that supports both residential and commercial activities.

Strategy #1: Expansion of a walkable street grid

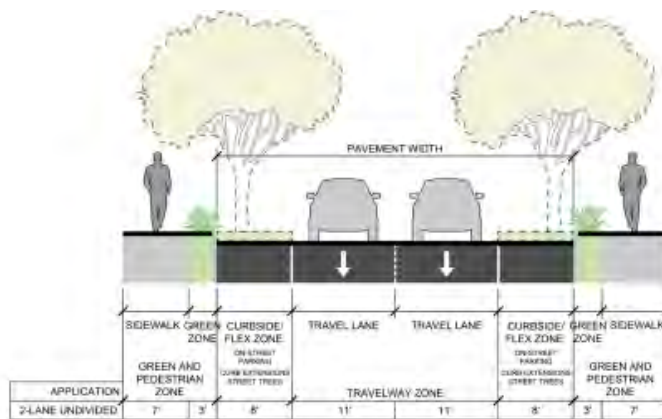
Encourage the expansion of a walkable street grid through new local streets, shared streets (or woonerfs), or paseos that provide safe and inviting pedestrian routes between destinations. Numerous blocks south of 14th Street have lengths exceeding 1,000 feet. As redevelopment occurs in these areas, new street connections should be introduced to reduce large blocks into smaller, more walkable segments characterized by block lengths of approximately 400-600 feet.



Redevelopment with new street connectivity

Strategy #2: Implement a mixed-use street design pilot project on K Avenue (14th to 10th Street)

K Avenue is a major entryway into the 12th Street Station Area, and the segment between 14th and 10th Street is within the Main Street Mixed-Use land use area which aims to continue the walkable and active streetscape character of downtown. Its visibility on one of the major streets will serve as a catalyst for attractive investment and will spur redevelopment.



Proposed mixed-use context street section – K Avenue (14th to 10th Street); Source: Plano Street Design Standards

Strategy #3: Prioritize the application of mixed-use street design standards as streets are constructed or repaired

As the 12th Street Station Area evolves, the application of mixed-use street design standards should be a priority as streets are rebuilt over time or as new streets are added to support redevelopment. The city’s adopted mixed-use street design standards can be used to retrofit existing streets, transforming them into pedestrian-friendly environments that encourage street-level activity. This approach includes integrating wider sidewalks, pedestrian-scale lighting, street trees, on-street parking, and spaces for sidewalk dining areas.



Mixed-use context street design

Strategy #4: Improve F Avenue to support mixed-use multimodal activity

F Avenue between 14th Street and Southwestern Avenue, provides an opportunity to support pedestrian and bicycle activities. Currently classified as a Major Collector, F Avenue has a narrow right-of-way more typical of a local residential street, with many residential driveways and homes set back at short distances. Introducing design features that slow traffic and promote safe on-street bicycle activity can significantly enhance the street’s functionality and safety.

South of Southwestern Avenue, F Avenue connects to Plano Parkway, where it serves adjacent commercial areas and future mixed-use development. This segment has additional right-of-way and should be redesigned to incorporate mixed-use street characteristics such as on-street parking and wider sidewalks to support future mixed-use land development.



F Avenue – 14th Street to Southwestern Avenue (residential bicycle boulevard design treatments); Source: NACTO



*F Avenue – Southwestern Avenue to Plano Parkway
On-Street Parking Lane + Buffered Cycle Track (60' ROW)
(Short-Term Retrofit Solution)*



*F Avenue – Southwestern Avenue to Plano Parkway
On-Street Parking Lanes + Buffered Bike Lanes (74' ROW)
(Long-Term Rebuild Solution)*

Recommendations & Strategies

- ▶ **Recommendation G:** Upgrade N Avenue to provide an alternate route for commercial vehicle traffic

Implementation Actions: TR-4

The current traffic flow within the 12th Street Station Area heavily relies on K Avenue, which serves as the primary north-south thoroughfare and is a major route for trucks and commercial vehicles.

N Avenue presents an opportunity to redistribute some of this traffic. Currently classified as a minor collector, N Avenue serves the light commercial and industrial development areas on the east side of the station area. N Avenue currently lacks the necessary right-of-way and design improvements to efficiently handle a higher volume of commercial vehicles. Upgrading N Avenue presents an opportunity to provide an alternative route for local commercial vehicle trips.

Strategy: Upgrade N Avenue to a Type E Major Collector

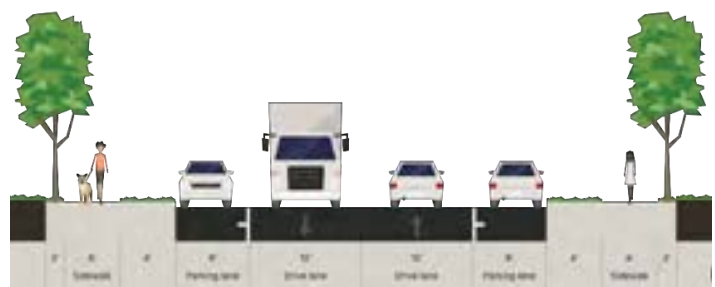
Upgrading N Avenue to a Type E Major Collector between the President George Bush Turnpike and 14th Street is a strategic improvement that will enhance the station area’s overall traffic management and support commercial activity. This strategy would require widening the roadway to a minimum right-of-way of 68 feet, facilitating several key improvements, including creating a more viable alternate route for commercial vehicles and providing space for streetscape enhancements to create a more inviting and walkable environment.

Midblock Improvements

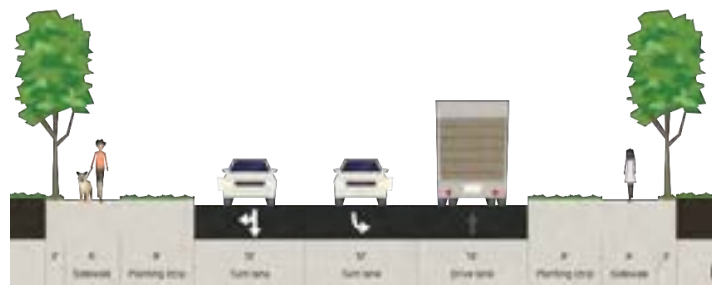
- ▶ Maintain two travel lanes to support anticipated traffic demand.
- ▶ Add accommodations for inviting streetscapes to support a more walkable environment.
- ▶ Provide dedicated street space for on-street parking to support the overall parking supply for adjacent non-residential uses in the Evolving Industry and Light Industrial areas.

Intersection Improvements

- ▶ Introduce dedicated turn lanes at intersections to improve throughput and facilitate safe turning movements for commercial vehicles.
- ▶ Install traffic signals at primary intersections, specifically at Plano Parkway and 14th Street.
- ▶ Consider potential intersection enhancements such as signage, pedestrian crossings, and lighting.



Proposed N Avenue (Midblock Section) 68' ROW
Type E Major Collector



Proposed N Avenue (Intersection) 68' ROW
Type E Major Collector

Recommendations & Strategies

► Recommendation H: Enhance first-mile/last-mile connectivity

Implementation Actions: TR-15, TR-16, TR-17

Station Area

- 12th Street
- Shiloh Road

First-mile/last-mile connections in the station area pose both opportunities and challenges for transit riders. There are opportunities to explore new forms of transportation, including automated shuttles, to provide convenient connections for riders to and from the transit station.

Strategy #1: Expand micromobility options

The city's Bike & Scooter Share program supports micromobility options – such as e-scooters and bicycle sharing – in the 12th Street Station Area. However, there are currently no home zones near the future Silver Line Stations where these vehicles must be stored when not in use. Establishing home zones near the stations will allow users to quickly utilize bicycles or scooters during their trip to and from the stations.



Micromobility station with signage and hard surface

Strategy #2: Expand demand response transit service

DART's GoLink system uses a variety of vehicle types and providers (such as Uber) to provide curb-to-curb service within designated zones but does not currently provide direct service to the station sites. Coordinating with DART to connect existing GoLink Zones in Plano to Silver Line and Red/Orange Line stations could expand overall transit use.

- East Plano GoLink Zone & East Telecom Go Link Zone
 - » Expand west to area between N Avenue and Jupiter Road that currently lacks on-demand service.

Strategy #3: Evaluate a potential employer-oriented shuttle route

There are currently no shuttle routes available in the station area. As a first-mile/last-mile connection, a shuttle system could benefit employers in the area by connecting their businesses/employees to the Silver Line system.

A dedicated-shuttle route between the 12th Street and Shiloh Road Silver Line stations, major employers, and/or points of interest within the 12th Street Station Area should be explored. Costs for riders should be free or very low in cost in the beginning of the program to attract ridership and stimulate long-term viability of the service.



Employer shuttle

Strategy #4: Explore automated vehicle first-mile/last-mile connections.

Implementing automated vehicles as first-mile/last-mile connections can enhance the transportation network in the station area by improving both efficiency and accessibility.

Potential partners for an automated vehicle system/route in the area would include the North Central Texas Council of Governments (NCTCOG), which provides guidance and possible funding sources for implementation. Businesses, especially those in the Evolving Industry and Light Industrial areas that specialize in high-tech technology, could be potential partners, as automated vehicles could provide transportation for employees while highlighting the area's high-tech industries.

Recommendations & Strategies

► Recommendation 1: Explore strategies to increase long-term station area transit ridership

Implementation Actions: TR-18, TR-19

Station Area

- 12th Street
- Shiloh Road

The Silver Line station areas present significant opportunities to increase transit ridership, connecting new visitors, residents, and workers to east Plano. Effective coordination between DART and the City of Plano is essential to develop transit policies and services that foster long-term positive ridership trends. Growth in transit ridership is supported by the increase in housing, employment, and amenities within the transit-oriented development areas, and higher ridership levels can contribute to more sustainable growth, reduced traffic congestion, and improved air quality.

Strategy #1: Evaluate existing fixed-route DART bus service.

The first step in enhancing ridership is to evaluate and align existing fixed-route DART services with the new Silver Line stations. Currently, DART provides two nearby fixed routes (Route 236 and Route 247) serving Downtown and east Plano. Route 236 travels east/west from the Downtown Plano DART station along 15th Street and could provide a direct connection between the 12th Street Station and the Collin Creek redevelopment area. The 2022 *DART Service Area Streetcar Feasibility Report* recommended a streetcar route between the 12th Street Station Area and Collin Creek, which should be considered as a long-term strategy.

Route 247 primarily travels on Jupiter Road and 14th Street. This route could also be considered for a direct connection to the 12th Street Station

Strategy #2: Increase frequency for rail and/or bus service.

Promoting quality frequency levels for both rail and bus services is crucial to attracting and retaining riders. Plano should continue ongoing communication with DART to ensure that frequency levels meet the needs of riders. DART regularly reviews the efficiency of its services and implements changes to improve them. The recent DARTzoom Bus Network plan has focused on increased frequency, reduced travel time, and improved service hours. This approach should continue to be prioritized for Plano, as convenient and flexible transit service options will contribute to increased ridership, supporting both DART's and the City of Plano's goals.



DART light rail and bus service

Current and expected service frequencies for the station areas are below:

Frequency (minutes)	Bus Routes	Red/Orange Line Light Rail	Silver Line Commuter Rail (Expected)
Peak Times	30	15	30
Midday	40	20	60
Off-Peak	60	30	60

Source: DART, 2024

Strategy #3: Investigate free or reduced fare zones for the Silver Line Station Areas.

Another strategy to increase ridership is to investigate the use of discounted or free fare zones around the Silver Line station areas. In coordination with DART, the fare system should be designed to incentivize ridership for those living or working near the station sites while allowing riders to travel throughout the broader DART system. This approach could include partnership with property and business owners to offer reduced or free transit passes to tenants and employees.

Recommendations & Strategies

- ▶ **Recommendation J:** Develop and implement a strategic parking plan to support anticipated growth

Implementation Actions: TR-20, TR-21, TR-22, TR-23

Station Area

- 12th Street

As the 12th Street Station Area evolves, mixed-use developments will become more prevalent, leading to more efficient land use patterns that can rely on a combination of shared on-street and off-street parking supplies. A strategic parking plan should be developed to study and establish the long-term parking needs for Downtown and the 12th Street Station areas.

Strategy: Develop strategic parking plans within the 12th Street Station Area.

This strategy includes four primary components:

1. Assess current parking supply and occupancy trends

- ▶ Create a detailed inventory of all available parking spaces
- ▶ Conduct occupancy surveys at various times of day and week
- ▶ Analyze parking turnover rates
- ▶ Seek public feedback

2. Assess future conditions and growth of the 12th Street station area.

- ▶ Conduct an analysis of land use plans, zoning regulations, and upcoming development projects to consider potential increased residential density, the introduction of new commercial and retail spaces, and the impact of mixed-use developments
- ▶ Account for the potential impacts of transit ridership, including service changes and demand for long-term parking options to accommodate travel to DFW Airport

3. Identify potential sites for future public parking to serve future redevelopment.

- ▶ Evaluate various locations based on their proximity to key destinations, availability of space, and compatibility with existing and future land uses
- ▶ Conduct site analyses to determine the most strategic locations for new parking facilities, considering factors such as accessibility, visibility, and integration with public transportation networks
- ▶ Incorporate public parking into future developments through shared parking agreements or designating

portions of structured parking for public use can be an effective strategy

- ▶ Transition public surface parking areas to other uses over time, ensuring these sites are assembled in a way that supports future development



Downtown Plano public parking garage

4. Consider parking management strategies to maximize access and utilization.

- ▶ Reduce off-street parking requirements for new developments
- ▶ Implement shared parking strategies
- ▶ Establish parking incentives
- ▶ Employ smart parking technologies



Parking management strategies (e.g., time limits)

Recommendations & Strategies

► Recommendation K: Enhance bicycle connectivity and safety

Station Area

☑ 12th Street

Implementation Actions: TR-8, TR-9

Currently, the 12th Street Station Area features five designated on-street bike routes but lack shared-street markings or dedicated bike lanes. Additionally, the future Cotton Belt Trail and the existing Sanders Trail, two main off-street regional trails, will provide important bicycle connections to the station area, forming a foundation to expand the network.

Existing on-street bike routes can be upgraded from shared bicycle lanes to dedicated lanes, and low-traffic, low-speed streets can be redesigned as bicycle boulevards to improve shared lane travel. Additionally, bike storage and other amenities can be expanded within Mixed-Use land use areas, prioritizing wider sidewalks and curbside/flex zones to accommodate bike parking, further encouraging cycling in the area.

Strategy : Develop a bicycle network that provides safe, convenient, and connected routes.

- Implement bicycle boulevards on low-traffic/low-speed streets.

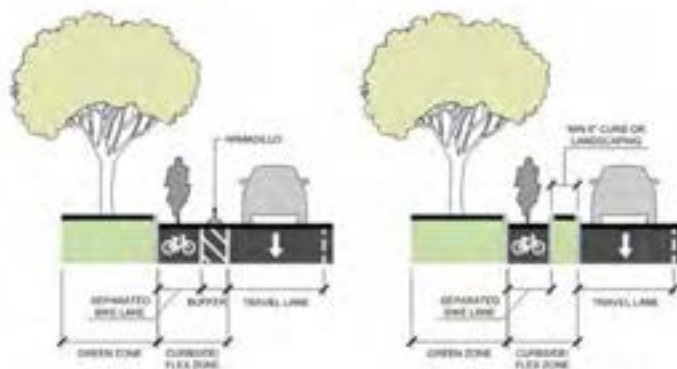
Bicycle boulevards feature signage, markings, and traffic-calming elements that give travel priority to bicyclists, discourage through trips by vehicles, and create a safe and appealing environment for cyclists by reducing vehicle speeds and volumes. Wayfinding signage and pavement markings provide a strong visual identity to the street, indicating its designation as a bicycle-priority corridor. Future residential local streets in the area, like those in the Transit Residential Village, are also recommended as extensions of the bicycle boulevard network to provide connections to other bicycle facilities, such as the Cotton Belt Regional Trail.

- Provide on-street dedicated bicycle lanes in mixed-use development areas.

Dedicated bicycle facilities are appropriate within Mixed-Use Context land use areas, specifically Transit Center Mixed-Use and Transitional Mixed-Use. In these contexts, on-street buffered bicycle facilities are recommended on F Avenue, 10th Street, and Executive Drive. On higher-volume and higher-speed streets, buffered bike lanes are recommended to separate bicycle traffic from motor vehicle traffic, enhancing safety and comfort.



Bicycle Boulevard; Source: NACTO



Examples of on-street dedicated bicycle lanes; Source: Plano Street Design Standards

- ▶ Develop strategic trail connections.

New trails should be developed to connect the station area to nearby areas and destinations, such as a shared-use path to the Collin Creek Mall redevelopment site, as proposed in the *Parks, Recreation, Trails, and Open Space Master Plan (2023)*. Additionally, future road connections within Mixed-Use areas could extend shared-use path connections to the broader bicycle network. Private developments adjacent to shared-use trails should provide direct connectivity to promote bicycle-friendly development patterns.

- ▶ Ensure adequate bicycle parking amenities.

Future redevelopment projects should integrate bicycle storage solutions to facilitate easy and secure parking for cyclists.

Typical design considerations for bicycle parking amenities include:

- ▶ **Pedestrian Pathways:** Install bike racks in locations that do not obstruct sidewalks, maintaining clear pathways for pedestrians.
- ▶ **Visibility and Lighting:** Place racks and storage facilities in well-lit, visible areas to ensure safety and security.
- ▶ **Vehicle Access:** Position racks to avoid conflicts with motor vehicle passengers getting in and out of cars.
- ▶ **Bike rack:** appropriate space should be made to maintain adequate space for pedestrians and to limit obstructions.



*US 75 trail bridge concept
(Example: Northaven Trail, Dallas)*



Bicycle parking

Recommendations & Strategies

- ▶ **Recommendation L:** Prioritize pedestrian safety and connectivity to create a walkable environment

Implementation Actions: TR-7, TR-11, TR-12

Station Area

- 12th Street
- Shiloh Road

The 12th Street Station Area benefits from a generally well-connected sidewalk network, however, there are areas with older, narrower sidewalks that lack typical design features promoting pedestrian comfort.

Additionally, the Shiloh Road Station Area lacks a well-connected pedestrian network. The streets in the area are typical of a suburban residential and commercial block pattern, characterized by large blocks, cul-de-sacs, and limited connections. The current street network limits convenient pedestrian movement across the area, affecting overall walkability.

Strategy #1: Implement safety improvements at key intersections within the 12th Street Station Area.

Intersection enhancements should be prioritized at key locations along wide thoroughfares to create safe and comfortable pedestrian crossings. Strategies such as median refuge islands and curb extensions can significantly improve pedestrian safety. Additionally, ensuring proper lighting and visibility at these intersections is essential for safety, especially during low-light conditions.

Intersection safety improvements should be considered at the following locations:

10th Street & K Avenue

A signal at this intersection may not be appropriate due to high traffic volumes on K Avenue and its proximity to other signals. Instead, consideration should be given to:

- ▶ A midblock crossing south of this intersection;
- ▶ Enhanced crosswalks with curb extensions across 10th Street; and
- ▶ Upgraded sidewalks along K Avenue.



Enhanced crosswalks



Median refuge islands

Plano Parkway & K Avenue

- ▶ Wide and enhanced crosswalks across both K Avenue and Plano Parkway; and
- ▶ Median refuge islands on both K Avenue and Plano Parkway.

Executive Drive & Plano Parkway

- ▶ Providing wide and enhanced crosswalks across Executive Drive and Plano Parkway; and
- ▶ A median refuge island on Plano Parkway.

Strategy #2: Create accessible and comfortable pedestrian pathways within the 12th Street Station mixed-use areas.

A well-designed pedestrian network should prioritize direct and convenient pathways that are clearly marked, well-lit, and equipped with essential amenities such as sidewalks, curb ramps, crosswalks, signage, and street lighting. These features contribute to pedestrian safety and comfort, encouraging more people to choose walking as a mode of transportation.

There are also opportunities to promote pedestrian-friendly environments through private developments. Redevelopment standards should encourage the integration of pedestrian-friendly pathways through thoughtful design elements public access. Additionally, shared streets or paseos offer innovative solutions for creating pedestrian-priority areas within mixed-use developments.



Pedestrian-oriented street elements: wide sidewalk, seating, lighting



Shared street example



Paseo (pedestrian-only pathway)

Strategy #3: Implement safety improvements at key intersections in the Shiloh Road Station Area.

Intersections pose the highest risk to pedestrians and should be prioritized for safety enhancements. Specific safety measures at intersections should increase pedestrian visibility to motorists.

14th Street and Shiloh Road

At the intersection of 14th Street and Shiloh Road, essential pedestrian safety measures are already in place, including pedestrian-activated signals and marked crosswalks. However, other enhancements may be feasible including pedestrian refuge islands and enhanced lighting.

In addition to improving pedestrian safety, intersection enhancements can also be used to create a greater sense of place, especially considering that this intersection serves as a key gateway for the area. Design elements such as stamped concrete, decorative crosswalk patterns, or landscaped medians can be incorporated to enhance aesthetics and establish a distinct identity for the intersection.

Plano Parkway and Shiloh Road

Similar to the 14th Street and Shiloh Road intersection, the intersection of Plano Parkway and Shiloh Road should be enhanced to increase visibility for pedestrians and increase safety. In addition, this intersection offers opportunity for placemaking through distinct pavers, painting, or stamped concrete.

This intersection should be evaluated to incorporate a shared-use path along Shiloh Road. Additional consideration should be made to support additional off-street bicycle activity in proximity to the intersection.

Strategy #4: Prioritize an enhanced mid-block crossing on Shiloh Road.

With the addition of the Shiloh Road Station, there is anticipated to be a heightened demand for pedestrian crossings across Shiloh Road. Given the limited opportunities to cross Shiloh Road near the station site, implementing a signalized mid-block crossing is recommended to provide safe and convenient pedestrian access. This recommendation aligns with the trail crossing recommendations from the *NCTCOG Cotton Belt Trail Pedestrian Crossing* study.



Decorative intersection treatment



Shared-use path intersection treatment



Mid-block crossing

Recommendations & Strategies

- **Recommendation M:** Utilize mixed-use street design principles to promote a well-connected internal street network and support development goals

Implementation Actions: TR-1, TR-5

Station Area

Shiloh Road

The Shiloh Road Station Area's street network reflects a suburban development pattern characterized by curvilinear streets and cul-de-sacs in residential zones, and large blocks in commercial areas. On-street parking is supported on most residential local streets but is often unmarked and limited. Commercial areas along 14th Street typically lack internal local streets and are supported by private drives and surface parking. The rail line further restricts connectivity, creating a division between the predominantly residential northern section and the light industrial southern section. These conditions present both challenges and opportunities for enhancing street design and connectivity as areas nearest the Mixed-Use Activity Hub redevelop.

Strategy #1: Expand street connectivity in mixed-use areas.

Enhancing street connectivity should focus on expanding the network within mixed-use redevelopment zones. The aim is to create a more well-connected pattern of internal streets that support a walkable character with wide sidewalks, on-street parking, and street trees. This approach aligns with the defining elements of the Mixed-Use Activity Hub land use area.

As properties redevelop, it is essential to extend existing streets where possible, prioritizing block lengths of approximately 400 feet. For example, extending streets like Geomap Lane westward to connect with Shiloh Road can provide alternate internal connectivity and site access options.



Internal mixed-use site street connectivity

Strategy #2: Evaluate and accommodate on-street parking needs on residential streets.

Hillridge Drive and Del Sol Drive, currently constructed as typical residential local streets with 50 feet of right-of-way, face challenges due to high parking demand. These streets border single-family and multifamily neighborhoods, and on-street parking (now restricted to one side) makes it difficult for vehicles to navigate and pass each other due to the narrow travel lanes.

Redesigning Hillridge Drive and Del Sol Drive using a Mixed-Use local street design with a wider right-of-way could effectively address these issues. This approach would create dedicated parking lanes on both sides of the street, ensuring smoother traffic flow and accommodating additional spaces for parking. Additionally, this design could incorporate street trees and wider sidewalks which would not only improve the aesthetic appeal but also enhance the residential character of the area.



Residential street with dedicated on-street parking; Source: NACTO

Recommendations & Strategies

- **Recommendation N:** Provide additional pedestrian connections to improve transit access to businesses

Implementation Actions: TR-13

Station Area

- Shiloh Road

The development pattern near the future Shiloh Road Station currently features sidewalk connectivity along most public streets but often lacks internal sidewalk connectivity within large commercial properties. This layout creates long and disjointed routes for pedestrians between building entrances and the station area. Establishing pedestrian connections within existing properties to the Shiloh Road station site is essential to cultivate a walkable, transit-oriented development area.

Strategy: Coordinate with private property owners and businesses to develop pedestrian pathways to the Shiloh Road Station site.

The city should engage in collaborative efforts with property owners and businesses in the vicinity to establish pedestrian pathways on their properties.

Coupled with private investment and city funding, partnerships with entities like DART or the NCTCOG could present opportunities to secure additional funding for these improvements. By leveraging resources and expertise from external partners, the city can enhance its capacity to fund and implement pedestrian pathway projects effectively. These pathways should adhere to typical design standards and may benefit from amenities such as signage and lighting to ensure their visibility and usability. These pedestrian pathways should connect to the public sidewalk network and other existing pathways within each site.



Internal pedestrian pathways between businesses and transit station

Recommendations & Strategies

- **Recommendation 0:** Promote development of additional public open spaces to support anticipated residential growth

Implementation Actions: OS-1, OS-2, OS-3

Station Area

12th Street

The 12th Street Station area lacks sufficient publicly accessible open space, parks, and recreational sites. While the Douglass Neighborhood is served by the Douglass Community Center and Stimpson and Drake Park, there are no existing park spaces outside of Douglass to serve the anticipated redevelopment areas near the station. The development of special area parks, reflecting the needs of a TOD setting, is advised to enhance the overall Downtown and station area open space network.

Strategy #1: Evaluate potential open space sites in the 12th Street Station Area for a future special area park.

Evaluating potential open space sites within the 12th Street Station Area is a critical first step. Potential sites should be evaluated based on criteria such as parcel size, location, and accessibility. Sites that are centrally located, are sized appropriately, are easily accessible from residential and mixed-use developments, and have proximity to the station should be prioritized. A minimum of 4 acres is recommended to offer spaces large enough for community activities, events, and recreation, complementing the activities that regularly occur in Haggard Park. However, smaller sites may be considered for specific-use park or plaza sites.

Strategy #2: Plan and develop a multi-purpose park to support future 12th Street area growth.

Once a suitable site is selected, the city should work to acquire the land or negotiate a long-term lease with the landowner to secure space for a multi-purpose park. Developing the park design should include engaging local stakeholders to understand priority needs, ensuring the park becomes an attraction for both daily use and special occasions. Design priorities should emphasize accessibility, signature features, a mix of green spaces and hardscapes that support a range of activities, and connections to the Cotton Belt Trail or other area bikeways. The design should prioritize flexibility for a range of uses, making it a focal point for both daily use and special occasions.



Public plaza concept (Example: CityLine Plaza, Richardson)



Town square park concept (Example: Main Street Garden Park, Dallas)

Strategy #3: Incorporate functional public open spaces into larger redevelopment projects.

To support the provision of adequate public open space, the city should require large-scale mixed-use developments to incorporate functional public open space such as parks, plazas, or gathering spaces that are accessible to the general public and can be directly accessed from a public street or pathway.

Public-private partnerships should be considered to support the creation of larger, unique open space concepts integrated with adjacent business and retail areas. These partnerships can result in well-designed parks, courtyards, plazas, dining areas, and outdoor gathering spaces that serve the public while being maintained by private entities.

Recommendations & Strategies

- **Recommendation P:** Transform J Place into a shared street to provide an enhanced pedestrian connection

Implementation Actions: OS-4, OS-5

Station Area

12th Street

J Place south of 14th Street is a typical vehicle-oriented commercial alley without sidewalks. It is situated such that it could be adapted into a unique pedestrian-focused shared street connection between the 12th Street Station and 14th Street. Shared streets are designed to prioritize pedestrians while allowing vehicles to move at very low speeds and often feature unique paving materials, greenery, and street furniture that creates a welcoming environment for pedestrians. J Place north of 14th Street has already seen pedestrian accessibility improvements, including a pedestrian crossing at 14th Street. The transformation of the remaining portion of J Place would provide a direct, inviting pathway, seamlessly connecting Downtown to the future station area.

Strategy #1: Explore shared street design solutions for J Place.

The shared street design should incorporate elements such as pedestrian-scale lighting and paving materials that create a comfortable and inviting atmosphere. The integration of patio dining areas and secondary business entries can help activate the street, promoting an engaging public realm.

Implementing the shared street could be achieved in phases, starting with a pilot project or temporary installations to test design concepts and gather feedback. This phased approach would allow for refinements to be made based on community input, leading to a final design that reflects the preferences of the station area's stakeholders. The ultimate design should consider appropriate pavement design techniques to

clarify travel space and flow for both motorized vehicles and pedestrians. Traffic calming features, such as speed humps or raised crosswalks, along with bollards, may be necessary to maintain slow travel speeds and enhance pedestrian comfort.

Strategy #2: Explore public plazas and open space to supplement shared street space.

Future redevelopment along J Place also presents an opportunity to integrate the shared street into a public plaza or open space, serving as a focal point for social activities, with businesses benefiting from increased foot traffic. This plaza area could facilitate outdoor dining, community events, and other public gatherings, contributing to the area's vibrancy.



Plaza and seating areas integrated into adjacent development



Active shared street (Example: Cady's Alley, Washington, D.C.)

Recommendations & Strategies

► Recommendation Q: Upgrade streetscapes with pedestrian-oriented improvements

Station Area

 12th Street

Implementation Actions: OS-7

There is a significant opportunity to upgrade existing streets within the station area to be more pedestrian-friendly. Currently, most streets south of 14th Street have only narrow sidewalks and minimal street trees, which are typical of the predominantly commercial and auto-related development pattern in the area. In contrast, north of 14th Street, streetscape improvements are attractive for pedestrian activity, particularly along K Avenue, 15th Street, and 14th Street. The enhanced pedestrian environment in these areas includes wider sidewalks, pedestrian-scale lighting, street trees, and amenities that make walking both enjoyable and safe.

To make the station area more accessible, walkable, and unified, similar streetscape improvements should focus on improving sidewalk conditions, lighting streets to minimize dark areas, and incorporating elements such as street trees and seating.

Strategy #1: Enhance streetscapes depending on street activity and purpose.

Primary Streetscape Improvements

Streetscape improvements should prioritize major corridors closest to the station, specifically in the Transit and Main Street Mixed-Use areas. These areas are expected to experience high levels of pedestrian activity.

Streetscape enhancements should include:

- Wide Sidewalks
- Landscaping
- Street Lighting
- Seating
- Wayfinding Signage

Secondary Streetscape Improvements

For streets further from the 12th Street Station, such as those located in the Transitional Mixed-Use and Evolving Industry areas, street design should still prioritize essential pedestrian comfort and visibility. Although these areas may have lower pedestrian activity, elements like wide sidewalks, street trees, and on-street parking can still contribute to a pleasant and safe pedestrian experience, enhancing the overall streetscape.

Pedestrian-Oriented Streetscape Examples:



Recommendations & Strategies

- ▶ **Recommendation R:** Enhance district character through entry features and placemaking amenities

Implementation Actions: OS-8, OS-9, OS-10, OS-11

Station Area

- 12th Street

The 12th Street Station Area currently lacks cohesive district branding and identity, with minimal features that identify the entrance to the station area. There are opportunities to enhance the unique character of the area while developing its own strong identity.

Thoughtfully implemented amenities provide strong and cohesive visuals that connect to the overall brand of the area. Gateway improvements, monumentation, banner signage, and enhanced aesthetics within the station area can contribute to a strong sense of place, letting visitors know that they have arrived at the station area and can help create a positive first impression of the district and reinforce the area's identity.

Strategy #1: Develop district placemaking guidelines.

To ensure cohesive and impactful improvements, placemaking guidelines should be created before implementing enhancements in the station area. These guidelines will define the desired character and identity of the 12th Street Station Area and should outline specific colors, fonts, and styles for monuments, signage, banners, and other elements to create a unified visual identity.

Key components may include:

- ▶ Establishing a color palette and typography consistent with the area's branding.
- ▶ Designing cohesive street signage, banner signs, and public art installations.
- ▶ Creating standards for monumentation and other amenities to be easily identifiable as part of the 12th Street Station Area.
- ▶ Build upon priority design themes selected during the DART Art & Design Committee process. Design themes for the aerial station included a wave design to reflect wind dominating the Texas prairie and themes for the at-grade station included industry/machinery.

Strategy #2: Prioritize locations for gateway improvements.

Strategically placed gateways and associated improvements can create inviting and memorable entry points into the 12th Street Station Area, signaling arrival and reinforcing the district's identity.

Gateway improvements may include:

- ▶ Monumentation, public art, and wayfinding signage to welcome visitors and inform them of upcoming amenities.
- ▶ Streetscape elements such as banners, street sign toppers, and distinctive street sign designs to contribute to the sense of place.

Placemaking Feature Examples:



District monumentation entry signage



Gateway identity features

Strategy 3: Establish bold and distinctive public art to define the district.

Public art also plays a significant role in defining district identity and creating memorable landmarks. Interesting, bold, and distinctive public art should be considered at key locations to serve as district-defining features.

To enhance the district identity, various types of public art can be incorporated:

- ▶ Large-scale sculptures to serve as iconic landmarks, creating focal points for visitors.
- ▶ Murals to add color and vibrancy, reflecting the community’s identity and telling its stories.
- ▶ Interactive Art Installations: Art pieces that encourage public interaction, promoting social engagement and adding a dynamic element to public spaces.
- ▶ Temporary Art Exhibits: Rotating or seasonal art displays keep the area fresh and provide opportunities for various artists to showcase their work.

Selecting sites and types of public art should prioritize highly visible locations like major intersections, gateways, and public open spaces for maximum impact. The art should reflect the local character of the 12th Street Station Area and community input. Art installations should seamlessly integrate with existing streetscape elements, avoiding obstructions to pedestrian or vehicular traffic. Collaboration with private developers, businesses, and local artists, along with exploring grants and sponsorships, can support the funding and creation of these installations.

Strategy #4: Elevate aesthetics and character of highly-visible corridors.

Major streets in the station area should be enhanced to improve aesthetics and character while addressing mobility and safety goals. Elevating the aesthetics and character of intersections, medians, and parkways can create a more attractive and cohesive environment, contributing to the district’s identity and overall appeal.

Key enhancements may include:

- ▶ Burying utilities to reduce visual clutter.
- ▶ Designing enhanced landscaping to create attractive areas adjacent to the street that remain visually appealing year-round.
- ▶ Incorporating alternate paving materials or distinctive crosswalk designs to add visual interest and defined pedestrian spaces.



Bold and distinctive public art



Enhanced street aesthetics on major corridors

Recommendations & Strategies

► Recommendation S: Expand and enhance open spaces in the Shiloh Road Station Area

Station Area

 Shiloh Road

Implementation Actions: OS-3, OS-6

The Shiloh Road Station Area faces challenges in providing adequate open spaces due to its primarily commercial land use composition. With limited public parks and a lack of prioritization for public open space in surrounding commercial developments, the area lacks communal gathering spots and green areas for residents and visitors to enjoy. The existing Shoshoni Park north of 14th Street supports the open space needs of adjacent neighborhoods, but suffers from limited pedestrian connectivity. However, there is potential to embed functional public open spaces within future mixed-use redevelopment. By strategically incorporating open spaces into future development sites, the station area can better support the recreational needs of its residents and bolster a sense of community and place.

Strategy #1: Enhance existing public open spaces and bolster connections to surrounding neighborhood.

Shoshoni Park should be strategically considered for improvements such as enhancing pedestrian connections and implementing necessary infrastructure upgrades. This includes the prioritization of sidewalk connectivity gaps, as well as the installation of crosswalks at key intersections to facilitate safer pedestrian crossings.

Strategy #2: Require functional open spaces within future mixed-use developments.

Future mixed-use development within the station area should provide functional public open spaces as integral components. These spaces should be thoughtfully designed to accommodate a variety of activities and serve as community amenities. These open space areas should consider features such as seating, public art, and green areas to create inviting environments that enhance the surrounding development. This strategy is most applicable to future redevelopment within Mixed-Use Activity Hub areas.

Examples of functional open space within development:



Recommendations & Strategies

- ▶ **Recommendation T:** Establish a distinctive visual identity for the Shiloh Road Mixed-Use Activity Hub area

Implementation Actions: OS-9, OS-11, OS-12

The Shiloh Road Station Area, and specifically the retail and commercial hub immediately north of the station at the intersection of Shiloh Road and 14th Street, lack a cohesive and attractive visual identity to give the area a strong sense of place. A strategic approach to improving the look and feel of this area is needed to encourage economic development and support an active, pedestrian-friendly environment. Developing updated development design standards and introducing station area identification improvements could significantly enhance the area's appeal, making it more recognizable and attractive to residents, visitors, and businesses.

Strategy #1: Create cohesive streetscape and design standards for the district

This strategy aims to establish a consistent level of quality for the look and feel of the planned mixed-use area north of the Shiloh Road Station. These standards should provide a flexible guide for future development and revitalization of the area, enhancing the pedestrian experience and fostering a cohesive, attractive environment that reflects the station's role as a key transit and activity hub.

Guidelines should be developed that consider the following elements:

- ▶ **Site Design Standards:** Encourage developments to orient main entrances and active uses like retail and dining toward internal streets or open spaces, creating building frontages that enhance visibility and engage pedestrians. Incorporate plazas, pocket parks, and outdoor seating areas within site designs to foster social interaction. Large surface parking areas should be minimized or placed behind buildings to minimize prominence from adjacent streets, while ensuring vehicular access points do not disrupt pedestrian access or safety.
- ▶ **Streetscape Standards:** Create streetscape guidelines that prioritize pedestrian comfort and safety by incorporating wide sidewalks, pedestrian lighting, street furniture, and other amenities. Ensure streets are inviting with tree-lined corridors and enhanced crosswalks that facilitate connections between businesses, public spaces, and transit.



Site design standards that encourage areas designed to foster social interaction



Streetscape standards to prioritize pedestrian comfort and safety

- ▶ **Landscaping and Open Spaces:** Establish guidelines for integrating green spaces and public open areas into future redevelopment to enhance the aesthetic appeal and create attractive, inviting spaces that foster social interaction and community engagement. Landscaping elements should serve a functional purpose by improving pedestrian comfort through the provision of shade, greenery, and a strong sense of place. Native and drought-resistant plant species should be encouraged to ensure long-term sustainability and reduced maintenance needs.

- ▶ **Sustainability and Maintenance:** Consider the long-term sustainability and maintenance of design features. This includes selecting durable materials, incorporating green infrastructure, and planning for regular upkeep to ensure the area remains attractive and functional over time.

Strategy #2: Prioritize identity improvements at major station area entry points

This strategy focuses on enhancing the visual identity of key entry points, creating a strong sense of arrival to the Station Area and the Mixed-Use Activity Hub. A potential approach could be to align visual identity improvements with the Shiloh Road Station’s art and design theme of electricity, technology, and industry.

Following DART’s Art & Design Committee coordination, the Shiloh Road Station should incorporate pop art with an industrial aesthetic, prominently featuring an electrical plug structure running from the nearby substation. Building on this theme, entry signage, monumentation, and streetscape elements could reflect this industrial and technology-focused aesthetic, creating a distinctive and memorable identity for the Mixed-Use Activity Hub. Projects may include unique signage, public art, and lighting elements inspired by the station’s design.

City-led implementation of these visual enhancements at key entry points can help stimulate further private development and investment. By setting a standard for the area’s aesthetic quality, the city can create a welcoming and engaging arrival experience that encourages additional revitalization. These enhancements will also act as a northern entry point to the Research/Technology District, and help unify the visual character of the area, making it more appealing to businesses and visitors.



Shiloh Road Station art & design concept (Source: DART)



Shiloh Road Station art & design concept (Source: DART)



Station area monumentation and district identity features that build on the Silver Line theme of power and technology

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTIONS

The Implementation Actions chapter outlines the key actions necessary to achieve the Plan's vision and recommendations. Serving as a practical roadmap, it provides a clear checklist to guide the Plan's execution and ensure its success.

Land Use

Actions related to land use/zoning/development standards, community design guidelines (private development), economic development, neighborhood enhancement/preservation.

Zoning and Development Standards

These actions include regulatory adjustments to support land use mix, scale, and development character represented in the Land Use Vision.

Action	Implementation Action	Applicable Station Area
LU-1	Update the Comprehensive Plan Future Land Use Map to integrate the vision and recommendations of the Silver Line Station Areas Plan.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-2	Monitor market trends and review the plan regularly, making revisions as necessary to ensure it remains relevant with changing economic conditions while also staying aligned with the needs and preferences of the community.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-3	a. Align zoning designations with the vision and policies of the Land Use Vision. b. Propose amendments to the zoning ordinance to create new zoning districts, modify existing ones, or develop TOD overlays to better align with the desired land use mix and development intensity of the proposed development types.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-4	Conduct a land use analysis to identify affected nonconforming uses and explore potential support options to mitigate adverse effects. Potential support could include options to assist in the relocation of nonconforming uses to areas that are more aligned with the specific use.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-5	a. Establish a zoning district or overlay specifically for the Transit Center Mixed-Use area to prioritize highly walkable development and activity that supports transit ridership. b. Develop zoning criteria that allows height bonuses for development that contributes to desired development goals when providing affordable housing units, public structured parking, or other design enhancements.	<input checked="" type="checkbox"/> 12th Street
LU-6	Develop and implement a new or modified zoning district for the Transit Residential Village as an area that accommodates a mix of moderate-density housing types, including small-lot single-family detached homes, townhomes, duplexes, and quadplexes. Consider appropriate residential transition requirements for adjacent development, such as height limitations or upper story step back requirements.	<input checked="" type="checkbox"/> 12th Street

Action	Implementation Action	Applicable Station Area
LU-7	Prioritize the Evolving Industry area as an area that supports creative industries and innovative businesses. Review and revise zoning regulations for the Evolving Industry area to accommodate a diverse mix of creative industries and innovative businesses.	<input checked="" type="checkbox"/> 12th Street
LU-8	Consider development standards that support Transitional Mixed-Use areas by encouraging a mix of residential and non-residential uses with moderate scale and intensity, providing a transition between the station area center and other nearby development areas.	<input checked="" type="checkbox"/> 12th Street
LU-9	Review and implement adjustments to zoning boundaries for Light Industrial to create an appropriate transition from mixed-use plan areas.	<input checked="" type="checkbox"/> 12th Street
LU-10	Establish a zoning district or overlay specifically for the Mixed-Use Activity Hub to prioritize a walkable and inviting neighborhood-scale activity center.	<input checked="" type="checkbox"/> Shiloh Road
LU-11	Evaluate reduced parking requirements for transit-oriented development areas to reduce surface parking and promote walkable site design.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road

[Economic Development Strategies](#)

These actions include financial tools and other strategies to support redevelopment that reflects the Land Use Vision.

Action	Implementation Action	Applicable Station Area
LU-12	Utilize Tax Increment Finance (TIF) funds and other financing tools for public infrastructure improvements and other economic development projects to encourage economic reinvestment in the station area.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-13	Collaborate with local business associations and economic development organizations to identify opportunities for diversifying business types and attracting establishments that operate beyond traditional business hours, such as restaurants and entertainment venues.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-14	Consider the establishment of business incubators or innovation hubs to provide support services and resources to local entrepreneurs and startups.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-15	Provide financial incentives for developers engaged in the adaptive reuse and repurposing of existing older properties to offset the higher costs associated with revitalizing older buildings.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-16	Consider offering financial incentives to property owners/developers within the Mixed-Use Activity Hub who commit to revitalizing or redeveloping existing retail sites that meet designated mixed-use design criteria.	<input checked="" type="checkbox"/> Shiloh Road

[Community Design](#)

These actions direct the creation of design guidelines to support the various land use contexts and development/redevelopment goals of station areas.

Action	Implementation Action	Applicable Station Area
LU-17	Implement CPTED principles in existing and future developments.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-18	Develop and implement TOD design guidelines that support development characteristics oriented toward transit use. Guidelines should consider elements such as building orientation, façade treatments, pedestrian amenities, public spaces, and transit access to guide the development of mixed-use projects in the area.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-19	Develop design guidelines that establish appropriate standards for site layout, building orientation and form, access, and other character defining elements that foster an active street environment.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-20	Develop design standards that support smaller-scale and infill mixed-use development applicable to the Main Street Mixed-Use area.	<input checked="" type="checkbox"/> 12th Street
LU-21	Develop design guidelines for mixed-use development within the Mixed-Use Activity Hub to ensure compatibility with surrounding neighborhoods.	<input checked="" type="checkbox"/> Shiloh Road
LU-22	Develop and promote adaptive reuse design strategies in alignment with TOD and mixed-use development objectives.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road

[Neighborhood Enhancement/Preservation](#)

These actions aim to support desired character in existing neighborhoods while providing opportunities for growth.

Action	Implementation Action	Applicable Station Area
LU-23	Develop and implement design guidelines that facilitate compatible infill development and ensure new development respects the character and scale of surrounding single-family neighborhoods.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
LU-24	Implement height transition standards for mixed-use development areas adjacent to the Douglass Neighborhood to ensure that new construction maintains appropriate transitions in building height and bulk.	<input checked="" type="checkbox"/> 12th Street
LU-25	Explore opportunities to incentivize developers to allocate a certain percentage of units within new residential developments for affordable housing, ensuring that a mix of housing options is available to residents across different income levels within proximity to transit.	<input checked="" type="checkbox"/> Shiloh Road

Transportation

Actions related to street design & connectivity, safety, multimodal connections (bicycle, pedestrian & transit), transit access/ridership, parking.

Street Design and Connectivity

These actions support a well-connected multimodal street network.

Action	Implementation Action	Applicable Station Area
TR-1	Prioritize the creation of new internal street connections as mixed-use properties redevelop to establish a more pedestrian-friendly grid, in alignment with the city's Subdivision Ordinance and block length standards.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-2	Prioritize K Avenue between 14th and 10th Street as a Mixed-Use street design pilot project for the station area. This project should focus on evaluating and implementing design enhancements that promote walkability and create a more inviting street environment as a catalyst for further development in the area.	<input checked="" type="checkbox"/> 12th Street
TR-3	Upgrade F Avenue between Southwestern Avenue and Plano Parkway to support a mixed-use and multimodal context.	<input checked="" type="checkbox"/> 12th Street
TR-4	Upgrade N Avenue to a Type E Major Collector from 14th Street south to President George Bush Turnpike.	<input checked="" type="checkbox"/> 12th Street
TR-5	Evaluate design improvements for Hillridge Drive and Del Sol Drive that include dedicated on-street parking lanes to accommodate safe and efficient parking needs.	<input checked="" type="checkbox"/> Shiloh Road

Safety

These actions prioritize safe streets and intersections for all users.

Action	Implementation Action	Applicable Station Area
TR-6	Implement traffic calming improvements in neighborhoods with highest cut-through traffic and issues with speeding vehicles, where appropriate.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-7	Implement traffic and pedestrian safety improvements at key intersections.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road

Multimodal Connections

These actions support and expand bicycle and pedestrian activity in the station areas.

Action	Implementation Action	Applicable Station Area
TR-8	Evaluate and implement on-street bicycle facility improvements to enhance connectivity to transit stations, the Cotton Belt Trail, and key destinations within the station area.	<input checked="" type="checkbox"/> 12th Street
TR-9	Implement bicycle boulevards on low-traffic/low-speed residential streets.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-10	Require future development projects to include adequate on-site bicycle parking amenities and pathway access to support cycling as a convenient mode option.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-11	Consider establishing designated pedestrian zones or shared streets within the station area, where vehicle access is restricted or limited, to create safe pedestrian-friendly environments conducive to outdoor dining, public gatherings, and community events.	<input checked="" type="checkbox"/> 12th Street
TR-12	Evaluate an enhanced mid-block pedestrian crossing on Shiloh Road.	<input checked="" type="checkbox"/> Shiloh Road
TR-13	Coordinate with private property owners and businesses to develop pedestrian pathways to the Shiloh Road Station site.	<input checked="" type="checkbox"/> Shiloh Road
TR-14	Explore strategic trail connections to link the station area with surrounding activity centers, such as a shared-use path connecting to the Collin Creek Mall redevelopment site. (This action is in alignment with the US Highway 75 trail crossing recommendation in the Parks, Recreation, Trails, and Open Space Master Plan.)	<input checked="" type="checkbox"/> 12th Street

Transit Access/Ridership

These actions aim to increase long-term transit ridership in the station areas.

Action	Implementation Action	Applicable Station Area
TR-15	Monitor ridership trends and evaluate the effectiveness of multimodal transportation initiatives to identify opportunities for future transit service improvements.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-16	Coordinate with DART to expand and/or maintain GoLink in the station area to support first-mile/last-mile transit options to the station.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-17	Explore transit strategies that connect area employees to transit stations, utilizing dedicated employer shuttles or emerging technologies such as autonomous vehicles.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-18	Coordinate with DART to optimize transit routes and schedules, to provide efficient and reliable connections to the new station areas.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-19	Coordinate with DART to explore reduced or free fare strategies that incentivize ridership among residents and employees within the Plano transit station areas.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road

Parking

These actions provide a variety of approaches to meet parking needs while supporting transit-oriented development patterns.

Action	Implementation Action	Applicable Station Area
TR-20	Develop a strategic parking plan that assesses existing parking trends and identifies strategies to support future parking demand.	<input checked="" type="checkbox"/> 12th Street
TR-21	Increase on-street parking options supply through mixed-use street design, incorporating parallel parking lanes or angled parking to increase the supply of public parking to support businesses and residential development.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
TR-22	Evaluate the need for future surface or structured public parking facilities in the station area. Evaluate additional public parking site options, public parking agreements with future private development, and plan for the eventual transition of surface public parking to higher-value uses as the area evolves.	<input checked="" type="checkbox"/> 12th Street
TR-23	Pursue and promote opportunities for shared parking agreements in new developments.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road

Open Space & Character

Actions related to the development of parks, open spaces, and distinct district character elements within the station area.

Parks and Open Space

These actions prioritize efforts to create additional parks and open spaces in the station areas while also enhancing existing open spaces.

Action	Implementation Action	Applicable Station Area
OS-1	Evaluate the feasibility and suitability for potential public parks and gathering spaces.	<input checked="" type="checkbox"/> 12th Street
OS-2	Facilitate the creation of public parks, town squares, plazas, and /or gathering spaces through strategic acquisition of property.	<input checked="" type="checkbox"/> 12th Street
OS-3	Develop guidelines and incentives to encourage publicly-accessible parks and gathering spaces within redevelopment projects.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
OS-4	Evaluate and implement an alternative design for J Place that transforms the existing alley into a pedestrian-focused shared street, creating a direct and inviting pathway between 12th Street and Downtown.	<input checked="" type="checkbox"/> 12th Street
OS-5	Explore opportunities to integrate the shared street into public plazas or open spaces within new developments along J Place.	<input checked="" type="checkbox"/> 12th Street
OS-6	Improve accessibility to Shoshoni Park by implementing pedestrian enhancements to facilitate safer and more convenient access.	<input checked="" type="checkbox"/> Shiloh Road

Streetscape and Placemaking

These actions prioritize station areas with a strong sense of place rooted in character elements that are distinctive and attractive.

Action	Implementation Action	Applicable Station Area
OS-7	Prioritize pedestrian and streetscape improvements to support walkability.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
OS-8	Develop placemaking guidelines to define the desired character and identity of the district.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
OS-9	Prioritize development of gateway features to promote station area identity.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
OS-10	Establish a public art program that will encourage the installation of bold and distinctive public art.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
OS-11	Bury utilities, enhance landscaping, and incorporate attractive paving materials to elevate aesthetics and character of highly-visible travel corridors.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road
OS-12	Develop streetscape design standards that prioritize accessibility and distinctive features, focusing on areas near transit stations and mixed-use developments.	<input checked="" type="checkbox"/> 12th Street <input checked="" type="checkbox"/> Shiloh Road

APPENDICES

A: Existing Conditions Report

B: Public Engagement Summary

SILVER LINE CORRIDOR

Station Areas Plan



PHASE 1 REPORT - EXISTING CONDITIONS

DECEMBER 5, 2022

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01 – Introduction

The 26-mile long Silver Line Corridor is a planned commuter rail line extending between the Dallas Fort Worth International Airport and Shiloh Road in Plano. Dallas Area Rapid Transit (DART), the operator of the commuter rail corridor, anticipates service to begin in 2024. Two stations will be located in Plano to support the Silver Line commuter rail – the 12th Street Station and Shiloh Road Station. Additionally, a new DART Red/Orange Line light rail station will be constructed near the Silver Line’s 12th Street Station to serve as a transfer point between the rail corridors.

In preparation for these new stations, the City of Plano has initiated a **Silver Line Station Area Plan** to develop strategic objectives and policies that guide development and redevelopment opportunities along the corridor. The Comprehensive Plan 2021 supports the development of station area plans through the following policies and actions:

- **Transit-Oriented Development (TOD) 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.*
- **Transit-Oriented Development Policy Action 1 (TOD1):** *Develop Criteria for Review of Transit-Oriented Developments, including existing and projected DART ridership, and update as necessary.*
- **Transit-Oriented Development Policy Action 2 (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.”*
- **Transit-Oriented Development Policy Action 3 (TOD3):** *Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.*
- **Public Transit Policy:** *Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.*
- **Downtown Corridors (DT) Dashboard:** *This future land use category applies to the major vehicle and rail corridors through Downtown Plano, including the K Avenue and 14th Street corridors. The dashboard establishes guidance for new development and redevelopment for the area, including that TOD principles will be used at planned stations, with residential, employment, retail, and civic uses located within 1/4 of a rail transit stop.*



Study Areas

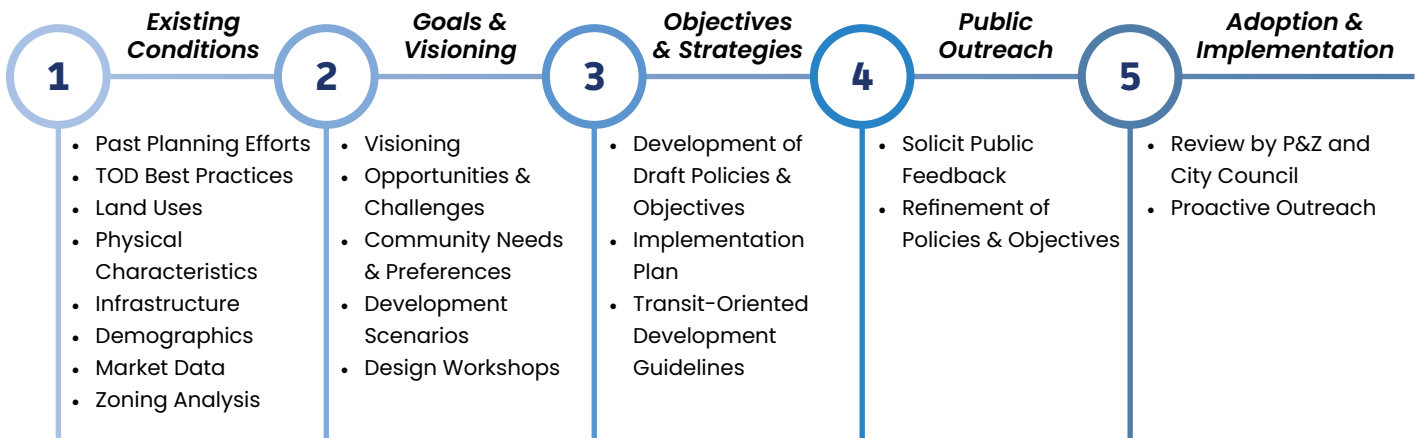


This plan will prepare transit-oriented development (TOD) area plans within $\frac{1}{2}$ mile of the future DART Silver Line Stations at 12th Street and Shiloh Road. This $\frac{1}{2}$ mile radius is consistent with Comprehensive Plan's Transit-Oriented Development Policy and is reflective of DART TOD guidance, which advises that users within a $\frac{1}{2}$ mile radius of a major transit stop are five times more likely to use the service than those outside of that area.

The first $\frac{1}{4}$ mile (approximately a five-minute walk) from a transit station is generally referred to as the transit core, and will be the focus of the station area plan development scenarios. This area should feature a highly walkable, pedestrian-friendly development. The area within a $\frac{1}{2}$ mile of the transit station is considered the full TOD area and is an approximate ten-minute walk for pedestrians. Typically, most funding sources for TOD focus on a $\frac{1}{2}$ mile of a transit station.

Planning Process

The planning process will be conducted in five phases:



Phase 1: Existing Conditions Assessment

This phase will collect background data and information necessary to support stakeholders, the public, and city officials in the planning process. This includes a summary of previous planning initiatives in the area, TOD best practices, an inventory of physical infrastructure and the built environment, and analysis of existing zoning conditions. These are to be used in partnership with the [Silver Line Corridor Market Assessment & Economic Development Strategy](#) completed in February 2022.

Phase 2: Stakeholder Engagement & Visioning

This phase will bring together key stakeholders to establish project goals and guiding principles. Discussions will include opportunities and challenges, feedback on the community's needs and preferences for housing, jobs, and the general character of development, and the vision for future development in these areas. This phase will establish the physical framework for development of the plan areas, addressing land use, mobility, open space, and urban design.

Phase 3: Strategic Objectives and Policy Direction

In this phase, the project team will begin to develop policies, strategies, and objectives that will help achieve the community vision. These policies will address land use diversity, multimodal connectivity, and development character and compatibility. General development guidelines will shape the implementation of the preferred scenario including site planning, building design, parking, and streetscape design.

Phase 4: Public Outreach

In this phase, the project team will solicit feedback from the public through in-person and online engagement opportunities. This input will be critical to identifying priorities and concerns for transit-oriented development in these areas, and to guide final refinement of the plan policies and objectives.

Phase 5: Adoption & Implementation

The final plan will be presented to the Planning & Zoning Commission and City Council for approval. Proactive strategies related to outreach, zoning, and transportation will help advance the opportunities outlined in the plan and stimulate desired development.

History of the Silver Line

The Silver Line Corridor closely follows the former St. Louis Southwestern railroad, nicknamed the “Cotton Belt,” which operated from Texas to Missouri beginning in the 1870s. The Cotton Belt, along with the Houston and Texas Central Railroad, helped establish Plano’s original central business district as an agricultural center in the DFW area. Since that time, the railroad has continued operation as a freight rail line through Plano, which is currently operated by the Kansas City Southern Railway Company. Plans to use the Cotton Belt railroad for commuter rail purposes were first introduced in the 1980s, with various milestones that led to the construction currently underway:

1983 The Cotton Belt is discussed as a potential future commuter rail in DART’s original 1983 Service Plan.

1986 The corridor is incorporated into the North Central Texas Council of Government’s (NCTCOG) Metropolitan Transportation Plan.

1990 DART acquires right-of-way between Wylie and Fort Worth with the provision that transit use could begin as early as 2010.

2006 Approval of the DART 2030 Transit System Plan was the first to include the Cotton Belt line as part of the planned DART network.

2010 A Memorandum of Understanding (MOU) between DART and the Regional Transportation Council (RTC) was developed to identify funding sources for the development of the corridor.

2017 A funding plan was approved by DART.

2019 The Cotton Belt line was re-branded as the “Silver Line.”

2020 Construction along the line west of Plano began. Service is anticipated to begin in 2024.



DART 2030 Transit System Plan



Silver Line Train

Past Planning Efforts

Comprehensive Plans

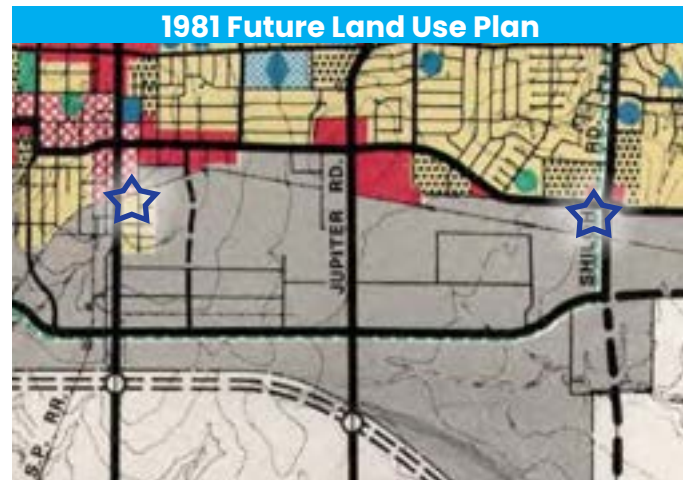
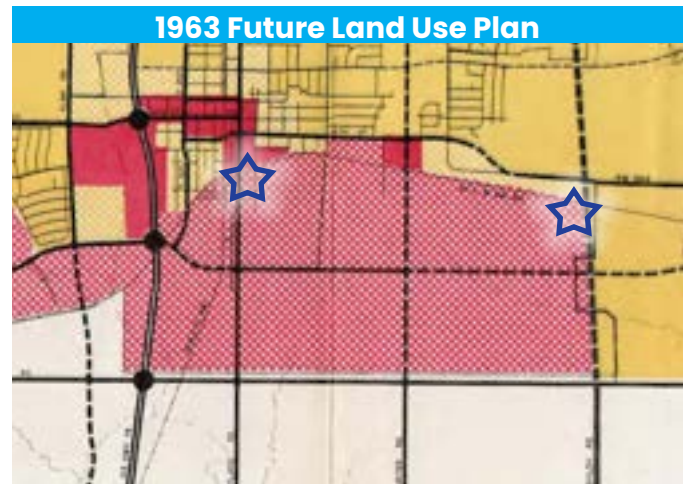
1963 Comprehensive Plan


The city's original 1963 Comprehensive Plan recognized the importance of the Cotton Belt Railroad (future Silver Line) to the industrial and economic base of the city. As shown in the image to the right, the plan recommended industrial uses be located south of the railroad, as far east as present-day Shiloh Road. Zoning in the area was updated to Light Industrial-1 (LI-1) in 1964 to protect industrial land from the encroachment of undesirable uses, and initiating the land use trend towards a commercial and industrial land use pattern still present in parts of the study area.

K Avenue was also recognized as "the most significant north-south major thoroughfare connecting to Richardson and south." North of the Cotton Belt Railroad, the Plan called for a continuation of retail and commercial areas to act as a southern expansion of the city's central business area. Zoning in that area became Light Commercial (LC) in 1964, supporting the land use pattern of commercial business that continues today.

1981 Comprehensive Plan

In 1981, Plano's comprehensive plan was updated to reflect major changes happening in western portions of the city, including the beginnings of the Legacy Business Area and future extension of the Dallas North Tollway. Although this marked Plano's major shift from a bedroom community to a regional economic center, the industrial base in southeastern portion of the city was still seen as an important employment asset of the city. The Plan extended planned industrial areas south of the Cotton Belt Railroad to the city's eastern city limits. By this time, residential growth had also extended east to Shiloh Road. The intersection of Shiloh Road with 14th Street (FM 544) was planned for neighborhood retail with high density residential uses to buffer low-density neighborhoods to the north. This pattern continues today north of 14th Street (FM 544).



 Silver Line Station Locations

1986 Comprehensive Plan

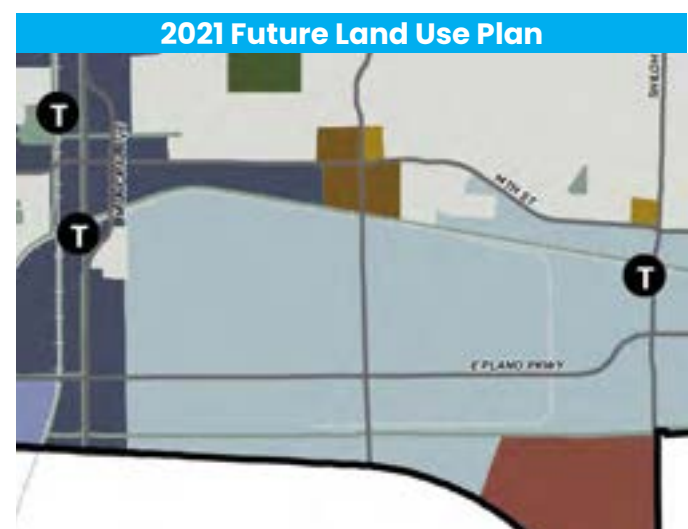
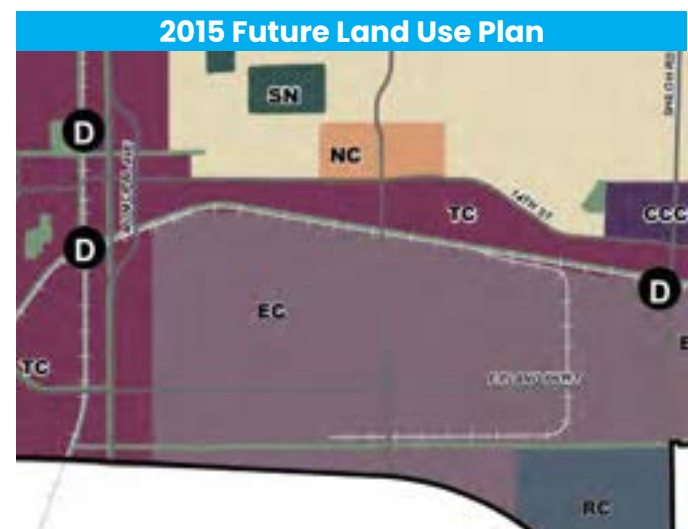
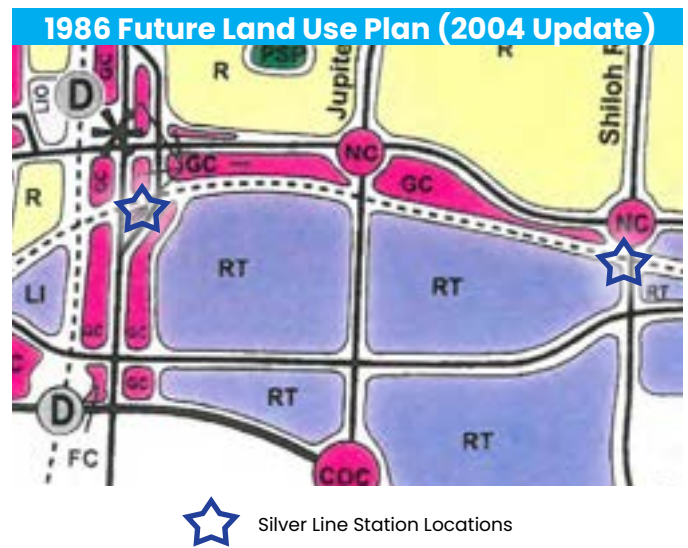
In response to the tech boom of the 1990s, the city re-imagined much of the planned light industrial areas south of the Cotton Belt Railroad and east of Jupiter Road as low-density office, research and development, and light assembly oriented businesses. The Research/Technology (RT) zoning was created in 1998 and applied to much of the area in the southern portion of the Shiloh Road station study area. This pattern of large footprint, low-rise buildings are the prevalent building form in the area today.

Plano Tomorrow Comprehensive Plan (2015)

In 2015, the Plano Tomorrow Comprehensive Plan connected the downtown core with the K Avenue and Cotton Belt corridors through a new future land use designation called "Transit Corridor." This designation was intended to continue the transformation of Downtown Plano into a distinct, authentic urban center and expand the vision for transit-oriented development within the entire corridor. This marked a shift in the approach to land use planning for the area. As passenger rail was re-introduced in traditional freight rail corridors, land uses needed to be re-oriented to treat passenger rail as a "front door" use. The Transit Corridor designation covered both Silver Line station areas, extending eastward from Downtown Plano to Rowlett Creek in the strip of land located between the Silver Line corridor and 14th Street. The industrial and RT areas south of the railroad were also consolidated into a new "Employment Center" designation for office, medical, educational, technology, and research facilities. Plano Tomorrow was the first to include actions to develop station area plans around the future Silver Line stations.

Comprehensive Plan 2021

In 2021, the City's current comprehensive plan was adopted, which narrowed the transit-oriented development focus to within 1/4 mile of planned stations and created a new "Downtown Corridors" future land use designation. This designation emphasized redevelopment of the K Avenue and 14th Street corridors as priorities. The intersection of Shiloh Road and 14th Street was changed to "Neighborhood Corners," representing a shift at the Shiloh Road station area from transit-oriented development towards a less intense form of development.



Highlights from Downtown Plano/Transit-Oriented Development Plans

Downtown Development Plan (1991)

The Downtown Development Plan prioritized the beautification and revitalization of Downtown Plano, recommending a more walkable and compact development form in the city's historic core. The plan included strategies to build on this historic fabric through zoning, transportation, infrastructure improvements, government facilities, gateway signage, streetscape improvements, site design requirements, roadway and sidewalk enhancements, historic preservation, and arts & culture. Major accomplishments of the plan were the establishment of the Downtown Business/Government (BG) and Urban Residential (UR) districts. And although plans for DART light rail extension were not yet established at the time, the plan successfully laid the foundation that allowed Downtown Plano to transition towards a more pedestrian-friendly, transit-oriented development context as rail arrived about a decade later.

Downtown Plano – A Vision & Strategy for Creating a Transit Village (1998)

When plans to construct the Downtown Plano DART station were initiated in the late 1990s, the city updated the vision for Downtown to the concept of a "transit village." A transit village was not intended to be fully self-sufficient, but rather "an independent community where auto-based travel by its residents is more by choice than necessity." The updated vision built on the 1991 Downtown Development Plan, but with new strategies to embrace the opportunities of the light rail station as a catalyst for TOD, including:

- *Integrating residential and commercial uses in a compact, pedestrian-oriented environment served by a transit station;*
- *Clustering development within a five-minute walk (1/4 mile) of the transit stop;*
- *Introducing a complementary mix of retail, entertainment, service, civic, and residential uses;*
- *Encouraging demographic diversity through a variety of housing types and sizes, including rental and for-sale units;*
- *Incorporating design elements such as central activity zone, gridded streets, narrow lots, a mix of uses, common open space, street amenities, pedestrian-oriented storefronts, shared parking, linked neighborhoods, and entry corridors; and*
- *Promoting economic development strategies, such as tax incentives for historic preservation, elimination development fees, creation of Tax Increment Financing (TIF) districts, use of Chapter 380 agreements, assisting with fire sprinkler system upgrades, and other regulatory incentives.*

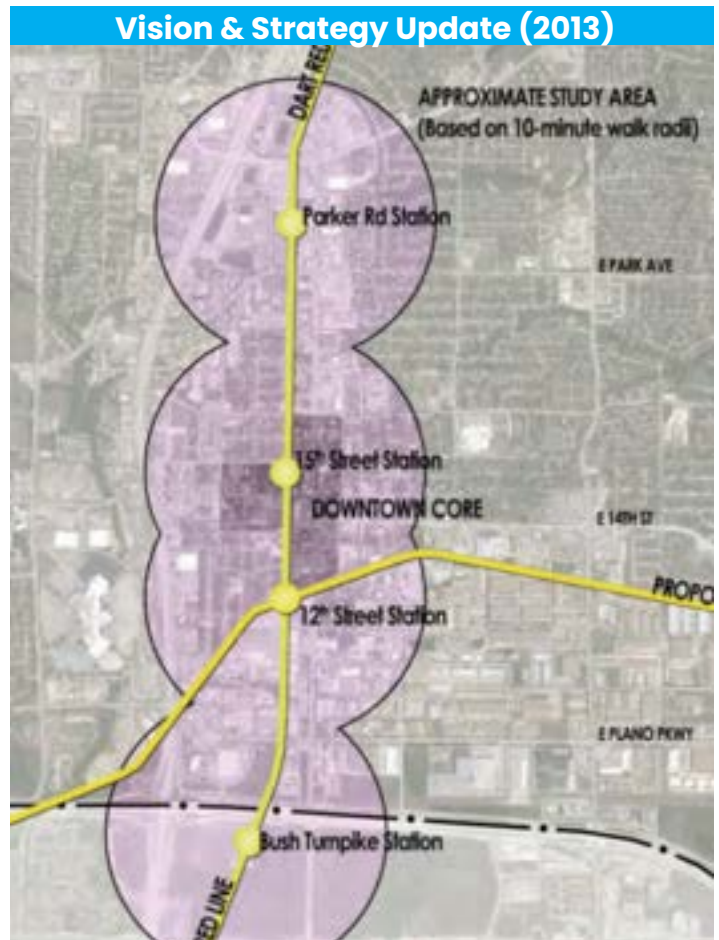
A two-tiered strategy was implemented that recommended the addition of 500-1,000 new residential units within 1/4 mile of the station 3,500 units within 1/2 mile of the station. These were intended to boost transit ridership, diversify business and cultural activities, and generate retail demand. In 1999, the city created a TIF district around Downtown (TIF #2), as well as the Neighborhood Empowerment Zone (NEZ) to help implement the new transit village concept.



Downtown Plano Vision & Strategy Update (2013)

In 2013, with plans for the Cotton Belt/Silver Line firmly in place, the city revisited the transit village concept for Downtown Plano. An updated vision was prepared, expanding the vision for transit-oriented development beyond the 1/2 mile radius of the downtown station to the full 2-1/2 mile corridor between President George Bush Turnpike and the Parker Road Station, with concentration on the Downtown and 12th Street Station area. Major updates included:

- *Developing 1,000 units within 1/2 mile of the Downtown Plano Station and a total of 2,000 units within the DART rail corridor, including a variety of housing types and price points.*
- *Developing or revitalizing or 150,000 square feet of non-residential space within 1/2 mile of the Downtown Plano Station and a total of 500,000 square feet within the DART rail corridor.*
- *Expanding the BG zoning boundary to include the 12th Street Station and southern K Avenue/Municipal Ave couplet.*
- *Continuing the use of economic development strategies, including establishment of a Public Improvement District (PID) for the management, maintenance, and promotion of downtown.*



Silver Line Corridor Market Assessment & Economic Development Strategy (2022)

In 2022, the city completed a market assessment and real estate analysis for the three new Silver Line station sites. The Study outlined likely residential and commercial land use typologies. High-level findings of the study include:

- *Preserve naturally affordable housing for both 12th Street and Shiloh Station areas*
- *Support incremental and adaptive reuse of obsolete property for Shiloh Station area*
- *Encourage TOD real estate development for both 12th Street and Shiloh Station areas*
- *Balance the demand for multifamily housing for both 12th Street and Shiloh Station areas*
- *Complex and fragmented landownership in the 12th Street Station area may present challenges for redevelopment. A proactive planning approach with public input can produce desired redevelopment with the preferred mix and value of uses.*

After presenting the findings of this study at the February 21, 2022 Planning & Zoning Commission meeting, the Commission directed staff to initiate an area plan within half-mile of the future Silver Line stations in order to guide development patterns and address redevelopment opportunities presented in the market study.

Neighborhood Conservation

The Study Areas of this plan include many residential neighborhoods of historical and cultural importance, including the Douglass, Haggard Park, Old Towne, and Vendome neighborhoods. Over the years, the city has adopted multiple plans and policies that help maintain quality of the homes, protect neighborhoods from the encroachment of incompatible uses, and lessen the impacts of gentrification.

Douglass Area Study (1990)

In 1987, the City of Plano began a home and property rehabilitation program funded by Community Development Block Grants to assist very low to moderate income residents in rehabilitating their homes to an acceptable standard. The first neighborhood targeted to receive these funds was the Douglass Community. In order to enhance the quality of life in the Douglass Area, the city and leaders from the community formed a committee to work on a plan to revitalize the Douglass area and ensure its long-term use as a residential area. Recommendations included screening and landscape improvements, reducing cut-through traffic, improving intersections, upgrading parks, facilities, and public infrastructure, increasing housing opportunities for low and moderate income families, and promoting the area's cultural importance.

Old Towne Neighborhood Plan (1999)

Directly northeast of historic Downtown Plan, the Old Towne neighborhood includes many of the old homes in the city. The Old Towne Neighborhood Plan was adopted in 1999 with major recommendations aimed at promoting social harmony and pride, maintaining high quality public facilities and services, improving mobility safety and efficiency, increasing public safety, and preserving the history and character of the neighborhood. Of particular note, the study recommended improving connections from the neighborhood to the Downtown DART transit center.

Douglass Community Neighborhood Action Plan (2002)

In the early 2000s, the city's Neighborhood Planning Program worked with neighborhoods across the city to prepare and adopt neighborhood action plans. The Douglass Community Neighborhood Action Plan was adopted in 2002 and outlined a set of recommendations to best meet the needs of the neighborhood. Major recommendations included reinforcing neighborhood identity and history, improving traffic and bicycle safety, addressing issues of alley abandonment, reducing speeding in the neighborhood, designing a new park, and reducing crime and violence.

Meadows Addition Neighborhood Action Plan (2003)

This neighborhood is located north of 14th Street and west of Shiloh Road, between Jupiter Road and 18th Street, and was primarily built in the 1960s. The Meadows Addition Neighborhood Action Plan was adopted in 2003 and focused on supporting community pride, maintaining high quality public facilities and services, and improving mobility and safety. Specific goals focused on encouraging rehabilitation of homes and enforcing code compliance, infrastructure repair to address streets that flooded, street safety improvements, the preservation of neighborhood trees, and establishing neighborhood identity.

Ridgewood Neighborhood Action Plan (2004)

This neighborhood is located north of 14th Street and west of Shiloh Road, adjacent to the Meadows Addition. Homes primarily date to the 1960s and 1970s, and the area was designed with a common green space and a community clubhouse, which at the time was unique for Plano. The Ridgewood Neighborhood Action Plan was adopted in 2004 and focused on beautification and community cohesion. Specific goals focused on encouraging rehabilitation of homes and enforcing code compliance, improving the overall conditions of public streets, preserving neighborhood trees, maintaining creeks and parks, and establishing neighborhood identity through sign toppers that would signify the neighborhood.

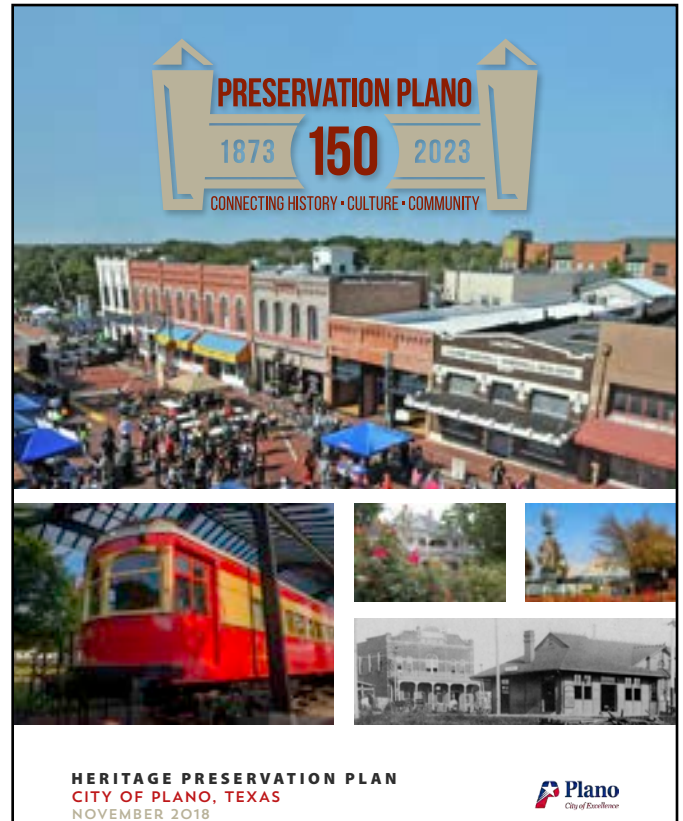
Arts, Culture, & Heritage

Downtown Arts, Culture, and Events Plan (2015)

Since the early 1990s, the city has encouraged the cultivation of an arts and cultural district in the downtown core. Successes include the construction of McCall Plaza, rehabilitation of the Courtyard Theater and Saigling House into visual and performing arts complexes, rehabilitation of the Interurban Railway Museum and Car 360, and the hosting of many events and festivals held throughout the year in Downtown Plano. In 2015, the city adopted a Downtown Arts, Culture, and Events Plan to build on this success by pursuing additional opportunities and strategies to promote Downtown Plano as a destination for arts in the DFW region.

Preservation Plan 150 (2018)

First adopted in 1981, the city's preservation plans have promoted conservation and preservation of Plano's heritage resources. Most recently updated in 2018, Preservation Plano 150 identifies properties of historical, cultural, or architectural significance across the city. A list of potential heritage resources in the study area can be found on Page 29.



Preservation Plan 150

Other Plans, Policies, & Initiatives

10 Big Ideas for Eastern Plano (1997) – This study, prepared by the East Plano Development Task Force, provided ten big ideas to maintain strong, viable neighborhoods and business centers in east Plano. Of relevance, the Plan recommended creating an inviting gateway to the city from the south at K Avenue and Plano Parkway, creating a technology center between President George Bush Turnpike (State Highway 190) and Plano Parkway, and using economic incentives to encourage development. Many of the ideas have been implemented.

City Center in Eastside Plano (2001) – This plan was created to help implement Big Idea #5 (Create a City Center) from the 10 Big Ideas for Eastern Plano. It included recommendations for the Downtown Station area, Parker Road station area, President George Bush Turnpike station area, residential neighborhoods, retail areas, and other areawide strategies.



10 Big Ideas for Eastern Plano

Research/Technology Crossroads Streetscape Plan (2001) - This streetscape plan outlined guidelines for streetscape features in the Research and Technology Center zoning district. The goal was to create branding and sense of place for the light industrial district.

Downtown Plano Retail Action Plan (2006) - This study, prepared by the Downtown Retail Task Force, presented recommendations to build on Downtown Plano's retail niche categories of entertainment/restaurants and arts/culture as the basis for attracting new businesses and merchants and marketing downtown to customers. Some of the recommendations included maximizing the presence of the DART rail station and finding effective strategies to manage parking.

Urban Centers Study (2006) - This study was initiated to define the long-term role that urban centers could play in Plano's future. This study found that urban centers, such as the greater Downtown Plano area, should be a part of the city's redevelopment strategy.

12th Street Visioning Workshop (2010) - The City of Plano conducted a stakeholder meeting to gather ideas and feedback for the proposed 12th Street Station. Attendees included DART officials, planning consultants, and city leaders, as well as local residents, property owners, and business owners near the 12th Street station. The attendees were supportive of the future opportunities and benefits that a rail station would bring to the area.

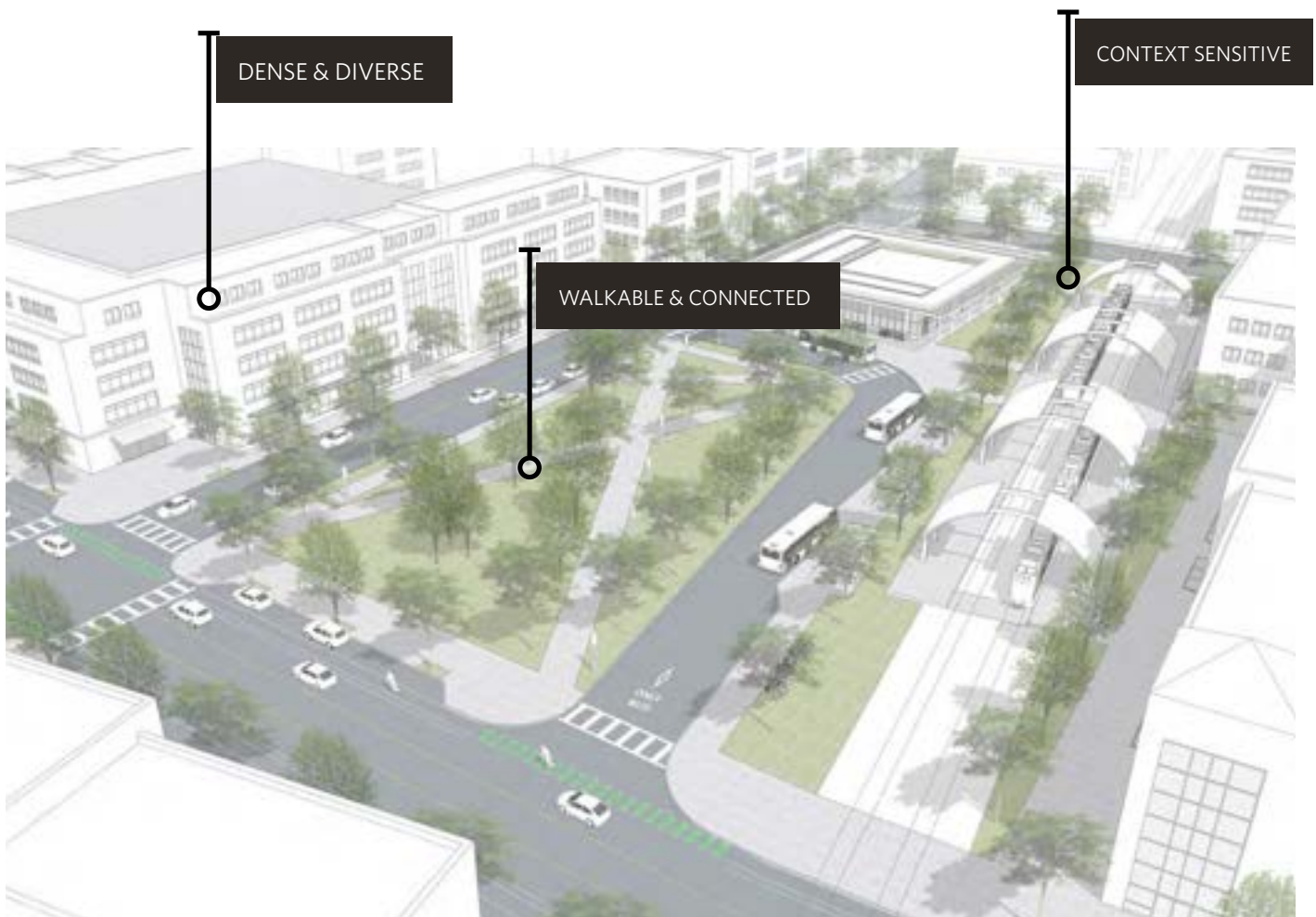
Introduction Chapter – Key Takeaways

- The goal of the Silver Line Station Areas Plan is to fulfill transit-oriented development objectives of the Comprehensive Plan 2021.
- The study area includes the areas within 1/2 mile of the DART 12th Street and Shiloh Road Transit Stations.
- Creation of the plan will include input from citizens and key stakeholders.
- The city has long recognized the importance of the Cotton Belt/Silver Line corridor to meeting the city's economic development and mobility needs.
- The planning efforts that helped Downtown Plano become a successful transit-oriented development provide a good model for the Silver Line Station Areas Plan.

02 – Transit-Oriented Development

Best Practices

Transit-oriented development (TOD) includes a mix of commercial, residential, office, and entertainment/recreation centered around a transit station (typically served by high frequency transit, such as light rail, streetcar, or bus rapid transit). TODs are typically compact, highly-walkable, and mixed-use in design. As most transit trips begin and end with a walking trip, pedestrian-friendliness and walkability are critical design elements. When implemented successfully, they have been proven to expand mobility options in communities, reduce overall parking demand, reduce auto dependence and overall transportation costs, and increase transit ridership. At their core, TODs share three qualities that set them apart from traditional development. TODs should be:



Source: [Transit-Oriented Development Guidelines for Collin County Report \(2021\)](#). NCTCOG and HDR

Walkable and Connected

Mobility and access are primary features of successful TODs. Pedestrian-friendly design requires more than sidewalks. Attractive streetscapes and public spaces, building frontages that are oriented to sidewalks, and high-quality urban design that contribute to a sense of place are all critical to creating a pedestrian-friendly realm.

TODs should be multi-modal places that accommodate multiple forms of transportation such as rail, bus, private cars, delivery vehicles, and first-last mile options like bike share, car share, and other forms of micromobility. Parking should be provided, but should not be the primary land use and should be located in ways that promote walkability, aesthetic cohesion, and reserve the most valuable real estate parcels for higher uses.

*Mixed-use, transit-oriented development
Charlotte, NC*



Dense and Diverse

A dense mix of complementary uses such as residential, retail and services, employment centers, entertainment options, and civic uses are important for TOD sites. A diverse set of land uses increase market resiliency, reduce overall auto dependence, and better support the city's transportation and transit infrastructure investments.

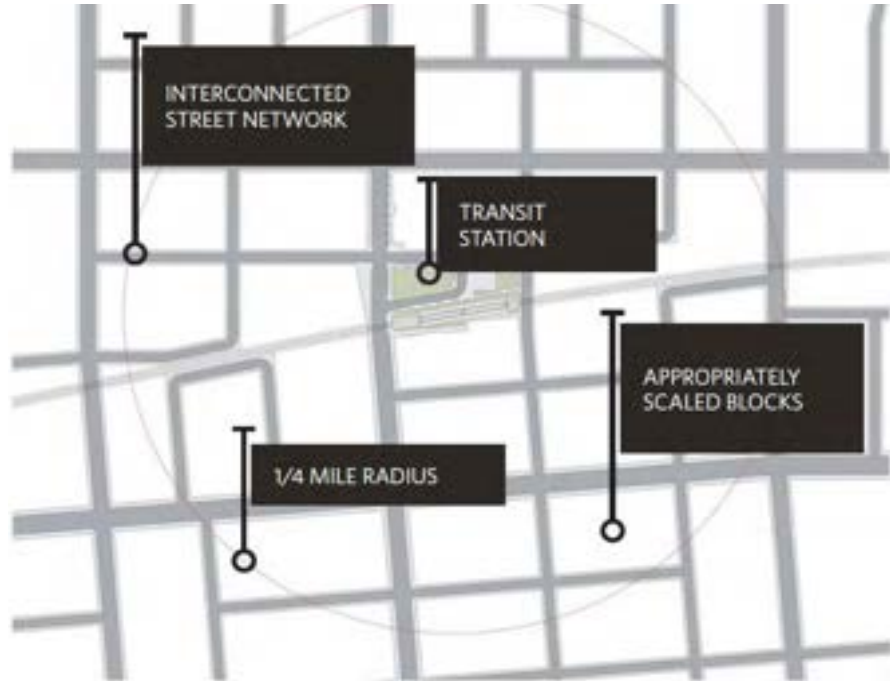
A diverse development also includes a variety of housing options to provide choices for residents at all stages of life and income levels. In general, the "right" density varies by the context of the development, but the density should incrementally decrease the greater the distance from the transit station (i.e., densest in the middle of the development and less dense toward the edges).

DART's Transit Oriented Development Guidelines recommends that in North Texas the minimum residential density for rail-based TOD is generally 30 units per acre to generate ridership. For reference, the 12th Street Study Area currently has approximately 4.1 units per acre and the Shiloh Study Area has approximately 2.9 units per acre.

Context Sensitive

Every TOD site is different and serves unique communities. TODs should be developed to meet the needs of the surrounding neighborhoods. Successful TODs should build off of the character of the surrounding neighborhood while improving potential problems (i.e., if a community lacks a park/plaza, the TOD site could provide a park/plaza that supports the overall community and TOD site simultaneously).

Example of interconnected street network that supports appropriately scaled blocks and walkable environments



Primary transit trip-generating uses in the core of the TOD, including higher intensity residential or commercial uses with complementary retail and service uses activating the surrounding streets



Source: [Transit-Oriented Development Guidelines for Collin County Report \(2021\)](#). NCTCOG and HDR

Design Principles

TODs have unique design character, form, and quality of development standards compared to other development contexts. The mix and pattern of uses should create an interactive district where auto-based travel by residents and visitors is a choice rather than a necessity. Most TODs utilize design elements common across traditional mixed-use walkable neighborhoods and transit villages, including the Downtown Plano transit village which was planned around the historic compact street grid and fine-grained development pattern.

Development Pattern

The development pattern should consist of blocks and layouts that accommodate a mix of building types, public spaces, off-street parking, and transit needs. Large blocks are not recommended in order to support walkability. A TOD should have a tight grid pattern of streets to ease circulation and promote interaction. Small blocks make walking easy, and frequent intersections discourage speeding vehicular traffic.

Development should consist of a fine grain of smaller lots and multiple buildings, both attached and detached. Buildings that are grouped together, or clustered, offer convenient access to a variety of destinations on foot. Clustered buildings can frame distinct character areas and create an easily navigable walking environment.

Development should include an interconnected mobility network to support local circulation. Developing a strong link to nearby neighborhoods is critical to creating a larger economic market and generating transit ridership.

Streets and Public Spaces

Streets in a TOD should be designed as more than just a means for travel, but as a shared space where people desire to meet to conduct business or socialize. Streets should be designed to discourage high speed traffic, thereby making the streets safer for walking and biking. Large arterials with high-speeds and multiple lanes are not recommended. Protected bike lanes, multi-use paths, and off-street walkways are recommended, where feasible. Streets within the TOD should also support emerging micromobility modes, such as bike share and scooter programs for first-last mile connections.

Additionally, to foster safe and attractive pedestrian environments, sidewalk-oriented buildings, strong pedestrian linkages, and attractive streetscapes can enhance the area around transit stations and help link the transit station to the surrounding neighborhoods.

Parking

By applying appropriate TOD parking strategies, fewer parking spaces are needed. Using appropriate TOD parking ratios, applying parking maximums, and utilizing shared parking reduce the amount of surface or structured parking that needs to be constructed.

Additionally, on-street parking is encouraged to reduce the need for parking lots and reduce the speed of vehicular traffic. On-street parking also provides a separation between pedestrians and traffic.

Common Open Space

Public gathering spaces are important components of TODs. Public spaces such as parks, green areas, squares, and plazas should be well-defined in the site. These areas should include elements such as seating, shade trees, play equipment, lighting, and other amenities to support active and/or passive uses.

Density/Intensity

TODs should be designed to include primary transit-trip generators, plus supporting uses, with the center designed as the area of greatest density and interaction. Development intensity should decrease from the center to edge. TODs may be primarily a place of employment or residence, with each use supporting and reinforcing other uses. While the amount of residential must be significant enough to support the local TOD area, commercial, recreational, and civic uses should serve a larger market than just the local residents.

North Texas TOD Examples

The Dallas-Fort Worth region has many examples of successful TODs. DART encourages collaborative development between service area cities, developers/property owners, and advocacy organizations to achieve TOD along DART's light rail routes. DART "seeks to coordinate the development of livable communities at or around DART transit facilities through planning efforts with other governmental entities and communities in the DART service area."

Collaboration between DART and member cities has led to TOD planning and development in Addison, Coppell, Carrollton, Dallas, and Richardson to develop in recent years. Each new TOD along the DART rail lines respond to development needs in their individual communities, while also aiming to increase transit ridership. For the purposes of this study, staff focused on TODs located in other suburban settings.

CityLine/Bush Station – Richardson, Texas

- Northern-most Richardson station served by light rail and the future Silver Line commuter rail.
- Development mix includes a regional employment center, retail, restaurants, hotel, entertainment options, and recreational/open space amenities.
- Over 2,900 multifamily or single-family attached residential units are complete or under construction within 1/2 mile of the CityLine/Bush Station.
- The physical development pattern is organized as a compact, walkable urban core surrounding the transit station, with a lower-scale retail and residential district further from the station that provides a transition to nearby single-family neighborhoods.

CityLine in Richardson features a large public space in the center of the walkable transit core district



Downtown Carrollton – Carrollton, Texas

- Directly below the elevated Green Line, Downtown Carrollton offers both visitors and residents a variety of retail, entertainment, and restaurants.
- The Downtown Carrollton Square rehabilitation project created an attractive open space in the center of the historic square where there was once a parking lot. The park offers ample public seating, WiFi, lighting, and a lawn area and is used as a central area for several public events including concerts, movie screenings, and cultural festivals.
- Several multifamily projects have been completed within the past 12 years which has created over 1,200 new units and ground floor office and retail space within half a mile of the station.



Downtown Carrollton connects to the DART Green Line

Downtown Grapevine – Grapevine, Texas

- This site is part of the recently completed TexRail commuter line, a similar line to the proposed Silver Line. TexRail is operated by Trinity Metro and connects DFW Airport to downtown Fort Worth.
- The transit station is located in Grapevine's downtown core. In 2019, Grapevine created a Transit District Overlay, a special zone that promotes walkability and unique developments.
- Grapevine Main Station (pictured below) is a \$114 million dollar public/private sector TOD project that features a food hall, an indoor/outdoor entertainment venue, and part of a boutique luxury hotel.
- A mixed-use residential and retail development with 250 residential units was completed south of Grapevine Main Station.



Grapevine focuses on tourism and entertainment, building off of success of downtown Grapevine

Downtown Garland – Garland, Texas

- The Downtown Garland Station is served by the Northeast segment of the DART Rail Blue Line and provides access to Garland's major civic centers and Performing Arts Center.
- The surrounding multifamily housing has compatible density with the historic downtown character, with ground floor retail, office, and restaurants.
- Various public art installations and wayfinding kiosks promote the businesses within the area, allowing the downtown area to be marketable to visitors.
- Dallas College's Garland Campus is north of the station and is connected by a sidewalk route that is thoughtfully designed and provides a safe route to easily access the campus from the station.

Galatyn Park – Richardson, Texas

- Galatyn Park provides a mix of complementary land uses with a variety of public gathering and open spaces. The Public Plaza – a two acre site that hosts the Wildflower Festival – is directly north of the station.
- The site features 800,000 square feet of office space, hotels, the Blue Cross and Blue Shield corporate office (employing roughly 3,000 people), a performing arts center, and nature areas which are all connected by a comprehensive trail network which can be used for leisure or transportation.
- Over 1,900 multifamily units have been constructed as part of an urban residential district north of the station, with another 360 units currently under construction, and features 6,800 square feet of ground-floor retail and restaurant space.



Galatyn Park offers a mix of public gathering places, residential uses, and office and major employment nodes

Transit-Oriented Development – Key Takeaways

- Transit-oriented development has an important and positive influence on transit use within a half mile of a station.
- TODs should be walkable and connected, offer dense and diverse land uses, and should include context-sensitive streetscape design considerations.
- TODs are typically dense and mixed-use in design.
- As most transit trips begin and end with a walking trip, pedestrian-friendly design and walkability are critical to the design of TODs.
- Public gathering spaces and common open space are important components of TODs provide opportunities for placemaking, as well as cultural, entertainment, and leisure activities.

03 – Existing Conditions

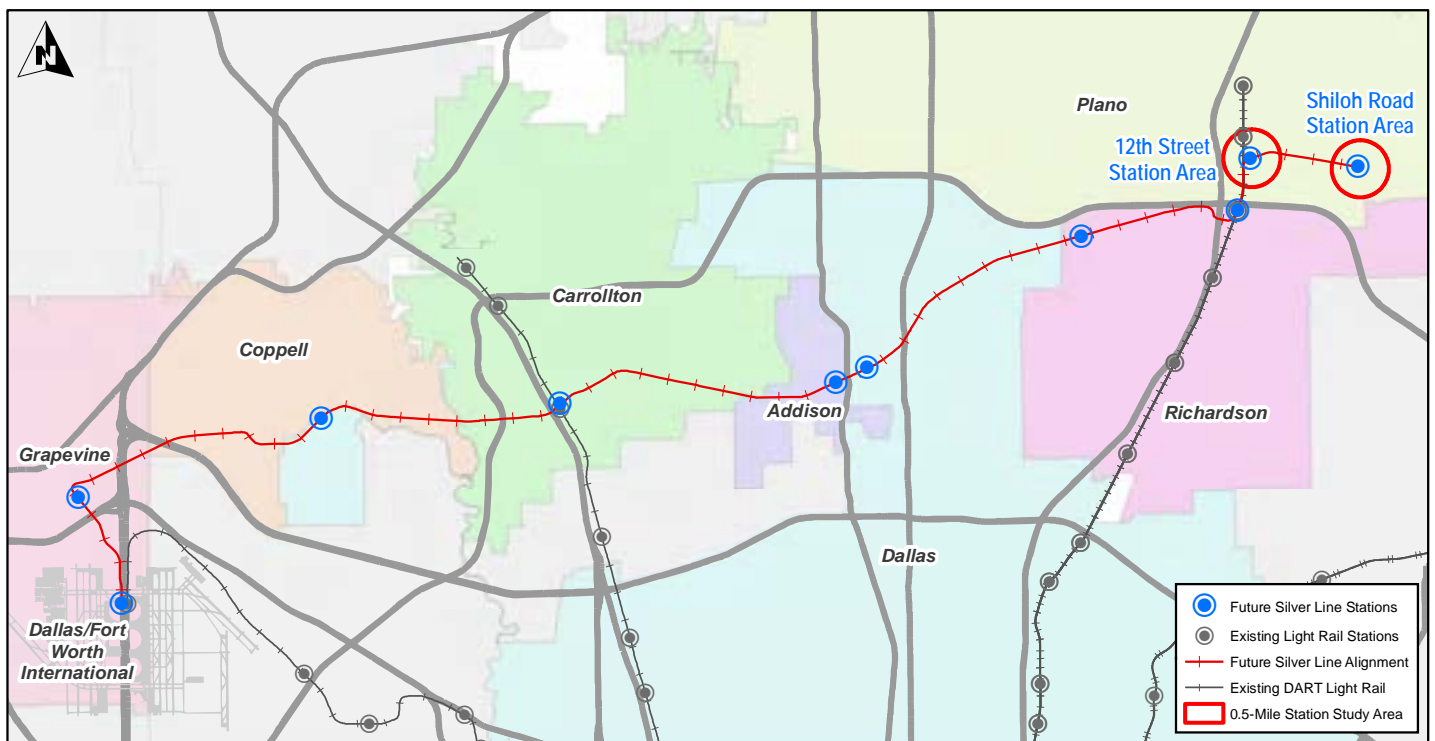
Following review of Plano’s Silver Line Corridor Market Assessment & Economic Development Strategy in February 2022, the Planning & Zoning Commission directed staff to develop Station Area Plans for the planned stations at 12th Street and Shiloh Road and evaluate existing zoning in these areas. The purpose of this Chapter is to provide an overview of the current conditions and context for the station areas, while highlighting the opportunities and constraints for future transit-oriented development.

Area & Regional Context

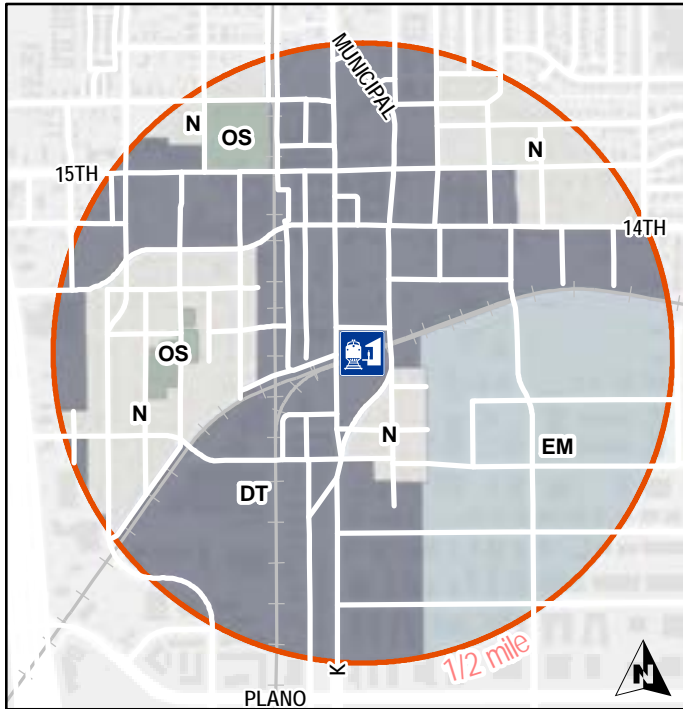
The study areas are located on the eastern extents of the proposed Silver Line commuter rail, with Shiloh Road serving as the end-of-line station. The Study Areas are located in the northeastern portion of the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (DFW MSA). The areas are in southeast Plano and are entirely within Collin County.

- The DFW MSA is the fourth most populous in the nation with a 2020 population of 7,451,858.
- Collin County is one of the fastest growing counties in the United States. In 2020, the population was over one million residents (1,006,038), which is a 36% increase over the 2010 population.
- The City of Plano is the 72nd largest city in the United States, slightly smaller than Lincoln, Nebraska and larger than Anchorage, Alaska.

The study areas are located in areas of Plano with well-established development patterns, including many properties in the 12th Street Study Area built prior to the 1970s. The City of Plano is surrounded by other incorporated cities and Plano is approaching build out with only small areas of undeveloped green space throughout the City. The Study Areas represent potential to redevelop and re-imagine the east side of Plano and to continue on the growth of transit in the Dallas-Fort Worth area.



Future Land Use



12th Street Station - This area is mostly located within the *Downtown Corridors (DT)* future land use category of the comprehensive plan. DT is the predominant category of the area, extending north and south along K Avenue. The industrial park to the southeast is primarily located within *Employment Center (EC)* category. Pockets of mostly single-family residential, including the Vendome, Douglass, Haggard Park, and Old Towne neighborhoods are also located within the *Neighborhoods (N)* category. The Future Land Use categories in this area suggests:

- A mix of uses and higher density residential housing types are supported along K Avenue
- The industrial park is not appropriate for residential uses
- Existing neighborhoods should be protected from pressures of redevelopment

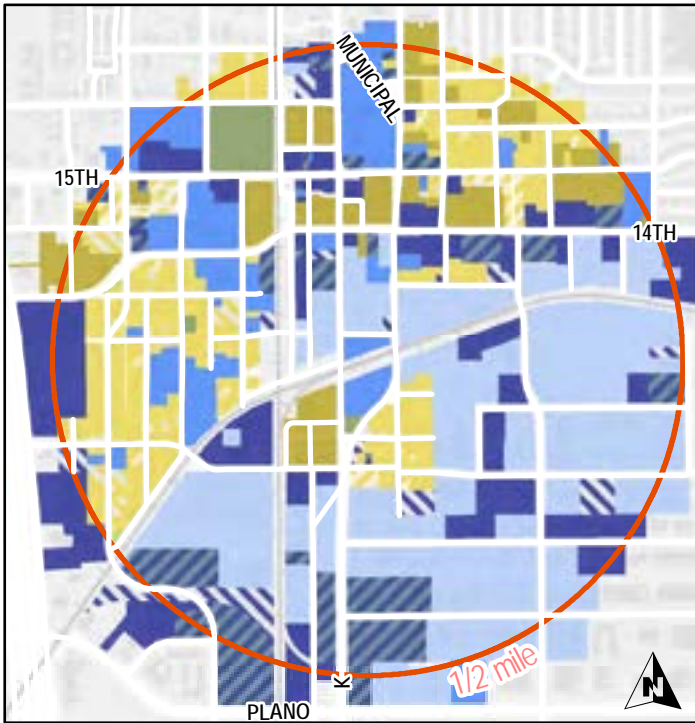


Shiloh Road Station - This area has a stark contrast along 14th Street. Properties to the south are exclusively located within the *Employment Center (EC)* category and properties to the north are mostly *Neighborhoods (N)*. The northwest corner at the intersection of 14th Street and Shiloh Road is designated as a *Neighborhood Corner (NC)*. The Future Land Use categories in this area suggests:

- A mix of uses is generally not supported in this area
- Most of the residential units are in established neighborhoods, such as the Meadows and Ridgewood subdivisions
- Housing is not appropriate south of 14th Street

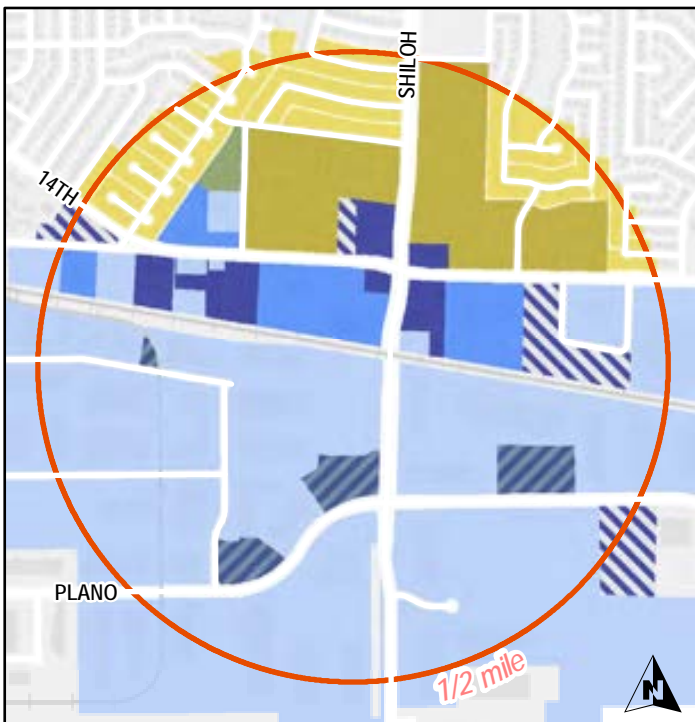
Data Source: City of Plano Comprehensive Plan 2021 (10/01/22)

Existing Land Use



12th Street Station - Approximately 74% (333 acres) of the land within the study area is used for employment and 26% (114 acres) is used for residential.

	Land Use Type	Acres	Percent
1	Industrial Types	153	33%
2	Retail Types	75	17%
3	Single-Family Detached Types	61	13%
4	Institutional Types	48	11%
5	Office Types	44	10%
6	Multifamily Types	40	9%
7	Undeveloped (Employment)	13	3%
8	Parks/Open Space	8	2%
9	Single-Family Attached Types	7	2%
10	Undeveloped (Housing)	5	1%



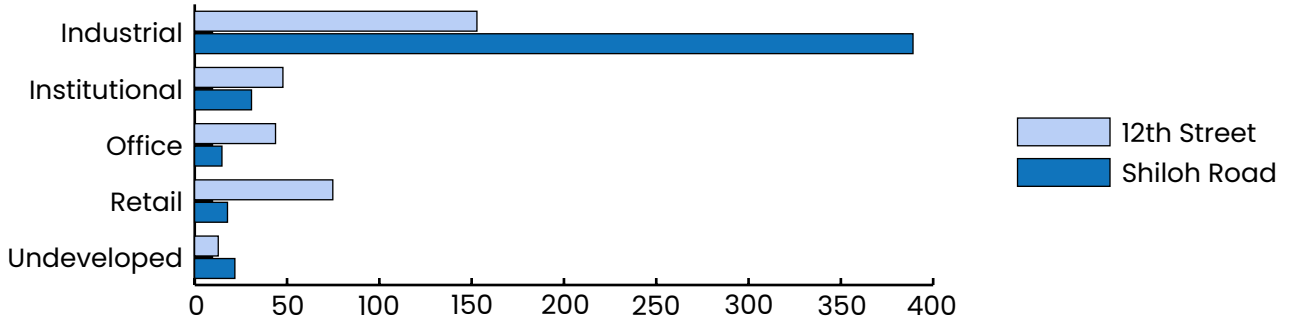
Shiloh Road Station - Approximately 81% (475 acres) of land within the study areas is used for employment and 19% (108 acres) is used for residential.

	Land Use Type	Acres	Percent
1	Industrial Types	388	66%
2	Multifamily Types	58	10%
3	Single-Family Detached Types	51	9%
4	Institutional Types	31	5%
5	Undeveloped (Employment)	22	4%
6	Retail Types	18	3%
7	Office Types	15	3%
8	Parks/Open Space	3	1%
9	Single-Family Attached Types	0	0%
10	Undeveloped (Housing)	0	0%

Data Source: City of Plano Land Use & Housing Inventory (10/01/22)

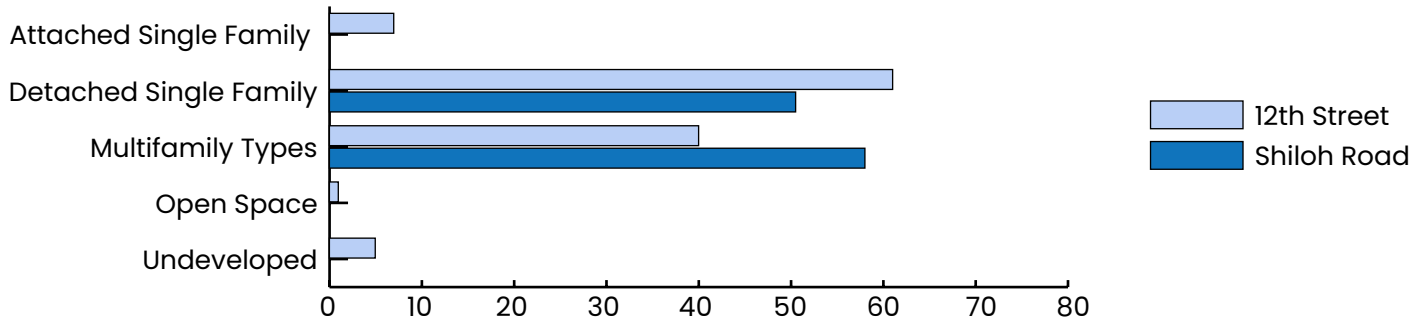
Employment Types

Employment Types include Industrial, Institutional, Office, and Retail uses, as defined by the Comprehensive Plan 2021. In both study areas, the largest employment land use type includes industrial uses.



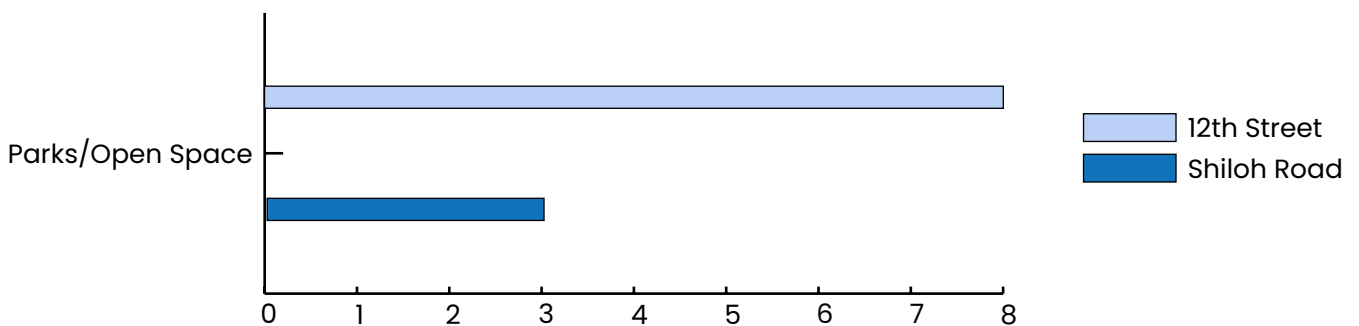
Housing Type Acreage

The housing types are mixed in both study areas. In the 12th Street Study Area, detached single-family make up the largest acreage (includes the Douglass neighborhood). There are no attached single-family homes in the Shiloh Road Study Area.

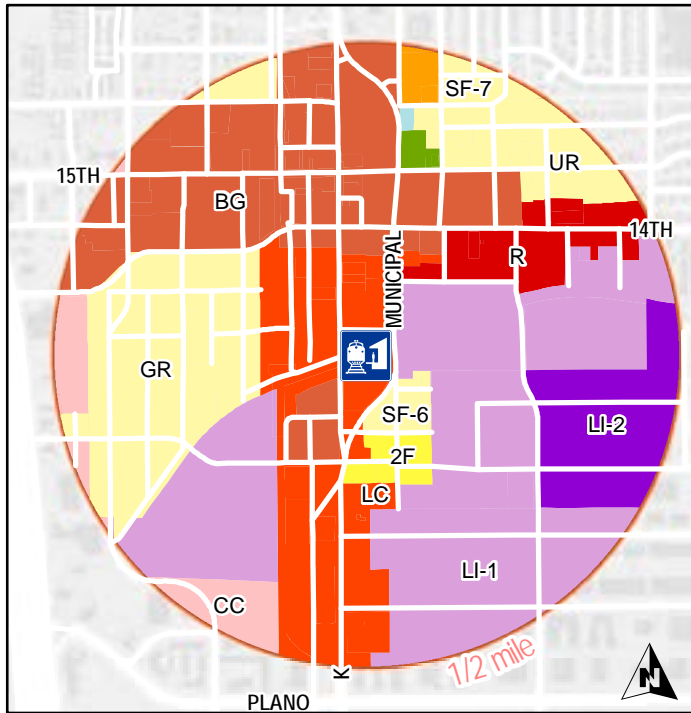


Parks/Open Space

In general, parks and open space constitute a small percentage of land in both study areas.

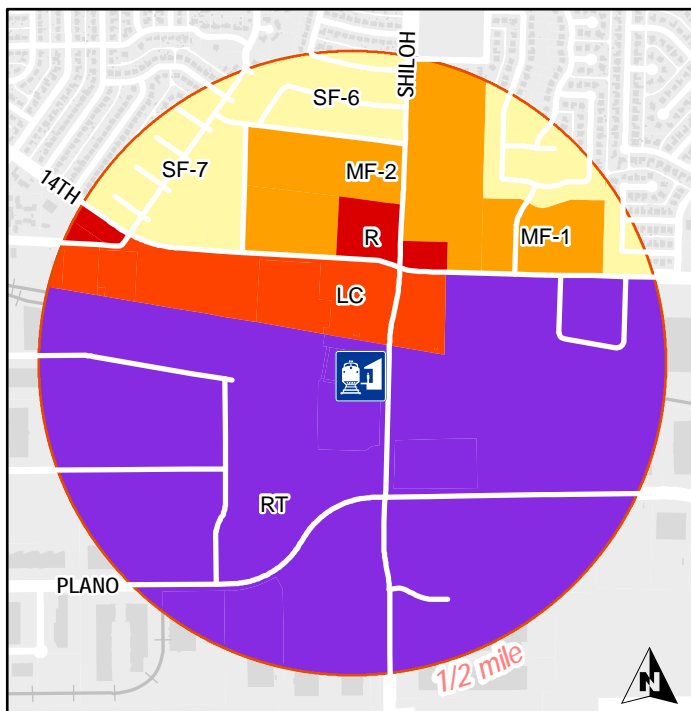


Current Zoning



12th Street Station

Top Zoning	Acres	%
1 Light Industrial-1 (LI-1)	148	29%
2 Downtown Business/Government (BG)	102.7	20%
3 Light Commercial (LC)	70.1	14%
4 General Residential (GR)	60.9	12%
5 Light Industrial-2 (LI-2)	33.0	7%
6 Urban Residential (UR)	26.9	5%
7 Retail (R)	21.0	4%
8 Corridor Commercial (CC)	17.2	3%
9 Single-Family Residence (SF-6/SF-7)	10	2%
10 Two Family Residence (2F)	5	1%
12 Multifamily Residence (MF-1/MF-3)	4	1%
13 General Office (O-2)	>1	>1%
14 Single-Family Residence Attached (SF-A)	>1	>1%
15 Neighborhood Office (O-1)	>1	>1%

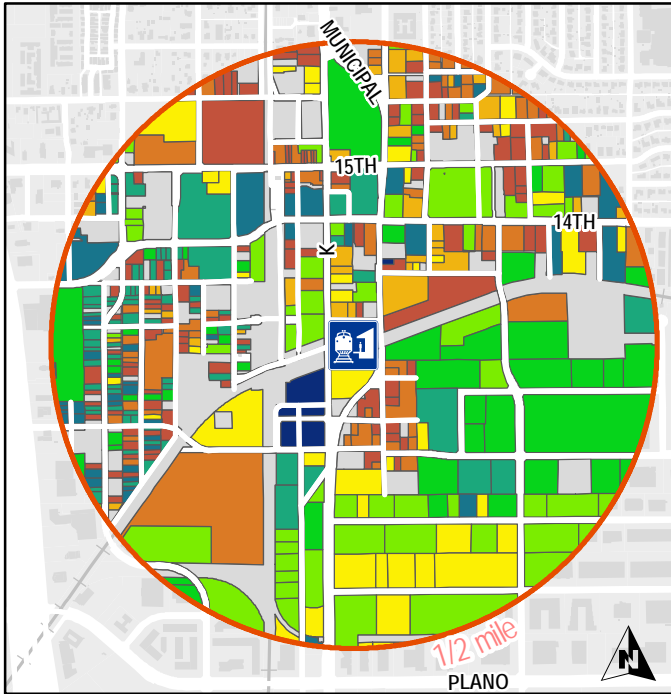


Shiloh Road Station

Top Zoning	Acres	%
1 Research/Technology Center (RT)	311	62%
2 Single-Family Residence (SF-6/SF-7)	72	15%
3 Multifamily Residence (MF-1/MF-2)	65	13%
4 Light Commercial (LC)	43	9%
5 Retail (R)	11	2%

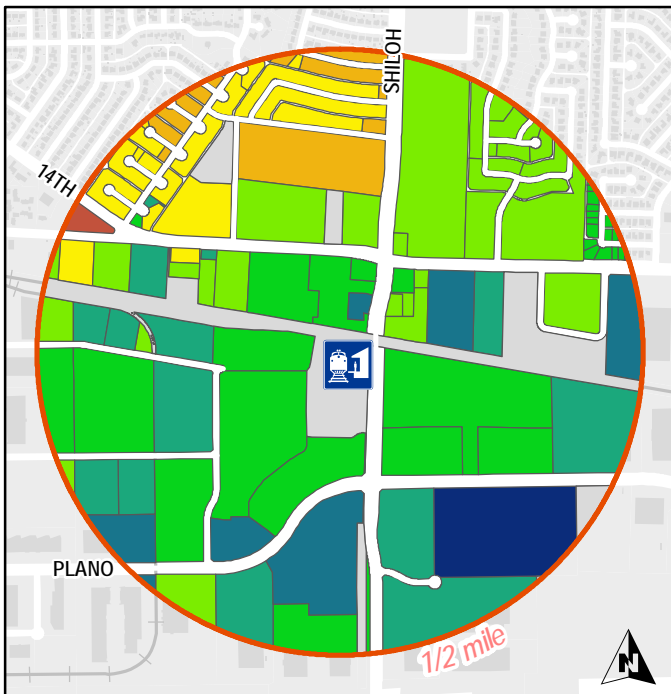
Data Source: City of Plano Zoning Map (07/01/22)

Age of Structures



12th Street Station

Year Built	Number of Parcels	Percent of Parcels
Prior to 1950	34	32%
1950 - 1959	10	10%
1960 - 1969	10	10%
1970 - 1979	9	9%
1980 - 1989	10	10%
1990 - 1999	10	10%
2000 - 2009	10	10%
2010 - 2019	10	10%
2020 or later	2	2%

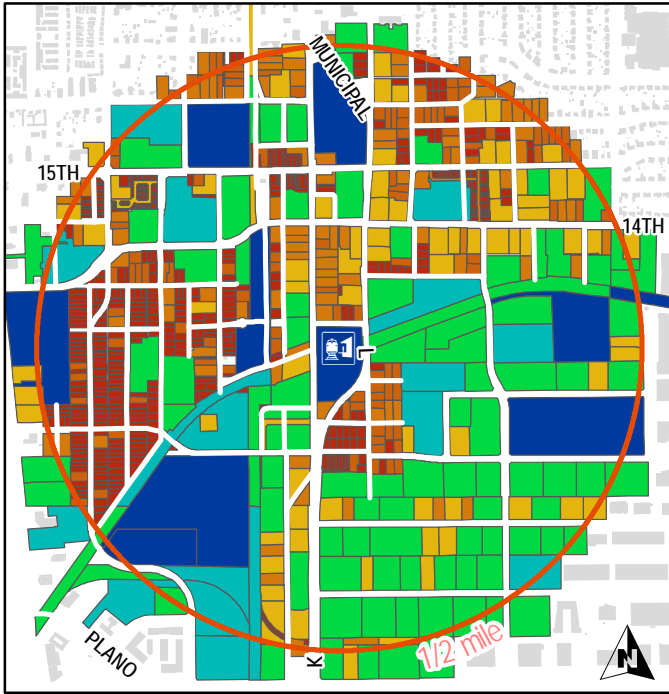


Shiloh Road Station

Year Built	Number of Parcels	Percent of Parcels
Prior to 1950	0	0%
1950 - 1959	1	3%
1960 - 1969	2	5%
1970 - 1979	6	16%
1980 - 1989	7	19%
1990 - 1999	7	19%
2000 - 2009	9	24%
2010 - 2019	4	11%
2020 or later	1	3%

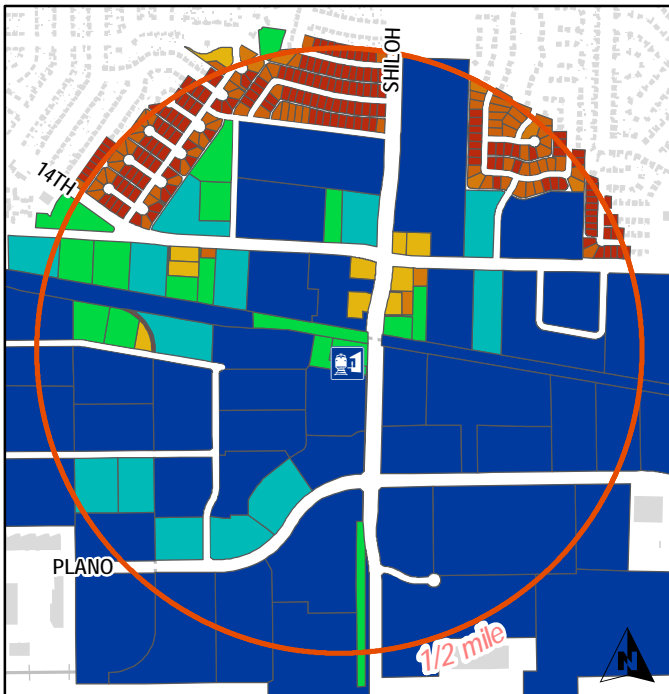
Data Source: City of Plano

Parcel Size



12th Street Station

Parcel Size	Number	Percent
Less than 5,000 sq. ft.	293	31%
5,000 to 9,999 sq. ft.	279	30%
10,000 sq. ft to 0.49 acre	158	17%
0.5 - 0.99 acres	80	9%
1 to 1.99 acres	59	6%
2 to 2.99 acres	35	4%
3 to 4.99 acres	17	2%
5 acres or more	10	1%

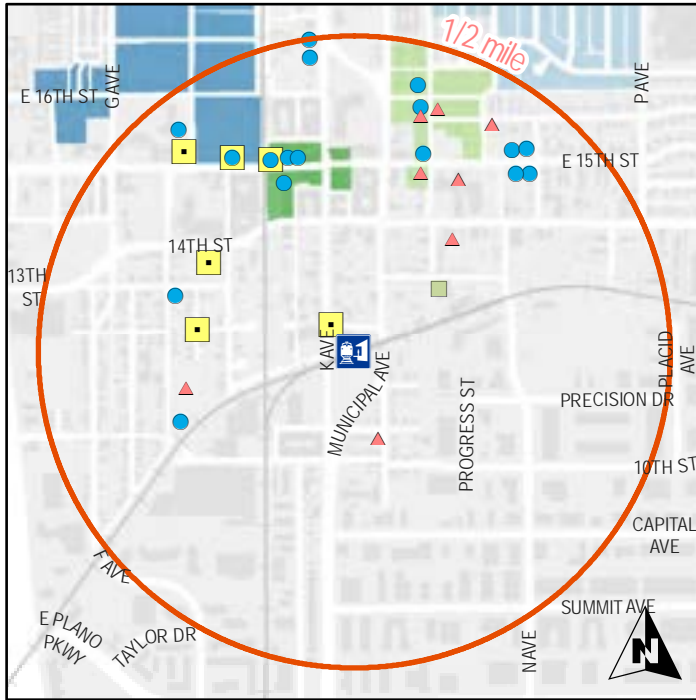


Shiloh Road Station

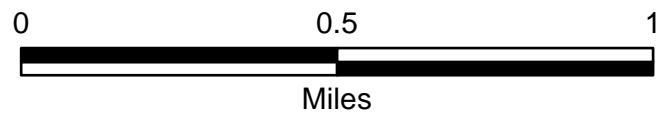
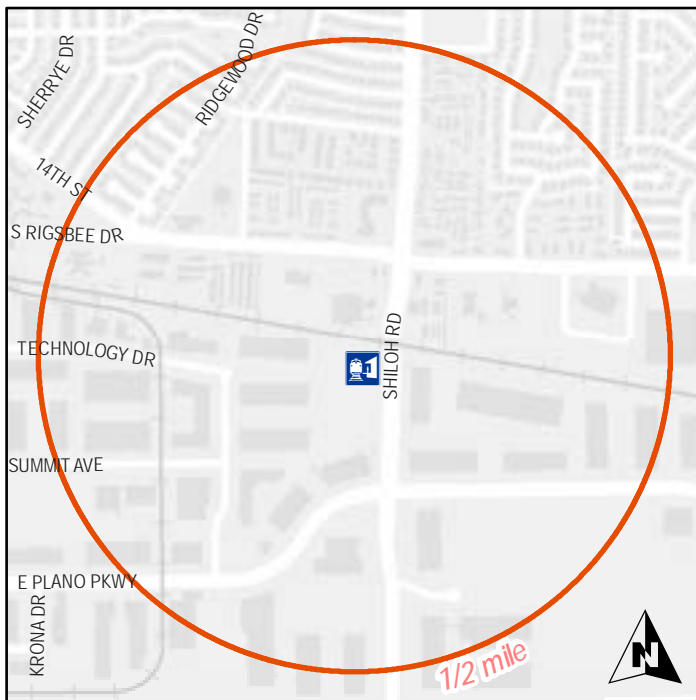
Parcel Size	Number	Percent
Less than 5,000 sq. ft.	1	>0.1%
5,000 to 9,999 sq. ft.	219	64%
10,000 sq. ft to 0.49 acre	37	11%
0.5 - 0.99 acres	10	3%
1 to 1.99 acres	9	3%
2 to 2.99 acres	8	2%
3 to 4.99 acres	13	4%
5 acres or more	44	13%

Data Source: City of Plano

Historic Resources



-  Proposed DART Silver Line Station
-  0.5-Mile Station Buffer
-  Individually Designated Heritage Resource
-  Potential Heritage Resource - Individual
-  More Research Required - Individual
-  Historic Marker
-  Downtown Heritage Resource Overlay District
-  Haggard Park Heritage Resource Overlay District
-  Clint Forman Potential Heritage Resource - District
-  Old Towne More Research Required - District



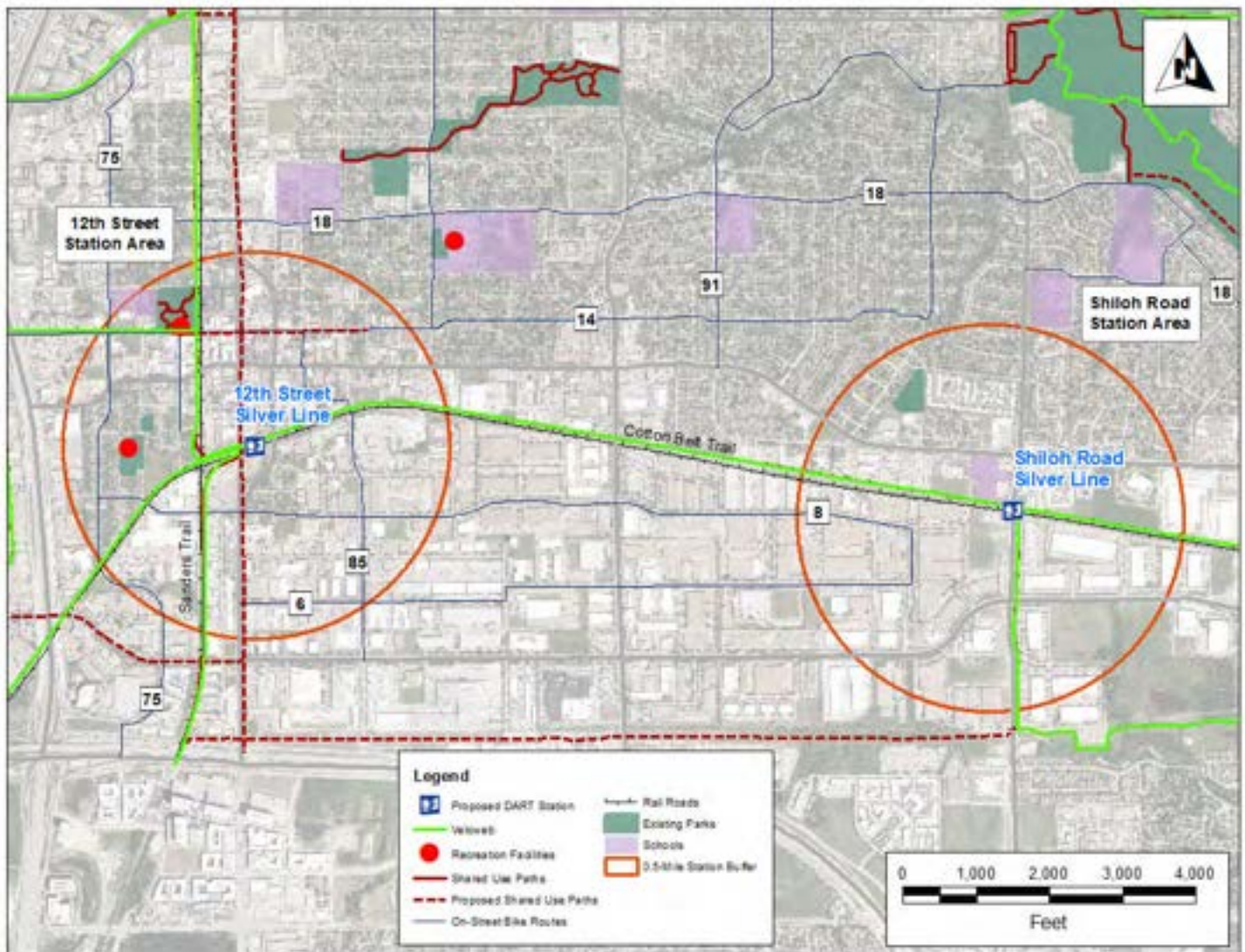
Transportation Network

Bicycle Network

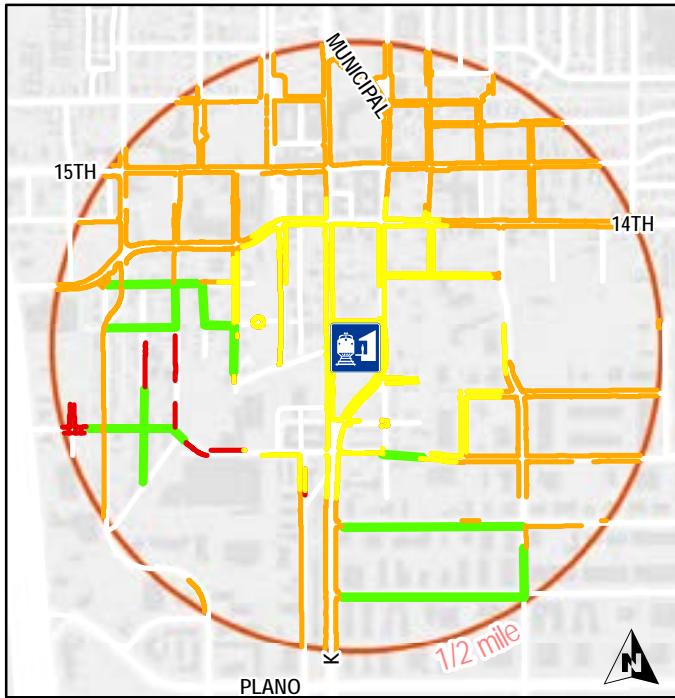
Bicyclist safety and comfort are critical components to a successful transit-oriented development. The figure below illustrates the active transportation network in and around the study areas. A review of existing on-street bicycle routes, the proposed Veloweb bicycle network, and proposed off-street trails found that both station areas will be served by bicycle infrastructure, however, the 12th Street Station Area has a denser and more varied network of planned on and off-street routes.

The planned Cotton Belt Trail, the Sanders Trail, and City of Plano bike routes 6, 8, 14, 75, and 85 would provide bicycle connections to the station study area. The Cotton Belt Trail is a planned regional trail that will follow the Silver Line corridor.

The Shiloh Road study area does not currently have a dense network of bicycle facilities but would be served by the Veloweb active transportation network via the planned Cotton Belt trail.



Existing and Planned Bicycle Facilities (Bicycle Transportation Plan)

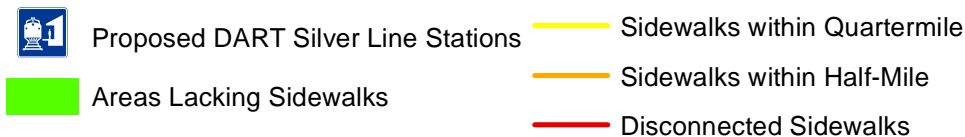
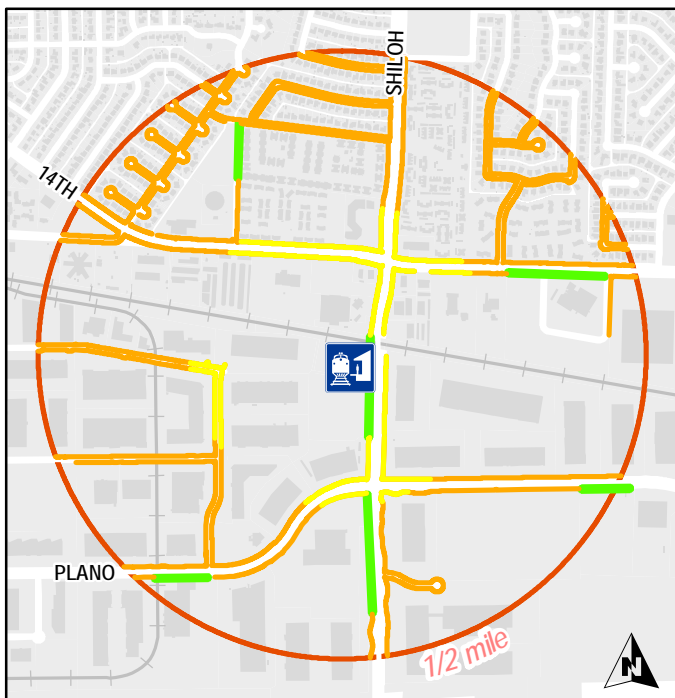


Pedestrian Connectivity

Pedestrian connectivity is a key component to successful transit-oriented developments. Generally, southeast Plano has a well-connected sidewalk network. There are, however, areas of opportunity for new sidewalk connections within the Study Areas.

The 12th Street Study Area has areas without sidewalks mainly in the Douglass neighborhood and in light industrial areas south of the proposed station site. It should be noted that the City of Plano is currently completing plans to complete many sidewalk gaps in the Douglass Community as part of Community Investment Program (CIP) Project #37832. This project will install sidewalks at various locations within the Douglass community to improve pedestrian access and safety throughout the neighborhood and to the future DART station. The 12th Street Study Area also includes many sidewalk segments that were ranked “medium” and “high” priority for repair/replacement in the City of Plano ADA Self Evaluation and Transition Plan (2019). Sidewalks in the area were noted as being in non-compliance for safety and usability (steepness of curb ramps, obstructions, missing portions of sidewalks, etc).

The Shiloh Station Area has areas that lack sidewalks predominately along Shiloh Road and in light industrial areas south of 14th Street.



Street Network

The 12th Street Study Area has nearby regional highway access via US 75 and President George Bush Turnpike. The future Silver Line station site is served by the north-south K Ave/Municipal Ave couplet. The smaller block sizes north of 14th Street allow increased route choice and pedestrian accessibility; however, blocks south of 14th Street are larger, reducing connectivity options. There is more limited street connectivity between 14th Street and Plano Parkway due to the multiple rail lines and larger scale industrial development pattern. 10th Street provides the only other connection to US 75 from the station area. Additional local street connections may need to be considered to create a more walkable block pattern, improve circulation options, and mitigate cut-through traffic in the Douglass Community.

The future Shiloh Road Silver Line station site is connected regionally by the major arterials Shiloh Road, 14th Street, and Plano Parkway. This Study Area has a wide block, auto-oriented street pattern, especially in the Research/Technology light industrial area south of 14th Street. While the arterial network provides effective linkages for motorists, the connectivity in the area is a challenge for pedestrians and bicyclists, with limited local street route options and higher traffic speeds and volumes. As some sites redevelop, there may be opportunities to introduce new local street connections or create more direct pedestrian connectivity between the station and area destinations.

Traffic Counts

The City of Plano released daily traffic volumes for 2019. K Avenue reported approximately 29,240 vehicles per day (vpd) between George Bush Turnpike to Plano Parkway and 23,532 vpd between Plano Parkway and 14th Street. Shiloh Road reported approximately 18,678 vpd between George Bush Parkway and Plano Parkway. Traffic volumes around both proposed station sites are moderate compared to most major streets in Plano.

Transit Access

The Silver Line commuter rail corridor will connect Plano to six other cities across the northern part of the DART Service Area: Richardson, Addison, Carrollton, Dallas, Coppell, and Grapevine. It will travel 26 miles east to west between the Shiloh Road Station and Dallas-Fort Worth International Airport (DFW) Terminal B. Service will be offered seven days per week, with more frequent service during peak weekday periods. Trains will operate in both directions every 30 minutes during peak travel periods (morning and evening) and every 60 minutes during non-peak travel periods. The estimated trip time between Shiloh Road and the DFW Terminal B is 60 minutes.

DART estimates 340 daily riders for 2040 for the 12th Street Silver Line Station. Travel time to DFW Airport Terminal B would be approximately 55 minutes. Riders would be able to transfer to a new 12th Street Red and Orange Line Station. DART estimates 690 daily riders for 2040 at the Shiloh Road Station.

Southeast Plano is currently served by light rail service, fixed route bus service, and on-demand transit service through GoLink. 12th Street Silver Line Station riders would be able to transfer between the Silver Line and Red/Orange Lines. The Shiloh Road Station is located within the East Telecom GoLink zone. This GoLink zone would provide service to the Shiloh Road Station between 5 a.m. and 8 p.m. Monday – Friday. No service is currently offered on weekends.

There are currently no fixed bus routes that connect directly to the proposed 12th Street or Shiloh Road stations. The nearest bus route (Route 247) travels along Jupiter Road and 14th Street to connect to the Downtown Plano Red/Orange Line station.

Economic Development

Market Analysis

The City of Plano completed the [Silver Line Corridor Market Assessment & Economic Development Strategy in February 2022](#). Those findings serve the basis for the station area plans. Major takeaways from the study included:

- Retail within the study area has performed well with some turnover in spaces with higher rents. Market conditions suggest continued demand for affordable, legacy retail space, which would be further supported by additional housing units within area redevelopment (Collin Creek, CityLine, and 12th Street).
- There is a market for additional office in the area; however, the office market is still recovering from the effects of the COVID-19 pandemic and the long range outlook is unknown.
- There is market demand for a variety of housing types in the area, including ownership, condominium, and for-rent products. However, due to small parcel sizes and highly decentralized ownership, existing zoning is unlikely to provide the types of housing products that meet market demand and support transit-oriented development.
- Due to high land costs, redevelopment will likely be slow without public participation or rezoning for additional density.
- Existing cash flows are sufficient to allow property owners to maintain the types of existing structures and commercial tenants that do not support a transit-oriented development.
- Land assembly will be critical to serve as catalysts for redevelopment.
- There is opportunity to adaptively reuse heavy commercial and light industrial buildings. Zoning needs to be flexible to allow these conditions.
- The light industrial, research/technology, office/warehouse sector is doing well and less subject to swings in the economy.

Neighborhood Empowerment Zone

Additionally, a Neighborhood Empowerment Zone (NEZ) was created in 1999 to support affordable housing construction and rehabilitation in the downtown core of Plano. The NEZ would directly affect the 12th Street Station area. The southernmost border of the NEZ is along 10th and 11th Streets, just south of DART right-of-way and the proposed 12th Street Silver Line Station.



Tax Increment Financing Zones

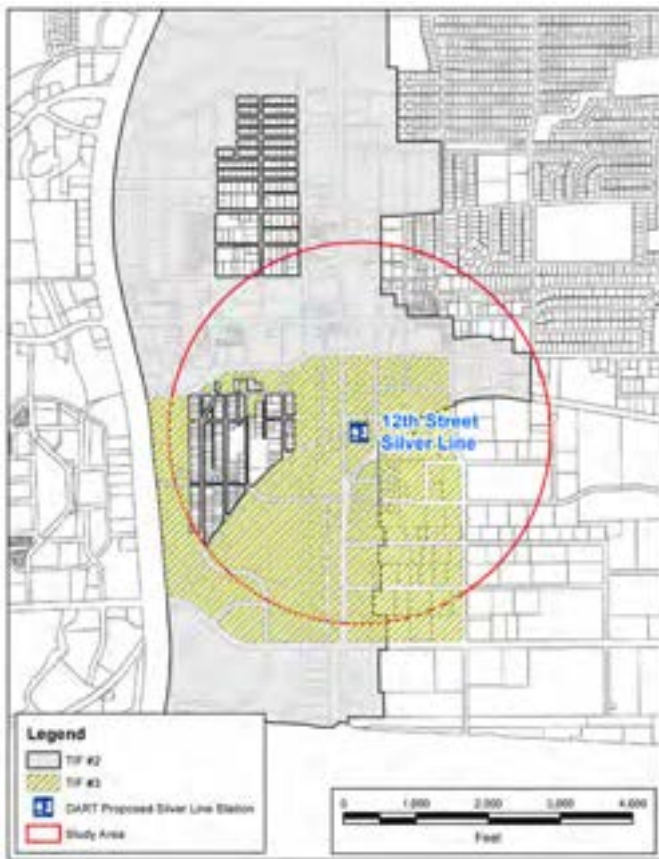
Tax increment financing (TIF) is an economic development tool used to promote investment in a defined area. The TIF has historically been used to finance public improvements in blighted or underdeveloped areas identified as reinvestment zones. Once the zone is created, revenue from the TIF district is divided into two categories: property tax value prior to the formation of the TIF (tax base), and property tax value from new development or redevelopment and investment in the district (tax increment). The tax increment fund is maintained by the city for investment in projects such as property acquisition, public right-of-way construction and repair, infrastructure development, demolition, site preparation, implementing and/or enhancing public utilities, streetscape improvements and beautification. These investments serve as a catalyst for private investment and development within the TIF zones.

Tax Increment Reinvestment Zone 2

In 1999, the City of Plano created a tax increment finance (TIF) district to encourage reinvestment along the DART light rail line in downtown Plano. The zone is referred to as TIF Reinvestment Zone 2. The zone was designed to maximize potential transit-oriented development and to support arts and cultural heritage expansion in the downtown area. In May 2014, the zone was extended for another 15 years. Planned improvements in the zone include additional public infrastructure, streetscaping, and the continuation of various development projects.

Tax Increment Reinvestment Zone 3

In 2018, the City approved a new zone to support the construction and development of the Silver Line. TIF Reinvestment Zone 3 includes areas around the Shiloh Road Station and areas south and east of the existing TIF Reinvestment Zone 2 (near the proposed 12th Street Station).



Downtown Public Improvement District

Public Improvement Districts (PID) serve as economic stimulators that help revitalize an area, and continue the momentum gained through economic investment. The Downtown Plano Public Improvement District (PID) is made possible by an assessment levy on property owners in the District. Property owners are assessed \$0.15 per \$100 of appraised value on taxable real property. The assessment levy supports additional services and events executed within the PID.

The Plano City Council established the Downtown Plano PID in 2014. It was created to help increase public improvements and expand opportunities attracting people to Downtown. The Downtown Plano PID consists of an Advisory Board made up of all property owners in the PID. An eight-member Executive Committee is formed that includes the three highest valued property owners, and five other property owners that the Board elects. The Board also establishes a Management Committee for managing programs and services, and overseeing expenditures.

The City Council established the District to help increase public improvements and expand opportunities to attract people to the District. The Authorized Improvements of the District include:

- **Marketing/Advertising** - Improvements include commercial media advertising, printed material, social media, web-based information, messaging, signs, billboards, banners, and souvenirs. The marketing/advertising improvements will provide benefit to all Lots within the District.
- **Events** - Improvements include entertainment, celebrations, support services, equipment/venue charges, and fees. The events improvements will provide benefit to all Lots within the District.
- **Beautification** - Improvements include landscaping, streetscaping, lighting, and other decorative improvements. The beautification improvements will provide benefit to all Lots within the District.
- **PID Management** - Improvements include services and costs related to coordinating and administering the PID program and budget by persons and organizations other than the city.
- **City Administration** - Improvements include contract services related to assessment administration and collection.
- **Security** - Improvements include security matters related to events and lighting projects. The security improvements will provide benefit to all Lots within the District.

Completed projects and PID expenditures include beautification projects on 15th Street; special events occurring throughout the year such as SteinFest, Plano ArtFest, Plano Art & Wine Walk, Night Out on 15th and the Movies in the Park series; and advertising and marketing that promote Downtown.

Downtown PID goals are consistent with downtown revitalization efforts:

- Facilitate opportunities for thoughtful engagement among property and business owners;
- Draw attention to the Downtown Plano Arts District;
- Increase revenue for Downtown businesses; and,
- Support the arts with programming and financial assistance.

In November 2017, City Council voted to renew the Downtown Plano PID for an additional five years. Continued PID support provides the additional resources needed to stimulate greater business and residential activity, and encourage a thriving downtown.

Community Investment Program (CIP)

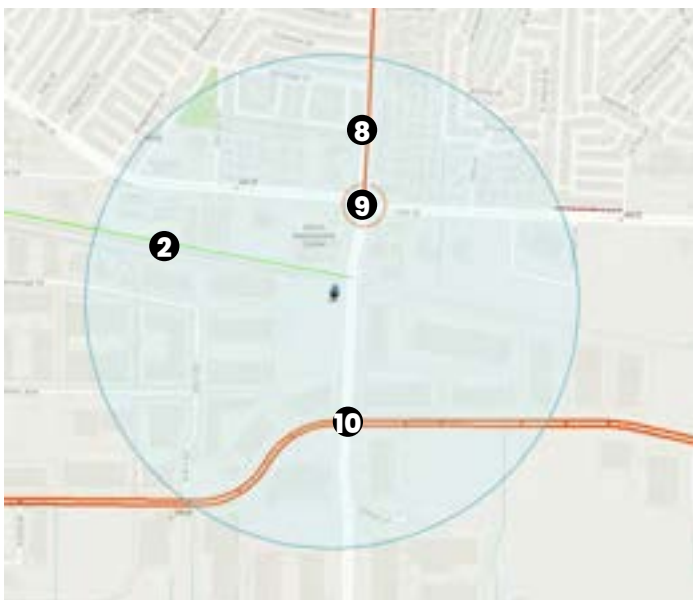
The Community Investment Program (CIP) is a five-year guide to planning, building, operating, and maintaining capital projects. The program includes a schedule of proposed municipal expenditures for new facilities and/or the renovation, reconstruction, or expansion of existing facilities and infrastructure. Projects budgeted in the CIP are major capital investments to municipal buildings, streets, parks, drainage ways, and utilities.

12th Street Station



1. **Douglass Neighborhood Sidewalks:** This project includes the installation of sidewalks throughout the Douglass Community. Design plans and easement acquisition for new sidewalks are in progress. Repair of existing sidewalks are currently underway on F Avenue.
2. **Silver Line Rail Trail:** Plans include a 12 ft. hike-and-bike trail located along the Silver Line including a bridge over Jupiter Road. The bike trail connects to the existing hike-and-bike trail along the DART Red Line.
3. **15th Street Reconstruction:** Plans include reconstruction of E 15th Street from Municipal Avenue to Jupiter Road. The western segment will include wider sidewalks and on-street parking spaces.
4. **Haggard Park Master Plan:** The Parks & Recreation Department is currently preparing a master plan for future park updates and improvements.

Shiloh Road Station

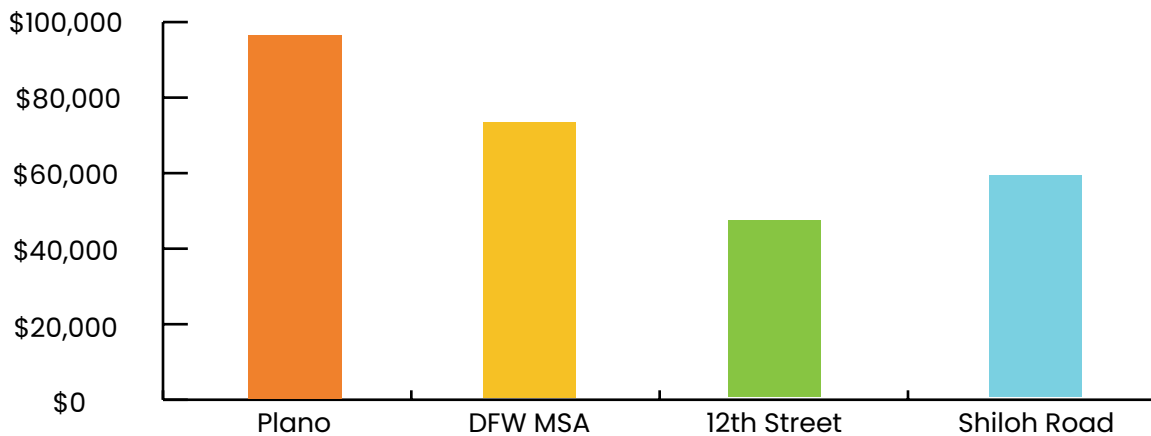


5. **Residential Pavement Repair:** This project includes repair of residential streets in neighborhoods throughout Plano.
6. **Downtown Signage:** Signage into downtown is being repaired and upgraded.
7. **10th Street:** Project includes paving and water line reconstruction on 10th Street, from N Avenue to Jupiter Road.
8. **Shiloh Road Widening:** Shiloh Road will be widened to a 4-lane, divided roadway from 14th Street to Park Road.
9. **Intersection Improvements:** The intersection of 14th and Jupiter will be improved to include turn lanes.
10. **Plano Parkway Concrete Repair:** Work is underway for concrete repairs to Plano Parkway from US 75 to the city's eastern limits.

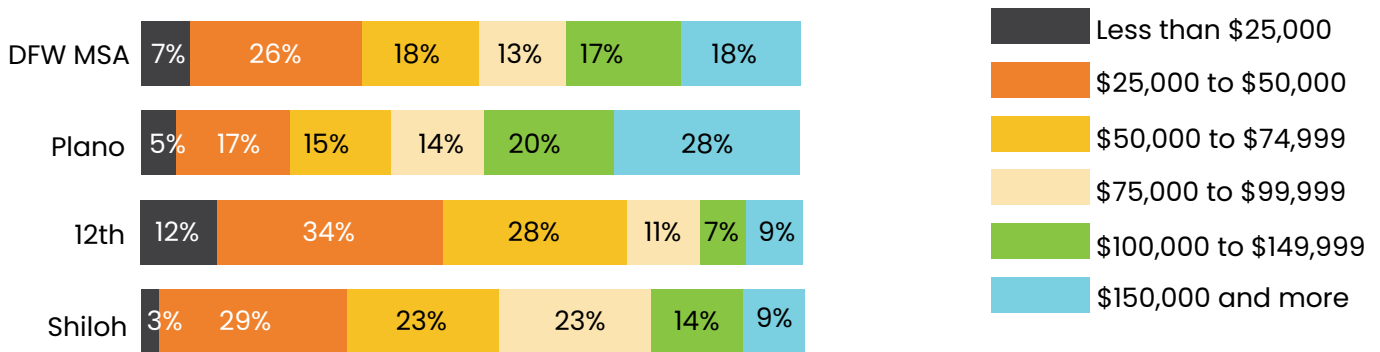
Demographics

Household Income

The median household income in the 12th Street Study Area (\$45,150) is approximately half the median household income of the City of Plano (\$96,348). The Shiloh Road Study Area has a higher median household income (\$57,406) than the 12th Street Study Area but a lower median household income than the City of Plano. Both study areas have lower median household incomes than the DFW MSA, which is \$72,882.



In general, the study areas have a higher percentage of households earning between \$25,000 and \$50,000 than the City of Plano and the greater DFW MSA region. Both study areas have 9% of households earning more than \$150,000 per year.

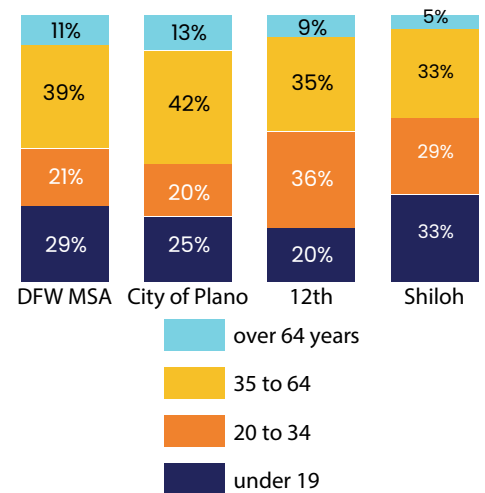


Source: 2020 5-year American Community Survey

Population and Age Composition

The 12th Street Study Area had a 2020 population of 5,210 while the Shiloh Road Study Area had more than twice the population at 13,530. Both study areas had a higher percentage of residents aged 20 to 34 years than the City of Plano and the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (DFW MSA).

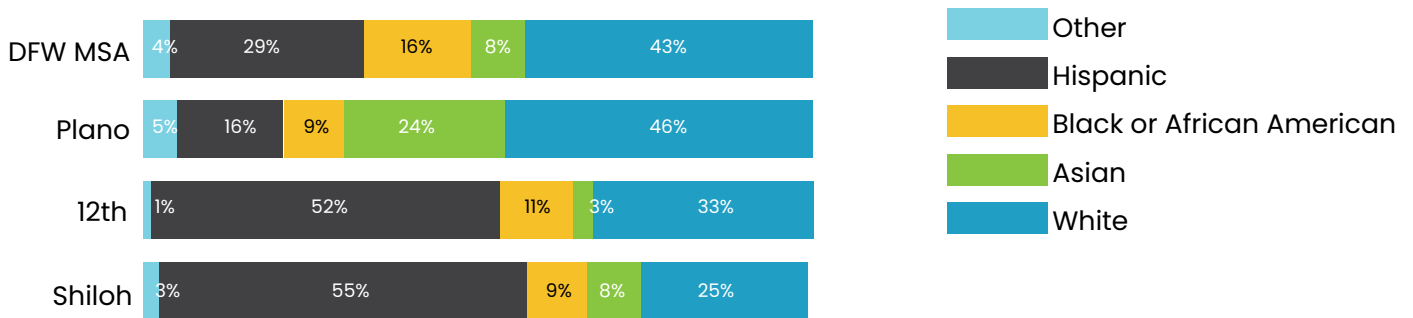
Geography	Total Population 2020	Total Households 2020	Persons per Household
Dallas-Fort Worth-Arlington MSA	7,451,858	2,615,579	2.9
City of Plano	288,870	107,320	2.7
12th Street Study Area*	5,210	2,523	2.0
Shiloh Road Study Area *	13,530	4,189	3.2



Source: 2020 American Community Survey

*Study Area data is from 2020 Census Block Groups whose boundaries extend outside of the 1/2 mile Study Areas presented elsewhere in this report. The 0.5-mile study areas are both 502.7 acres, whereas the 12th Street block groups cover 1,645.5 acres, and Shiloh Road block groups cover 1,805.4 acres

Race/Ethnicity



Source: 2020 American Community Survey

04 – Zoning Alignment

In anticipation of significant public investment in new rail transit infrastructure and new commuter rail stations, the City completed the *Silver Line Market Assessment & Economic Development Strategy* in February 2022. The study identified several residential and commercial redevelopment TOD typologies (see below) that are likely to be in market demand as a result of the Silver Line stations. Findings of the study were broken down into 12 subdistricts.

TOD Typologies

The Silver Line Market Assessment & Economic Development Strategy report outlined a variety of expected residential and commercial typologies:

Residential TOD Typologies

- Single-Family Detached
- Townhome
- Slot Home/Turned Townhome
- Live-Work
- 3- to 5-Story Multifamily
- 4- or 5-Over 1 Multifamily
- High Rise Residential

Commercial TOD Typologies

- Class A Office
- Rehabilitated Industrial
- 4- or 5-Over 1 Commercial
- Stand Alone Retail
- Strip or Retail Center
- Full-Service Hotel

Subdistricts

The Silver Line Market Assessment & Economic Development Strategy analyzed the TOD Typologies by 12 subdistricts:

12th Street Station Study Area Subdistricts

- Downtown North
- Downtown South Fragmented Industrial
- Douglass Neighborhood
- Large Format Industrial Southwest
- K Avenue Extension South
- Vendome Neighborhood
- Industrial District

Shiloh Road Study Area Subdistricts

- Shiloh Single-Family
- Shiloh Multifamily
- 14th Street East
- RT North
- Research & Technology

Objectives

The goal of the Zoning Alignment Chapter is to build on these findings by exploring if the current zoning in the subdistricts are supportive of the market conditions. It provides answers the following questions:

1. Which zoning districts are generally supportive of the TOD typologies overall?
2. Are the subdistricts currently zoned to allow the expected redevelopment typologies?
3. Are there barriers in existing zoning to meeting market demand or facilitating redevelopment?

Analysis

This chapter is intended to inform future phases of the Silver Line Station Areas Plan. Findings of the zoning analysis are not recommendations, but simply analysis of the existing zoning and what changes would likely be needed to allow the redevelopment typologies identified in the market study. Future phases will identify community needs and preferences in the study areas. Understanding market demand and community preferences will be used together to develop the vision and implementation strategies for the study areas.

Residential TOD Typologies



Single-Family Detached

Typical: Up to 10 units per acre
 Urban: 10 or more units per acre
 1 to 3 stories

Use Type in Zoning Ordinance:
 Single-Family Residence (Detached)
 or Patio Home



Townhomes

15 to 40 units per acre
 ~1,800–2,500 sq. ft. lot sizes
 1 to 3 stories

Use Type in Zoning Ordinance:
 Single-Family Residence (Attached)
 Units are most often on individually
 platted lots, but may be on a single lot
 in some circumstances.



Slot Homes

25 to 55 units per acre
 600 sq. ft. footprint per unit
 1 to 4 stories

Use Type in Zoning Ordinance:
 Plano does not currently have a
 use type or zoning district designed
 specifically for higher density single-
 family, such as Slot Homes. The
 analysis that follows evaluates
 these types as condominium-
 type ownership products would be
 reviewed under the Zoning Ordinance.



Live-Work

Live above/behind/within commercial
 18 to 25 units per acre
 1 to 3 stories
 Lot sizes vary

Use Type in Zoning Ordinance:
 Live-Work (Business Loft)



3 to 5 Story Multifamily

30 to 80 units per acre
 3 to 5 stories
 Structured Parking
 4 to 7 acre lot sizes

Use Type in Zoning Ordinance:
 Multifamily Residence (1 to 4 stories)
 Mid-Rise Residential (5+ stories)

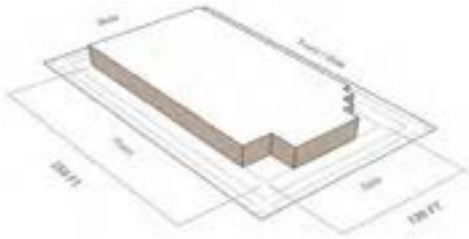


4/5 over 1 Multifamily

80 to 110 units per acre
 4 to 5 stories
 Ground Floor Commercial
 1.5 to 5 acre lot sizes

Use Type in Zoning Ordinance:
 Multifamily Residence (1 to 4 stories)
 Mid-Rise Residential (5+ stories)

Commercial TOD Typologies

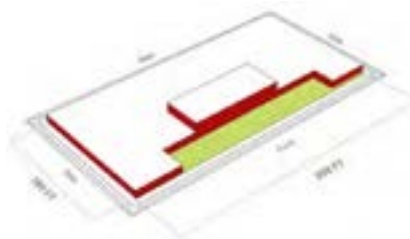


Repurposed Industrial

Conversion of older industrial buildings into bars/restaurants, art or event venues, showrooms, boutique offices, microbreweries, etc.

Use Type in Zoning Ordinance:

The Repurposed Industrial typology is not associated with a specific type of land use. The site would be evaluated on a case-by-case basis depending upon the proposed use.

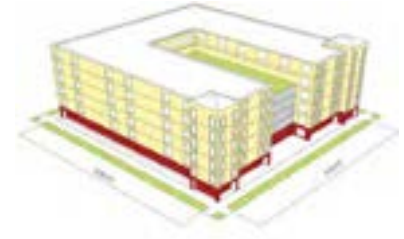


Stand-Alone Retail

Retail, Service, or Restaurants
Surface Parking in Front
1 to 2 stories
Lot sizes vary

Use Type in Zoning Ordinance:

Retail Store (retail/service uses) or
Restaurant/Cafeteria (restaurants)

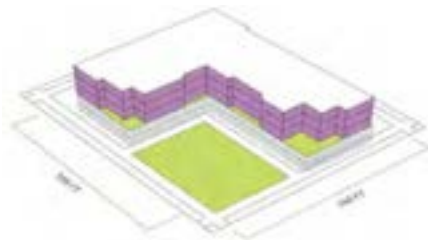


4/5 over 1 Commercial

Ground floor retail with residential units above. Same as the 4/5 over 1 Multifamily residential typology.

Use Type in Zoning Ordinance:

Multifamily Residence (1 to 4 stories)
Mid-Rise Residential (5+ stories)



Boutique Hotel

Unique amenity packages
Typically less than 200 rooms
Cultural or historical experience

Use Type in Zoning Ordinance:

Hotel/Motel

Unlikely Redevelopment Types:

The Silver Line Market Study found that the following typologies were unlikely in both study areas:

High-Rise Residential

80 to 200 units per acre
10 to 30 stories

Class A Office

3 to 12 acres
1:1 Floor Area Ratios

Strip Retail

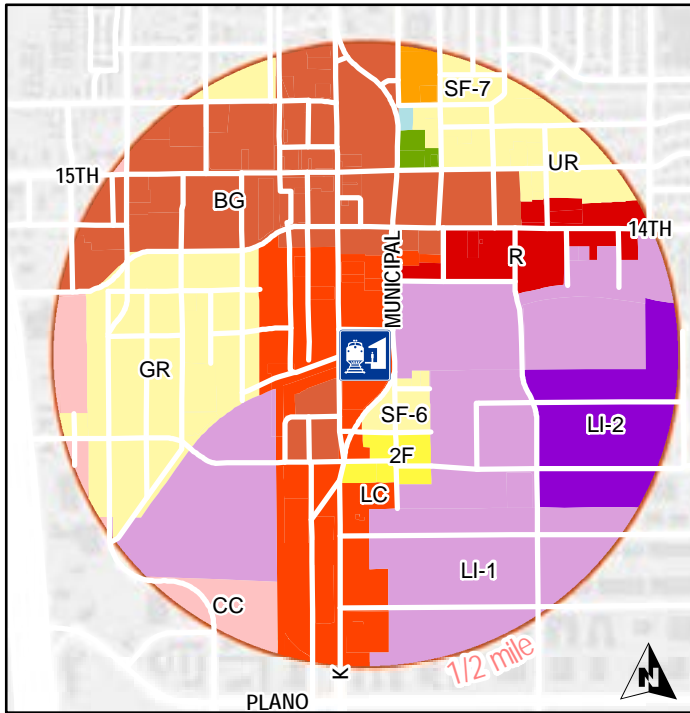
Multi-tenant retail and service
1 to 2 stories

Full Service Hotel

Amenities such as restaurants,
meeting rooms, gyms, and
pools

Current Zoning in Study Areas

The analysis in the Section analyzes the findings of the TOD Typologies from the Silver Line Market Study with existing zoning in the study areas. Other zoning districts not located in the study areas were not considered.

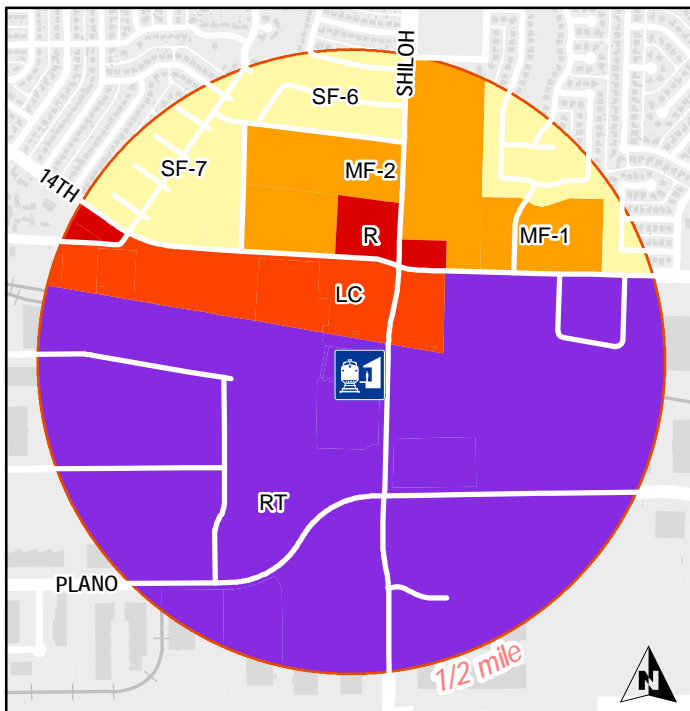


Residential Zoning Districts:

- Single-Family Residence-6 (SF-6)
- Single-Family Residence-7 (SF-7)
- Urban Residential (UR)
- Single-Family Residence Attached (SF-A)
- Two-Family Residence (2F)
- General Residential (GR)
- Multifamily Residence-1 (MF-1)
- Multifamily Residence-2 (MF-2)
- Multifamily Residence-3 (MF-3)

Nonresidential Zoning Districts:

- Corridor Commercial (CC)
- Downtown Business/Government (BG)
- Neighborhood Office (O-1)
- General Office (O-2)
- Light Commercial (LC)
- Light Industrial-1 (LI-1)
- Light Industrial-2 (LI-2)
- Retail (R)
- Research/Technology Center (RT)



Data Source: City of Plano Zoning Map (07/01/22)

Where are Residential TOD Typologies permitted?

The table below shows where the Residential TOD Typologies described in the Silver Line Market Study are permitted in the various zoning districts located within the study area.

P - Permitted | N - Not Permitted | S - Specific Use Permit | # - See Notes Below

Zoning Districts in the Study Areas		Residential TOD Typologies					
		Single-Family Detached	Townhome	Slot Home	Live-Work	3 to 5 story MF	4 or 5 over 1 MF
Residential Zoning Districts	Single-Family Residence-6 (SF-6)	P	N	N	N	N	N
	Single-Family Residence-7 (SF-7)	P	N	N	N	N	N
	Urban Residential (UR)	P	N	N	N	N	N
	Single-Family Residence Attached (SF-A)	P	N ²	N ^{2,3}	N	N	N
	Two-Family Residence (2F)	P	N	N	N	N	N
	General Residential (GR)	P	N	N	N/A	N	N
	Multifamily Residence-1 (MF-1)	P	N ²	N ^{2,3}	N	N ²	N ²
	Multifamily Residence-2 (MF-2)	P	P	N ^{2,3}	N	N ²	N ²
	Multifamily Residence-3 (MF-3)	P	P	N ^{2,3}	N	N ²	N ²
Nonresidential Zoning Districts	Corridor Commercial (CC)	N	N	N	N	N	N
	Downtown Business/Government (BG)	N	P	P ³	P	P ¹	P ¹
	Neighborhood Office (O-1)	N	N	N	N	N	N
	General Office (O-2)	N	N	N	N	N	N
	Light Commercial (LC)	N	N	N	N	N	N
	Light Industrial-1 (LI-1)	N	N	N	N	N	N
	Light Industrial-2 (LI-2)	N	N	N	N	N	N
	Retail (R)	S	S	N	N	N	N
	Research/Technology Center (RT)	N	N	N	N	N	N

- Permitted By Right
- May be Permitted
- Not Permitted

NOTES:

¹ Permitted up to 4 stories, or 5 stories if the ground floor is podium parking, commercial uses, or commercial/residential flex space

² The use is permitted, however maximum density and/or building heights of the zoning district(s) would not allow this typology as described in the Silver Line Market Study (2022)

³ Would be classified as Single-Family Residence (Attached) or Multifamily Residence in the Zoning Ordinance depending upon site design

Where are Commercial TOD Typologies permitted?

Permitted By Right
 Conditionally Permitted
 Not Permitted

The table below shows where the Commercial TOD Typologies described in the Silver Line Market Study are permitted in the various zoning districts located within the study area.

P - Permitted | N - Not Permitted | S - Specific Use Permit | # - See Notes Below

Zoning Districts in the Study Areas		Commercial TOD Typologies				
		Rehabilitated Industrial	4/5 over 1 Commercial	Stand Alone Retail/Service	Stand Alone Restaurant	Boutique Hotel
Residential Zoning Districts	Single-Family Residence-6 (SF-6)	N	N	N	N	N
	Single-Family Residence-7 (SF-7)	N	N	N	N	N
	Urban Residential (UR)	N	N	N	N	N
	Single-Family Residence Attached (SF-A)	N	N	N	N	N
	Two-Family Residence (2F)	N	N	N	N	N
	General Residential (GR)	N	N	N	N	N
	Multifamily Residence-1 (MF-1)	N	N	N	N	N
	Multifamily Residence-2 (MF-2)	N	N	N	N	N
	Multifamily Residence-3 (MF-3)	N	N	N	N	N
Nonresidential Zoning Districts	Corridor Commercial (CC)	P ¹	N	P	P	P
	Downtown Business/Government (BG)	P ¹	P ²	P	P	P
	Neighborhood Office (O-1)	P ¹	N	N	N	N
	General Office (O-2)	P ¹	N	N	S	P
	Light Commercial (LC)	P ¹	N	P	P	P
	Light Industrial-1 (LI-1)	P ¹	N	P	P	P
	Light Industrial-2 (LI-2)	P ¹	N	P	P	P
	Retail (R)	P ¹	N	P	P	P
	Research/Technology Center (RT)	P ¹	N	N	N	P ³

Permitted By Right
 May be Permitted
 Not Permitted

NOTES:

¹ This typology does not specify a future use; may be permitted depending upon the proposed use (Retail Store, Restaurant/Cafeteria, Office, etc.)

² Permitted up to 4 stories, or 5 stories if the ground floor is podium parking, commercial uses, or commercial/residential flex space

³ Permitted when at least 200 feet from a residential zoning district

Zoning Districts Allowing Single-Family Detached (SF-7/SF-6/UR/GR)




Residential TOD Typologies	SF-7	SF-6	UR	GR
Single-Family Detached	P	P	P	P
Townhome	N	N	N	N
Slot Home	N	N	N	N
Live-Work	N	N	N	N
3 to 5 Story Multifamily	N	N	N	N
4 or 5 over 1 Multifamily	N	N	N	N
Zoning Standards (Typical ^A)				
Minimum Lot Area (square feet)	7,000	6,000	5,000	3,000
Minimum Lot Width (feet)	65'	55'	50'	30'
Minimum Lot Depth (feet)	100'	100'	90'	90'
Maximum Lot Coverage	45%	45%	60%	50%
Maximum Building Height	2 story	2 story	2 story	1-1.5 story
Minimum Floor Areas (square feet)	800	800	800	800
Parking Requirements (spaces/unit)	2	2	2	1

NOTES:

P - Permitted
 N - Not Permitted
 S - Specific Use Permit

^ADISCLAIMER:

The standards in the table are intended to reflect the typical requirements for the district. Refer to the City of Plano Zoning Ordinance for detailed regulations for the applicable zoning district.

 Permitted By Right
 May be Permitted
 Not Permitted

Analysis:

- The **Single-Family Residence-6** and **Single-Family Residence-7 (SF-6, SF-7)** districts are designed for the Typical Neighborhood Design, as described in the Comprehensive Plan. The larger lot sizes and setbacks do not support the compact development form necessary for transit-oriented development, but may be appropriate in locations where subdivision of large lots into smaller lots is not desirable. Backyard Cottages are also a potential way to provide additional housing opportunities in these areas, specifically for seniors and those with special housing needs.
- The **Urban Residential District (UR)** district is currently applied to Haggard Park and Old Towne neighborhoods. This zoning was created in 1998 with the purpose of providing single-family detached housing, particular infill developments that are urban and pedestrian-oriented in nature. However, rising land prices in the downtown area are driving demand for even smaller lot sizes. If more options for single-family detached are desired, the city should consider zoning adjustments to allow smaller lot sizes.
- The **General Residential (GR)** district is designed specifically for the Douglass Community and is not intended for use elsewhere in the city. It includes requirements to construct a front porch to maintain the character of the area.

Zoning Districts Allowing Single-Family Attached (2F/GR/SF-A/BG)

Residential TOD Typologies	2F	GR	SF-A	BG	
Single-Family Detached	P	P	P	N	NOTES: None P - Permitted N - Not Permitted S - Specific Use Permit 1 - Permitted up to 4 stories, or 5 stories if the ground floor is podium parking, commercial uses, or commercial/residential flex space 2 - The use is permitted, however maximum density and/or building heights of the zoning district(s) would not allow this typology as described in the Silver Line Market Study (2022) 3 - Would be classified as Single-Family Residence (Attached) or Multifamily Residence in the Zoning Ordinance depending upon site design
Townhome	N	N	N ²	P	
Slot Home	N ³	N ³	N ^{2,3}	P ³	
Live-Work	N	N	N	P	
3 to 5 Story Multifamily	N	N	N	P ¹	
4 or 5 over 1 Multifamily	N	N	N	P ¹	
Zoning Standards (Typical ^A)					
Minimum Lot Area (square feet)	8,000	6,000	2,250	700	^ADISCLAIMER: The standards in the table are intended to reflect the typical requirements for the district. Refer to the City of Plano Zoning Ordinance for detailed regulations for the applicable zoning district. Permitted By Right May be Permitted Not Permitted
Minimum Lot Width (feet)	70'	30'	25'	20'	
Minimum Lot Depth (feet)	100'	90'	85'	35'	
Maximum Lot Coverage	45%	50%	65%	100%	
Maximum Building Height	2 story	1-1.5 story	2 story	3 story	
Minimum Floor Areas (square feet)	800	800	800	800	
Maximum Density	N/A	N/A	10-12	40	
Parking Requirements (spaces/unit)	2	1	2-2.5	2	

Analysis:

- The **Two-Family Residence (2F)** and **General Residential (GR)** districts allow both single-family detached and duplexes. Though not a residential typology considered by the Silver Line Market Study, smaller lot duplexes are not uncommon in mixed-use and transit-oriented developments. The Collin Creek Mall redevelopment site, located approximately 3/4 mile west of the 12th Street Station, includes duplex-type housing. However, the required lot sizes in the 2F and GR districts are likely larger than those necessary for transit-oriented development. These districts may be appropriate in locations where subdivision of large lots into smaller lots is not desirable. Backyard Cottages are not permitted as accessory dwellings to duplexes.
- The **Single-Family Residence Attached (SF-A)** district allows both single-family detached and townhome typologies. Minimum lot sizes for SF-A units may be reduced to as low as 2,025 square feet with stormwater incentives. SF-A has long been used for moderate density transitions from commercial to single-family detached neighborhoods and may be a good redevelopment option where the greater intensity of BG zoning is a concern.
- The **Downtown/Business Government (BG)** district is designed specifically for the Downtown area and allows the density necessary to support TOD. A potential drawback of the BG district is that it does not permit urban-style, single-family detached units, such as Rice Field and Elmwood Park, without approval of a Planned Development. If more options for single-family detached are desired, the city should consider zoning adjustments to allow smaller lot sizes.

Zoning Districts Allowing Multifamily (MF-1/MF-2/MF-3/BG)

Residential TOD Typologies	MF-1	MF-2	MF-3	BG
Single-Family Detached	P	P	P	N
Townhome	N ²	P	P	P
Slot Home	N ^{2,3}	N ^{2,3}	N ^{2,3}	P ³
Live-Work	N	N	N	P
3 to 5 Story Multifamily	N ²	N ²	N ²	P ¹
4 or 5 over 1 Multifamily	N ²	N ²	N ²	P ¹
Zoning Standards (Typical ^A)				
Minimum Lot Area	8,400	8,400	2,250	None
Minimum Lot Width (feet)	70'	70'	25'	None
Minimum Lot Depth (feet)	120'	120'	85'	None
Maximum Lot Coverage	35%	35%	65%	4:1 FAR
Maximum Building Height	3 story	2 story	3 story	4-5 story ¹
Minimum Floor Areas (square feet)	500-800	500-800	500-800	400
Maximum Density (units per acre)	12	18	21.5	None
Parking Requirements (spaces/unit)	2	2	2	1-2

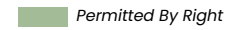
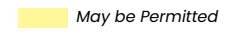

NOTES: None
P - Permitted
N - Not Permitted
S - Specific Use Permit

¹ - Permitted up to 4 stories, or 5 stories if the ground floor is podium parking, commercial uses, or commercial/residential flex space

² - The use is permitted, however maximum density and/or building heights of the zoning district(s) would not allow this typology as described in the Silver Line Market Study (2022)

³ - Would be classified as Single-Family Residence (Attached) or Multifamily Residence in the Zoning Ordinance depending upon site design

^ADISCLAIMER:
The standards in the table are intended to reflect the typical requirements for the district. Refer to the City of Plano Zoning Ordinance for detailed regulations for the applicable zoning district.

 Permitted By Right
 May be Permitted
 Not Permitted

Analysis:

- The **Multifamily Residence-1 (MF-1)**, **Multifamily Residence-2 (MF-2)** and **Multifamily Residence-3 (MF-3)** districts are the city's standard zoning for garden-style apartments and condominiums. The "3 to 5 story Multifamily" and "4 to 5 over 1 Multifamily" typologies are not supported in these districts, as they do not permit the 30+ units per acre density customary of these housing types. Slot Homes, if built as a multi-unit building on a single lot, could possibly be developed using the MF-1, MF-2, or MF-3 districts; however, the maximum densities are probably a limiting factor for these to develop under current market conditions.
- The **Downtown/Business Government (BG)** district is designed specifically for the Downtown area and allows the density necessary to support TOD. It allows multifamily uses by-right, but limits height to four floors of residential. Buildings may be as tall as five stories if the ground floor is used for parking, commercial, or residential/commercial flex space. The BG district also limits multifamily to no more than 300 units per block.

A potential drawback of the BG district is that because multifamily is permitted by-right, Planned Development districts have been used to prohibit multifamily uses for development projects seeking BG zoning for townhomes or non-residential uses. BG may be an appropriate district for areas within 1/4 mile of the transit stations where the highest intensity of TOD is supported by the Comprehensive Plan.

Zoning Districts Allowing Commercial Uses (R/LC/CC/BG)




Commercial TOD Typologies	R	LC	CC	BG
Repurposed Industrial	P ¹	P ¹	P ¹	P ¹
4 or 5 Over 1 Commercial	N	N	N	P ²
Stand Alone Retail/Service	P	P	P	P
Stand Alone Restaurant	P	P	P	P
Boutique Hotel	P	P	P	P
Zoning Standards (Typical ^A)				
Minimum Lot Area	None	None	None	None
Minimum Lot Width (feet)	None	None	None	None
Minimum Lot Depth (feet)	None	None	None	None
Maximum Lot Coverage	30%	40%	50%	None
Maximum Building Height	2 story	2 story	20 story	4-5 story ²
Maximum Floor Area Ratio	0.6:1	0.8:1	1:1	4:1

NOTES: None
P - Permitted
N - Not Permitted
S - Specific Use Permit

¹ - This typology does not specify a future use; may be permitted depending upon the proposed use (Retail Store, Restaurant/Cafeteria, Office, etc.)

² - Permitted up to 4 stories, or 5 stories if the ground floor is podium parking, commercial uses, or commercial/residential flex space

^ADISCLAIMER:
The standards in the table are intended to reflect the typical requirements for the district. Refer to the City of Plano Zoning Ordinance for detailed regulations for the applicable zoning district.

 Permitted By Right
 May be Permitted
 Not Permitted

Analysis:

- The **Retail (R)** and **Light Commercial (LC)** districts are the city's traditional commercial zoning districts. The districts are very similar, with the LC district allowing slightly larger buildings and more uses oriented towards light assembly, manufacturing, furniture stores, wholesalers, repair shops, and other similar businesses. The Retail district also allows some residential uses, such as single-family detached, townhomes, patio homes, and independent living facilities, with a Specific Use Permit. Although these districts allow the retail and service uses typical of TOD, zoning standards like front yard setbacks and lot coverage are supportive customary for compact, pedestrian-oriented environment.
- The **Corridor Commercial (CC)** district is located within the study area, but only in a small portion along US 75 on the western edge of the 12th Street Station study area. The district is intended for use along major expressways and is not appropriate for transit-oriented development.
- The **Downtown/Business Government (BG)** district is designed specifically for the Downtown area and allows a range of non-residential uses customary of TOD, such as retail stores, restaurants, bars, offices, and boutique hotels. BG is also the only district in the study areas that permits Live-Work units, where a residential unit is permitted to be attached to (above or beside) a ground-floor business. Allowing many of the same types of commercial uses but with different zoning standards, the BG district may be a good option for properties currently zoned Retail or Light Commercial in close proximity to the transit stations where a transition to a more mixed-use, pedestrian-friendly form is desirable.

Zoning Districts Allowing Office/Tech Uses (O-1/O-2/RT/BG)

Commercial TOD Typologies	O-1	O-2	RT	BG
Repurposed Industrial	P ¹	P ¹	P ¹	P ¹
4-5 Over 1 Commercial	N	N	N	P ²
Stand Alone Retail/Service	N	N	N	P
Stand Alone Restaurant	N	S	N	P
Boutique Hotel	N	P	P ³	P
Zoning Standards (Typical ^A)				
Minimum Lot Area	None	None	None	None
Minimum Lot Width (feet)	None	None	None	None
Minimum Lot Depth (feet)	None	None	None	None
Maximum Lot Coverage	30%	50%	45-60%	None
Maximum Building Height	2 story	None	20 story	4-5 story ²
Maximum Floor Area Ratio	0.6:1	1:1	1:1	4:1

NOTES: None
P - Permitted
N - Not Permitted
S - Specific Use Permit

¹ - This typology does not specify a future use; may be permitted depending upon the proposed use (Retail Store, Restaurant/Cafeteria, Office, etc.)

² - Permitted up to 4 stories, or 5 stories if the ground floor is podium parking, commercial uses, or commercial/residential flex space

³ - Permitted when at least 200 feet from a residential zoning district

^ADISCLAIMER:
The standards in the table are intended to reflect the typical requirements for the district. Refer to the City of Plano Zoning Ordinance for detailed regulations for the applicable zoning district.

■ Permitted By Right
■ May be Permitted
□ Not Permitted

Analysis:

- The **Neighborhood Office (O-1)** district allows office uses at a lower-intensity, neighborhood scale. It used commonly throughout the city on the edges of four-corner retail shopping areas as complementary transitions to single-family neighborhoods. Of the likely redevelopment typologies, only *Re-purposed Industrial* is possible in this district; however, just one property is zoned O-1 in either study area and it is not an industrial site.
- The **General Office (O-2)** district allows office uses with unlimited height and a 1:1 FAR. This district is intended for a variety of low-, mid-, and high-rise corporations. Of the likely commercial redevelopment typologies, *Boutique Hotels* is the only one permitted outright. A specific use permit is needed for restaurants. *Re-purposed Industrial* may be possible; however, the single O-2 property in the study area does not have industrial buildings on site.
- The **Research/Technology Center (RT)** district is intended to allow a low density employment center consisting of office, research and development facilities, and limited assembly operations. The minimum district size is 25 acres.
- The **Downtown/Business Government (BG)** district is designed specifically for the Downtown area and, similar to the other office districts, allows professional, administrative, and medical offices. It is a good zoning option for TOD, where these employment generating uses are wanted in walkable proximity to housing, shopping, dining, and entertainment.

Zoning Districts Allowing Industrial Uses (LI-1/LI-2)

Commercial TOD Typologies	LI-1	LI-2
Repurposed Industrial	P ¹	P ¹
4-5 Over 1 Commercial	N	N
Stand Alone Retail/Service	P	P
Stand Alone Restaurant	P	P
Boutique Hotel	P	P
Zoning Standards (Typical ^A)		
Minimum Lot Area	None	None
Minimum Lot Width (feet)	None	None
Minimum Lot Depth (feet)	None	None
Maximum Lot Coverage	50%	50%
Maximum Building Height	None	None
Maximum Floor Area Ratio	1:1	2:1

NOTES: None
P - Permitted
N - Not Permitted
S - Specific Use Permit

¹ - This typology does not specify a future use; may be permitted depending upon the proposed use (Retail Store, Restaurant/Cafeteria, Office, etc.)

^ADISCLAIMER:

The standards in the table are intended to reflect the typical requirements for the district. Refer to the City of Plano Zoning Ordinance for detailed regulations for the applicable zoning district.

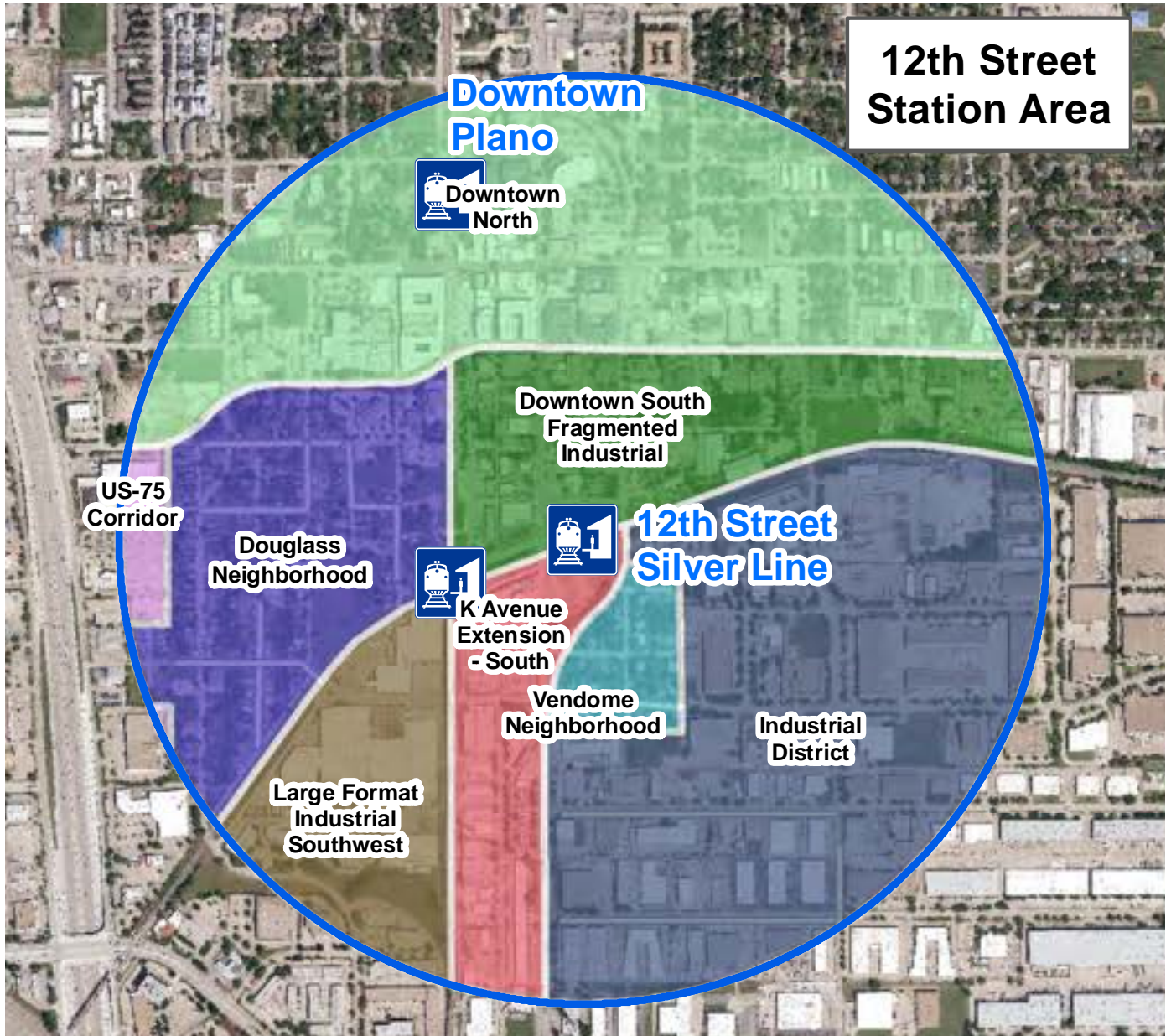
- Permitted By Right
- May be Permitted
- Not Permitted

Analysis:

- The **Light Industrial-1 (LI-1)** and **Light Industrial-2 (LI-2)** districts are the city's only districts designed specifically for heavy commercial and manufacturing, heavy equipment sales and repair, assembly plants, distribution centers, warehouses, and other similar uses. The LI-2 district allows larger buildings and wider variety of industrial uses than the LI-1 district.

Although many of the commercial redevelopment types anticipated by the market study are allowed in these districts, industrial parks often benefit from wider streets and larger driveways to accommodate truck traffic and turning movements that are generally not supportive of TOD. However, the repurposing of older stand-alone industrial properties for restaurants, microbreweries, outdoor recreation, and other entertainment uses could be beneficial in walking or biking distance to TOD, or where adequate parking

12th Street Station Subdistricts



NOTE: The US 75 Corridor subdistrict was not included in TOD Typology analysis of the Silver Line Market Study. This area has been combined with Douglass Neighborhood subdistrict for purposes of this section.

- Not Supported
- ◐ Not Fully Supported
- Supported

12th Street Subdistricts: Downtown North

TOD Typologies		1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology? ¹				
			BG (67%)	UR (20%)	MF-1 (3%)	O-2 (2%)	R (4%)
Residential	Single-Family Detached	→ No	○	●	●	○	◐
	Townhome	→ Yes	●	○	◐	○	◐
	Slot Home	→ Yes	●	○	◐	○	○
	Live-Work	→ Yes	●	○	○	○	○
	3 to 5 Story Multifamily	→ Yes	●	○	○	○	○
	4 or 5 over 1 Multifamily	→ Yes	●	○	○	○	○
Commercial	Repurposed Industrial	→ No	◐	○	○	◐	◐
	4 or 5 Over 1 Commercial	→ Yes	●	○	○	○	○
	Stand Alone Retail/Service	→ Yes	●	○	○	○	●
	Stand Alone Restaurant	→ Yes	●	○	○	●	●
	Boutique Hotel	→ Yes	●	○	○	●	●

¹Districts less than 1% not included.

Downtown/Business Government (BG)

- Generally allows the full variety of redevelopment typologies anticipated in this area.
- 5-story multifamily is not permitted unless the ground floor is parking, nonresidential, or flexspace.
- No minimum lot size or setbacks for non-residential is conducive for redevelopment of small infill lots.
- The Downtown Heritage District provides height and architectural protections along a portion of 15th Street and K Avenue.
- Recent developments include the Morada Apartments, Patriot Park, @15th Apartments, 1897 Addition, and Elmwood Park.

General Office (O-2)

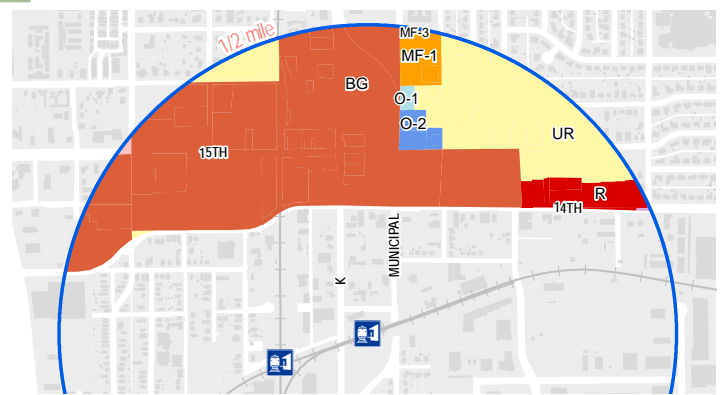
- Current zoning for 6 small properties in the subdistrict.

Multifamily Residence-1 (MF-1)

- The maximum heights and densities are not supportive of 4 or 5 Over 1 Multifamily/Commercial.
- May be utilized for small-scale, multiplex apartments or townhomes.

Urban Residential (UR)

- Current zoning for Haggard Park and Old Towne neighborhoods, as well as several older 2-story apartments located along E 15th Street.
- Permits the *Single-Family Detached* typology only, which is appropriate for neighborhood conservation.



However, multifamily in these areas built before 1998 may be reconstructed.

- The Haggard Park Heritage District provides additional architectural protections. A neighborhood conservation overlay district may be beneficial for Old Towne as the areas sees rising redevelopment pressure.
- The minimum lot size (5,000 sq. ft.) and height limitations (2-story) are more restrictive than recent PDs for urban-style, single-family detached have allowed, such as Rice Field (700 sq. ft./3-story), the Commodore (1,500 sq. ft./3-story), the Icon at Legacy West (700 sq. ft./3-story), and Elmwood Park (3,000 sq. ft./2-3 stories).

Retail (R)

- Generally allows the commercial typologies, with the exception of 4/5 over 1 MF. Single-family uses are permitted with an Specific Use Permit (SUP).

- Not Supported
- ◐ Not Fully Supported
- Supported

12th Street Subdistricts: Downtown South Fragmented Industrial

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?¹			
		BG (11%)	LC (37%)	R (25%)	LI-1 (27%)
Residential	Single-Family Detached → No	○	○	◐	○
	Townhome → Yes	●	○	◐	○
	Slot Home → Yes	●	○	○	○
	Live-Work → Yes	●	○	○	○
	3 to 5 Story Multifamily → Yes	●	○	○	○
	4 or 5 over 1 Multifamily → Yes	●	○	○	○
Commercial	Repurposed Industrial → Yes	◐	◐	◐	◐
	4 or 5 Over 1 Commercial → No	●	○	○	○
	Stand Alone Retail/Service → Yes	●	●	●	●
	Stand Alone Restaurant → Yes	●	●	●	●
	Boutique Hotel → No	●	●	●	●

¹Districts less than 1% not included.

Downtown/Business Government (BG)

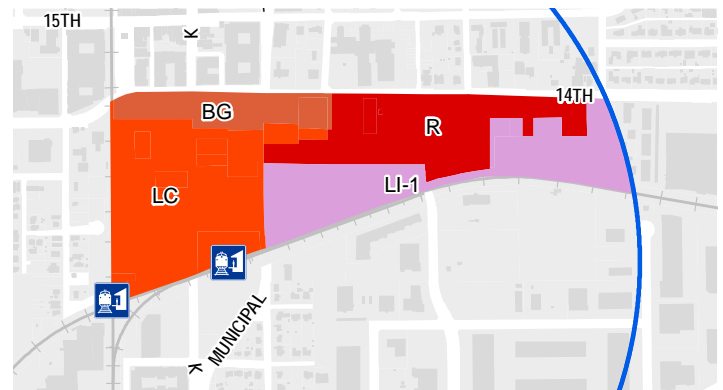
- Generally allows the full variety of redevelopment typologies anticipated in this area.
- 5-story multifamily is not permitted unless the ground floor is parking, nonresidential, or flexspace.
- No minimum lot size or setbacks for non-residential is conducive for redevelopment of small infill lots.

Light Commercial (LC)

- The properties with LC zoning along K Avenue were part of a larger rezoning from LI-1 to K Avenue in 2003. This was intended to better align zoning of the corridor with the Comprehensive Plan, City Center Plan, Downtown Development Plan, and the Douglass Community Neighborhood Plan.
- LC and BG permit many of the same commercial typologies anticipated in this area; however BG allows the residential typologies and greater development intensity. If residential uses are desired to support TOD in this subdistrict, a change to BG may be appropriate.

Retail (R)

- The Retail area includes a mix of office, commercial, and retail uses along 14th Street. Some single-family homes also remain along the north side of 13th Street. The study should consider how to protect residents in the near-term as it transitions to nonresidential uses.
- Single-family uses are permitted with a Specific Use Permit (SUP).



Light Industrial-1 (LI-1)

- The LI-1 portion of the subdistrict includes several lots along 14th Street where the frontage of the property is zoned Retail and the back is used for outdoor storage. The study should consider the aesthetic impacts of this from the Silver Line corridor.
- Two properties are zoned LI-1 that are separated from other parts of the industrial park by the rail corridor. These properties have frontage on Municipal Avenue and are located directly across from the new station. Identified as a potential catalyst site in the market study, the Silver Line Plan should consider ways to capitalize on the transition of this property to more TOD-related uses.

- Not Supported
- ◐ Not Fully Supported
- Supported

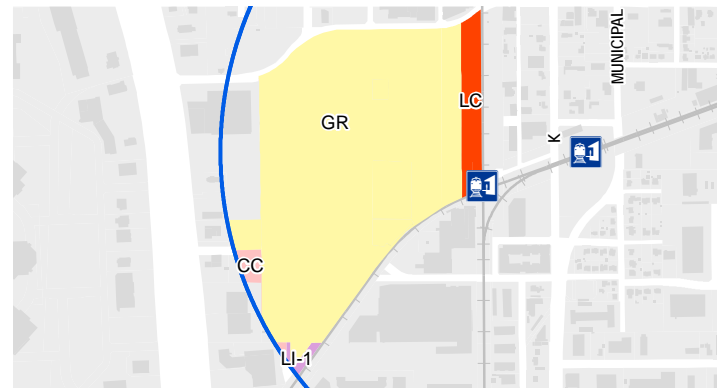
12th Street Subdistricts: Douglass Neighborhood

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology? ¹			
		GR (91%)	LC (6%)	CC (2%)	
Residential	Single-Family Detached	Yes	●	○	○
	Townhome	No	○	○	○
	Slot Home	No	○	○	○
	Live-Work	No	○	○	○
	3 to 5 Story Multifamily	No	○	○	○
	4 or 5 over 1 Multifamily	No	○	○	○
Commercial	Repurposed Industrial	No	◐	◐	
	4 or 5 Over 1 Commercial	No	○	○	○
	Stand Alone Retail/Service	No	○	●	●
	Stand Alone Restaurant	No	○	●	●
	Boutique Hotel	No	○	●	●

¹Districts less than 1% not included.

General Residential (GR)

- The majority of the subdistrict is zoned GR, which was designed specifically for the Douglass Neighborhood. It permits single-family and duplex uses with requirements to construct front porches in character with historic homes in the neighborhood. The GR zoning is appropriate where necessary to protect the neighborhood from encroachment of nonresidential uses.
- Homes in the neighborhood are mostly one-story. The BG zoning of properties directly to the north permits 4-5 stories. This extreme contrast in building height allowances could result in a stark transition in height and scale on either side of 14th Street.



Light Commercial (LC)

- A narrow portion of the area running parallel to the DART Red Line is zoned LC, which is not consistent with the rest of the neighborhood. A portion of this area is owned by Dallas Area Rapid Transit (DART).

Corridor Commercial (CC)

- There are two 1/2-acre properties zoned CC in the subdistrict located on the west end of 11th Street near US 75. The sites are not ideally situated for commercial uses and two similar properties were rezoned for single-family homes in 2011. Formerly used as several residences, both properties are now undeveloped with frontage on E Avenue. The lot depths are approximately 105 feet, making them potentially suitable for subdivision into several residential lots.

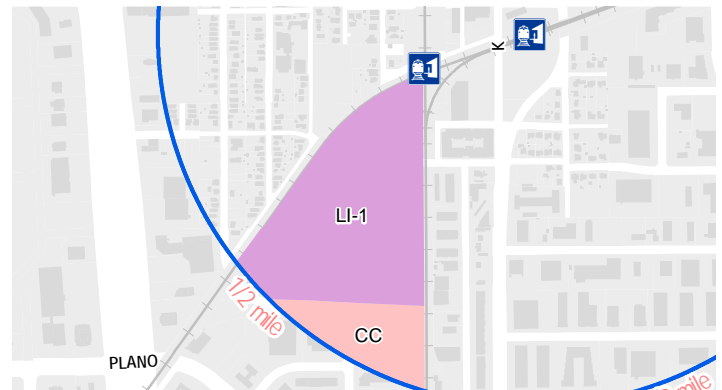
- Not Supported
- ◐ Not Fully Supported
- Supported

12th Street Subdistricts: Large Format Industrial Southwest

TOD Typologies		1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?	
			LI-1 (77%)	CC (22%)
Residential	Single-Family Detached	→ No	→ ○	→ ○
	Townhome	→ No	→ ○	→ ○
	Slot Home	→ No	→ ○	→ ○
	Live-Work	→ No	→ ○	→ ○
	3 to 5 Story Multifamily	→ Yes	→ ○	→ ○
	4 or 5 over 1 Multifamily	→ No	→ ○	→ ○
Commercial	Repurposed Industrial	→ Yes	→ ◐	→ ◐
	4 or 5 Over 1 Commercial	→ No	→ ○	→ ○
	Stand Alone Retail/Service	→ No	→ ●	→ ●
	Stand Alone Restaurant	→ No	→ ●	→ ●
	Boutique Hotel	→ No	→ ●	→ ●

Light Industrial-1 (LI-1)

- The majority of the subdistrict is zoned LI-1, which allows many commercial uses that could be associated with repurposing industrial buildings. Lots size in this area are large, making them more suitable for large-scale redevelopment.
- The LI-1 zoning does not currently permit multifamily uses, which would be necessary to permit the 3-5 story multifamily typology. Any redevelopment into residential uses would likely need to study the environmental impacts of the industrial uses that have been located in the area since the 1950s.
- 10th Street bisects the area, providing good access to the 12th Street Station and nearby trail system. Future development should consider the potential impacts of cut-through traffic to the west towards the Douglass Neighborhood and US 75.



Corridor Commercial (CC)

- The CC property is located along the southwestern perimeter of the 12th Street Station area and is developed with retail and light commercial uses in 1-story buildings.
- Connectivity to the 12th Street Station is not ideal. Future workers or residents may find it quicker and more convenient to travel south to Richardson's City Line station for their transit needs.

12th Street: K Avenue Extension South

- Not Supported
- ◐ Not Fully Supported
- Supported

12th Street Subdistricts: K Avenue Extension South

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology? ¹		
		BG (18%)	LC (82%)	
Residential	Single-Family Detached	→ No	→ ○	→ ○
	Townhome	→ Yes	→ ●	→ ○
	Slot Home	→ Yes	→ ●	→ ○
	Live-Work	→ Yes	→ ●	→ ○
	3 to 5 Story Multifamily	→ Yes	→ ●	→ ○
	4 or 5 over 1 Multifamily	→ Yes	→ ●	→ ○
Commercial	Repurposed Industrial	→ Yes	→ ◐	→ ◐
	4 or 5 Over 1 Commercial	→ Yes	→ ●	→ ○
	Stand Alone Retail/Service	→ Yes	→ ●	→ ●
	Stand Alone Restaurant	→ Yes	→ ●	→ ●
	Boutique Hotel	→ Yes	→ ●	→ ●

¹Districts less than 1% not included.

Light Commercial (LC)

- The majority of the subdistrict is zoned LC, located between the rail line and K Avenue. This includes the main parking area for the DART Silver Line Station, located on the north side of the souther K Avenue/ Municipal Avenue couplet.
- The properties with LC zoning along K Avenue were part of a larger rezoning from LI-1 to K Avenue in 2003. This was intended to better align zoning of the corridor with the Comprehensive Plan, City Center Plan, Downtown Development Plan, and the Douglass Community Neighborhood Plan.
- LC and BG permit many of the same commercial typologies anticipated in this area; however, BG allows the residential typologies and greater development intensity. If residential uses are desired to support TOD in this subdistrict, a change to BG may be appropriate.
- Sites in this subdistrict will benefit from having access to the Hike-and-Bike trail on the west and 10 ft. sidewalks along K Avenue. These provide great pedestrian and bicycle connections to the 12th Street Station.



Downtown Business/Government (BG)

- The BG portion of this district includes the recently constructed Ferro Apartments. Rezoned in 2016, this property is the only area zoned BG south of the rail line and non-contiguous to other BG areas.

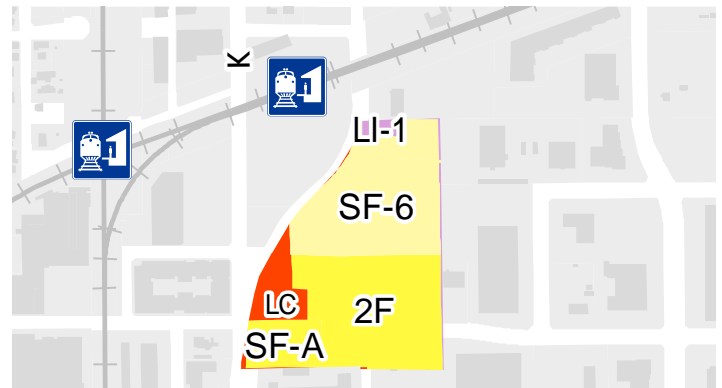
- Not Supported
- ◐ Not Fully Supported
- Supported

12th Street Subdistricts: Vendome Neighborhood

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?				
		SF-6 (40%)	2F (40%)	SF-A (9%)	LC (9%)	LI-1 (3%)
Residential	Single-Family Detached → Yes	●	●	●	○	○
	Townhome → Yes	○	◐	◐	○	○
	Slot Home → Yes	○	◐	◐	○	○
	Live-Work → Yes	○	○	○	○	○
	3 to 5 Story Multifamily → No	○	○	○	○	○
	4 or 5 over 1 Multifamily → No	○	○	○	○	○
Commercial	Repurposed Industrial → No	○	○	○	◐	◐
	4 or 5 Over 1 Commercial → No	○	○	○	○	○
	Stand Alone Retail/Service → No	○	○	○	●	●
	Stand Alone Restaurant → No	○	○	○	●	●
	Boutique Hotel → No	○	○	○	●	●

Single-Family Residence-6 (SF-6)

- The SF-6 portion of this district is what remains of the Vendome neighborhood that existed prior to the construction of the southern K Avenue/Municipal Avenue couplet. This realignment resulted in removal of homes and the remaining neighborhood being sandwiched between commercial properties to the west and light industrial uses to the east.
- The area contains several homes of potentially historic value to the city. Options to maintain long-term viability of the neighborhood should be considered as part of this Study.



Two-Family Residence-6 (2F)

- Similar to the SF-6 portion to the north, the area zoned 2F is also what remains of the Vendome Neighborhood.
- Options to maintain the long-term viability of the neighborhood should be considered as part of the Study.

- The five properties zoned LI-1 are currently platted for single-family lots. These would likely need to be replatted together to make a viable commercial property, which may be detrimental to the adjacent Vendome residents. The long-term viability of these properties for commercial uses should be considered as part of this study.

Single-Family Residence Attached (SF-A)

- The portion zoned SF-A was rezoned from Light Commercial in 2021.

Light Industrial-1 (LI-1)

- See the Industrial District on the following page for more information on this site.

Light Commercial (LC)

- The LC portion of the subdistrict was part of a larger rezoning of the K Avenue Corridor south of the rail line from LI-1 to LC in 2003.

- Not Supported
- ◐ Not Fully Supported
- Supported

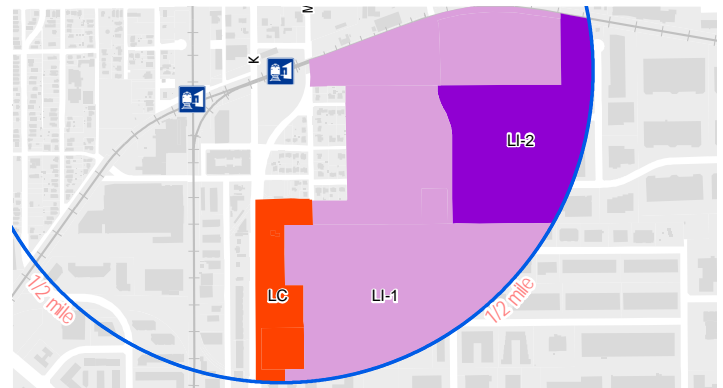
12th Street Subdistricts: Industrial District

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?¹			
		LI-1 (68%)	LI-2 (23%)	LC (9%)	
Residential	Single-Family Detached	→ No	→ ○	→ ○	→ ○
	Townhome	→ No	→ ○	→ ○	→ ○
	Slot Home	→ No	→ ○	→ ○	→ ○
	Live-Work	→ No	→ ○	→ ○	→ ○
	3 to 5 Story Multifamily	→ No	→ ○	→ ○	→ ○
	4 or 5 over 1 Multifamily	→ No	→ ○	→ ○	→ ○
Commercial	Repurposed Industrial	→ Yes	→ ◐	→ ◐	→ ◐
	4 or 5 Over 1 Commercial	→ No	→ ○	→ ○	→ ○
	Stand Alone Retail/Service	→ No	→ ●	→ ●	→ ●
	Stand Alone Restaurant	→ No	→ ●	→ ●	→ ●
	Boutique Hotel	→ No	→ ●	→ ●	→ ●

¹Districts less than 1% not shown.

Light Commercial (LC)

- The properties with LC zoning along K Avenue were part of a larger rezoning from LI-1 to K Avenue in 2003. This was intended to better align zoning of the corridor with the Comprehensive Plan, City Center Plan, Downtown Development Plan, and the Douglass Community Neighborhood Plan.
- The existing buildings are heavy commercial/light industrial in nature, which could be repurposed as anticipated by the market study.



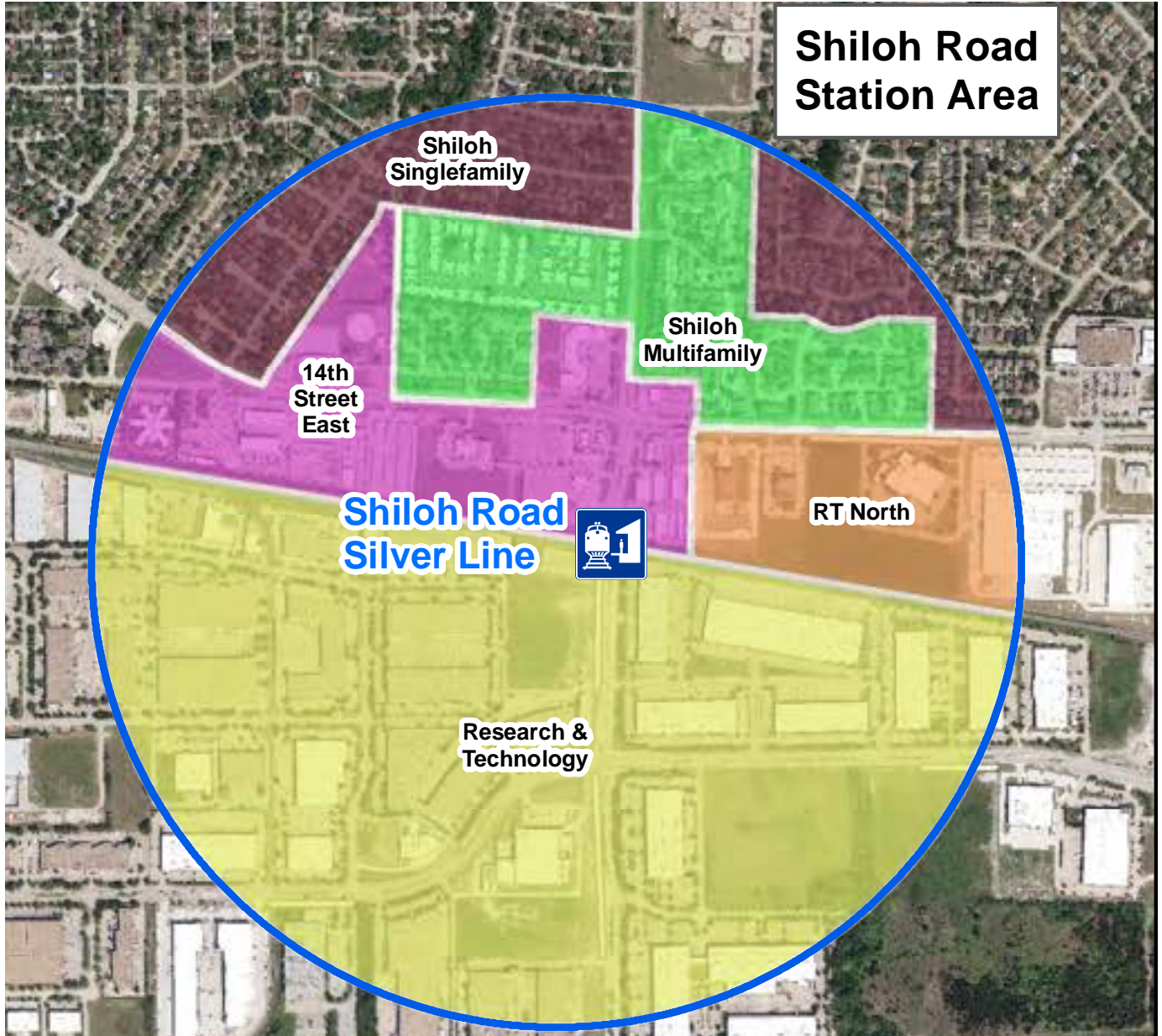
Light Industrial-1 (LI-1)

- The LI-1 portions of this district have been in place for decades, when the Cotton Belt/Silver Line provided good freight access. As noted in the Silver Line market study, many of the buildings are becoming obsolete due to their lower ceilings and lack of amenities.

Light Industrial-1 (LI-2)

- The buildings in the LI-2 district are newer and contain more of the features desired by light industrial users. The current zoning is appropriate as long-term redevelopment or repurposing is unlikely.

Shiloh Road Station Subdistricts



- Not Supported
- ◐ Not Fully Supported
- Supported

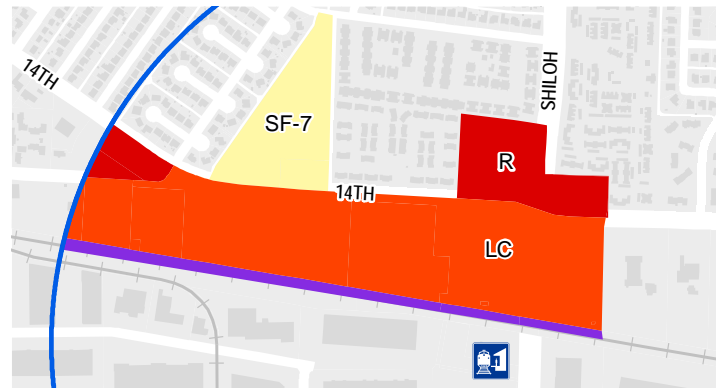
Shiloh Road Subdistricts: 14th Street East

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?¹		
		SF-7 (15%)	R (16%)	LC (62%)
Residential	Single-Family Detached → No →	●	○	○
	Townhome → No →	○	○	○
	Slot Home → No →	○	○	○
	Live-Work → No →	○	○	○
	3 to 5 Story Multifamily → No →	○	○	○
	4 or 5 over 1 Multifamily → No →	○	○	○
Commercial	Repurposed Industrial → Yes →	○	◐	◐
	4 or 5 Over 1 Commercial → No →	○	○	○
	Stand Alone Retail/Service → Yes →	○	●	●
	Stand Alone Restaurant → Yes →	○	●	●
	Boutique Hotel → No →	○	●	●

¹Districts less than 1% not shown. Portions of the subdistrict zoned RT are fully within DART Silver Line right-of-way.

Light Commercial (LC)

- The majority of the subdistrict is zoned LC. Like the LC properties along K Avenue, these sites were rezoned from LI-1 to LC in 2003 to better align with the comprehensive plan. Today, the area includes a mix of retail, self-storage, religious, non-profit, and heavy commercial uses. Current zoning is adequate to permit the likely redevelopment typologies anticipated in this area.



Single-Family Residence-7 (SF-7)

- The SF-7 portion of the subdistrict includes Shoshoni Park, a City of Plano pump station, and a church.

Retail (R)

- Retail zoning is located on the northern corners of the Shiloh Road and 14th Street intersection, including a small section of undeveloped land. Another undeveloped property is located at the intersection of Rigsbee Drive and 14th Street. Current zoning is adequate to permit the likely redevelopment typologies anticipated in this area.

Shiloh Road: Single-Family

- Not Supported
- Not Fully Supported
- Supported

Shiloh Road Subdistricts: Single-Family

TOD Typologies	1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?¹	
		SF-6 (38%)	SF-7 (61%)
Residential	Single-Family Detached → Yes	●	●
	Townhome → No	○	○
	Slot Home → No	○	○
	Live-Work → No	○	○
	3 to 5 Story Multifamily → No	○	○
	4 or 5 over 1 Multifamily → No	○	○
Commercial	Repurposed Industrial → No	○	○
	4 or 5 Over 1 Commercial → No	○	○
	Stand Alone Retail/Service → No	○	○
	Stand Alone Restaurant → No	○	○
	Boutique Hotel → No	○	○

¹Districts less than 1% not shown.

Single-Family Residence-6 and -7 (SF-6, SF-7)

- The SF-6 and SF-7 portions of the subdistrict are existing single-family neighborhoods built between the late 1960s and 1990s. The existing zoning is sufficient to support rehabilitation or reconstruction of homes in the area.



- Not Supported
- ◐ Not Fully Supported
- Supported

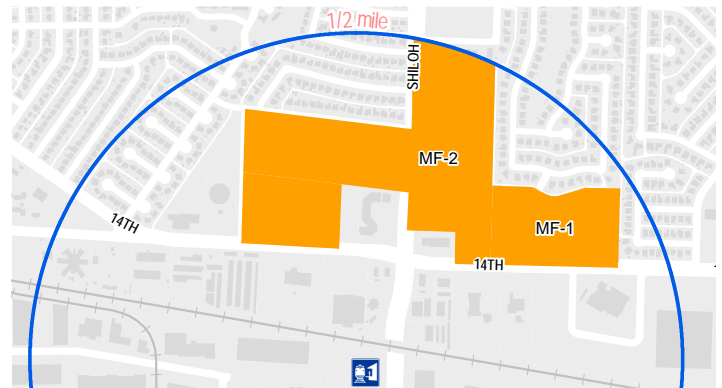
Shiloh Road Subdistricts: Multifamily

TOD Typologies		1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology?¹	
			MF-1 (23%)	MF-2 (77%)
Residential	Single-Family Detached	→ No	→ ●	→ ●
	Townhome	→ No	→ ◐	→ ◐
	Slot Home	→ No	→ ◐	→ ◐
	Live-Work	→ No	→ ○	→ ○
	3 to 5 Story Multifamily	→ Yes	→ ○	→ ○
	4 or 5 over 1 Multifamily	→ No	→ ○	→ ○
Commercial	Repurposed Industrial	→ No	→ ○	→ ○
	4 or 5 Over 1 Commercial	→ No	→ ○	→ ○
	Stand Alone Retail/Service	→ No	→ ○	→ ○
	Stand Alone Restaurant	→ No	→ ○	→ ○
	Boutique Hotel	→ No	→ ○	→ ○

¹Districts less than 1% not included.

Multifamily Residence-1 and -2 (MF-1, MF-2)

- As noted in the Silver Line Market Study, redevelopment is not expected in the near-term as these properties appear to be performing well.
- Rising land costs may motivate property owners to seek additional density. The study should consider whether additional density, if any, is appropriate for the long-term viability of these properties.



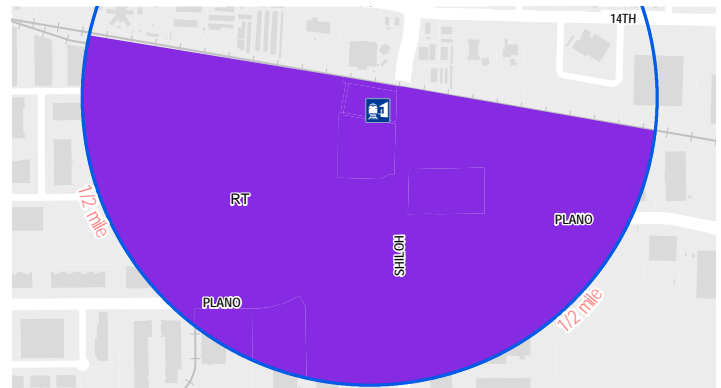
- Not Supported
- ◐ Not Fully Supported
- Supported

Shiloh Road Subdistricts: Research & Technology

TOD Typologies		1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology? RT (100%)
Residential	Single-Family Detached	→ No	→ ○
	Townhome	→ No	→ ○
	Slot Home	→ No	→ ○
	Live-Work	→ No	→ ○
	3 to 5 Story Multifamily	→ No	→ ○
	4 or 5 over 1 Multifamily	→ No	→ ○
Commercial	Repurposed Industrial	→ No	→ ◐
	4 or 5 Over 1 Commercial	→ No	→ ○
	Stand Alone Retail/Service	→ No	→ ○
	Stand Alone Restaurant	→ No	→ ○
	Boutique Hotel	→ No	→ ●

Research & Technology Center (RT)

- The majority of the area was zoned RT in 1998, following the 10 Big Ideas for Eastern Plano that called for creation of a RT hub in southeast Plano. As noted in the Silver Line Market Study, businesses in the area are productive and provide an abundance of jobs.
- None of the TOD typologies are expected in this area.



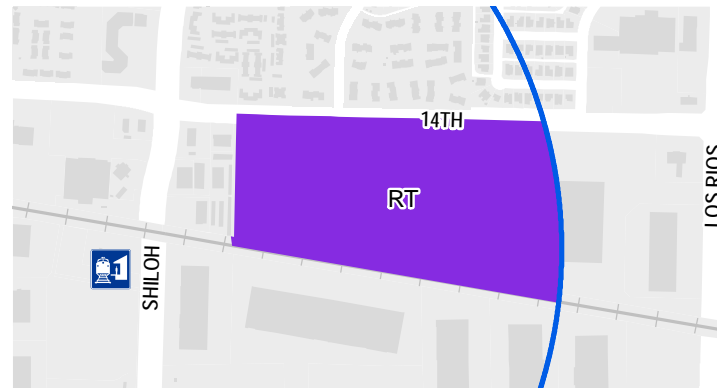
- Not Supported
- ◐ Not Fully Supported
- Supported

Shiloh Road Subdistricts: RT North

TOD Typologies		1. Is TOD Typology Expected in Subdistrict?	2. Does the existing zoning support the TOD Typology? RT (100%)
Residential	Single-Family Detached	→ No	○
	Townhome	→ No	○
	Slot Home	→ No	○
	Live-Work	→ No	○
	3 to 5 Story Multifamily	→ No	○
	4 or 5 over 1 Multifamily	→ No	○
Commercial	Repurposed Industrial	→ No	◐
	4 or 5 Over 1 Commercial	→ No	○
	Stand Alone Retail/Service	→ No	○
	Stand Alone Restaurant	→ No	○
	Boutique Hotel	→ No	●

Research & Technology Center (RT)

- The entire subdistrict is zoned RT and includes religious facilities, a mapping company, the new Shutterfly distribution center, and a large undeveloped parcel.
- None of the TOD typologies are anticipated by the Silver Line Study.



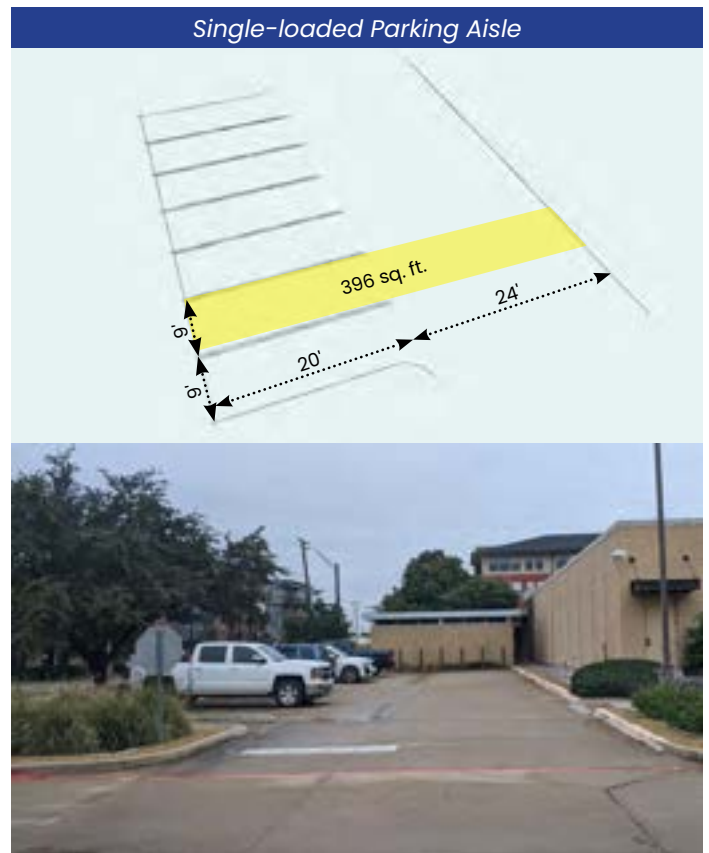
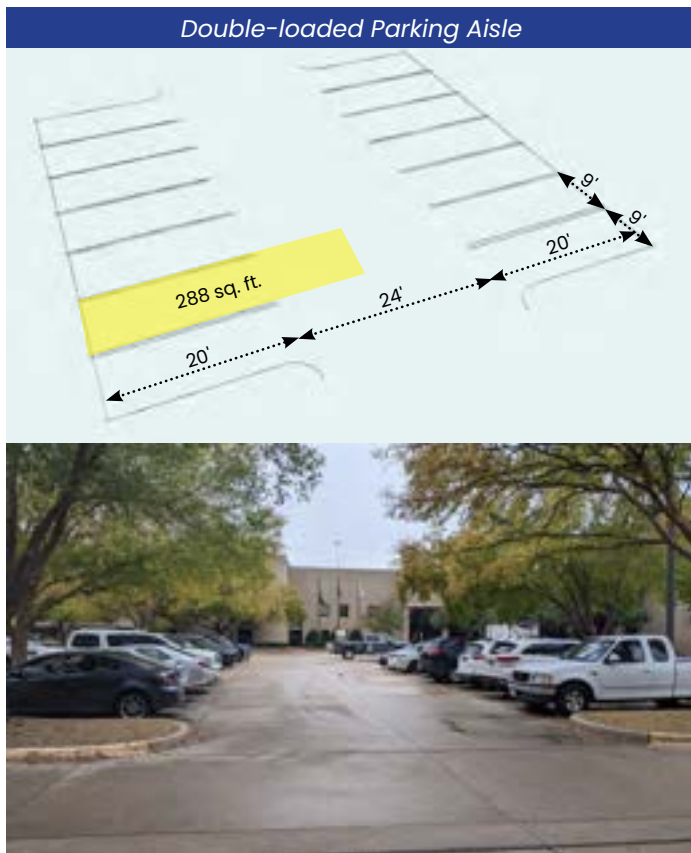
Parking

Off-Street Parking

Parking requirements for non-residential uses are fairly uniform across the zoning districts, with the number of parking spaces required based on use of the property. For example, parking for retail buildings under 50,000 square feet in size is calculated at 1 space per 200 square feet of floor area in most districts including the Retail (R), Light Commercial (LC), Corridor Commercial (CC), and Regional Commercial (RC) zoning districts. However, there are some zoning districts with exceptions to the standard parking schedule. This includes the Downtown Business/Government District (BG), which generally requires less parking for all uses due to the proximity of transit, greater availability of public parking, and vision for more efficient and productive use of the land.

Parking Size and Pavement

For non-residential and multifamily uses, the Zoning Ordinance requires a typical parking space to be 9 feet by 20 feet. When including the 24-ft. drive-aisle required for vehicle maneuvering, this equates to approximately **288 to 396 square feet (SF) for every parking space required**, depending on whether the drive aisle is single-loaded or double-loaded (see image below).



For the purposes of this report, the standard perpendicular (or 90-degree) parking space is used for comparison purposes. Other parking space configurations, such as compact car spaces, angled or parallel parking, one-way drive aisles, and/or on-street parking, would reduce the amount of pavement surface per parking space. A 9 x 18 ft. parking space is also optional where there is sufficient clear space in front of the parking stall for vehicle overhang. Parking requirements may also be reduced under certain circumstances.

Impacts of Parking Requirements on TOD

Parking ratios (e.g., spaces per SF of floor area, or spaces per dwelling unit) are often overlooked in the development potential of a property. Although zoning districts may allow for certain setbacks, building heights, lot coverage, etc., many properties often cannot fully maximize these aspects due to the associated amount of parking required. Structured or podium parking, which comes at much greater construction costs than surface parking lots, are often needed to maximize development potential of a property. The ability to collect higher rents are then needed to recoup construction costs. In TOD areas, use of the standard parking ratios can be a significant limiting factor is driving the greater development intensity that is necessary.

With the assumption that a typical parking space in Plano requires 288–396 square feet (SF) in developable area, the table below shows the ratio of parking area required per square foot of leasable floor area for various non-residential and multifamily uses. The BG district, as previously noted, includes reduced parking ratios for these uses.

Ratio of Parking Space Pavement Area to Leasable Floor Area Ratio by Use/Zoning

Zoning District	Uses	Parking Required	Ratio of Parking Area to Floor Area
R/LC/O-1/O-2	General Office	1 space/300 SF	0.96-1.32 SF : 1 SF
	Retail (less than 50k SF)	1 space/200 SF	1.44-1.98 SF : 1 SF
	Retail (greater than 50k SF)	1 space/250 SF	1.15-1.58 SF : 1 SF
	Restaurants	1 space/100 SF	2.88-3.96 SF : 1 SF
LI-1, LI-2	Manufacturing/Warehousing	1 space/1,000 SF	0.28-0.399 SF : 1 SF
BG	All Non-Residential Uses	1 space/300 SF ¹	0.96-1.32 SF : 1 SF

Zoning District	Uses	Parking Required	Parking SF/Unit
MF-1/MF-2/MF-3	Multifamily Residence	1.5-2.25 spaces/unit	432-891 SF/unit
BG	Multifamily Residence	1-2 spaces/unit ¹	288-792 SF/unit

¹Credit may also be granted for on-street parking

For areas with smaller parcel sizes, such as in the 12th Street Station area, getting the 64 feet of space (exclusive of any required landscape buffers, sidewalks, and other design criteria) necessary to provide the more efficient double-loaded parking aisles can be a challenge. That means, (1) with more spaces required per square feet of floor area and (2) more total area required per parking space, developments in non-BG zoning districts must often dedicate much more land for parking than leaseable floor area. Future phases should review parking requirements and determine the appropriate parking ratios that would be necessary to support TOD in the study areas. Outside studies from land use and transportation agencies, such as the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI), may be helpful in this analysis.

Other Zoning Considerations



Block Pattern and Streetscape

Block sizes and street amenities are critical aspects of creating places that are enjoyable to walk or bike. The 12th Street study contains many long blocks that could be divided, providing additional street frontage and a human-scale form. The study should consider if maximum block lengths are appropriate in the area.

Access to Parks

There are small amounts of open space within the Study Area – approximately 5.4 acres in the 12th Street Station Area and 2.79 in the Shiloh Road Station Area. There is an opportunity to expand park/open space areas in this study area. Where not possible, private open space will be needed in residential developments.

Zoning Analysis Chapter – Key Takeaways

- *The Shiloh Road Station Area anticipates significantly less TOD redevelopment than the 12th Street Station Area. Considering the vision for this area in the Comprehensive Plan, the next phase of the Silver Line Station Areas Plan should consider whether additional pursuit of TOD is appropriate. If not, the study could still continue to study other ways to provide greater connectivity to existing residents and businesses in the area.*
- *The Plano Zoning Ordinance does not have a district that allows single-family detached homes with the minimum lot size and building heights currently being driven by the market. The study should consider whether a new zoning category (Urban Residential-2, for example) that allows for urban-style, detached homes and townhomes without the need to create a Planned Development. Allowing detached homes in the BG district is another possibility, but could be problematic for some properties where 4 to 5-story height and 40+ units/acre density are not appropriate.*
- *The Light Commercial (LC), Retail (R), and Downtown Business/Government (BG) districts allow similar commercial uses, but with BG allowing larger buildings as well as residential uses. Where residential typologies are desirable to encourage TOD, the study should consider changing zoning from LC or R to BG.*
- *The Vendome subdistrict of the 12th Street Study Area should be reviewed to determine a strategy for long-term viability of the neighborhood.*
- *There are four LI-1 properties with frontage along Municipal Avenue that are separate from the rest of the industrial park to the southeast. The close proximity to the 12th Street Station and large size of the parcels warrant further consideration for TOD catalyst projects.*
- *Plano does not currently have a land use classification or zoning type designed specifically for Slot Homes. If developed on individual lots, these would be classified as Single-Family Residence (Attached). If on a single lot, they would be classified as Multifamily Residence.*
- *A new district may be needed to allow small-scale multifamily, such as slot homes, multiplexes, and courtyard apartments. MF-1, MF-2, and MF-3 could be used, but would potentially require the use of Planned Developments to allow the form necessary. The Neighborhood Business Design (NBD) and Residential Community Design (RCD) districts could also be considered as an infill option to provide the housing density necessary for TOD.*
- *The study should consider strategies to encourage parking structures and shared parking agreements.*
- *Live-Work units are only currently permitted in the BG and NBD districts of the Zoning Ordinance.*
- *Parking ratios should be reviewed as part the study.*

05 – Summary

In preparation for the new DART Silver Line stations, the City of Plano has initiated a **Silver Line Station Areas Plan** to develop strategic objectives and policies that guide development and redevelopment opportunities along the corridor. This plan will prepare transit-oriented development (TOD) area plans within ½ mile of the future DART Silver Line Stations at 12th Street and Shiloh Road, consistent with the Comprehensive Plan's Transit-Oriented Development Policy.

The existing conditions analysis presented in the Phase I Report represents the first phase of the station area planning process. Key findings of this report include:

- *Successful TODs include a dense and diverse set of land uses that allow for a compact and highly-walkable development pattern. These areas should also be context-sensitive to allow for unique character and design consideration that are complementary to adjacent land uses.*
- *The City of Plano has a successful track record of effectively planning for TOD in the downtown area and implementing that vision through updates to zoning, improvements to streets and infrastructure, creation of economic development tools, and proactive community engagement.*
- *The Downtown Business/Government (BG) and Urban Residential (UR) districts were created in the late 1990s to help transition downtown into a successful transit village. These districts are currently the best options to support TOD in the station areas; however, they may not fully meet anticipated market needs. There is not a zoning option that specifically allows for slot homes, small-scale multifamily, or small-lot, single-family detached.*
- *The Light Commercial (LC), Retail (R), and Light Industrial (LI-1) districts allow many commercial uses that are anticipated in the area, but not residential uses. Additionally, zoning standards on height, lot coverage, setbacks, and parking may not allow the type of compact and pedestrian-oriented building form that is needed to support TOD. Areas with these zoning designations should be carefully reviewed in future phases to determine if changes to zoning would be beneficial.*
- *The 12th Street Station area is anticipated to see more redevelopment interest as a result of the new stations. However, apart from BG areas, zoning in the area is not in place to allow the full potential of TOD.*
- *The Shiloh Station is not anticipated to drive much redevelopment in a TOD context. The area includes established residential neighborhoods north of 14th Street and well-performing business park to south of the railroad. Existing zoning appears largely appropriate to meet market demands in the area.*

In summary, the 12th Street Station Area has higher potential for transit-oriented development than the Shiloh Station. This is evident through the market data, existing built environment and land use pattern, and multimodal transportation network. If a change to transit-oriented development is ultimately the community's vision for these areas, updates to zoning will be needed. This can be handled on a site-by-site basis through rezoning requests or through a mix of proactive city-initiated map and text changes.

For the next phase, an extensive stakeholder outreach campaign will be necessary to determine the extent and scale of change desired by the community. Policies will then be derived to direct change in the area that supports this vision.

XX – Existing Conditions Photos

12th Street

.....



New multifamily developments



Existing shared-use paths along portions of DART Red Line



Light industrial uses



Light industrial buildings clustered south of the DART rail line

Shiloh Road

.....



Electric substation and ancillary power lines



Low-density commercial/retail



Attached single-family residential uses



Shiloh Road (east of station area site) includes divided roadway/median



Sidewalks within 1/2 mile of proposed station



Construction activity at proposed station area site



Public Engagement Summary

Overview of the Engagement Process

Throughout the project, the Silver Line Station Area Plan project team conducted a number of outreach events to learn more about the community's desires for the Silver Line Stations and surrounding areas. This is an overview of the various outreach activities conducted during the planning process and the outcomes from the visioning workshop, planning and design charrette, in-person and virtual open houses, an online community survey, and Advisory Group meetings.



Engagement Events and Activities

VIRTUAL VISIONING WORKSHOP

The Advisory Group participated in a Virtual Visioning Workshop via Zoom on Thursday, April 27, 2023. Advisory Group members discussed what they *need, want, and desire* in the transit station areas, and the *barriers, obstacles, and annoyances* that may hinder that vision.



Attendees

PLANNING & DESIGN CHARRETTE

The three-day Planning & Design Charrette event on June 27 - 29, 2023. As part of this 3-day event, the project team met with the Advisory Group multiple times and shared preliminary concepts for the Plan at Public Open House #1. Attendees had the opportunity to comment on engagement exercises and preliminary frameworks.



Attendees

VIRTUAL OPEN HOUSE

The Charrette content was posted online for four weeks to allow the public additional time to review and provide insights on engagement exercises, preliminary framework plans, and planning recommendations.



Attendees

COMMUNITY SURVEY

A 44-question community survey was made available online from May 31 to July 14, 2023. The survey received over 264 responses and identified key themes and priorities for each station area.



Respondents

ADVISORY GROUP MEETING #3

The final Advisory Group meeting was held on December 13, 2023 to gather revisions and direction on the refined draft framework plans for each station area in preparation for the final public open house.



Attendees

PUBLIC OPEN HOUSE #2

Public Open House #2—the final public engagement event—took place on February 13, 2024. The Public Open House allowed community members to view and provide feedback on Plan recommendations and concepts.



Attendees

Advisory Group

The project team asked for volunteers to form an Advisory Group to provide key insights throughout the planning process. The Committee consisted of about 50 members of diverse representation (in age, interests, geographic area of the community, background, race, etc.). Members included key property owners, developers, business owners, technical experts, and residents of the Plano community.

50 Members

3 Meetings

An active Advisory Group was crucial to cultivate an inclusive, informed Plan that is supported by the community and addresses local needs. When the community is involved in the planning process via an advisory committee, there is a greater likelihood of gaining public support and buy-in for the final plan and lead to smoother implementation and a higher success rate for the proposed initiatives. The Community Survey invited additional community members to join and participate in Advisory Group meetings and events, with several additional community members expressing interest and became part of the group.



Marketing and Communications

The City of Plano used local and social media resources alongside community emails, city newsletters, and press releases to advertise project information and ways to engage in the process.

PROJECT BRAND GUIDE

The Silver Line Station Areas Plan logo and brand guide outlined the look and feel of the project materials and establishing consistency and recognition for the project across all types of project communications. Cohesive branding facilitates professionalism and visibility for project efforts.

INTERACTIVE PROJECT WEBSITE

The City of Plano Comprehensive Plan (2021) specifically developed a website for the Silver Line Station Areas Plan (<https://planocompplan.org/362/Silver-Line-Station-Areas-Plan>). The website provides updates and information to the community that include a description of the project and its purpose, graphics, events, project timeline, and access to project materials related to the Plan.

- 1 Project Brand
- 1 Website
- 6 Rounds of Social Media



You Are Here: [Home](#) > [Connect](#) > Silver Line Station Areas Plan

WHAT IS THE SILVER LINE STATION AREAS PLAN?

More transit opportunities are on the way in Plano. The 26-mile-long Silver Line commuter rail corridor is under construction and will extend between the Dallas Fort Worth International Airport (DFW) and Shiloh Road in Plano. DART, the operator of the commuter rail corridor, anticipates service to begin as early as late 2025. This will result in two new stations in Plano served by the Silver Line, a 12th Street Station and Shiloh Road Station. In addition, a new 12th Street Red/Orange Line light rail station will be constructed to serve as a transfer point between the Silver Line and the existing light rail corridor. This substantial public investment is expected to be an economic development catalyst for southeast Plano and the greater Downtown core.

In Fall 2020, the city undertook the *Silver Line Corridor – Market Assessment & Economic Development Strategy* as a first step in understanding the impacts of the DART rail on surrounding land use. Following the completion of this study, in February 2022, the Planning & Zoning Commission directed staff to initiate an area plan within a half-mile of the future Silver Line stations in order to guide development patterns and address redevelopment opportunities presented in the market study. This planning effort is anticipated to be complete in 2024, and public input will be a priority throughout the process to create a long-range planning policy that represents the community's vision and guides the future of these station areas.

NEWS AND UPDATES

[Review the Draft Framework Plans and Input from the February 9, 2024 Public Open House](#)

SOCIAL MEDIA & CITY WEBSITE POSTS

Graphics were created and posted on the Nextdoor App, Instagram, and Facebook to inform the community about the planning process and encourage participation at upcoming engagement events and provide updates on Plan activities. The Instagram and Facebook stories each got an average of 500 - 1,000 views within 24 hours.

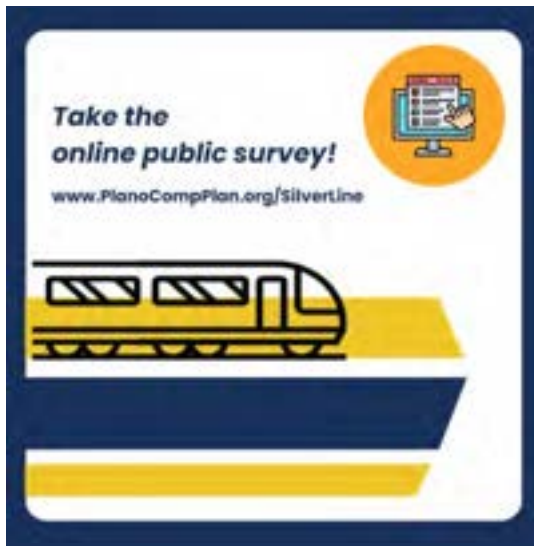
MEDIA AND PRESS RELEASE DISTRIBUTION

Multiple press releases were sent as a formal communication to promote important engagement events during the planning process. The press releases focused on project kickoff, in-person and virtual events, input opportunities, open houses, and the community survey.

11,000+ NextDoor Impressions

4,000+ Facebook Impressions

2,000+ Instagram Story Views



Virtual Visioning Workshop

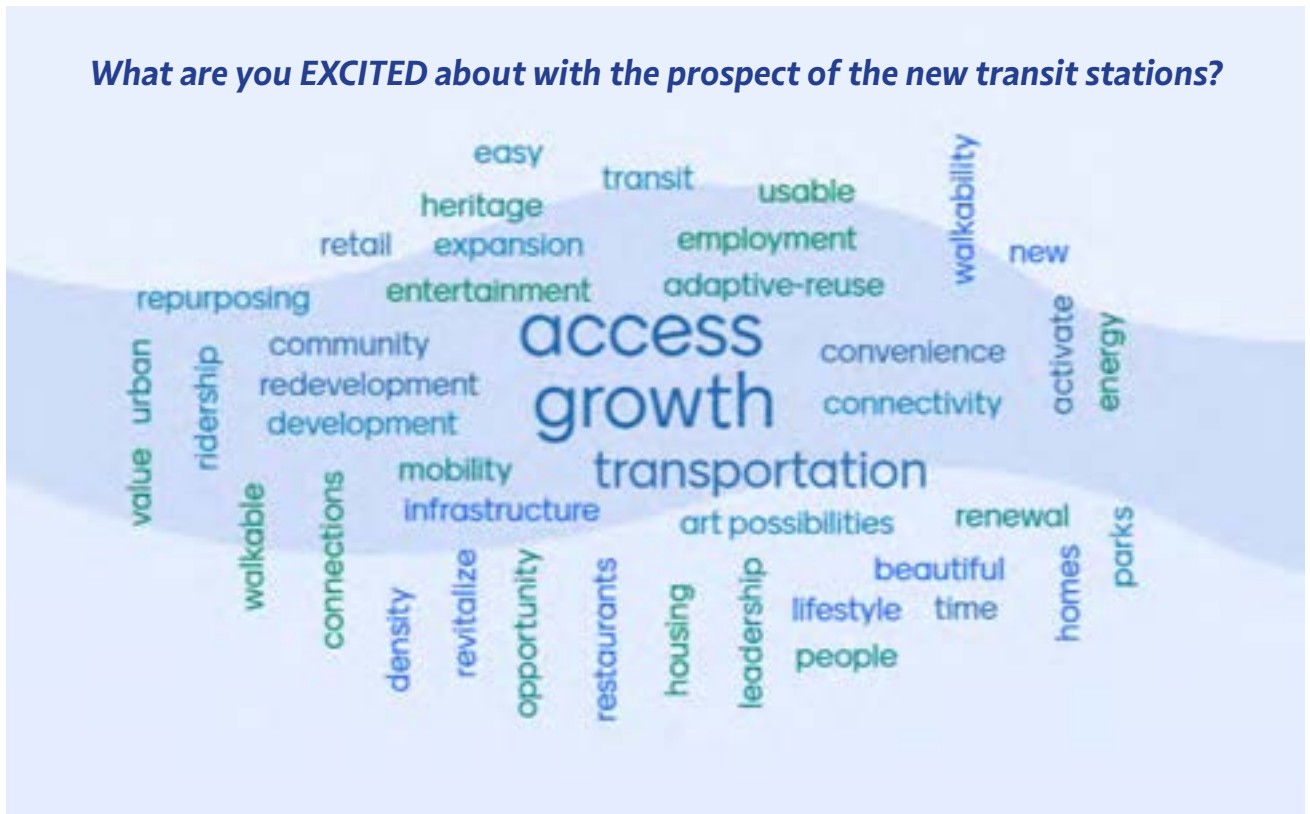
The Advisory Group participated in a Virtual Visioning Workshop via Zoom on Thursday, April 27, 2023, from 5:30 p.m. to 8:00 p.m. City of Plano staff provided a brief presentation on transit-oriented development, the location and existing conditions of the two station areas, and the purpose of the Plan.

26 Attendees

176 Comments Received

The Group then participated in exercises designed to solicit feedback on the community vision for the station areas, prioritizing the responses further within breakout groups. Advisory Group members discussed what they *need*, *want*, and *desire* in the transit station areas, and the *barriers*, *obstacles*, and *annoyances* that may hinder that vision. The workshop asked members to identify what shapes their excitement or hesitation about the station areas and what it would take for the planning effort to succeed. The exercises prompted personal insights and discussion on the priorities of this planning effort.

The workshop results emphasize the importance of **accessibility, connectivity, development, and character** of the areas surrounding the transit stations. The prioritization exercises revealed that safety, walkability, and appropriate zoning are considered *needs*; diverse land uses, flexibility of design, and entertainment and attractions are common *wants*; and small business, public art, and open spaces are typical *desires* for the station areas. Infrastructure needs, inflexible zoning, and car dependency are perceived *barriers* to successful implementation of the vision; connectivity barriers, affordability, and fragmented ownership are considered *obstacles*; and homelessness, infrastructure quality, and noise pollution are considered *annoyances*.



The Advisory Group worked in small groups to identify three priorities for each topic: needs, wants, desires, barriers, obstacles, and annoyances.

<p>NEEDS</p> <ol style="list-style-type: none"> 1. Safety, Security, Lighting 2. Walkability 3. Flexibility & Accommodation in Development 	<p>BARRIERS</p> <ol style="list-style-type: none"> 1. Permitting 2. Bush Turnpike Crossing 3. Elevated DART Rail (visual and physical - needs to look nicer)
<p>WANTS</p> <ol style="list-style-type: none"> 1. Diversity of Land Use 2. Diversity of People 3. Connectivity/Micromobility from station to destinations 	<p>OBSTACLES</p> <ol style="list-style-type: none"> 1. Parking Regulations 2. Roadway/Railway Crossings & Signals 3. Fragmented Ownership/Legacy Auto-Oriented Businesses
<p>DESIRES</p> <ol style="list-style-type: none"> 1. Attractive to Arts & Culture/Historic & Cultural Representation in Arts/ Maintain connection to "Cotton Belt" history 2. Open Space (not small pieces)/Pedestrian Mall 3. Connection to Capital/Summit industrial area (Front Door Initiative) 	<p>ANNOYANCES</p> <ol style="list-style-type: none"> 1. Homelessness 2. Lack of landscaping/aesthetics 3. Fares for short trips

The results for each group are as follows.

<p>NEEDS</p> <ol style="list-style-type: none"> 1. Pedestrian Security (feel safe to cross) 2. Appropriate Zoning (optimize existing structures/repurpose) 3. Connections outside of TOD area - making sure those connections happen. We do not need more barriers. 	<p>BARRIERS</p> <ol style="list-style-type: none"> 1. Inadequate examples of success for repurposing structures - need local wins 2. Inflexibility in zoning downtown (too heavy hand and limits options) 3. Wide ROWs, traffic too fast (for pedestrians). Sidewalks are too narrow.
<p>WANTS</p> <ol style="list-style-type: none"> 1. Less surface parking (add structured or underground). Parking minimums need to be removed. 2. Public park/more open space 3. Flexibility in design/character 	<p>OBSTACLES</p> <ol style="list-style-type: none"> 1. Affordability 2. Write Obstacle Here 3. Write Obstacle Here
<p>DESIRES</p> <ol style="list-style-type: none"> 1. Control of space under DART light rail (could be park area) "No mans land" under overpass (could be dog park) - 12th 2. Programmable public space 3. brewery/distillery 4. Economic development partnership on entertainment/restaurant centers in TOD 	<p>ANNOYANCES</p> <ol style="list-style-type: none"> 1. Maintenance of infrastructure 2. homelessness 3. Noise from stations

<p>NEEDS</p> <ol style="list-style-type: none"> 1. Legacy west type zoning/feel 2. security 3. walkability 	<p>BARRIERS</p> <ol style="list-style-type: none"> 1. DART is not efficient enough (non-rail) 2. Diverse but divided city 3. Car dependency for Plano
<p>WANTS</p> <ol style="list-style-type: none"> 1. Close parking 2. Good food options/destination 3. entertainment/event space 	<p>OBSTACLES</p> <ol style="list-style-type: none"> 1. Balancing growth vs affordability 2. Not pedestrian or bike friendly 3. Shiloh is car dependent
<p>DESIRES</p> <ol style="list-style-type: none"> 1. Well designed/visible security measure 2. Local business/cornerstone business 3. Public art 	<p>ANNOYANCES</p> <ol style="list-style-type: none"> 1. Quality of sidewalks 2. Lighting quality is poor 3. Lack of public space-Shiloh

<p>NEEDS</p> <ol style="list-style-type: none"> 1. Downtown Equivalent Zoning 2. Parks 3. Walkability 	<p>BARRIERS</p> <ol style="list-style-type: none"> 1. High volume traffic 2. Infrastructure is needed 3. Too many small business/land owners
<p>WANTS</p> <ol style="list-style-type: none"> 1. Extend zoning from DT to 12th Street Station 2. A mix of housing & retail 3. Redevelopment of older commercial space 	<p>OBSTACLES</p> <ol style="list-style-type: none"> 1. Insufficient transportation between stations 2. Negative reputation of E. Plano would hinder development 3. Cost of construction and overall development
<p>DESIRES</p> <ol style="list-style-type: none"> 1. Revitalize E. Plano around the Shiloh Station 2. Local small businesses 3. Entertainment areas 	<p>ANNOYANCES</p> <ol style="list-style-type: none"> 1. Homelessness and safety 2. Lack of parking 3. Not enough sidewalks and broken sidewalks

Planning & Design Charrette

The project team hosted a three-day Planning and Design Charrette to dive into the development of recommendations for the Silver Line Station Area Plans with input from the Advisory Group and the general public. The Charrette was held from June 27 – 29, 2023 at the Sam Johnson Recreation Center for Adults.

To kick off Day 1, the team presented to and gathered preliminary input (**Advisory Group Meeting #1**) regarding existing conditions, future land uses, density, development/redevelopment opportunities, connectivity, traffic flow, parking, wayfinding, open space/parks, amenities, aesthetic enhancements, and operations.

The City of Plano staff provided a brief presentation on existing conditions and the purpose of the Silver Line Station Areas Plan—including imagery, graphics, analysis mapping, and findings from the Visioning Workshop. The Advisory Group participated in a prioritization session where the team presented big ideas and asked questions to gather input and direction from which recommendations would be refined.

On Day 2, community members dropped in during the **Open Design Studio** and provided additional ideas and comments on the work in progress. Draft frameworks were developed by the project team to explore potential solutions to address land use, transportation, sustainability, aesthetics, development/redevelopment, market factors, and area economics. Draft conceptual design solutions were prepared for presentation at the **Public Open House #1** on June 28 from 5:30 – 7:30 p.m. Over 50 attendees provided guidance for the Plan via input exercises and conceptual ideas.

On the final day, all input findings and design recommendations from Days 1 and 2 were consolidated into refined area plan concepts for each station—including a vision statement, guiding principles, future land use plan, development/redevelopment and infill opportunities, connectivity framework, streetscape recommendations, and urban design concepts. The Advisory Group was invited back to provide remaining direction during the follow-up meeting at 4:00 p.m (**Advisory Group Meeting #2**).



78 Attendees



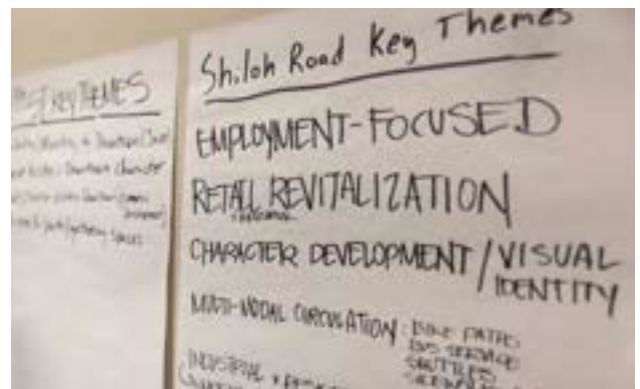
3 Days of Planning and Engagement



478 Comments Received



The direction and consensus created with the community through this process provided the foundation for future decision-making, potential policy changes, development partnerships, resource investments, and more as necessary to achieve the goals of the Silver Line Station Area Plan. The engagement results emphasize the provision of economically sustainable land uses, connectivity, suitable development types, and character development for both stations areas.



12th Street Station - Charrette Findings

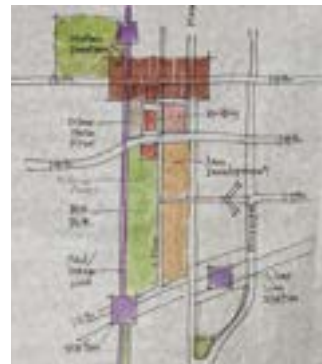
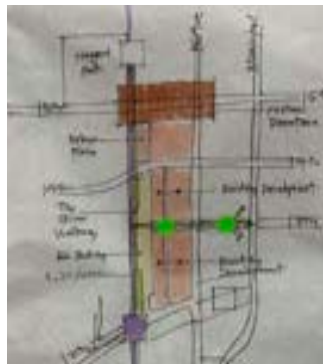
The **vision** for the 12th Street Station area is a vibrant mix of uses that activates and encourages development, redevelopment, economic diversity, connectivity, tourism, and unparalleled quality of life while preserving and honoring the area's historic character.

The **Guiding Principles** for the future development of the 12th Street Station area were to:

- Foster a sense of place by preserving key elements that make Downtown unique.
- Increase station area activity by attracting residents and visitors with appealing retail, commercial, and residential uses.
- Incorporate well-designed parks and open spaces into the 12th Street station area, enhancing livability, health, and social connectivity by providing residents and visitors with natural amenities, gathering spaces, and visual aesthetics.
- Identify and rectify misplaced land uses to ensure compatible and harmonious development, optimizing functionality, aesthetics, and quality.
- Promote high-density mixed-use residential near the 12th Street station and surrounding areas.
- Create well-designed multi-modal connections that provide safety and accessibility between Downtown to the 12th street station and surrounding areas.
- Encourage appropriate reinvestment and connection to surrounding areas to protect and enhance the culture and identity of the Douglass and Vendome neighborhoods.

The team drafted a concept plan outlining character areas with development/redevelopment sites, mobility access, and four urban design concepts. The refined *urban design concepts* include:

- Higher-density housing options are ideal, complemented by connections between nearby housing at Collin Creek and Cityline and destinations like the University of Texas at Dallas and Collin College.
- Development/redevelopment areas promote distinct environments with a sense of place through area-specific design guidelines that encourage using similar exterior materials, building and parking orientation, street setbacks, height and size ranges, building separations, open space, and signage (i.e., Main Street Traditional Mixed-Use development type).
- Enhanced streetscape design elements, designated walkways, outdoor dining experiences, and pedestrian amenities that safely connect the station with Downtown and generate a vibrant and bustling streetscape along K Avenue and 12th Street.
- Development relief options that incorporate landscaping features, green spaces, and public gathering spaces to complement new development and integrate existing land uses.
- Well-designed multi-modal connections that prioritize safety, comfort, connectivity, and accessibility via on-street parking, protected walkways, bus routes, bicycle facilities, wayfinding signage, and roadway safety features (crosswalks, signalization, landscaped medians, etc.).



Shiloh Road Station - Charrette Findings

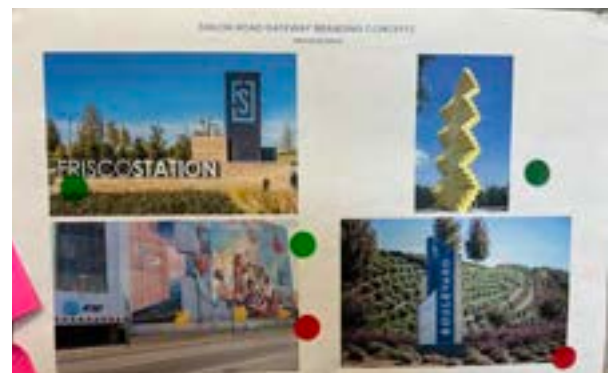
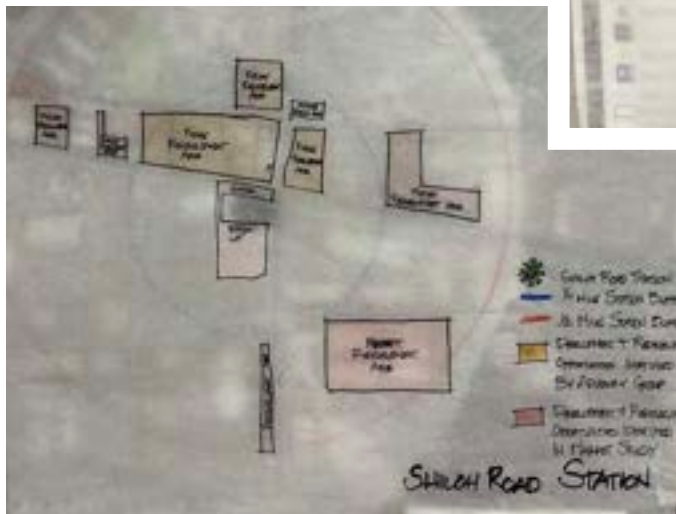
The Shiloh Road Station's **vision** is based heavily upon its current form and function as an industrial and employment center. The station area is a distinguishable innovation district focused primarily on employment-generating uses, including supporting existing businesses while attracting new ones with an emphasis on preserving existing neighborhoods and providing amenities and improvements that benefit residents and businesses alike.

The **Guiding Principles** for the future development of the Shiloh Road Station area were to:

- Focus on the station area's infill, revitalization, and redevelopment projects to inspire future investment and support existing industrial and residential uses.
- Enhance the identity of Shiloh Road Station and the surrounding area by creating a unique sense of place and visual identity.
- Reinforce circulation via multimodal connections between the station and adjacent land uses and across existing barriers.
- Preserve the unique character and integrity of existing neighborhoods and employment centers by incorporating unique transitional uses & safe connections.
- Integrate activated public open spaces and green spaces to serve existing residential uses and add visual relief to the station area.

Based on feedback from participants, two of the proposed concepts from Day 2—Retail Hub and Flex Buffer—were combined into the plan presented on Day 3. The refined frameworks include:

- The *Commercial Hub* will serve as the gateway to the employment district.
- The *Flex Zone* will concentrate a variety of existing uses, revitalized/redeveloped uses with small-scale retail, industrial, plazas/parks, and institutional uses (including school buildings and places of worship) as a transitional buffer between existing residential to the north and the industry employment center to the south.
- Desired commercial and institutional land uses may include small-scale retail, restaurants, cafes, gyms, flex/creative spaces, neighborhood food markets, office supply stores, healthcare, schools, government, assisted living, religious facilities, and police/fire.
- Character and branding concepts address safety, connectivity, and wayfinding goals via gateway monumentation, identifiable crosswalk designs, lighting, banners, and area signage.



Virtual Open House

A Virtual Open House was available from July 24 – August 21, 2023 to showcase the findings and results gathered at the Planning and Design Charrette and engage additional residents from the community, including those who could not attend the in-person events.

Detailed information and concept ideas for each transit station were organized by topic and displayed in a consolidated, easy-to-understand format that respondents could easily navigate. Topic areas included:

- Station Area Vision and Guiding Principles
- Proposed Future Land Use Character Areas and Development Concepts
- Development/Redevelopment and Infill Opportunities
- Connectivity Frameworks
- Streetscape and Urban Design Concepts
- What did we miss?

Each topic area included input opportunities, questions for more profound insight, and a presentation of the design process, issues, and critical elements to gather additional consensus from respondents. Over 28 days, 113 comments were published on the interactive website by 26 respondents. The results of the Virtual Open House confirmed the prioritization of economically sustainable land uses, connectivity, appropriate development types, and character development of the areas in and around both transit stations.

26 Respondents

113 Comments Received

28 Days Available Online

Community Survey

The City of Plano hosted a 44-question community survey online via the project website from May 31 – July 14, 2023. The goal of the survey was to better understand the concerns, opinions, needs and desires concerning the future development of and around the Dallas Area Rapid Transit (DART) Silver Line transit stations at 12th Street and Shiloh Road.



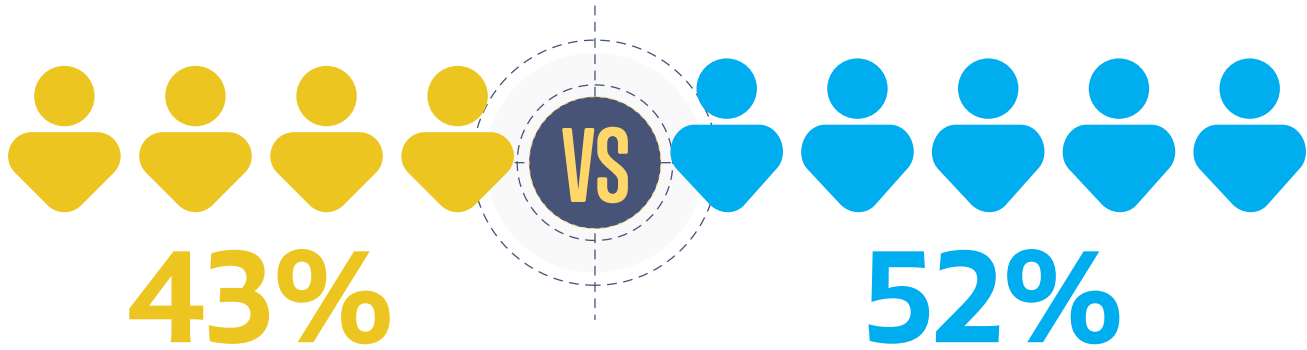
The survey received 264 responses from the Plano community, hosting a variety of questions including multiple choice, yes-or-no, ranking, and multi-answer questions. Survey topics inquired about respondents' preferences for station area land use, transportation/mobility, design, and vision/purpose to identify community desires, existing issues, and opportunities for planning and development solutions in each station area.

- Of the 264 respondents to the survey, roughly 65% live elsewhere (outside of study areas) in Plano, and 18% work elsewhere (outside of study areas) in Plano.
- Most survey respondents visit the 12th Street Station a few times a month, 50% on weekends (Saturday and Sunday) and the other half during the weekdays (Monday through Friday). They visit for dining options (53%), just passing through (49%), or for shopping (36%).
- Conversely, 23% of respondents visit the Shiloh Road Station area less than once per year; if they do, 54% are just passing through.
- Over 66% of respondents indicate that they rarely ride DART, but 35% indicated they are likely to ride the incoming Silver Line due to its improved connections to Dallas/Fort Worth International Airport.
- Topics of concern surrounding the new stations include:
 - Increased noise and traffic from transient users
 - Cleanliness and safety enforcement in and around the stations
 - Concentration of homelessness (see above)
- Respondents identified active ground-floor uses with various dining options, shops, and restaurants as attractive features for the Silver Line stations.

The community wants each station to be recognizable to users and provide the highest and best uses with amenities that encourage ridership and development/redevelopment efforts. Character, comfort, and safety will be provided via amenities like shade, public art, benches, bathrooms, trash receptacles, and features like crosswalks, sidewalks, and lighting.

12th Street Station - Survey Findings

The survey prompted respondents to provide feedback on the stations individually. The overarching desire for the 12th Street Station is safe and easy pedestrian access to surrounding amenities and Downtown.



want diverse and attractive housing options to support Downtown's economic activity and success with customers for the local businesses.

would prefer a diverse mix of business and service uses, including a variety of retail shops, neighborhood food markets, unique dining, and casual cafes.

Most Needed Development Types

**Listed in order of importance.*



Green Space, Parks, & Recreation



Neighborhood-Scale Retail/Commercial Spaces

(grocery stores, pharmacies, restaurants, cafes, etc. without residential above)



Mid-Rise Mixed-Use Development (5 to 9 stories)

with commercial/retail shops and dining on the bottom floor with multiple floors of diverse housing options above (including affordable workforce housing for moderate-income residents and local workers).

Priority Recreational Amenities

67%

54%

29%

27%

Walking Trails

Bike Trails

Community Garden

Outdoor Amphitheater

that include amenities like landscaping and shade features/structures, public restrooms, water fountains, crosswalks, wide sidewalks, and lighting for comfort.

Shiloh Road Station - Survey Findings

The survey prompted respondents to provide feedback on the stations individually. The overarching desire for the Shiloh Road Station is safe and accessible access to and from the DART station and surrounding amenities, leveraging the potential of the DART station as a commuter station.

Restaurant Options



Mixed-Use Residential Options

(retail on the first floor and residential units above)



Incubator Spaces for Startup Businesses



Top 3 Desired Land Uses



Dining/Cafes

(unique places for a daytime meal or coffee)



Public Open Spaces

(dynamic parks, green spaces, recreational amenities, plazas, etc.)



Mix of Business & Service Uses

(from retail shops to neighborhood food markets)

Most Needed Development Types



Green Space, Parks & Recreation



Neighborhood-Scale Retail/Commercial Spaces

(grocery stores, pharmacies, casual/fast dining, cafés/coffee shops, etc.)



Affordable Workforce Housing

Priority Public Space Amenities

88%

Lighting & Safety Features

87%

Street Trees & Shade

82%

Wide Sidewalks & Crosswalks

69%

Landscaping & Planters

63%

Dedicated Bike Lanes & Parking

63%

Outdoor Seating & Sidewalk Dining

Advisory Group Meeting #3

The third and final Advisory Group meeting was held to further refine the recommendations for the 12th Street and Shiloh Road Station Area Framework Plans. The meeting was hosted on December 13, 2023, at 5:30 p.m. at the Plano Municipal Center. The Advisory Group provided input to fine tune the Framework Plans further before the final Public Open House.

16 attendees

124 comments received

The project team opened the meeting by presenting the proposed frameworks for each transit station area to ensure alignment with the community vision and preferences.

The attendees were divided into two groups and asked to review and provide feedback on the recommendations for the 12th Street Station Area and the Shiloh Road Station Area, respectively. Each station area included a Land Use, Transportation, and Open Space Framework Plan. The groups were each given 30 minutes to review the content for each station and provide written feedback to address specific challenges and opportunities with each framework plan. Once the exercise was complete, the team summarized the input received, identified themes, and pinpointed unresolved issues.

Finally, the project team utilized real-time digital Mentimeter exercise to ask questions and gauge the Advisory Group’s overall impressions of each station’s framework plan and the direction of the recommendations. The resulting live word clouds were displayed on the screen for confirmation, providing overall consensus, and pending issues for the finalization of the plans.



What aspects of the draft 12th Street Station Area plan are you most excited about?



What aspects of the draft Shiloh Road Station Area plan are you most excited about?



12th Street Station Area - Advisory Group Feedback

Feedback for the **Land Use Framework** revealed an interest in further integrating art and creative uses, more open space, and an emphasis on transitions and mixed uses throughout the station area. The Advisory Group shared an interest in form-based housing integrated into the station area and more sensitivity to the Douglass neighborhood—transitions between land uses, neighborhoods, and open spaces.

Transportation Framework feedback revealed a desire for reduced parking presence and requirements, increased traffic calming measures, and further multimodal access to the transit station. The Advisory Group also desired further wayfinding, signage, bicycle infrastructure, pedestrian infrastructure, crosswalks, and safety enhancements. The Group expressed concern for maintaining the transportation infrastructure and interest in more diverse and multimodal transportation connectivity in the station area.

The **Character and Open Space Framework** prompted feedback on the need for additional private open space requirements, as well as the incorporation of more clean and well-maintained parks, plazas, activated open spaces, and streetscapes in the station area.

Shiloh Road Station Area - Advisory Group Feedback

The **Land Use Framework** revealed an interest in additional affordable housing and concern for the retention of permanent residents of the area. The Advisory Group also showed an interest in maintaining open space as a primary land use in the station area, with additional connectivity and continuity between new and existing land uses. Finally, the Advisory Group wanted to expand the Flex Zone land use further to the south.

The **Transportation Framework** identified concerns with additional parking in the DART lot and problems with how new development will impact the transportation network. Attendees identified a need for additional bicycle and pedestrian infrastructure, safety, and expansions for additional connectivity across the station area.

The **Character and Open Space Framework** identified a need for additional green space, wayfinding, signage, community branding efforts, and revealed a general concern for maintenance and community aesthetics in the station area.



Public Open House #2

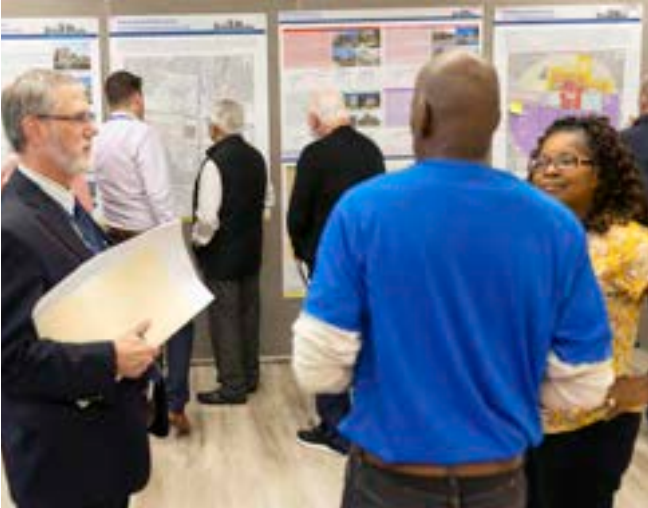
The City of Plano held Public Open House #2—the final public engagement event for the Silver Line Station Areas Plan—on February 13, 2024. The Open House allowed community members to see the progress and adjustments made in preparation of the draft plan.

42 attendees

136 comments received

Detailed information and draft framework plans were organized at stations in an easy-to-navigate format so the community could easily provide comments. Each station incorporated the strategies, opportunities, and recommendations that resulted from the planning process and engagement efforts. The stations were:

- Understanding of the Silver Line Plan
- Station Area Public Input Themes
- Station Area Existing Conditions - Opportunities & Challenges
- Public Open House Questions
- 12th Street: Draft Land Use, Transportation, and Open Space & Character Framework Plans
- Shiloh Road: Draft Land Use, Transportation, and Open Space & Character Framework Plans



12th Street Station - Public Feedback

The 12th Street Station Area promotes a mixed-use activity area with appealing retail, commercial, and residential uses, attracting residents and visitors from all over the Dallas-Fort Worth Metroplex. The respondents supported various housing types with a mix of uses that will encourage economic growth in the station area. The mixed uses will serve those using the DART line and encourage them to stay and shop in the area. Community members felt that density would be an opportunity to attract visitors and new residents. Attendees discussed the need for independent living supported through any development type that includes multifamily uses.

The Douglass Neighborhood Transition Area is a new development type that expands east, from the Douglass Neighborhood to the DART rail to accommodate compatible uses and ensure the appropriate scale of development is allowed adjacent to existing homes. Potential development sites were discussed, as some respondents would like to see other uses than parking lots for the riders on the DART. Future public parking opportunity sites were analyzed, and the recommendation is to minimize the amount of surface parking with the use of shared public parking sites or structured parking so it can serve both the DART riders and those living and visiting Downtown. The safety of bicyclists, pedestrians, and automobile users was at the forefront of each framework; attendees identified the connection from downtown Plano to I-75 as an opportunity to incorporate additional safety measures. The Open Space and Character Framework addressed the need for parks and their importance to the activity to and from Downtown Plano. One comment felt that an additional park along 14th Street would be inefficient due to its location adjacent to the highly trafficked Municipal Avenue.

Shiloh Road - Public Feedback

The Land Use Framework is based on the current form, function, and focus on existing employment-generating and residential uses. The framework identifies the need for a transition zone from the DART station so that the area north of 14th Street is designated Single-Family Residential to better align with the adjacent Shoshoni Park and existing single-family homes. Attendees anticipate walkable destinations like parks, eateries, and shops, where a new mixed-use activity hub will attract residents and visitors. As a result of the previous Advisory Board Meeting, the DART Rail Right-of-Way development type was removed from the Land Use Framework in each station area. Surrounding 14th Street are both residential and mixed-use areas—thus, residents identified a need for improved pedestrian infrastructure to protect users from automobile traffic. There was support for new street trees and landscaped edges to provide shade amenities to pedestrians traveling from each district. A key strategy to preserve the character and integrity of existing neighborhoods will be incorporating unique transitional uses and safe connections.

While allowing and encouraging new mixed-use developments, each framework prioritizes creating and maintaining the appropriate character for each station area. The results of Public Open House #2 provide clear direction for and validation of the content and recommendations that are outlined in this Plan.

Public engagement was critical to the development of this plan. Using diverse tools and techniques, the project team gained insights from the community that shaped and refined the final plan.



DATE: January 7, 2025
TO: Applicants with Items before the Planning & Zoning Commission
FROM: Planning & Zoning Commission
VIA: Mike Bell, AICP, Development Review Manager acting as Secretary of the Planning & Zoning Commission ^{MB}
Christina D. Day, AICP, Director of Planning
SUBJECT: Results of Planning & Zoning Commission Meeting of January 6, 2025

AGENDA ITEM NO. 5 - SILVER LINE STATION AREAS PLAN
APPLICANT: CITY OF PLANO

Public hearing and consideration of the Silver Line Station Areas Plan, a long-range planning policy for the 12th Street and Shiloh Road station areas. Project #DI2024-018.

APPROVED: 8-0

Speaker Card(s) Received: Support: 1 Oppose: 0 Neutral: 0

Other Responses: Support: 0 Oppose: 0 Neutral: 0

RESULTS:

The Commission approved the item as submitted.

To view the hearing, please click on the provided link:
<https://planotx.new.swagit.com/videos/325018?ts=5532>

JA/af

cc: Drew Brawner, AICP, Comprehensive Planning Manager
Christina Sebastian, AICP, Land Records Planning Manager

AGENDA ITEM NO. 5

PUBLIC HEARING: Silver Line Station Areas Plan

APPLICANT: City of Plano

CASE PLANNER: Jason Aprill, AICP

DESCRIPTION: Public hearing and consideration of the Silver Line Station Areas Plan, a long-range planning policy for the 12th Street and Shiloh Road station areas. Project #DI2024-018.

STAFF REPORT – BACKGROUND

The Silver Line Station Areas Plan (Plan) is a proposed long-range planning policy document for the 12th Street and Shiloh Road Station areas. The Plan establishes policy to be used by city leadership to guide development and other improvements within areas served by two Silver Line commuter rail stations and one new Red/Orange Line light rail station. The station areas are part of the 26-mile-long Silver Line commuter rail corridor that will provide direct connections between Plano and the Dallas Fort Worth International Airport (DFW). The Silver Line will be operated by Dallas Area Rapid Transit (DART) and is anticipated to begin service near the end of 2025.

The arrival of new rail transit service presents a unique opportunity for Plano to build on its success with transit-oriented development (TOD), similar to the revitalization of Downtown Plano after the introduction of the Downtown DART station in the early 2000s. Plano’s history of strategic planning around transit infrastructure has proven to be a powerful tool for stimulating economic growth, fostering community development, and attracting private investment. With the introduction of the Plan, the station areas will have refined strategic guidance to evolve into active, walkable neighborhoods that provide residents access to amenities, services, and employment.

In 2020, in anticipation of the new stations, the city undertook the *Silver Line Corridor – Market Assessment & Economic Development Strategy* as a first step in understanding the economic impacts and market-supported opportunities that the new transit corridor may have on surrounding land uses and redevelopment. Following the completion of this study in 2022, the Planning & Zoning Commission directed staff to initiate an area plan within a half-mile of the future Silver Line stations consistent with actions in the Comprehensive Plan. In 2023, the *Silver Line Corridor Station Areas Plan – Phase 1 Report, Existing Conditions* was completed. These reports provided a comprehensive understanding of the two half-mile station areas and laid the foundation for developing goals and visions for each area.

Using these studies as a basis, the Silver Line Station Areas Plan was developed through a collaborative process to create goals for the future of the station areas, and includes recommendations and actions that support the community’s vision, desired mix of uses, character, and mobility priorities. It is the culmination of several years of research, analysis, and public engagement to create a document that will serve the community in these areas and provide guidance for future development, open space, character, and transportation recommendations. The project website and additional information is available for review at PlanoCompPlan.org/SilverLine.

The Planning & Zoning Commission reviewed the draft Plan and called a public hearing for its consideration at the [November 18, 2024](#), meeting.

Planning staff has compiled a list of infrastructure improvement projects recommended by the Plan, with the intention of implementing them over several years. These projects have been preliminarily ranked based on factors like station proximity, readiness, and cost-effectiveness. However, there is no timeline for implementation. Planning staff will need to continue coordination with the Engineering and Budget departments to recommend incorporation of these projects into future Community Investment Program budget cycles.

STAFF REPORT – COMPREHENSIVE PLAN GUIDANCE

Small area plans are considered an extension of the [Comprehensive Plan](#). The Plan will be used to further refine the community's vision for the 12th Street and Shiloh Road station areas to coincide with the introduction of the Silver Line transit stations. The Plan aligns with the Comprehensive Plan's policy guidance for redevelopment in transit-oriented areas, identifying unique future land use opportunities for housing and employment that are informed by public input priorities and supported by market conditions.

The Plan was developed in conformance with the following Comprehensive Plan land use and transit-oriented development policies:

- [Transit-Oriented Development \(TOD\) 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.*

The Plan recommendations include a proposed integrated mix of uses within proximity to the transit stations that include the potential for residential, employment, retail, and other uses.

- [Transit-Oriented Development Policy | Action 2 \(TOD2\)](#) – *Prioritize and prepare area plans within half-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.*

The Plan was crafted specifically to help fulfill this action.

- [Transit-Oriented Development Policy | Action 3 \(TOD3\)](#) – *Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.*

Throughout the development of the Plan, a stakeholder group participated in meetings to provide feedback and consider alignment with property owners' visions for the surrounding development areas. The recommendations within the Plan identify opportunities to further coordination with property owners to proactively rezone property.

- [Land Use Policy | Action 6 \(LU6\)](#) – *Develop locations for special area plans to focus development and redevelopment efforts in conformity with the Comprehensive Plan.*

The Plan provides a specific focus for development and redevelopment efforts in surrounding the stations.

STAFF REPORT – PUBLIC OUTREACH STRATEGIES

The Plan was created by extensive public and stakeholder input gathered through meetings, surveys, and other engagement methods.

Project Advisory Group

A project Advisory Group was formed in March 2023 and included community members who held a vested interest in the Plan's development such as property/business owners, neighborhood representatives, special interest advocates, and developers. Invitations were mailed to property owners within the study areas for both stations, and additional stakeholders were contacted who had expressed interest in the station areas either through previous DART or City of Plano Silver Line planning efforts.

Representatives from the Planning & Zoning Commission and the Heritage Commission were also appointed to serve in the project Advisory Group:

- Chair David Downs appointed 1st Vice Chair Gary Cary and 2nd Vice Chair Bennett Ratliff to serve on the project Advisory Group at the February 20, 2023 Planning & Zoning Commission meeting.
- Chair Harold Sickler appointed Vice Chair Nancy Baldwin and Commissioner Dub Spencer to serve on the project Advisory Group at the February 28, 2023, Heritage Commission meeting.

Engagement Events

The first engagement event for the Plan was held in April 2023. Community feedback was gathered through multiple in-person and online engagement opportunities between April 2023 and February 2024.

Virtual Visioning Workshop: April 27, 2023

Project Advisory Group members discussed needs, desires, and barriers for future transit-oriented development around the new station areas. The workshop had 26 attendees who provided 176 individual comments that helped shape feedback on the community's vision for the station areas.

Community Survey: May 31 – July 14, 2023

A 44-question community survey was made available online from May 31 to July 14, 2023. The survey, advertised through press releases and social media, received over 264 responses and focused on identifying key themes and priorities for each station area.

Design Charrette and Public Open House #1: June 27-29, 2023

A three-day Planning and Design Charrette was held to explore the development of the Plans with input from the Advisory Group and the public. The event included stakeholder sessions, preference and visioning exercises, open studio time for public comments, and a Public Open House for community feedback. The interactive and iterative process culminated in land use, character, mobility, and urban design concepts, to build consensus and approval from the community. 476 comments were received from 78 attendees.

Digital Open House: July 24-August 1, 2023

The Digital Open House acted as an online extension of the charrette process, showcasing the findings and results gathered at the Charrette and Public Open House and engage a greater number of residents from the community. 113 comments were collected from 26 respondents.



Advisory Group Workshop: December 13, 2023

Advisory Group members reviewed Draft Framework Plans for future land use, transportation, and open space that reflected the direction heard during summer engagement events. 124 comments were received at the workshop.



Public Open House #2: February 6, 2024

A public open house was held at the Harrington Library in east Plano. Participants were invited to review the Draft Framework Plans and provide comments on future land use, open space, character, and transportation guidance for the station areas. 136 unique comments were collected from a total of 42 attendees.

STAFF REPORT – PLAN OVERVIEW

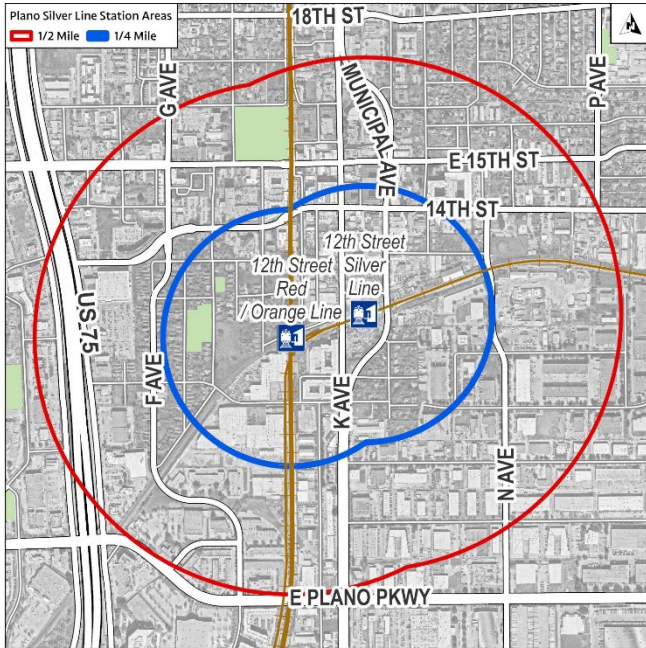
The purpose of the Plan is to advance the Comprehensive Plan’s policy guidance for redevelopment in transit-oriented areas, identifying unique future land use opportunities for housing and employment that are informed by public input priorities and supported by market conditions.

The following sections of this staff report provide an overview of the chapters of the Plan.

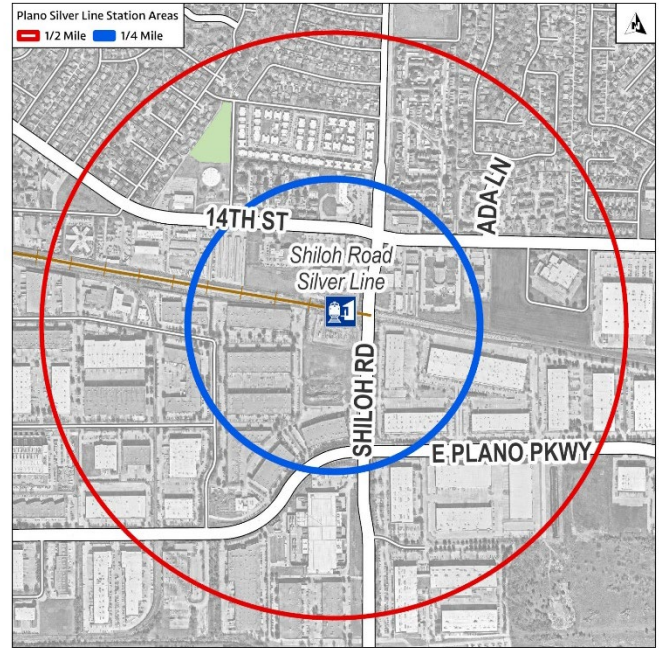
Chapter 1 – Introduction

The Introduction chapter includes:

1. Background information on the station areas such as existing characteristics, economic development potential, market challenges, and market opportunities;
2. The overarching goal of leveraging transit-oriented development (TOD) best practices to support economic growth, housing diversity, and improved connectivity to the regional transit network;
3. How the plan will serve as a policy tool for guiding future development and decision-making; and
4. It introduces the plan’s intent to establish a community-driven vision for these station areas and sets the stage for the specific recommendations and actions outlined in subsequent chapters.



12th Street Station Study Area




Shiloh Road Station Study Area

Chapter 2 – Plan Goals

The Plan Goals chapter outlines:

1. The formation of the overarching goals that will shape the development and transformation of each station area;
2. The foundation for the rest of the plan, as it informs the development types, recommendations, and strategies that follow;
3. How the Plan Goals were developed through a comprehensive planning process;
4. Broad goals for each station area that emerged from a series of stakeholder visioning sessions, public survey responses, and assessments of real estate market trends; and
5. The goals for each station area that are categorized into three core themes: land use, transportation, and open space & character.

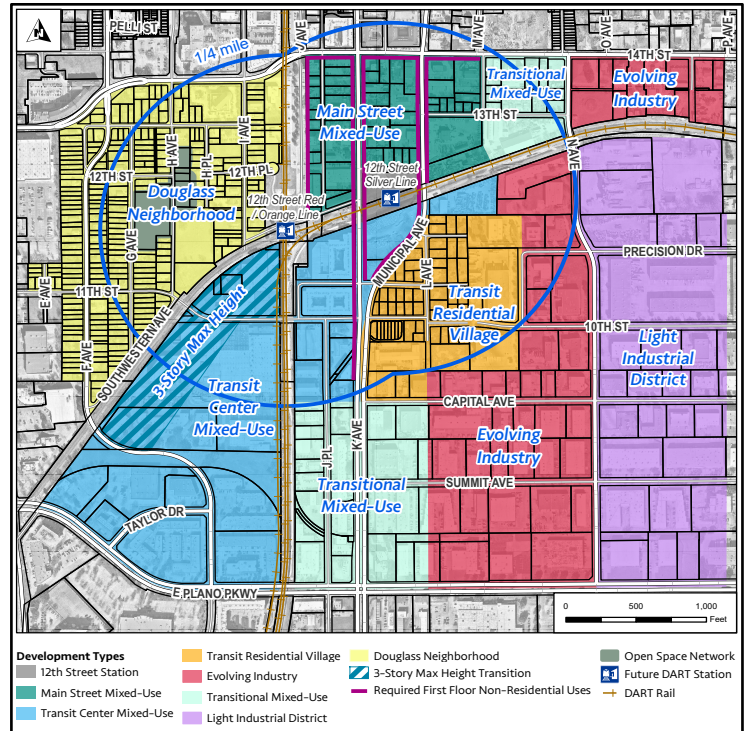
Walkability	Goal Priorities:
<i>Incorporate pedestrian-friendly infrastructure, including sidewalks, crosswalks, and pathways, to encourage walkability and promote access to transit or other alternate modes of transportation.</i>	<ul style="list-style-type: none"> ▶ Expand and improve the current sidewalk and street network to encourage walking as a primary mode of transportation, including adding new connections in areas with long blocks. ▶ Create appealing and comfortable pedestrian pathways that link transit stations, commercial destinations, and residential areas. ▶ Integrate bike-share and scooter options to provide convenient connections for first and last-mile travel.
	

Plan Goals Example

Chapter 3 – Plan Vision & Development Types

The Plan Vision & Development Types chapter provides:

1. Illustrative *Land Use Vision* guidance for the physical transformation of the station areas through maps and development types;
2. Specific Development Types for each area, offering guidance on land use mix, scale, and development character;
3. Recommendations tailored to the station areas' unique contexts, promoting active, mixed-use environments while respecting existing neighborhoods and emphasizing strategic transitions between land uses to ensure compatibility; and
4. *Transportation and Open Space & Character Vision Maps*, which provide an overview of major improvement recommendations to support the Land Use Vision. These maps address key infrastructure opportunities, including enhanced pedestrian and bicycle connectivity, transit access, and the integration of new public spaces.



12th Street Station Area Land Use Vision Map

Chapter 4 – Recommendations & Strategies

The Recommendations & Strategies chapter provides:

1. Specific policy and infrastructure priorities that support the Plan Goals for each station area;
2. Actionable strategies grouped into the three themes: land use, transportation, and open space & character; and
3. Guidance for decision makers to translate the Vision Maps into actionable steps.

Chapter 5 – Implementation Actions

Finally, the Implementation Actions chapter provides:

1. A clear checklist to guide the Plan's execution;

Recommendations & Strategies

Land Use

Station Area

- 12th Street
- Shiloh Road

Recommendation D: Develop community design standards for cohesive and functional station area development


Implementation Plan Actions: LU-17

Developing community design standards for new development in the station areas helps to establish distinctive and visually appealing environments that prioritize the goals of the station area.


Strategy: Community design standards for transit-oriented areas should reflect best practices for walkable design.

The following best practices should be incorporated into community design standards:

- **Site Layout:** Emphasize building orientation towards transit stations, active street frontages, and public spaces. Minimize surface parking visible from streets and ensure convenient pedestrian access to building entrances.
- **Building Form:** Regulate building massing and streetwall heights to create a human-scale environment along primary pedestrian streets. Consider setbacks and step-backs to reduce visual bulk and provide adequate views from the street level.
- **Building Design:** Encourage facade articulation, with variation in building form and materials, and street-level detailing such as active uses, transparent windows, balconies, and stoops. Ensure that building designs contribute positively to the streetscape and pedestrian experience.
- **Streetscape:** Promote sidewalk activation through ground-floor uses such as retail, cafes, and services. Integrate streetscape elements like street furniture, landscaping, lighting, and public art to enhance the pedestrian environment and create inviting public spaces.



Transit-oriented site and building design includes buildings oriented to the street, articulated facades, pedestrian street amenities



Streetscape elements to support active ground-floor uses

Recommendation Example

2. Key actions to ensure the recommendations in Chapter 4 are achievable;
3. Action tables organized by plan theme and attributed to the applicable station areas; and
4. A guide to coordinate efforts, allocate resources, and monitor progress over time.

STAFF REPORT – SUMMARY

The Silver Line Station Areas Plan is the culmination of several years of research, analysis, and public input to create a document that will serve the community in these areas and provide guidance for future development, transportation, and open space recommendations. If adopted, the Plan will be used to:

- Evaluate proposed zoning change and development requests, including updates to the Zoning Ordinance, and alignment with the long-term goals for the station areas.
- Consider services, programs, and studies that are needed to advance the vision for the station areas.
- Analyze and implement infrastructure upgrades or public improvements to support the goals of the Plan and stimulate the type of growth desired in the station areas.

STAFF REPORT – RECOMMENDATION

Recommended for approval as submitted.



CITY COUNCIL AGENDA MEMO

MEETING DATE: 1/27/2025

DEPARTMENT: City Secretary

DIRECTOR: Lisa Henderson, City Secretary

AGENDA ITEM: ***IMPORTANT MESSAGE*** Comments of Public Interest (general comments on items related to city business not on the agenda) will be heard via Zoom at the end of each regular council meeting. To provide general comments, you must register to speak online and register for Zoom by 4:00 p.m. on the day of the meeting. No in-person Comments of Public Interest will be heard at the meeting. If your comments pertain to business unrelated to the City, we will provide a contact to the appropriate agency that can assist you, if applicable, as an alternative means of communication.

RECOMMENDED ACTION: Important Message
