

**AGENDA ITEM NO. 4**

**DISCUSSION AND ACTION – WORK SESSION & CALL FOR PUBLIC HEARING:** Silver Line Station Areas Plan

**APPLICANT:** City of Plano

**CASE PLANNER:** Jason Aprill, AICP

**DESCRIPTION:** Request to provide direction and call a public hearing to consider adopting the Silver Line Station Areas Plan, a long-range planning policy for the 12th Street and Shiloh Road station areas. Project #CPH2024-010.

**STAFF REPORT – BACKGROUND**

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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 anticipates service to begin in late 2025 to mid-2026. The Silver Line rail corridor includes two new commuter rail stations in Plano – the 12th Street Station and Shiloh Road Station. In addition, a new 12th Street Red/Orange Line light rail station is being constructed to serve as a transfer point between the Silver Line and the existing light rail corridor.

The Silver Line represents a substantial public investment expected to be an economic development catalyst for southeast Plano. The city’s connection to the region’s public transit system has already provided positive economic investment. The last rail transit infrastructure investment for Plano occurred in 2002 with the Red/Orange Line light rail extension. Since then, the Downtown Plano Station has spurred robust growth and reinvestment in the downtown area that was in part guided by the *Downtown Plano Transit Village Plan* (1999) and the [Downtown Plano Vision & Strategy Update](#) (last updated in 2019).

In 2020, 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.

The Silver Line Station Areas Plan (Plan) builds upon the previous reports, the market study, and a robust public input process. The Plan was developed through a collaborative planning 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. The draft Plan is available for public review on the [Silver Line Station Areas Plan project website](#) and is attached as part of this agenda item.

The Plan was most recently discussed during a regular meeting at the [March 18, 2024](#), Planning and Zoning Commission meeting. Staff provided an overview of the public and advisory group feedback that resulted in the creation of distinct land use, transportation, and open space & character frameworks for the 12th Street and Shiloh Road Station Areas. This discussion allowed the Commission to review the draft Plan prior to the creation of the more detailed recommendations and related implementation actions.

Following the direction of the March meeting, the draft Plan document was refined and developed to include updated Vision Maps and greater guidance on land use, transportation, and open space & character recommendations for both station areas. An Implementation Actions section was developed to summarize the steps to implement the plan following adoption. The recommendations and implementation actions were developed to provide detailed guidance and actionable steps to achieve the goals for each station area.

## **STAFF REPORT – RELATIONSHIP TO THE COMPREHENSIVE PLAN**

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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 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 proposed areas plan will provide a specific focus for development and redevelopment efforts in surrounding the stations. Many of the recommendations are in alignment with existing

Comprehensive Plan policies, though there are areas where the Plan deviates from existing policies, as discussed further in this report.

### Other Comprehensive Plan Guidance

- **How To Read The Dashboards** – *Small Area Plans are considered an extension of the Comprehensive Plan and may be used to further refine the community’s vision for specific locations within the city. If there are conflicts with the dashboards, the existing Small Area Plan controls due to the extensive public outreach and additional detail within these plans.*

It should be noted that land use policy set in the Silver Line Station Areas Plan will supersede that in the Future Land Use Map for the reasons stated above.

### **STAFF REPORT – REMARKS**

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As a long-range planning policy document, the Plan will be used in three main ways:

1. Evaluate proposed zoning change and development requests, including updates to the Zoning Ordinance, and their alignment with the long-term goals for the station areas.
2. Consider services, programs, and studies that are needed to advance the vision for the station areas.
3. 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.

To fulfill these purposes, the Plan was structured around four core components – Plan Goals, Plan Vision & Development Types, Recommendations & Strategies, and Implementation Actions. The Vision and Development Types are specific to the two station areas, 12th Street and Shiloh Road, and are organized by location for ease of use.

Staff has identified three primary policy issues for which we ask direction from the Commission:

- a. The Plan provides more specific land-use guidance recommendations of the Future Land Use Map in the Comprehensive Plan.

The land use recommendations generated by the outreach include more specific land use recommendations for the areas than are provided in the Comprehensive Plan. As noted previously in the Comprehensive Plan section, the guidance will supersede the existing Future Land Use Map. Are the recommendations in the plan acceptable?

- b. The Plan includes recommendations for transitions from existing established neighborhoods and nonresidential development to areas that can accommodate transit-oriented development.

There are proposed transitions from established neighborhoods to support adequate transitions in use, height, and density. Are the recommendations in the Plan acceptable?

- c. The Plan proposes a density bonus that considers the potential for additional development in proximity to the 12th Street Silver Line transit station.

Around the core of the 12th Street Station area, a density bonus would allow more intense development to occur, particularly in areas well-suited for larger-scale redevelopment and with convenient access to the 12th Street Station sites. This density bonus is intended to incentivize projects that can provide significant community benefits, such as affordable housing units, public parking structures, or enhanced design features. Is this recommendation acceptable?

The Silver Line Station Areas Plan is the culmination of several years of research, analysis, and public to create a document that will serve the community in these areas and provide guidance for future development, transportation, and open space recommendations. After receiving feedback from the Commission, staff intends to make recommended changes and, if acceptable, bring the Plan back for formal consideration in a public hearing on a future agenda.

## **STAFF REPORT – RECOMMENDATION**

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Staff recommends that the Planning & Zoning Commission:

1. Provide direction regarding the following issues and any others identified:
  - a. The Plan provides more specific, and in places provides a modification to, land-use guidance recommendations of the Future Land Use Map in the Comprehensive Plan.
  - b. The Plan includes recommendations for transitions from existing established neighborhoods and nonresidential development to areas that can accommodate transit-oriented development.
  - c. The Plan proposes a density bonus that considers the potential for additional development in proximity to the 12th Street Silver Line transit station.
2. Call a public hearing to consider the adoption of the Silver Line Station Areas Plan.