

Comprehensive Plan Amendment 2018-001

An Ordinance of the City of Plano, Texas, amending the Future Land Use Map, Growth and Change Map, Park Master Plan Map, and Bicycle Transportation Map of the Comprehensive Plan, originally adopted by Ordinance No. 2015-10-9, related to the 2018 update of the Park Master Plan, and amending the Growth and Change Map of the Comprehensive Plan, originally adopted by Ordinance No. 2015-10-9, to reflect development that has already occurred within the City of Plano, Texas; and providing an effective date.

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

WHEREAS, the City Council desires to adopt an update to the Park Master Plan, which will establish policies and implementation actions needed to maintain high quality park, recreation, and trail systems and services for Plano citizens and businesses, while satisfying the Parks and Recreation Department's accreditation requirements and improving the City of Plano's competitiveness for external funding opportunities for parks, recreation, and trail system improvements; and

WHEREAS, the update to the Park Master Plan was developed over the course of a two-year period during which the Parks and Recreation Department received over 3,800 survey responses and conducted direct outreach to the general public, the Parks and Recreation Planning Board, sports associations, and a broad range of community groups and public agencies; and

WHEREAS, the Park Master Plan includes the Park Master Plan Map and the Bicycle Transportation Map, each of which are also adopted components of the Comprehensive Plan; and

WHEREAS, the Park Master Plan also influences the Comprehensive Plan's Future Land Use Map and Growth and Change Map, as each of these maps include designations that are applied to areas of the community that currently support, or are expected to support, park, recreation, and trail facilities. These maps also identify major private open spaces and other amenities that contribute to the social fabric of the City of Plano; and

WHEREAS, the Growth and Change Map of the Comprehensive Plan designates areas of New Growth which represent segments of undeveloped land that comprise a minimum of 50 acres, and provide sufficient land area to support large master-planned developments; and

WHEREAS, some New Growth designated areas within the Growth and Change Map have experienced development since the Comprehensive Plan was adopted; and

WHEREAS, the Comprehensive Plan map amendments were discussed by the Planning & Zoning Commission on July 24, 2018, and August 20, 2018, and have been available for public review in draft form on the Comprehensive Plan website since September 26, 2018; and

WHEREAS, the Planning & Zoning Commission held public hearings on September 17, 2018, and October 1, 2018, open to all persons wishing to comment on the proposed Comprehensive Plan map amendments, and subsequently recommended approval of said amendments; and

WHEREAS, the City Council held a public hearing, open to persons wishing to comment on the proposed Comprehensive Plan map amendments, and, following such hearing, asked staff to make changes to the Bicycle Transportation Map and voted in favor of the remaining amendments on October 8, 2018; and

WHEREAS, staff made the requested changes to the Bicycle Transportation Map; and

WHEREAS, the City Council, having been presented the proposed amendments to the Future Land Use Map, Growth and Change Map, Park Master Plan Map, and Bicycle Transportation Map of the Comprehensive Plan, upon full review and consideration thereof, and all matters attendant and related thereto, is of the opinion that the amendments should be approved and adopted by the City of Plano.

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

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

Section II. The Future Land Use Map, Growth and Change Map, Park Master Plan Map, and Bicycle Transportation Map of the Comprehensive Plan, along with their descriptions, are hereby amended as depicted in attached Exhibit A, B, C, and D, respectively.

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

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

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

Section VI. This ordinance shall become effective immediately from and after its passage.

DULY PASSED AND APPROVED THIS 22ND DAY OF OCTOBER 2018.

Harry LaRosiliere, MAYOR

ATTEST:

Lisa C. Henderson, CITY SECRETARY

APPROVED AS TO FORM:

Paige Mims, CITY ATTORNEY

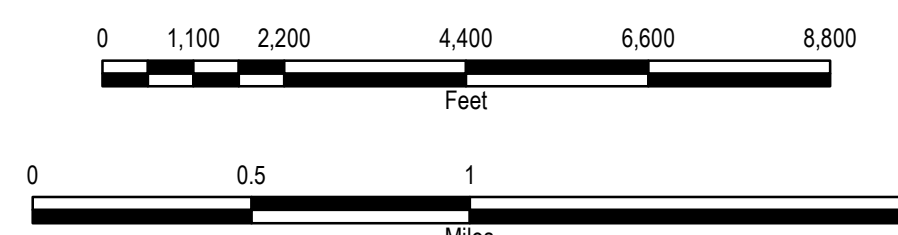
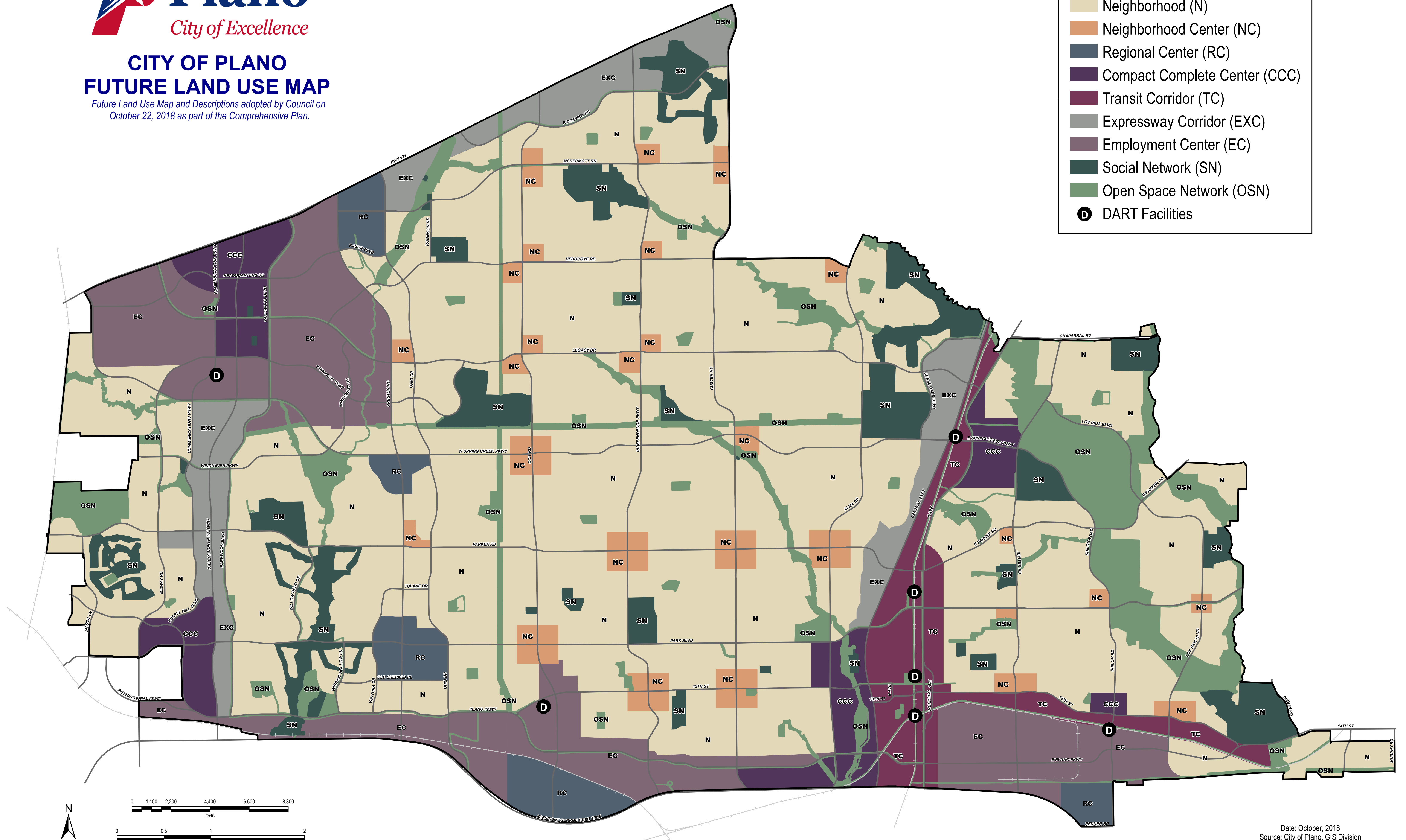


CITY OF PLANO FUTURE LAND USE MAP

Future Land Use Map and Descriptions adopted by Council on
October 22, 2018 as part of the Comprehensive Plan.

LEGEND

- Neighborhood (N)
- Neighborhood Center (NC)
- Regional Center (RC)
- Compact Complete Center (CCC)
- Transit Corridor (TC)
- Expressway Corridor (EXC)
- Employment Center (EC)
- Social Network (SN)
- Open Space Network (OSN)
- DART Facilities



Date: October, 2018
Source: City of Plano, GIS Division

The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.



Plano Tomorrow

FUTURE LAND USE DESCRIPTIONS

Purpose

The purpose of the Future Land Use Map is to determine appropriate locations for future uses and activities while establishing a set of design characteristics for distinct areas within the city. The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

Neighborhoods (N)



The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through clear, well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses. Single-family residential should remain the primary use within neighborhoods. It is the intention to preserve and enhance these uses and to regulate the design of new residential infill products to be within the context of the surrounding environment. Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and intersections. Adequate building setbacks must be considered when development is proposed near neighborhoods.



Neighborhood Centers (NC)

The Neighborhood Center future land use category applies to corner retail sites along major arterials. Redevelopment of existing retail centers is strongly encouraged and should reduce retail square footage, focus on quality design and pedestrian access, and increase the mix of uses. Neighborhood Center uses are typically located in low-rise buildings with retail, service, and office uses that serve the adjacent neighborhoods. The introduction of residential uses within Neighborhood Centers is recommended where it can be accomplished in a context-sensitive manner and integrated into the center. When residential is introduced, single-family uses are desired for compatibility with existing adjacent neighborhoods. Neighborhood centers will be based on the concepts of mixed-use, community design, and transit-oriented design, where possible. Adequate building setbacks must be considered when development is proposed near neighborhoods. Useable open space will be included within the centers to create active and interesting public spaces.



Regional Centers (RC)



The Regional Center future land use category applies to large commercial developments within high traffic corridors. Regional Center uses are typically located in low to mid-rise buildings and include retail, service, and office uses that serve a regional population. Regional centers are intended to have a mixture of large shopping centers, restaurants, theaters, offices, and other supporting uses. Residential development is supported in these centers and should be incorporated within mixed-use or transit-oriented developments. Adequate building setbacks must be considered when development is proposed near neighborhoods. Useable open space will be included within the centers to create active and interesting public spaces.





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FUTURE LAND USE DESCRIPTIONS

Compact Complete Centers (CCC)

The Compact Complete Centers future land use category applies to areas that may see new growth or experience significant redevelopment. Compact Complete Centers should include mid-rise buildings with office, retail, service, entertainment, and residential uses, which are based on the concepts of mixed-use, community design, and where possible, transit-oriented design. Uses should be integrated within the development and should create self-contained neighborhoods that are navigable by walking or using bicycles. Uses should also be serviced by parking structures to reduce surface parking and encourage efficient use of land. Useable open space will be included within the centers to create active and interesting public spaces.



Transit Corridor (TC)

The Transit Corridor future land use category applies to the Downtown Plano core and the adjoining rail corridor linking the Dallas Area Rapid Transit (DART) red/orange line and the future Cotton Belt line. It is the intention to continue the transformation of the Downtown Plano core into a distinct and authentic urban center and expand the vision for transit-oriented development within the entire corridor. Major uses within Transit Corridor include housing, retail, cultural facilities, hotels, and government offices. Infill and redevelopment projects should be compatible with the historical character of the area and transit-oriented residential, employment, retail, and civic uses should be located between one-quarter to one-half mile walking distance of a transit stop. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land. Street, bike trail, and sidewalk improvements will be emphasized to create a more accessible, walkable, and unified corridor. Useable open space will be included to create active and interesting public spaces. Commercial and residential uses within the corridor shall be designed to acknowledge visibility from rail, especially where elevated, as a gateway to the community.



Expressway Corridors (EXC)

The Expressway Corridor future land use category applies to development along major expressways serving regional and interstate commerce. Development in these corridors is expected to include a mix of retail, service, office, restaurant, medical, hotel, and technology based uses. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land. Due to noise and health impacts of expressways, residential development is generally not appropriate in these corridors. Adequate building setbacks must be considered when development is proposed near neighborhoods.





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FUTURE LAND USE DESCRIPTIONS



Employment Centers (EC)

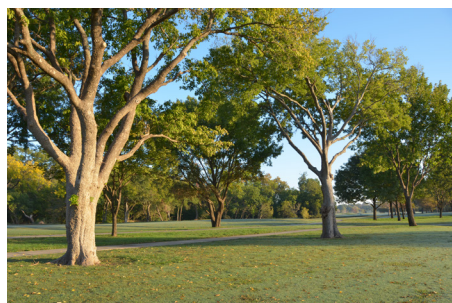


The Employment Center future land use category applies to business centers. The primary uses for employment centers are commercial uses which provide corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers. Adequate building setbacks must be considered when development is proposed near neighborhoods. Residential development is not appropriate within these centers in order to ensure the city's ability to attract and maintain employment generating uses.

Social Network (SN)



The Social Network future land use category includes a wide range of public and private uses such as colleges, universities, major public schools (high school/senior high schools) athletic complexes, recreational facilities, libraries, golf courses, country clubs, and large private open spaces. These areas are intended to retain their character to provide regional recreation and social opportunities.



Open Space Network (OSN)



The Open Space Network future land use category includes major public open space preserves, community parks, neighborhood parks, linear parks, and trails. These areas are intended to retain their character to provide regional recreation and leisure opportunities.

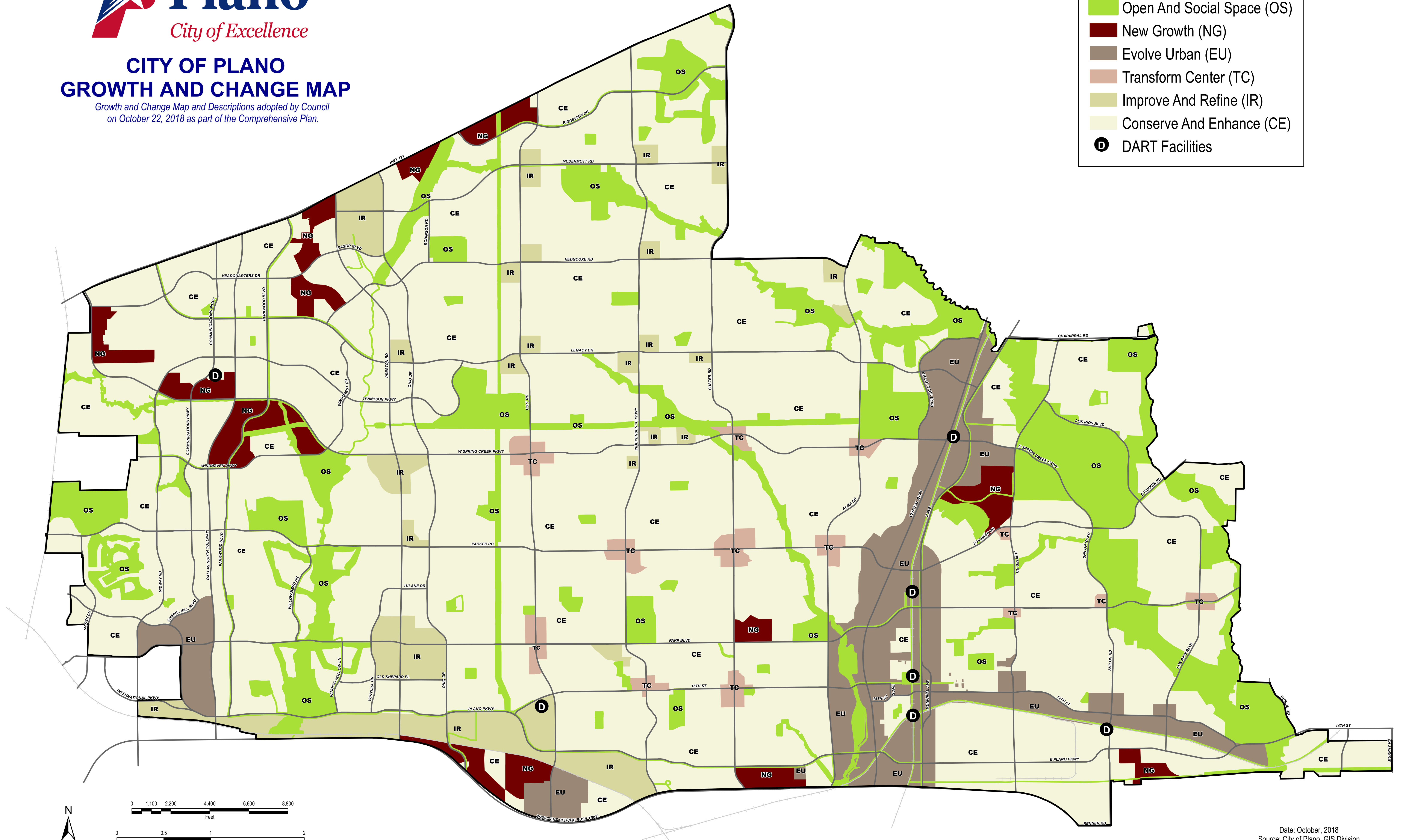


CITY OF PLANO GROWTH AND CHANGE MAP

Growth and Change Map and Descriptions adopted by Council
on October 22, 2018 as part of the Comprehensive Plan.

LEGEND

- Open And Social Space (OS)
- New Growth (NG)
- Evolve Urban (EU)
- Transform Center (TC)
- Improve And Refine (IR)
- Conserve And Enhance (CE)
- DART Facilities



0 1,100 2,200 4,400 6,600 8,800
Feet

0 0.5 1 2
Miles

Date: October, 2018
Source: City of Plano, GIS Division



Plano Tomorrow

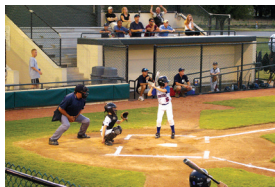
GROWTH AND CHANGE MAP DESCRIPTIONS

Purpose

The purpose of the Growth and Change Map is to describe the level of change that is expected to occur on sites around the city. The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

Open and Social Space (OS)

These areas are expected to remain open and social space uses, such as nature preserves, parks, country clubs, and institutional uses, but will improve to meet the changing leisure, recreation, and social desires of the community.



New Growth (NG)

These existing undeveloped areas (>50 acres) are expected to experience new development through master-planned projects.



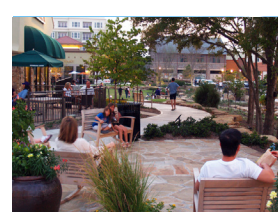
Evolve Urban (EU)

These existing areas are expected to experience extensive large-scale change through major redevelopment projects that evolve into distinct walkable districts.



Transform Center (TC)

These existing areas are expected to experience significant redevelopment and transformation of the existing form into small-scale pedestrian-friendly centers.



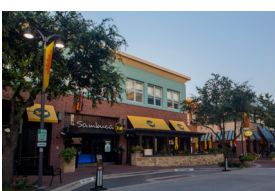
Improve and Refine (IR)

These areas are expected to experience moderate changes through infill, reuse, and redevelopment.



Conserve and Enhance (CE)

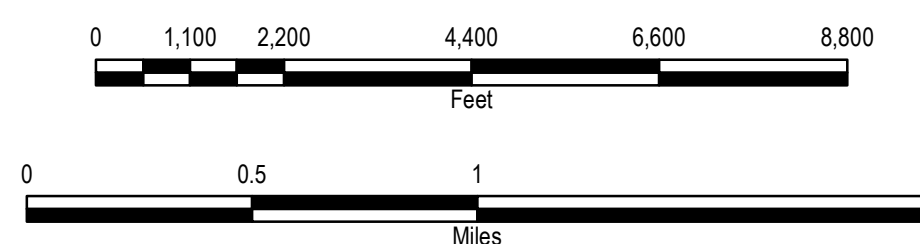
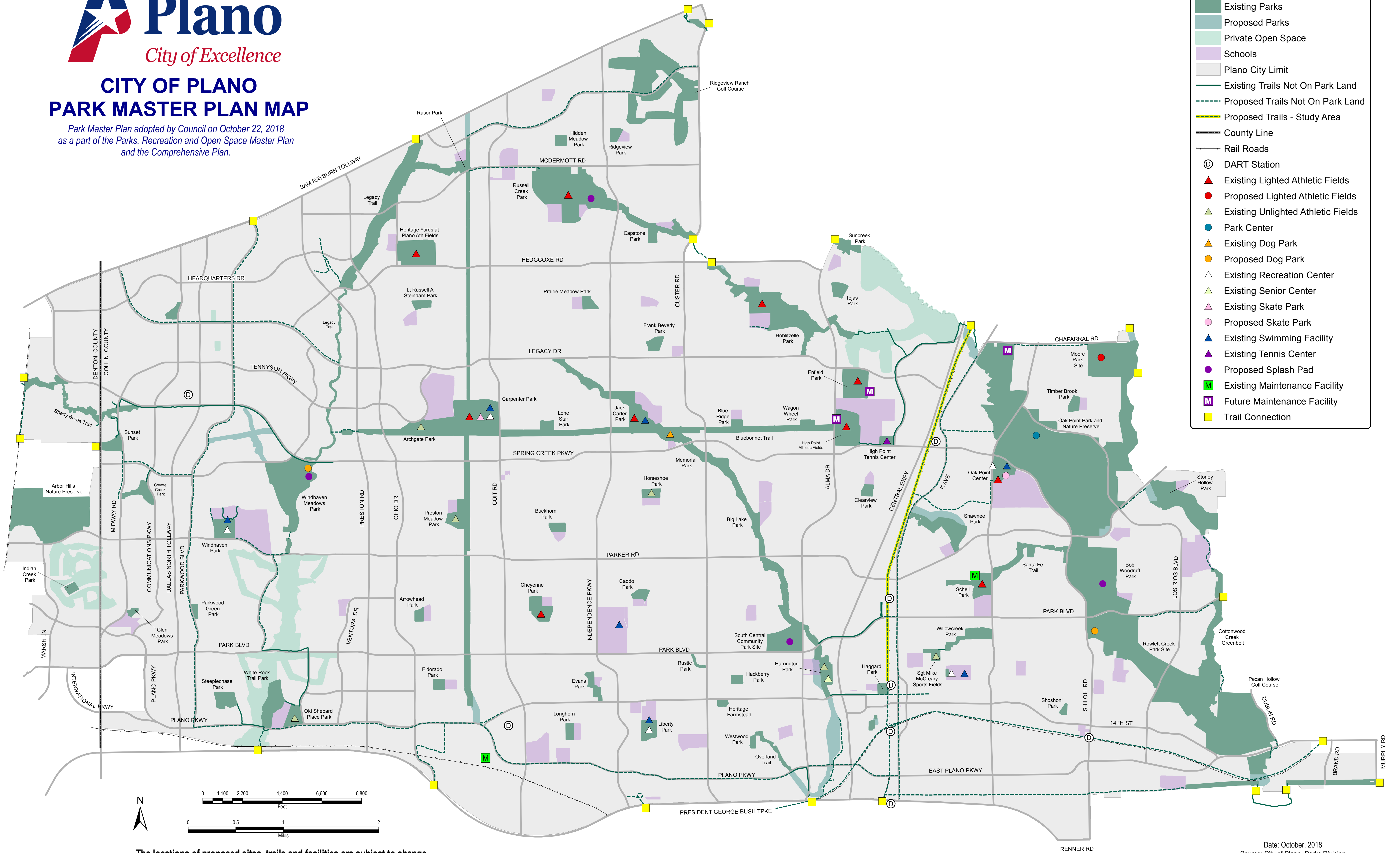
These areas are expected to retain the current form of development, but will experience some minor infill and ongoing rehabilitation consistent with the present form and character.





CITY OF PLANO PARK MASTER PLAN MAP

Park Master Plan adopted by Council on October 22, 2018
as a part of the Parks, Recreation and Open Space Master Plan
and the Comprehensive Plan.



The locations of proposed sites, trails and facilities are subject to change.

Legend

Existing Parks

Proposed Parks

Private Open Space

Schools

Plano City Limit

Existing Trails Not On Park Land

Proposed Trails Not On Park Land

Proposed Trails - Study Area

County Line

Rail Roads

DART Station

Existing Lighted Athletic Fields

Proposed Lighted Athletic Fields

Existing Unlighted Athletic Fields

Park Center

Existing Dog Park

Proposed Dog Park

Existing Recreation Center

Existing Senior Center

Existing Skate Park

Proposed Skate Park

Existing Swimming Facility

Existing Tennis Center

Proposed Splash Pad

Existing Maintenance Facility

Future Maintenance Facility

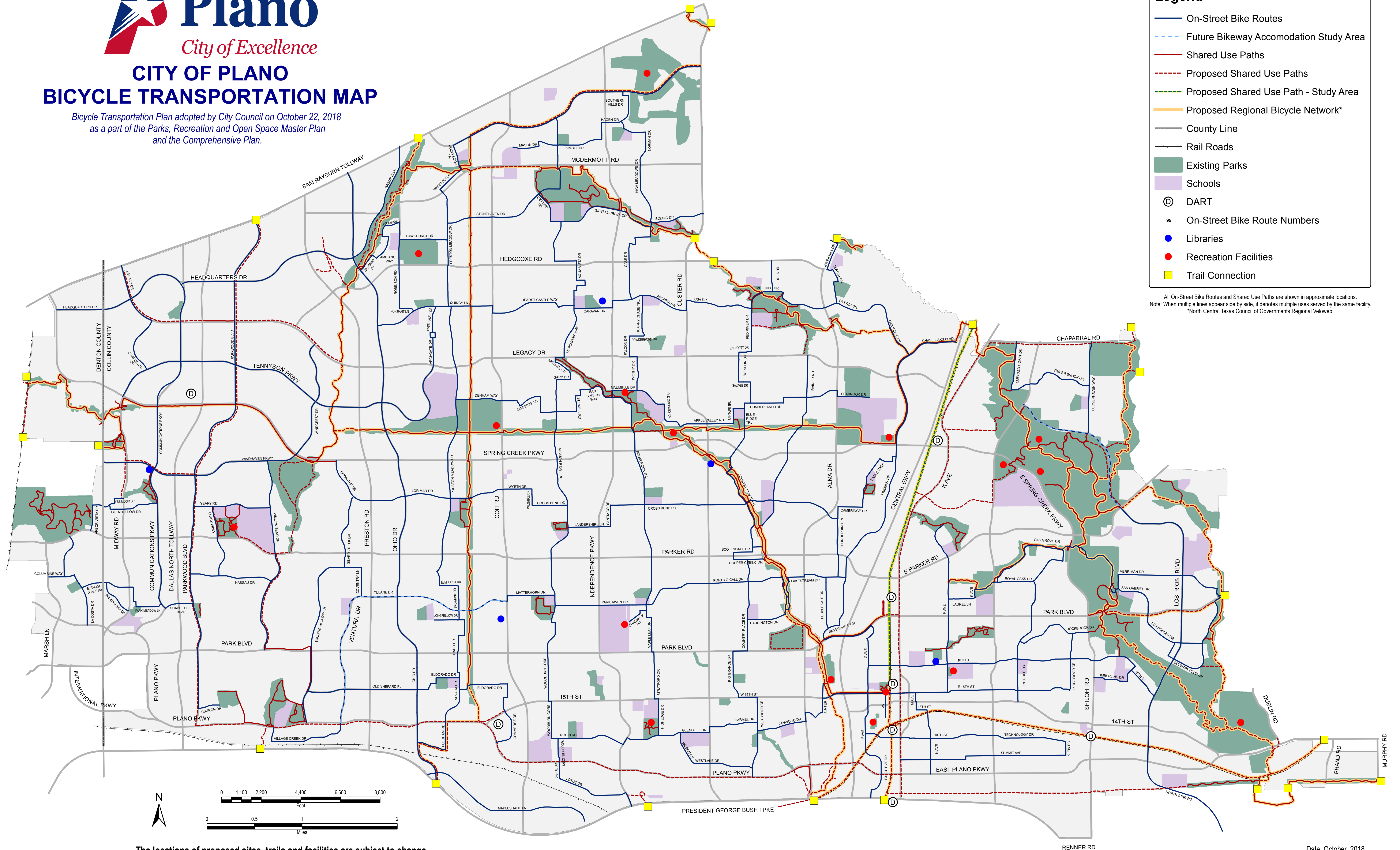
Trail Connection

Date: October, 2018
Source: City of Plano, Parks Division



CITY OF PLANO BICYCLE TRANSPORTATION MAP

*Bicycle Transportation Plan adopted by City Council on October 22, 2018
as a part of the Parks, Recreation and Open Space Master Plan
and the Comprehensive Plan.*



All On-Street Bike Routes and Shared Use Paths are shown in approximate locations.
Note: When multiple lines appear side by side, it denotes multiple uses served by the same facility.
*North Central Texas Council of Governments Regional Veloweb.

The locations of proposed sites, trails and facilities are subject to change.

Date: October, 2018
Source: City of Plano, Parks Division