

CITY of CELINA, TEXAS

THE 2013 COMPREHENSIVE PLAN



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EXECUTIVE SUMMARY





Executive Summary

The City of Celina and its Extra Territorial Jurisdiction (ETJ), collectively known as “the City” in this comprehensive plan update, is located north of Frisco and Prosper primarily within northwest Collin County. There are some tracts of the City and portions of the ETJ that are located in Denton County. The residents of Celina, like the rest of the small towns in Collin County, must prepare for the challenges of the continuing increase in population growth and the resulting development. With the amount of developable land and planned roadway improvements to support more traffic and land development, it is necessary to properly plan and prepare for the future.

The first step in this planning process is to review and update the existing comprehensive plan “*Celina by Choice: The 2030 Comprehensive Plan*” (Previous Plan) and prepare a new plan. The resulting document will clarify and provide better direction to the planning process and decisions that must be made by the City and City Staff in preparation for development. It will be called the 2013 Celina Comprehensive Plan (Plan).

The comprehensive plan for any city should address four basic steps:

- An assessment to evaluate current inventory of what the city has
- An expression of what the city wants
- A plan or goal for what the city wants to be
- An implementation method to carry out what the city decides.

The Plan should include preservation of the small town elements that make Celina unique and provide direction for absorbing population growth. The final document should be annually reviewed to reflect changing goals and conditions. It will be used as a guide by the City Staff and elected officials to direct and set policy for growth and development. This Plan is comprised of eight chapters:

- Chapter 1: Introduction to Celina
- Chapter 2: Community Vision
- Chapter 3: Economic Development
- Chapter 4: Land Use
- Chapter 5: Transportation
- Chapter 6: Community Facilities
- Chapter 7: Parks and Recreation
- Chapter 8: Implementation





The primary goal of this update is to address the major changes in the Transportation and Land Use chapters that have occurred since November 2009. The remaining chapters have also been supplemented with new and current information, with input and direction from the Celina boards and commissions, the Comprehensive Plan Update Steering Committee (CPU), residents and City Staff. The selected planning and engineering consultant, Brown and Gay Engineers, Inc. (BGE) facilitated all public meetings and public discussions. BGE also collected all committee and public input for analysis and preparation of the final document.





INTRODUCTION

CHAPTER 1





1 – Introduction

Once officially adopted by both the Planning and Zoning Commission and the City Council, the Plan becomes the vision and planning document for the future of Celina. Throughout the update process, issues were discussed, goals were identified and re-established, and the methods to be successful were identified. Many of the residents and citizens desires have remained unchanged and intact in the Plan.

Input and direction for the Plan was developed by Celina boards and commissions, the CPU, residents and City Staff. Throughout the process, questions related to planning for growth and development were continually presented for discussion and analysis. Questions such as:

- Where are we now?
- What are the past trends and what are the current trends?
- What are the historical trends with respect to population and development?
- Where are we going?
- What are the ramifications if Celina did not update the comprehensive plan?
- What are the new issues that should be addressed?
- Where do we want to be in the future and how do we get there?
- What investments need to be made for the future?

The following three background questions are included here to help understand the basics of what is a comprehensive plan:

What is a comprehensive plan?

It is a long-range, general, guiding document that helps shape the physical growth and development of a city by setting policies and directions for land use, transportation, housing, and infrastructure planning.

Who is impacted by the comprehensive plan?

The comprehensive plan affects all residents of the City. It should be used as a guide for individuals, businesses and public officials for any and all decisions regarding land use, transportation, housing, and infrastructure planning and any other items that might impact the quality of life in the City.

Per state requirements, a comprehensive plan is an advisory document only. It does not override the City's regulations and codes regarding land use and development. It does represent the vision and goals that the citizens of Celina have identified.





What does this plan consist of?

This plan consists of narrative chapters supported by maps, tables, photos, definitions and other related material:

Chapter 1: This chapter introduces the purpose and objectives of this document and presents the current conditions within the City.

Chapter 2: This chapter illustrates the vision and values that were previously identified as qualities and desired conditions of the Previous Plan.

Chapters 4 through 7: Each of these chapters contains the framework for the local planning policies as related to land use, transportation, community services, and parks and recreation.

Chapter 8: This chapter proposes guidance for the timeline and phasing of the implementation strategies.

1.1 The Planning Process



Celina City Hall

To ensure that the community was engaged from the beginning, input was requested from a number of Celina boards and commissions. The public was welcome at each of the meetings and public input was encouraged. While each meeting had a specific focus, all elements within the comprehensive plan were open for discussion.

The primary advisory committee was the Comprehensive Plan Update Steering Committee (CPU). This committee was comprised of elected and appointed officials, local landowners, and interested citizens. The CPU members were selected carefully so that all interests within the City were represented and had direct input. In addition to the CPU meetings, meetings were held with the Celina Economic Development Corporation (EDC), the Historical Preservation Commission (HPC), and the Main Street Advisory Board Committee (MSABC).



At each of these meetings the Previous Plan was reviewed and discussed. Since this is an update, most of the direction and intent is still in place and many of the goals, policies and strategies have not been changed. The whole process took about eight months and was led by a combination of City staff, appointed CPU members, City boards and commissions and elected officials.

BGE facilitated all public meetings and public discussions. BGE also collected all committee and public input for analysis and preparation of the final document.

The update process was approached as two parallel tasks. While the committees were meeting and reviewing the Previous Plan, the City Staff and BGE were reviewing the existing planning documents, analyzing the conditions that were same and those that needed updating, and preparing the final document.

The scheduled meetings and the summary of pertinent items discussed at each meeting are as follows:

Meeting 1: Tuesday October 23, 2012. CPU Meeting #1 – At this meeting the need for the Plan and the scope of the update was discussed. The current Vision Statement was discussed and after some discussion by the committee members, it was agreed that the current Vision Statement was still valid and no changes were necessary. The need for the update was discussed and the process to complete the Plan was addressed. Goals and policies; likes and dislikes; economic development; land use; transportation; community facilities; parks and recreation, and the project deliverable items were reviewed. It was clearly discussed and understood that this was an update and the Plan will not be entirely rewritten. Only the sections that are incomplete or need to reflect changes or omissions will be revised.

Meetings 2 and 3: Monday, November 5, 2012. This day was the first meeting with the EDC and the second meeting with the CPU.

Meeting 2 was the EDC meeting. Since the EDC is focused on land use issues and attracting development into the City, their primary focus is on the Land Use chapter of the Plan. The goals and strategies of the update were reviewed and the EDC decided that they review these items on their own and providing typewritten feedback directly to City Staff. Transportation does impact land use and there was also a focused discussion on the transportation components that would be addressed in the Plan.

Meeting 3 was the second CPU meeting. As with the EDC meeting, the primary focus was on the Land Use and Transportation chapters. The goals and strategies from the Previous Plan were reviewed for each of these elements and the CPU was in agreement that these were all still valid and should remain in the Plan. Additional input was sent in through the website from members who chose to add their feedback from review of the Previous Plan.





Meeting 4: Wednesday, November 28, 2012. This meeting was a dual meeting with both the HPC as well as the MSABC. Since the Historic Downtown portion of the City was omitted in the Previous Plan, it was imperative that this be addressed within the Plan. The previous Community Facilities chapters were given to each of the members. The meetings focused for a brief time on the Previous Plan and then committee discussions went into greater detail about the omissions as well as updating goals and strategies.

Meeting 5: Tuesday, December 4, 2012. This was the third and final CPU meeting. At this meeting we reviewed the revised land use definitions. The committee felt that the land uses as defined previously were too vague and needed to be refined further. The previous “Interim Growth Area” and the “Transit Oriented Development (TOD)” designations were removed completely. It was agreed that the future land use plan still show two potential TOD areas at this time that would not be defined in this update.

The Historic Downtown is a zoning classification and is located within the Urban Center/Mixed Use designation. It was agreed that the overlay districts and the Historical Downtown designations would be included on the Land Use Chapter update. Each of these will be discussed in greater detail in the Land Use Chapter.

Meeting 6: Tuesday, January 22, 2013. This was the Public Open House meeting held at City Hall to present the Previous Plan exhibits and draft 2103 Future Land Use Plan and 2103 Thoroughfare Plan for the Plan to the public and interested citizens from the region.

Meeting 7: Monday, March 18, 2013. This was the Joint Planning and Zoning Commission and City Council meeting to review the draft Plan.

Meeting 8: Tuesday, March 26, 2013. This was the Planning and Zoning Commission meeting to formally approve and recommend adoption of the Plan to the City Council.

Meeting 9: Monday, April 8, 2013. This was the City Council meeting to formally adopt the Plan.

While items of particular interest to the committee members were reviewed and presented at each of the meetings above, City Staff and BGE also completed a thorough review of the existing documents and baseline data for this update. Much of the remaining historical and existing information in the rest of this section of the Introduction has been taken directly from the 2001 Comprehensive Plan. These were omitted from the Previous Plan. The Plan reintroduces many of these components in the following sections exactly as presented in 2001. The Historical Overview and Proximity to Regional Partners sections were not edited from the 2001 Comprehensive Plan.





1.1.1 Historical Overview



1941 Photo of Celina Town Square

The City encompasses an area of approximately 79 square miles. The majority of Celina's improvements have occurred in the vicinity of Preston Road (State Highway 289) and Farm Road 455 (FM 455). The City is located fifteen miles northwest of downtown McKinney and twelve miles north of downtown Frisco. It was established in 1879 and named by John T. Mulkey for his native town, Celina, Tennessee. A post

office opened in 1881. By 1884 the town had a population of 150, including a school, a Methodist church, a cotton gin and gristmill, as well as several general stores. The population declined to a low of 50 in 1892. In 1902, when the St. Louis, San Francisco and Texas Railway reached the area, the town moved to its present location, one mile north of the original site.

Celina was incorporated in 1907 and by 1915 it had the first road in the county built exclusively for automobiles, Celina Pike. By that time it also supported two banks, a newspaper, and a municipal water works. In 1921 Lone Star Gas organized the Farmers Gas Company to provide service to small rural towns, including Celina. Three years later Texas Power and Light began service to the town. Like many rural towns, Celina shrank during the Great Depression, from a high of 1,126 in 1920 to a low of 994 in 1940. Following World War II, however, the town grew steadily. In 1950 there were 1,051 residents.



As the Dallas Metroplex grew so did the surrounding communities. Since 1970, development has steadily moved north along Preston Road and the Dallas North Tollway (DNT). In 1990 there were 1,737 residents. In 2000 there were 1,861 people and 135 businesses. In the 2010 Census the number was 6,048. This rapid expansion has now reached the surrounding cities – McKinney and Frisco – and is only expected to continue moving north.



Celina Town Square Looking North

This growth is evident with the most recent population statistics as well as the current roadway projects. The Dallas North Tollway (DNT) mainlanes currently terminate at US 380 and the northbound frontage roads continue to FM 428. Planning is underway for the continued northern expansion through Collin County to Grayson County. At the southern end of Celina, Preston Road is currently under construction and being widened to a six lane divided thoroughfare from US 380 to Business 289. All of these improvements indicate that Celina will continue to be a community of choice: where residents choose to live, work and play.

1.1.2 Proximity to Regional Partners

In order to understand the potential of Celina, as such the regional significance of the City must be understood. The City itself is relatively compact with the centre lying on either side of the Union Pacific Railroad, east of FM 428 and west of Preston Road. The north and south boundaries are primarily in the vicinity of Malone Street (north) and Ash Street (south). While this encompasses a majority of the business activity, there are large pockets of residential development within the City.

As with many of the surrounding urbanized areas, such as Frisco and McKinney, that no longer have rural, small-town appeal, many people are choosing to move further out to retain this lifestyle. Because of these rural characteristics and the proximity to other regional areas, Celina has the opportunity to maintain its rural lifestyle while having the larger metropolitan amenities in close proximity. The ability to offer employees a high quality of life while maintaining ready access to national and international markets will



serve as major factors in the retention, expansion and recruitment of commercial, retail, and industrial prospects. While this is an attribute, it can also lead to uncontrolled growth and development if steps are not taken now to preserve for the future.

1.1.3 Demographic Information

The City of Celina is rapidly growing and expanding. Between the 2000 and the 2010 Census the population increased by over 300% (1,861 to 6,028). While Celina has experienced a healthy annual growth rate during the last decade, it is still ranks ninth in Collin county population after Plano, McKinney, Frisco, Allen, Wylie, Murphy, Prosper, and Anna. Many of these cities have amenities that Celina would like to emulate so a demographic understanding is important. **Table 1.1** shows a historical growth comparison between Celina and many of the Collin County cities.

**Table 1.1
Population Growth 1990 to 2012
Population Based on 2010 US Census**

City	Population Estimate			Growth 1990 and 2010		Growth Rate	
	1990	2000	2010	Change	% Change	1990 to 2000	2000 to 2010
Celina	1,737	1,861	6,028	4,291	247%	7%	224%
Collin County	264,036	491,675	782,341	518,305	196%	86%	59%
Allen	18,309	43,554	84,246	65,937	360%	138%	93%
Anna	904	1,225	8,278	7,374	816%	36%	576%
Farmersville	2,640	3,118	3,301	661	25%	18%	6%
Frisco	6,141	33,714	116,989	110,848	1805%	449%	247%
Lucas	2,205	2,890	5,116	2,911	132%	31%	77%
McKinney	21,283	54,369	131,117	109,834	516%	155%	141%
Melissa	557	1,350	4,695	4,138	743%	142%	248%
Murphy	1,547	3,099	17,708	16,161	1045%	100%	471%
Plano	128,713	222,030	259,841	131,128	102%	73%	17%
Prosper	1,018	2,097	9,523	8,505	835%	106%	354%
Weston	362	635	563	201	56%	75%	-11%
Wylie	8,716	15,132	41,427	32,711	375%	74%	174%

Because of the record growth and development a number of the Collin County cities have experienced a decrease in developable properties. Given this, the development potential within each is becoming increasingly limited. To accommodate the ever



growing population it is important to promote the City's open space and potential "Greenfield" development that can accommodate development.

Given the rate at which development is moving to the north, it is anticipated that Celina's population is projected to increase approximately eight times its current level by the year 2030. While some of the factors such as Greenfield availability are mentioned above other factors include the planned construction of the Dallas North Tollway extension, the Collin County Outer Loop and the Preston Road expansion, beyond what is occurring now. These roadways will greatly impact transportation for the City and will facilitate increased growth and development. It is anticipated that as the population increases, more residents will be in the working age population, generally between 25 and 49, with or without families. This population generally is employed in the professional sector with higher income levels and overall higher median household incomes. These people are also generally looking for a community that has multiple community facilities, a good public school system and supporting amenities to live, work and play.

Age, Ethnicity, Gender and Educational Attainment

The societal makeup of Celina is unique and constantly evolving. To better understand this we must review it from a historical standpoint. From this historical analysis we can understand trends that will affect Celina's future growth. This will allow us to determine where to best use our resources for community facilities and public services. The tables below detail the historical changes in a variety of demographic measurements within the City. A comparison of the age composition for Celina and Collin County is shown in **Table 1.2**. The comparisons are based upon the 2010 United States Census data.





**Table 1.2
Celina vs. Collin County
Age Composition Based on 2010 US Census**

Age Group	Celina		Collin County	
	Count	Percentage	Count	Percentage
Young (0 – 5 Years)	510	8.5%	58,849	7.5%
Elementary/Middle School (5 to 14 Years)	1,219	20.2%	130,383	16.7%
High School (15 to 19 Years)	453	7.5%	63,314	6.8%
College/Young Families (20 to 24 Years)	263	4.4%	38,779	5.0%
Young Labor Force (25 to 44 Years)	1,732	28.7%	245,702	31.4%
Older Labor Force (45 to 64 Years)	1,315	21.8%	195,266	25.0%
Elderly (65 Years and older)	536	8.9%	60,048	7.7%
TOTAL	6,028	100%	782,341	100%

Nearly one-third (36.2%) of the total Celina population is school-aged and over half (50.5%) are in the younger (25 to 44 years) and older (45 to 64 years) labor work force category. When compared to Collin County as a whole, Celina has a slightly higher population of school aged children and elderly and a slightly smaller labor force population. For example, approximately 8.9% of Celina’s population is Elderly whereas the same population in Collin County only comprises 7.7% of the total population.

A comparison between the 2000 and 2010 Celina age composition shows how Celina continues to grow in each of the age categories. Shown in **Table 1.3**, all of the age groups showed a double digit increase between the 2000 and 2010 census years.



**Table 1.3
Celina vs. Collin County
Age Composition between 2000 and 2010 US Census**

Age Group	Celina			
	2000 Count	2010 Count	Change	Percent Change
Young (0 – 5 Years)	139	510	371	267%
Elementary/Middle School (5 to 14 Years)	333	1,219	886	266%
High School (15 to 19 Years)	156	453	-297	190%
College/Young Families (20 to 24 Years)	99	263	164	166%
Young Labor Force (25 to 44 Years)	559	1,732	1,173	210%
Older Labor Force (45 to 64 Years)	339	1,315	977	289%
Elderly (65 Years and older)	237	536	299	126%
TOTAL	1,861	6,028	4,167	224%

The reason for the influx of migration is due to the lifestyle value that Celina offers. As more and more of the surrounding communities become developed, the population of Celina is expected to increase. This will require an expansion of community support services such as schools, roads, utilities, and parks and recreation.

1.1.4 Physical Characteristics

The physical shape and form of the community not only influences where people live, but where and how development occurs. The physical characteristics will often influence land development and city expansion. It is important that the relationship between man and the environment be understood and considered when planning for the community as a whole. The natural features that are discussed below must be considered for decision making for the needs of the community.

Creeks\Floodplains

Existing creeks and floodplains that carry storm water runoff are often one of the most desirable features to protect, preserve and enhance. These areas can allow for expanded recreational opportunities through construction of recreational trails (bikes and/or pedestrians) or parks.

There are three major creeks and drainage areas within the City. Little Elm Creek is located at the far northwest corner of the City and Collin County and flows southwest towards Lake Lewisville. Doe Branch is the predominant watershed that goes through



the middle of Celina and it also flows southwest towards Lake Lewisville. Wilson Creek is located parallel to the eastern boundary of Celina and runs south and merges with Gentle Creek in Prosper and flows to McKinney and across US 75.

Generally, each of the waterways can be characterized as wooded and vegetated areas that provide native habitats for birds and other wildlife. This offers a unique opportunity for passive parkland systems. The various creeks and tributaries may offer opportunities for the development of linear park systems and other recreational opportunities for the City. This land typically has limited development potential, and should be preserved and managed within the overall park system. If properly managed, it creates a Greenfield landscape and major community asset for the City.

Vegetation and Soils

Celina is located entirely within the State's Blackland Belt physical region. The Blackland Belt Ecological Region is characterized as a gently rolling prairie with wooded areas located along its principal waterways. "Black Gumbo", as the soil is commonly known, supports a wide variety of grasses that are native to the area. During the 1900's this area was primarily used for cotton production and other agricultural uses. Much of this region and Celina was developed for agricultural purposes and it continues to be used in this manner today.

This area has been named for the black, heavy clay soils that are predominant in the area. This fertile soil makes the land ideal for a wide variety of agricultural crops as well. This clay has a substantial shrink-swell characteristic that could result in foundation problems if appropriate engineering design and construction methods are not followed. Shallow outcroppings of limestone can be found east of Preston Road, and at more depth elsewhere in the City.

Topography

Understanding the area's topography can play one of the most important roles in helping shape the future of a community. The change in elevation of the land should always be considered as applicable to some of the City's planning decisions. Both public infrastructure (water and wastewater lines, roadways, etc) and private development are affected by slope and topography. Preston Road and the Union Pacific Railroad are strategically located parallel to a ridge that runs approximately north-south through the eastern third of the City. This is a substantial topographic feature and one which along with the railroad line effectively divides the City from east to west. Elevations throughout the City range from about 600 feet to 810 feet above sea level.





1.1.5 Community Facilities

At its current size, Celina is adequately served by utilities and public facilities. However, the City anticipates rapid expansion of both residential and non-residential development in the future. This expansion will require careful and deliberate planning to efficiently and adequately provide all of these community facilities.

Water and Wastewater

Celina is satisfactorily served by its existing utility infrastructure for water and sanitary sewer. Some the systems are in need of repair due to age and the City needs to continue making infrastructure investments for the future. The adequacy and availability of these services will help determine which areas of the community will be developed first and which have the potential to remain underutilized. The adequacy of said services not only pertains to the development of utilities but also parks, schools, and residential subdivisions. Those areas already served by water and wastewater will develop sooner than those areas without service. If the City wants to encourage growth and development in easily accessible locations, provisions can be made for the development of the desired infrastructure.



Celina Fire Station

Celina owns and operates its own water and wastewater system that serve both residential and commercial uses within the City. The majority of the City's water is purchased from the Upper Trinity Regional Water District (UTRWD). There are several small wells that are available to provide water on an emergency basis, but they cannot provide the entire demand for the City without the UTRWD source. The City will continue to rely on the UTRWD.

The City's wastewater treatment plant is currently permitted to treat 500,000 gallons per day. In lieu of expanding the City's wastewater treatment facility, the City is in the process of gradually shifting much of this sewer flow to the UTRWD.

There are other major service items that are included in the Community Facilities category. This includes the Celina and Prosper Independent School Districts, Emergency Services and Parks and Recreation.

School Districts

The City of Celina is served by both the Celina (CISD) and Prosper Independent School Districts (PISD). While most of the City is covered by CISD, there is a small portion north of Frontier Parkway that lies within the Celina City Limits, but is served by PISD. The City does not participate in setting the school's curriculum and as such, does not oversee the quality of the local school districts. This is up to both of the respective



school boards, parents, teachers, and other interested parties. However, the quality of the schools and districts is a major factor when young families are looking to move into or within a community. The areas with good districts and schools typically have a higher average home value as well as re-sale values. Because of this, it is imperative that both CISD and PISD continue to partner and coordinate with the City and share their common goals for expansion or improvements plans.

Emergency Services

Emergency services are provided by the Celina Police Department and the Celina Fire Department. The current police facility is located on Pecan Street and has outgrown its usefulness. There is a desire for a new central police facility comprising of approximately a 20 acre site with a 100,000 square foot building. This includes a new station, training facility and radio tower. While the Police Department services only the residents of the City of Celina, the Fire Department is charged with servicing residents both within and outside of the City Limits. The current Fire Station is located on North Louisiana Street. Because of the geographic service area, there is a desire to construct a system of smaller, neighborhood stations. This will provide the Fire Department with faster response times.

Parks and Recreation

During 2011, the City completed the *Open Space, Parks & Recreation Master Plan 2030* (Parks Master Plan). There are currently three parks: Old Celina, Founders Station and Preston Streams. Amenities include soccer fields, tennis courts, ball fields and playgrounds. The City should continue to follow the Parks Master Plan as the main guide for all decisions related to planning for future parks and recreation needs.

1.2 Celina's Comprehensive Plan

The City of Celina has had a comprehensive plan since 2001 with the adoption of the 2001 Comprehensive Plan. This plan was subsequently replaced in 2009 with the *Celina by Choice: The 2030 Comprehensive Plan* (Previous Plan). Since the adoption of the Previous Plan, Celina has experienced an increase in population as well a re-evaluation of the City planning objectives. While the population increase has not been large in terms of absolute numbers, the City has seen a significant change in development activities. Because of this, the City is updating the Comprehensive Plan to more accurately reflect the goals and objectives of the citizens and to define further the strategies needed in order to reach the community's desires.

New transportation and land use strategies that include accommodations for bicycle and/or pedestrians, allowing for the construction of mixed use developments, and planning for the future that will include the Collin County College, the Dallas North Tollway extension, Collin County Outer Loop, and the potential of a regional medical facility will be highlighted.





The Plan will take into account all the previously identified goals and strategies, but will also include a thorough review of activities needed in order to accomplish each of these. An implementation plan will be outlined that will define the steps needed to accomplish each as well. This implementation plan will include definitive action items that can and should be reviewed and updated on an annual basis.

1.3 Purpose of the Comprehensive Plan

The Plan is intended to direct the physical development and growth of the community for the next five to ten years. The Plan lays out Celina's vision for community wide growth and development as well as strategies to complete long-term and short-term goals in order to achieve this vision. This Plan will guide the City to:

- Balance the community's values and needs with the City's capabilities.
- Coordinate private development with the public's interests and needs.
- Establish ordinances that will promote growth and development while maintaining the City's commitment to the residents.
- Minimize the impacts that new developments have on the existing system.
- Provide a central system that allows for rational decisions regarding public and private development.

The Plan establishes the basis for planning designed to produce the best possible decisions about the community's future. The framework for other planning activities and development are created from the goals and strategies presented herein.

The Plan will primarily provide the City with a common direction or guide that will allow decision makers to effectively manage and maximize the City's changing environment. A secondary, but equally important part of the Plan will lay the ground work for plan implementation. The Plan is one tool for managing Celina's economic, social and physical development. However, the Plan is only of value if it is properly implemented. For the Plan to move forward each of the action items must be addressed annually, at a minimum.

Each of the goals and strategies laid out in the Previous Plan has been reviewed thoroughly. Many of the goals and strategies have been started or accomplished and are still valid.

1.4 The Planning Process

The Plan was prepared and written after soliciting input from the CPU, the EDC, meetings with City staff and other elected officials. All meetings were open to the public and public comments were welcomed throughout the duration of the process. The committee members were selected carefully so that a variety of interests within the City were represented and had the opportunity for input. In addition to soliciting committee input, a complete review of the Previous Plan was completed by both the planning and





engineering consultant, Brown & Gay Engineers (BGE) and the committee members. Since this is an update, much of the Previous Plan is still in place and has not been changed. The update process was relatively short in duration (8 months) and was led by a combination of City staff, elected officials and interested City residents. BGE was involved in all meetings and presentations to organize, prepare, and facilitate the planning process for the City. Input received at these meetings and through the website from interested parties was collected, analyzed, and if applicable and appropriate was included in the Plan.





COMMUNITY VISION

CHAPTER 2





2 - Community Vision

2.1 The Vision Statement

Celina is a premier community of unique heritage, exceptional livability and natural beauty, committed to offering its citizens an array of settings in which to live, work, play and raise a family, while managing quality and environmentally responsible growth. Its strategic location will allow the promotion of a diverse economy retaining much of its hometown atmosphere.

2.2 Overview

A vision is a concise description of what a community wants to become at some point in the future. This description is synthesized from expressions conveyed by the residents through a “visioning” process. A process that taps into and summarizes the community’s shared values and aspirations for the long-term functional, aesthetic, social, and fiscal character of the community. The 2030 Vision Statement depicts what the City of Celina will strive to become over the next two decades.

While the Vision Statement is the Comprehensive Plan’s “destination,” it is also the starting point for the creation and implementation of the Plan – it sets the stage for defining “how we get there.”

The Vision Statement is only one ingredient in the Comprehensive Plan. Yet, as the community’s collective destination for the year 2030, it could be the most important statement the City has ever crafted. The Vision Statement promotes the community’s collective values and aspirations. As such, the 2030 Vision Statement should be considered by elected and appointed officials every time important decisions must be made on issues that impact the future of the community.

The vision is based on input received from residents, business people, community activists, developers, public officials, and other stakeholders who participated in a series of interactive exercises during the first phase of the planning process. The Vision Statement reflects these stakeholders’ expectations for the future, and provides a recurring theme that permeates this comprehensive plan: that Celina, as it has been throughout its history, is and will continue to be **By Choice** – that, through deliberate, focused, purposeful decisions about how we grow, Celina will design a sustainable





future that retains and enhances the intrinsically positive qualities of our community allowing our residents to live, work and play in Celina.

The following section documents the results of public input received for the creation of the Vision Statement. This input is particularly important in that it reveals those characteristics of Celina that residents cherish most and which have become the “raw material” for the articulation of the Vision Statement and helping to prioritize and narrow the focus of the Comprehensive Plan.

2.3 Summary of Citizens Input

The following public outreach activities were conducted to solicit input into the identification of key issues, aspirations, and concerns as the basis for development of the Vision Statement:

- Stakeholder interviews
- Steering Committee visioning exercise
- City Department heads visioning exercises

Interactive community forums with approximately 25 community stakeholders, representing civic, business, development, environmental, governmental, and other organizations and interests, were interviewed March 10/12, 2008 for their perspectives on the major issues facing the City. The views expressed during the stakeholder’s interviews were similar to those identified through the preliminary visioning exercises conducted simultaneously with the Comprehensive Plan Steering Committee and Department heads (see Appendix A (Previous Plan)). Some core aspirations that were frequently articulated by these stakeholders included: long-term retention of community identity and character; strengthening of the local economy through diversification; revitalization of the downtown as the heart of the community; and development of a first-class public services and infrastructure system. Key concerns expressed by the stakeholders included factors such as community attitudes (e.g., apathy, divisiveness, fear of/resistance to change, setting the bar too low, lack of long-term vision), and the lack of funding to implement the comprehensive plan initiatives. Subsequently, two community forums were held on June 10, 2008. At each of the two sessions, input was solicited from discussion groups of eight to ten people. Each group was asked to address the following questions in sequence:

Strengths and Weaknesses

- What present conditions or characteristics of Celina do you consider strengths? (i.e., qualities or assets that you feel are worth retaining)
- What present conditions or characteristics of the community would you describe as weaknesses? (i.e., problems requiring resolution)





Opportunities and Threats

- What conditions or trends do you think could change Celina in the future? Which of those do you see as opportunities to be seized to make the community better?
- Which of those conditions or trends do you see as challenges or threats that the community needs to anticipate, prepare for, or avoid?

Approximately 35 persons attended the community forums, participating in four (4) separate small-group discussions. For each of the above questions, the discussion groups first put forward a list of issues/ideas (recorded on flip charts) and then considered the list to combine similar ideas. The next step was to vote on those issues/ideas that the members of each group felt to be most important to them, thus establishing a sense of group priorities.

There was some disparity in the recording method of the different discussion groups, as well as between their results. Nevertheless, evaluation of the consolidated results of all the groups reveals a broad consensus on the top priority issues for each of the discussion topics (Strengths, Weaknesses, Opportunities, and Threats). The issues/ideas recorded and combined by each of the discussion groups are transcribed in Appendix B (Previous Plan).

Key Differences

There were a number of subtle variations and some outright discrepancies in the discussion groups results. For example, while many praised City leadership for their vision and for the accessibility that often comes from a small government organization, others pointed to “small town politics” and a lack of open communication as community weaknesses.

Similarly, while most celebrated the City’s location in relation to Dallas and nearby thriving communities within the metro area, they also perceived this proximity as a potential threat due to competition for healthy, balanced growth and economic development. While many participants embraced the prospect of continued growth, its associated impacts, including traffic congestion and strain on the City’s infrastructure and services, those associated impacts were also seen as significant dangers.





ECONOMIC DEVELOPMENT

CHAPTER 3

2 Girls
Forever



CELINA





3 – Economic Development

The Economic Development section of the comprehensive plan provides a background on the City's economic status. One of the EDC's goals is to expand the economic activities within Celina by encouraging responsible and sustainable growth. This will subsequently diversify the tax base while creating job opportunities for multiple employment opportunities.

3.1 Existing Conditions

Celina, like most communities in Collin County and North Texas, has rapidly changed in the last decade. In order for Celina to reach its desired growth and development potential, the City must be conscious of how the land develops, is preserved and/or how the City expands.

There is a national trend away from living and working in separate communities and instead, living in close proximity to work. This is creating significant potential for new Greenfield development as well as infill and redevelopment. The surrounding cities are expanding beyond their boundaries and rapidly approaching Celina. Celina currently has a limited Extra Territorial Jurisdiction (ETJ) boundary with boundary agreements with all of its surrounding municipalities, except Pilot Point, so the final City size is almost completely fixed.



View of Downtown Street

Celina has the opportunity to direct how they want to grow and develop with the current roadway improvements that are proposed for the Dallas North Tollway (DNT), Collin County Outer Loop and Preston Road expansion. Each of these roadways along with other potential development projects will serve as the catalyst for the community's imminent growth and development.

Since the Previous Plan was adopted, the 2010 US Census data has been released. Using this new data a number of trends can be seen. The data presented below summarizes some of the 2010 census information.

Historically, the residents of Celina have been dependent on the surrounding communities. Residents have traditionally worked south in Collin, Denton and Dallas counties. However, given the growth in development opportunities, it is



anticipated that more opportunities will be available in and around Celina. The catalyst for this growth will be the policies that are adopted and how the EDC “markets” Celina.

The City is actively engaged in ongoing economic development initiatives. These initiatives are under the direction of the EDC which is supported by a half-cent sales tax. The EDC is governed by an appointed board that oversees all economic activities and makes recommendations with regard to policy to the City Council. While the EDC does not have a strategic plan, it is the goal to create one soon and incorporate the goals and policies developed through the creation of the Plan

The EDC maintains a website (www.celinaedc.com) that provides business recruitment information such as property availability, local taxes, demographics, traffic counts, etc. The EDC also administers incentive programs funded by the half cent sales tax, for business relocation or expansion relating to infrastructure and site development, as well as providing relocation subsidies, job training assistance, loans, grants, etc. All of these programs are based on criteria related to the creation of jobs, likely tax benefits to the City and other factors. The City and the EDC also consider tax abatement incentives on a case-by-case basis.

Celina has a unique opportunity to define its future as expressed in this plan. With the growth that is anticipated, the City will be faced with exceptional opportunities and significant challenges. It is for these reasons Celina is at an important juncture in determining what components will make up its local economy.

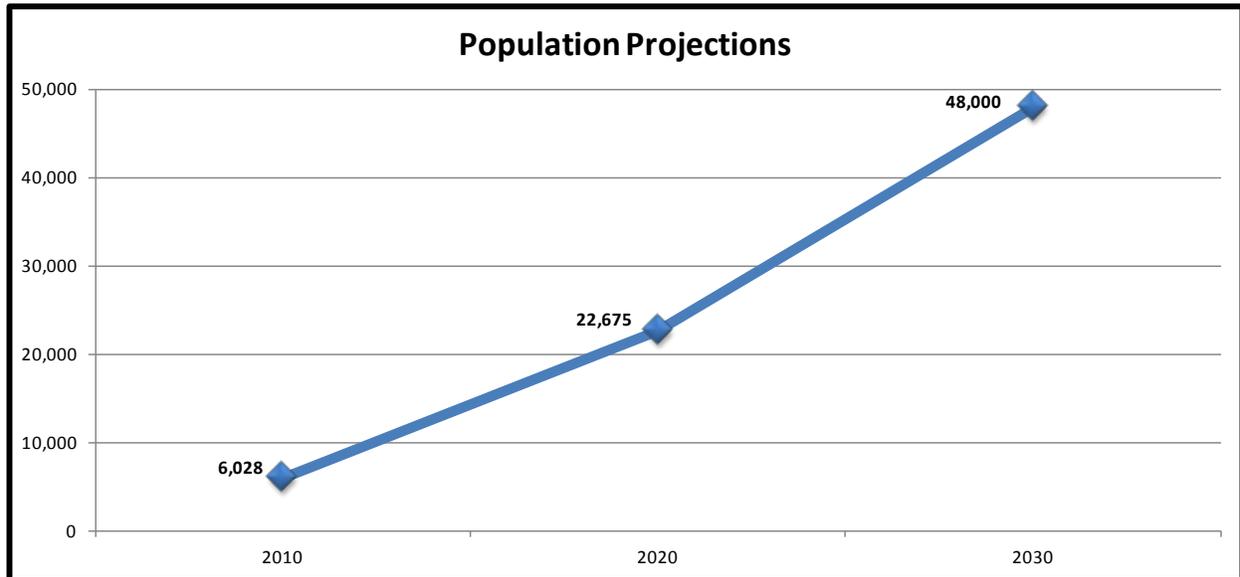
3.2 Population and Housing Trends

The geographic location of Celina is within the rapidly growing area of North Texas. Because of the proximity to Dallas and other North Texas communities it is anticipated that Celina will continue to be attractive for new development for single family residential units along with the associated commercial and retail development.





Figure 3-1 illustrates the estimated growth in population on an annual basis until 2030. Using the 2010 census average household size of 3.23 persons per household, the expected population growth will create a demand for approximately 13,000 additional housing units by 2030. There will also be an associated increase in demand for the commercial, retail and community service sectors with this population growth.



3-1 Population Projections

3.3 Employment and Development

Since Celina has traditionally been a residential and agricultural community, it has never had a large scale employment or commercial base. There are several industries that could bring employment growth to the area and many are currently being reviewed by the EDC. Some of the more prevalent thoughts being discussed include an expanded commercial and retail base as well as office and medical space. While no specific plans are being made, the City has designated a number of areas where this type of development would occur. These are shown on the 2013 Future Land Use Plan.

Commercial/Retail

Celina has typically been able to accommodate the local residents daily needs, but for larger purchases or items more specific in nature, many residents have to travel outside of Celina. With the expansion of Preston Road and the anticipated Celina Parkway and Collin County Outer Loop and the proposed Dallas North Tollway, the development opportunities in Celina will continue to grow. As these roadways develop, the adjacent properties will have more appeal for large-scale community developments and regional retailers.



In addition, as residential development continues in the established neighborhoods and newer subdivisions, there will be a demand for neighborhood level retail opportunities.

Medical/Office

Given the current population, there is currently not a large demand for large scale medical or office developments. Many of the existing office buildings hold historical significance or were built some time ago. Since there are no large scale employers, many of the residents travel outside of Celina for work. This is coupled with the fact that many of the residents are also traveling outside of the City for their medical needs. When completing the 2013 Future Land Use Plan, the Regional Activity Center has been specifically highlighted as a location to attract both office and medical faculties. It is shown on the 2013 Future Land Use Plan. It is hoped that these facilities would be regional in scale and serve both the Celina community as well as residents from surrounding communities.

3.4 Goals, Policies and Strategies

ED Goal: The City of Celina will pursue economic development resulting in a diverse local economy, increasing Celina's self-sufficiency providing abundant business and employment opportunities for the City's residents and maintain an adequate tax base to provide quality public services

ED Policy 1: Develop and Support education and job training in Celina.

ED Strategy 1.1: Support the development of higher educational institutions, such as Collin College, in the City of Celina.

ED Strategy 1.2: Work with the Economic Development Corporation EDC, Collin College, the Independent School Districts and other educational institutions to establish high school education, adult education and job training programs that are specifically aligned with the City's business recruitment and retention objectives.

ED Policy 2: Attract desirable businesses and retain existing viable businesses in the community.

ED Strategy 2.1: Develop a strategy to identify specific types and sizes of companies for Celina. Consider the need for a diverse mix of healthcare, clean manufacturing, and green industries.

ED Strategy 2.2: Consider the need for a diverse mix of hospitality, healthcare, clean manufacturing, retail and tourism.





ED Strategy 2.3: Consider incentive packages for development.

ED Strategy 2.4: In cooperation with the EDC, create and maintain a database of available land and buildings, information about zoning, liens, deed restrictions, etc.

ED Strategy 2.5: Coordinate economic development efforts with the Texas Economic Development Council and neighboring chambers of commerce.

ED Strategy 2.6: Hold forums with developers, builders, architects, and contractors to gain feedback on issues that impact them.

ED Strategy 2.7: Inform and engage businesses and residents in discussions about the City's economic/financial challenges and opportunities.

ED Policy 3: Support the downtown core and ensure it is an economic focus of the community.

ED Strategy 3.1: Support existing and target new businesses to create a vibrant downtown district.

ED Strategy 3.2: Implement the Tax Increment Reinvestment Zone (TIRZ) plan for the downtown square and expand the area as appropriate.

ED Strategy 3.3: Partner with the Celina Main Street Program and Celina Chamber of Commerce to market the downtown and attract visitors that will patronize downtown businesses. Examples include community festivals or other events, signage, etc.

ED Strategy 3.4: Encourage compatible and appropriate infill development in the downtown, with the sole purpose to preserve historically significant structures. Promote reinvestment in existing structures





ED Policy 4: Maintain and improve the quality of life for current and future Citizens.

ED Strategy 4.1: Sustain and enhance the services available to residents in Celina, including shopping, entertainment, hospitals, medical services and educational, cultural and civic institutions.

ED Strategy 4.2: Assure development standards that create pleasing environments - parks, natural/greenbelt areas, hike/bike trails, etc.

ED Strategy 4.3: Support the establishment of cultural, sports and entertainment venues in Celina.





LAND USE

CHAPTER 4





4 – Land Use

4.1 Overview

The City has the authority to direct and administer growth and development through the application and use of land use regulations. The City does this by grouping complimentary land uses together in specific areas. The most important document from this process is the 2013 Future Land Use Plan, which establishes the overall planning direction for growth and development within the City Limits and the ETJ.

Land uses are affected by market conditions and by the decisions of land owners, private developers and public agencies. The decisions regarding land use impact many short and long-term decisions for the community such as:

- types and location of housing
- types and location of commercial, industrial and manufacturing facilities
- location of community facilities
- location of parks and open space
- location of schools
- location of major thoroughfares
- location of public utilities.

The land use section of the comprehensive plan serves as the most important guide for current and future decisions regarding development, but also serves as a guide for zoning and subdivision regulations. While zoning is not specifically addressed in the Plan, the 2013 Future Land Use Plan will help guide all future zoning decisions. Water and wastewater master plans, thoroughfare plans, parks and recreation plans, etc. need to be consistent among each other. The land use assumptions developed in the Plan also directly affect and provide input to the Capital Improvement Program (CIP).

This chapter further guides the City Council, Planning and Zoning Commission, EDC and City staff in all land uses decisions. The pattern of land uses proposed by this chapter is consistent with the goals and objectives of the Plan and is intended to lead to the type of community desired by the residents. In developing this chapter, it was critical that the goals and objectives be balanced as well as be consistent with the other chapters. Conflicting ideals had to be evaluated and prioritized to create a cohesive plan.

The intent of the land use chapter is to provide detailed information about each land use category and display these categories onto a map of the City. Like the entire Plan, the land use chapter encompasses not only the land within the City Limits, but also the City of Celina Extra Territorial Jurisdiction (ETJ). While the planning area includes the ETJ,





by State Law, the City has no zoning authority in the ETJ and land use controls are limited to subdivision ordinances including subdivision plat and plan approval. Where applicable, utility service, transportation and public infrastructure needs must be planned for the future ETJ areas outside of the City Limits. The City needs to regularly review its City Limits and the development patterns and maintain an aggressive annexation policy that is followed.

4.2 Existing Land Use

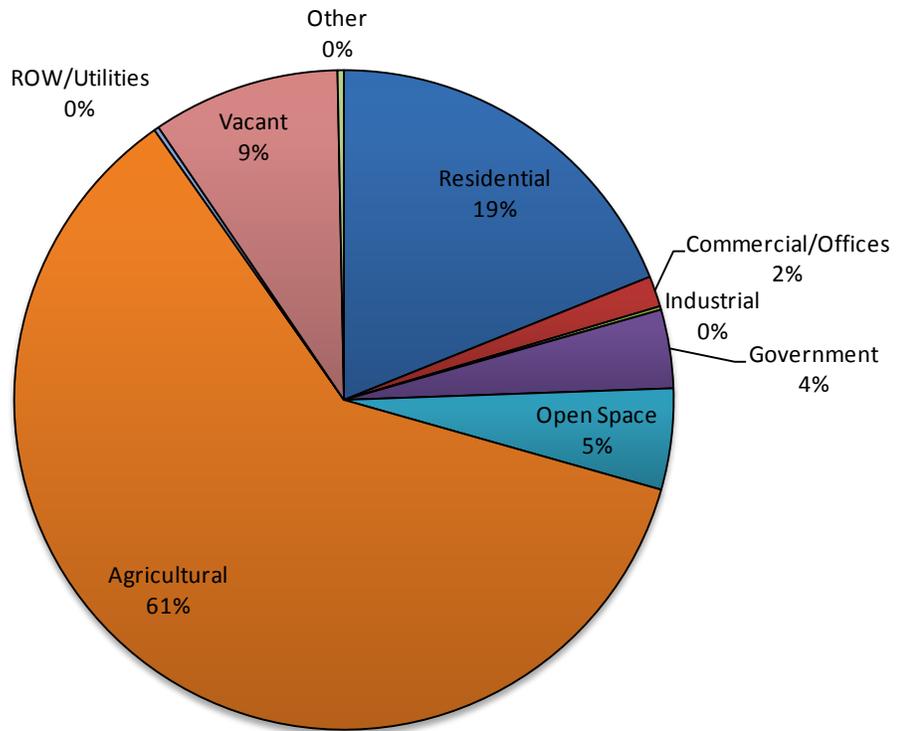
The City of Celina is one of 11 small communities within Collin County with populations less than 10,000 residents. While considered a small community, the City has experienced growth since the previous census (2000 to 2010). Between the 2000 Census and the 2010 Census, Celina had a 224% population increase, or an average annual rate of 12%. The City Limits including the ETJ is approximately 78.5 square miles. The following table and graph illustrate the existing land use by percentage.





4.1 Current Land Use

Land Uses	Acres
Residential	18.9%
Commercial/Offices	1.5%
Industrial	0.2%
Government	3.9%
Open Space	5.0%
Agricultural	60.9%
ROW/Utilities	0.2%
Vacant	9.1%
Other	0.3%
Total	100%





4.3 Future Land Use

Since the Previous Plan, the City has dedicated many hours toward the creation of well defined land use designations. It was discussed and agreed at the three CPU meetings that the Previous Plan identified future land use categories that were loosely defined and ambiguous. Land use categories have been refined further and narrowed to address and clarify the CPU concerns.

4.3.1 Land Use Overview

In general, the 2013 Future Land Use Plan is a graphical representation of the general land use type mix desired by the residents and City Staff within the entire planning boundary (City Limits and ETJ). It is important to emphasize, the colors do not correspond to a particular zoning category and within each category there can be multiple land uses within the corresponding zoning districts. While the Zoning Ordinance and Subdivision Ordinance are the primary instruments for regulating location, density, and character of new development, the 2013 Future Land Use Plan can help identify where specific development types are desirable and encouraged. This map is used in coordination with the zoning map when reviewing compatibility for various land development requests.

4.3.2 Guiding Principles for Future Land Use Pattern and Development Character

The initial step in preparation of the 2013 Future Land Use Plan was to revisit the guiding principles from the Previous Plan. After discussion with the CPU, it was determined that these principles were still valid and would not be changed. The guiding principles are:

- Improve the existing balance of land uses
- Strengthen and enhance the historic city core
- Provide greater flexibility for new development types
- Expand the range of housing choices
- Promote connectivity and alternative movement systems
- Protect stream corridors and other physical assets as amenities.

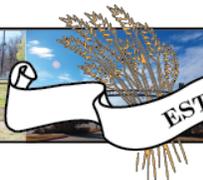
4.3.3 2013 Future Land Use Plan

The 2013 Future Land Use Plan, shown in the Appendix, is not a zoning map and it does not directly affect the regulation of land within Celina or the ETJ. The 2013 Future Land Use Plan provides an illustration of the preferred land use pattern. The text in this section supports the 2013 Future Land Use Plan and corresponds with those shown designations.

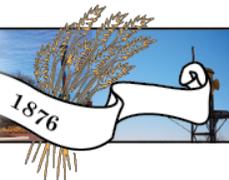


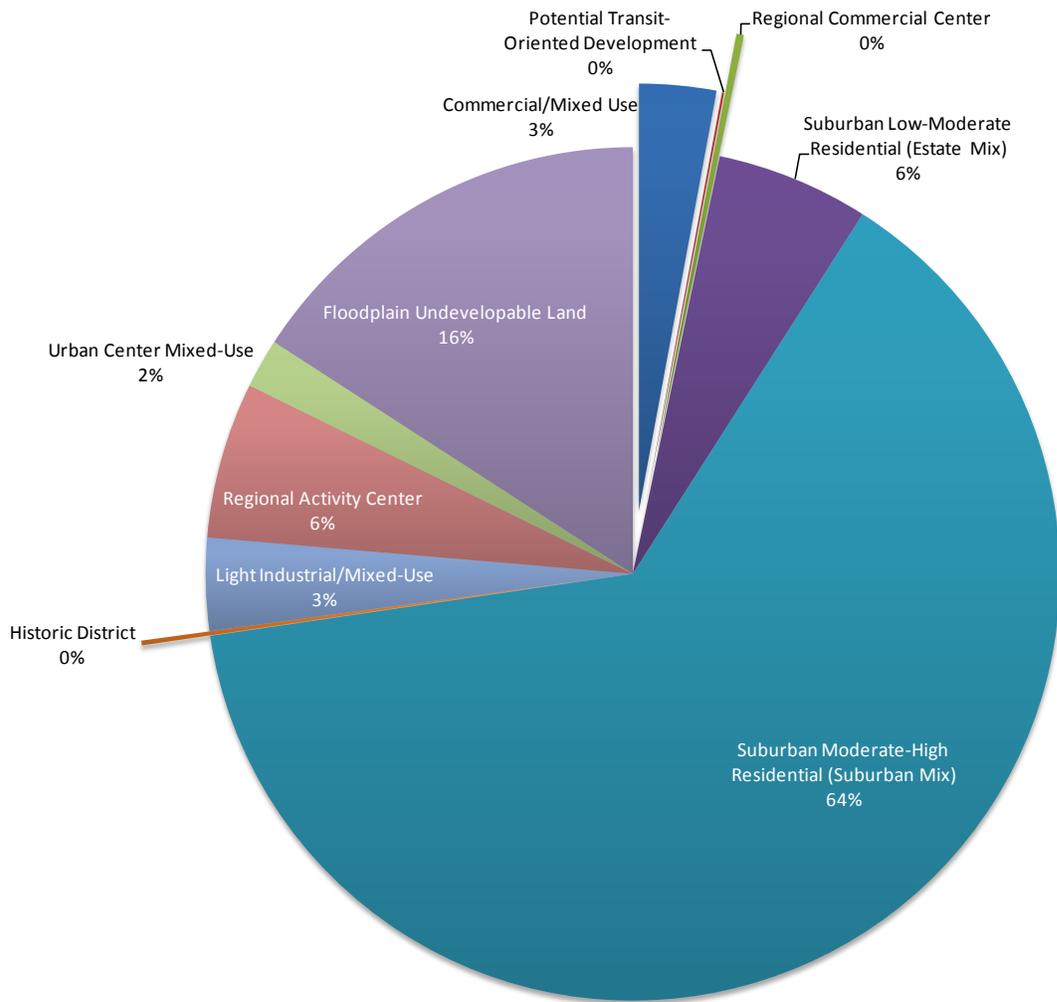
4.2 Future Land Use

Land Use Type	Area (Acres)
Commercial/Mixed Use	1480
Potential Transit-Oriented Development	40
Regional Commercial Center	150
Suburban Low-Moderate Residential (Estate Mix)	2890
Suburban Moderate-High Residential (Suburban Mix)	31980
Historic Downtown	90
Light Industrial/Mixed-Use	1790
Regional Activity Center	2970
Urban Center Mixed-Use	970
Floodplain	7850
Totals	
Total Land	50210



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4-1 Future Land Use

Suburban Low-Moderate Residential (Estate Mix)

Land uses typically allowed within the Estate Mix Residential designation include large lot subdivisions with a rural character. Supporting office and retail uses may be allowed at major thoroughfare intersections.

Suburban Moderate-High Residential (Suburban Mix)

This land use designation encompasses the majority of land area outside the commercial core and would accommodate a range of housing types including single-family detached, attached dwellings such as duplexes, and townhomes. Supporting office, retail, commercial and entertainment are acceptable uses. These non-residential uses are intended to support a much larger area than the immediate neighborhood and will be located at and in between intersections.



Urban Center/Mixed Use

This designation reflects the desire to preserve the historical character of the City which includes the Historic Downtown and the surrounding Old Town Residential areas. The current limits extend east to Preston Road and south to Doe Branch Creek. The goal is to encourage a similar character of development to the Historical Downtown. This land use designation is intended to protect and enhance established and stable neighborhoods while encouraging the redevelopment and reuse of existing structures. The area should be a destination for cultural, commercial, government, and civic functions. The Urban Center /Mixed Use category is designed to provide flexibility and encourage a mix of land uses, including residential in a variety of forms when compatible with existing land uses.

Historic Downtown

The Historic Downtown is located within the Urban Center/Mixed Use designation. It is differentiated because of the historical significance of the city center which is designated as Historical Downtown (zoning classification).

This area is comprised of the residential and commercial areas immediately surrounding the town square. Opportunities for in-fill development that compliments and adheres to the Historic Downtown design guidelines are encouraged. Vertical mixed-use redevelopment of structures including ground floor commercial and/or retail with upstairs residential is also encouraged. The proximity to the railroad also justifies the potential for transit oriented development.

Commercial/Mixed Use

The Commercial/Mixed Use designation contains traditional commercial development and may include mixed use. More intensive uses such as malls and large shopping centers and/or mixed use development that integrates at least two supporting uses on the same site (e.g. retail/office, retail/residential, office/residential) is permitted. The category applies to centers with a higher concentration of commercial and retail development and limited residential development. Single family development with frontage onto major roadways is discouraged.

The Commercial/Mixed Use “nodes” are primarily at the intersection of two major thoroughfares and therefore have the potential to support a variety of large scale retail, service, and office that serve the area on a regional basis. These centers are illustrated on the 2013 Future Land Use Plan as circles.

Of particular note, the DNT, Celina Parkway, Collin County Outer Loop and Preston Road corridors are also designated to be overlay districts. Currently, the Preston Road Overlay District is the only current overlay district. However, the DNT, Celina Parkway and Collin County Outer Loop overlay districts will be added as the Zoning Ordinance is amended. These districts will typically extend a total of 750 feet from the ultimate right-



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of-way (ROW) line of each of the roadways. These are not shown on the transportation plan for clarity.

Light Industrial/Mixed Use

This designation includes environmentally-friendly, clean industrial/manufacturing uses for receiving, staging, processing, assembly and fabrication, shipping of raw materials or goods, warehousing, and distribution activities. Generally, all business activities would take place within a totally enclosed building, but may involve outdoor storage of merchandise or materials, with proper screening through zoning review. This designation applies primarily to land located in close proximity to existing utility infrastructure and major transportation routes. Mixed use development that integrates at least two supporting uses on the same site (e.g. retail/office, retail/residential, office/residential) is permitted.

Regional Commercial Center

This designation applies to a large-scale growth center with a mix of uses and activities that act as a multi-purpose destination for the entire region. Housing, in the form of apartments, townhouses, condominiums, or work-live spaces, may also be part of the mix. Currently this designation is reserved at the intersection of the proposed Celina Parkway and the proposed relocation of FM 455.

Regional Activity Center

This designation applies to large parcels of undeveloped land, generally located at the intersection of the proposed Dallas North Tollway and the proposed Collin County Outer Loop. The Regional Activity Center (RAC) is planned to be a major center of business. Development will include employment centers, shopping, entertainment, and higher density residential. It is intended to serve residents of both Celina and the larger region. Primary uses could include offices, high-tech/research, light manufacturing, medical/and educational institutions and similar uses that can utilize a campus-like setting.

Creeks and Floodplain

Floodplains are regulated by federal, state, and local agencies. The City reviews construction and development adjacent to floodplains so that buildings and properties will be protected from flood damage. It is the City's desire to build on this existing feature to protect and enhance areas designated as floodplain. Significant and well vegetated drainage corridors should also provide the basis for an extensive greenway network. These corridors will serve to link all parts of the community through trails and paths as outlined in the City of Celina's Open Space, Parks and Recreation Master Plan.

Overlay District

The overlay district is not an additional land use designation. It defines the land adjacent to and within 750 feet from the ultimate ROW line on those roadways as an





overlay district. Currently this includes the Dallas North Tollway, Celina Parkway, Collin County Outer Loop and Preston Road. Under this designation, the City can further refine the allowable design. It is the goal of the City to encourage regional growth and development along these corridors, such as higher density commercial and retail, while encouraging quality streetscape and facilitating access along these roadways.

The intent of these overlay districts is to allow for the City of Celina to manage both the growth and development access to these major road and transportation corridors. It is the desire to allow for a variety of development types but to ensure quality streetscape, design guidelines and traffic safety standards. These standards typically include site and architectural design, building materials, landscaping, lighting, and signage requirements.

4.4 Goals, Policies and Strategies

In order to achieve the land use balance that is shown in the Future Land use map, specific goals and strategies were developed. Changes have been made to better represent the desires of the citizens of Celina.

LU Goal 1: The City of Celina will promote orderly development and redevelopment to achieve a pattern of balanced, interrelated, compatible and varied uses of land.

LU Policy 1.1: Upon adoption, the City will rely upon the Plan as the guide for all land use determinations. This shall be done in coordination with all Zoning and Subdivision ordinances that have been put into place by the City.

LU Strategy 1.1.1: Establish an efficient and predictable development review process that implements the **Comprehensive Plan and Future Land Use Map**.

LU Strategy 1.1.2: Site plans, land divisions, rezoning or development proposals that do not meet the intent of the Plan should only be approved with a corresponding amendment to the plan. The protocol and criteria for amending the Plan are described in the Chapter 8.

The Comprehensive Plan recognizes that the Future Land Use pattern is not static, and therefore some latitude is necessary to allow for changes. Plan Amendments allow for such changes to be made to the comprehensive plan and/or its future land use map after they have both been adopted. However, amending the Comprehensive Plan is a serious action, not to be taken lightly; the criteria for evaluating an amendment and the rationale for approving it must be very strong.

Examples of criteria that might be applied in considering a plan amendment include, but are not necessarily limited to:

- an error in the plan
- a material change in circumstances since the adoption of the plan



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LU Policy 1.2: Where in compliance with the Plan and the existing zoning, the City will support a variety of housing choices for a diverse resident population.

LU Strategy 1.2.1: Support developments that incorporate a diversity of housing types.

LU Strategy 1.2.2: Develop targeted strategies to preserve and enhance existing neighborhoods.

LU Goal 2: Guide growth into a sound, sustainable pattern of land use that maintains growth capacity, provides for a fiscally responsible approach to infrastructure expansion, and demonstrates sound stewardship of the environment

LU Policy 2.1: Provide clear information to developers, realtors, and property owners describing the intent of the future land use designations.

LU Strategy 2.1.1: Adopt regulatory, fiscal, or capital incentives that may be offered for contiguous, compact expansion within and at the City's edge, to minimize "leapfrog," haphazard, inefficient development of land.

LU Strategy 2.2.2: Modify the Subdivision Regulations and Zoning Ordinance to allow the use of conservation development practices or other forms of "cluster development" (e.g., villages and hamlets, open space subdivisions, etc.).

LU Goal 3: Maintain and enhance Celina's Urban Center as a center of government, education, and culture, and as a vibrant place to live, work, and play.

LU Policy 3.1: Promote reinvestment in obsolete/underutilized properties and areas within the Urban Center and more specifically within Historical Celina

LU Strategy 3.1.1: Update the City's Zoning Ordinance and other codes to identify and possibly modify regulatory impediments to infill, rehabilitation, reuse, or redevelopment.

LU Strategy 3.1.2: Consider the potential tools, techniques, and strategies as means to incentivize infill or redevelopment projects.

LU Strategy 3.1.3: Explore ways to expand daytime and nighttime activities to promote and preserve Historical Celina's unique social and cultural identity.

LU Strategy 3.1.4 (Goal 11.4 from the 2001 comp plan) Identify a community theme and develop design elements and/or guidelines for





historic downtown that are in keeping with this theme (e.g., addressing signage, landscaping, parking, building orientation and setbacks, etc.).

LU Policy 3.2: Create a high-quality physical environment in the Urban Center.

LU Strategy 3.2.1: Adopt design guidelines to achieve the goal of creating a thriving Urban Center district, characterized by convenience, an attractive appearance, a pedestrian orientation, and compatibility between adjacent land uses.

LU Strategy 3.2.2: Utilize housing programs and potential funding sources for rehabilitating, restoring and repairing existing deteriorated urban housing. Coordinate with the Historical Preservation Commission and the Main Street Advisory Board Committee.

LU Goal 4: Promote the creation of suburban character development that is attractive, safe, practical, and accessible to necessary facilities and services.

LU Policy 4.1: Adopt clear criteria for the review and approval of proposed developments to achieve a development character consistent with the Plan Vision Statement.

LU Strategy 4.1.1: Establish new standards that address minimum requirements for open space retention, park and school site reservations, landscaping, subdivision connectivity, and accommodation of pedestrian and bicycle circulation.

LU Strategy 4.1.2: Require that retail centers blend in with the residential surroundings in both scale and character.

LU Goal 5: Promote and support the development of well designed centers for jobs, shopping, culture, entertainment and housing.

LU Policy 5.1: Plan for and support candidate employers and complementary activities.

LU Goal 6: Create a large-scale commercial center along the proposed Dallas North Tollway to draw visitors and to serve as a destination point for the city and the region. Allow for a wide mix of retail, personal services, dining, entertainment and complementary residential opportunities.

LU Policy 6.1: Promote a regional shopping district through the efficient delivery of goods and services to the area.



LU Strategy 6.1.1: Adopt design guidelines that achieve regional-oriented development consistent with the Land Use designations in the Comprehensive Plan.

LU Goal 7: Promote development that integrates at least two primary, mutually supporting uses on the same site.

LU Policy 7.1: Adopt standards that facilitate the mixing, rather than separation, of different land uses in one distinctive environment.

LU Strategy 7.1.1: Support the physical and functional integration of uses through one of the following:

- (1) Multistory buildings with a vertical mixing of uses; or
- (2) Separate components of a mixed use development designed around a central public feature or space on a single site.

LU Strategy 7.1.2: Adopt design guidelines for commercial corridors to promote a distinct character and design for individual corridors/centers based upon their function, traffic volume and overall context.

LU Strategy 7.1.3: Whenever possible, discourage mid-block strip development. Strip development is defined as a form of commercial land use consisting of freestanding stores or linear shopping centers without an anchor, located on small parcels along a major thoroughfare with each store having direct access to the roadway.

LU Strategy 7.1.4: Adopt design guidelines that specify buffering and compatibility requirements between existing and proposed land uses.

LU Goal 8: Require that all business operations of an intensive or heavy character to minimize conflict with adjacent uses.

LU Policy 8.1: Ensure that the size, location and boundary conditions of the incompatible land uses are adequately buffered and screened.

LU Strategy 8.1.1: Adopt design criteria for development that includes setbacks, screening and buffering, on-site employee and truck parking, loading, maneuvering and storage.



CELINA





TRANSPORTATION

CHAPTER 5





5 – Transportation

Transportation planning, which addresses all modes of transportation, is one of the most cost beneficial processes that a municipality can undertake. Each of the different modes of transportation that exist or may exist in the near future for the City is included in this chapter.

Thoroughfare planning specifically addresses the street network and balances travel and land use impacts, including the context of each corridor, to meet community objectives. It involves all three major disciplines – community planning, transportation planning, and engineering. Public input is important and should be considered in design standards and roadway classifications.

5.1 Study Background and Purpose

The analysis, understanding, and implementation of the 2013 Thoroughfare Plan exhibit (Thoroughfare Plan) are critical to the overall growth patterns and development of the City. It is important to emphasize that roads are the primary transportation corridors shown on the Thoroughfare Plan. Through the adoption of this Thoroughfare Plan, the City is addressing and establishing the planning process for the major transportation infrastructure needs as the City grows. The Thoroughfare Plan is located in the Appendix.

This chapter also identifies specific, measurable goals the City can review on an annual basis and determine what progress has been made with respect to improving transportation in the city. This section also introduces the new transportation element of a bicycle and sidewalk plan which is described in chapter 7.

The Transportation Chapter is based upon addressing the following four topics:

- an analysis of the existing roadway network and transportation systems
- an analysis of the desired development patterns and projected travel needs
- a review of the City's roadway Functional Classification System
- a revised strategy that will allow for the determination of how the City is moving forward on an annual basis.

5.2 Existing Conditions

There are transportation facilities within the City that are not under its jurisdictional control. These include the State and County roads, the Burlington Northern & Santa Fe Railway railroad line (BNSF), and the Collin County Area Regional Transit agency.



5.2.1 Area Roadways

The information presented here is for the purpose of identifying and prioritizing future roadway needs as well as identifying potential roadway locations.

State Highways-Texas Department of Transportation (TxDOT)

There is one State Highway (SH) facility located within the study area. Preston Road (SH 289) is the major north/south thoroughfare and retail corridor. The Dallas North Tollway is the other major north/south thoroughfare. TxDOT is currently responsible for the construction and maintenance of this road. SH 289 originates south within the City of Dallas near downtown and continues north where it “T’s” into US 82. It is a significant travel route for people within Celina, but it also provides a significant travel route from Dallas to the North Texas region. SH 289 is currently under construction from US 380 to Business 289 as a four-lane divided roadway and ultimately it will be a six-lane divided state facility.

The seven Farm-to-Market (FM) roads within Celina were originally built to get farm products to market and with the county roads provide the transportation network for local and through traffic. These roads also provide access to major roadways and they serve to provide access between the more rural areas of the community to the larger, developed areas. FM 455, FM 428, FM 2478 (Custer Road), and FM 1461 (Frontier Parkway) are the major FM roads in the City. These roadways are typically a two-lane asphalt, open ditch section without shoulders.

Collin County and Denton County Roads

Similar to the above mentioned Farm-to-Market roads, the County roads serve the same general purpose but are under the jurisdictional control of Collin County and Denton County rather than TxDOT. These roadways are typically a two-lane asphalt, open ditch section without shoulders. These roads also provide access to major roadways and they serve to provide access between the more rural areas of the community to the larger, developed areas. There are 170 county roads in Collin County (County), and 25 of them are in the City. There are two county roads (CR 6 and CR9) in Denton County that are in the City. When the city annexes land adjacent to a County road, the right of way becomes owned by the City, and the City assumes all maintenance responsibilities, and they become “local streets”.

Collin County Outer Loop (CCOL)

This project is a Collin County project and it will significantly improve east/west mobility through Collin County and North Texas when completed. A portion of the alignment in the City is approved and currently moving forward with right of way acquisition from Preston Road to the Dallas North Tollway. The section that is approved in the City is called Segment 3 and it is 1.8 miles in length.





CCOL is a 50 mile segment of the planned DFW Regional Outer Loop, extending from the Rockwall County line on the southeast, to the Denton County line on the northwest. Collin County has developed schematic documents from US 75 in McKinney to the proposed extension of the Dallas North Tollway in Celina. The CCOL is planned to be a limited access, high speed facility that may incorporate a future passenger rail. The ultimate roadway right of way section is 500 feet wide. The facility may also include a tolling component due to current transportation funding shortfalls.

Local Streets

Local streets are all of the remaining roads in the City that are not TxDOT or County roads. They are owned and maintained by the City of Celina. They include the residential streets in downtown Celina and residential streets that have been built with housing subdivisions in the City Limits. They can be concrete streets with curb and gutters and underground storm sewer systems, or a rural section like the FM and County roads described above.

Functional Classification System

Roadway functional classification refers to the hierarchical arrangement between roadways and their interaction. While the classifications are a general guideline, they can change over time. As land uses change and or transportation facilities develop, the prescribed classification can be altered. As defined within the City of Celina's current Subdivision Ordinance, there are thirteen roadway classifications:

- (1) Freeway/tollway. Any street with controlled access and intended to move traffic through and/or around the city. Access to freeways shall only be provided at designated interchanges.
- (2) Major arterial street or major thoroughfare. Any street designated in the comprehensive plan; however, they may be required in other locations based on size and density of development. This classification is designed as being a principal route more or less continuous across the city or areas adjacent thereto, or any route carrying or designated to carry fast-moving and/or large volumes of traffic.
- (3) Minor arterial. Any street that is intended to serve as a major route through and between different areas of the city. Minor arterials are generally shown on the city's thoroughfare plan, however, they may be required in other locations based on the size and density of the development.
- (4) Major collector. Any street that is intended to serve commercial and/or industrial land uses. Direct access to single-family or two-family dwellings is not permitted.
- (5) Minor collector. Any street that conducts traffic from other streets to the major collector/arterial system.





- (6) Residential collector. A street which is continuous through several residential districts and is intended as a connecting street between residential districts and thoroughfares or business districts.
- (7) Residential or local street. A street exclusively or primarily providing access to abutting properties. A local street may be located within a commercial or industrial area.
- (8) Cul-de-sac. A local street having but one outlet to another street and terminated on the opposite end of a vehicular turnaround.
- (9) Dead-end street. A street other than a cul-de-sac having only one outlet.
- (10) Frontage street. A local street lying parallel to and adjoining a major street right-of-way which provides access to abutting properties and protection from the through traffic.
- (11) Alley. A public or private way designed primarily for vehicular travel to provide access to or from the rear or side property otherwise abutting on a street.
- (12) Loop street. A local street having only two outlets onto one other street except a cul-de-sac.
- (13) Private street. Private streets shall be designed and constructed to the same standards as public streets.

5.2.2 Current Projects

While there have been a few roadway improvements since the Previous Plan, the City is still primarily served by the same roadway system. The improvements are typically either the construction of new facilities that were a direct result of new developments (residential or commercial) or the localized improvement to an already existing facility (i.e. the reconstruction of Preston Road). Tracking all of the existing and planned projects for the City that are funded and controlled by TxDOT, Collin County, and Denton County are an important part of the ongoing transportation planning for the City.

5.2.3 Railroads

Burlington Northern & Santa Fe Railway (BNSF) railroad line

This railroad line is located near the middle of the City and runs north\south almost parallel to Preston Road. It was built in 1902, and called the St. Louis, San Francisco and Texas Railway. Obviously, this line creates a huge barrier to east\west traffic movement. There are currently no bridges across this railroad line within the City. There are fifteen at-grade crossings which include the County Road 5 crossing at the extreme southern end of the City (border with Prosper) and the County Road 60 (Marilee Road) crossing at the extreme northern end of the City (border with Gunter).



It is very important to plan now for funding and construction of the bridges that must be built to cross the BNSF. The 2013 Celina at Grade Railroad Crossing exhibit is located in the Appendix. It is anticipated that the City may need up to five bridges or grade separation structures. One of these will be constructed with the CCOL.

The City also needs to plan for existing at-grade crossing safety improvements and quiet zones. These projects have very long lead times and must be coordinated with TxDOT and the BNSF. This is a very important strategy that must be included and implemented in this Plan.

Rail Transit

Included in the Previous Plan was a discussion of the North Central Texas Council of Governments (COG) Rail Transit Corridor Study, completed in 2005. The existing railroad line in the City is the Burlington Northern & Santa Fe Railway discussed below. This study considered the regions' rapidly expanding population. This includes the consideration of both automobile and transit opportunities as well as alternative forms of transportation. The Rail Transit Corridor Study focused on the potential extension of the existing rail systems and recommended a region-wide rail authority (Regional Rail Authority) that would help oversee the process.

Of important is the identification of the E – 4 (Frisco Line) Line. As proposed this line would begin in the Carrollton/Farmers Branch area and continue north to Frisco. While currently planning does provide direct service to Celina, this line, should it be extended to Frisco or further north, will allow Celina residents an alternative from of transportation in and around the North Texas community. The study concluded that

“The E-4 Corridor was in the top range of corridor scores, when compared to all of the corridors. The 2007 ridership estimates were high enough to indicate the need for near term (5-10 years) rail development in the corridor. The decision to implement regional rail service in this corridor should be part of a future corridor Alternatives Analysis.”

While the line has not been constructed there are on-going discussions regarding this extension. In addition to the discussion about the potential rail line, the ideas of context sensitive solutions, connectivity index, and complete streets were introduced. While these were each defined, there was no discussion about how best to implement these within the City of Celina. Each of these will be discussed further within each of the corresponding Goals, Policy and Strategies sections in this chapter.

Collin County Area Regional Transit (CCART)

CCART is a transit agency that provides fixed route bus transportation primarily funded by the Federal Transit Administration and TxDOT. It has two fixed bus routes. Fixed route fares are \$1.50 one way.





It also provides an on call taxi service at reduced fares for anyone in Collin County. Current taxi fares are \$3 for a one way ride curb-to-curb service anywhere in Collin County. Rides are scheduled Monday through Friday, from 7:00 am to 4:00 pm. Their website is www.ccartcc.com. There are no other bus transit companies in Collin County.

5.3 Goals, Policies and Strategies

Implementable strategies must be included as part of a Thoroughfare Plan. These include policies that have been adopted and can be acted upon on an ongoing basis. While some may be short-term strategies (under 2 years) others are medium-term (2 to 5 years) and long-term (over 5 years).

T Goal 1: Plan and develop an efficient and effective roadway network that will serve the future needs of Celina.

TR Policy 1.1: Use the City's Thoroughfare Plan to identify and provide for existing and future major roadways.

TR Strategy 1.1.1: Review the Thoroughfare Plan on an annual basis, and update when necessary. The following should be considered in the review:

- Identify the need to obtain rights-of-way for future or existing roadways.
- Evaluate the roadway functional classifications.
- Take into account special considerations such as rights-of-way for greenways or transit corridors.
- Assure that the Thoroughfare Plan continues to meet the projected needs of the community and the planned land use pattern.

TR Policy 1.2: Coordinate with all appropriate entities regarding transportation issues and the development of a well-planned, efficient regional transportation network.

TR Strategy 1.2.1: Continuously work with TxDOT, the North Texas Tollway Authority, Collin County, Denton County, the North Central Texas Council of Governments (NCTCOG), property owners and all other appropriate parties to establish the ultimate alignment, interchanges and other issues regarding the proposed northward extension of the Dallas North Tollway (DNT).

TR Strategy 1.2.2: Coordinate and partner with TxDOT, the North Texas Tollway Authority, NCTCOG, Collin County, Denton County, Grayson





County, nearby municipalities, Dallas Area Rapid Transit (DART), Collin County Area Regional Transit (CCART) and other governmental entities with regard to regional transportation planning and transportation infrastructure projects.

TR Policy 1.3: Develop street and roadway design standards that are **context-sensitive**, accommodate varied transportation options and support good urban, suburban and rural design.

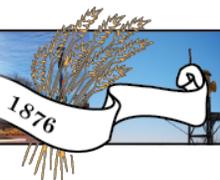
TR Strategy 1.3.1: Promote a distinct character and design for roadways serving Commercial Mixed Use corridors based upon their functional classification and context. Consider both the desired character and function of existing and expected uses along the corridor.

TR Strategy 1.3.2: Designate and protect scenic roadways in coordination with Collin County and adjacent jurisdictions. Potential tools may include the adoption of rural road standards.

TR Strategy 1.3.3: Include on-street parking in the design of roadways on a case-by-case basis, particularly in the Urban Center and Regional Commercial Center (RCC) future land use categories.

TR Strategy 1.3.4: Within the Urban Center land use category, require that new development replicate, maintain and expand the original pattern of grid streets, which promotes connectivity and pedestrian friendliness.

Context Sensitive roadway standards are designed to develop roadways fit at their physical setting and preserve scenic, aesthetic, historic, and environmental resources through flexibility and consideration of the entire context of each individual project. Context sensitive standards are an alternative to conventional roadway design standards which are primarily intended to enhance automobile traffic flow and, when applied rigidly, could counteract other community objectives such as preservation, livability, or maintaining the sense of place.





TR Policy 1.4: Ensure adequate connectivity between adjacent developments.

TR Strategy 1.4.1: Amend the Zoning Code or Subdivision Regulations to establish a **Connectivity Index** for new residential developments, or developments with a significant residential component, over five acres in size. The level of connectivity should be tailored by location to the type of development planned on the Future Land Use Map and ensure that effective spacing and connectivity of collector roadways is provided.

A **Connectivity Index** is a tool to evaluate proposed development projects. It is designed to ensure sufficient directness of routes and density of connections in a road network while allowing design flexibility in how the connectivity requirement is met. A well-connected road network has many short links, numerous intersections and minimal dead-ends (e.g., cul-de-sacs). As connectivity increases, travel distances decrease and route options increase. The connectivity index is measured as the ratio of the number of roadway links (roadway sections between intersections, between intersections and cul-de-sac ends and stubs to adjacent properties) to the number of nodes (intersections and cul-de-sac ends). The community establishes the appropriate level of connectivity standard to meet its goals.

TR Strategy 1.4.2: Discourage cut-through traffic in residential neighborhoods through the use of traffic calming and speed reduction techniques such as roundabouts, mid-block islands, chicanes, road narrowing, speed tables, signage, etc. Any adopted standards or projects should maintain reasonable automobile ingress/egress, including emergency vehicles.

T Goal 2: Identify, provide for and promote alternatives to single-occupant automobiles as viable means of travel within and through Celina.

TR Policy 2.1: Promote development of public and private facilities for pedestrian, bicycle and other non-motorized transportation.

TR Strategy 2.1.1: Adopt requirements and standards to ensure “**complete streets**” are provided in all new development. Complete streets should connect residential areas schools, parks, commercial centers, and others.

Complete Streets “are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across a complete street.” (National Complete Streets Coalition) Complete streets can reduce transportation costs and travel time while increasing property values and job growth; they improve safety for all users and can reduce congestion and increase the overall capacity of the road network. They encourage more physical activity and a healthier lifestyle and can contribute to improved air quality. By integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a roadway project reduces the expense of subsequent retrofits.

TR Strategy 2.1.2: For existing incomplete public roadways – particularly those in and around the Urban Center – coordinate efforts with the TxDOT, NCTCOG, and Collin County to obtain federal funding for multi-modal improvement projects through the competitive Transportation



Improvement Program (TIP) process, or consider applying for funding for bike/pedestrian improvements through programs such as Safe Routes to School.

TR Strategy 2.1.3: Consider the perspective of the pedestrian, not just drivers, when determining the timing of traffic signals and other transportation infrastructure decisions.

TR Policy 2.2: Promote and prepare for the possibility of future expanded transit service in Celina.

TR Strategy 2.2.1: Monitor and encourage the outward extension of fixed-route commuter rail service with the ultimate objective of a station or stations within Celina's Urban Center.

TR Strategy 2.2.2: Explore the long term feasibility of a trolley system or shuttle circulator to serve the Urban Center and to connect to other sectors of the community.

T Goal 3: Create an appropriate interface throughout Celina between land uses and the transportation system, and ensure that land use factors that directly affect transportation are dealt with effectively.

TR Policy 3.1: Ensure that parking policies and standards provide for vehicles while supporting the desired character, land use pattern and transportation objectives for various parts of the City.

TR Strategy 3.1.1: Tailor **parking regulations** to different areas of the City based upon the desired development pattern per the Future Land Use Map.

TR Strategy 3.1.2: Encourage shared off-street parking arrangements for 2 or more buildings or uses within the Commercial Mixed Use future land use category.

The character of the area in which a proposed use is located dictates the need for parking. In general, a compact, highly mixed development pattern requires less off-street parking, provided it is accomplished by good transit service and quality infrastructure for alternative modes of movement such as bicycling and walking.

Less on-site parking allows continuous storefronts without "dead" gaps for adjacent surface parking lots. A reduction in parking is also an incentive for developers, who can undertake infill projects without assembling excessively large sites.

Where parking is difficult to accommodate, such as in downtown areas with smaller parcels, options such as reduced parking ratios or fee-in-lieu programs may decrease requests for variances.



Fee-in-lieu gives developers an alternative to meeting requirements on sites where producing all the required parking spaces would be difficult or extremely expensive. A fee-in-lieu option is particularly useful in downtown areas where a central parking facility may be desirable over the use of valuable land for scattered surface parking lots.

S

strategy 3.1.3: Include an option in the zoning code to allow development in specific areas the option to pay a **fee-in-lieu** of providing required parking on site. The revenue would be used to finance the construction of public parking lots or parking structures to serve all development within an area.

TR STTR Strategy 3.1.4: In any private or municipal project that includes a parking garage, encourage the structures to be designed in a way that maintains the continuity of the adjacent streetscape.

TR Policy 3.2: Adopt access management strategies to ensure the efficient functioning of the transportation system and manage the connection between transportation and private development.

TR Strategy 3.2.1: Minimize traffic congestion and promote pedestrian-friendly streets by establishing minimum standards for spacing between curb cuts.

TR Policy 3.3: When making land use, zoning and development decisions, the City will take into account the impacts of these decisions on the transportation system, and vice versa.

TR Strategy 3.3.1: Establish guidelines for system-wide traffic impact analyses for all major development proposals in the City. The definition of “major” development for this purpose should be specified in the zoning code.

TR Strategy 3.3.2: When considering site plan or master planning efforts, include both multimodal transportation and land use strategies to address issues such as traffic circulation, parking, transit service, and pedestrian and bicycle access.

T Goal 4: Create a system for financing transportation infrastructure that is equitable, fiscally responsible and minimizes long-term public costs.

TR Policy 4.1: Ensure that new developments pay their fair share for transportation infrastructure necessary to serve that development.

TR Strategy 4.1.1: Provide clear guidelines for transportation infrastructure construction requirements within new development.

TR Strategy 4.1.2: Use transportation impact fees or similar methods to finance major new off-site transportation infrastructure projects needed to serve new development. Such impact fees should be based on a system-



wide assessment of project-specific impacts and should be based on service units per vehicle mile.

TR Policy 4.2: Establish a 5 year Capital Improvements Plan (CIP) to prioritize publicly-funded transportation infrastructure projects.

TR Strategy 4.2.1: Establish criteria against which proposed transportation and other capital improvement projects are measured. Factors to consider when establishing priority ranking may include the following:

- The goals, policies and Strategies of the Comprehensive Plan.
- Positive impact on the City's operating budget (reduced expenditures, increased revenues).
- Completion or significant progress during the Five-Year Capital Improvement Plan horizon.

TR Strategy 4.2.2: Capital project proposals should include a comprehensive resource plan outlining the necessary amounts of resources, types of resources and proposed funding sources.

TR Strategy 4.2.3: The CIP should be reviewed annually.





COMMUNITY FACILITIES

CHAPTER 6





6 – Community Facilities

At its current size, Celina has maintained the necessary infrastructure needs to adequately serve the utility and public facility needs of its citizens. However, in order to continue to provide quality services that City must address the anticipated rapid expansion of both residential and non-residential development. This expansion will require careful and deliberate planning to efficiently and adequately provide all of these facilities.

6.1 Public Buildings and Related Facilities

Currently, the City of Celina owns the following facilities outside of the Parks Department and Utilities.

- Celina City Hall, Celina Public Library, and Senior Center – 140 and 142 North Ohio Street
- Celina City Council Chambers, Celina Fire Administration, Celina EDC, and Celina Main Street – 302 West Walnut
- 112 North Colorado (First United Methodist Church Celina)
- Celina Fire Department – 311 North Louisiana Drive
- Three Water Pump Stations – Celina Road Pump Station – 17099 Celina Road, Downtown Transfer Pump Station – 107 East Elm Street and high Celina Fire Lake Pump Station – 1601 Settlers Ridge Road
- Wastewater Treatment Plant – 700 North Florida Drive.

The city-owned facilities are in various stages of their usefulness, with most being fully occupied. The City has recently purchased the First United Methodist Church building, along N. Colorado Street.



First United Methodist Church



6.2 Water System

The majority (65% and greater) of Celina's water is supplied by the Upper Trinity Regional Water District (UTRWD). A small portion of the City is served by four wells that it owns. The City plans to continue to rely on UTRWD for potable water needs, rather than expanding its own water production facilities. UTRWD's water supplies are projected to be adequate to meet demand for approximately 25 years. However,



Water Pump Station

additional pump stations will need to be built or upgraded over time in order to transfer the water across the Celina system after it is purchased from UTRWD.

Additionally, the 2011 Region C Water Plan recognizes Celina as a North Texas Municipal Water District (NTMWD) customer by the year 2020. In the interim, Celina will work with NTMWD to make a connection sooner, and

the city will also work with neighboring water systems that purchase water from NTMWD to plan for pass-through wholesale water as an option.

6.3 Wastewater System

While most wastewater generated within the City of Celina is treated at the City of Celina owned wastewater treatment plant, the City has opted to gradually shift to collaborating with the UTRWD in lieu of expanding its own treatment facilities. The permitted capacity of UTRWD's two wastewater treatment plants is approximately three-and-one-half times the current operating capacity, and planning is ongoing to ensure that UTRWD continues to meet the capacity needs of its entire service area. Treatment and storage capacity and expansion potential at UTRWD's two treatment plants extends well beyond 25 years. Additionally, the UTRWD Doe Branch Wastewater Treatment Plant, which is in the design phase and scheduled to be completed by 2015, will serve Celina well into the future. A future connection to NTMWD at the Wilson Creek basin is also part of the long-term plan.



6.4 Emergency Services

The Celina Police Department currently provides law enforcement for the City and the ETJ. At this time the police station is operating in leased property and it is the desire to purchase land and construct a new central police station within the next several years.

The Celina Fire Department is in immediate need of a central fire station to include administrative offices, larger apparatus storage, and fire fighter and medic housing. At the moment the department is presently working toward identifying suitable tracts and components for the new facility.

6.5 School Districts

Both Celina and Prosper Independent School Districts serve the City of Celina. Currently Prosper ISD does not have any school related facilities within the City of Celina. Within Celina, the CISD currently has four school facilities: one elementary; one intermediate; one junior high; and, one high school. The new high school is the most recently constructed of the schools, opening for the 2008-2009 school year. It is anticipated that both CISD and PISD will have to coordinate with the City of Celina in planning and construction of new facilities. With expected population growth, a number of new school facilities will be needed by both CISD and PISD.

The City relies on a number of other facilities and services, both public and private, including storm water management systems, libraries, electricity and telecommunications infrastructure, solid waste management services and others. Many of these are discussed in greater detail in other elements of the Plan.

Below are the goals, policies and strategies that have been outlined as part of the Community Facilities Chapter.



Celina High School



6.6 Goals, Policies and Strategies

CF Goal: Ensure the provision of equitably financed community facilities and services that adequately accommodate future growth and support the City's vision for future development patterns.

CF Policy 1: The City shall plan the addition of public services to support the desired future land use pattern and to ensure the continued fiscal health of the community.

CF Strategy 1.1: Establish criteria against which proposed infrastructure and other capital improvement projects are measured and prioritized. Factors to consider when establishing priority ranking may include the following:

- The goals, policies and actions of the Comprehensive Plan.
- Positive impact on the City's operating budget (reduced expenditures, increased revenues).
- Completion or significant progress during the Five-Year Capital Improvement Plan horizon.

CF Strategy 1.2: Modify the Subdivision Regulations and Zoning Ordinance to ensure sufficient land area is retained/dedicated during development or redevelopment to adequately accommodate the services needed for the future (i.e. streets, utilities, schools, parks, emergency services, and other public purposes).

CF Strategy 1.3: Ensure that the City's infrastructure planning considers the need for sufficient infrastructure capacity in certain areas of the City, such as the Urban Center (UC), the Regional Activity Center (RAC), and others, to promote compact growth patterns.

CF Strategy 1.4: Initiate formal coordination procedures with all service providers (including telephone, gas, electricity, cable TV, etc.) to ensure that theirs and the City's plans for future growth are consistent.

CF Policy 2: Ensure that the City's policies regarding annexation and public facility service extension are mutually reinforcing.

CF Strategy 2.1: Consider long-range public facility and services planning. During any decisions regarding annexation the impact on existing infrastructure shall be examined.

CF Policy 3: Use the development review process as a means to ensure that minimum level of service (LOS) standards for community facilities and services





are maintained and that the location and configuration of new development supports the efficient and effective provision of such facilities and services.

CF Strategy 3.1: Establish minimum LOS standards for community facilities and services such as: water, wastewater, stormwater management, solid waste, electricity infrastructure, telecommunications, parks, libraries, fire and police response times, and others, as necessary.

CF Strategy 3.2: Adopt standards regulating utility placement in developments that incorporate the use of alleys.

CF Strategy 3.3: Seek input from all non-City service providers in future planning efforts and when formulating development regulations that will affect those providers.

CF Policy 4: Ensure that community facilities and services are financed equitably, and are provided and maintained cost-effectively over the long term.

CF Strategy 4.1: When infrastructure to be constructed by a developer must be sized larger to accommodate future growth, the City may participate in the additional cost necessary to upsize the facility. In such cases, the City may establish a method (e.g., through a special district) to recover its portion of the costs from future development that will benefit from this infrastructure.

CF Strategy 4.2: Coordinate with the Celina and Proposer Independent School Districts as to the location of future educational facilities that is consistent with anticipated development patterns and projected populations.

CF Strategy 4.3: Identify opportunities for utility corridors to reduce overall land acquisition expenses. Also consider the sharing of utility corridors and greenway corridors as a method of greenway system expansion and cost reduction.

CF Policy 5: Encourage resource sustainability when providing utility services.

CF Strategy 5.1: Continue to find innovative ways to encourage **water conservation** among Celina's residents and businesses.

Water conservation can be achieved through increased recycling of used water (grey water) and the use of on-site biological systems to treat used water and sewage. The quality and quantity of surface water runoff can also be enhanced by, for example, minimizing the amount of nonporous surfaces, providing balancing ponds, providing for rainwater collection, etc.

Additionally, Celina employs a strong public education program related to water conservation, and a stepped water rate structure also encourages conservation. The Water Conservation and Demand





Management along with the Drought Contingency Plan as adopted by City ordinance are other available tools that can be used to conserve water when necessary.

Shared-use facilities can be used by communities in many different ways. Options include:

- Opening schools for meeting spaces, recreational and sporting use;
- Creating spaces to support school-aged children on holidays, for before and after school programs
- Sharing libraries, resources and technology centers, and performing arts spaces; and
- Co-locating pre-school centers on school grounds.

Benefits of shared-use facilities include: stronger social networks between schools and communities, expanded accountability of sports, arts, and other facilities; more community involvement in school activities and young people's learning, new and creative learning environments; financial savings by sharing costs and improved school security and reduced vandalism.

5.2: Emphasize **shared-use** rather than single use facilities. Shared sites for new school facilities and libraries or recreational/park facilities may be particularly advantageous.

CF Strategy

5.3: Work with utility and service providers to support and increase their use of alternative fuels, clean energy and renewable energy technologies in the provision of services to Citizens.

CF Strategy 5.4: Adopt a policy encouraging such new facilities to be built to "green" standards such as **Leadership in Energy and Environmental Design (LEED) certification** or other green building standard.

LEED Certification is the current recognized standard for measuring building sustainability in the United States and a number of other countries. Achieving LEED certification is a means to demonstrate that a development project is "green."

The LEED green building rating system is designed to promote design and construction practices that reduce the negative environmental impacts of buildings and improving occupant health and well-being, while increasing profitability. LEED certification includes a rigorous third-party commissioning process and four certification levels (Certified, Silver, Gold and Platinum). LEED standards cover new commercial construction and major renovation projects, interiors projects and existing building operations. An increasing number of state and local governments are requiring governmental buildings to be designed and built to LEED standards – many starting at higher than the minimum certified level.





PARKS AND RECREATION

CHAPTER 7





7 – Parks and Recreation

7.1 Introduction

Celina’s leaders understand that a quality and diverse park system is integral to the overall quality of life for the local residents. The quality of life for the residents is directly related to where businesses choose to locate and where people choose to live. The Celina Open Space, Parks and Recreation Master Plan 2030 (Parks Master Plan) was completed on June, 2011. This was completed after the Previous Plan had been adopted and was intended to build upon those goals and strategies related to Parks and Recreation.



Old Celina Park

The purpose of the Parks Master Plan was to “examine and analyze the existing park and recreation spaces and facilities, and to prepare a master plan for the City of Celina’s open spaces, parks and recreation facilities that will handle the community’s needs today and in the future.” The Parks Master Plan created a cohesive parks, open space and recreation plan that would allow the city to plan for the expansion of these facilities in the future.

It should be noted that parks and open space do not have to be set aside and removed from developable land. There can be both active and passive parks. While active parks are generally set aside and actively used with amenities such as ball fields, playgrounds, swimming pools, tennis courts, or other well maintained space. Passive parks can be derived from the areas that are not easily developable and can include creeks and rivers, nature preserves or wildlife areas. These parks are typically utilized for activities such as walking, hiking, nature viewing, or other non-motorized activities.

A review of the previously adopted Parks Master Plan was completed as part of this update. While the incorporation of the Parks and Recreation Chapter within the Plan includes all of the previously identified goals, it does not lay the foundation for the attainment of these goals. In other words, it does not override the Parks Master Plan. It provides a general overview of the Parks Master Plan and how it fits into the planning realm within the Plan.

The City’s role in providing open space, park and recreation facilities and programs is to



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offer a broad range of opportunities for City residents in all age groups, income levels, ethnic groups and ability levels. The primary focus in the development of facilities and programs should be on the community's health by encouraging, educating and offering opportunities for active lifestyles through a variety of recreation opportunities.

There are two new components to be added to this chapter: the Collin County Regional Trails Master Plan which was completed in May 2012 (Collin County Plan) and a preliminary bicycle plan. The Collin County Plan included a detailed needs assessment. This will enable Celina to better work with Collin County in the planning for future trail connectivity and park construction. A summary of the data and results of the Collin County Plan is included in the Plan. The preliminary bicycle plan will provide the fundamentals for both on-street and off-street bicycle amenities as well as allow the City to start planning for the future of bicycle transportation.

Planning for parks, open space and recreational activities is one of the critical components to the overall comprehensive planning effort. The identification of existing parks in conjunction with the location of future parks enables the City to work toward the establishment of top rated facilities including playgrounds, regional and local hike-bike trails, picnic areas/pavilions and athletic facilities such as tennis courts and/or soccer and football fields. A vital component is the amount of space devoted to satisfy the community's recreational needs. Both the quality and location of the parks will dictate the usage by the citizens.

7.2 Study Area



Entrance to Old Celina Park

The study area for the Parks and Recreation Chapter include the same boundaries that are associated with the Plan – both the City Limits as well as the ETJ boundary. However, the boundaries have been expanded slightly beyond the ETJ since the May 2012 Collin County Regional Trails Master Plan (Collin County Plan) has been included.

7.3 Collin County Parks and Open Space Strategic Plan

In order to coordinate all park planning efforts, a review of the Collin County Plan has been included herein. This plan reviewed the existing park and open space conditions and determined what was needed in order to accommodate the anticipated growth in



population and development. While the Collin County Plan outlined the anticipated future needs, it does not specifically designate the locations for future parks and open space.

At the time when the Collin County Plan was completed, there were over 7,400 acres of county and municipally owned parks and open space and 112 miles of trails. While this seems like a lot of open space, when compared to the total land area of, 542,720 acres, this is a relatively low number (1.4 %) and far below what is needed given the anticipated population projections. When the U.S. Army Corps of Engineers land around Lake Lavon added, 2,834 acres, the total increases to 1.9 %. As stated in the Collin County Plan it is projected that a total of 9,600 acres of new parks, open space and recreational facilities will be needed in order to maintain the same levels of parks and open space. It can be deduced that more cooperation is needed between the municipalities and the citizens in order to exceed the minimum of 9,600 acres. With the anticipated growth in need, the Collin County Plan identified where growth and development is expected to occur so that municipalities can begin to plan for future acquisitions and/or expansions.

In order to determine what is needed by each of the municipalities to accommodate the anticipated demand from future growth, Collin County reviewed and compared both local and national standards. A county-wide standard of 18 acres of parkland per 1,000 people was proposed. Using existing and projected populations, Collin County attempted to determine the additional parkland needed by each of the municipalities. Given Celina's 2025 projected population increase (19,000 additional residents) a total of 343 acres of additional parkland is needed. Given this, an average of 13 acres of parkland will need to be set aside each year beginning in 2000. This is just to maintain the recommended standard.

7.4 Preliminary Bicycle Plan

Currently the City of Celina does not have an adopted and/or implementable bicycle plan. No provisions for on- or off-street bicycle facilities have been considered in any of the City's development ordinances. When development occurs, bicycle access is not considered and included in design. A complete transportation network includes the coordination of the roadway, transit, pedestrian, trail and bicycle systems.

This information will provide a guide for various bicycle facility design elements that the City may want to consider when creating and/or adopting a city-wide bicycle plan. The information contained herein will assist in the decision making process and provide some general guidelines to be considered. When the City develops their city-wide bicycle plan, the goal should be to provide both on- and off-street facilities. This can include off-street bicycle trails that are tied to on-street bike lanes. Allowing all levels of cyclists the opportunity to use the facilities is very important.





7.4.1 Overview

There are a few items that must be defined in the consideration of the development of a future bicycle plan. These will be used throughout the report and are generally accepted terms.

Bicycle Facility – A general term denoting improvement and provisions made by public agencies to accommodate to encouraging bicycling. This includes roadway improvements for bicycle travel, bicycle parking facilities, etc.

Bicycle Lane – A portion of a roadway that has been designated by signing and pavement markings. This lane is for the exclusive use of bicycles – vehicular parking, standing and/or driving is prohibited.

Bicycle Path (Shared-Use Path) – A bikeway separated from vehicular traffic by an open space of barrier, either within the highway ROW or within an independent ROW. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Shared Roadway – A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway with wide lanes and/or paved shoulders. A shared roadway may be signed as a route for bicyclists, if specific American Association of State Highway and Transportation Officials (AASHTO) criteria are met.

7.4.2 The Bicycle and Bicycle User

While Celina does not currently have a large bicycle community, planning for it now will allow for easier construction in the future. Many grants and government roadway funding also require a City to have a bicycle plan in place.

The bicycle user is an important component when planning bicycle facilities. An operating space of 5 feet is assumed as the minimum width needed for any facility designed for the exclusive use of bicycle riders. The skill level, confidence and preference of cyclists vary dramatically. Some riders are confident riding anywhere that they are legally allowed to operate, “Type A”; however, most adult riders prefer to use roadways with a more comfortable amount of operating space or shared use paths that are separated from traffic. This classification of rider is classified as “Type B”. While another classification “Type C” includes children. All classifications require smooth riding surfaces with bicycle friendly roadway design.

Type A – Advanced or experienced riders generally use their bicycle as they would a motor vehicle. A number of these riders will commute via bicycle; thus they are comfortable riding with vehicular traffic, but need sufficient operating space on the travel way or shoulder. These more advanced riders are riding for convenience, speed and/or exercise.





Type B – Basic or less confident adult riders may also be using their bicycles for transportation purposes, but these riders prefer to avoid roads with fast or busy motor vehicular traffic. Basic riders are comfortable riding on neighborhood streets and shared-use paths. These riders also prefer designated facilities, such as bike lanes or wide shoulder lanes on busier streets.

Type C – These riders are children riding with or without their parents require access to key destinations, such as schools, recreational facilities and convenience stores. Residential streets with low traffic and links with shared use paths can accommodate children on their bicycles.

7.4.3 Bicycle Friendly Communities

The City of Celina is not currently a hub of bicycle activity. However, as increased traffic and more hazardous travel routes force riders to move elsewhere, Celina will become a more desirable site for bicycle enthusiasts. If Celina plans for a future of bicycle routes, the area will become a destination for riders. Currently the typical user in the City of Celina is either a Type B or Type C rider. Again, as riders move away from other areas, there will be a higher demand placed on the system by the Type A rider.

The City should begin addressing the future plan by first accessing the desired facilities for bicycle users and secondly identify the priority elements.

7.4.4 Facility Types

Planners and Engineers alike recognize that highway design choices will affect the level of use, the type of rider and the level of access. Bicycle facilities should be planned to provide connectivity and consistency for all users. In addition priority consideration should be given to those priority elements that have no or limited bicycle access. For example, children residing within a school boundary but outside the bus ridership zone should be rated the highest priority. These children must find an alternative form of transportation to/from school and on many occasions they want to ride a bicycle. Providing a safe; well delineated and well signed bike path will allow students the opportunity to ride their bicycles.

There are three distinctly different bike route designations: shared roadway, standard bike lane and shared-use paths. Each of these will be discussed in greater detail in the following sections.

Shared Roadways

These are the most common bicycle facility types for local and recreational travel. Many times signing and/or striping are not necessary; however, if within the vicinity of a school, park or other area with a high number of children, it is advisable to install some type of warning signage. Typically, cyclists use either a shoulder or roadway lane to travel along the desired route. New thoroughfare sections are adding "wide curb" lanes of 4 to 5 feet reserved for bicycle traffic, especially within residential and local level





streets classifications.

The paved shoulder option has a “shoulder” that is intended for bicyclists use. This can be in a rural setting – open ditch design or along a curb and gutter section. For either option AASHTO recommends a minimum of 5 feet in width with a 4 inch solid white line separating the bike from the general vehicle travel lane. When vehicle travel speeds are greater than 50 MPH and/or there are roadside barriers such as guardrails, the width should be larger. The lane is simply a wider outside travel lane, with no bike lane delineation or demarcation.

The outside travel lane should be wider than the 12-foot design width with a minimum width of 14-feet being recommended (not including gutter). Where steep grades, drainage barriers or other roadside barriers exist the minimum width should be increased to 15-feet.

When on-street parking is allowed the bicycle lane should be separated from both the parking lane as well as the vehicular travel lane. A minimum 24-foot lane should be provided. This allows for an 8-foot parking lane, a 5-foot bicycle lane and an 11-foot travel lane.

Allowing both on-street parking in conjunction with bicycle traffic should not be allowed unless the above accommodations can be made. It is not advisable to stripe for parking or bicycle traffic but to allow for the mixed use for both of the facility.

There are many concerns with respect to shared roadways. In addition to on-street parking there are concerns over pavement quality, drainage grates and potentially the presence of uneven roadway surfaces and open cracks that are found throughout much of Celina. Cyclists must be vigilant with respect to all of these. Cyclists must be aware of the potential for open car doors on parked vehicles, and maneuvering or oversized vehicles. Pavement surfaces provide a unique issue for bicyclists. The bike rider typically rides on the outer edge of a two lane road. This is also the area where the pavement tends to wear and crack open. Riders cannot easily discern the pavement conditions until they are right upon them. Given the nature of the bicycles a small pavement irregularity can cause a rider to swerve, veer off course or lose control.

If a shared roadway is signed, then it must be signed properly and in accordance with local codes and standards. A signed shared roadway is simply a roadway that has been signed according to the adopted City bike plan and/or route map. Once a bike plan has been established, it should be determined if the City will go so far as to assign a route number and sign accordingly.

Signed shared roadways are the same as above however, the roadway is on an identified bike plan and signed with the corresponding bike route designation. A shared bike facility should not be signed unless it meets specific criteria as defined by





AASHTO.

Bicycle Lanes

Bicycle lanes are used exclusively to define the road space available for the bike rider. By design bike lanes are one-way facilities that allow bicyclists to follow the directional traffic flow. Ideally the lane is designated with a solid white line with the appropriate bike lane signage (i.e. no parking signs) as well as pavement markings. However, this is not a requirement as discussed in the following sections. If the roadway has curb and gutter and/or on-street parking the design criteria varies; however, every effort should be made to separate the bike lane from the parking lane.

Bike lanes are those lanes striped specifically for bicycle usage. No other uses are allowed in these lanes. Bike lanes should be striped for one-way riding (same directions as vehicular traffic flow).

If parking is not allowed then the bike lane should be a minimum of 4-feet (if no curb and gutter) or 5-feet (if there is a curb and gutter). Irrespective of the presence of the curb and gutter, if the speed limit is greater than 50 MPH, the lane should be 5-feet.

An additional consideration is on-street parking. If there is on street parking but the lane is not striped separately, the shared area should be a minimum of 12-feet (without curb and gutter) or 13-feet (with curb and gutter).

Bike lanes have many of the same concerns as shared roadways: on-street parking, pavement quality and uneven pavement conditions. Bicyclists must avoid car doors, oversized vehicles, and maneuvering vehicles. The minimum lane widths should be provided to safely accommodate both bicyclists and parked vehicles.

Shared Use Paths

Shared use paths are typically those paths off the roadway network and are typically for mixed-use or recreational purposes. These paths tend to have their own dedicated/reserved ROW with minimal interaction with motor vehicles. These paths are often shared by cyclists, skates, and pedestrians – anything other than motorized vehicles. These paths should not be a replacement for on-road facilities, but rather they supplement the existing system as well as an additional form of recreation. A typical path is a minimum of 10-feet wide. Paths that have heavy usage should be wider; the typical width would be 12-feet to 14-feet



CELINA





7.5 Open Space, Parks, and Recreation Master Plan 2030

After the completion of the Previous Plan, Celina completed a separate Open Space, Parks, and Recreation Master Plan 2030 (Parks Master Plan). This Parks Master Plan was completed after the Collin County Plan but did not take into account the needs assessment. The Parks Master Plan highlighted future recreation gaps but did not identify plans for public acquisition or construction of additional parkland. As stated above, based on the information contained in the Collin County Plan, based on the 2000 census, Celina will need an additional 343 acres of parkland.

The City is requiring that new residential development in Celina helps offset the increased park demand through either land dedication or park fees. The land dedication, if chosen instead of park fees, is currently 5% of the land area to be deeded to the City. Sometimes, the resulting dedication is smaller tracts or “pocket parks”. To satisfy the demand for larger parks, the City is currently placing a high priority to land acquisition for parks.

When the Parks Master Plan was created, a series of workshops were held with both Celina’s residents as well as a city council appointed Parks Master Plan. While the full summary of the ideas from each of these meetings is included in the Parks Master Plan the following vision statement was developed:

“Develop an integrated system of open space, parks and recreation facilities to meet the recreation needs of the community for the next 30 years.”

Using the vision statement as a guiding principle a series of goals was developed. While these were unique to the Parks Master Plan, they closely mirror the goals along with the individual policies set forth in the Previous Plan. Each is summarized below:

7.6 Goals, Policies and Strategies

PR Goal 1: To create an excellent system of parks, open space and recreational facilities that form an integral component in making Celina the most livable City it can be.

PR Policy 1: Plan for the expansion of Celina’s park system to meet future needs through the development of the Parks Master Plan. This Master Plan should work in coordination with the Comprehensive Plan and be reviewed and updated on a regular basis.

PR Strategy 1.1: Update the City’s Park and Recreation Master Plan, integrating relevant concepts and recommendations of the Collin County Parks and Open Space Strategic Plan. This should be reviewed annually and at a minimum be updated every 5 years.





PR Strategy 1.2: Establish the level of service (LOS) standards for park and recreation facilities. While such standards should be applied on a City-wide basis for achievement at a population of 50,000, facilities should be located as equitably as possible based on projected population densities per the Future Land Use Map.

PR Strategy 1.3: Coordinate with other public entities to identify opportunities for shared public facilities that include parks. This includes all jurisdictions sharing boundaries with the City of Celina.

PR Strategy 1.4: Consider development of a city-wide bicycle and pedestrian master plan for recreational use as well as alternative modes of transportation.

PR Strategy 1.5: Establish criteria and priorities for future greenbelt and open space planning, including land acquisition where necessary. Factors to consider may include:

- Protection of floodplains, tree stands, well vegetated stream corridors and/or wildlife corridors.
- Linkages between existing and future parks and open spaces.
- Creation of area-wide green **“form-givers”** as a framework for development.
- Opportunities for pedestrian, bicycle and other non-motorized transportation options.
- Connectivity to the regional greenbelt system.

Form-givers are features, natural or man-made that serves to define the urban form. Natural form-givers may include greenbelts, floodplains, and bodies of water, forests, and others which can be used in planning to “organize” the spatial pattern, structure, and form of a community.

PR Strategy 1.6: Plan for an expanded variety of supervised recreational and cultural programs to reach the largest number of residents.

PR Strategy 1.7: Explore regional approaches to meeting citizens’ parks and recreation needs.

PR Policy 2: Adopt standards for the dedication of parkland in all new development projects.

PR Strategy 2.1: Amend the subdivision regulations to increase the required usable open space in new subdivisions. “Usable” in this context means that the open space is relatively flat, affords easy access to all users of the development, does

Park level of service (LOS) standards prescribe the amount of park and recreation facilities the city wishes to provide based on the populations size. LOS standards can be utilized for determining park impact fees and/or land dedication requirements, as well as to measure the City’s performance in the provision of park and recreations facilities.





not contain environmental contamination and is not to be used for any activity that would interfere with its use for recreation. The location and configuration of the open space will be subject to review and site plan approval. Storm-water detention and similar uses shall be permitted provided that such areas are not fenced, slopes are such that they can be mowed and are designed as a visual amenity.

PR Strategy 2.2: Require new developments to link required open space to the larger greenbelt systems, where feasible.

PR Strategy 2.3: Review the option in the Subdivision Regulations that allows developers to pay a fee in-lieu of providing parkland on site. This revenue could be used to purchase parkland at appropriate locations and maintain existing facilities.

PR Strategy 2.4: Provide ownership and management options for parks and open space, taking into account the timeframe in which the City expects to have the capacity to assume the park or open space. Such options may include:

- A home owners association would retain ownership in perpetuity, managed in accordance with City requirements;
- The land would be dedicated to and acceptance by the City at the completion of construction; or,
- A “stepped” process, whereby the park is initially owned and managed by a property owners association or similar entity, then dedicated to the City within a mutually agreed timeframe.

PR Policy 3: Leverage the City’s existing and future park and recreation system for the protection of natural and cultural resources.

PR Strategy 3.1: Prioritize parkland acquisitions that will also protect environmentally sensitive areas and/or cultural landscapes.

There were two additional policies there were included within the Parks Master Plan but were not directly included in the Previous Plan goals or strategies. They are considered important to the overall vision and goals for Parks and are shown below as Policy 4 and 5.

PR Policy 4: Expand the Park Department.

PR Strategy 4.1 The park and recreation department should be grown to provide park and recreation staff that can take a leadership role in the management of park and recreation resources.

PR Policy 5: Implement a cost effective development model in which maintenance and operations are essential components of all decisions.

PR Strategy 5.1 Outline realistic development objectives that are





based on sound decisions.

PR Strategy 5.2 Strive to become self sufficient.

PR Strategy 5.3 Provide ownership and management options for parks
and open space.





IMPLEMENTATION

CHAPTER 8





8 – Implementation

8.1 Introduction



Celina Town Square

The Plan will be turned into reality only by taking action. This includes having support from all levels of government including City Council, Planning Commission, City Staff, and all other appointed and elected representatives. The Plan must also have support from local citizens, land owners, and the collective community. A comprehensive plan is specifically designed to be a living document that while continually changing is also directed toward the common

vision. The plan must serve as the primary guide when city leaders (future and present) make land use decisions, establish priorities, and commit to actions that are for the best interest of the community.

The City of Celina has always been a residential community reliant upon residential property taxes for the majority of general fund revenue in the form of property taxes. There is an ongoing current effort to encourage the development of commercial property to increase the money going into the general fund. By increasing the general fund revenue the City can plan for and construct infrastructure improvements, additional recreational and open space as well as preserving historical structures. This Plan seeks to capitalize on the current major infrastructure improvements (Preston Road and along County Road 5) and plans for new, higher value commercial and mixed use development at intersections, Celina Parkway, the Dallas North Tollway, and Collin County Outer Loop.

To effectively implement the land use, quality of life and community valued goals of this plan, the City must work in together with the community, its residents, and the real estate market to fully understand all the possibilities and priorities presented within. It will require present and future city councils, City Staff, and relevant boards and commissions to actively and continuously use the Plan as a key reference for decisions pertaining to growth management, zoning, land subdivision, development and infrastructure construction.





The individual elements of the Plan call for goals, policies, strategies and specific actions to bring about the positive achievements reflected in the Vision Statement. The program for implementation of this Plan totally relies of four key components:

- Principles to guide decision-making for consistency with the Plan
- A protocol for monitoring progress in implementation.
- An action plan that synthesizes the policies and strategies from the plan elements into ongoing actions.
- Provisions for adopting, amending, and updating the Plan

8.2 Growth and Development

Although impossible to forecast where growth will happen with 100 percent accuracy, it is imperative to begin the planning process so that growth and development can be directed in the desired locations. Timing will depend largely on the marketplace, but the City must take a proactive approach and being prior to the market influx. The projections presented in the Plan are built on the assumptions that growth will continue to occur much as it has since 2000. To control this growth in both population and development, the City has identified the existing conditions (facilities, infrastructure, and residential areas) and will use this to guide the location of future growth and development.

The Future Land Use Plan map was created by combing the key assumptions for the location and type of development. The areas already developed are noted as such with the remaining areas set aside to accommodate future development. There is limited infill development potential and it is anticipated that given the current zoning requirements, these will develop similar to the surrounding developments.

8.3 Principles for Comprehensive Plan Consistency

As presented previously, Texas law provides basic guidance to municipalities for developing and applying comprehensive plans. Chapter 213 of the Local Government Code (LGC) grants local municipalities the power to promote sound development and promote the public health, safety and welfare. Furthermore, the LGC allows the local government the power to adopt a long-range comprehensive plan that provides for the community's long-range development.

Specifically:

“...a municipality may define the content and design of a comprehensive plan.

(b) A comprehensive plan may:

(1) include but is not limited to provisions on land use, transportation, and public facilities;





- (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations.

c) A municipality may define, in its charter or by ordinance, the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.”

While Chapter 213 does not specifically indicate the need for a comprehensive plan, Chapter 211 indicates that

“(a) Zoning regulations must be adopted in accordance with a comprehensive plan and must be designed to:

- (1) lessen congestion in the streets;
- (2) secure safety from fire, panic, and other dangers;
- (3) promote health and the general welfare;
- (4) provide adequate light and air;
- (5) prevent the overcrowding of land;
- (6) avoid undue concentration of population; or
- (7) facilitate the adequate provision of transportation, water, sewers, schools, parks, and other public requirements.” (Sec. 211.004)

This would lead one to believe, that without a comprehensive plan, all zoning regulations are open to interpretation. However, once the comprehensive plan is adopted, then all zoning regulations must be in conformance. Thus, it is imperative that the approved comprehensive plan be closely aligned with the Zoning Plan as well as the Subdivision Plan. This is necessary as further indicated by LGC Section 212.010 that details the “Standards for Approval”. The overriding standard for approval is that the plat must be approved if it conforms to the “general plan of the municipality”. The general plan is the Comprehensive Plan.

Upon adoption, the Plan replaces the Celina by Choice: The 2030 Comprehensive Plan. This Plan will become a key policy document, **separate and distinct from zoning**, but to which future zoning and development regulations shall be made consistent. The following are more specific principles that the City will be following to assure compliance, as well as to amend, monitor, and update the Comprehensive Plan.



Principle 1: Revise the zoning and related development regulations and ordinances to maintain a consistency with the Plan

The Land Use and other plan elements propose revisions to present zoning, development regulations and ordinances, such as new standards and incentives for mixed uses in the downtown area and within the overlay districts. After adoption, the City should review its Zoning Ordinance and other regulations for consistency with these and other Plan recommended actions. Where inconsistencies are identified, the ordinances will be amended. This is not saying that upon plan adoption, the zoning map, zoning and subdivision ordinance and its various zoning districts must undergo a wholesale revision. Instead, this principle calls for the City to implement a staged program over time to align its zoning and development regulations with the Plan policies and actions. Where the Plan recommends new zoning concepts in the City's ordinances (such as conservation development standards in the Interim Growth Area), the City will review what similar tools are being used in other communities.

Except where necessary to reserve certain parcels for future public use, the City of Celina will not initiate changes to existing zoned properties. Rather the City will use the Plan to guide decisions about requests for rezoning as submitted by individual property owners.

It is important to remember that the Future Land Use Map does not become or replace present zoning district designations on the zoning map. Instead, the Future Land Use Map conceptually depicts relatively broad categories of land use. Each of these land use categories may accommodate more than a single zoning district, and they will also serve as a guide for considering future rezoning. The Future Land Use Map does not directly determine the specific type of development that may be allowed on a particular property.

Principle 2: Rezoning requests shall be reviewed for consistency with the Plan

While applicants for zoning changes must demonstrate the proposed use/development is consistent with the land use designation as shown on the Future Land Use Map, consistency with this map is only one of several considerations, and all other development criteria must be met for a rezoning approval, per the process established in the zoning code.

To provide a high degree of certainty and direction to the development process, the goals, policies and strategies contained in the Plan are used in conjunction with the Future Land Use Map and the Master Thoroughfare Map to evaluate all requests for rezoning. Proposed developments or uses that clearly support implementation of Plan will receive favorable consideration for approval. Conversely, proposed developments or uses that are found to be inconsistent with the Plan will not be granted approval, unless the applicant can clearly demonstrate that the Plan should be amended based on the specific request (e.g., there is a material change in circumstances since the adoption of the Plan, or the proposal actually exceeds the intent of the policies in the Plan).





Because the Future Land Use Map and its policies are considerably broader than present zoning and development regulations, most development applications that are consistent with present zoning will also be consistent with the Comprehensive Plan. In fact, in many cases, particularly those involving rezoning, the Plan will add considerable flexibility in the development review process. This will be true particularly in areas designated for redevelopment, infill, or mixed use, where the underlying zoning may be more rigid and limited than that provided by the Plan. However, in cases where a proposed development is in conflict with the Plan, such approvals should not be granted without the appropriate amendments to the Plan (see section below on Plan Amendments).

Principle 3: The City Council shall consider consistency with the Plan as a factor in making decisions on proposed programs, projects, and initiatives.

The City Council often makes decisions on many programs and projects that relate to the goals, policies and strategies contained in the Plan. Effective implementation of the Plan will depend in part on the extent to which present and future councils take into account consistency with the Plan in the decision-making process. The following are recommended components to ensure Comprehensive Plan consistency:

- Establish a framework for City Staff reporting to the City Council regarding the consistency of relevant projects, programs and initiatives with the Plan
- Adopt provisions to modify the Capital Improvement Program (CIP) process to reflect policies, actions, and priorities established in the Plan

8.4 Plan Adoption

After plan completion the plan shall be adopted by the City Council in accordance with the following procedures:

- (1) City Staff and the consultant team shall conduct a public open house prior to the plan going before the Planning and Zoning Commission and/or City Council. The information gathered during this meeting will be included in the final draft.
- (2) The final draft report shall be presented at a combined Planning and Zoning Commission and City Council meeting. The final draft report will be made available to the public after this meeting.
- (3) The Planning and Zoning Commission will conduct a public hearing to gather citizens input. The Commission will then vote to recommend approval of the Plan and its adoption by the City Council.
- (4) Once the Planning and Zoning Commission makes a recommendation for adoption, the Plan will be forwarded to the City Council.
- (5) Prior to adopting the Plan, the City Council will hold a public hearing and will then vote on its approval.
- (6) The City Council will adopt the Plan by ordinance.





8.5 Plan Amendments

The Plan should articulate the vision for the community as a whole. Many public decisions and private investments are made based upon this plan. Therefore, plan amendments should not be made without careful consideration. The plan is an ever changing document and changes are anticipated as conditions, attitudes and the economy changes over time. Plan amendments are periodic, substantive changes to the Plan and its associated goals, policies, strategies and actions. These changes are necessary in order to accommodate changed or unforeseen circumstances in a manner consistent with the public interest.

The Plan shall be reviewed annually and if necessary, amendments proposed. Plan amendments will be recommended by the Planning and Zoning Commission and adopted by City Council in the same manner as the Plan adoption.

8.6 Plan Monitoring and Updating

If a comprehensive plan is to have value and remain useful over time, it is important to develop ways of monitoring progress on its many initiatives, to evaluate its effectiveness, and to keep it current as new information becomes available and as circumstances change. The Plan must be structured to respond to changing needs and conditions. The City of Celina must monitor plan implementation progress annually and conduct a thorough review and revise and update the Plan as necessary.

Annual Monitoring

At the anniversary of plan adoption, the Planning and Development Services Department shall submit to the Planning and Zoning Commission and City Council a report indicating actions taken and progress implementing the Plan during the previous year.

- Measures of success that determine consistency with the Plan should be developed as part of an overall plan-monitoring program. These measures may include time-frames for specific completion of actions, or numeric indicators (e.g., number of new miles of bicycle paths; street connectivity ratio; number of acres for usable parkland reserved in new development; etc.)
- Solicit website email for input from local citizens, adjacent municipalities, school districts, development interests, and other stakeholders and affected parties as to the effectiveness and continued relevance of the plan.

Updating / Plan Revision

Every five years, the City of Celina will initiate a process to revise and adopt an updated comprehensive plan. The revision process includes:

- Continuation of the Comprehensive Plan Steering Committee to guide the update process.





- Updating of the Comprehensive Plan base data documenting growth trends, completed projects and other factors experienced since the adoption of the current plan.
- Obtain responses from local citizens, adjacent municipalities, school districts, development interests, and other stakeholders and affected parties as to the effectiveness and continued relevance of the Vision Statement.
- Revision of goals, strategies and actions to reflect changing priorities of the citizens and emerging needs and opportunities.
- Revisions to the Future Land Use Map and other exhibits, tables, etc.

8.7 Action Plan

Table IMP-1 synthesizes the recommended actions to implement the Comprehensive Plan according to timeframe and relative priority. Six general types of actions are included: (Actions may fall under more than one action type.)

- **Planning:** Actions that involve additional planning or study to address specific issues. An example of this is a detailed sector plan for a specific area of the City.
- **Regulation:** Actions that involve development of new regulations, revisions to existing regulations, or enhanced Code Enforcement.
- **Program:** Actions involving a series of steps to accomplish an objective.
- **Capital:** Actions that involve capital investment by the City.
- **Outreach:** Actions involving outreach to the public/residents.
- **Partnership:** Actions that involve coordination or collaboration with one or more entities to meet an objective. The actions are organized according to Plan element. References back to relevant strategies from other elements are provided for each action.

The actions are assigned to one of four timeframes:

1. **Short-term:** Actions for the City to address within two years of Plan adoption.
2. **Mid-term:** Actions to address within two to five years from Plan adoption.
3. **Long-term:** Actions to be addressed within five or more years from Plan adoption.
4. **Ongoing:** Actions currently being addressed on a continuing basis.

The Action Plan is not intended to be a definitive prescription or a rigid formula. It is suggested as a framework to guide decision making and the allocation of resources; a “task list” to ensure steady progress in implementing the 2013 Celina Comprehensive Plan. The Action Plan does not preclude any actions from being implemented earlier or later as resources become available.



DEFINITIONS

Celina Bobcat Football
Texas High School Football at its Best!

STATE CHAMPIONS

1974 Class B 1995 Class AA 1998 Class AA
 1999 Class AA 2000 Class AA 2001 Class AA
 2005 Class AA 2007 Class AAA

State Runner Up - 06-08 7 on 7 State Champions - 00-07

DISTRICT					BI-DISTRICT					AREA					REGIONAL					OTR-FINALS					SEMI-FINALS														
66	67	68	69	71	66	67	68	69	71	88	94	95	96	97	98	68	67	68	74	75	78	74	75	78	74	75	78	74	75	78	74	75	78	74	75	78	74	75	78
73	74	75	77	78	74	75	78	85	87	96	97	98	99	00	01	69	71	74	88	95	97	88	95	97	88	95	97	88	95	97	88	95	97	88	95	97	88	95	97
85	88	89	90	94	88	89	90	92	94	99	00	01	02	03	04	75	78	88	98	99	00	98	99	00	98	99	00	98	99	00	98	99	00	98	99	00	98	99	00
96	97	99	00	01	95	96	97	98	99	02	03	04	05	06	07	95	97	98	01	04	05	01	04	05	00	01	05	00	01	05	00	01	05	00	01	05	00	01	05
02	04	05	06	07	00	01	02	03	04	05	06	07	08	09	10	99	00	01	04	07	08	04	05	08	07	08	08	07	08	08	07	08	08	07	08	08	07	08	08

Celina Quarterback Club Est. 1953 www.celinabobcats.org

STATE RECORDS

68 Wins in a Row
 25 Playoff Wins in a Row
 4 Championships in a Row
 8 State Championships





Definitions

Access Management: A combination of physical techniques and transportation policies used to control the flow of traffic between roads and the surrounding lands.

Capital Improvement Plan (CIP): These are the public dollars that are allocated for improvements to a City's infrastructure. They are usually allocated annually and refer to a specific map that shows the location and type of these facilities.

Celina Parkway: A Major arterial or controlled access freeway/toll road being developed by the City of Celina to facilitate north-south mobility through the western half of the city. Due to the proximity of the BNSF Railroad directly west of Preston Road, this facility provides mobility, connectivity, and development opportunities for the undeveloped areas west of the railroad.

City: The City of Celina within the City Limits and the City of Celina extra territorial jurisdiction (ETJ).

Collin County Outer Loop (CCOL): CCOL is a 50 mile segment of the planned DFW Regional Outer Loop, extending from the Rockwall County Line on the southeast, to the Denton County line on the northwest. Collin County has an engineering firm under contract who is developing schematic documents from US 75 in McKinney to the proposed extension of the Dallas North Tollway in Celina (called CCOL Segment 3). The CCOL is planned to be a limited access, high speed facility that may incorporate a future passenger rail. The facility may also include a tolling component due to current transportation funding shortfalls.

Comprehensive Plan: The document that forms the policies governing the future development of the City. The document consists of various components/strategies governing specific functions and services of the City. The document is vetted through the City Staff, elected officials, citizens and local property owners.

DNT: – Dallas North Tollway

Design Guidelines: Set of guidelines developed by the City and used by developers to help address character and address quality.

EDC (Economic Development Corporation): A corporation comprised of appointed City leaders that is supported provides economic incentives on behalf of the City. The corporation is supported by a half-cent sales tax.

Extraterritorial Jurisdiction (ETJ): An area of unincorporated County land immediately adjacent to the incorporated City. The City may have limited development





powers within the ETJ such as subdivision regulations but may not exercise zoning control.

Functional Classification System: This is a hierarchical roadways system that classifies roadways through a series of roadway networks. The road network is divided into four general classifications by the service of the roadway. The four classifications are local streets, collectors, arterials and highways. The classifications range from providing local property access (local streets), on one end to the provision of maximum mobility and movement to the other (highways)

Future Land Use Plan: The graphical representation that illustrates the generalized location of future land uses. This representation is supported by a chapter within the plan that defines and highlights each of the details that are illustrated. The plan covers all the property within the City.

Greenfield Project: These projects are done on open land that has not been built on before. These projects are unimpeded by prior work, meaning there is no remodeling, environmental remediation or demolition needed.

Industrial: Industrial land uses such as assembly, distribution, warehousing, manufacturing and potentially outdoor storage facilities and other similar land uses.

Infill Development: Development of new homes, commercial and/or retail buildings and public facilities within the community on unused or underused land.

Local Streets: The lowest functional roadway classification that primarily provides for property access. The roadways generally serve for low traffic volumes as well as low speeds.

Mixed Use: This land use designation is a mixture of residential and commercial/retail land uses that are allowed on the same property. Mixed use may include both horizontal and vertical land uses.

Multifamily housing: Attached dwelling units design to be occupied by families living independently of one another. This does not include hotels, motels or boarding houses.

NCTCOG: North Central Texas Council of Governments.

Office: Office uses include multi-tenant lease spaces and signed occupant buildings that provide working environments for professional businesses.

Overlay District: The overlay district is not a land use designation in itself. It encompasses the land within 750 feet from the ultimate ROW line on those roadways designated as having an Overlay District. It is the goal of the City to encourage regional growth and development along these corridors while encouraging quality streetscape and facilitating access along these roadways.





Parks and Open Space: Area reserved for recreation and public use, provided either by the City or by private development.

Planning Process: The process by which a document, policy or plan is developed.

Redevelopment: Restoration of existing buildings and properties blighted and/or which diminish the character and function of a neighborhood.

Retail: Retail uses include stores, restaurants, service businesses and business-to-business companies.

Right-of-Way (ROW): Land provided for the purpose of vehicular, pedestrian, transit and bicycle access.

Single Family Residential: A detached dwelling unit designed to be occupied by a single family.

Street: Any dedicated public thoroughfare which provides the principal means of access to abutting property for automobiles. **NOTE: Detailed street definitions are in Chapter 5: the Transportation chapter of this plan.**

Traffic Impact Analysis (TIA): An engineering study that helps the community understand the projected demands and impacts that a proposed project will have on the City Transportation network. The TIA serves two purposes: to determine the proposed impacts and to determine the mitigation measures necessary in order to offset these impacts.

TxDOT: Texas Department of Transportation.

Utilities: Services provided by public and private agencies that support development. Utility services include water, wastewater, storm drainage, electrical, natural gas, telephone, cable TV, internet and other similar services.



CELINA





APPENDIX



CELINA

