



COMPREHENSIVE PLAN CHECKLIST

NOTE: This checklist is not all-inclusive of all City ordinances and standards.

The comprehensive plan does not change the zoning. Where Zoning conflicts with the Comp Plan, the Zoning has precedence.

<http://friscotexas.gov/1064/Comprehensive-Plan>

1. PLACEMAKING & RESILIENCY (CH 3)

- 1.1. Creates distinctive destinations that attract people and encourage social interaction. (See the [Form Based Codes Manual](#))
- 1.2. Creates great streets with human-scaled architecture, walkability, attractive amenities and an engaging street wall. (See 4.8 – 4.21)
- 1.3. Design for the long-term value of both the development and the community with safe streets and neighborhoods, high-quality buildings that can adapt easily to the changing demands of the marketplace, a range of housing options and a variety of gathering spaces.
- 1.4. Provides a mixture of land uses in an active pedestrian environment and a network of sidewalks and trails that links people of all ages and physical abilities to their destinations.
- 1.5. Preserving and enhancing natural areas for the health, aesthetic, infrastructure and economic benefits the community will receive.

2. LAND USE & ECONOMIC POLICIES (CH 4 & 5)

- 2.1. Is a balance of land uses to serve the needs of citizens and to ensure a diverse economic base, with a variety of housing, shopping, arts/culture and entertainment choices?
- 2.2. Is the most desirable, efficient use of land while maintaining and enhancing local aesthetics.
- 2.3. Land use, for development and redevelopment, respects environmental factors and innovative design. (See Sec 3)
- 2.4. Provides for proper transitions between land uses. The development provides an appropriate transition between the incompatible uses, such as physical separation, a transitional land use or another measure or combination of measures appropriate to the specific situation.
- 2.5. Designed using the principles of Crime Prevention through Environmental Design (CPTED) — with features such as fencing, lighting, open views, and access control.

- 2.6. Creates quality working environments that foster an attractive sense of place (commercial & mixed-use developments).

3. OPEN SPACE / ENVIRONMENTAL FEATURES (CH 3 & 7)

- 3.1. Use the 1999 Environmental Attributes Analysis to identify limited natural resources and unique natural assets for incorporating as amenities within the development (*posted on the [Comp Plan web site](#)*).
- 3.2. Incorporate natural features and topography into the development design:
 - a. Incorporate streams, creeks, wetlands and other natural amenities into water features and open space.
 - b. The open spaces along streams and creeks should provide trails. Trail design does not negatively impact drainage capacity and/or erosion or require retaining walls for the trails.
 - c. Enhance and/or increase healthy tree cover and natural prairie.
 - d. Retain and/or design viewsheds to notable landmarks and features. Whenever possible, ridge lines and high points create locations for viewing the community and its key features.
 - e. New roadways respect the natural environment. Street layout follows the pre-development topography to minimize cuts and fills and disturbance to natural features.
 - f. Cluster development is encouraged (*see Zoning Ordinance Sec. 4.10*).
 - g. Use of native or drought-tolerant plants in landscape / open space areas (*see approved plant materials list*).
- 3.3. Incorporate green engineering principles.
- 3.4. Use energy resources efficiently; take advantage of opportunities to conserve energy and use renewable energy resources when feasible and cost-effective.

3.5. Preferred Design Elements

(see pages 27 – 38)

- a. Pedestrian amenities, i.e. enhanced pavement, shade trees, and pedestrian bridges over drainage features, benches, walkways winding through various levels and native plantings.
- b. Pergolas along/over walkways.
- c. A variety of programming elements are provided to make open space inclusive.
- d. Orientation of businesses to open space.
- e. Open Space provided within urban areas is designed to provide a unique experience and sense of identity.
- f. Fountains in drainage areas.
- g. Naturalized stream bank.
- h. Stone terracing of open drainage areas.
- i. Stone and/or masonry veneers for infrastructure elements (retaining walls, bridges, culverts, etc.).
- j. The use of low masonry walls with stone capping to provide seating.

4. TRANSPORTATION/MOBILITY (CH 3 & 9)

- 4.1. Create new streets with aesthetically pleasing features appropriate to the adjacent land use and the roadway type. New roadways respect the natural environment *(see 3.2.e)*.
- 4.2. Integrate with the City’s multi-modal mobility network.
 - Makes future multi-modal mobility choices—walking, biking, transit—available to help reduce vehicular trips on city streets.
- 4.3. Increase the interconnection between neighborhoods and other land uses, and between roads and trails as required.

Streets and the Public Realm:

- 4.4. Sidewalks and other paved areas are shaded. Trees can be combined with other devices (i.e. arcades, canopies, awnings) to provide more shade.
- 4.5. Local neighborhood streets are designed to discourage speeding and maximize safety.
- 4.6. The roadway system design complements urban design, livability and sustainability components of the Plan.
- 4.7. Streets comfortably accommodate multiple users—cars, pedestrians and bicycles—and are defined by buildings and streetscaping.

- 4.8. Streetscapes are not dominated by parking lots.
 - a. Parking is generally maximized on non-arterial streets to provide visitors and customers easy access to adjacent properties.
 - b. Additional parking, including garages and loading bays, is relegated to secondary streets and the center of blocks which are largely lined with buildings and landscaping.
 - c. Parking can be shared among the non-residential uses in mixed-use districts.

Mixed-Use and/or Transit-Oriented Developments:

- 4.9. Outdoor amenities provided for a pedestrian-friendly environment *(see the [Form Based Codes Manual](#))*. These include but are not limited to:
 - a. Wider sidewalks;
 - b. Tree wells;
 - c. Street furnishings such as benches and trash receptacles;
 - d. Transit amenities,
 - e. Lamp posts;
 - f. Bollards;
 - g. Drinking fountains;
 - h. Planters for flowers and shrubs;
 - i. Street trees; and
 - j. Mounted maps and Informational kiosks.
- 4.10. The design of adjacent building facades, especially at the ground floor level, relates well to the street.

By Project Type

5. RETAIL/COMMERCIAL

- 5.1. Development shall have open space(s) and/or plaza(s) for social activities.
- 5.2. Development should incorporate the following:
 - a. A mix of uses to create more activity in a cohesive area *(see 6.1 and 10.4)*;
 - b. Pedestrian-friendly connectivity to adjacent neighborhood areas, which includes tree-lined sidewalks, roundabouts and/or landscaped areas where connectivity occurs;
 - c. Internalized parking with buildings out front;
 - d. Minimizes wide expanses of concrete;
 - e. Minimizes spacing between buildings to maximize lot development;
 - f. Reduced setbacks to increase the visibility of the buildings; and
 - g. Orient buildings to open space amenities *(See 3.2 and 3.5)*.



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6. MIXED-USE (See also 4.9 – 4.10)

- 6.1. Mixed-use developments in selected areas only.
- 6.2. A combination of flexible building types. Flex space that can accommodate either retail or restaurant uses should be constructed along primary pedestrian corridors and should incorporate windows and entrances that open directly to the sidewalk.
- 6.3. Transit-Oriented Development (TOD) areas designed to facilitate transit vehicle circulation and have pedestrian-oriented amenities.

7. PUBLIC/SEMI-PUBLIC USES

- 7.1. Provide positive land use relationships for public/semi-public uses.
 - a. Appropriately sited to ensure compatibility of operating hours, traffic impacts and function.
 - b. Mixed-use or multi-use development patterns are encouraged.
- 7.2. Large religious places of worship and “campuses” (multiple buildings with different uses):
 - c. Located along major and minor thoroughfares;
 - d. Not located at a residential subdivision entrance;
 - e. Direct access from a median opening (if located on a divided thoroughfare); and
 - f. Parking areas screened with landscaping, berms, low walls, or a combination thereof.

8. DAY CARE FACILITIES

- 8.1. Day care centers should be located along major and minor thoroughfares or as part of a mixed-use development (on a collector street or higher) and not located at residential subdivision entrances.
- 8.2. Day care centers should have direct access from a median opening (if located on a divided thoroughfare).
- 8.3. The architectural character compatible with surrounding residential uses.
- 8.4. Parking areas screened with landscaping or berms.
- 8.5. Day care sites located in residential zoning districts may be re-platted for single-family residential development if the day care use is discontinued; and
- 8.6. Outdoor play areas are located away from residential areas.

9. SENIOR HOUSING

- 9.1. **Assisted Living Facilities:**
 - a. Assisted living developments may be built as part of a religious complex;
 - b. If possible, should be located next to or near public parks or private open space areas;
 - c. Served by a collector street; and
 - d. Integrated with the surrounding neighborhood.
- 9.2. **Retirement Communities:**
 - a. Located near parks, open space, and ADA-compliant trails;
 - b. The architectural character complementary to the adjacent residential areas; and
 - c. Emphasizes walkability and connectivity.

10. RESIDENTIAL

- 10.1. Provides a variety of residential unit types (*see page 117*).
- 10.2. Estate residential project locations:
 - Currently have agricultural zoning or that are being rezoned, and
 - With significant topographic change, and/or
 - Contain or adjacent to creeks, ponds, and/or significant tree groves.
- 10.3. Urban residential units provided as one component of a mixed-use environment (not stand alone).
 - Both vertical and horizontal mixed-use is appropriate.
 - Vertical urban residential (UL) development in a variety of types, such as condominiums and large lofts, are allowed.
 - New garden apartments (MF) will only occur where that type of zoning exists today.

By Location

11. MAJOR TRANSPORTATION CORRIDORS

- 11.1. Single-family residential development is discouraged along the railroad right-of-way.
 - *Refer to the Zoning Ordinance Sec. 4.07.13.*



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- 11.2. Single-family residential neighborhoods are not located along major regional transportation corridors, i.e. Dallas North Tollway (DNT), SH 121 and US 380, which are more appropriate for either higher-density residential or nonresidential development.
 - a. Single-family residential uses are NOT allowed to locate within 300 feet of the DNT.
 - b. Single-family residential uses are NOT allowed within 1,000 feet of State Highway 121 and U.S. Highway 380 (see 11.3).
- 11.3. Any residential development that is proposed in the vicinity of U.S. Highway 380 or State Highway 121 that does not adhere to 11.2 must submit a written request for a waiver demonstrating the following:
 - a. Minimal economic impact (i.e. lack of non-residential tax revenue),
 - b. Appropriate development size, and
 - c. Adequate remaining land availability for nonresidential development, and
 - d. The exposure of the proposed development to the US Highway 380 and 121 frontages.
- 11.4. Residential development must take place in a mixed-use environment and should be built concurrently or after the development of the non-residential uses where economically feasible (see 6.1 and 10.3).
- 11.5. Preston Road development should primarily be retail, but should be integrated with other types of uses, such as offices and residential development (see Sec 5).

12. CENTER CITY

- 12.1. Land use and infrastructure support the vitality of the Center City.
- 12.2. Supports downtown Frisco (the original town). Preserves its unique character and mixed-used development pattern with a distinctive atmosphere and special qualities.
- 12.3. Provides Connectivity to nearby sports venues, the City Hall and Library, the proposed commuter rail station (in the vicinity) and other significant locales is an important aspect of maintaining the viability of this area.

13. INFILL DEVELOPMENT

- 13.1. Respects significant local destinations and supports existing development (see page 118).

14. REZONING, PLANNED DEVELOPMENT, AND COMPREHENSIVE PLAN AMENDMENT REQUESTS

- 14.1. REQUEST TO ALLOW MIXED-USE:
 - Mixed-use developments are in selected areas only, as designated on the Future Land Use Plan (see also Sec 6 and 11.4).
 - Provide a written description that demonstrates it meets the criteria of Item 4 on page 117.
- 14.2. REQUEST TO ALLOW NON-RESIDENTIAL
 - Provide a written description that demonstrates it meets the criteria of Item 15 on page 120.
- 14.3. REQUEST TO ALLOW RESIDENTIAL
 - Provide a written description that demonstrates it meets the criteria of Item 15 on page 120-121.

By signing this document, I attest that this plan complies with the Zoning and Subdivision Ordinance, Engineering Standards and all other applicable codes and ordinances of the City of Frisco.

Preparer's Name (printed)

Preparer's Signature