

**To the Mayor and Members of the City Council****February 15, 2022**

Page 1 of 1

SUBJECT: PROPOSED 2022 COMPREHENSIVE PLAN

The purpose of this report is to provide the City Council with a summary of proposed amendments to be incorporated into the 2022 Comprehensive Plan. The proposed plan contains numerous updates and graphic enhancements to over half of the Comprehensive Plan chapters and appendices.

Proposed Amendments for the 2022 Comprehensive Plan

1. The *Population Trends*, *Economic Trends*, and *Financial Trends* chapters have been updated to reflect the latest statistical information available for these chapters.
2. The following chapters have been redesigned and updated for the first time since 2012 to include updated data, new project and program information, new policy direction from recently adopted plans, hyperlinks to additional information on many topics, and graphic enhancements intended to improve the user experience:
 - a. *Chapter 8: Human Services*
 - b. *Chapter 9: Neighborhood Capacity Building*
 - c. *Chapter 12: Education*
 - d. *Chapter 15: Arts and Culture*
 - e. *Chapter 19: Public Health*
 - f. *Chapter 20: Municipal Facilities*
 - g. *Chapter 21: Capital Improvements*
 - h. *Chapter 22: Development Regulations*
 - i. *Chapter 25: Intergovernmental Cooperation*
3. New information and map updates have been added to other chapters as well.
4. *Appendix C: Future Land Use by Sector* has been updated to reflect approved zoning changes and new development plans.
5. *Appendix D: Proposed Capital Improvements* has been updated to include the adopted FY2022-2026 Five-Year Capital Improvement Plan, along with a graphic summary of major expenditures described in the plan.
6. *Appendix F: Annexation Plan, Policy, and Program* has been updated to reflect changes to the annexation program.

Exhibit A provides more information on the proposed amendments, Comprehensive Plan update process, and the proposed adoption schedule.

On December 17, 2021, the City Plan Commission received a briefing on the draft 2022 Comprehensive Plan and expressed support for the proposed amendments to the plan. On January 26, 2022, the City Plan Commission conducted a public hearing on the draft 2022 Comprehensive Plan and voted unanimously to recommend adoption of the plan. The City Council is currently scheduled to conduct a public hearing and vote on adoption of the plan on March 8, 2022.

Should you have any questions, please contact Eric Fladager, Assistant Director, at 817-392-8011.

David Cooke
City Manager

Attachment: Exhibit A – 2022 Proposed Comprehensive Plan Draft Presentation

IR Exhibit A

Proposed 2022 Comprehensive Plan

Presented to the
City Council
by the
Planning and Data Analytics Department

February 15, 2022



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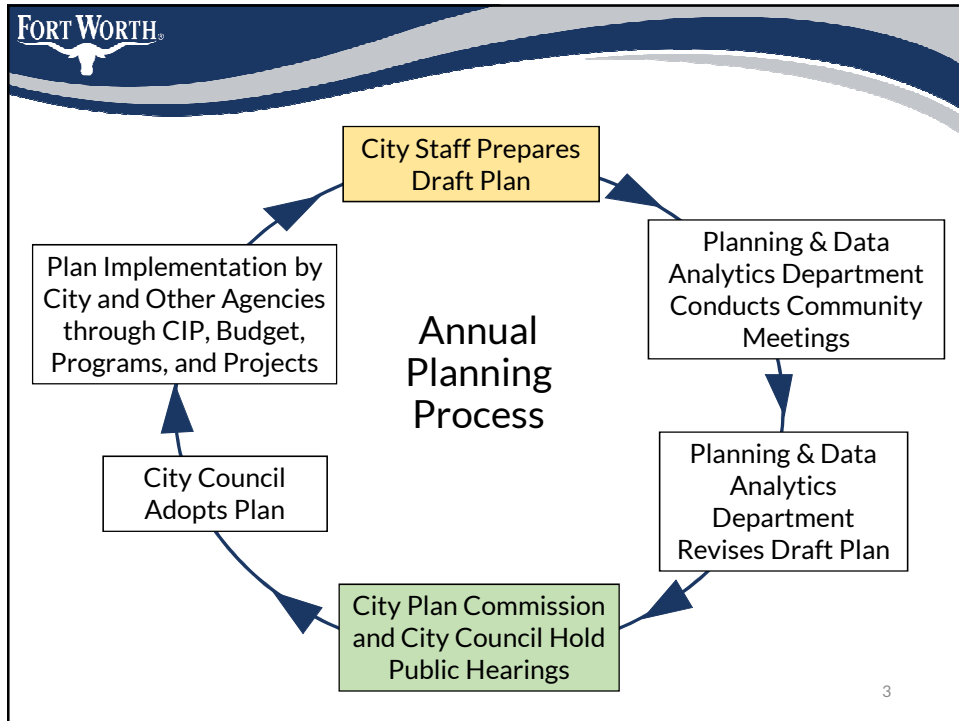


What is the Comprehensive Plan?

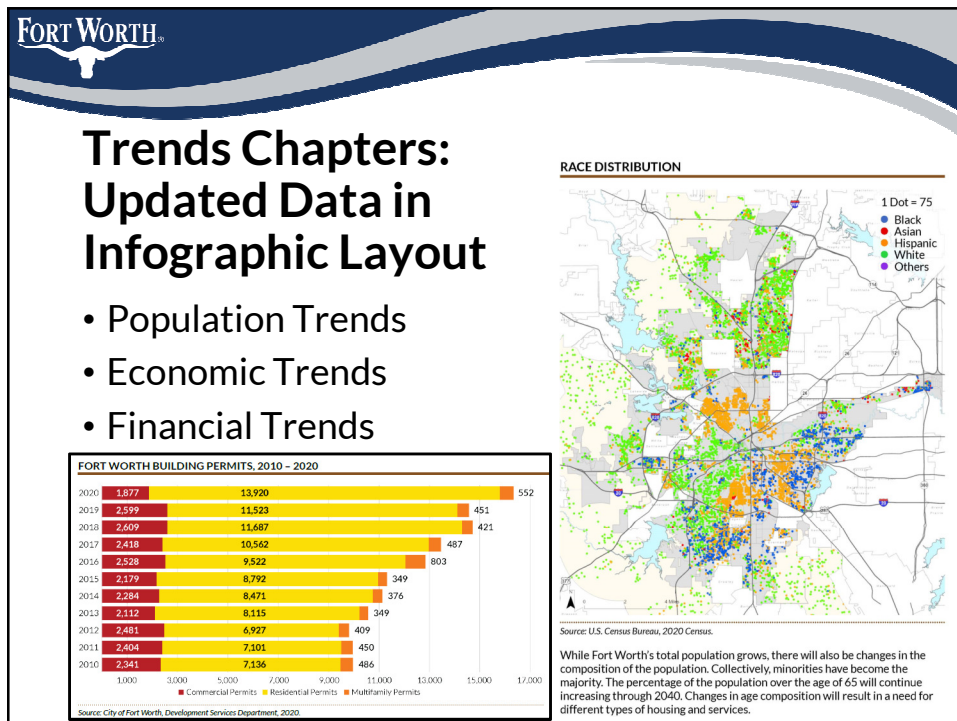
- A **general guide** for making decisions about the City's growth and development.
- Presents a **broad vision** for Fort Worth's future and describes major policies, programs, and projects to **realize that vision**.



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CHAPTER 20: MUNICIPAL FACILITIES

Municipal facilities are City-owned structures and grounds, not covered in other chapters of the plan, that provide a variety of uses including: office, storage, maintenance, court, and gathering space for carrying out community and government functions. This chapter addresses physical facilities for street services, facilities maintenance, City equipment and vehicles, Code Compliance, Environmental Management, municipal buildings, and Municipal Court. Other facilities such as parks, police, fire, water treatment, and libraries are addressed in separate chapters.

In addition, this chapter covers the overall provision of public buildings. As population increases and undeveloped areas begin to develop, new public facilities may be needed to serve the growing city. It is important to coordinate the planning and development of these new facilities to create the opportunity for shared use among City departments. Shared facilities will allow the City to provide services in the most efficient manner possible by avoiding duplication.

EXISTING CONDITIONS AND TRENDS

City facilities are designed, constructed, and maintained by the Facilities Management Group of the Transportation and Public Works Department (TPW). Facilities are constructed after the sponsoring department has secured the site and funding for the project.

Street Equipment, Vehicle Service, and Telecommunication Facilities

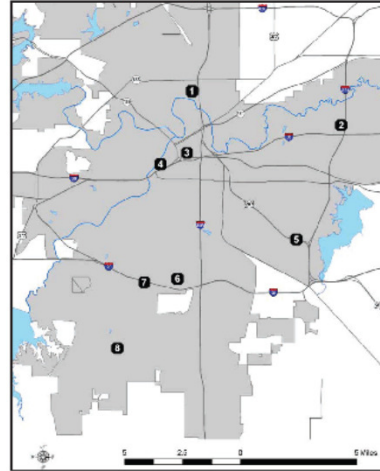
Street services such as signs, signals, and street markings are provided by the Street and Traffic Services Division of TPW. These facilities are industrial in nature, generating heavy truck traffic and requiring large outside storage areas and storage warehouses. Facilities supporting these services are the James Avenue Service Center located on James Avenue, the Southside Service Center located on Columbus Trail, and the Brennan Service Center located on Brennan Avenue.

The Equipment Services Department was recognized in 2011 as the #17 government fleet in North America by the 100 Best Fleet program. This award marked the seventh consecutive year that ESD was recognized as a 100 Best Fleet out of over 38,000 government fleets in North America. The Equipment Services Department responsibilities include vehicle acquisition, fuel management, vehicle maintenance, vehicle disposition, and overall fleet management. The City fleet consists of 3,725 pieces of equipment including 3,301 pieces of rolling stock maintained at four locations: Southside Service Center, James Avenue Service Center, Water Service Center and a body shop at the Brennan Service Center. The city has 63 fuel sites that dispense gasoline, diesel and/or propane fuels. In order to maximize efficiency, maintenance, repair, and fueling services are generally provided at locations where equipment and crews are based.

The IT Solutions department supports and maintains telecommunications infrastructure, providing two Public Safety Trunked Voice Radio Systems, a Digital

(Old 2012 Chapter)

Municipal Buildings and Service Centers



1. Brennan Service Center
 2. Environmental Collection Center
 3. City Hall, City Hall Annex, Public Safety
 4. Water Service Center
 5. Southeast Service Center
 6. James Avenue Service Center
 7. Southwest Municipal Court
 8. Southside Service Center
- The map above shows the existing service centers throughout the city and the location of municipal buildings. (Source: Transportation and Public Works Department, Equipment Services Department, 2011.)

Chapter 20: Municipal Facilities

QUICK FACTS

48 Years

Average age of all the General Fund buildings.

12.9M SF

City-owned facilities, approximately.

45 Years

Average age of all buildings maintained by the Property Management Department.

296 Acres

City facilities, approximately.

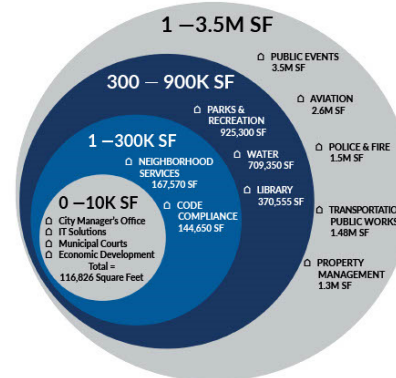
231K SF

Leased property

\$1.51 Per SF

5-year average maintenance cost for General Fund buildings.

CITYWIDE FACILITY INVENTORY CATEGORIES, IN SQUARE FEET



The current Capital Improvements Plan (CIP) reflects a sustained commitment by the Property Management Department to the upkeep of approximately 3 million square feet of City facilities over five years – including projects such as these:

- Facilities renovations, remodels, maintenance and repair, HVAC and plumbing, structural, roof and floor replacements
- Facility planning
- Architectural and construction management services

Source: City of Fort Worth, Property Management Department, 2021.

1.7M SF

Buildings and grounds to serve code compliance, police, and fire uses, approximately.

2.6M SF

Buildings and grounds to serve aviation at 4 City airports.

709K SF

Water facilities, including water treatment plants, pipelines, and service equipment and yards.

34K SF

The North Fort Worth Service Center houses three co-located departmental offices: Code Compliance, Stormwater, and a fleet service center.

80

Employees relocated to new facilities constructed through the 2018 Bond Program.

NEW CITY HALL 2024

COMPREHENSIVE PLAN | MUNICIPAL FACILITIES

DRAFT

NEW CITY HALL FACILITIES

The former Pier 1 Imports headquarters building at 100 Energy Way is a landmark glass tower that commands the skyline on the west side of Fort Worth's Downtown. This Class-A office building has been purchased for the new City Hall building. Renovations will include constructing new public meeting spaces, City Council chambers, parking, and departmental offices.

In the image on the right, each floor is being considered to align with the goals set forth by the City and to leverage best practices from around the nation. This stacking program follows key principles:

- Bring together customer-facing City services on the lower floors for ease of access for residents.
- Empower departments to collaborate by identifying strong adjacencies both intra-floor and to adjacent floors.
- Empower employees to collaborate in shared workspaces and in easy to access locations.
- Enable the City to strategically grow in the building by programming flexibility into floor designs and aligning private lease expirations with City expansion plans.
- Minimizing cost where possible through alignment of the split elevator system with departmental needs, and repurposing of reinforced floor areas for secure storage.

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MEZZANINE

LOBBY

TERRACE/GARAGE ACCESS

This "stacking model" represents the space and adjacency needs of all the departments that will be housed within the new City Hall. The department locations have not yet been announced.

Source: Athenian Group, 2021.

11.9 Acres

City Hall campus over looking the Trinity River.

1,412

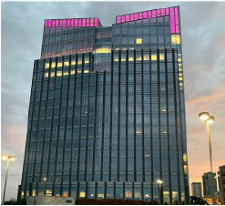
Employees will be relocated to the new City Hall.

2,000+

Employees will occupy the new City Hall by 2030.

203,000 SF

Will be occupied by the City at move-in. Some private tenants will remain over the next 5 years.



A new City Hall is being planned in the former Pier 1 building. It is scheduled to be open to the public in 2024.

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CHAPTER 25: INTERGOVERNMENTAL COOPERATION

(Old 2012 Chapter)

The City of Fort Worth interacts on a formal and informal basis with various entities and agencies to provide quality services to citizens, to reduce costs, and to comply with state and federal regulations. This chapter identifies and describes existing agreements and presents opportunities for additional interaction and coordination.

BACKGROUND

The City of Fort Worth interacts with other agencies in a formal manner through interlocal agreements, membership and participation in coordinating organizations, participation in regular meetings of governing bodies, joint meetings, workshops, working groups, and special task forces. The City also relates on an informal basis through personal contact by staff and elected officials. The City Council sets intergovernmental policies and executes formal agreements.

Partnerships with Surrounding Cities

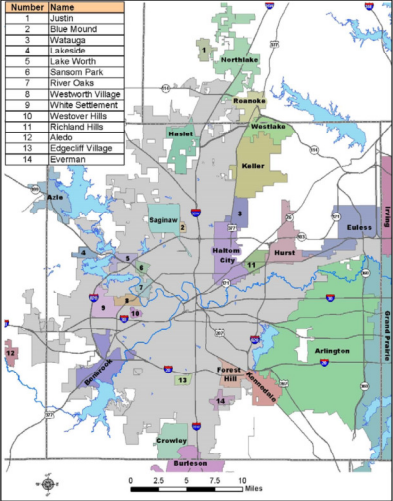
The City of Fort Worth shares its corporate limits with 28 cities. Interlocal agreements have been adopted with many of these cities, including agreements for shared facilities and coordinated provision of services, participation in household hazardous waste collections, and regulations of the Rabies Control Act. Coordinated policies and programs for particular services such as public health, libraries, parks, fire, and police are described in the corresponding chapters. Water and wastewater agreements are listed in Chapter 18: Environmental Quality.

The City of Fort Worth and the City of Dallas are joint owners of the Dallas/Fort Worth International Airport. An 11-member board operates the Airport; the board consists of the Mayor of each city, three members appointed by Fort Worth City Council, and six members appointed by Dallas City Council. The board prepares a budget each year that must be approved by the governing bodies of both cities. Individually, the two cities have executed covenants whereby they can levy a maintenance tax to assure the airport is efficiently operated and maintained. However, neither has implemented the maintenance tax to date. The Board makes agreements with air carriers and other parties that use the airport and sets rental rates and fees to produce adequate revenues.

The Trinity Railway Express commuter rail project was originally a joint venture of the City of Fort Worth and the City of Dallas. Each city owned a 50 percent interest in right of way formerly owned by Chicago, Rock Island, and Pacific Railroad that joins the two cities. The property was acquired to preserve the freight service until such time that mass transit could be re-introduced in the corridor. The Federal Transit Administration and the Texas Department of Transportation contributed \$31.6 million toward acquisition, and the cities jointly contributed \$2.4 million. A joint project by the Fort Worth Transportation Authority (The T) and Dallas Area Rapid Transit (DART) has been implemented to provide commuter rail on the existing track between Dallas and Fort Worth, from which the service will connect to the Dallas/Fort Worth International Airport. Direct commuter rail service between

Adjacent and Surrounding Cities

Number	Name
1	Justin
2	Blue Mound
3	Watauga
4	Lewisville
5	Lake Worth
6	Sanger Park
7	River Oaks
8	Westworth Village
9	White Settlement
10	Westover Hills
11	Richard Hills
12	Aledo
13	Edgecliff Village
14	Everman



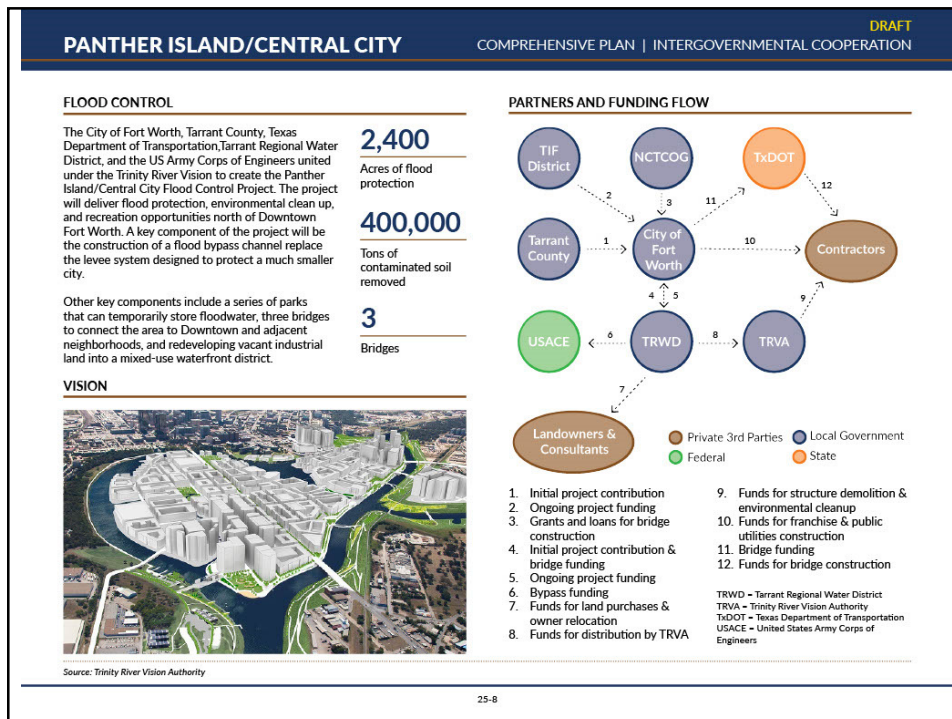
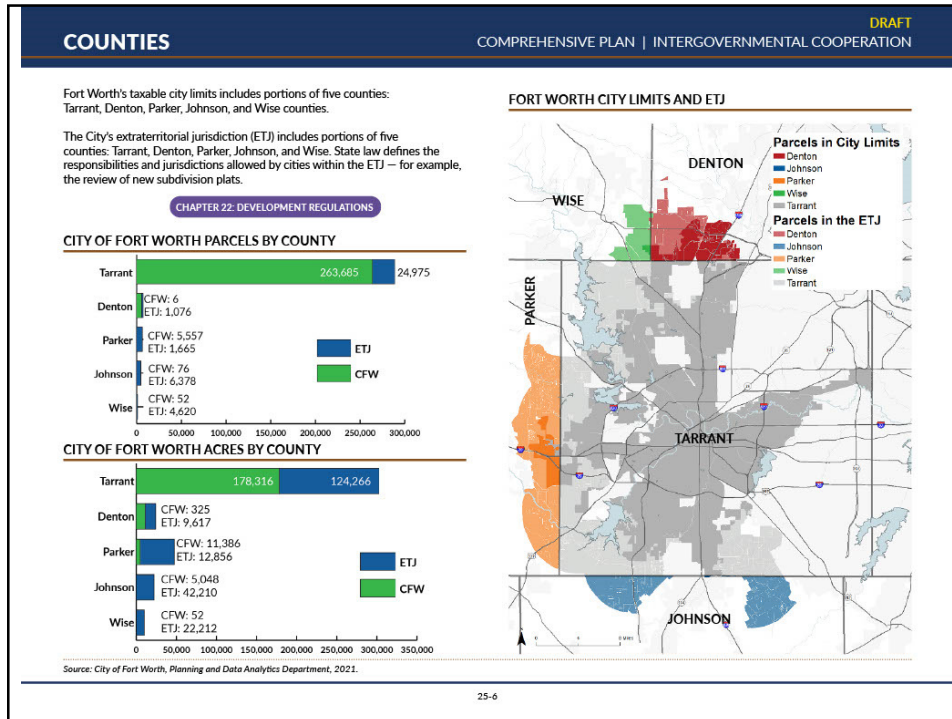
Fort Worth shares boundaries with 28 cities. The City has various service and facility agreements with these cities and other nearby municipalities.

(Source: Planning and Development Department, 2011.)

Chapter 25: Intergovernmental Cooperation

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EXISTING PLANS AND STUDIES

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COMPREHENSIVE PLAN | APPENDIX A

PART I: FOCUSING ON THE FUTURE

- Chapter 1: Population Trends -
- Chapter 2: Economic Trends -
- Chapter 3: Financial Trends -

PART II: BUILDING STRONG NEIGHBORHOODS

- Chapter 4: Land Use -

Lake Arlington Master Plan (2011)

The City of Arlington, in partnership with the cities of Fort Worth and Kennedale, developed a master plan for Lake Arlington in 2010-2011. The master plan is intended to protect Lake Arlington's water quality to ensure a safe drinking water supply for over 500,000 people, while creating new recreation opportunities and guiding future development around the lake. The plan describes a vision for Lake Arlington; a set of guidelines and standards for protection of water quality; beautification, recreation and open space opportunities; and conceptual development scenarios for the west side of the lake. The City Council adopted a resolution endorsing the Lake Arlington Master Plan in May 2011.

LAKE ARLINGTON MASTER PLAN

Lake Worth Vision Plan (2011)

The Lake Worth Vision Plan describes and depicts the most appropriate future land use, development patterns and forms, recreational use, and facilities on and around Lake Worth. The Plan is based on the following four principles to guide future decision-making for Lake Worth: 1) Protect and enhance Lake Worth's water quality, natural beauty, and recreational character; 2) Develop Model Sustainable Communities in the Lake Worth area that create desirable places to live and work while enhancing livability of existing communities; 3) Create Lake Worth Regional Park, a linear park that encompasses the lake and provides high-quality recreational amenities and cultural hubs; 4) Connect communities, resources, and amenities with parkways, greenways, and trails.

LAKE WORTH VISION PLAN

Texas Motor Speedway Area Master Plan (2009)

The Texas Motor Speedway (TMS) Area Master Plan is a sub-regional public planning effort which provides recommendations concerning economic development, land use, transportation, water and sewer infrastructure, environmental impacts, and regional cooperation for the multijurisdictional study area. The plan acknowledges that due to rapid growth, development pressures in the TMS area will increase and the ability to properly accommodate that growth needs to be balanced with maintaining the considerable economic impact of the race track. To achieve this balance, key stakeholders were engaged throughout the study area, including major employers, property owners, neighborhood leaders, adjacent communities' planning staff, and elected officials. The plan reviews development opportunities and plans, identifies potential compatibility concerns, and describes transportation facility needs and plans to serve the area. The plan acknowledges the multiplicity of planning efforts by the many jurisdictions within the TMS plan study area, and melds elements of these plans into a more understandable long-range view of the TMS study area. Based on stakeholders' desires to more sustainably accommodate the strong growth projected for the area, the plan introduces alternative – and potentially more sustainable – development patterns for the sub-region within which TMS is located.

TEXAS MOTOR SPEEDWAY AREA MASTER PLAN

NAS JRB Joint Land Use Study (2007)

The Joint Land Use Study (JLUS) is an initiative of Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement and Tarrant County. The U.S. Department of Defense, Office of Economic Adjustment is the project manager and the North Central Council of Governments is the study sponsor. The purpose of this Joint Land Use Study is to evaluate the current status of the implementation of recommendations issued in the 2002 Air Installation Compatible Use Zone Study and to make recommendations for additional actions by local governments designed to improve land use decisions that may affect the mission of the base. The City Council adopted a resolution supporting the JLUS in October 2007.

NAS JRB JOINT LAND USE STUDY

*Denotes plans or studies that are superseded by another plan listed this appendix.

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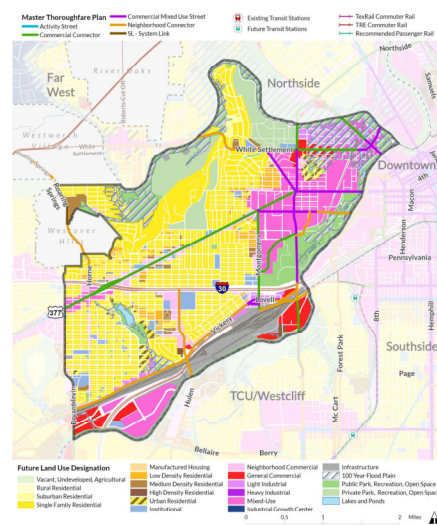
Future Land Use by Sector

DRAFT
COMPREHENSIVE PLAN | APPENDIX C

ARLINGTON HEIGHTS SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote transit-oriented development (TOD) along West 7th Street where it could be served by a future western bypass alignment of the TEX Rail commuter rail corridor and/or future modern streetcar service on West 7th Street.
2. Promote commercial and urban residential development within the Cultural District and Clear Fork Mixed-Use Growth Centers.
3. Promote a desirable combination of compatible residential, office, retail, commercial, and selected light industrial uses in the mixed-use and urban residential zoning districts of the West Seventh Urban Village.
4. Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
5. Maintain the neighborhood commercial scale and character of the historic section of Camp Bowie Boulevard bounded by Montgomery Street and Interstate 30. Promote the preservation of historic buildings, head-in parking, storefronts, awnings, brick pavers, and compatible development between residential and commercial uses. Discourage mixed use zoning or higher density developments which may be out of scale for the historical development pattern.
6. Maintain the neighborhood residential scale and character of the White Settlement Road boundaries of the Monticello and Crestwood neighborhoods. Discourage commercial or mixed use zoning or higher density developments out of scale and character with the existing residential development.
7. Stimulate the redevelopment of the Camp Bowie Boulevard, West 7th Street, White Settlement Road, and Vickery Boulevard/Lovell Avenue commercial, mixed-use, and urban residential districts.
8. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
9. Seek to attract at least one convention hotel to the Cultural District.
10. Encourage compatible land use and infill development in the Como neighborhood consistent with its neighborhood empowerment zone plan.
11. Promote the revitalization of the Home Street commercial district.
12. Encourage compatible development between residential and commercial properties along the west side of the Montgomery Street corridor.
13. Honor agreements between the University of North Texas Health Science Center and the adjacent residential communities to meet expansion needs, while protecting the residential communities.



*A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
Texas Local Government Code, Section 219.005.

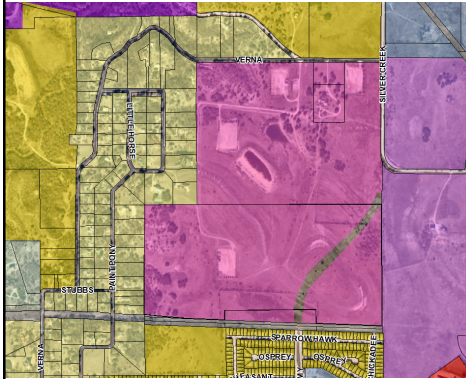
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**District 3: Tejas Trails/Silver Creek Area
Far West Planning Sector**

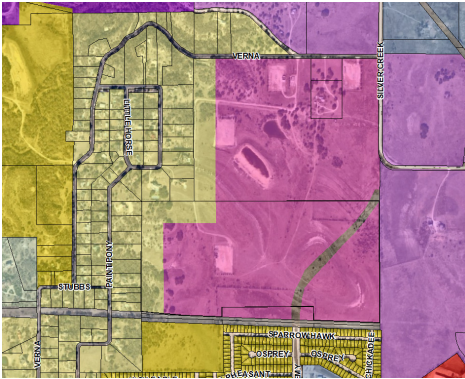
Proposed Future Land Use change for property off Silver Creek Road and the Tejas Trails neighborhood FROM **Mixed-Use** TO **Mixed-Use** and **Suburban Residential**.



**Current Future Land Use:
Mixed-Use**



**Proposed Future Land Use:
Mixed-Use and Suburban Residential**

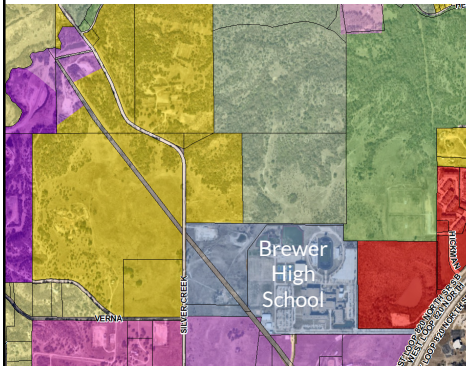


**District 3: Winwood Club Property
(Majestic)
Far West Planning Sector**

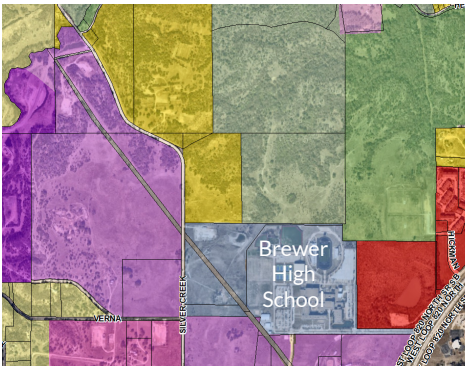
Proposed Future Land Use change for property off Silver Creek Road FROM **Single-Family Residential** and **Light Industrial** TO **Light Industrial**.



**Current Future Land Use:
Single-Family Residential and Light Industrial**



**Proposed Future Land Use:
Light Industrial**



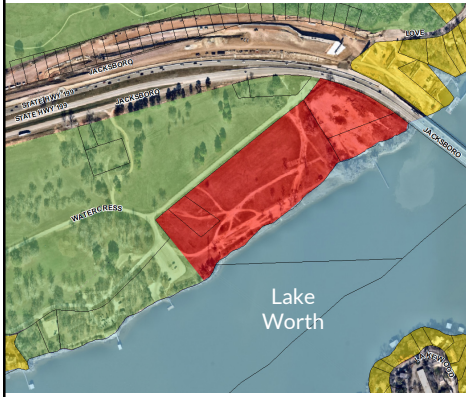
District 7: Casino Beach Far West Planning Sector

Proposed Future Land Use change for City-owned property off SH 199/Jacksboro Highway FROM General Commercial TO Public Park, Recreation, Open Space.



Current Future Land Use:
General Commercial

Proposed Future Land Use:
Public Park, Recreation, Open Space



District 3 & ETJ: Walsh/Dean/Veale Ranch Concept Plans Far West & Far Southwest Planning Sectors

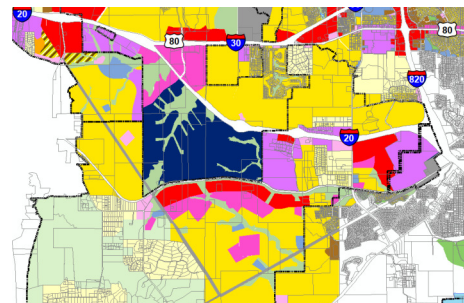
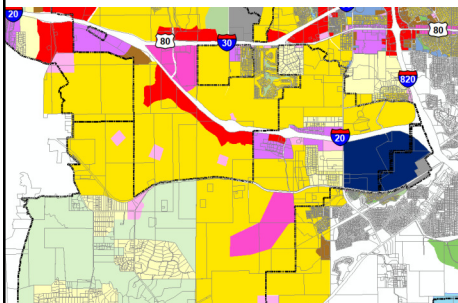
Proposed Future Land Use configuration changes for properties as indicated in Walsh/Dean/Veale Ranch Concept Plans and on surrounding properties where appropriate.

Current Future Land Use:

- Single-Family Residential
- Industrial Growth Center
- Light Industrial
- General Commercial
- Neighborhood Commercial
- Mixed-Use

Proposed Future Land Use:

- Single-Family Residential
- Industrial Growth Center
- Light Industrial
- General Commercial
- Neighborhood Commercial
- Mixed-Use
- Urban Residential
- Low Density Residential
- Institutional
- Infrastructure
- Private Park, Recreation, Open Space



Council District	Zoning Case	Current Land Use	Proposed Land Use
2	ZC-21-051	Single Family Residential	Neighborhood Commercial
2	ZC-21-150	Single Family Residential	Low Density Residential
3	ZC-21-024	Medium Density Residential	Light Industrial
3	ZC-21-062	Institutional	Single-Family Residential
3	ZC-21-088	Single Family Residential & Neighborhood Commercial	Urban Residential
3	ZC-21-113	Single Family & Neighborhood Commercial	Single-Family Residential & Low Density Residential
3	ZC-21-176	Low Density Residential	Neighborhood Commercial
3	ZC-21-203	Light Industrial & Single Family Residential	Light Industrial
4	ZC-21-035	Mixed-Use & Infrastructure	Light Industrial & Infrastructure

Council District	Zoning Case	Current Land Use	Proposed Land Use
5	ZC-20-155	Neighborhood Commercial	Low Density Residential
5	ZC-21-041	Light Industrial, Neighborhood Commercial, & Single Family Residential	Light Industrial & Neighborhood Commercial
5	ZC-21-108	Single Family Residential	Low Density Residential
5	ZC-21-185	Light Industrial	Mixed-Use
6	ZC-20-160	General Commercial	Medium Density Residential
6	ZC-20-179	Neighborhood Commercial & Single Family	Medium Density Residential
6	ZC-21-063	Single Family Residential	Medium Density Residential
6	ZC-21-097	General Commercial	Mixed-Use
6	ZC-21-174	Single Family Residential	Low Density Residential

Council District	Zoning Case	Current Land Use	Proposed Land Use
7	ZC-21-138	General Commercial	Light Industrial
7	ZC-21-155	Neighborhood Commercial	General Commercial
7	ZC-21-183	Open Space & Single Family Residential	Light Industrial
8	ZC-21-014	Institutional	Single-Family Residential
8	ZC-21-030	Single-Family Residential	Light Industrial
8	ZC-21-096	Single Family Residential & Neighborhood Commercial	Single-Family Residential
8	ZC-21-101	Institutional & Low Density Residential	Medium Density Residential
8	ZC-21-149	Single Family Residential	Urban Residential
8	ZC-21-180	Single Family Residential	Urban Residential
8	ZC-21-192	Institutional	Single Family Residential

Council District	Zoning Case	Current Land Use	Proposed Land Use
9	ZC-21-033	Neighborhood Commercial & Institutional	Mixed Use & Institutional
9	ZC-21-153	Neighborhood Commercial & Single Family Residential	Neighborhood Commercial



Appendix D : Capital Improvements

Sample Capital Projects Completed in 2021

- Reby Cary Youth Library (\$4.7 M)



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Appendix D : Capital Improvements

Sample Capital Projects Completed in 2021

- Loving Ave. Channel & Culvert Improvements (\$2.96M)



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Appendix D: Funded Capital Improvements

The consolidated
FY2022-2026
Five-Year Capital
Improvement Plan
and Summary
incorporated into
Appendix D.

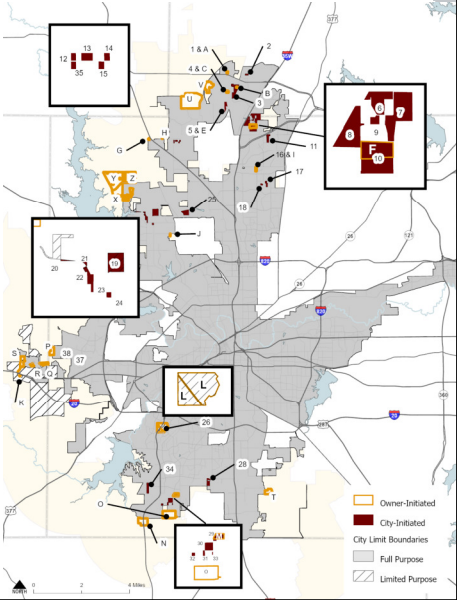
PROPOSED CIP PROJECTS					
COMPREHENSIVE PLAN APPENDIX D					
Capital Improvement Projects - continued	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Fire					
Facility Improvements				\$0.15 M	
Vehicles	\$12.24 M	\$12.74 M	\$13.26 M	\$13.80 M	\$14.36 M
Total	\$12.24 M	\$12.74 M	\$13.26 M	\$13.95 M	\$14.51 M
Information Technology Solutions					
Business Applications	\$0.86 M	\$1.17 M	\$0.87 M	\$0.91 M	\$0.96 M
Hardware	\$2.44 M	\$2.30 M	\$2.40 M	\$2.32 M	\$2.33 M
Technology Infrastructure	\$5.91 M	\$7.83 M	\$7.66 M	\$7.68 M	\$7.87 M
Vehicles	\$0.05 M		\$0.07 M		\$0.07 M
Total	\$9.26 M	\$11.29 M	\$10.90 M	\$10.91 M	\$11.03 M
Neighborhood Services					
Facility Improvements	\$0.18 M	\$0.18 M	\$0.18 M	\$0.18 M	\$0.18 M
Neighborhood Street Improvements	\$0.20 M	\$0.21 M	\$0.22 M	\$0.22 M	\$0.23 M
Redevelopment/Renovations	\$3.50 M	\$3.60 M	\$3.75 M	\$3.86 M	\$3.97 M
Total	\$3.88 M	\$4.01 M	\$4.14 M	\$4.26 M	\$4.38 M
Park & Recreation					
Community Park Improvements	\$1.02 M	\$1.05 M	\$1.08 M	\$1.12 M	\$1.15 M
Community Partnerships	\$0.58 M	\$1.21 M	\$0.16 M	\$0.01 M	\$0.16 M
Facility Improvements	\$21.56 M	\$10.75 M	\$3.37 M	\$4.84 M	\$4.48 M
Redevelopment/Renovations	\$0.19 M	\$0.13 M	\$0.09 M	\$0.02 M	\$0.01 M
Studies	\$0.22 M	\$0.55 M	\$0.34 M		
Vehicles	\$0.02 M		\$0.05 M		
Total	\$23.56 M	\$13.70 M	\$5.30 M	\$5.99 M	\$5.81 M
Police					
Equipment	\$0.10 M	\$0.27 M	\$0.10 M	\$0.14 M	\$0.10 M
Vehicles	\$8.31 M	\$9.86 M	\$9.86 M	\$9.86 M	\$9.86 M
Total	\$8.41 M	\$10.13 M	\$9.96 M	\$9.99 M	\$9.96 M

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Appendix F: Annexation Policy and Program

Annexation Plan, Policy,
and Program updates
incorporated into
Appendix F, including
requirement that new
development in annexation
areas must connect to both
water and sewer service.





Proposed Schedule

Date	Activity
December 17, 2021	City Plan Commission receives a work session briefing on the draft 2021 Comprehensive Plan.
January 26, 2022	City Plan Commission conducts public hearing and votes to recommend adoption of plan.
February 15, 2022	City Council receives an Informal Report on proposed plan.
March 8, 2021	City Council conducts public hearing on proposed plan and votes on ordinance to adopt 2022 Comprehensive Plan.
March 2021	Adopted plan posted on City website.

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