MEETING DATE: October 20, 2020 and October 29, 2020 (if needed)

The purpose of this packet supplement is to provide additional attachments for Agenda Item 3 – Discussion and Consideration: Future Land Use Map and Category Descriptions. The changes made were based on Committee discussion at the October 20, 2020, meeting and member homework results.

ATTACHMENTS:

Attachment A – Revised Future Land Use Category Descriptions
Attachment B – Revised Future Land Use Map with Markups and Clean
Attachment D – List of Changes made to Category Descriptions and Map
Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS

This section describes the general characteristics that are desired for new growth, infill, and redevelopment in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. More information is described on the following page, however these include:

1. DESCRIPTIONS
This section provides a written description of the broad vision, form, and desired characteristics for each Future Land Use Category. These descriptions are aspirational in nature, indicating the desired future conditions. They are intended to describe the typical qualities of each category and may not reflect the full variety of uses and existing conditions of individual locations. (For example, the Neighborhoods (N) Future Land Use Category, while primarily single-family in nature, will cover neighborhoods in Plano ranging from estate lots to townhomes and apartments.)

2. PRIORITIES
This section provides a list of major priorities and necessary action to achieve the vision for each Future Land Use Category.

3. MIX OF USES
This section includes charts illustrating a preferable mix of uses that are representative of the general vision for each category. As Future Land Use Categories cover large portions of the city, these charts should not be interpreted as hard caps or minimums for the mix of uses at individual locations; however, changes in land use should improve, rather than detract, from the preferable mix of uses established for the Future Land Use Category in an area. The actual mix of uses may vary from location to location based on existing conditions, market demand, and individual site considerations that may limit the suitability of certain uses. Large deviations, however, should warrant close consideration.

4. COMPATIBILITY OF NEW USES
This chart illustrates the compatibility of land uses for new growth, infill, and redevelopment in each category. Some areas may have existing uses noted as “not a compatible use” that are anticipated to remain in active and productive use.

5. CHARACTER DEFINING ELEMENTS
This section describes the general characteristics that are desired for new growth, infill, and redevelopment in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. More information is described on the following page, however these include:

- BUILDING HEIGHTS (1 to 20 stories)
- DENSITY (low, medium, high)
- INTENSITY & SCALE (low, moderate, high & low-rise, mid-rise, high-rise)
- OPEN SPACE (active or passive)
- PARKING ORIENTATION (surface, garage, structured, on-street, valet)
- BLOCK PATTERN & STREETSCAPE (curvilinear, grid, street trees)
- MULTIModal ACCESS (automobiles, bus, rail, micromobility, pedestrian)
CHARACTER DEFINING ELEMENTS

This section describes the general characteristics that are desired for new growth, infill, and redevelopment in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. Each Future Land Use Category lists the range of heights, densities, and private open space that may be acceptable in a given area, although not all properties will be suitable for the minimum or maximum range. These should be decided on a case by case basis for context-sensitivity through zoning districts and regulations.

INTENSITY & SCALE

Intensity and Scale are terms used to measure how large a building can be built relative to the size of an individual property or district. For the purpose of the Future Land Use Map, intensity and scale are defined as follows:

- **Low Intensity**: 0-50% lot coverage
- **Medium Intensity**: 50-75% lot coverage
- **High Intensity**: 75-100% lot coverage

**Low-rise Scale**: 1 to 4 stories

**Medium-rise Scale**: 5 to 9 stories

**High-rise Scale**: 10 to 20 stories

DENSITY

For the purposes of the Future Land Use Map, density is measured by the number of residential dwelling units per acre (DUA), excluding streets, parks, and open space accessible to the public. Note: not all properties will be suitable for the maximum density.

OPEN SPACE

Open Space as a character defining element means the portion of a development that should not be used for buildings. These areas can be passive open spaces, like the grass and landscaping that surround a building, or active open spaces with plazas, playgrounds, public art, water features, benches, and other pedestrian amenities. Note: not all properties will be suitable for the maximum open space.

MULTIMODAL ACCESS

Multimodal Access is measured in HIGH, MEDIUM, and LOW to rate the ability to get to a site using a variety of transportation options and, once there, how easy it is to move from business to business without getting back in a personal automobile. HIGH typically have direct access using that mode. MEDIUM typically have direct access using that mode, but may require a short walk. LOW typically means access is limited in the area.

BLOCK PATTERN & STREETSCAPE

Block Pattern describes how wide or compact the street network is in an area. Some areas may have internal streets or public ways. Streetscape describes the uniformity of setbacks or presence of pedestrian amenities.
CATEGORIES

The Future Land Use Map determines appropriate locations for future uses, establishing the community’s vision for the placement of housing, employment, social activities, and protection of natural areas. Ten categories provide guidance for new development and redevelopment, describing the typical mix of land uses and design characteristics that are desirable to create distinct areas of the city. The map does not establish zoning district boundaries or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each category. Land use decisions on individual properties should consider not only the Future Land Use Map, but also the Growth & Change Map and other Comprehensive Plan policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of the comprehensive plan.

<table>
<thead>
<tr>
<th>NEIGHBORHOODS</th>
<th>CORRIDORS</th>
<th>NETWORKS</th>
<th>CENTERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhoods are predominantly single-family homes, but will also include supporting light commercial, office, institutional, apartments, and other supporting residential uses. Limited areas may develop with non-traditional neighborhoods, including specialty housing and mixed-use development.</td>
<td>Corridors are areas of development oriented along expressways, major streets, or rail lines. As areas of high-visibility for visitors and the traveling public in Plano, these areas will develop with quality aesthetics and character that represent the city’s high standards for excellence.</td>
<td>Networks include the systems of social, educational, and recreational needs distributed across the city. Serving all residents of the city, these areas will be highly accessible by automobiles, public transit, bicycle routes and trails, and enhanced pedestrian connections.</td>
<td>Centers include major employment-only districts, as well as activity hubs for destination shopping, office, and entertainment, that serve large parts of the city and the region. These areas will vary in the level of intensity, walkability, and mix of uses from center to center.</td>
</tr>
</tbody>
</table>

**TRANSPORTATION**

- Existing and planned light rail stations or bus terminals
- Expressways and major streets throughout the city
- Active freight and commuter rail lines or right-of-way of former railroads
The Neighborhoods future land use category consists primarily of residential areas focused on sustaining a high quality of life through well-maintained infrastructure, housing, open space, schools, and limited service/institutional uses.

**Residential Areas** - Single-family residential should remain the primary use within neighborhoods. It is the intention to preserve and enhance these uses and to regulate the design of new residential infill products to be within the context of the surrounding environment. Existing multifamily developments, which function as transitions from moderate and high intensity commercial areas, should be well maintained to preserve neighborhood character. With few large tracts left for residential development, some infill and redevelopment opportunities may not fit the typical neighborhood design.

**Non-Residential Areas** - Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and intersections.

**Residential Adjacency Standards** - Adequate transitions in building setbacks and height must be provided when development is proposed near established neighborhoods.
Preserving neighborhood character and quality of life

Upkeep of existing housing stock

Requiring adjacent commercial land uses to provide adequate transitions

Variety of housing heights, sizes, and types
The Neighborhood Corners future land use category applies to the small- to-medium retail sites on the corners of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Neighborhood Corners are typically up to 10 acres in size, directly abut single-family neighborhoods, and are anchored by a small grocery store, drug store, or gas station.

Maintaining Healthy & Attractive Corners - Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood corner vitality and attractiveness. This may be achieved through parking lot landscaping enhancements, building renovations, and other site improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height should be provided when development is proposed near neighborhoods. An ongoing relationship between neighborhood residents and commercial property owners and businesses in adjacent corners is encouraged to support the economic health and viability of the community.

Residential Uses - In limited situations, residential uses may be introduced as an extension of surrounding Neighborhood (N) areas, reducing excess retail zoning or replacing underperforming retail square footage. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. New housing should complement the scale, density, and character of surrounding neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.
NEIGHBORHOOD CORNERS PRIORITIES

- Maintaining viability and attractiveness
- Creative design solutions
- Reducing excess retail square footage
- Increase and improve walkability
The Community Corners future land use category applies to medium-to-large retail sites on the corners of major arterial roadways that traditionally serve the general retail, service, office, and institutional needs of surrounding neighborhoods. These areas are often anchored by uses such as a large grocery store, hardware store, department store, fitness center, or other big box retailer. Community Corners are typically 25+ acres, but may be as small as 10 acres when buffered from single-family neighborhoods or located in an area with excess retail zoning or development.

Redevelopment & Innovative Concepts: Due to the abundance of retail zoning in Plano’s development history and changes in retail consumer trends, these areas are increasingly susceptible to decline. Redevelopment is encouraged where appropriate to reduce excess retail square footage, increase green space, integrate new uses, improve walkability, limit visual impacts of parking, and enhance community form. Furthermore, innovative solutions that introduce useable open space and repurpose existing structures are desired to create unique community gathering spaces in these corners. Adequate transitions in building setback and height must be considered when development is proposed near surrounding neighborhoods.

Residential Uses: The introduction of residential uses are encouraged where buffered from adjacent neighborhoods, or when necessary to further the goals of Community Corner redevelopment and provided in context-sensitive manner. New housing should be thoughtfully integrated into the street network of Community Corner development and, where feasible, safe and convenient connections from existing neighborhoods should be provided. In many cases, the layout of existing neighborhoods may preclude direct walking connections to these corners. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

**COMPATIBILITY OF NEW USES**

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td>Service</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

**DESIRABLE CHARACTER DEFINING ELEMENTS**

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 3 stories</td>
<td>Up to 22 DUA</td>
<td>Low intensityLow-rise scale</td>
<td>10% to 20% Active open spaces</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Res: garages, on-street</td>
<td>Short to medium block grid, tree-lined streets, pedestrian-friendly</td>
</tr>
<tr>
<td>Non-res: mix of on-street and surface lots (to side or rear of building preferred)</td>
<td></td>
</tr>
</tbody>
</table>

**MULTIMODAL ACCESS**

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>HIGH</td>
</tr>
<tr>
<td>direct access from major streets</td>
<td>served by bus on perimeter streets</td>
<td>connected to trails and bike routes</td>
<td>wide sidewalks, direct connections where feasible</td>
</tr>
</tbody>
</table>

*See how to guide on pages 1 and 2.
COMMUNITY CORNERS

PRIORITIES

Reducing excess retail zoning and square footage

Innovative redevelopment concepts

Green space & amenities
The Suburban Activity Centers future land use category applies to areas with large commercial and mixed-use developments that serve the specialty shopping, dining, service, and entertainment needs at the intersections of high traffic corridors. These areas are typically 50-100 acres in size and anchored by major retailers, superstores, large grocers, or theaters. Hotels, office, and institutional uses are supportive uses in these centers. When provided, residential uses should be incorporated within cohesively planned, mixed-use developments of moderate density and intensity.

**Development Pattern** - Suburban Activity Centers transition traditional commercial centers to destination shopping and entertainment areas with an integrated mix of uses and a highly walkable form and design. Pad or strip retail sites line major streets while large retailers, hotels, or offices anchor the interior. Low-to-mid rise residential uses located on minor street frontages support the shopping center. These centers are based on concepts of urban design with pedestrian-friendly amenities such as street trees, on-street parking, and active open-spaces.

**Residential Adjacency** - As Suburban Activity Centers are often adjacent to established neighborhoods, development in these areas will provide a compatible transition in building height, scale, and intensity.

### Suburban Activity Centers (SA)

**Land Use Mix**

- Residential: 35%
- Nonresidential: 55%
- Open Space: 10%

**Housing Mix**

- Single-Family: 10%
- Midtown Housing: 10%
- Multifamily: 20%
- Retirement: 45%
- Office: 0%
- Restaurant/Retail: 0%
- Service: 0%
- Institutional: 0%
- Warehouse: 0%
- Lodging: 0%

**Employment Mix**

- Retail/Service: 10%
- Office: 80%
- Lodging: 10%

### Compatibility of New Uses

- Single-Family: 45%
- Midtown Housing: 35%
- Retirement: 20%
- Office: 100%
- Retail/Service: 100%
- Lodging: 100%

### Desirable Character Defining Elements

- **Building Heights**
  - Up to 5 stories
- **Density**
  - Up to 50 DUA
- **Intensity & Scale**
  - Moderate Intensity
  - Low- to mid-rise scale
- **Open Space**
  - 15% to 20% Active open spaces

- **Parking Orientation**
  - Res: structured, on-street
  - Non-res: mix of structured, on-street, surface lots, valet

- **Block Pattern & Streetscape**
  - Short to medium block grid, tree-lined private streets, internal public ways

- **Multimodal Access**
  - **Automobiles**
    - Medium: may require short walk to destination
  - **Transit**
    - Medium: served by bus
  - **Micromobility**
    - Medium: connected to trails and bike routes
  - **Pedestrians**
    - Medium: high walkability internal to the site
SUBURBAN ACTIVITY CENTERS PRIORITIES

Creating destination shopping and entertainment centers

Activated open space, quality building materials, and walkable streetscapes internal to the development

Thoughtfully and cohesively planned mix of uses
The Urban Activity Centers future land use category applies to areas designated for significant development or redevelopment with high intensity mixed-use activity centers attracting large corporations, specialty shopping, dining, and entertainment, and high density residential development. These areas are typically a minimum of 100 acres and include mid- to high-rise buildings with a compact block structure, and human-scale street and building design, which create a highly walkable urban form.

**Complete Neighborhoods** - Uses should be highly integrated, creating self-contained neighborhoods with a variety of housing types, convenient access to jobs, active open spaces, bicycle and pedestrian connections, cultural activities, and supporting services. Parking structures should be provided to reduce surface parking and encourage efficient use of land. Where possible, these areas should incorporate principles of Transit Oriented Development to accommodate future transit connections.

**Design Standards** - These areas will be developed on the principles of mixed-use and urban form, creating active and engaging social hubs for residents and visitors. Structured parking and high-rise buildings will allow maximum efficiency of the land, while also providing active, usable open space with plazas, fountains, public art, and linear greenspaces.

![Image of a cityscape with urban activity centers]

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**URBAN ACTIVITY CENTERS (UA)**

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**COMPATIBILITY OF NEW USES**

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**DESIRABLE CHARACTER DEFINING ELEMENTS**

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<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 20 stories</td>
<td>Up to 120 DUA</td>
<td>High intensity Low- to high-rise scale</td>
<td>10% to 15% Active open spaces</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structured, on-street, and valet; surface lots limited to single aisles</td>
<td>Short block grid, limited setbacks, tree-lined and pedestrian-friendly streets</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MULTIMODAL ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOMOBILES</td>
</tr>
<tr>
<td>MEDIUM</td>
</tr>
<tr>
<td>may require short walk to destination</td>
</tr>
</tbody>
</table>

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1 See how to guide on pages 1 and 2.
Attracting corporate headquarters and promoting economic development

High standards for mixed-use form, amenities, and open space

Providing amenities in early phases of development
EMLOYMENT CENTERS (EM)

The Employment Centers future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

**Evolving Trends in Office** - Much of the Legacy area Employment Center was developed with large corporate campuses. Although these provide desirable open space and urban tree canopy, these sprawling office complexes are often isolated from supporting restaurants, entertainment, service uses, and transit connections that many large businesses are seeking in today’s office environment. With improved access to the Dallas/Fort Worth International Airport through the DART Silver Line Rail and recent widening of the PGBT and Sam Rayburn Tollways, the city should evaluate what is needed to sustain the attractiveness of these areas to large corporations.

**Residential Development** - Residential uses are not appropriate within these centers in order to ensure the city’s ability to attract and maintain employment generating uses.

### LAND USE MIX

- Residential: 90%
- Nonresidential: 10%

### HOUSING MIX

- Single-Family: N/A
- Midtown Housing: N/A
- Multifamily: N/A
- Retirement: 20%

### EMPLOYMENT MIX

- Office: 80%
- Other Secondary Uses: 20%

### COMPATIBILITY OF NEW USES

#### HOUSING

<table>
<thead>
<tr>
<th>Type</th>
<th>Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>O O O O O</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>O O O O O</td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td>O O O O O</td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
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</tbody>
</table>

#### EMPLOYMENT

<table>
<thead>
<tr>
<th>Category</th>
<th>Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Restaurant/Retail</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Service</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Institutional</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Warehouse</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Lodging</td>
<td>★★★★★</td>
</tr>
</tbody>
</table>

### DESIRABLE CHARACTER DEFINING ELEMENTS

#### BUILDING HEIGHTS

- 1 to 20 stories: Moderate to High intensity, Low- to high-rise scale
- Open Space: 10% to 35% Passive open space

#### PARKING ORIENTATION

- Structured parking preferable to surface lots

#### BLOCK PATTERN & STREETSCAPE

- Wide blocks
- Medium to large setbacks
- Perimeter trees and landscaping

#### MULTIMODAL ACCESS

<table>
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<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
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</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>LOW</td>
</tr>
<tr>
<td>direct access from major streets</td>
<td>commuter bus service</td>
<td>connected to trails and bike routes</td>
<td>mostly served by perimeter sidewalks</td>
</tr>
</tbody>
</table>

*See how to guide on pages 1 and 2.*
EMPLOYMENT CENTERS PRIORITIES

Maintaining land for employment generating uses

Evaluating policies to sustain long-term viability of corporate campuses

Updating the Legacy Area Master Plan
The Downtown Corridors future land use category applies to historic Downtown Plano and the K Avenue and 14th Street corridors. Located along former State Highway 5, FM 544, and the Houston & Texas Central and Cotton Belt Railroads (now the DART Red/Orange and Silver Line), these areas have long served as major gateways to downtown for both car and rail. The Downtown Corridors category is intended to create attractive gateways and support the continued transformation of historic Downtown Plano into the civic and cultural heart of the city.

Transit-Oriented Development - The principles of transit-oriented development will be used at planned stations along both rail lines, with residential, employment, retail, and civic uses located within one-half mile walking distance of a transit stop. Development elsewhere in the corridors should be oriented towards the rail as secondary frontage, especially where elevated, to improve aesthetics and create welcoming gateways into the community.

Corridor Revitalization & Redevelopment - As some of the oldest parts of the city, development along the K Avenue and 14th Street corridors reflects many decades of growth, infill, and transition, resulting in an eclectic mix of warehouses, commercial centers, and neighborhoods. These corridors will redevelop to serve as gateways to Downtown Plano and transit nodes with street, bike, trail, and sidewalk improvements emphasized to create a more accessible, walkable, and unified corridor. Parking structures should be provided to reduce surface parking and encourage efficient use of land.

Historic Preservation - Development projects should respect the historic character of Downtown and surrounding neighborhoods. Creative opportunities should be supported which both allow Plano’s heritage resources to remain in active and productive use and protect them from the pressures of growth and redevelopment.
DOWNTOWN CORRIDORS PRIORITIES

Enhancing bicycle and pedestrian connections

Improving mobility connections between Downtown and Collin Creek area

Focusing density in Downtown core and within 1/4 mile walking distance of rail stations
EXPRESSWAY CORRIDORS (EX)

The Expressway Corridor future land use category applies to development along major expressways serving regional and interstate commerce. Development in these corridors is expected to include a mix of retail, service, office, restaurant, medical, hotel, and technology-based uses. Uses should be serviced by parking structures to reduce surface parking and encourage efficient use of land.

Residential Uses & Environmental Health - Due to noise and health impacts of expressways, residential development should be considered in limited circumstances where needed to revitalize declining commercial centers. Use of the Expressway Corridor Environmental Health Map is critical to ensure that buildings are adequately designed to protect sensitive land uses, such as schools, housing, and day cares.

US 75 Corridor Redevelopment - As the oldest of the expressways in Plano, the US 75 (Central Expressway) was developed with auto-centric and service-oriented uses geared towards highway commuters. Revitalization and redevelopment is desired to provide additional employment opportunities and improve general aesthetics along the corridor.
EXPRESSWAY CORRIDORS PRIORITIES

- Redevelopment of US 75 Corridor
- Protecting sensitive land uses in Environmental Health Areas
- Limiting residential uses to redevelopment of underperforming commercial areas
SOCIAL NETWORK (SN)

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

LAND USE MIX

- Residential: 30%
- Nonresidential: 70%

HOUSING MIX

- Single-Family: N/A
- Midtown Housing: 100%
- Multifamily: 0%
- Retirement: 0%

EMPLOYMENT MIX

- Retail: 100%
- Office: 0%
- Service: 0%
- Institutional: 0%
- Warehouse: 0%
- Lodging: 0%

COMPATIBILITY OF NEW USES

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<td>Service</td>
</tr>
<tr>
<td>Midtown Housing - Level 2</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td></td>
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<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

DESIABLE CHARACTER DEFINING ELEMENTS

- Building Heights: 1 to 4 stories
- Density: N/A
- Intensity & Scale: Low intensity, Low- to mid-rise scale
- Open Space: 20% to 100%, Passive & recreational open space

PARKING ORIENTATION

- Surface lots

BLOCK PATTERN & STREETSCAPE

- Wide blocks, perimeter trees and landscaping
- Medium to wide setbacks

MULTIMODAL ACCESS

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM direct access from major streets</td>
<td>HIGH served by bus</td>
<td>HIGH integrated trails and bike routes</td>
<td>MEDIUM high walkability internal to the site</td>
</tr>
</tbody>
</table>

PRIORITIES FOR SOCIAL NETWORK:

- Maintain and upgrade City facilities as needed to serve the educational, social, cultural, and recreational needs of the diverse community
- Improve access to these areas through transit and micromobility connections

1 See how to guide on pages 1 and 2.
The Open Space Network future land use category includes major public open space preserves, community parks, neighborhood parks, linear parks, and trails. These areas are intended to retain their character to provide regional recreation and leisure opportunities.

PRIORITIES FOR OPEN SPACE NETWORK:
- Maintain and upgrade parks and open spaces as needed to serve the health and recreational needs of the diverse community
- Improve access to these areas through transit and micromobility connections

COMPATIBILITY OF NEW USES

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>EMPLOYMENT</th>
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</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>○ ○ ○ ○ ○</td>
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<tr>
<td>Traditional SF-A</td>
<td>○ ○ ○ ○ ○</td>
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<tr>
<td>Midtown Housing - Level 1</td>
<td>○ ○ ○ ○ ○</td>
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<tr>
<td>Midtown Housing - Level 2</td>
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<td>High-Rise MF</td>
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<tr>
<td>Retirement Housing</td>
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<tr>
<td>Office</td>
<td>○ ○ ○ ○ ○</td>
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<tr>
<td>Restaurant/Retail</td>
<td>○ ○ ○ ○ ○</td>
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<tr>
<td>Service</td>
<td>○ ○ ○ ○ ○</td>
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<td>Institutional</td>
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<td>Warehouse</td>
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<td>Lodging</td>
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CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
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</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>100%</td>
</tr>
<tr>
<td></td>
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<td>Low-rise scale</td>
<td>Active and recreational open space</td>
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</table>

PARKING ORIENTATION

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface lots</td>
<td>Wide blocks</td>
</tr>
<tr>
<td></td>
<td>Deep setbacks</td>
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MULTIMODAL ACCESS

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<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
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<tbody>
<tr>
<td>MEDIUM</td>
<td>MEDIUM</td>
<td>HIGH</td>
<td>HIGH</td>
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<tr>
<td>Limited access to major and local streets</td>
<td>served by bus</td>
<td>integrated trails and bike routes</td>
<td>short walk from neighborhoods</td>
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1 See how to guide on pages 1 and 2.
<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>BUILDING HEIGHTS</th>
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<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
<th>MULTIMODAL ACCESS</th>
<th>AUTOMOBILES</th>
<th>TRANSPORT</th>
<th>MICROMOBILITY</th>
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The Future Land Use Map shall not constitute zoning regulations or establish zoning district boundaries.
CITY OF PLANO
FUTURE LAND USE MAP
Future Land Use Map and Descriptions Update October 2020
Freese and Nichols, Inc.

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

Source: City of Plano, GIS Division
Updated: October 2020
Freese and Nichols, Inc.
Major Changes:

1. All apartments around the perimeter of Neighborhood Corners and Community Corners were moved to Neighborhoods (N) for consistency.
2. In accordance with Change #1 above, all MF housing types were removed from the Neighborhood Corners (NC) designation.
3. The introduction of residential uses in a Neighborhood Corner (NC) is preferred to act like an “extension” of the Neighborhood designation. The introduction of residential in Community Corners (CC) is preferred to act like a “new neighborhood” integrated into the corner.

NC/CC logic

Should be NC under the following circumstances:

- If corner is less than 10 acres.
- All corners that do not fit CC criteria.

Should be CC under the following circumstances:

- If corner is more than 25 acres; or
- If corner is 10 to 25 acres, and where it meets 2 of the 3 of the following conditions:
  - Single-family neighborhoods do not directly abut (e.g., separated by a Type G or above public thoroughfare, natural feature, multifamily use, park, school, transmission line) the corner.
  - There is more than 250,000 square feet of commercial square footage within a quarter mile.
  - There are more than two anchor spaces (50,000 SF+ single tenant structure) within a quarter mile.

This criteria would only designate CC on corners abutting single-family neighborhoods that are over 25 acres or where there is a significant retail presence in the area.

Neighborhoods

- Description
  - Residential Areas - Single-family residential should remain the primary use within neighborhoods. It is the intention to preserve and enhance these uses and to regulate the design of new residential infill products to be within the context of the surrounding environment. Existing multifamily developments, which function as transitions from moderate and high intensity commercial areas, should be well maintained to preserve neighborhood character. With few large tracts left for residential development, many infill and redevelopment opportunities may not fit the traditional neighborhood context design. Because of this, some residential development may occur in non-neighborhood settings such as in mixed-use developments and specialized housing complexes.
  - Non-Residential Areas - Institutional, light office, and service uses are considered secondary uses and may be located along the frontage of arterial streets and
Adequate transitions in building setback and height must be considered when development is proposed near neighborhoods.

- Residential Adjacency Standards – Adequate transitions in building setbacks and height must be provided when development is proposed near neighborhoods.

- Typical Neighborhood Design graphic made larger on Page 5.
- Midtown-multiunit increased from 0 dots to 1 dot
- Garden-style MF increased from 1 dot to 2 dots
- Main-street style MF decreased from 1 dot to 0 dots
- Removed “to side or rear of building preferred” from parking orientation
- Replaced neighborhood design drawing with more photos. This drawing has been moved to the introductory pages.

Neighborhood Corners

- Description:

The Neighborhood Corners future land use category applies to the small-to-medium retail corner sites at the intersections on the corners of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Not all four corners of an intersection may be development with commercial uses, however a quadrant will typically range from 5 to 15 acres in size and be anchored by a grocery store, drug store, or gas station. Neighborhood Corners are typically up to 10 acres in size, directly abut single-family neighborhoods, and are anchored by a small grocery store, drug store, or gas station.

Maintaining Healthy & Attractive Corners - Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood corner vitality and attractiveness. This may achieved through parking lot landscaping enhancements, building renovations, and other site improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height should be provided when development is proposed near neighborhoods. An ongoing relationship between neighborhood residents and commercial property owners and businesses in adjacent corners is encouraged to support the economic health and viability of the community.

Residential Uses - In limited situations, residential uses may be introduced as an extension of surrounding Neighborhood (N) areas, to reduce excess retail zoning or to replace underperforming retail square footage. Low-rise, single-family, retirement, and midtown housing types are desired for compatibility with existing adjacent neighborhoods. New housing should complement the scale, density, and character of surrounding neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

- Traditional SF-D increased from 2 dots to 3 dots
- Traditional SF-A increased from 3 dots to 4 dots
- Midtown-Single Unit increased from 2 dots to 3 dots
- Midtown-Multi Unit decreased from 1 dot to 0 dots
- Retirement Housing decreased from 3 dots to 0 dots
- Reduce density to “Up to 15 DUA”
- Added “Increase and improve walkability” to priorities

**Community Corners**

- **Description:**

  The Community Corners future land use category applies to medium-to-large retail corner sites at the intersections of major arterial roadways that traditionally serve the general retail, service, office, and institutional needs of surrounding neighborhoods. Not all four corners of an intersection may be developed with commercial uses, however, a quadrant will typically range from 10 to 25 acres in size and be anchored by uses such as a grocery store, hardware store, department store, fitness center, or other big box retailer. Community Corners are typically 25+ acres, but may be as small as 10 acres when buffered from single-family neighborhoods or located in an area with excess retail zoning or development.

  **Redevelopment & Innovative Concepts** - Due to the abundance of retail zoning in Plano’s development history and changes in retail consumer trends, these areas are increasingly susceptible to decline. Redevelopment is encouraged where appropriate to reduce excess retail square footage, increase green space, integrate new uses, improve walkability, limit visual impacts of parking, and enhance community form. Furthermore, innovative solutions that introduce useable open space and repurpose existing structures are desired to create unique community gathering spaces in these corners. Adequate transitions in building setback and height must be considered when development is proposed near surrounding neighborhoods.

  **Residential Uses** - The introduction of residential uses are encouraged where buffered from adjacent neighborhoods, or when necessary to further the goals of Community Corner redevelopment and provided in context-sensitive manner. Low-rise single-family, retirement, and Midtown housing types are desired for compatibility with existing neighborhoods. New housing should be thoughtfully integrated into the street network of Community Corner development and, where feasible, safe and convenient connections from existing neighborhoods should be provided. In many cases, the layout of existing neighborhoods may preclude direct walking connections to these corners. Low-rise, single-family housing types are desired for compatibility with existing adjacent neighborhoods. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

- Traditional SF-D increased from 1 dot to 2 dots
- Traditional SF-A increased from 2 dots to 3 dots
- Midtown-Single Unit increased from 3 dots to 4 dots
- Mid-town Multi Unit decreased from 2 dots to 1 dot
- Garden Style MF increased from 0 dots to 1 dot
• Retirement decreased from 3 dots to 1 dot
• Change Retail and Service from 5 dots to 1 dot

Suburban Activity Centers
• Added 1 dot for SF-D
• Added 1 dot for SF-A
• Add 1 dot for Garden-style MF
• Decreased Main-Street Style MF to 2 dots
• Decreased Mid-Rise MF from 2 dots to 0 dots
• Decreased Retirement Housing from 3 dots to 2 dots
• Reduced density from 75 DUA to 50 DUA

Urban Activity Centers
• Building Heights changed from “3 to 20 stories” to “1 to 20 stories”
• “Surface lots limited to single aisles” added to parking orientation

Employment Centers
• Building Heights changed from “3 to 20 stories” to “1 to 20 stories”

Downtown Corridors
• Description:

  Historic Preservation – Infill and redevelopment Development projects should be compatible with respect the historic character of the area. Creative opportunities should be supported which both allow the Plano’s heritage resources to remain in active and productive use and protect them from the pressures of growth and redevelopment.