DATE: December 9, 2020 (continuation of December 1, 2020, meeting)

TIME: 6:00 p.m.

CALL TO ORDER

OUR VISION: PLANO IS A GLOBAL ECONOMIC LEADER BONDED BY A SHARED SENSE OF COMMUNITY WHERE RESIDENTS EXPERIENCE UNPARALLELED QUALITY OF LIFE.

The Comprehensive Plan Review Committee will open their Regular Meeting at 6:00 p.m. in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center to discuss posted items in the regular meeting as allowed by law. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

For those wanting to watch the meetings, they will be live streamed on Plano's website at www.planotv.org.

As an ad hoc Committee of the City of Plano, the Open Meetings Act does not apply. This meeting will not include public comments. A recording of the meeting will be made available on www.PlanoCompPlanReview.org.

PLEDGE OF ALLEGIANCE

ITEMS FOR DISCUSSION

1. Discussion: Density Guidance Map and Bundles 23 and 24

2. Consideration: Density Guidance Map and Bundles 23 and 24

3. Discussion and Consideration: Future Land Use Map and Category Descriptions

4. Discussion and Consideration: Tabled Actions from Bundles 4/12 and 20 (new to agenda)

5. CPRC Work Plan Updates and Outstanding Items

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
SUPPLEMENTAL PACKET INFORMATION:

Items 1 & 2: Density Guidance Map and Bundles 23 and 24
- Attachment A – Density Guidance Map (December 4, 2020)
- Attachment B – Density Guidance Map Categories (December 4, 2020)
- Attachment C – Bundle 23
- Attachment D – Bundle 24 (no changes)

Item 3: Future Land Use Map and Category Descriptions
- Attachment A – Future Land Use Dashboards (December 4, 2020)

Item 4: Tables Actions from Bundles 4/12 and 20 (new to agenda)
- Attachment A – Bundles 4/12 (Action LU2) and Bundle 20 (Action PG2)

Item 5: CPRC Work Plan Updates and Outstanding Items
- No new attachments

SUMMARY OF MAJOR CHANGES:

Density Guidance Map and Categories:
- Updated purpose and “how to” sections.
- Updated Density Guidance Map categories.
- Simplified density guidance thresholds.
- Changed DGM designations in the following areas:
  - Expressway Corridor areas along Sam Rayburn Tollway (121), Dallas North Tollway, and US 75 south of Plano Parkway to Conserve and Enhance.
  - Changed areas within the Expressway Corridor Environmental Health Area-1 (EHA-1) to Conserve and Enhance.
  - Changed Suburban Activity Centers at Coit/Mapleshade, PGBT/Renner, The Commodore, and Mustang Square to Conserve and Enhance.
  - Changed all areas within Envision Oak Point to the new Envision Oak Point DGM category.
- Other miscellaneous map changes where the changes above left small, irregular, or isolated pieces of land.

Future Land Use Map:
There are no changes to the Future Land Use Map.
Future Land Use Dashboards:
- Updated the density sections of each category to reflect the new Density Guidance Map numbers.
- Changed compatibility dots on Community Corners:
  - Traditional SF-A from 2 to 3 dots
  - Midtown Single-Unit from 3 to 2 dots
  - Garden Style MF changes 1 to 0 dots
- Updated housing mixes in Community Corners and Expressway Corridor to better reflect recent changes to the dots.
- Updated summary chart on the last page to reflect recent changes.
- Updated scale range titles on Page 2.

Bundles:
- Updated staff recommendations for Actions LU2 and PG2 (previously tabled by CPRC as part of Bundles 4/12 and 6/20) to consolidate actions that reference updates to the Future Land Use Map and Density Guidance Map in Bundle 23. If this consolidation is acceptable to the committee, staff recommends deleting LU2 and PG2.
- Updated staff recommendation of Action PMA5 of Bundle 23 to consolidate LU2, PG2, and PMA5 references to updating the Future Land Use Map and Density Guidance Map.
- Updated staff recommendation of Action PMA1 to require a 75% approval of City Council to approve Comprehensive Plan amendments, including map amendments.
The Density Guidance Map shall not constitute zoning regulations or establish zoning district boundaries.
**PURPOSE OF THE DENSITY GUIDANCE MAP (DGM)**

With limited undeveloped land and significant regional growth, Plano is experiencing increased demand for housing in areas that the city’s Comprehensive Plan has historically reserved for employment generating uses. Furthermore, dramatic shifts in the national retail environment may lead to struggling regional shopping malls and neighborhood retail corners in Plano. The city recognizes that additional housing may be needed to address these challenges; however, increasing residential density, especially near established neighborhoods, cannot be the only solution to maintaining vitality of the community. In response, the Density Guidance Map (DGM) was created to responsibly manage zoning change requests by providing guidance on locations, densities, and characteristics for new residential development that meets citywide goals and community preferences. Likewise, it also shows areas where minimal change is anticipated and the existing character should be maintained.

Most areas designated on the map are not anticipated to change to residential uses. Yet, as it is difficult to predict specific locations where zoning changes for residential infill development or redevelopment will be requested, the map is divided into categories with unique criteria that should be considered for all residential zoning requests above the dwelling units per acre (DUA) listed on the map. These categories are generally intended to manage growth by limiting residential development to places that meet one of the five goals for residential development. The numbers on the Density Guidance Map represent the DUA that may be requested as part of a zoning change without requiring additional scrutiny beyond the city’s established zoning procedures.

**FIVE GOALS FOR RESIDENTIAL DEVELOPMENT**

1. Replacing excess retail zoning and encouraging reinvestment in underperforming local and regional shopping centers.
2. Redeveloping aging commercial land uses along the US 75 Corridor.
3. Continuing the emergence of Downtown Plano as a thriving transit village while protecting the city’s heritage resources.
4. Supporting the Envision Oak Point Plan’s vision to “Enhance Community. Establish Place.” in northeast Plano.
5. Promoting world-class business and entertainment hubs that contribute to Plano’s success as a global economic leader.

**Steps to determine the appropriateness of proposed density for a residential rezoning request***:

1. **FLU Max** - Using the FLUM, determine the maximum DUA of the associated FLUM Category for the property (FLU Max). Is the proposed density above or below the FLU Max?

2. **DGM Line** - Locate the DUA number listed on the Density Guidance Map for the property (DGM Line). Is the proposed density above or below the DGM Line?

3. **Appropriateness** - Use the table to the right to determine if the proposed density is appropriate for the property.

**NOTE:** When a property on the map is located in multiple DGM categories, the category covering the majority of the property (based on total acres) will be applied to the entire property. Projects may not be divided based on DGM categories.

* For zoning requests in the Envision Oak Point area, refer to the Envision Oak Point category on page 3.
DENSITY GUIDANCE MAP CATEGORIES

The Density Guidance Map is organized into six categories that outline the additional considerations for zoning changes requesting residential density above the limits established by the Density Guidance Map. These include:

1. Conserve and Enhance
2. US 75 Redevelopment
3. Business/Entertainment Hub
4. Retail Revitalization
5. Transit-Oriented Development
6. Envision Oak Point

All zoning requests to introduce residential density over the DGM Line, but below the FLU Max (i.e., yellow-light scenarios), should be assessed against the following criteria in analyzing suitability and compatibility with the surrounding area (as applicable):

- Is there adequate infrastructure (roadways, utilities, drainage, etc.) to serve the area?
- Will future residents of the area have sufficient access to city services (parks, libraries, etc.)?
- Will the request require significant increases in public safety resources (police, fire/rescue, EMT) to adequately serve the area?
- Do schools have the necessary capacity to serve increases in population as a result of the request?
- Is the request consistent with an adopted small area plan?
- Has the applicant engaged surrounding property owners and residents about the request per city requirements?
- Does the request comply with the Expressway Corridor Environmental Health Policy?

CONSERVE AND ENHANCE | 0 DUA

Conserve and Enhance areas are generally not appropriate for any increases in residential density. However, there may be instances where additional density is warranted based upon unique site considerations that meet major city goals, such as economic development or special housing needs (refer to Neighborhood Conservation and Special Housing Needs Policies).

Requests to increase density above what is permitted by the existing zoning of a property should be used only for infill development consistent in character and density with adjacent properties. A major exception is the continued anticipation that all land zoned Agricultural will eventually be changed to other zoning classifications consistent with the Comprehensive Plan as the city proceeds toward full development.

US 75 REDEVELOPMENT | 20 DUA

As the oldest of Plano’s major expressways, the US 75 Corridor includes commercial properties in need of revitalization or redevelopment. As described in the Retail Revitalization categories, revitalization is also the preferred path to maintain viability of the corridor. Requests to introduce residential uses above 20 DUA in the US 75 Redevelopment area should only be used in limited circumstances where necessary to support specific redevelopment objectives adopted by the City. This includes providing a 2:1 ratio of non-residential to residential floor area (refer to Redevelopment of Regional Transportation Corridors Policy).

BUSINESS/ENTERTAINMENT HUB | 25 DUA

Business/Entertainment Hub areas are the most appropriate locations for higher density development, but these areas should include a thoughtfully planned land use mix and be phased to maximize benefits to residents and the community. Zoning requests to add or increase residential density above 25 DUA in the Business/Entertainment Hub areas should:

- be used where necessary to support specific redevelopment objectives adopted by the City. This includes providing a 2:1 ratio of non-residential to residential floor area;
- meet the city’s requirements under the Community Design Assessment for Mixed-Use Developments, where applicable;
- create a complete new neighborhood, or expansion of an existing neighborhood when appropriate transitions are provided;
- include residential adjacency standards for buildings greater than 2 stories in height, requiring setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height (up to 200 feet);
- provide park-like green spaces at prominent locations within the development;
- where there is an established mix of uses through PD, or UMU zoning, or other means, provide information to justify why a change in the land use mix is required; and
- be consistent with an adopted Small Area Plan, as applicable.

ENVISION OAK POINT

Zoning requests for residential uses in areas designated as Envision Oak Point on the Density Guidance Map will be considered for appropriateness based on consistency with the Envision Oak Point Plan.
**Plano Comprehensive Plan**  
**Density Guidance Map**

### Retail Revitalization Areas

Most retail corners and shopping areas are not expected to introduce residential uses. Except in situations where retail uses in the immediate area are clearly overbuilt and reduction of retail zoning or square footage is warranted, revitalization is the preferred path, with innovative design solutions combining office or service uses with green spaces. Priority should be given to plans that significantly upgrade remaining retail space and create substantial community green space and active open space. When housing is proposed, it should be clearly demonstrated that residential uses are essential to the success of the project. (Refer to Revitalization of Retail Shopping Centers Policy).

Zoning requests to add or increase density above the applicable DUA limits in all Retail Revitalization areas should:
- be used only where necessary to reduce or replace excess commercial zoning or retail square footage;
- increase opportunities for homeownership;
- include 1.5x the useable open space requirements of the Zoning Ordinance;
- reduce heat islands and stormwater runoff by providing increased green space and permeable surfaces; and
- be consistent with an adopted Small Area Plan, as applicable.

Zoning requests to add or increase residential density above 10 DUA in the Retail Revitalization-1 areas should:
- When located in the Neighborhood Corners FLU category:
  - include only a mix of one- and two-story single-family residences or appropriately-scaled institutional living.
- When located in the Community Corners FLU category:
  - be used where necessary to reduce or replace excess commercial zoning or retail square footage;
  - provide housing variety, consisting mostly of single-family detached and attached homes, with a mix of dwelling sizes and styles; multifamily development should be small-scale buildings for compatibility with residential neighborhoods no more than 3 stories in height and limited to no more than 25% of the total units in a development; and
  - include residential adjacency standards for buildings greater than 2 stories in height, requiring setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height.

Zoning requests to add or increase residential density above 15 DUA in Retail Revitalization-2 areas should:
- include residential adjacency standards for buildings greater than 2 stories in height, requiring setbacks from existing neighborhoods of no less than 2 ft. of depth per 1 ft. of building height;
- provide a variety of housing types, prioritizing single-family detached and attached housing, with a mix of dwelling sizes and styles; multifamily should be small-scale for compatibility with surrounding neighborhoods and limited to 3 stories (except up to 4 stories and 35 DUA may be acceptable where located next to offices of at least equal height and scale); and
- meet the city’s requirements under the Community Design Assessment for Mixed-Use Developments, where applicable.

### Transit-Oriented Development Areas

To continue the successful transformation of the greater Downtown Plano area into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of DART rail stations, residential uses are supported when provided as part of a Transit-Oriented Development (refer to Transit-Oriented Development Policy).

Zoning requests to add or increase density above the DGM Line in the Transit-Oriented Development areas should:
- prioritize new housing in closest proximity to transit stations to maximize benefits of Transit-Oriented Development;
- preserve or adaptively reuse designated and potential heritage resources consistent with the Heritage Preservation Plan; and
- be consistent with any Downtown Master Plan, adopted Small Area Plan, and related city policies, as applicable.
The Built Environment – Plan Map Amendments

WEBSITE CONTEXT – Because Plano is mostly developed, nearly all new development will have an impact on existing residents, businesses, and traffic. Developers may propose projects that deviate from the Comprehensive Plan’s policies in the Density Guidance Map. Proposed development that would cause a significant change in character inconsistent with the Density Guidance Map is anticipated as a concern to residents, businesses, and property owners unless appropriately vetted. The plan map amendment process outlines the method for resolving concerns related to established maximums in the Density Guidance Map procedures. The Plano community needs confidence that any development proposals deviating from their adopted Plan are properly vetted by the community, yield improvements that were not previously conceived, and are desirable.

To allow flexibility for innovative and market-responsive proposals, it is important that there is a process to engage the public and ensure adequate planning when development proposals deviate from the Future Land Use category’s established maximum density. Plan amendments should be considered based on the long-term impacts of the proposal and the impact of the amendment to the overall plan. To understand those impacts, additional data and analysis are useful to guide decision-makers in effectuating good long-term public policy for the area, and to avoid considering a single proposal in isolation without adequate information to understand the consequence of proposed changes.

Maintenance of the Plan is also critical to its success. The City will keep it up-to-date to reflect citizen priorities and changing market conditions. Regular updates will be provided through annual reports and online publications, as well as information provided and collected at public meetings to ensure the community remains involved and knowledgeable of the Plan status.

POLICY – To ensure that the Plan remains up-to-date and continues to reflect community values, Plano will require all development proposals that exceed the density maximum of the Future Land Use category dashboard to undergo a Plan amendment process before being considered for approval, and will engage in regular Plan updates involving resident input on community priorities.

PMA1) Develop a detailed Plan Map Amendment process, including but not limited to standards such as a minimum acreage, notification procedures, and timelines to accept amendment applications. Any amendment to the Comprehensive Plan, including map changes, should require a 75% vote of the City Council.
As part of the Plan amendment process, require developers to provide the following data and information relating to their proposal as part of their petition. This data should be backed by current, local data and studies from related professions, whenever available. City staff may also make related information available. This includes, but is not limited to:

- Impacts to existing neighborhoods;
- Impacts to public infrastructure, public safety operations, and school capacity;
- Impacts to the environment, including drainage, flooding, and air/water quality;
- The appropriate mix of uses in the development and overall balance with the surrounding area;
- Impacts to traffic congestion;
- Provision of open and green space and other amenities for existing and future residents;
- Design considerations (height, screening, buffering, nuisance mitigation, noise, odor, architectural design, etc.); and
- Market support for development and an explanation of why the proposed development cannot be achieved under existing Plan policies or zoning.

City staff may determine the appropriate parameters and methodology for developers to use in responding to the requirements above.

Develop and implement a formalized community forum process during which Plan Map Amendment petitioners engage with interested citizens and property owners as part of the map amendment process.

Review the effectiveness of the Density Guidance Map after one year of implementation, or earlier if needed, and make necessary adjustments that continue to meet the intent established by the Comprehensive Plan Review Committee.

Review and update the Future Land Use Map and Density Guidance Map every five years, or more often as needed, and update accordingly to ensure the land use descriptions are consistent with citywide goals and density guidance criteria respond to development trends and changing conditions.

Review and update the remaining maps (other than PMA5) of the Comprehensive Plan on a rotating basis, one per year, or more often as needed, to update data and review the effectiveness of the information on guiding policy consistent with current standards.

Publish an annual update on the prioritization, status, timing, and any staff comments regarding actions in the Comprehensive Plan. Include related items
regarding the use of the Plan in regard to zoning, land use, infrastructure capacity, budgeting, capital improvements, and other related programs. Present the update to City Council and Planning & Zoning Commission in public meetings.

PMA8) Review and update at least 10% of the policy statements (with related actions, associated website context, and other content) annually or more often as needed, to maintain current status, relevant data, and review the effectiveness of the information on guiding policy consistent with current community standards.

PMA9) Consider a full review of the Comprehensive Plan each decade by a citizen committee, working collaboratively with the Planning & Zoning Commission, if directed by City Council when warranted by changes in the community.
The Built Environment – Redevelopment & Growth Management

WEBSITE CONTEXT – Due to the limited amount of undeveloped land and high demand for development in Plano, there is significant pressure for new growth and redevelopment in many parts of the city. Although this is positive for sustaining reinvestment and continuing vitality of the community, zoning requests also often include some component of high density residential and/or high intensity commercial uses in close proximity to established, lower-density neighborhoods. This creates tension between two major priorities for the city: creating a business-friendly environment that promotes a healthy economy and conserving the existing character of established neighborhoods within the city.

To address these priorities effectively, the process for zoning changes in Plano needs to manage change in a way that encourages collaboration and communication between land owners making significant investments in the community and nearby residents and property owners who are the most impacted by zoning decisions. Engaging the community early in the process often leads to more successful outcomes for all parties. To that end, Plano will create innovative tools and update processes that encourage active engagement in zoning decisions. These processes will promote redevelopment and growth management consistent with the Guiding Principles.

POLICY – Plano will require new growth and redevelopment to respect the unique development patterns, housing needs, infrastructure capacity considerations, and fiscal constraints of our community.

RGM1) Update the Zoning Ordinance to include procedures for zoning requests that exceed the density guidelines established in the Density Guidance Map.

RGM2) Develop and implement a formalized community forum process during which rezoning petitioners adjacent to established neighborhoods engage with interested citizens as part of the rezoning process. [See link to ordinance as a model here.]

RGM3) Develop zoning and design guidelines incentivizing single-family housing options compatible with current market conditions and community needs.

RGM4) Revise regulations and administrative procedures to ensure new residential and mixed-use development provides sufficient public open space, green space, and pedestrian connectivity.
RGM5) Ensure that any rezoning request for multi-use or infill residential development requires key design features in phases prior to, or concurrent with, the development of any residential uses. Key design features are those elements of a development supporting the long-term value to the overall community, and specifically any new residents, including, but not limited to open/green space, amenities, street enhancements, and trails.

RGM6) In any Future Land Use Category where a use is considered compatible in limited circumstances (in Dashboard rating of Compatibility of New Uses), petitioners for rezoning must provide an evaluation of alignment with the following Favorable Features of Development. Developers will provide the following analysis relating to their proposal as part of their petition. This data should be backed by current, local data and studies from related professions, whenever available. City staff may also make related information available.

Consideration of requests will include the results of such analysis compared to the current use of the property, annualized over the past year. An analysis of Favorable Features of Development may include, but is not limited to:

i. Is there adequate infrastructure (roadways, utilities, drainage, etc.) to serve the area?

ii. Will the request require significant increases in public safety resources (police, fire/rescue, EMT) to adequately serve the area?

iii. Is the request consistent with an adopted small area plan? If so, is it compliant with the plan?

iv. Has the applicant engaged surrounding property owners and residents about the request per city requirements?

v. Does the request comply with the Expressway Corridor Environmental Health Policy?

vi. How does demand for services (cost) relate to tax revenue generated by the project? Are there non-financial returns to the community, due to the project meeting established city goals? If so, what?

vii. Additionally, for residential requests:

a. Will future residents of the area have sufficient access to city services (parks, libraries, etc.)?

b. Do schools have the necessary capacity to serve increases in population as a result of the request?

City staff may determine the appropriate parameters and methodology for developers to use in responding to the requirements above and standards for housing and employment uses may differ.
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 Future Land Use Category. Some areas may have existing uses noted as “not a compatible use” that are anticipated to remain in active and productive use.

- **Most compatible uses**: This use, as a new, infill, or redevelopment use, is the most compatible in the Future Land Use Category.
- **Somewhat compatible uses**: This use, as a new, infill, or redevelopment use, is typically compatible in the Future Land Use Category. Additional analysis and information may be required to justify the compatibility of the use in the proposed location.
- **Compatible uses in limited circumstances**: This use, as a new, infill, or redevelopment use, is generally not compatible within the Future Land Use Category, so proposed uses in this category require a Favorable Features of Development analysis, per the Redevelopment and Growth Management Policy, to aid in determining compatibility as part of the zoning process. The use may be found compatible as a primary use in special, non-traditional scenarios or where measures are taken to address compatibility concerns.

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 characteristic defining elements. More information is described on the following page, however these include:

- **Building Heights**
- **Density**
- **Intensity & Scale**
- **Open Space**
- **Parking Orientation**
- **Block Pattern & Streetscape**
- **Multimodal Access**

Note: The charts represent percentages of total land area for each use.
Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS
DRAFT | December 4, 2020

CHARACTER DEFINING ELEMENTS
This section describes the physical 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 maximum or minimum range. These should be decided on a case by case basis for context-sensitivity through zoning districts and regulations.

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.

BUILDING HEIGHTS
For the purposes of the Future Land Use Map, building heights are defined by the range of stories that are appropriate to be constructed for a building. Note not all properties will be suitable for the maximum height.

PARKING ORIENTATION
Parking Orientation is the means in which parking is provided in each category. This can include personal garages, surface parking lots, structured parking garages, on-street parking, and valet. All parking should be provided in a context-sensitive manner.

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 businesses to businesses without getting back into 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 access is limited to the on-street.

STREETSCAPE
Streetscape describes the uniformity of setbacks or presence of pedestrian amenities. The streetscape contributes to a location’s aesthetic, the form of public and open space, and orientation of buildings. Streetscapes will range in style and intensity across land uses, but will share common design elements, including trees and landscaping, street lighting, sidewalks, and seating.
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 surrounding a building, or active open spaces with plazas, plazas, public art, water features, benches, and other pedestrian amenities. Note: not all properties will be suitable for the maximum open space.

PASSIVE OPEN SPACE
- Natural areas and community parks
- Outdoor learning areas
- Walking & bicycling paths
- Unplanted green space surrounding private development

ACTIVE OPEN SPACE
- Social gathering places
- Seating and interactive amenities
- Plaza, courtyards, and dog parks

RECREATIONAL OPEN SPACE
- Programmed recreational activities
- Walking & bicycling paths
- Flagplats and sculpture parks
- Athletic fields and skate parks

Note: not all properties will be suitable for the maximum open space.

CATEGORIES
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.

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. The 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.

Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS
DRAFT | December 4, 2020

Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS
DRAFT | December 4, 2020
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.

### Neighborhoods Priorities
- 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

### Typical Neighborhood Design
- **Major Roadway**
- **Collector Street**
- **School**
- **Park**
- **Commercial Corner**
- **Mixed-Use Corner**
- **Traditional Residential Streetscape**

### Land Use Mix
- Residential
- Open Space

### Housing Mix
- Single Family
- Business/Office
- Institutional
- Multi Family

### Employment Mix
- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

### Compatibility of New Uses
- Single-Family
- Midtown Housing
- Institutional Living

### Desirable Character Defining Elements
- **Building Heights**
  - 1 to 2 stories
  - 3+ stories

- **Intensity & Scale**
  - High intensity
  - Extra low-rise scale
  - Low to mid-rise
  - 10% to 50% Passive Open Space

- **Parking - Orientation**
  - Off-street
garages with driveways

- **Transit**
  - High
  - medium

- **Microroutability**
  - High

- **Pedestrian**
  - High

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*See how to guide on pages 1-4.*
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 (NC)

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-D</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Service</td>
</tr>
<tr>
<td>Mixed-Use</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>Single Unit</td>
<td></td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td></td>
</tr>
<tr>
<td>Multifamily</td>
<td></td>
</tr>
<tr>
<td>Midtown - Multi-Unit</td>
<td></td>
</tr>
<tr>
<td>Garden-Style MF</td>
<td></td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td></td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Institutional Living</td>
<td></td>
</tr>
</tbody>
</table>

### COMPATIBILITY OF NEW USES

<table>
<thead>
<tr>
<th>Residential</th>
<th>Nonresidential</th>
</tr>
</thead>
<tbody>
<tr>
<td>80%</td>
<td>10%</td>
</tr>
<tr>
<td>Retail/Service</td>
<td>10%</td>
</tr>
</tbody>
</table>

### DESIRABLE CHARACTER DEFINING ELEMENTS

- **BUILDING HEIGHTS:** 1 to 2 stories
- **DENITIVITY:** DGM Line: 10 DUA; FLU Max: 15 DUA
- **INTENSITY & SCALE:** Low intensity
- **OPEN SPACE:** Extra-low-rise scale

### BLOCK Pattern & Streetscape

- High-quality pedestrian access: on-street and sidewalk, direct connections where feasible
- Traditional commercial or residential streetscape

### MULTIMODAL ACCESS

- **AUTOMOBILES:** High convenient access to neighborhoods
- **TRANSIT:** Medium served by bus
- **MICROMOBILITY:** Medium/L connected to trails and bike routes
- **PEDESTRIANS:** Medium wide sidewalks, direct connections, visible crossings, accessible sidewalks
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 retailers. 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.

COMMUNITY CORNERS (CC)

<table>
<thead>
<tr>
<th>HOUSING MIX</th>
<th>EMPLOYMENT MIX</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>Garden Style MF</td>
<td>Institutional</td>
</tr>
<tr>
<td>Main Street Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Mid-rise MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>High-rise MF</td>
<td>Institutional Living</td>
</tr>
</tbody>
</table>

COMPATIBILITY OF NEW USES

<table>
<thead>
<tr>
<th>RESIDENTIAL</th>
<th>NONRESIDENTIAL</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10%</td>
<td>10%</td>
<td>80%</td>
</tr>
</tbody>
</table>

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS DENSITY INTENSITY & SCALE OPEN SPACE

<table>
<thead>
<tr>
<th>1 to 3 stories</th>
<th>12 DUA</th>
<th>22 DUA</th>
<th>10% to 20%</th>
</tr>
</thead>
<tbody>
<tr>
<td>40%</td>
<td>40%</td>
<td>50%</td>
<td></td>
</tr>
</tbody>
</table>

PARKING OBSERVATIONS

<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 avenues</td>
<td>served by bus on parallel streets</td>
<td>connected to trails and bike routes</td>
<td>wide sidewalks, direct connections where feasible</td>
</tr>
</tbody>
</table>

REDEVELOPMENT

<table>
<thead>
<tr>
<th>COMMUNITY CORNERS PRIORITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reducing excess retail zoning and square footage</td>
</tr>
<tr>
<td>Innovative redevelopment concepts</td>
</tr>
<tr>
<td>Green space &amp; amenities</td>
</tr>
</tbody>
</table>

RENOVATION

<table>
<thead>
<tr>
<th>UNDERPERFORMING</th>
<th>REVITALIZATION</th>
<th>REDEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>vacancies</td>
<td>repurposing existing buildings</td>
<td>on-street parking</td>
</tr>
<tr>
<td>maintenance issues</td>
<td>new amenities</td>
<td>open space parking</td>
</tr>
<tr>
<td>potholes</td>
<td>new housing</td>
<td>parking lot resurfacing</td>
</tr>
<tr>
<td>facade upgrades</td>
<td>landscaping &amp; trees</td>
<td>signage &amp; screening</td>
</tr>
<tr>
<td>parking lot resurfacing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See how to guide on pages 1-4.
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, supermarkets, large grocers, or theaters. Hotels, offices, 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.

Park & Preston - The Suburban Activity Center at Park Boulevard and Preston Road is unique from other SA in that it is not in the vicinity of an expressway and is surrounded by Neighborhoods. For this reason, the maximum density for this Center should be limited to 22 DUA within 400 feet of single-family zoning districts and 35 DUA elsewhere.

1 See how to guide on pages 1-4.
2 Exception: SA located at Park Blvd. and Preston Rd. is limited to 22 DUA within 400 ft. of single-family zoning districts and 35 DUA elsewhere.
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.
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 PGAT 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.

**EMPLOYMENT 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 PGAT 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.

**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

**COMPATIBILITY OF NEW USES**

<table>
<thead>
<tr>
<th>兼容性</th>
<th>Office</th>
<th>Restaurant/Retail</th>
<th>Service</th>
<th>Institutional</th>
<th>Warehouse</th>
<th>Lodging</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>***</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Restaurant/Retail</td>
<td>O</td>
<td>***</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Service</td>
<td>O</td>
<td>O</td>
<td>***</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Institutional</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>***</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Warehouse</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>***</td>
<td>O</td>
</tr>
<tr>
<td>Lodging</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>***</td>
</tr>
</tbody>
</table>

**DESIRABLE CHARACTER DEFINING ELEMENTS**

<table>
<thead>
<tr>
<th>元素</th>
<th>建筑高度</th>
<th>密度</th>
<th>交通方式</th>
<th>兼容性</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 20 stories</td>
<td>N/A</td>
<td>高度适中或高密度</td>
<td>综合交通服务</td>
<td>90%</td>
</tr>
<tr>
<td>20+ stories</td>
<td>N/A</td>
<td>高度适中或高密度</td>
<td>综合交通服务</td>
<td>90%</td>
</tr>
</tbody>
</table>

**MULTIMODAL ACCESS**

<table>
<thead>
<tr>
<th>交通方式</th>
<th>高速公路</th>
<th>地铁</th>
<th>高峰时间交通拥堵</th>
</tr>
</thead>
<tbody>
<tr>
<td>高速公路</td>
<td>高峰时间交通拥堵</td>
<td>综合交通服务</td>
<td>90%</td>
</tr>
<tr>
<td>地铁</td>
<td>高峰时间交通拥堵</td>
<td>综合交通服务</td>
<td>90%</td>
</tr>
</tbody>
</table>

**HOUSING MIX**

<table>
<thead>
<tr>
<th>类型</th>
<th>单户</th>
<th>多户</th>
<th>公寓</th>
<th>高层公寓</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Fam</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Traditional SF-D</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Midtown</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Garden Style MF</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>High Rise MF</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Institutional Living</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

**LAND USE MIX**

<table>
<thead>
<tr>
<th>类型</th>
<th>单体</th>
<th>多体</th>
<th>单层</th>
<th>多层</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Fam</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Traditional SF-D</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Midtown</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Main Street-Style MF</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Garden Style MF</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>High Rise MF</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Institutional Living</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>
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 Lines), 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.
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.

Land Use Mix
- Residential: 60%
- Office: 20%
- Institutional: 5%
- Retail/Service: 10%
- Lodging: 10%

Expressway Corridors (EX)
- 40% Traditional SF-D
- 20% Traditional SF-A
- 10% Midtown Single-Unit
- 5% Midtown Multiunit
- 5% Garden Style MF
- 5% Main Street Style MF
- 5% Mid-Rise MF
- 5% High Rise MF

Employment Mix
- Office: 50%
- Retail/Service: 10%
- Institutional: 10%
- Warehouse: 5%
- Lodging: 5%
- Restaurant/Retail: 5%
- Service: 5%

Desirable Character Defining Elements
- Building Heights: 1 to 20 stories
- Density: Moderate to high intensity
- Intensity & Scale: Extra low to high-rise scale
- Open Space: 10% to 20% Passive Open Space

Parking Orientation
- Structured parking preferable to surface lots
- Blocks: Corporate Commercial

Multimodal Access
- High: Direct access from frontage road
- Low: Mostly served by perimeter sidewalks

Land Use Priority Areas
- Redevelopment of US 75 Corridor
- Protecting sensitive land uses in Environmental Health Areas
- Limiting residential uses to redevelopment of underperforming commercial areas

See how to guide on pages 1-4.
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.

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.

**Compatibility of New Uses**

**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

**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
**Plano Comprehensive Plan**

**FUTURE LAND USE CATEGORY DASHBOARDS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhoods (N)</strong></td>
<td>1 to 2 stories</td>
<td>Low intensity</td>
<td>Extra Low-rise scale</td>
<td>10% to 50%</td>
<td>Passive Open Space</td>
<td>Traditional Residential streetscape</td>
<td>HIGH</td>
<td>Direct access from local streets</td>
<td>MEDIUM</td>
<td>Served by bus on perimeter arterial streets</td>
</tr>
<tr>
<td><strong>Neighborhood Corridors (NC)</strong></td>
<td>1 to 2 stories</td>
<td>Low intensity</td>
<td>Extra Low-rise scale</td>
<td>10% to 20%</td>
<td>Active Open Space</td>
<td>Short to medium block grid Traditional Commercial or Residential streetscapes</td>
<td>HIGH</td>
<td>Convenient access to neighborhoods</td>
<td>MEDIUM</td>
<td>Served by bus</td>
</tr>
<tr>
<td><strong>Community Corridors (CC)</strong></td>
<td>1 to 3 stories</td>
<td>Low intensity</td>
<td>Extra Low to Mid-rise scale</td>
<td>15% to 20%</td>
<td>Active Open Space</td>
<td>Short to medium block grid Urban and Traditional streetscapes</td>
<td>MEDIUM</td>
<td>May require short walk to destination</td>
<td>MEDIUM</td>
<td>Served by bus</td>
</tr>
<tr>
<td><strong>Suburban Activity Centers (SA)</strong></td>
<td>1 to 5 stories</td>
<td>Moderate intensity</td>
<td>Extra Low to High-rise scale</td>
<td>10% to 15%</td>
<td>Active Open Space</td>
<td>Short block grid Urban streetscapes</td>
<td>MEDIUM</td>
<td>May require short walk to destination</td>
<td>HIGH</td>
<td>Integrated bus and rail when possible</td>
</tr>
<tr>
<td><strong>Urban Activity Centers (UA)</strong></td>
<td>1 to 20 stories</td>
<td>High intensity</td>
<td>Extra Low to High-rise scale</td>
<td>10% to 25%</td>
<td>Passive Open Space</td>
<td>Wide blocks</td>
<td>HIGH</td>
<td>Direct access from major streets</td>
<td>MEDIUM</td>
<td>Commuter bus service</td>
</tr>
<tr>
<td><strong>Employment Centers (EM)</strong></td>
<td>N/A</td>
<td>Moderate to high intensity</td>
<td>Extra Low to High-rise scale</td>
<td>10% to 25%</td>
<td>Passive Open Space</td>
<td>Structured parking preferable to surface lots</td>
<td>HIGH</td>
<td>Direct access from major streets</td>
<td>MEDIUM</td>
<td>Served by rail and bus stations</td>
</tr>
<tr>
<td><strong>Downtown Corridors (DT)</strong></td>
<td>1 to 5 stories</td>
<td>Moderate to high intensity</td>
<td>Extra Low to High-rise scale</td>
<td>10% to 20%</td>
<td>Passive Open Space</td>
<td>Wide blocks</td>
<td>HIGH</td>
<td>Direct access from major intersections</td>
<td>MEDIUM</td>
<td>Served by bus at major intersections</td>
</tr>
<tr>
<td><strong>Expressway Corridors (EX)</strong></td>
<td>1 to 20 stories</td>
<td>Moderate to high intensity</td>
<td>Extra Low to Mid-rise scale</td>
<td>20% to 30%</td>
<td>Active Open Space</td>
<td>Short block grid Urban streetscapes</td>
<td>MEDIUM</td>
<td>May require short walk to destination</td>
<td>LOW</td>
<td>Served by bus</td>
</tr>
<tr>
<td><strong>Social Network (SN)</strong></td>
<td>3 to 4 stories</td>
<td>Low intensity</td>
<td>Extra Low to Low-rise scale</td>
<td>20% to 100%</td>
<td>Passive &amp; Recreational Open Space</td>
<td>Open Space Corridor or Traditional Commercial streetscapes</td>
<td>MEDIUM</td>
<td>Direct access from major streets</td>
<td>HIGH</td>
<td>Served by bus</td>
</tr>
<tr>
<td><strong>Open Space Network (OS)</strong></td>
<td>3 to 2 stories</td>
<td>N/A</td>
<td>Extra Low-rise scale</td>
<td>10% to 100%</td>
<td>Active &amp; Recreational Open Space</td>
<td>Surface Lots</td>
<td>MEDIUM</td>
<td>Limited access to major and local streets</td>
<td>MEDIUM</td>
<td>Served by bus</td>
</tr>
</tbody>
</table>
Bundle 4/12 – Land Use
Context, Policies, and Actions
With Staff Recommendations
Changes Tracked from CPRC Preliminary Approval

The Built Environment – Land Use

WEBSITE CONTEXT – << Received approved by CPRC on 11/17/2020 >>

POLICY – << Received approved by CPRC on 11/17/2020 >>

LU1) << Received approved by CPRC on 11/17/2020 >>

LU2*) Evaluate the Future Land Use Map and Growth and Change Map every five years, or more often if necessary, and update accordingly to ensure land use descriptions are consistent with city-wide goals. << would be combined with PG2 in Bundle 23 (Action PMA5) >>

LU3*) << Received approved by CPRC on 11/17/2020 >>

LU4*) << Moving this action to another policy received approved by CPRC on 11/17/2020 >>

LU5*) << Received approved by CPRC on 11/17/2020 >>

LU6*) << Received approved by CPRC on 11/17/2020 >>

LU7*) << Received approved by CPRC on 11/17/2020 >>

LU8*) << Received approved by CPRC on 11/17/2020 >>

LU9*) << Received approved by CPRC on 11/17/2020 >>

+ NOTE: CHANGES TO THIS TEXT ARE TRACKED FROM THE CPRC PRELIMINARY APPROVAL ON 8/18/2020.
* NOTE: IF LU2 IS REMOVED OR LU4 IS MOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Bundle 20 – Population Growth
Context, Policies, and Actions
With Staff Recommendations
Changes Tracked from CPRC Preliminary Approval

Regionalism – Population Growth

WEBSITE CONTEXT – << Received approval by both CPRC and P&Z as part of Bundle 6 >>

POLICY – << Received approval by both CPRC and P&Z as part of Bundle 6 >>

PG1) << Deletion of this action received approval by CPRC on 11/18/2020 >>

PG2**) Review the Growth and Change Map and Future Land Use Map every five years and seek public input on amending growth recommendations as a result of development trends and changing conditions. << would be combined with LU2 in Bundle 23 (Action PMA5) >>

PG3*) << Received approval by CPRC on 11/18/2020 >>

PG4*) << Received approval by CPRC on 11/18/2020 >>

PG5*) << Received approval by both CPRC and P&Z as part of Bundle 6 >>

PG6*) << Received approval by CPRC on 11/18/2020 >>

+ NOTE: CHANGES TO THIS TEXT ARE TRACKED FROM THE CPRC PRELIMINARY APPROVAL ON 9/15/2020.

* NOTE: IF PG1 OR PG2 ARE REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
The Built Environment – Land Use

WEBSITE CONTEXT – << Received approved by CPRC on 11/17/2020 >>

POLICY – << Received approved by CPRC on 11/17/2020 >>

LU1) << Received approved by CPRC on 11/17/2020 >>
LU2) << Deleted >>
LU3*) << Received approved by CPRC on 11/17/2020 >>
LU4*) << Moving this action to another policy received approved by CPRC on 11/17/2020 >>
LU5*) << Received approved by CPRC on 11/17/2020 >>
LU6*) << Received approved by CPRC on 11/17/2020 >>
LU7*) << Received approved by CPRC on 11/17/2020 >>
LU8*) << Received approved by CPRC on 11/17/2020 >>
LU9*) << Received approved by CPRC on 11/17/2020 >>

* NOTE: IF LU2 IS REMOVED OR LU4 IS MOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Bundle 20 – Population Growth

Context, Policies, and Actions

*With Staff Recommendations*

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**Regionalism – Population Growth**

**WEBSITE CONTEXT** – << Received approval by both CPRC and P&Z as part of Bundle 6 >>

**POLICY** – << Received approval by both CPRC and P&Z as part of Bundle 6 >>

PG1) << Deletion of this action received approval by CPRC on 11/18/2020 >>

PG2*) << Deleted >>

PG3*) << Received approval by CPRC on 11/18/2020 >>

PG4*) << Received approval by CPRC on 11/18/2020 >>

PG5*) << Received approval by both CPRC and P&Z as part of Bundle 6 >>

PG6*) << Received approval by CPRC on 11/18/2020 >>

+ NOTE: CHANGES TO THIS TEXT ARE TRACKED FROM THE CPRC PRELIMINARY APPROVAL ON 9/15/2020.

* NOTE: IF PG1 OR PG2 ARE REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.