Plano Comprehensive Plan
FUTURE LAND USE CATEGORY DASHBOARDS

HOW TO READ THE DASHBOARDS
Each Future Land Use Category includes a general description, list of priorities, and dashboard illustrating the mix of land uses, compatibility of housing and employment types, and typical design characteristics that are desirable to meet the community’s vision for these areas. As Plano is mostly developed, existing conditions are not anticipated to align perfectly with the dashboards, and individual sites under the same category will develop with their own unique mix, character, and flavor. It is intended that these dashboards be broad enough to adequately portray similarities of large geographies of the city, while also adding the necessary specificity to establish reasonable community expectations for how these areas should develop or redevelop. The sections below describe how to use and interpret the Future Land Use Category Dashboards of the Comprehensive Plan.

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 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-typical 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 character 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.
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% coverage)
Medium Intensity (50-75% coverage)
High Intensity (75-100% coverage)

DENSITY
For the purposes of the Future Land Use Map, density is measured by the number of residential dwelling units per acre (DUs), including 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 number 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.

STREETSCAPE
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.

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, unless there, how easy it is to move from business to business 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 require access limited to the site.

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
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.

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

ACTIVE OPEN SPACE
- Social gathering places
- Seating and interactive amenities
- Public art, branding, & wayfinding
- Plazas, courtyards, and dog parks

RECREATIONAL OPEN SPACE
- Programmed recreational activities
- Walking & bicycling paths
- Playgrounds & splash pads
- Athletic fields and skate parks

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

ACTIVE OPEN SPACE
Social gathering places
- Seating and interactive amenities
- Public art, branding, & wayfinding
- Plazas, courtyards, and dog parks

RECREATIONAL OPEN SPACE
- Programmed recreational activities
- Walking & bicycling paths
- Playgrounds & splash pads
- Athletic fields and skate parks

NEIGHBORHOODS
Neighborhoods are predominantly single-family homes, but may also include larger family-oriented affable, mixed-use areas, and other supporting residential areas. Unique areas may be defined by rising mountain views, natural diversity, or history. These areas will vary in size depending on their level of intensity and may develop with non-traditional neighborhoods, including specialty housing and mixed-use development.

CORRIDORS
Corridors are corridors of commerce areas located at the intersections of major roadways that are shopping, dining, or social hubs for nearby neighborhoods. These areas will vary in size depending on their level of intensity and may develop with non-traditional neighborhoods, including specialty housing and mixed-use development.

NETWORKS
Networks include the systems of social, retail, and business centers, as well as inter-regional roadways that connect the city. These areas will vary in size depending on their level of intensity and may develop with non-traditional neighborhoods, including specialty housing and mixed-use development.

CENTERS
Centers include major employment and activity districts, as well as nodes located in retail shopping, office, and entertainment. These areas will vary in size depending on their level of intensity and may develop with non-traditional neighborhoods, including specialty housing and mixed-use development.

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 within 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 areas, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of the comprehensive plan.
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 (N)

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- **Building Heights**
  - 1 to 2 stories
  - Mixed Use 1/2 DUA
  - Full Mix 20 DUA
- **Intensity & Scale**
  - Low intensity
  - Extra low-rise scale
  - 10% to 50% Passive Open Space
- **Parking-Oriented**
  - Parking with driveways
  - No curb cuts in blocks
- **Multimodal Access**
  - High pedestrian access from local streets
  - Medium transit
  - High connectivity by bike

### HOUSING MIX

- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multi-Unit
- Garden-Style MF
- Main Street Style MF
- Mid Rise MF
- High Rise MF
- Institutional Living

### EMPLOYMENT MIX

- Office
- Restaurant/Retail
- Service
- Institutional
- Warehouse
- Lodging

### COMPATIBILITY OF NEW USES

- Single-Family
- Midtown Housing
- Multifamily
- Institutional Living

### HOUSING MIX

- Single Family
- Open Space

### TYPICAL NEIGHBORHOOD DESIGN

- Major Roadway
- Collector Street
- School
- Park
- Commercial
- Corner

### 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

*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>LAND USE MIX</th>
<th>HOUSING MIX</th>
<th>EMPLOYMENT MIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential:</td>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Neighborhood:</td>
<td>Traditional SF-A</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Commercial:</td>
<td>Midtown - Single Unit</td>
<td>Service</td>
</tr>
<tr>
<td>Space:</td>
<td>Midtown - Multi-Unit</td>
<td>Institutional</td>
</tr>
<tr>
<td>Parking:</td>
<td>Garden Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Corners:</td>
<td>Main-Street Style MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>Buildings:</td>
<td>Market MF</td>
<td></td>
</tr>
<tr>
<td>駐車場:</td>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>丘:</td>
<td>Institutional Living</td>
<td></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>80%</td>
<td>10%</td>
<td>10%</td>
</tr>
</tbody>
</table>

**DESIRABLE CHARACTER DEFINING ELEMENTS**

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 stories</td>
<td>Low intensity</td>
<td>10% to 20%</td>
</tr>
<tr>
<td></td>
<td>Extra-low rise</td>
<td>Archer Open Space</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>HIGH/MEDIUM</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>HIGH comfort to neighborhoods</td>
<td>MEDIUM served by bus</td>
<td>MEDIUM connected to trails and bike routes</td>
<td>MEDIUM walkable, direct intersections within bedroom community</td>
</tr>
</tbody>
</table>

**NEIGHBORHOOD CORNERS PRIORITIES**

- Maintaining viability and attractiveness
- Creative design solutions
- Reducing excess retail square footage
- Increase and improve walkability

*See base map on pages 1-4.*
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 character. Furthermore, innovative solutions that introduce usable 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)
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. Ped 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 open active-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.

### Desirable Character Defining Elements

<table>
<thead>
<tr>
<th><strong>Building Heights</strong></th>
<th><strong>Density</strong></th>
<th><strong>Intensity &amp; Scale</strong></th>
<th><strong>Open Space</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 5 stories</td>
<td>DGM Line</td>
<td>varies</td>
<td>15% to 20%</td>
</tr>
<tr>
<td></td>
<td>FLU Max</td>
<td>50 DUA</td>
<td></td>
</tr>
</tbody>
</table>

### Parking Orientation

- High-residential or mixed-use, non-restrictive mix of structured, on-street, surface lots, valet
- Moderate intensity, extra low to low-max scale
- 10% to 20% Active Open Space

### Block Pattern & Streetscapes

- Short to medium block grid
- Urban and Traditional streetscapes

### Multimodal Access

- **Automobility:** 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

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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 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.

EMPLOYMENT CENTERS (EM)

The Employment Centers land use category supports 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.

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 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.

EXPRESSWAY CORRIDORS (EX)

- Residential
- Service
- Office
- Industrial
- Institutional
- Restaurant/Retail
- Retail/Service
- Institutional Living
- Nonresidential
- Open Space
- Multi-Unit
- Mid-Rise MF
- Garden-Style MF
- Main Street-Style MF
- Multi-family MF
- Traditional SF-D
- Traditional SF-A
- Motel-Style MF
- Hotel-Style MF
- General Retail
- Business Services
- Dining
- Entertainment
- Lodge/Resort
- Corporate Commercial

Building Heights

- 1 to 20 stories
- 1+ to 5 stories
- 6.5 to 20 stories
- 20 stories or more

Parking Orientation

- Structured parking preferable to surface lots
- Corporate Commercial

Multimodal Access

- Direct access from frontage road
- Low
- Medium
- High

POTENTIAL BLOCK PATTERN & STREETSCAPE

- 10% to 20%
- Passive Open Space
- 50% to 75%
- Extra low to high-rise scale
- Moderate to high intensity
- Single-family homes
- Multi-family homes

COMPATIBILITY OF NEW USES

- Residential
- Service
- Office
- Institutional
- Restaurant/Retail
- Retail/Service
- Institutional Living
- Nonresidential
- Open Space
- Multi-Unit
- Mid-Rise MF
- Garden-Style MF
- Main Street-Style MF
- Multi-family MF
- Traditional SF-D
- Traditional SF-A
- Motel-Style MF
- Hotel-Style MF
- General Retail
- Business Services
- Dining
- Entertainment
- Lodge/Resort
- Corporate Commercial

DESIRABLE CHARACTER DEFINING ELEMENTS

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

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

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

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.

**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

**CHARACTER DEFINING ELEMENTS**

- **BUILDING HEIGHTS**
  - 1 to 2 stories
- **DENSITY**
  - N/A
- **DUTY INTENSITY & SCALE**
  - Extra low-rise scale
- **OPEN SPACE**
  - 100%
- **ACTIVE & RECREATIONAL OPEN SPACE**
  - N/A
- **PASSIVE & RECREATIONAL OPEN SPACE**
  - 100%

**MULTIMODAL ACCESS**

- **AUTOMOBILES**
  - Limited access to major and local streets
- **TRANSIT**
  - Limited access
- **MICROMOBILITY**
  - Limited access
- **PEDESTRIANS**
  - Limited access

**HOUSING MIX**

- **Traditional SF-D**
- **Traditional SF-A**
- **Midtown - Single Unit**
- **Midtown - Multi-Unit**
- **Garden-Style MF**
- **Main Street-Style MF**
- **Mid-Rise MF**
- **High-Rise MF**
- **Institutional Living**

**EMPLOYMENT MIX**

- **Office**
- **Retail/Retail**
- **Service**
- **Institutional**
- **Warehousing**
- **Lodging**

**Open Space Network (OS)**

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 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

**CHARACTER DEFINING ELEMENTS**

- **BUILDING HEIGHTS**
  - 1 to 2 stories
- **DENSITY**
  - N/A
- **DUTY INTENSITY & SCALE**
  - Extra low-rise scale
- **OPEN SPACE**
  - 100%
- **ACTIVE & RECREATIONAL OPEN SPACE**
  - N/A
- **PASSIVE & RECREATIONAL OPEN SPACE**
  - 100%

**MULTIMODAL ACCESS**

- **AUTOMOBILES**
  - Limited access to major streets
- **TRANSIT**
  - Limited access
- **MICROMOBILITY**
  - Limited access
- **PEDESTRIANS**
  - Limited access

**HOUSING MIX**

- **Traditional SF-D**
- **Traditional SF-A**
- **Midtown - Single Unit**
- **Midtown - Multi-Unit**
- **Garden-Style MF**
- **Main Street-Style MF**
- **Mid-Rise MF**
- **High-Rise MF**
- **Institutional Living**

**EMPLOYMENT MIX**

- **Office**
- **Retail/Retail**
- **Service**
- **Institutional**
- **Warehousing**
- **Lodging**
### Surface Lots

- **Neighborhoods (N)**: 1 to 2 stories, Low intensity, Extra Low-rise scale, 10% to 50% Passive Open Space, Grid or curvilinear blocks, Traditional Residential streetscape, HIGH Direct access from local streets, MEDIUM Served by bus on perimeter arterial streets, HIGH Connected to trails & bike routes, HIGH Walkable to parks & schools.

- **Community Corners (CC)**: 1 to 3 stories, Low intensity, Extra Low-rise scale, 10% to 20% Active Open Space, Short to medium block grid, Traditional Commercial or Residential streetscape, MEDIUM Served by bus, MEDIUM Connected to trails & bike routes, MEDIUM: Wide sidewalks, direct connections where feasible.

- **Suburban Activity Corners (SC)**: 1 to 5 stories, Moderate intensity, Extra Low to Mid-rise scale, 15% to 20% Active Open Space, Short to medium block grid, Traditional and Urban streetscapes, MEDIUM: May require short walk to destination, HIGH: Integrated bus and rail when possible, HIGH: Integrated bike routes & trails, HIGH: Highly walkable.

- **Urban Activity Corners (UA)**: 1 to 20 stories, High intensity, Extra Low to High-rise scale, 10% to 15% Active Open Space, Structured, on-street, limited surface lots limited to single aisles, MEDIUM: May require short walk to destination, HIGH: Integrated bus and rail when possible, HIGH: Integrated bike routes & trails, HIGH: Highly walkable.

- **Employment Centers (EM)**: 1 to 20 stories, Moderate to high intensity, Extra Low to High-rise scale, 10% to 20% Passive Open Space, Structured parking, Mixed surface lots, Wide blocks, Corporate Corridor streetscapes, HIGH Direct access from major streets, MEDIUM: Commuter bus service, MEDIUM: Connected to trails & bike routes, LOW: Mostly served by perimeter sidewalks.

- **Downtown Corridors (DT)**: 1 to 5 stories, Moderate intensity, Extra Low to Mid-rise scale, 20% to 30% Active Open Space, Mix of garages, on-street, surface lots, Walkable to parks, Short block grid, Urban streetscapes, MEDIUM: May require short walk to destination, HIGH: Served by rail and bus stations, HIGH: Connected to trails & bike routes, HIGH: Highly walkable.

- **Expressway Corridors (EX)**: 1 to 20 stories, Moderate to high intensity, Extra Low to High-rise scale, 10% to 20% Passive Open Space, Structured parking, Mixed surface lots, Wide blocks, Corporate Corridor streetscapes, HIGH Direct access from major intersections, MEDIUM: Connected to trails & bike routes, LOW: Mostly served by perimeter sidewalks.

- **Social Network (SN)**: 3 to 9 stories, Low intensity, Extra Low to Low-rise scale, 20% to 100% Passive & Recreational Open Space, Surface Lots, Mixed with Traditional Commercial streetscapes, MEDIUM: Limited access to major and local streets, MEDIUM: Connected to trails & bike routes, HIGH: Short walk from neighborhoods.

- **Open Space Network (OS)**: 3 to 2 stories, N/A, Extra Low to Low-rise scale, 100% Active & Recreational Open Space, Surface Lots, Mixed with Traditional Commercial streetscapes, MEDIUM: Limited access to major and local streets, MEDIUM: Connected to trails & bike routes, HIGH: Short walk from neighborhoods.