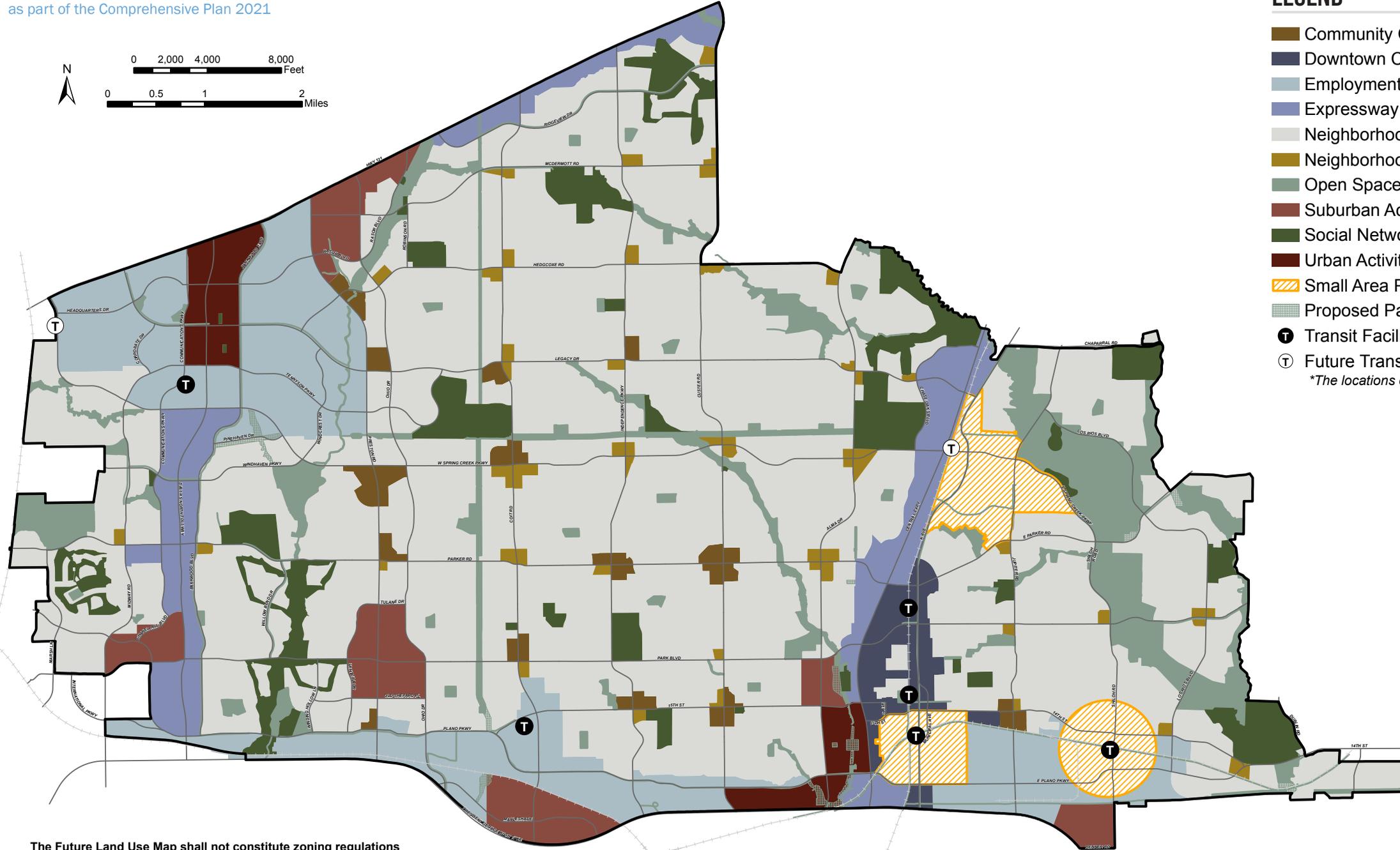
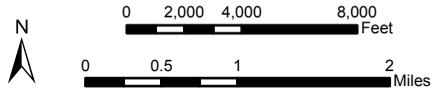




FUTURE LAND USE MAP

Future Land Use Map and Dashboards adopted by City Council on October 27, 2025
as part of the Comprehensive Plan 2021



LEGEND

- Community Corners (CC)
 - Downtown Corridors (DT)
 - Employment Centers (EM)
 - Expressway Corridors (EX)
 - Neighborhoods (N)
 - Neighborhood Corners (NC)
 - Open Space Network (OS)
 - Suburban Activity Centers (SA)
 - Social Network (SN)
 - Urban Activity Centers (UA)
 - Small Area Plan Review Areas
 - Proposed Park Sites
 - Transit Facilities
 - Future Transit Facilities*
- *The locations of pending stations are approximate.

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

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 and typical design characteristics that are desirable to meet the community’s vision for these areas. 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. 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. Small Area Plans are considered an extension of the Comprehensive Plan and may be used to further refine the community’s vision for specific locations within the city. If there are conflicts with the dashboards, the existing Small Area Plan controls due to the extensive public outreach and additional detail within these plans. 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

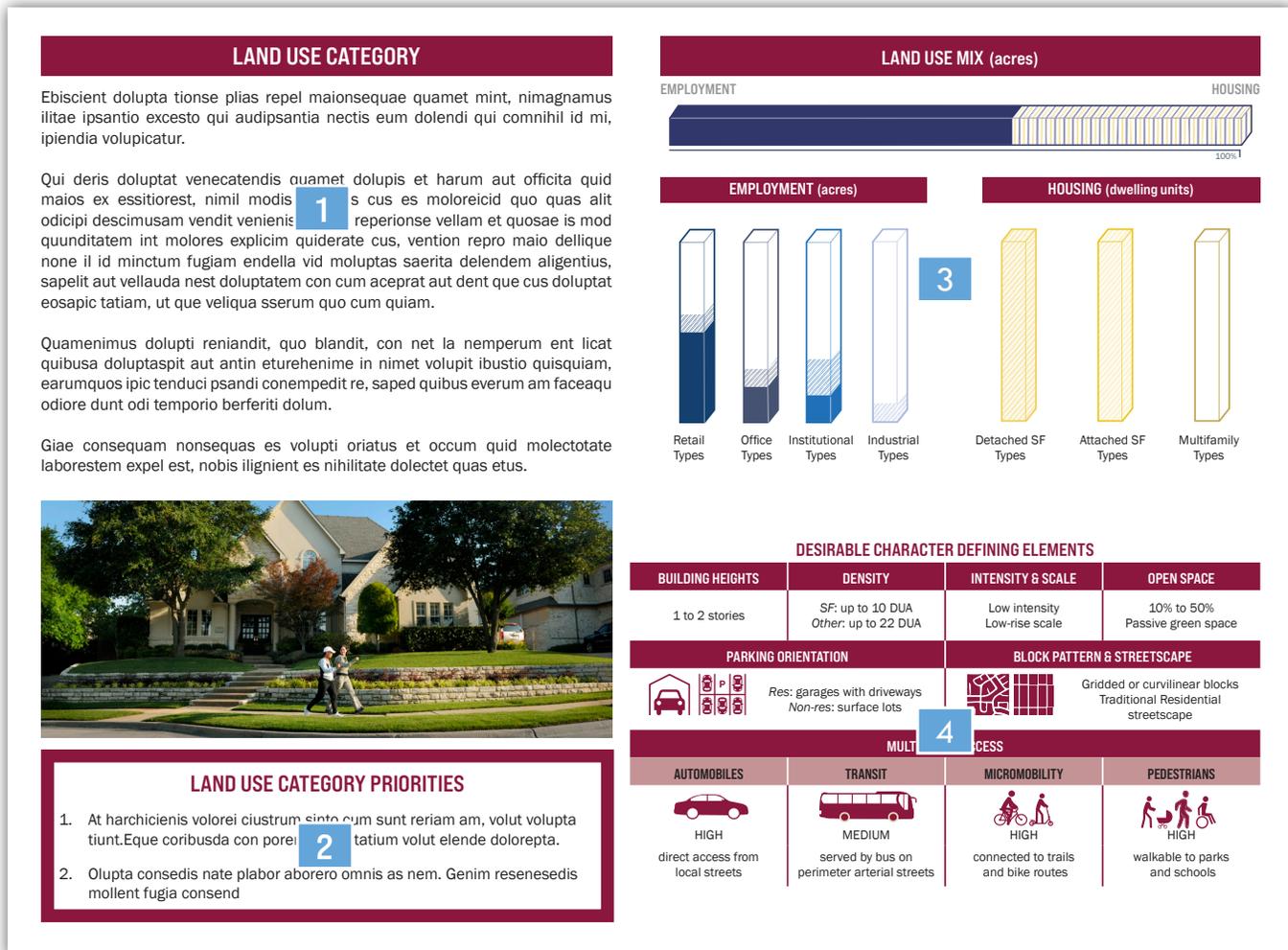
This section provides a list of major priorities and necessary action to achieve the vision for each Future Land Use Category.

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 and are generally **not favorable** in this plan. See more information on the next page.

4. DESIRABLE 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 desirable character defining elements. More information is described on pages page 74 - page 76.



Mix of Uses

The Land Use Mix section provides the preferred balance of housing and employment uses within the category. This is calculated in total acres of land, excluding areas that are generally recognized as unsuitable for private development, such as the 100-year floodplain and electric transmission line easements. The area to be used in calculating the total acreage varies from category to category as listed to the right:

EMPLOYMENT MIX (acres)

The Employment Mix chart describes the preferred mix of the following employment types within each Future Land Use Category:

 <p>RETAIL TYPES</p>	<p>Retail Types generally includes businesses with commercial store frontages located in pad, strip, activity, or big box shopping centers. It also includes supporting businesses such as light office, hotels, self-storage, gas stations, light automotive servicing centers, entertainment venues, and other similar uses when located in a retail shopping center.</p>
 <p>OFFICE TYPES</p>	<p>Office Types generally includes businesses that provide professional, medical, or administrative services located in a neighborhood or corporate campus setting, such as:</p> <ul style="list-style-type: none"> • doctor/dentist offices • attorney offices • research/technology businesses • insurance agencies • corporate offices
 <p>INSTITUTIONAL TYPES</p>	<p>Institutional Types includes educational, medical, and government related uses, such as:</p> <ul style="list-style-type: none"> • hospitals • emergency rooms • schools • post offices • government facilities • assisted living² • religious facilities • police/fire stations
 <p>INDUSTRIAL TYPES</p>	<p>Industrial Types includes businesses that are heavy commercial or industrial related, often with outside storage, vehicle storage, and multiple bay doors, such as:</p> <ul style="list-style-type: none"> • office/warehouses • distribution centers • private utilities • wholesale building supplies • transmission/collision repair • car dealerships

MEASUREMENT AREAS

Citywide¹	Per Adjoining Corner/Center¹	Per Expressway¹
Neighborhoods (N)	Neighborhood Corners (NC)	Expressway Corridors (EX)
Downtown Corridors (DT)	Community Corners (CC)	
Employment Centers (EM)	Suburban Activity Centers (SA)	
Social Network (SN)	Urban Activity Centers (UA)	
Open Space Network (OS)		

HOUSING MIX (dwelling units)

The Housing Mix chart describes the preferred mix of the following housing types within each Future Land Use Category:

 <p>DETACHED SINGLE-FAMILY TYPES</p>	<p>The most prolific type of housing in Plano's suburban neighborhoods, Detached Single-family Types (Detached SF) includes detached housing products with a single dwelling unit per lot, such as:</p> <ul style="list-style-type: none"> • conventional houses • estates • patio homes • small-lot single-family
 <p>ATTACHED SINGLE-FAMILY TYPES</p>	<p>Attached Single-family Types (Attached SF) includes housing products with generally one dwelling unit per lot attached by a common vertical floor to roof wall to a similar dwelling, such as:</p> <ul style="list-style-type: none"> • duplexes • townhomes • brownstones • row houses
 <p>MULTIFAMILY TYPES</p>	<p>Multifamily Types (MF) includes any housing product with more than three dwelling units per lot, including:</p> <ul style="list-style-type: none"> • garden-style apartments/condominiums • main-street style apartments/condominiums • small-scale apartments/condominiums • mid-rise apartments/condominiums • high-rise apartments/condominiums • independent living centers²

¹: See *Mix of Use Measurement Areas* in the Glossary for more information.

²: While retirement housing is categorized as EIPS in the Zoning Ordinance, institutional housing can be associated with both Residential and Employment uses. Housing units within independent living centers are counted towards Multifamily Types for the purposes of the Future Land Use Map and Dashboards due to their design and function. However, assisted living and long-term care facilities are considered Institutional Types due to their operations.



Desirable 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 a combination of a building's height and how much of the property it covers. For the purpose of the Future Land Use Map, intensity and scale are defined as follows:

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

Low-Rise Scale: 1 to 2 stories
Low/Mid-Rise Scale: 3 to 4 stories
Mid-Rise Scale: 5 to 9 stories
High-Rise Scale: 10+ stories

LOW-RISE SCALE
1 to 2 stories

LOW INTENSITY (0-50% coverage) **MODERATE INTENSITY** (50-75% coverage) **HIGH INTENSITY** (75-100% coverage)

LOW/MID-RISE SCALE
3 to 4 stories

LOW INTENSITY (0-50% coverage) **MODERATE INTENSITY** (50-75% coverage) **HIGH INTENSITY** (75-100% coverage)

MID-RISE SCALE
5 to 9 stories

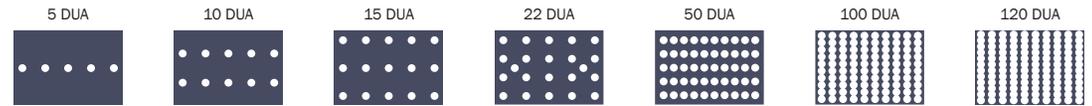
LOW INTENSITY (0-50% coverage) **MODERATE INTENSITY** (50-75% coverage) **HIGH INTENSITY** (75-100% coverage)

HIGH-RISE SCALE
10+ stories

LOW INTENSITY (0-50% coverage) **MODERATE INTENSITY** (50-75% coverage) **HIGH INTENSITY** (75-100% coverage)

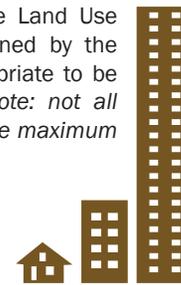
DENSITY

For the purposes of the Future Land Use Map, density is measured by the number of dwelling units per acre (DUA) on an individual lot or within a residential subdivision (reasonably excluding public or private streets, park land, and public open space). Where both residential and non-residential uses share a lot and/or common facilities (parking, open space, etc.), the acreage attributed to non-residential uses will be removed from the density calculation. Refer to the Glossary for more information.



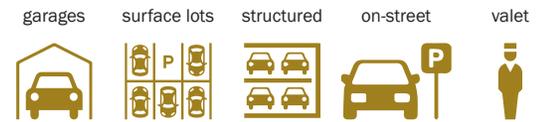
BUILDING HEIGHTS

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.



BLOCK PATTERN

Block Pattern describes how wide or compact the street network is in an area. Some areas may have internal streets or public ways.



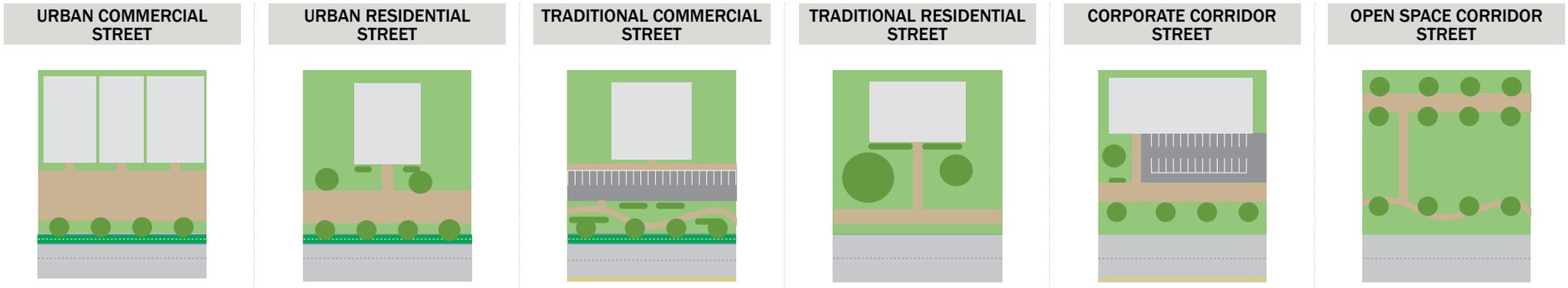
MULTIMODAL ACCESS

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



STREETSCAPE

Streetscape describes the uniformity of setbacks or presence of pedestrian amenities. The streetscape contributes to a location's aesthetics, 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.**



- small setbacks
- wide sidewalks, street trees, & pedestrian amenities
- storefronts & patio dining
- multimodal infrastructure
- on-street parking

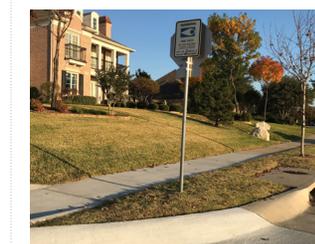
- small to medium setbacks
- medium-width sidewalks
- stoops & porches
- tree-lined streets
- multimodal infrastructure
- on-street parking

- medium to large setbacks
- medium sidewalks
- street trees & landscape edges
- surface parking lots
- multimodal infrastructure

- medium setbacks
- lawns & xeriscapes
- medium sidewalks
- on-street parking
- bike routes & trails

- extra-large setbacks
- ample greenspace buffers
- medium sidewalks
- street trees & landscape edges
- surface parking lots
- multimodal infrastructure

- extra-large setbacks
- natural open areas
- sidewalks connecting to trails, open space, & recreational areas



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. Conversely, not all properties are appropriate for open space requirements, such as very small (50 or fewer lots) single-family housing developments where the associated governance association needed to maintain open space would be an undue burden on a small number of owners.*

PASSIVE OPEN SPACE



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

85-95%
Green space

5-15%
Hardscape



ACTIVE OPEN SPACE



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

30-70%
Green space

30-70%
Hardscape



RECREATIONAL OPEN SPACE



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

60-85%
Green space

15-40%
Hardscape



Future Land Use Categories

The Future Land Use Map determines appropriate locations for future uses, establishing the community’s vision for the placement of housing, employment, social activities, and protection of natural areas. Ten categories provide guidance for new development and redevelopment, describing the typical mix of land uses and design characteristics that are desirable to create distinct areas of the city. The map does not establish zoning district boundaries or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each category. Land use decisions on individual properties should consider not only the Future Land Use Map, but also 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.

NEIGHBORHOODS

Neighborhoods are predominantly residential, and also include light commercial, office, institutional, and other residential-supporting uses. Low-density single-family is the most prevalent housing type in Neighborhoods, but townhouses, duplexes, and garden-style apartments are also common.

NEIGHBORHOODS



CORNERS

Corners are primarily commercial areas located at the intersections of major arterials that serve as shopping, dining, and social hubs for nearby neighborhoods. These areas will vary in size and scale across the city, with the introduction of residential uses at some locations to support the health and viability of non-residential uses.

NEIGHBORHOOD CORNERS



COMMUNITY CORNERS



CENTERS

Centers include major employment-only districts, as well as activity hubs for destination shopping, office, and entertainment, that serve large parts of the city and the region. These areas will vary in the level of intensity, walkability, and mix of uses from center to center.

SUBURBAN ACTIVITY CENTERS



URBAN ACTIVITY CENTERS



EMPLOYMENT CENTERS



CORRIDORS

Corridors are areas of development oriented along expressways, major streets, or rail lines. As areas of high-visibility for visitors and the traveling public in Plano, these areas will develop with quality aesthetics and character that represent the city’s high standards for excellence.

DOWNTOWN CORRIDORS



EXPRESSWAY CORRIDORS



NETWORKS

Networks include the systems of social, educational, and recreational needs distributed across the city. Serving all residents of the city, these areas will be highly accessible by automobiles, public transit, bicycle routes and trails, and enhanced pedestrian connections.

SOCIAL NETWORK



OPEN SPACE NETWORK



TRANSPORTATION



existing and planned light rail stations or bus terminals



expressways and major streets throughout the city



active freight and commuter rail lines or right-of-way of former railroads

TRANSIT FACILITIES



THOROUGHFARES



RAILROADS



NEIGHBORHOODS (N)

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.



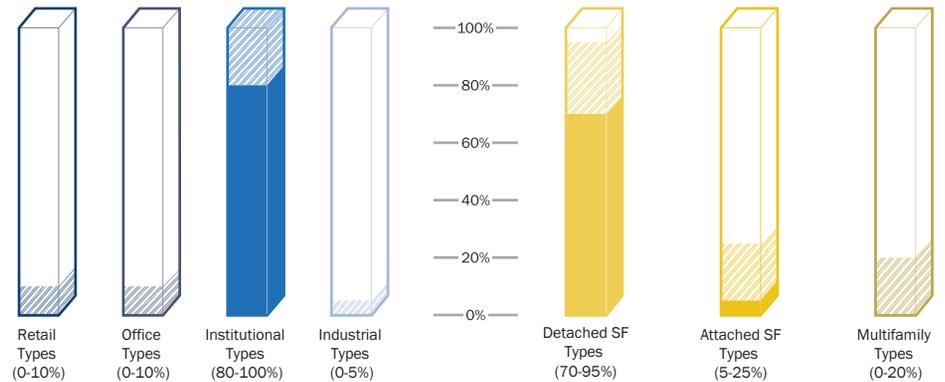
LAND USE MIX (acres)



0-10% Employment should include the following mix of land uses:

90-100% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres) | HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	SF: 0.5 to 10 DUA MF: 10 to 22 DUA	Low intensity Low-rise scale	10% to 50% Passive Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Res: garages with driveways Non-res: surface lots		 Gridded or curvilinear blocks Traditional Residential Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 HIGH Direct access from local streets	 MEDIUM Served by bus on perimeter arterial streets	 HIGH Connected to trails and bike routes	 HIGH Walkable to parks and schools



TYPICAL NEIGHBORHOOD DESIGN



NEIGHBORHOODS PRIORITIES

1. Preserving neighborhood character and quality of life
2. Upkeep of existing housing stock
3. Requiring adjacent commercial land uses to provide adequate transitions
4. Variety of housing heights, sizes, and types



NEIGHBORHOOD CORNERS (NC)

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. Corner retail sites should be designated Neighborhood Corner if:

- the site is less than 10 acres in size, or
- the site does not meet the *Criteria for Community Corners* on page 82.

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

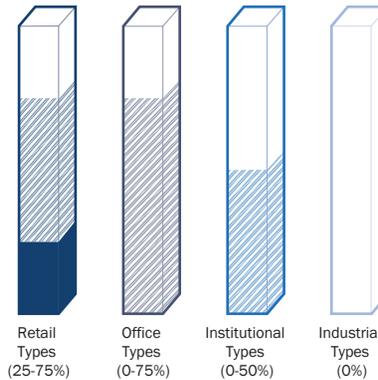


LAND USE MIX (acres)



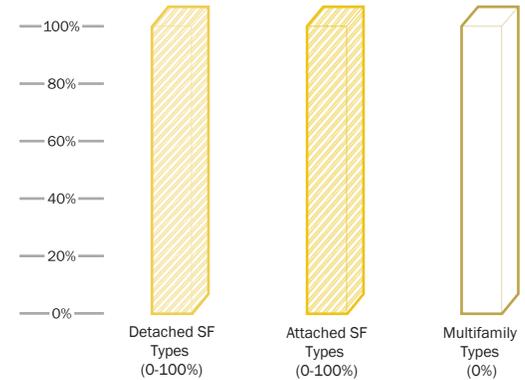
60-100% Employment should include the following mix of land uses:

EMPLOYMENT MIX (acres)



0-40% Housing should include the following mix of land uses:

HOUSING MIX (dwelling units)



SPECIAL NOTES:
Information above represents preferred mixes per adjoining NC corner

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	1 to 15 DUA	Low intensity Low-rise scale	10% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</p>		<p>Short to medium block grid Traditional Commercial or Residential Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>HIGH Convenient access to neighborhoods</p>	<p>MEDIUM Served by bus</p>	<p>MEDIUM Connected to trails and bike routes</p>	<p>MEDIUM Wide sidewalks, direct connections where feasible</p>



NEIGHBORHOOD CORNERS PRIORITIES

1. Maintaining viability and attractiveness
2. Creative design solutions
3. Reducing excess retail square footage
4. Increase and improve walkability



COMMUNITY CORNERS (CC)

The Community Corners future land use category applies to 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.

Criteria for Community Corners - A Community Corner is typically 25 acres or more, but may be as small as 10 acres if it meets two of the three following criteria:

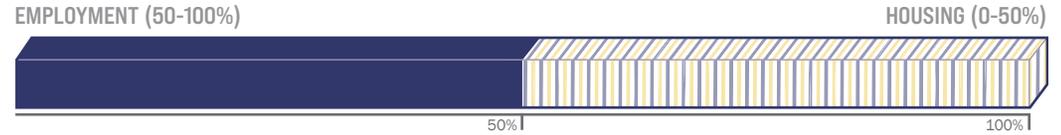
- does not directly abut single-family neighborhoods
- at least 250,000 sq. ft. of commercial floor area is located within 1/4 mile
- at least two 50,000 sq. ft. or larger anchor stores are located within 1/4 mile

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 the *Redevelopment and Innovative Concepts* section above and are provided in a context-sensitive manner. New housing should be thoughtfully integrated into the street network of the corner 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.

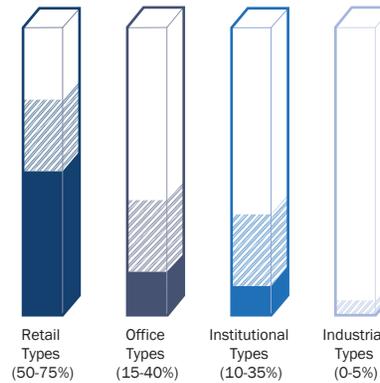


LAND USE MIX (acres)



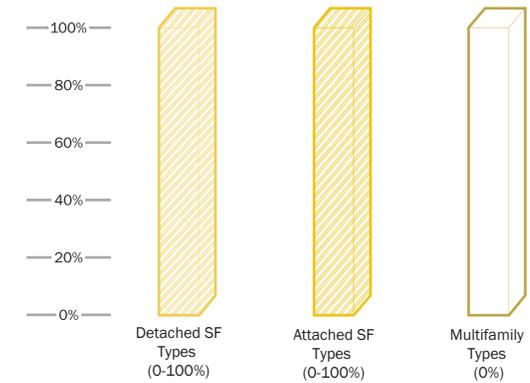
50-100% Employment should include the following mix of land uses:

EMPLOYMENT MIX (acres)



0-50% Housing should include the following mix of land uses:

HOUSING MIX (dwelling units)

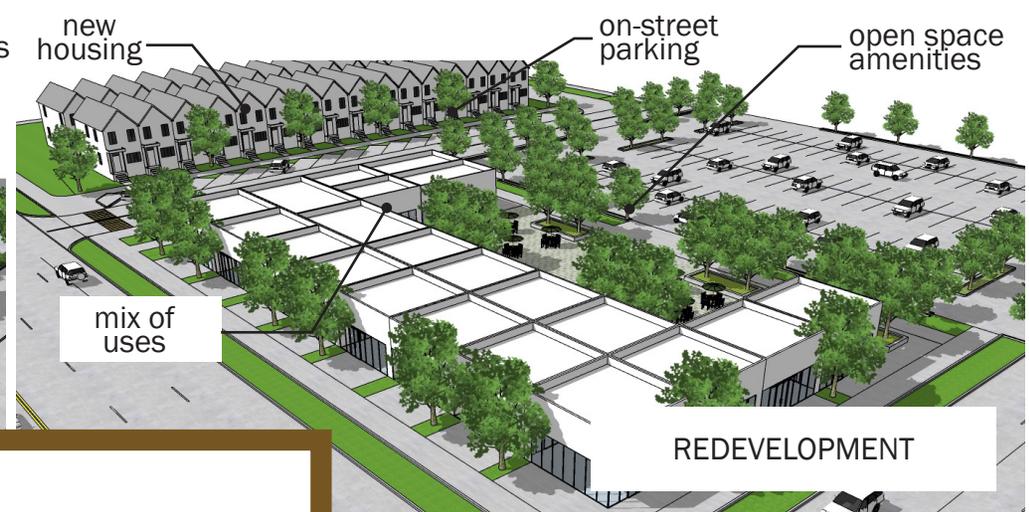
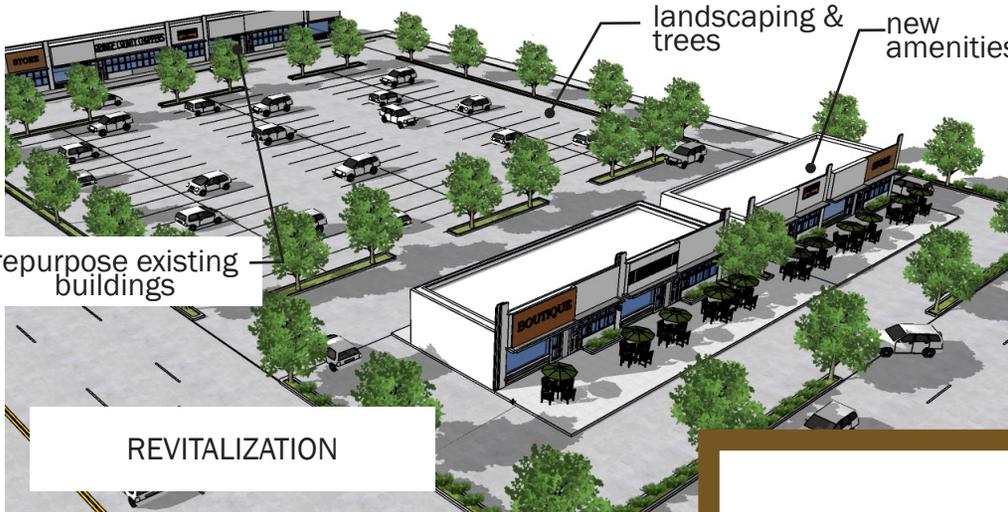
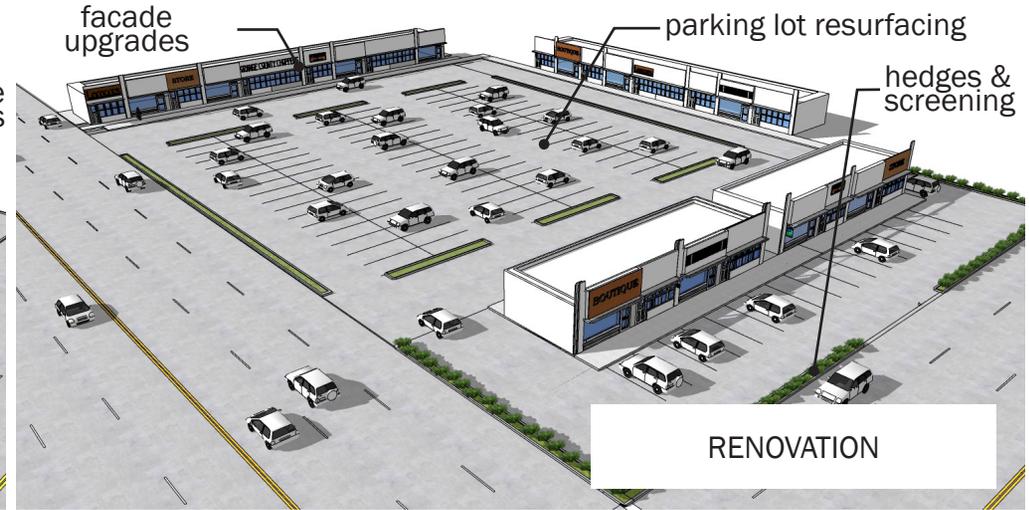
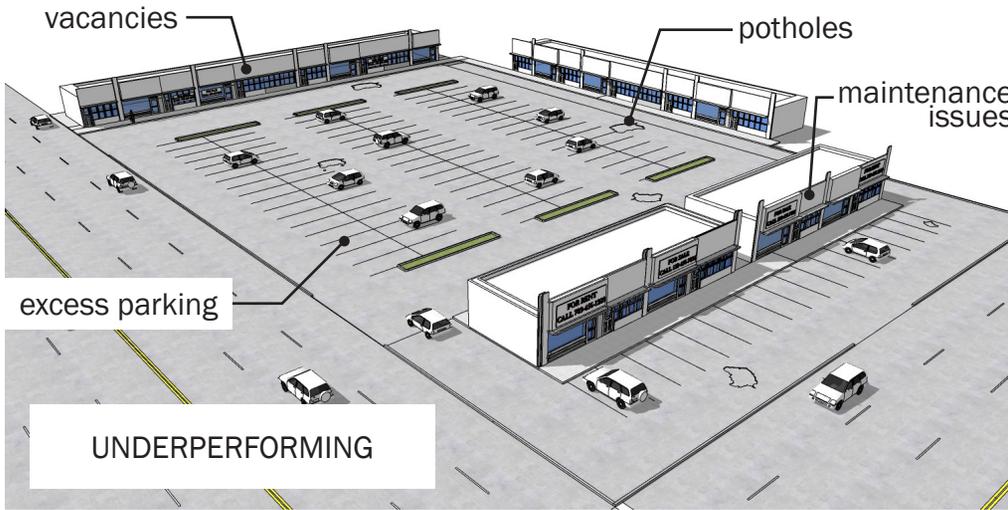


SPECIAL NOTES:

Information above represents preferred mixes per adjoining CC corner

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 3 stories	4 to 22 DUA	Low intensity Low to low/mid-rise scale	10% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETSCAPE	
<p>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</p>		<p>Short to medium block grid Traditional and Urban Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>HIGH Direct access from major streets</p>	<p>MEDIUM Served by bus on perimeter streets</p>	<p>MEDIUM Connected to trails and bike routes</p>	<p>HIGH Wide sidewalks, direct connections where feasible</p>



COMMUNITY CORNERS PRIORITIES

1. Reducing excess retail zoning and square footage
2. Innovative redevelopment concepts
3. Green space & amenities



SUBURBAN ACTIVITY CENTERS (SA)

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

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

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

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.

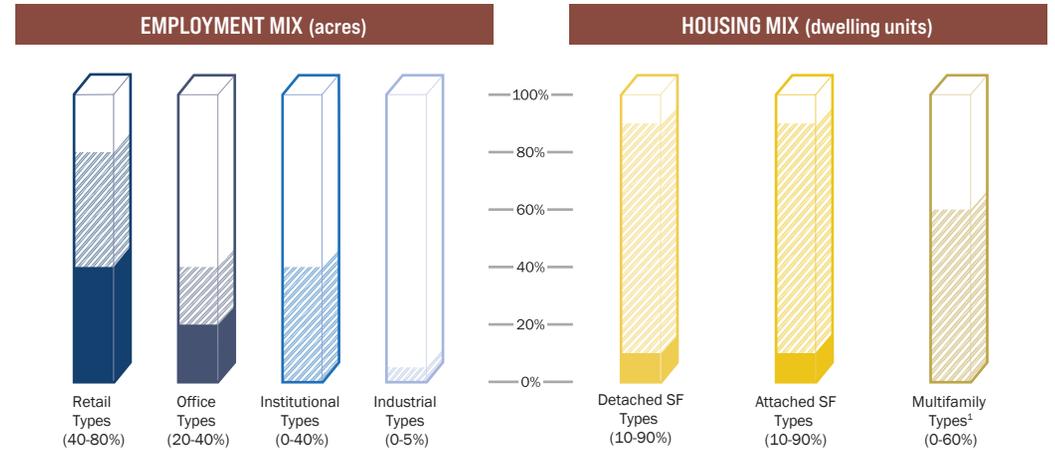


LAND USE MIX (acres)



60-100% Employment should include the following mix of land uses:

0-40% Housing should include the following mix of land uses:



SPECIAL NOTES:

Information above represents preferred mixes per adjoining SA center
*Consistent with the Redevelopment & Growth Management Policy

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 5 stories	SF: 4 to 22 DUA MF: 10 to 50 DUA*	Moderate Intensity Low to mid-rise scale	15% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Res: structured, on-street Non-res: mix of structured, on-street, surface lots, valet</p>		<p>Short to medium block grid Urban and Traditional Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>MEDIUM May require short walk to destination</p>	<p>MEDIUM Served by bus</p>	<p>MEDIUM Connected to trails and bike routes</p>	<p>MEDIUM High walkability internal to the site</p>

* 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.



SUBURBAN ACTIVITY CENTERS PRIORITIES

1. Creating destination shopping and entertainment centers
2. Activated open space, quality building materials, and walkable streetscapes internal to the development
3. Thoughtfully and cohesively planned mix of uses



URBAN ACTIVITY CENTERS (UA)

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.



LAND USE MIX (acres)

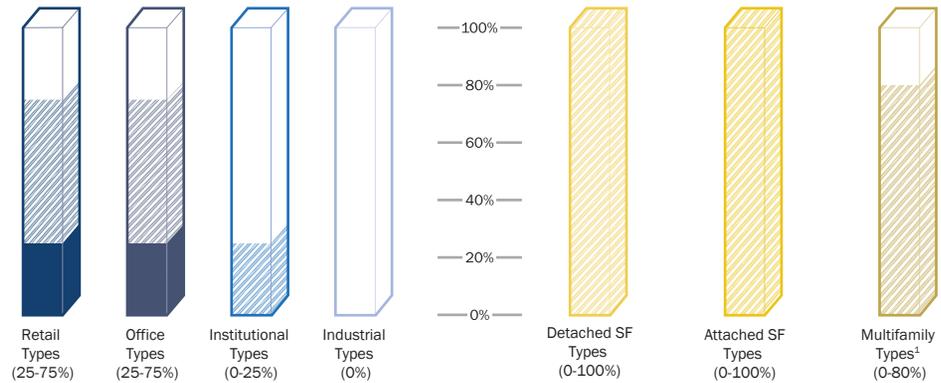


60-80% Employment should include the following mix of land uses:

20-40% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes per adjoining UA center
⁴Consistent with the Redevelopment & Growth Management Policy

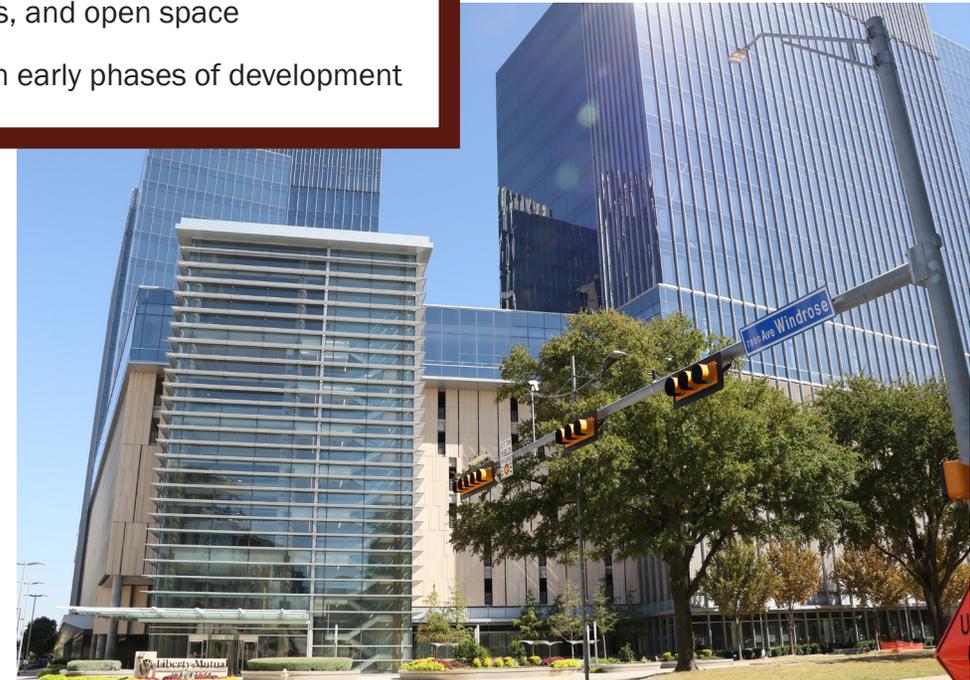
DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 20 stories	SF: 10 to 40 DUA MF: 30 to 120 DUA	High intensity Low to high-rise scale	10% to 15% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
<p>Structured, on-street, and valet; surface lots limited to single aisles</p>		<p>Short block grid Urban Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>MEDIUM</p> <p>May require short walk to destination</p>	<p>HIGH HIGH</p> <p>Integrated bus and rail when possible</p>	<p>HIGH</p> <p>Integrated bike routes and trails</p>	<p>HIGH</p> <p>Highly walkable</p>



URBAN ACTIVITY CENTERS PRIORITIES

1. Attracting corporate headquarters and promoting economic development
2. High standards for mixed-use form, amenities, and open space
3. Providing amenities in early phases of development



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 PGBT and Sam Rayburn Tollways, the city should evaluate what is needed to sustain the attractiveness of these areas to large corporations.

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



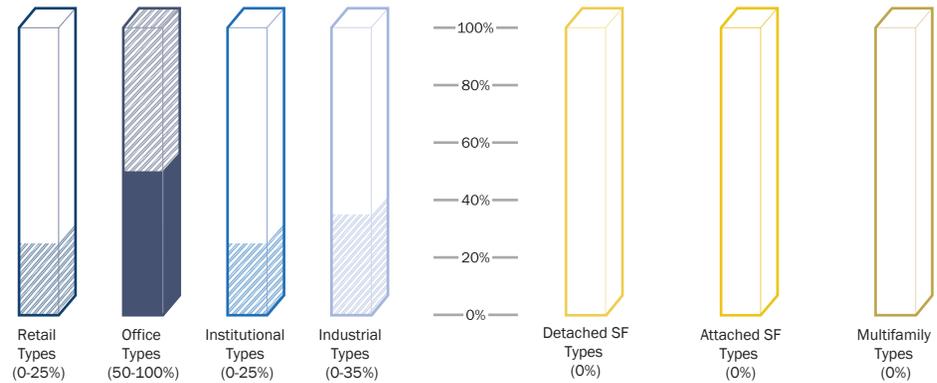
LAND USE MIX (acres)



100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres) **HOUSING MIX (dwelling units)**



SPECIAL NOTES:
Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 20 stories	N/A	Moderate to High intensity Low to high-rise scale	10% to 35% Passive Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Structured parking preferable to surface lots		 Wide blocks Corporate Corridor Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 HIGH Direct access from major streets	 MEDIUM Commuter bus service	 MEDIUM Connected to trails and bike routes	 LOW Mostly served by perimeter sidewalks



EMPLOYMENT CENTERS PRIORITIES

1. Maintaining land for employment generating uses
2. Evaluating policies to sustain long-term viability of corporate campuses
3. Updating the Legacy Area Master Plan



DOWNTOWN CORRIDORS (DT)

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

Transit-Oriented Development (TOD) Areas – 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-quarter mile of a rail 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.



LAND USE MIX (acres)

EMPLOYMENT (85-90%)

HOUSING (10-15%)

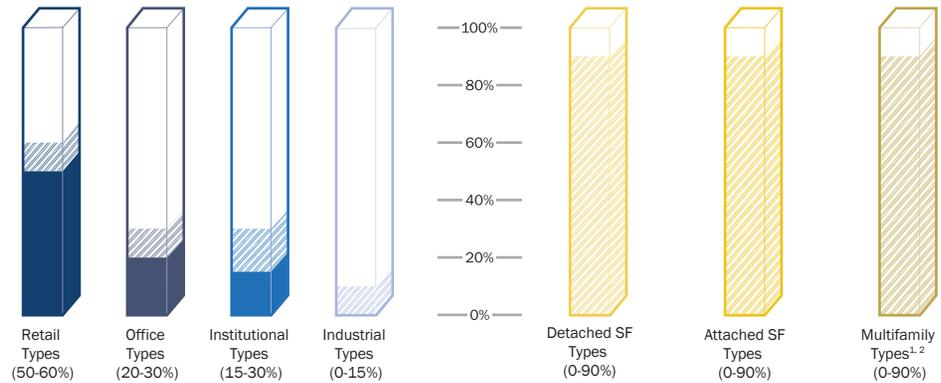


85-90% Employment should include the following mix of land uses:

10-15% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes citywide
¹Consistent with the Redevelopment & Growth Management Policy
²Prioritized within Transit-Oriented Development (TOD) Areas

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 5 stories	SF: 4 to 22 DUA* MF: 10 to 50 DUA*	Moderate intensity Low to mid-rise scale	TOD Areas: 5% to 10% Other: 10% to 20% Active Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
Mix of garages, structured, on-street, surface lots, valet		Short block grid Urban Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 MEDIUM May require short walk to destination	 HIGH HIGH Served by rail and bus stations	 HIGH Connected to trails and bike routes	 HIGH Highly walkable

* Exception: Within Transit-Oriented Development (TOD) Areas maximum density is increased to 40 DUA for SF Types and to 100 DUA for MF Types.



DOWNTOWN CORRIDORS PRIORITIES

1. Enhancing bicycle and pedestrian connections
2. Improving mobility connections between Downtown and Collin Creek area
3. Focusing density in Downtown core and within 1/4 mile walking distance of rail stations



EXPRESSWAY CORRIDORS (EX)

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

Residential Uses & Environmental Health - Due to noise and health impacts of expressways and the desire to preserve land for economic development, residential development should be considered in limited circumstances where needed to revitalize declining commercial centers. Ensure that buildings are adequately designed to protect residential uses and institutional dwellings.

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 (acres)

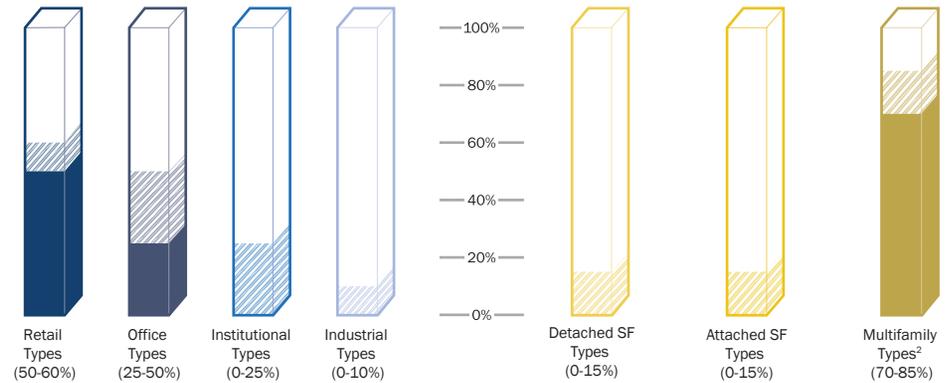


98-100% Employment should include the following mix of land uses:

0-2% Housing should include the following mix of land uses:

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes per expressway (US 75, Dallas North Tollway, Sam Rayburn Tollway)

¹Up to 12% Housing along US 75 due to age and existing conditions in the corridor

²Consistent with the Redevelopment & Growth Management Policy

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 20 stories	SF: 10 to 40 DUA MF: 20 to 75 DUA	Moderate to high intensity Low to high-rise scale	10% to 20% Passive Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
Structured parking preferable to surface lots		Wide blocks Corporate Commercial Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
HIGH Direct access from frontage roads/major streets	LOW Served by bus at major intersections	MEDIUM Connected to trails and bike routes	LOW Mostly served by perimeter sidewalks



EXPRESSWAY CORRIDORS PRIORITIES

1. Redevelopment of US 75 Corridor
2. Protecting residential uses and institutional dwellings as identified in the Expressway Corridor Environmental Health Study
3. Limiting residential uses to redevelopment of underperforming commercial areas





SOCIAL NETWORK (SN)

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



SOCIAL NETWORK PRIORITIES

- 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 options.

LAND USE MIX (acres)

EMPLOYMENT (100%)

HOUSING (0%)

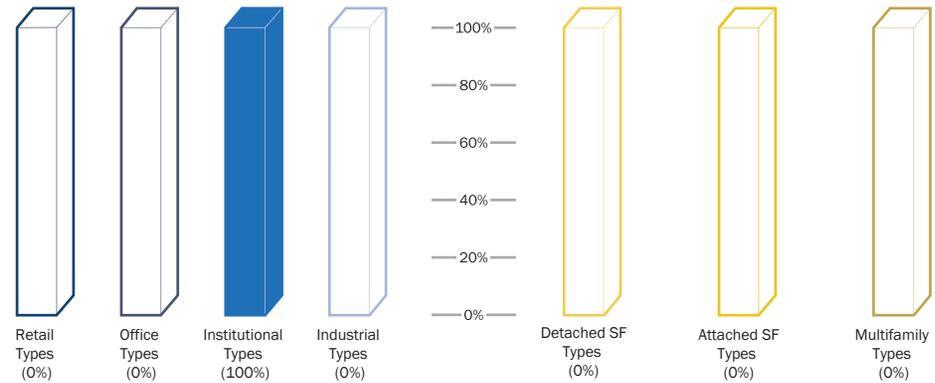


100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 4 stories	N/A	Low intensity Low to low-rise scale	20% to 100% Passive & Recreational Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Surface lots		 Wide blocks Open Space Corridor or Traditional Commercial Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 MEDIUM Direct access from major streets	 HIGH Served by bus	 HIGH Integrated trails and bike routes	 MEDIUM High walkability internal to the site



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.



OPEN SPACE NETWORK PRIORITIES

- 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 options.

LAND USE MIX (acres)

EMPLOYMENT (100%)

HOUSING (0%)

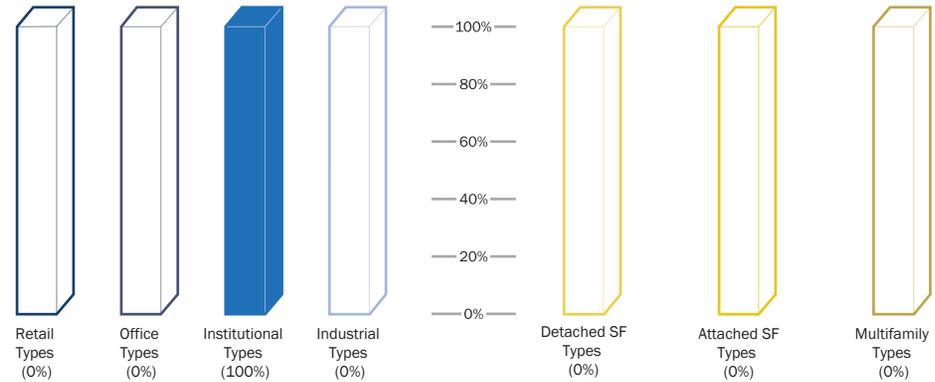


100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes citywide

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	N/A	Low intensity Low-rise scale	100% Active & Recreational Open Space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Surface lots		 Wide blocks Open Space Corridor Streets	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 MEDIUM Limited access to major and local streets	 MEDIUM Served by bus	 HIGH Integrated trails and bike routes	 HIGH Short walk from neighborhoods