



City of Plano
COMPREHENSIVE PLAN 2021

OCTOBER 27, 2025

Acknowledgments

The City of Plano’s elected and appointed officials, staff members, and consultants provided knowledge, assistance, and insight throughout the process of developing this Plan. The contributions and efforts of the following are appreciated and helped to make the Plano Comprehensive Plan 2021 possible:

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City of Plano
COMPREHENSIVE PLAN 2021

**EXECUTIVE
SUMMARY**

DISCLAIMER: The *Executive Summary*, including the *Maximum Development Scenarios* section and associated maps, are for illustrative purposes only. The *Maximum Development Scenarios'* associated maps are created to provide examples of how the Plano Comprehensive Plan 2021 functions, and they should be used to understand the methodology that will be used to analyze development applications, but they are not an analysis of any particular request for a zoning change. The language in the *Executive Summary* should not be used when evaluating a zoning application's compliance with the Comprehensive Plan.

OCTOBER 27, 2025

1. INTRODUCTION

What is the Comprehensive Plan 2021?

The Comprehensive Plan 2021 is a 20 to 30-year framework to guide the city's future, providing policy and direction related to future growth and redevelopment, transportation, housing, city services, and other important aspects of the community. The Plan will inform current and future decision-makers about where we've been, where we are today, where we want to go, and how we intend to get there.

How will the Plan be used?

The Comprehensive Plan will be used every day by a variety of stakeholders to make important decisions about how to invest in the community and enhance the quality of life in Plano. For example, residents can use the Plan to see how the city intends to guide growth and redevelopment in ways that meet their needs and aspirations; land owners can use the Plan when considering improvements to their property; businesses can use the Plan when deciding to reinvest or relocate to Plano; and the Plano City Council, Planning & Zoning Commission, and city staff can use the Plan to make decisions about development proposals and where to best invest city resources to achieve the community's vision for the future. More specifically, the Plan is used by local officials in three primary ways:



Delivery of City Services

New city services, programs, and projects, such as the Great Update Rebate program, are often started in order to implement specific action statements from the Comprehensive Plan.

Budget & Community Investment Program

Projects in the Community Investment Program, such as new city facilities and infrastructure improvements, are reviewed annually for consistency with the Comprehensive Plan.

Zoning & Development Review Conformance

All zoning change requests, along with updates to the Zoning Ordinance and other development regulations, are reviewed for conformance with the Comprehensive Plan.



Why is a new Comprehensive Plan needed?

On November 11, 2019, the Plano City Council appointed a 16-member ad-hoc advisory committee called the Comprehensive Plan Review Committee (CPRC). The role of the CPRC was to review the city's Comprehensive Plan and recommend updates to address community concerns related to four key topics: **Land Use, Transportation, Density, and Growth Management**. They were also to act as advisors and ambassadors of the planning process, working with the Planning & Zoning Commission (P&Z) to find consensus among the diverse viewpoints of city residents.

On August 5, 2020, the City Council repealed the previous Comprehensive Plan and adopted an "Interim Plan" to serve as a temporary replacement until the CPRC and P&Z could complete their work. The Interim Plan was based on the city's comprehensive plan from 1986, including subsequent updates through 2012. Although this Plan had previously served the city well for many years, its goals and policies were rooted in the days of Plano's rapid growth and were not well-suited for the challenges of a mature and mostly developed city as Plano is today.

After 20 months, the CPRC and P&Z completed their work, resulting in the Comprehensive Plan 2021. Much of this new Plan may look familiar, as aspects of the previous Comprehensive Plan outside the four topic areas assigned by City Council, such as policies related to the environment, social services, and the economy, remain largely unchanged. However, significant changes were made to many of the most impactful parts of the Plan, and important new content was created, including a set of Guiding Principles, a Redevelopment & Growth Management Policy, and Future Land Use Dashboards.

This Executive Summary provides an overview of the Comprehensive Plan 2021, highlighting its major components, significant areas of change, what remains the same, and how the new Plan impacts the quality of life for Plano residents, businesses, and institutions.

2. WHAT'S IN THE PLAN?

Plan Structure

▼ Vision & Guiding Principles	The Vision Statement & Guiding Principles serve as the aspirational goals and values for the entire Plan.
▼ Pillars	Pillars divide the Plan content into five major topical categories.
▼ Components	Each Pillar consists of Components, which combine related topics into 11 sub-categories.
▼ Policies	Policies state what Plano will do to achieve the goals.
▼ Action Statements	Action Statements are the detailed “to-do” lists needed to successfully implement the Plan.
▼ Maps	Five Maps guide land use, transportation, and infrastructure planning decisions.

VISION STATEMENT

Plano is a global leader, excelling in exceptional education, abounding with world class businesses and vibrant neighborhoods.



GUIDING PRINCIPLES

Guiding Principle 1 | Plano Today

- 1.1. The Plan enhances the quality of life in the near term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.
- 1.2. The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth and shaping change that complements the city’s suburban character and rich history.
- 1.3. The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, and institutions that support a vital economy.
- 1.4. The Plan respects the suburban character of Plano and seeks to preserve and enhance the built environment.
- 1.5. The Plan acknowledges that Plano is mostly developed and does not anticipate significant changes in population or residential development in the future.
- 1.6. Implementation of the Plan will be open and transparent, with a high standard for exceptions to land use principles, proactively seeking community input, and updated when needed with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

- 2.1. The Plan enhances the quality of life in the long term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.
- 2.2. The Plan successfully manages Plano’s transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.
- 2.3. The Plan builds on Plano’s strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.
- 2.4. Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.

Guiding Principle 3 | Plano Together

- 3.1. The Plan serves people of all backgrounds, striving to meet the needs of an inclusive and vibrant community that calls Plano “home.”
- 3.2. The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.
- 3.3. The Plan embraces Plano’s position as a leader in the region, demonstrating the city’s standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.
- 3.4. The Plan manages growth and redevelopment in a gradual manner, ensuring changes are beneficial to neighbors and the surrounding community based on real, city-level demand.
- 3.5. Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.

PILLARS, COMPONENTS, AND POLICIES

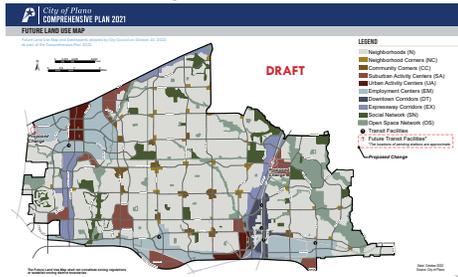
<p>PILLAR #1 BUILT ENVIRONMENT</p>	<p>PILLAR #2 SOCIAL ENVIRONMENT</p>	<p>PILLAR #3 NATURAL ENVIRONMENT</p>	<p>PILLAR #4 ECONOMIC ENVIRONMENT</p>	<p>PILLAR #5 REGIONALISM</p>
<p>3 COMPONENTS</p> <p>LAND USE & COMMUNITY DESIGN TRANSPORTATION HOUSING & NEIGHBORHOODS</p>	<p>3 COMPONENTS</p> <p>SAFETY & SERVICES QUALITY OF LIFE SENSE OF COMMUNITY</p>	<p>2 COMPONENTS</p> <p>BUILDING & SITE EFFICIENCY ENVIRONMENTAL QUALITY</p>	<p>2 COMPONENTS</p> <p>ECONOMY WORKFORCE DEVELOPMENT</p>	<p>1 COMPONENT</p> <p>REGIONALISM</p>
<p>14 POLICIES</p> <ul style="list-style-type: none"> Land Use Community Design Redevelopment of Regional Transportation Corridors Undeveloped Land Transit-Oriented Development Redevelopment & Growth Management Roadway System Bicycle & Other Micromobility Public Transit Transportation Demand Management Pedestrian Environment Neighborhood Conservation Revitalization of Retail Shopping Centers Special Housing Needs 	<p>14 POLICIES</p> <ul style="list-style-type: none"> Emergency Management Public Safety Property Standards Facilities & Infrastructure Social Services Parks & Recreation Active Living & Citizen Well-Being Libraries Educational Opportunities Placemaking & Public Spaces Arts & Culture Heritage Preservation Community Building Community Involvement & Participation 	<p>6 POLICIES</p> <ul style="list-style-type: none"> Building & Development Design Renewable Energy Stormwater Management Water Conservation Waste Minimization Open Space & Natural Resource Conservation 	<p>2 POLICIES</p> <ul style="list-style-type: none"> Diverse & Resilient Economy Jobs & Workforce Development 	<p>6 POLICIES</p> <ul style="list-style-type: none"> Population Growth Regional Transportation Air Quality Regional Water Conservation Consistency with Neighboring Cities Regional Education

ACTION STATEMENTS

There are 271 action statements in the Plan. Please refer to the full Comprehensive Plan 2021 to review the complete list of action statements.

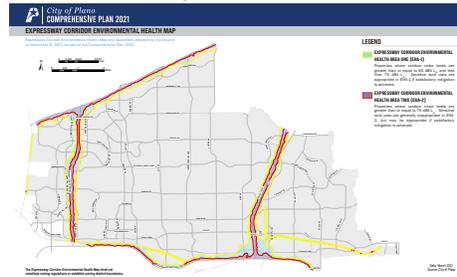
MAPS

Future Land Use Map & Dashboards



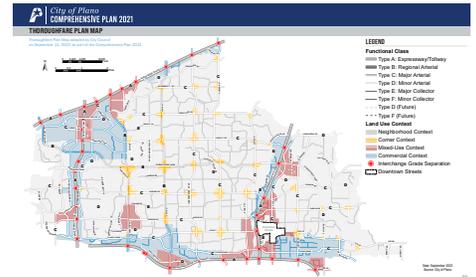
This map organizes the city into Future Land Use categories, each with an associated Dashboard that describes the preferred land use mixes, desirable character-defining elements, and priorities for that area. More information on page ES-5.

Expressway Corridor Environmental Health Map & Guidelines



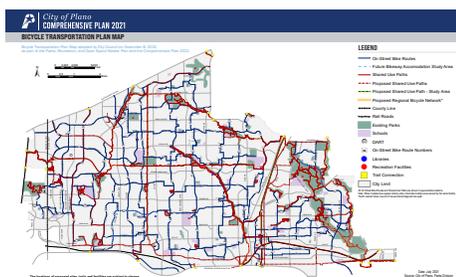
This map shows locations in the city that are sensitive to the effects of the city's major expressways. A set of accompanying guidelines provides standards for health analyses for sensitive land uses in these areas.

Thoroughfare Plan Map



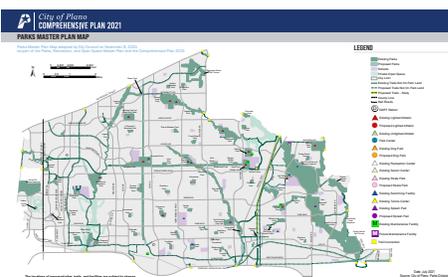
This map shows the locations of existing and future major roadways in Plano. A set of accompanying cross-sections provides the size, number of lanes, median and parkway widths, and associated dimensions for each major type of roadway.

Bicycle Transportation Plan Map



This map shows the locations of existing and planned bicycle trails and facilities across the city.

Parks Master Plan Map



This map shows the locations of existing and planned parks and trails in the city.

3. WHAT'S CHANGED?

GUIDING PRINCIPLES

Plano Today
Plano 2050
Plano Together

NEW/REVISED FUTURE LAND USE CATEGORIES

Neighborhood Corners
Community Corners
Suburban Activity Centers
Urban Activity Centers
Downtown Corridors

FUTURE LAND USE DASHBOARDS

Land Use Mix
Employment Mix
Housing Mix
Density, Intensity, & Scale
Building Height
Open Space
Priorities

REDEVELOPMENT & GROWTH MANAGEMENT POLICY

Higher Bar for Inconsistencies
Formalized Community Forum Process
Zoning Incentives for Single-Family
Green Space, Open Space, Amenities
Minimum Non-Residential Requirements in Mixed-Use
Monitoring Real Market Demand
Proactive Citizen Involvement
Housing Diversification & Economic Development
Well-Planned, Small-Scale Housing Options

EXISTING LAND USE & HOUSING INVENTORY

Measurement Tool for Zoning Requests
Accounts for Existing Conditions
Routine Monitoring and Updates

ZONING PROCESS IMPROVEMENTS

Plain Language Notifications
Accessible & Transparent Information
Website Improvements
Participation Toolkit

Major Changes in the Comprehensive Plan 2021

As discussed on page ES-1, the Comprehensive Plan 2021 was created after 20 months of work by the Comprehensive Plan Review Committee (CPRC) and the Planning & Zoning Commission (P&Z). Following the directives from City Council, the CPRC and P&Z focused their changes into four topic areas: Land Use, Transportation, Density, and Growth Management. Proposed updates were forwarded back and forth between both bodies until they received at least a 75% approval by the CPRC and 50% approval by the P&Z. The most significant changes to the Plan include:

1. A new set of **Guiding Principles** serve as a set of overarching values for the Plan. The three principles, Plano Today, Plano 2050, and Plano Together, promote a Comprehensive Plan that is inclusive of Plano's diverse population and serves the needs of Plano residents, businesses, and institutions, both present and future. See page ES-2 to view the full Guiding Principles.
2. Revisions were made to the Future Land Use Map, including **New/Revised Future Land Use Categories**, re-categorizations of key locations around the city, and boundary changes that more accurately reflect the limits of each area. Although some categories share the same name or map color as the previous Comprehensive Plan, significant changes were made to descriptions and details of all categories. See page ES-5 for a brief description of all the categories.
3. A new set of **Future Land Use Dashboards** were created that provide an updated format and significantly more detailed guidance on the preferred mix of uses, densities, intensities, building heights, and more, in each of the Future Land Use categories. The Dashboards illustrate the range of design characteristics that should be provided by zoning change requests for new development and redevelopment (though many locations will not be suitable for the maximum allowances). See page ES-6 for more information about the new Dashboards.
4. A new **Redevelopment & Growth Management Policy** and nine associated action statements were included which answer the need for specific guidance in these areas, including setting a higher bar for approval of zoning changes that deviate from the Future Land Use Dashboards; the phasing of mixed-use development; calling for the creation of a formalized community input forum; and recommending forming citizen committees to review any major changes to the Comprehensive Plan in the future. Refer to pages 12-13 of the full Comprehensive Plan 2021 to review the full policy and associated action statements.
5. An **Existing Land Use and Housing Inventory** was created that will be used as an implementation tool to review zoning change requests for consistency with the Future Land Use Dashboard. This new tool also allows greater predictability about the potential for new employment and housing across the city. It will be routinely monitored and updated so that existing conditions provide better context for decision-makers, land owners, and residents. See pages ES-6 and ES-7 for more information about the Existing Land Use and Housing Inventory and pages ES-10 through ES-22 for conceptual examples of how they will be used.
6. Various **Zoning Process Improvements** were implemented that are intended to make information on zoning change requests more accessible and transparent to the public. These include improved zoning notices, website updates, posting of concept and development plan drafts, and more. Find these changes implemented at www.PlanoPlanning.org.

In addition to these major changes, there were other miscellaneous revisions to other policies and action statements throughout the Plan related to the four topic areas. See www.PlanoCompPlanReview.org to view a version of the Plan with all markups and track changes.

Updated Future Land Use Map

See pages 70-94 in the full plan to review the Future Land Use Map

FUTURE LAND USE MAP

Future Land Use Map and Dashboards adopted by City Council on October 10, 2022 as part of the Comprehensive Plan 2021

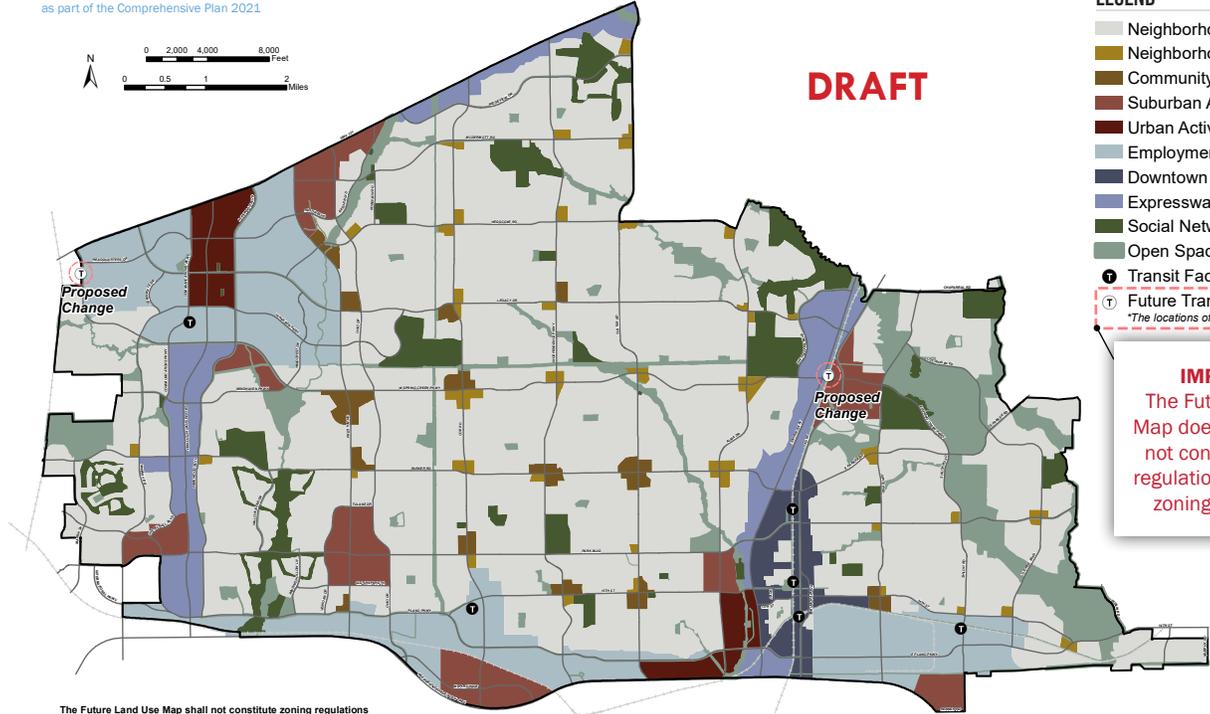


DRAFT

LEGEND

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

IMPORTANT:
The Future Land Use Map does not and shall not constitute zoning regulations or establish zoning boundaries.



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

Date: October 2022
Source: City of Plano

NEIGHBORHOODS (N)

- mostly single-family neighborhoods, however townhomes, duplexes, and apartments are also common
- may include light commercial, office, institutional, and other residential-supporting uses
- preserve neighborhood character and quality of life

NEIGHBORHOOD CORNERS (NC)

- NEW CATEGORY!**
- retail sites on the corners of major intersections that are up to 10 acres in size, or up to 25 acres if do not meet Community Corners criteria (see below)
 - single-family may be introduced in limited situations
 - multifamily not appropriate

COMMUNITY CORNERS (CC)

- NEW CATEGORY!**
- retail sites on the corners of major intersections that are over 25 acres in size or meet two of three of the following: 250k+ sq. ft. of retail in 1/4 mi., 2+ anchor retail stores in 1/4 mi., or does not abut single-family
 - single-family may be introduced
 - multifamily not appropriate

SUBURBAN ACTIVITY CENTERS (SA)

- NEW CATEGORY!**
- large commercial shopping centers and moderate intensity mixed-use areas
 - includes major retailers, superstores, movie theaters, and large grocers with supporting hotels, office, and institutional uses
 - mix of housing types
 - additional limitations for Park & Preston

URBAN ACTIVITY CENTERS (UA)

- NEW CATEGORY!**
- high intensity mixed-use areas
 - large corporate offices, hotels, shopping, dining, and entertainment
 - limited to areas near Legacy, Collin Creek Mall, and Heritage Creekside
 - walkable design with open space, green space, and amenities for residents and visitors

EMPLOYMENT CENTERS (EM)

- business centers in the Legacy and the Plano Parkway/President George Bush Turnpike corridor
- corporate office campuses and major medical, educational, technology, and research centers
- housing is not appropriate

DOWNTOWN CORRIDORS (DT)

- NEW CATEGORY!**
- located around Downtown Plano and nearby areas
 - transit-oriented development in proximity to rail transit stations
 - redevelopment and revitalization of K Avenue and 14th Street corridors
 - preserve and complement the area's historic structures and character

EXPRESSWAY CORRIDORS (EX)

- located along major expressways
- mix of retail, office, service, restaurant, medical, hotel, and technology-based businesses
- mitigation strategies to protect sensitive land uses, such as schools, housing, and day cares, from noise and health impacts
- residential in very limited circumstances

SOCIAL NETWORK (SN)

- range of public and private uses such as colleges, universities, and major public schools
- athletic complexes, recreational facilities, golf courses, country clubs, and large private open spaces
- cultural facilities and libraries
- housing is not appropriate

OPEN SPACE NETWORK (OS)

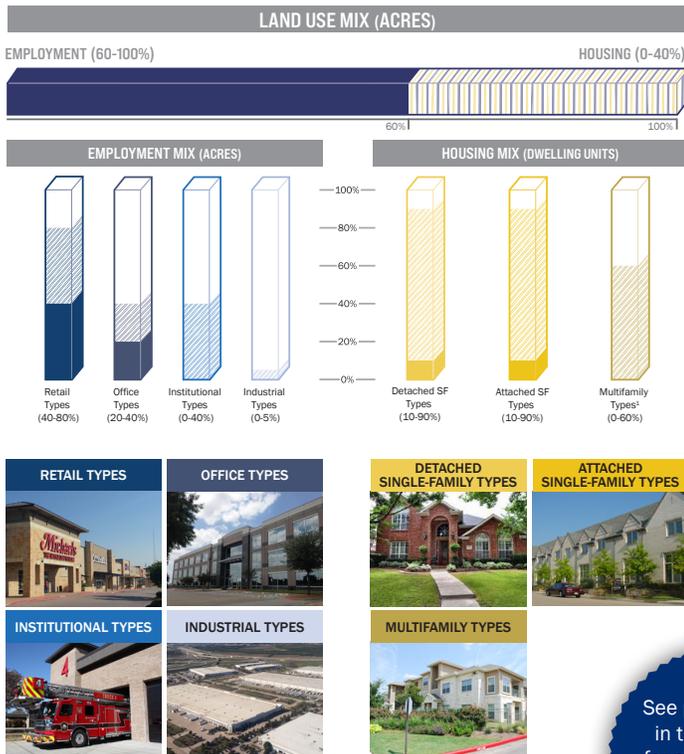
- major public open spaces
- community and neighborhood parks
- linear parks and trails
- regional recreation and leisure opportunities
- housing is not appropriate

Future Land Use Dashboards

Each Future Land Use Dashboard (Dashboard) includes a general description, list of priorities, mix of uses chart, and table of design characteristics which are desirable to meet the community's vision for these areas. The Dashboards are intended to be broad enough to adequately portray similarities between 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 new zoning change requests are considered. As Plano is mostly developed at this time, existing conditions may not align perfectly with the Dashboards. Conformance with the Dashboards will occur gradually over the long term, as properties are rezoned or develop/redevelop in accordance with updated policies and regulations.

MIX OF USES

This section describes the preferable mix of land uses for **new growth**, **infill**, and **redevelopment**. 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.



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.

BUILDING HEIGHTS	how tall of buildings may be appropriate (e.g. 1 to 3 stories)
DENSITY	the range of how many dwelling units may be allowed for every net 1 acre of land (e.g. 10 dwelling units per acre)
INTENSITY & SCALE	a combination of a building's height and how much of the property it covers (e.g. low intensity is 0-50% coverage, low-rise scale is 1 to 2 stories)
OPEN SPACE	the percentage of a property that should be landscaped, amenitized with plazas, or remain in its natural state (e.g. 10 to 20%)
PARKING ORIENTATION	the type of parking that is appropriate for an area (e.g. surface parking lots, parking garages, or on-street parking)
BLOCK PATTERN & STREETScape	(1) whether streets form a grid or are curvilinear, (2) the typical length of a street between two intersections, and (3) the types of features along the roadway (i.e. bike lanes, street trees, patio dining)
MULTIMODAL ACCESS	how accessible a property is by automobile, transit, micromobility (e.g. bicycle, scooters, etc.), and foot

See pages 71-94 in the full Plan for more detailed information on the Dashboards

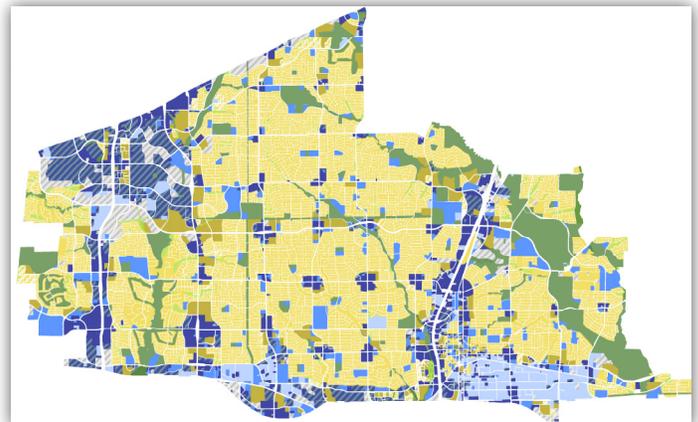
Existing Land Use & Housing Inventory

The Existing Land Use & Housing Inventory (Inventory) is a citywide database of existing land uses and housing units, separated into the same classifications as above (Retail, Office, Institutional, Industrial, Detached Single-family, Attached Single-family, and Multifamily Types).

36,000+
ACRES

117,000+
HOUSING UNITS

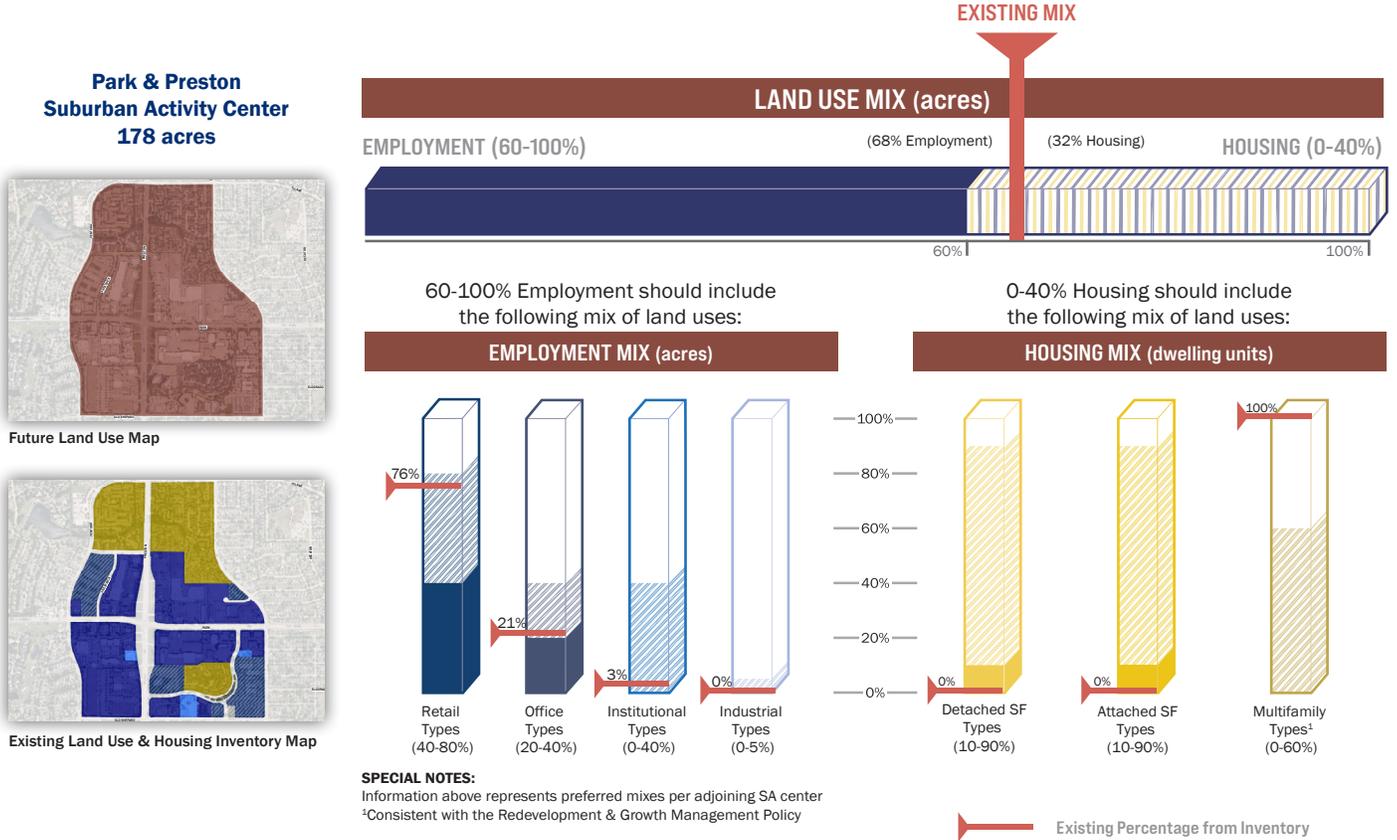
This new tool allows for **zoning change requests** to be reviewed for consistency with the recommended Mix of Uses in the Future Land Use Dashboards. Because land uses change over time, the inventory will be routinely monitored and updated to match existing conditions.



Existing Land Use & Housing Inventory Map

How do the Dashboards and Inventory work together?

The Future Land Use Dashboards and Existing Land Use & Housing Inventory are used together to compare the existing mix of uses in an area to the future mix of uses recommended by the Comprehensive Plan. The example below illustrates how this works for the Suburban Activity Center (SA) located at the intersection of Preston Road and Park Boulevard in Plano.



	Is this area currently within the recommended mix of land use types?	Would the area support more of these land use types?
RETAIL TYPES	YES , currently 76% (178 ac.) of the employment uses in the area are Retail Types. This is within the 40-80% range recommended by the Dashboard.	YES , the Dashboard supports new Retail Types in this area.
OFFICE TYPES	YES , currently 21% (50 ac.) of the employment uses in the area are Office Types. This is within the 20-40% range recommended by the Dashboard.	YES , the Dashboard supports new Office Types in this area.
INSTITUTIONAL TYPES	YES , currently 3% (6 ac.) of the employment uses in the area are Institutional Types. This is within the 0-40% range recommended by the Dashboard.	YES , the Dashboard supports new Institutional Types in this area.
INDUSTRIAL TYPES	YES , currently 0% (0 ac.) of the employment uses in the area are Industrial Types. This is within the 0-5% range recommended by the Dashboard.	YES , the Dashboard supports new Industrial Types in this area.
DETACHED SINGLE-FAMILY TYPES	NO , currently 0% (0 units) of the housing uses in the area are Detached SF types. This is below the 10-90% range recommended by the Dashboard.	YES , the Dashboard supports new Detached SF units in this area.
ATTACHED SINGLE-FAMILY TYPES	NO , currently 0% (0 units) of the housing uses in the area are Attached SF types. This is below the 10-90% range recommended by the Dashboard.	YES , the Dashboard supports new Attached SF units in this area.
MULTIFAMILY TYPES	NO , currently 100% (2,028 units) of the housing uses in the area are Multifamily types. This is above the 0-60% range recommended by the Dashboard.	NO , the Dashboard does not support more Multifamily types in this area. Existing multifamily may be redeveloped.

4. WHAT'S THE SAME?

Much of the Comprehensive Plan 2021 is similar to aspects of the previous Comprehensive Plan. In addition to maintaining the same organizational hierarchy, much of the previous Comprehensive Plan fell outside the four topic areas assigned to the CPRC and P&Z by the City Council. As such, policies under the Social Environment, Natural Environment, and Economic Environment Pillars remain mostly the same, with a few updates to correct background information or remove actions previously completed.

MODIFIED MAPS (1)



MODIFIED POLICIES (18)



REMOVED FROM PLAN (1)



MAPS WITH NO MAJOR CHANGES (4)



POLICIES WITH NO MAJOR CHANGES (24)



LEGEND

- Built Environment Pillar
- Social Environment Pillar
- Natural Environment Pillar
- Economic Environment Pillar
- Regionalism Pillar
- Included in CPRC/P&Z Review

NOTE: 17 actions were removed. Actions CNC2-4 were not included in CPRC/P&Z Review as they were outside the four topic areas. Action DRE6 was previously under the Land Use Policy.

5. WHAT DOES THIS ALL MEAN FOR ME?

Top Takeaways of the Comprehensive Plan 2021

MORE DETAIL ABOUT DEVELOPMENT EXPECTATIONS	GUIDING PRINCIPLES ESTABLISH CLEAR PRIORITIES	A HIGHER BAR SET FOR EXCEPTIONS TO THE PLAN
The new Future Land Use Dashboards provide greater detail about the density, mix of uses, and design characteristics expected across the city.	The Plan is led by simple principles that unite and provide a vision for Plano now and into the future.	Zoning requests that do not conform to the maximum densities, building heights, or mix of uses in the Dashboards are disfavored. Occasional exceptions should be justified by the Guiding Principles and provide substantial benefit to the community.

Population Projections

In many cities, the comprehensive plan includes projections for new growth and population. However, with less than 5% undeveloped land remaining and approximately 500 acres currently zoned for residential uses, the potential for new housing growth in Plano will depend largely upon redevelopment of existing commercial sites. This makes accurately projecting Plano’s future population a challenge, as redevelopment is largely driven by factors such as market demand, property owner interest, and individual site constraints. And it also often occurs closer to established neighborhoods, adding another layer of complexity to whether a redevelopment project is successful or not.

The Future Land Use Map and Dashboards of the Comprehensive Plan 2021 are beneficial tools to inform decision-makers. They show locations where redevelopment may be desired and housing appropriate, but are not always an accurate indicator of market demand. For example, the Dashboards support a greater supply of single-family homes in many areas of the city, but it is unknown if the market will support redevelopment at the densities provided. For these reasons, population and housing projections for Plano in 2050 have been provided in Low and High Scenarios:

- **2050 Low Scenario:** This scenario assumes redevelopment of commercial sites into single-family homes is limited, especially in the Neighborhood Corners and Community Corners. Projected housing is 10% of the maximum units supported in these areas due to the differences between commercial and single-family property values. Multifamily demand remains high, projecting 100% of the maximum units supported by the Dashboards.
- **2050 High Scenario:** This scenario assumes an increasing demand for residential development and decreasing demand for commercial, resulting in 100% of the single-family housing supported by the Dashboards. Multifamily demand remains high, projecting 100% of the maximum units supported by the Dashboards.

Both scenarios factor in the amount of housing already approved by existing zoning and the projections from the Envision Oak Point Small Area Plan. These factors alone are projected to increase the city’s population to approximately **308,000** people if all are built to their full potential.

	2021	2050 (Low)	2050 (High)
Population	287,600	322,600	331,000
Single-Family (including townhomes & duplexes)	74,700 (64%)	81,800 (58%)	86,200 (60%)
Multifamily (including independent living facilities)	42,000 (36%)	57,300 (41%)	57,300 (40%)
Other (mobile homes, RVs, assisted living, etc.)	900 (<1%)	900 (<1%)	900 (<1%)
Total Housing	117,600	140,000	144,400

Maximum Development Scenarios

During the CPRC’s review of the Comprehensive Plan, several conceptual scenarios were prepared to illustrate the effectiveness of the Existing Land Use & Housing Inventory and Future Land Use Dashboards at managing density and guiding new housing growth into strategic areas. The areas in the map below represent areas where **rezonings** that include new multifamily units could be considered appropriate based on these scenarios. Because Plano has limited undeveloped land remaining and there is presently a significant inventory of multifamily units in the city, many areas of the city are already above the recommended mix of uses in the Future Land Use Dashboards. When creating the maximum development scenarios, the following rules and assumptions were applied:

RULES:

- Housing will not exceed the maximum percentage shown in the Land Use Mix.
- Housing must comply with the maximum percentages in the Housing Mix.
- Housing must comply with the maximum densities listed in the Desirable Character-Defining Elements.

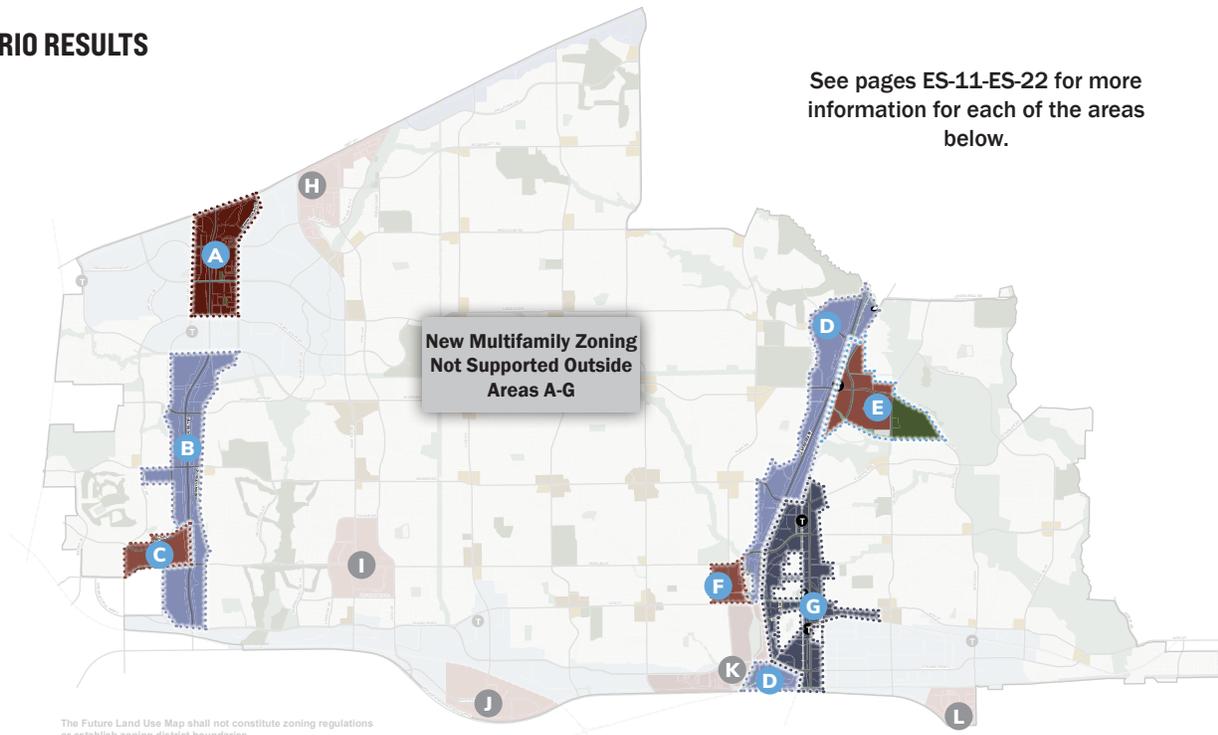
ASSUMPTIONS:

- To maximize density, an area’s housing mix will attempt to utilize the maximum percentage of Multifamily Types, followed by Attached SF Types, then Detached SF Types. Where the densities for Attached and Detached SF Types are the same, the units may be constructed as either Type.
- For every acre of Detached SF or Attached SF development, one acre of land will be utilized for streets and open space.
- Existing housing will remain as-is.
- Undeveloped properties are classified by the zoning of the property.
- Recent zoning approvals are factored as existing development and will be constructed in accordance with the most recently approved plans.

DISCLAIMER: The *Executive Summary*, including the *Maximum Development Scenarios* section and associated maps, is for illustrative purposes only. The *Maximum Development Scenarios’* associated maps are created to provide examples of how the Plano Comprehensive Plan 2021 functions, and they should be used to understand the methodology that will be used to analyze development applications, but they are not an analysis of any particular request for a zoning change. The language in the *Executive Summary* should not be used when evaluating a zoning application’s compliance with the Comprehensive Plan.

SCENARIO RESULTS

See pages ES-11-ES-22 for more information for each of the areas below.



Rezoning for New Multifamily Might be Supported

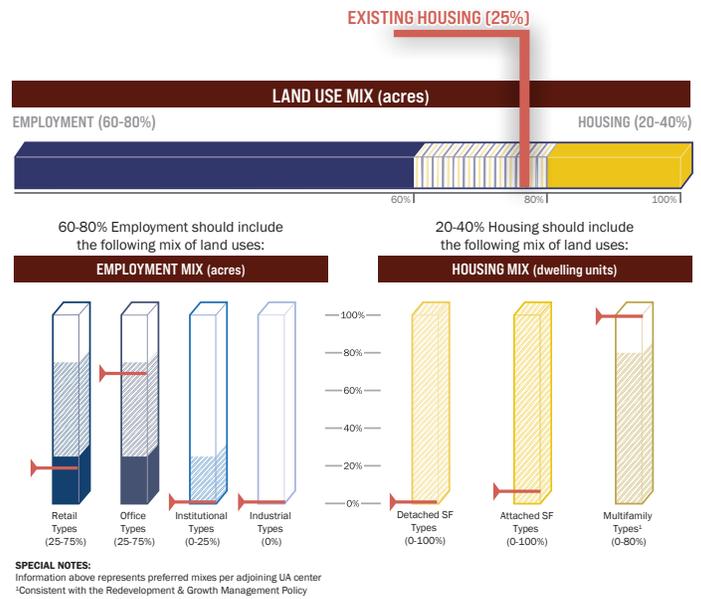
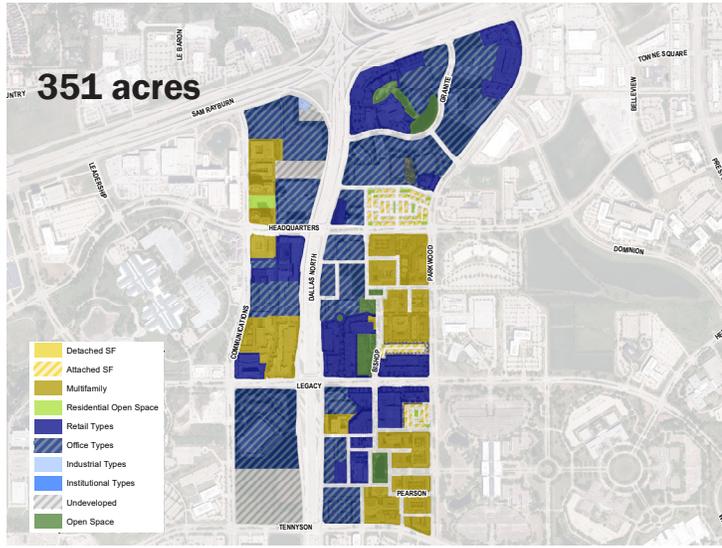
Label	Area	New/Additional MF Units
A	UA at Legacy	182
B	EX on DNT	322
C	SA at Willow Bend	834
D	EX on US 75	829
E	Envision Oak Point	Per EOP Plan
F	SA at 15th & Alma	105
G	Downtown Corridors (DT) <small>*not including Neighborhoods within DT</small>	1,647

Rezoning for New Multifamily Is Not Supported

Label	Area	New/Additional MF Units
H	SA at Preston & 121	0
I	SA at Park & Preston	0
J	SA at Mapleshade & Coit	0
K	UA at Collin Creek & Heritage Creekside	0
L	SA at Gateway	0

Maximum Housing Scenarios | Area A - Legacy

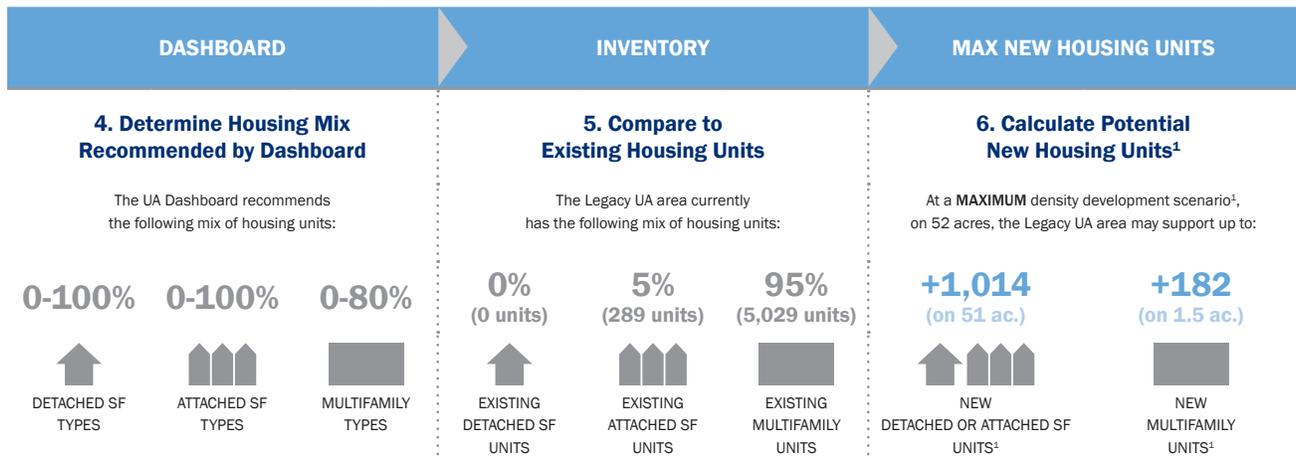
Future Land Use Category: Urban Activity Centers (UA)
 Single-Family (SF) Density: 10 to 40 dwelling units per acre
 Multifamily Density: 30 to 120 dwelling units per acre



PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)



1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:

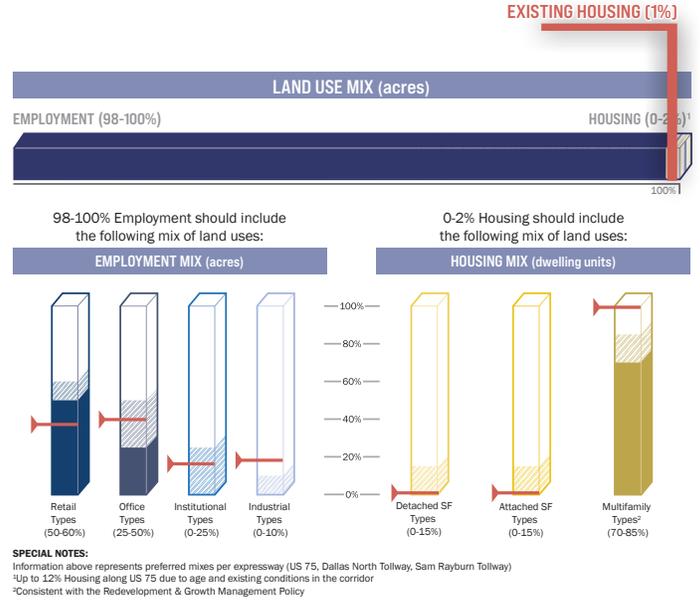
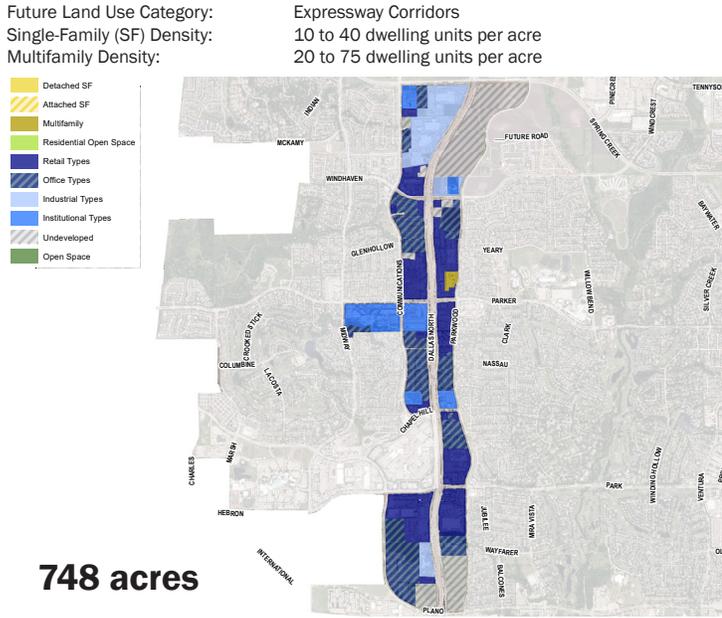
Detached Single-Family Density: 40 dwelling units per acre
 Attached Single-Family Density: 40 dwelling units per acre
 Multifamily Density: 120 dwelling units per acre
 Streets + Open Space: 50% for SF Types



INCORRECT METHOD:

140 acres x 120 dwelling units per acre = 16,800 dwelling units

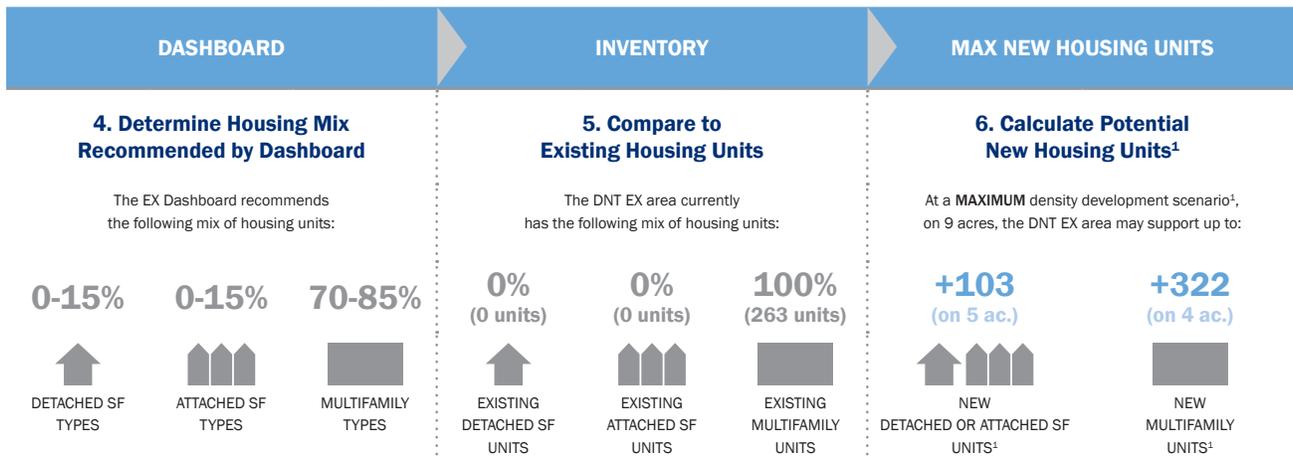
Maximum Housing Scenarios | Area B - Dallas North Tollway Expressway Corridor



PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)



1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:

Detached Single-Family Density:	40 dwelling units per acre
Attached Single-Family Density:	40 dwelling units per acre
Multifamily Density:	75 dwelling units per acre
Streets + Open Space:	50% for SF Types

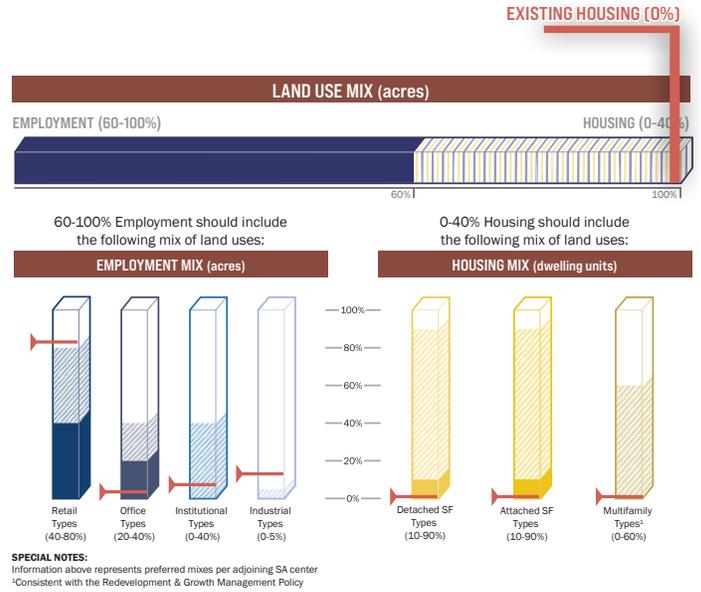
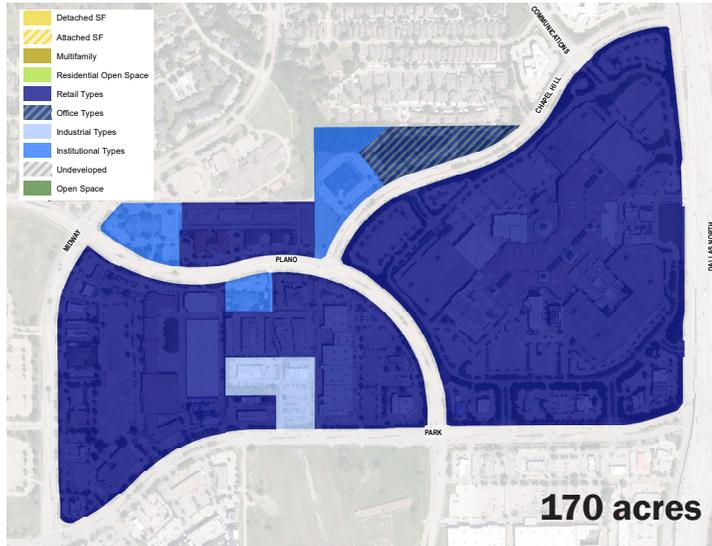


INCORRECT METHOD:

15 acres x 75 dwelling units per acre = 1,125 dwelling units

Maximum Housing Scenarios | Area C - Willow Bend Mall Area

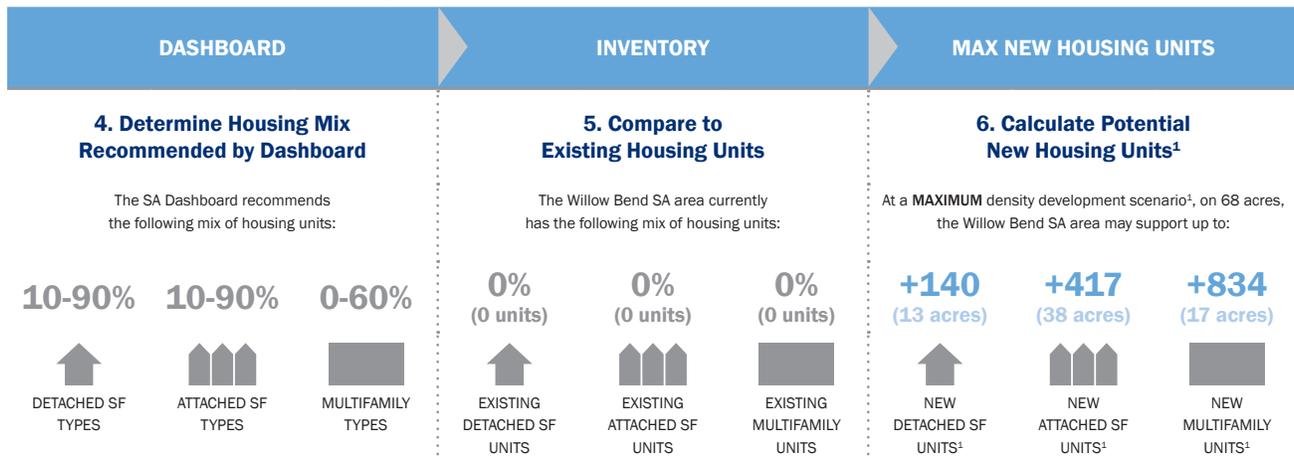
Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 50 dwelling units per acre



PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)



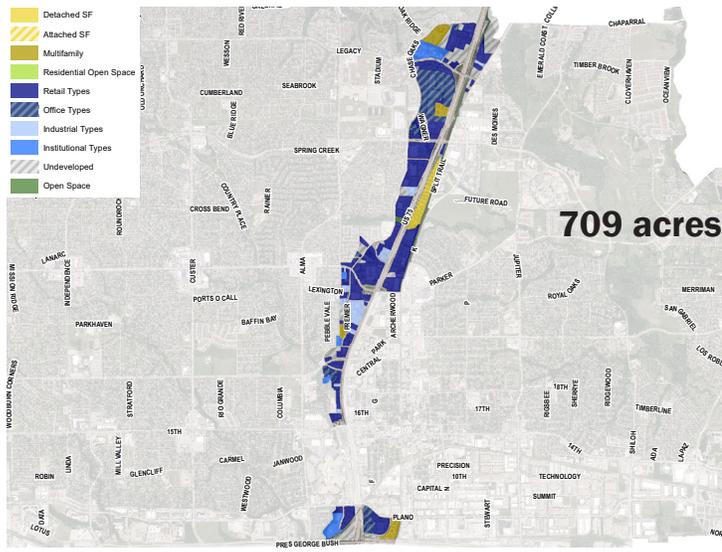
1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:
 Detached Single-Family Density: 22 dwelling units per acre
 Attached Single-Family Density: 22 dwelling units per acre
 Multifamily Density: 50 dwelling units per acre
 Streets + Open Space: 50% for SF Types

STOP INCORRECT METHOD:
 68 acres x 50 dwelling units per acre = 3,400 dwelling units

Maximum Housing Scenarios | Area D - US 75 Expressway Corridor

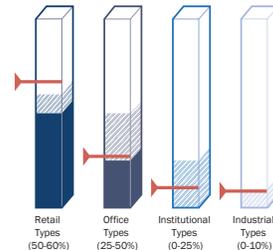
Future Land Use Category:
Single-Family (SF) Density:
Multifamily Density:

Expressway Corridors
10 to 40 dwelling units per acre
20 to 75 dwelling units per acre



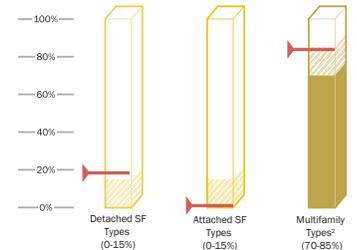
98-100% Employment should include the following mix of land uses:

EMPLOYMENT MIX (acres)



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

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

PART 1 - LAND USE MIX (acres)



1. Determine Max Housing Acreage Recommended by Dashboard

The EX Dashboard recommends up to 12% of total acreage be used for Housing along US 75. At a total of 709 acres, 12% is equal to:

85 acres
(12% of 709 ac.)

2. Compare to Existing Housing Acreage

The US 75 EX area currently has **70 acres (10%)** of housing.

70 acres
(10% of 709 ac.)

3. Calculate Potential New Housing Acreage

With redevelopment of Employment areas, the US 75 EX area may accommodate up to 15 acres of new housing.

15 acres
(85 - 70)

PART 2 - HOUSING MIX (dwelling units)



4. Determine Housing Mix Recommended by Dashboard

The EX Dashboard recommends the following mix of housing units:



5. Compare to Existing Housing Units

The US 75 EX area currently has the following mix of housing units:



6. Calculate Potential New Housing Units¹

At a **MAXIMUM** density development scenario¹, on 15 acres, the US 75 EX area may support up to:



1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:

Detached Single-Family Density: 40 dwelling units per acre
Attached Single-Family Density: 40 dwelling units per acre
Multifamily Density: 75 dwelling units per acre
Streets + Open Space: 50% for SF Types

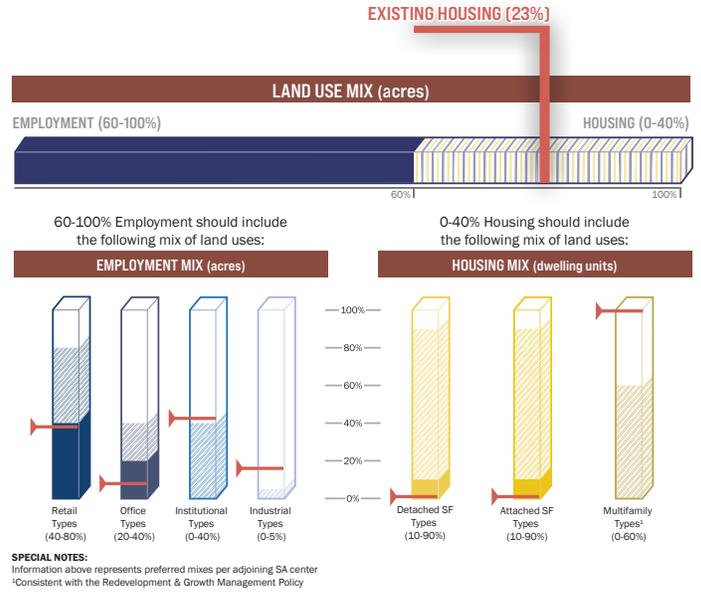
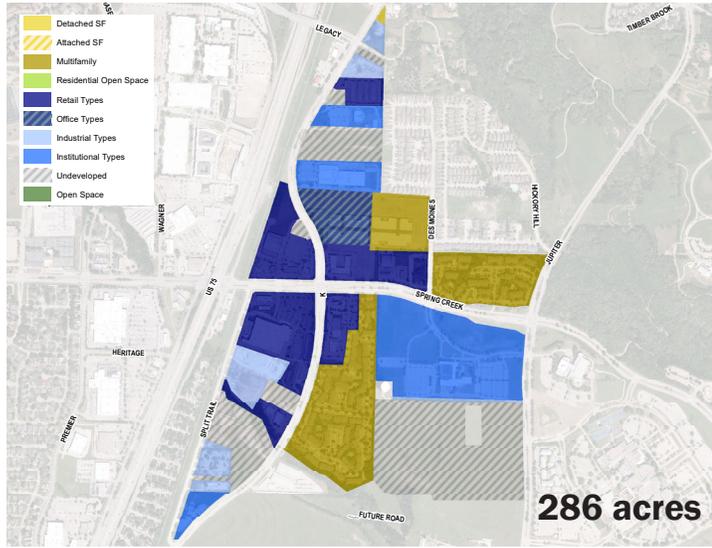


INCORRECT METHOD:

85 acres x 75 dwelling units per acre = 6,375 dwelling units

Maximum Housing Scenarios | Area E - Oak Point

Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 50 dwelling units per acre



The Oak Point SA area should follow Envision Oak Point. As a Small Area Plan, Envision Oak Point is 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, Envision Oak Point controls due to the extensive public outreach and additional detail within the plan.

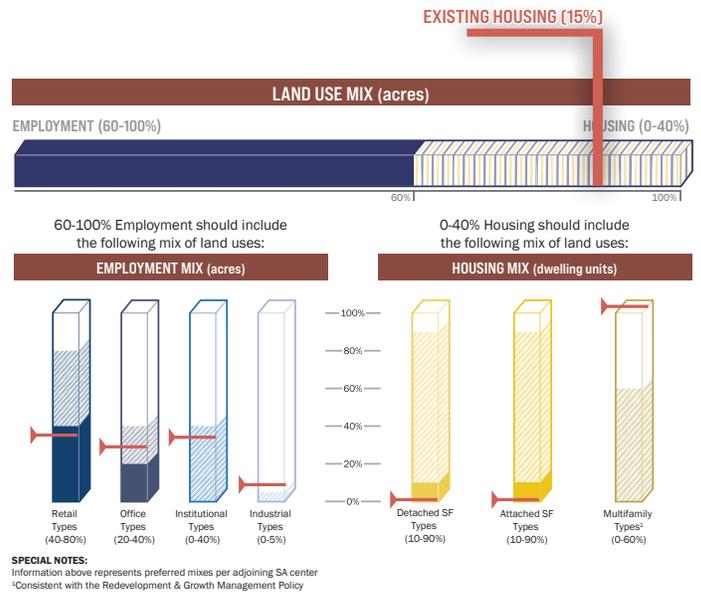
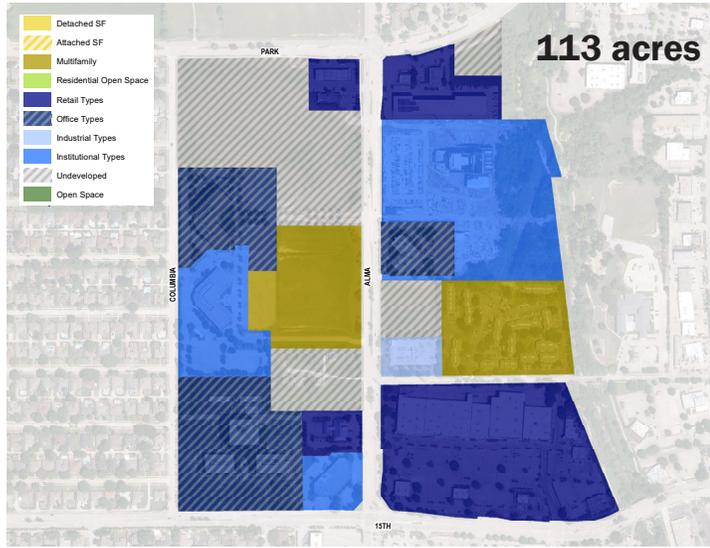
1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:

Detached Single-Family Density:	22 dwelling units per acre
Attached Single-Family Density:	22 dwelling units per acre
Multifamily Density:	50 dwelling units per acre
Streets + Open Space:	50% for SF Types

INCORRECT METHOD:
 68 acres x 50 dwelling units per acre = 3,400 dwelling units

Maximum Housing Scenarios | Area F - 15th & Alma

Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 50 dwelling units per acre



PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)



1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:

Detached Single-Family Density: 22 dwelling units per acre
 Attached Single-Family Density: 22 dwelling units per acre
 Multifamily Density: 50 dwelling units per acre
 Streets + Open Space: 50% for SF Types

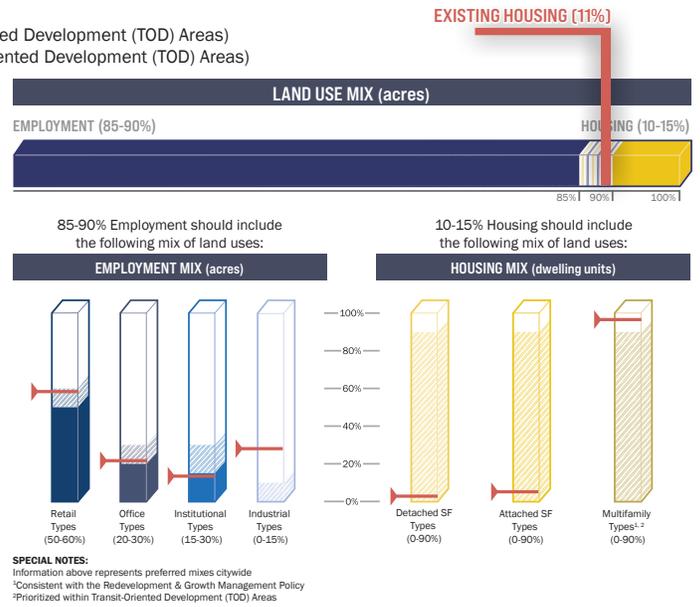
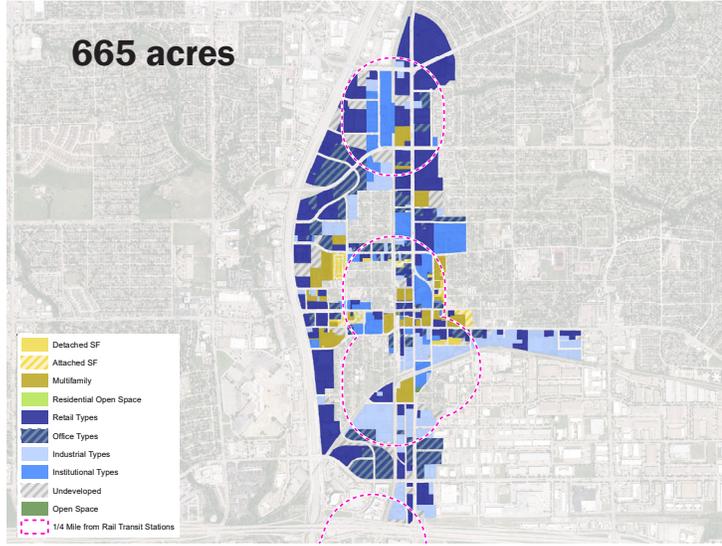


INCORRECT METHOD:

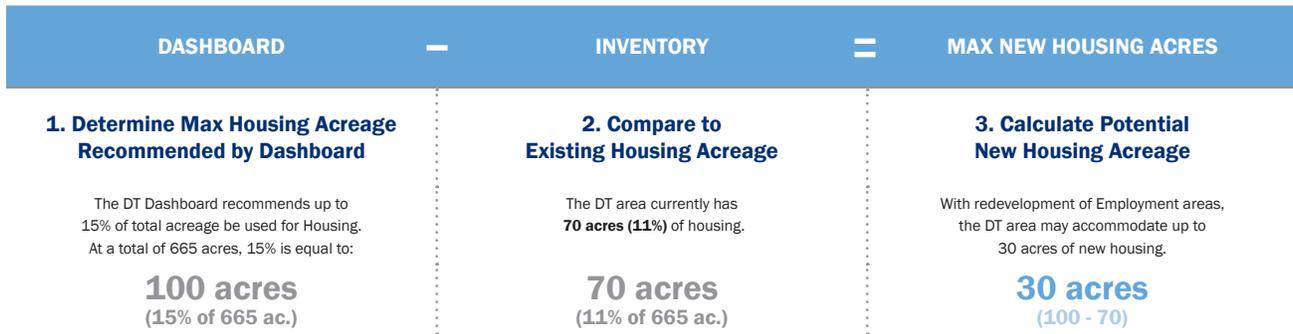
45 acres x 50 dwelling units per acre = 2,250 dwelling units

Maximum Housing Scenarios | Area G - Downtown Corridor

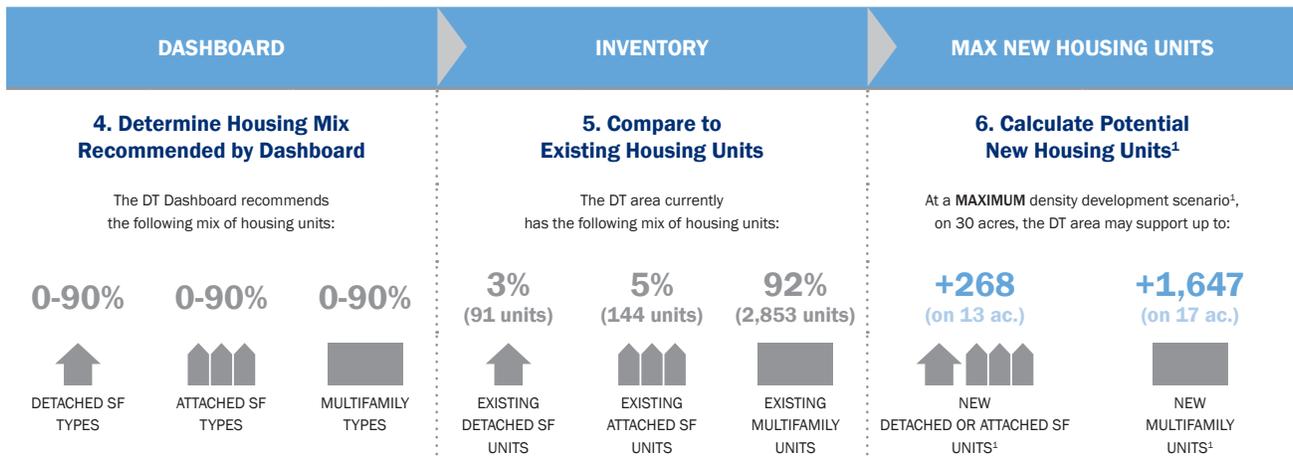
Future Land Use Category: Downtown Corridors (DT)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre (or up to 40 in Transit-Oriented Development (TOD) Areas)
 Multifamily Density: 10 to 50 dwelling units per acre (or up to 100 in Transit-Oriented Development (TOD) Areas)



PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)

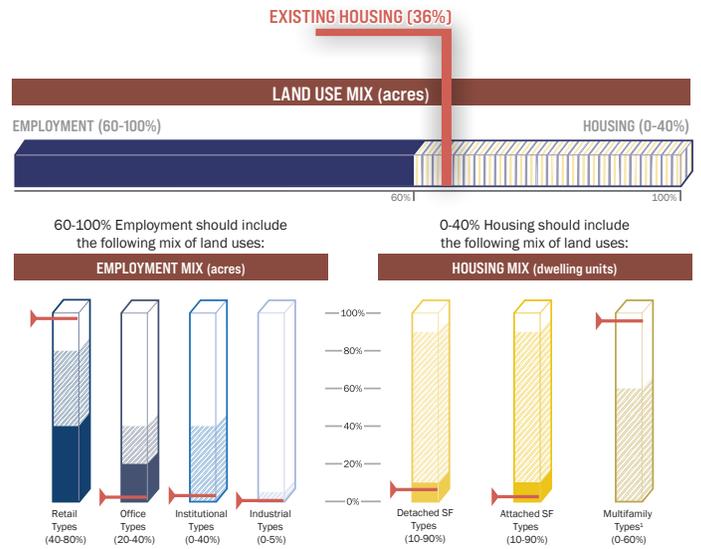
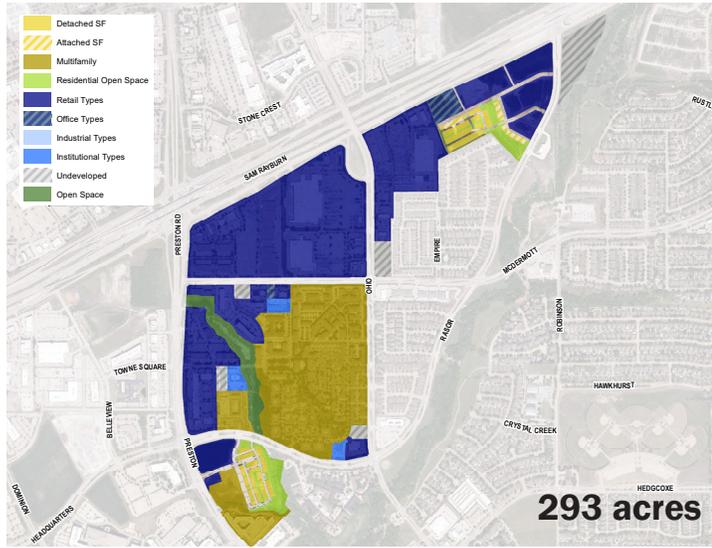


1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:
 Detached Single-Family Density: 40 dwelling units per acre
 Attached Single-Family Density: 40 dwelling units per acre
 Multifamily Density: 100 dwelling units per acre
 Streets + Open Space: 50% for SF Types
 All new housing will be built within Transit-Oriented Development (TOD) Areas

STOP INCORRECT METHOD:
 100 acres x 100 dwelling units per acre = 10,000 dwelling units

Maximum Housing Scenarios | Area H - Preston & 121

Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 50 dwelling units per acre

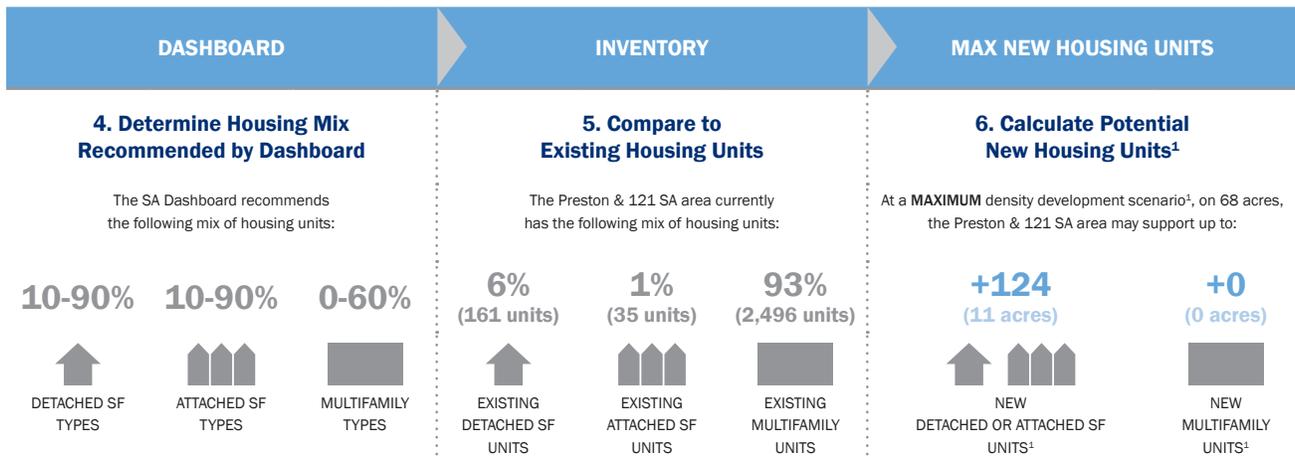


SPECIAL NOTES:
 Information above represents preferred mixes per adjoining SA center
 *Consistent with the Redevelopment & Growth Management Policy

PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)

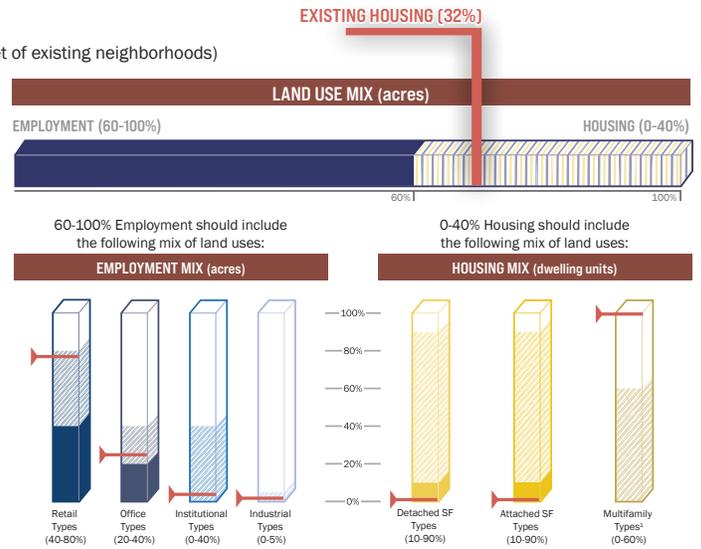
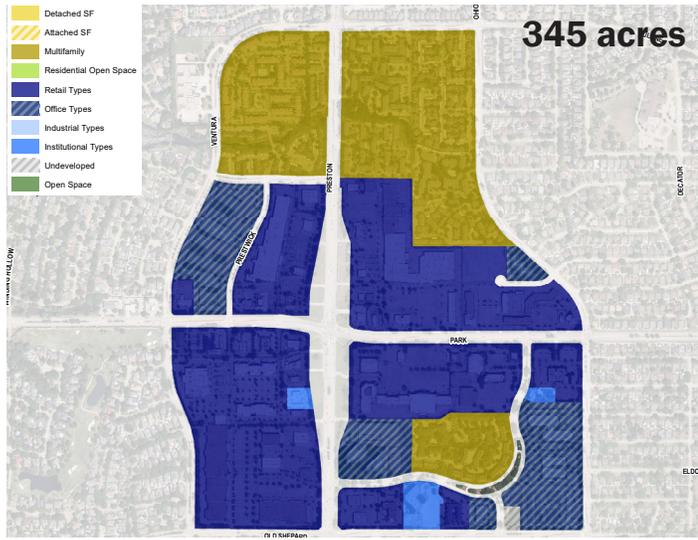


1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:
 Detached Single-Family Density: 22 dwelling units per acre
 Attached Single-Family Density: 22 dwelling units per acre
 Multifamily Density: 50 dwelling units per acre
 Streets + Open Space: 50% for SF Types

STOP INCORRECT METHOD:
 117 acres x 50 dwelling units per acre = 5,850 dwelling units

Maximum Housing Scenarios | Area I - Park & Preston

Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 35 dwelling units per acre (or 10 to 22 within 200 feet of existing neighborhoods)

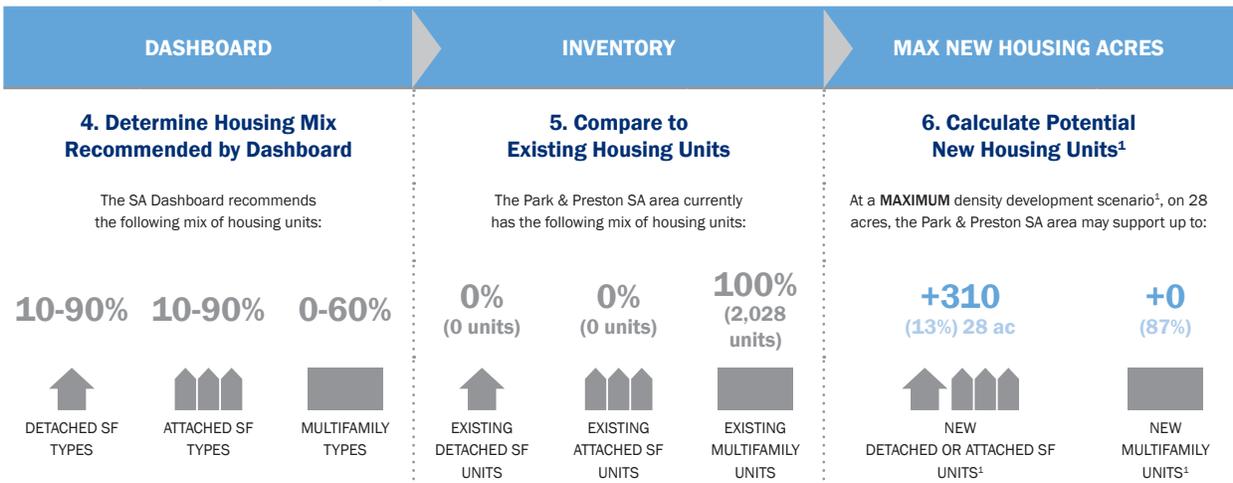


SPECIAL NOTES:
 Information above represents preferred mixes per adjoining SA center
 *Consistent with the Redevelopment & Growth Management Policy

PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)

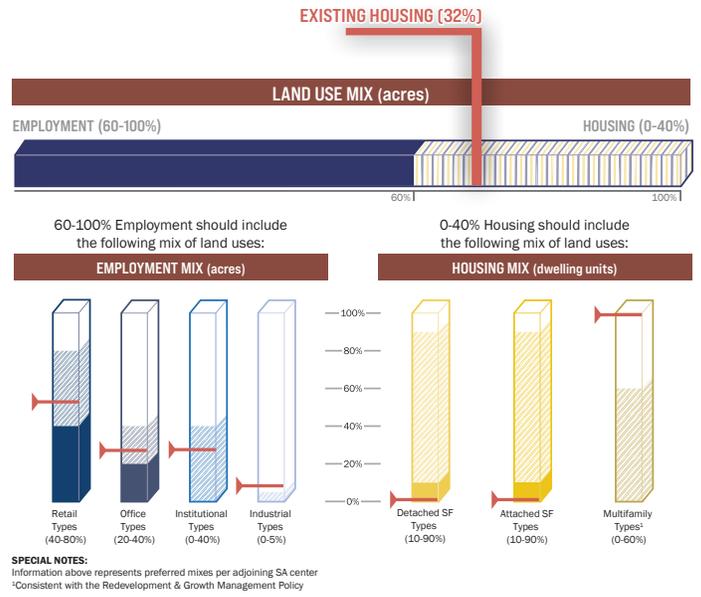
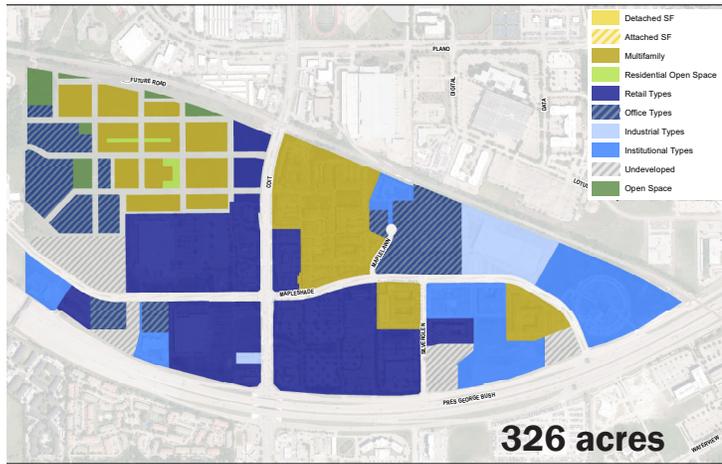


1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:
 Detached Single-Family Density: 22 dwelling units per acre
 Attached Single-Family Density: 22 dwelling units per acre
 Multifamily Density: 35 dwelling units per acre
 Streets + Open Space: 50% for SF Types

STOP INCORRECT METHOD:
 138 acres x 35 dwelling units per acre = 4,830 dwelling units

Maximum Housing Scenarios | Area J - Coit & Mapleshade

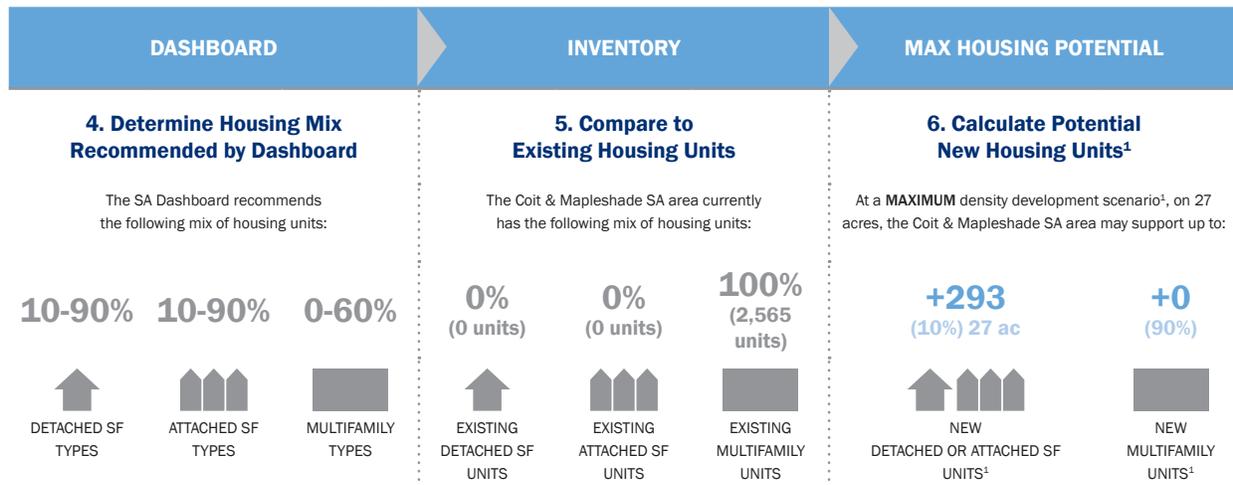
Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 50 dwelling units per acre



PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)

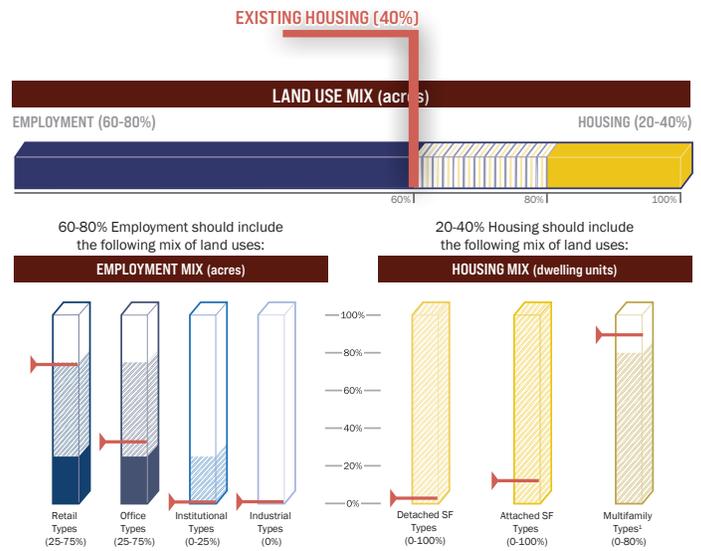
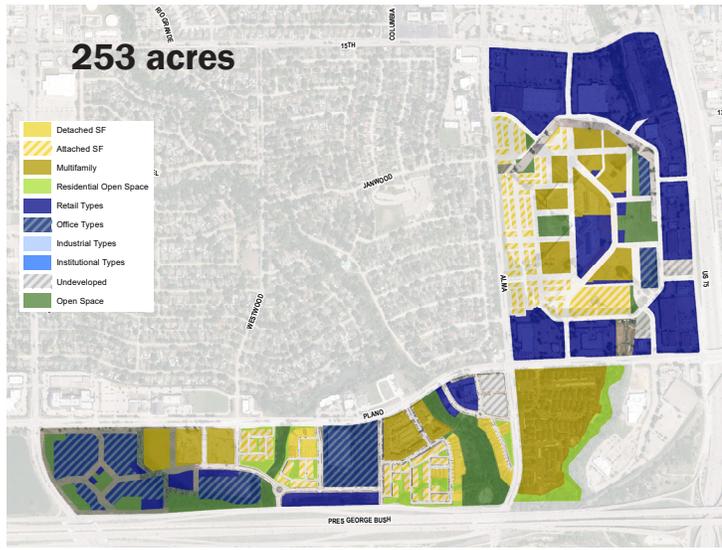


1. MAXIMUM DENSITY SCENARIO ASSUMPTIONS:
 Detached Single-Family Density: 22 dwelling units per acre
 Attached Single-Family Density: 22 dwelling units per acre
 Multifamily Density: 50 dwelling units per acre
 Streets + Open Space: 50% for SF Types

STOP INCORRECT METHOD:
 130 acres x 50 dwelling units per acre = 6,500 dwelling units

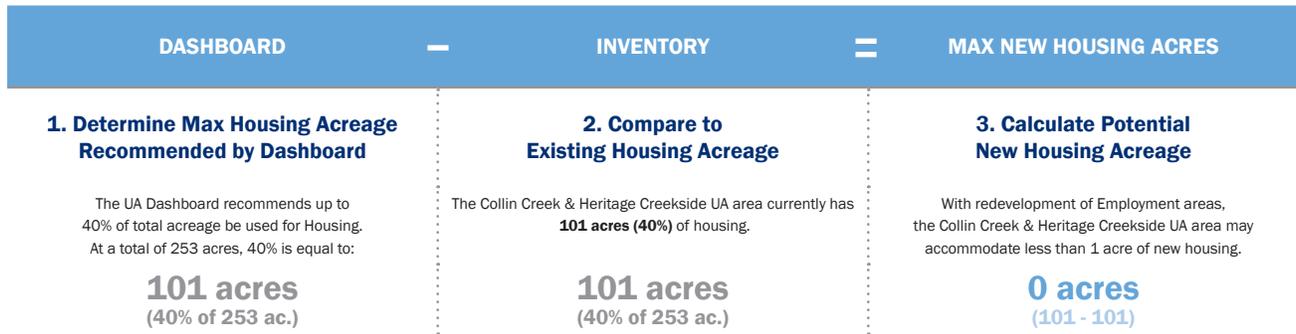
Maximum Housing Scenarios | Area K - Collin Creek & Heritage Creekside

Future Land Use Category: Urban Activity Centers (UA)
 Single-Family (SF) Density: 10 to 40 dwelling units per acre
 Multifamily Density: 30 to 120 dwelling units per acre



SPECIAL NOTES:
 Information above represents preferred mixes per adjoining UA center
 *Consistent with the Redevelopment & Growth Management Policy

PART 1 - LAND USE MIX (acres)

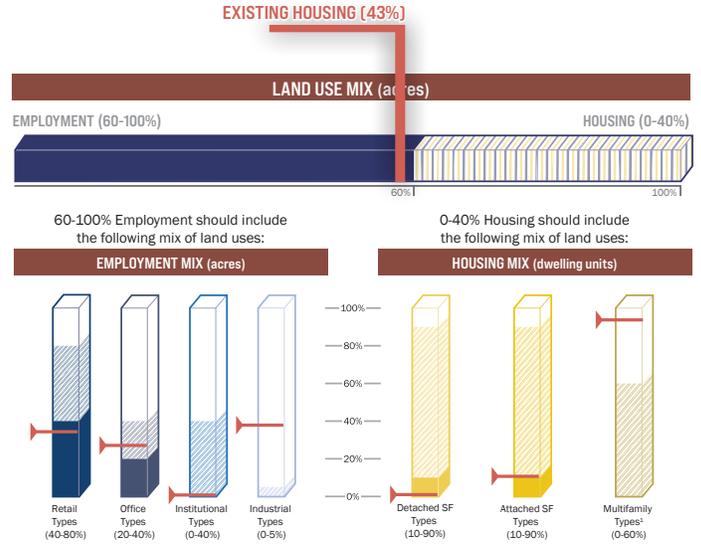
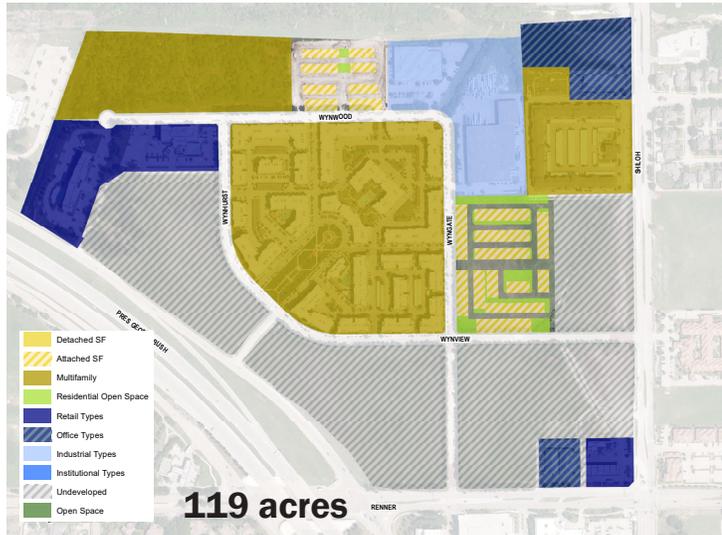


PART 2 - HOUSING MIX (dwelling units)

There are 0 acres available for new housing in the Collin Creek & Heritage Creekside UA area.

Maximum Housing Scenarios | Area L - Gateway Plano

Future Land Use Category: Suburban Activity Centers (SA)
 Single-Family (SF) Density: 4 to 22 dwelling units per acre
 Multifamily Density: 10 to 50 dwelling units per acre



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

PART 1 - LAND USE MIX (acres)



PART 2 - HOUSING MIX (dwelling units)

There are 0 acres available for new housing in the Gateway SA area.

PLAN STRUCTURE

VISION & GUIDING PRINCIPLES

Plano is a global leader, excelling in exceptional education, abounding with world class businesses and vibrant neighborhoods.



PLAN AUTHORITY & PRECEDENCE

The City of Plano adopts and implements this Comprehensive Plan pursuant to the authority granted to municipalities under Chapter 211 and 213 of the Texas Local Government Code. The Comprehensive Plan serves as the City of Plano's long-range policy guide for growth, redevelopment, and land use decisions, to the extent that its guidance is consistent with applicable federal and state law.

4 MAPS

Future Land Use Map & Dashboards
Thoroughfare Plan Map & Cross-Sections
Bicycle Transportation Plan Map
Parks Master Plan Map

VISION & GUIDING PRINCIPLES

Comprehensive Plan Vision Statement

Plano is a global leader, excelling in exceptional education, abounding with world class businesses and vibrant neighborhoods.



Guiding Principles

The following set of guiding principles to the Comprehensive Plan establish overarching themes that apply to all policies and actions and express values for “Plano Today,” “Plano 2050,” and “Plano Together.” These principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

- 1.1** The Plan enhances the quality of life in the near term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.
- 1.2** The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth and shaping change that complements the city’s suburban character and rich history.
- 1.3** The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, entertainment, and institutions that support a vital economy.
- 1.4** The Plan respects the suburban character of Plano and seeks to preserve and enhance the built environment.
- 1.5** The Plan acknowledges that Plano is mostly developed and does not anticipate significant changes in population or residential development in the future.
- 1.6** Implementation of the Plan will be open and transparent, with a high standard for exceptions to land use principles, proactively seeking community input and updated when needed with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

- 2.1** The Plan enhances the quality of life in the long term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.
- 2.2** The Plan successfully manages Plano’s transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.
- 2.3** The Plan builds on Plano’s strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.
- 2.4** Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.

Guiding Principle 3 | Plano Together

- 3.1** The Plan serves people of all backgrounds, striving to meet the needs of an inclusive and vibrant community that calls Plano “home.”
- 3.2** The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.
- 3.3** The Plan embraces Plano’s position as a leader in the region, demonstrating the city’s standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.
- 3.4** The Plan manages growth and redevelopment in a gradual manner, ensuring changes are beneficial to neighbors and the surrounding community based on real, city-level demand.
- 3.5** Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.

BUILT ENVIRONMENT

Built Environment Vision Statement

Plano is a vibrant city with attractive and walkable neighborhoods, distinct mixed-use urban centers with active nightlife, strong commercial corridors, and a multimodal transportation system that includes a variety of transit options.

PILLAR COMPONENTS



Land Use & Community Design Component

Land use planning provides general guidance for the development and use of all land within the city, while community design addresses the relationship of buildings to each other, streets, and public spaces. The region's projected population and job growth will be the greatest factors influencing land use decisions and site design. With few vacant properties remaining, the city will encourage the most efficient use of land in both new construction and redevelopment projects.

POLICIES



MAPS





Land Use

Zoning has played an important role for cities in addressing the issue of land use compatibility. The maps and dashboards in the city’s Comprehensive Plan provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses advantageous in some cases. To provide housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.

Policy

Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.

Actions

- LU1)** Review and evaluate the Zoning Ordinance and make appropriate amendments based on guidance from the Comprehensive Plan.
- LU2)** Review development regulations and implement standards that configure development to provide complementary uses and foster good connections, using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation, that enhance the quality of neighborhoods.
- LU3)** Review and update the Zoning Map to resolve land use inconsistencies between the Future Land Use Map and the Zoning Map.
- LU4)** Create regulations that incentivize the redevelopment and revitalization of underperforming retail and multifamily development.
- LU5)** Review requests to expand retail zoning for consistency with city policies and studies discouraging an overabundance of retail-zoned land. Emphasize reinvestment in existing retail centers as the preferred strategy, consistent with the Revitalization of Retail Shopping Centers Policy, the Retail Study of Underperforming and Vacant Retail Areas, and the City of Plano Shopping Center Review.
- LU6)** Review and ensure residential adjacency standards provide appropriate transitions in building height and bulk that are sensitive to the physical character of adjoining neighborhoods.
- LU7)** Identify and prioritize locations for special area plans to focus development and redevelopment efforts in conformity with the Comprehensive Plan.
- LU8)** Develop review criteria that provides guidance on the community’s preferences regarding mixed-use developments, such as desired mix of uses, densities, parking, phasing plans, minimum open space, building placement, quality of building materials, residential adjacency, and other urban design elements.



Community Design

Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. Plano will promote and incorporate community design components within all new developments, public spaces, and streetscapes.

Policy

Plano will incorporate community design components within public spaces and streetscapes and will promote compatible design components within new developments, to enrich areas throughout the city, create distinctive visual character, and encourage a pedestrian-friendly environment where appropriate. Plano will also promote Crime Prevention Through Environmental Design (CPTED) and Universal Design within all of the above.

Actions

- CD1)** As part of the Community Design Plan, develop review criteria to provide guidance on the desired functional and aesthetic qualities of various development contexts in Plano, such as streetscape design, lighting, signage, building and paving materials, and landscaping. Functional guidance shall include Crime Prevention Through Environmental Design (CPTED) and Universal Design.
- CD2)** Work with the community to develop a Community Design Plan to identify key corridors and design districts of the city that would benefit from unified design themes and standards.
- CD3)** In areas identified by the Community Design Plan, develop strategies to minimize the visual impact of overhead utilities and wireless communication facilities.
- CD4)** Develop a process to implement and maintain citywide branding guidelines and signage, such as wayfinding and entryway signs, for special areas and public facilities citywide.
- CD5)** Evaluate parking regulations and revise to meet parking demand and ensure good community form.



Redevelopment of Regional Transportation Corridors

Four expressway corridors, one active light rail, and one commuter rail line provide a variety of travel opportunities through the city and around the region. Development along these corridors should be carefully planned as a transition between adjacent residential neighborhoods and the expressways. To ensure the city’s regional transportation corridors remain vibrant and attractive, Plano will encourage reinvestment in and redevelopment of regional transportation corridors to create cohesive developments that incorporate well-designed commercial and retail opportunities. When housing is considered, noise and air quality standards will be maintained to protect the quality of life for residents.

Policy

Plano will encourage reinvestment and redevelopment of identified regional transportation corridors to create cohesive developments that incorporate well-designed commercial, retail, and housing opportunities, where those uses are appropriate according to the Future Land Use Map and other related Comprehensive Plan standards.

Actions

- RTC1)** Develop a U.S. Highway 75 Corridor Plan to guide infill and redevelopment efforts. Develop other Expressway Corridor Plans as needed.
- RTC2)** Adopt regulatory strategies that permit and encourage a viable mix of residential, employment, and other diverse land uses in locations identified as Urban Activity Centers.

- RTC3)** Implement the results of the Expressway Corridor Environmental Health Study in order to preserve land for economic development and maintain quality of life for residents. Update the Expressway Corridor Environmental Health Study at least once every 5 years or as changes in expressway corridor conditions warrant reassessment.



Undeveloped Land

The amount of undeveloped land remaining in Plano is limited, primarily located in nonresidential areas, and generally zoned for office and commercial uses. Though demand for new residential development has consistently remained high, the city has established policies encouraging employment generating uses on most remaining vacant land. To ensure adequate land for projected employment growth is provided, Plano will reserve its remaining undeveloped land for businesses offering skilled employment and limit new housing where consistent with the Future Land Use Map.

Policy

Plano will reserve its remaining undeveloped land for high quality development with distinctive character, prioritizing businesses offering skilled employment. New housing in these areas will only be considered appropriate where it is consistent with the Future Land Use Map and other related Comprehensive Plan standards.

Actions

- UL1)** Develop review criteria to provide guidance on rezoning undeveloped properties including such considerations as appropriate location, environmental conditions, and impact on public service facilities, infrastructure, and adjacent land uses.
- UL2)** Update the interactive Undeveloped Land Map on an annual basis and post to the city’s website for public use.
- UL3)** Ensure that new housing growth on undeveloped land provides functional and appropriate environments for residential uses and activities such as proximity to existing compatible residential development, configuration to support housing, and access to neighborhood parks, and ensure any development standards include adequate green space. When adjacent to existing residential neighborhoods a compatible transition in building height and bulk should be provided.



Transit-Oriented Development

Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano’s downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

Policy

Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

Actions

- TOD1)** Develop Criteria for Review of Transit-Oriented Developments, including existing and projected DART ridership, and update as necessary.
- TOD2)** Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.
- TOD3)** Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.
- TOD4)** Implement parking best practices in transit-served areas and identified Urban Activity Centers where increased land productivity provides opportunity for additional open space.
- TOD5)** Prepare developer “Request for Qualifications (RFQ)/Request for Proposals (RFP)” for disposition of city property with language including, but not limited to, fair-value pricing and regulatory requirements.



Redevelopment & Growth Management

As Plano is now mostly developed with a well-established built environment, significant changes to population and development patterns, as in previous decades, are no longer anticipated. However, the city’s reputation as a highly desirable suburban community and world-class business center means significant pressure for new growth and redevelopment will continue 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 suburban 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 proactive engagement in zoning decisions. These processes will promote redevelopment and growth management consistent with the Guiding Principles.

Policy

Plano will protect and preserve the well-established built environment of Plano and prevent overcrowding by requiring new growth and redevelopment to respect the unique development patterns, suburban character, housing needs, infrastructure capacity considerations, and fiscal constraints of our community.

Actions

RGM1) Review zoning change requests for consistency with the Future Land Use Map and Dashboards. Requests that do not conform to the mix of uses, density, and building heights as described in the Dashboards are disfavored. Occasionally allow proposals that do not strictly conform to these criteria, yet are found consistent with the Guiding Principles of the Comprehensive Plan and substantially beneficial to the immediate neighbors, surrounding community, and general public interest, to be approved with a vote by City Council. Such approval would be carefully deliberated and justified by findings, after gathering and considering substantial community input.

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.

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 requests for multiuse development include:

A) No more than 50% square footage for residential uses. Requests should also conform with other identifying elements (density, building height, etc.) in the applicable Dashboard descriptions. Requests that do not conform with these requirements must be justified by findings; and

B) Phasing requirements that prevent the disproportionate completion of residential uses prior to nonresidential uses within the development. Nonresidential square footage must constitute a minimum of 33% of all square footage approved for occupancy during development (e.g., every 2 square feet of residential development requires at least 1 square foot of nonresidential development); and

C) Key design features provided prior to, or concurrent with, the construction of any residential uses. These include elements of the development supporting the long-term value to the overall community and specifically new residents, such as open/green space, amenities, street enhancements, and trails.

RGM6) Conduct and update an annual market study to determine demand-based housing and employment needs for Plano, referenced to Collin County, that may be used to inform zoning and land use related decisions. The study should include residents' preferences for development as part of the results.

RGM7) Review the Comprehensive Plan every two years to determine if routine updates are warranted to ensure consistency with citywide goals and respond to development trends and changing conditions. When major changes are deemed necessary, consider creating a citizen committee, working collaboratively with the Planning & Zoning Commission, to ensure the community has opportunities to actively participate in the recommended updates.

RGM8) Limit new residential development to areas that are appropriate based on individual site considerations and consistency with the Future Land Use Map and Dashboards. Multifamily developments should also meet a housing diversification or economic development need of the city, including transit-oriented development, special housing needs (as defined by the city's Consolidated Plan), or be constructed as part of a high-rise 10 stories or greater.

RGM9) Limit small-scale multifamily to developments that are at least 10 acres in size, have a unit mix of no more than 25% multifamily units, and are controlled by a governance association.

Transportation Component

Transportation is a critical component of city planning that lays the foundation for the physical design of a community. While vehicle traffic in Plano is increasing, there are limited opportunities to expand the existing roadway system to provide greater capacity. As the DFW region grows, the City must look for new solutions to accommodate a variety of transportation options and improve traffic flow.

POLICIES



ROADWAY
SYSTEM



BICYCLE & OTHER
MICROMOBILITY



PUBLIC
TRANSIT

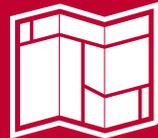


TRANSPORTATION
DEMAND MANAGEMENT



PEDESTRIAN
ENVIRONMENT

MAPS



THOROUGHFARE PLAN
MAP & CROSS-SECTIONS



BICYCLE TRANSPORTATION
PLAN MAP



Roadway System

Plano’s street system is determined by the Thoroughfare Plan, a component of the Comprehensive Plan. There are many users of the city’s roadway system, including those who use vehicles, public transit, bicycles, and walk, all competing for the same space. Vehicles will likely remain the primary means of transportation; however additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

Multimodal roadways, common throughout the US, are designed to provide space to accommodate bicyclists and mass transit while improving pedestrian safety through increased distance from vehicular traffic. To prepare for future traffic demands, Plano will develop a multimodal transportation system to improve safety and efficiency of the roadways for all users. Future multimodal accommodations should be strategic and meet the needs and priorities of Plano residents, businesses, and institutions.

Increasingly, technological innovations are being utilized to mitigate traffic congestion. Intelligent Transportation Systems (ITS) monitor traffic flow and provide real-time information to drivers of possible delays and alternative routes. Innovative projects such as smartphone traffic apps, smart roadways integrated with sensors and communication technologies, and connected autonomous vehicles are changing traffic conditions and will likely affect future mobility.

Policy

Plano will develop a safe and efficient roadway system.

Actions

- RS1)** Develop a transportation plan that addresses all modes of travel, while acknowledging vehicular traffic is expected to continue to be the primary mode of travel for residents and the workforce of Plano.
- RS2)** Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.
- RS3)** Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.
- RS4)** Review and update roadway design regulations, including the Street Design Standards and related ordinances as needed, to efficiently and safely accommodate all modes of transportation.
- RS5)** Utilize criteria and best practices to assess the costs and effectiveness of pilot transportation projects.
- RS6)** Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

- RS7)** Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.

- RS8)** Regularly evaluate the updated Traffic Study and Traffic Impact Assessment (TIA) requirements , which provide standard criteria for evaluating the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.



Bicycle & Other Micromobility

Plano has five major off-street, shared-use paths along with 168 miles of on street marked routes for Plano’s active cycling community. While Texas statutes allow cyclists use of roadways, dedicated bicycle lanes may improve safety and increase ridership. Additionally, trails and routes need to connect residential neighborhoods with more commercial and employment activities for the bicycle to serve as a more practical transportation alternative. To provide a viable option for travel to destinations accessible to all users, Plano will enhance and maintain a safe regional micromobility system.

Policy

Plano will enhance and maintain a micromobility system to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

Actions

- BOM1)** Meet with businesses, residents, and other stakeholders to assess needs and develop solutions regarding bicycle and other micromobility transportation options.
- BOM2)** Incorporate bicycle usage and crash data to develop safety recommendations and crash reduction strategies within the city’s transportation plan.
- BOM3)** Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.
- BOM4)** Adopt a Multimodal Streets Ordinance based on best practices to provide additional safety and transportation choices in appropriate locations of the city.
- BOM5)** Measure the bicycle level of service to evaluate existing routes, prioritize sites for improvements, and evaluate alternative treatments.
- BOM6)** Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.



Public Transit

In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and now receives public bus transportation, demand response services, and light rail services, with commuter rail service expanding through the addition of the Silver Line. City Council direction has provided guidance to DART to re-prioritize transit services to better align with the community’s evolving transportation needs. This includes shifting away from traditional fixed-route bus service in favor of more flexible, on-demand options like GoLink, exploring circulator service for Legacy Area business centers, and pursuing more direct transit connections to key regional destinations such as DFW Airport. Streetcars, circulator shuttles, or other innovative small-scale transit services can also be used to transport residents within and between employment and commercial centers. Plano will provide access to a convenient transit network focused on increased travel options to local destinations.

Policy

Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.

Actions

- PT1)** Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.
- PT2)** Evaluate ridership data to identify service enhancements.
- PT3)** Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired.
- PT4)** Partner with DART to study the feasibility and identify the required infrastructure and routes for innovative transit solutions, such as Bus Rapid Transit.
- PT5)** Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic.
- PT6)** Investigate feasibility of partnerships regarding the provision of short hop services, including streetcars, self-driving shuttles, or alternatives providing the same benefits, within major destination areas in Plano.
- PT7)** Work with DART to provide east-west transit connections within the city.



Transportation Demand Management

Transportation Demand Management (TDM) utilizes public private partnerships to reduce peak hour travel. Plano currently partners with the Plano Independent School district (ISD) for staggered hours of operation that disperse school personnel and students during peak travel time. With major employers in multiple business parks, there are numerous opportunities for further TDM partnerships through ridesharing, tele-commuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.

Policy

Plano will utilize Transportation Demand Management to mitigate traffic congestion and improve the safety and efficiency of the existing roadway system during periods of high travel demand, such as morning and afternoon rush hour.

Actions

- TDM1)** Partner with the business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.
- TDM2)** Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.
- TDM3)** Share ideas, expertise, and knowledge with innovative businesses focused on transportation, such as ridesharing or automobile companies, and other stakeholders regarding the city’s transportation planning efforts.



Pedestrian Environment

Walking from residential neighborhoods to commercial and retail areas in Plano is often challenging due to the physical separation of land uses, long and indirect sidewalk routes, and the need to cross major thoroughfares. Pedestrian-oriented developments typically have wider sidewalks, street trees, and furniture, as well as narrowed street intersections to reduce the crosswalk distance and slow vehicular traffic. The design principles that encourage walkability in popular locations could also be utilized in redevelopment of existing retail centers and enhancement of neighborhoods. Plano will pursue an accessible, well-connected pedestrian system that promotes walkability.

Policy

Plano will pursue a safe, universally accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.

Actions

- PE1)** Develop strategies and identify priorities within the city's transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano.
- PE2)** Update development standards to prioritize streetscape design that enhances Plano's pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, paseos, and other amenities where appropriate.
- PE3)** Improve safety in highly-trafficked pedestrian areas by evaluating and implementing effective traffic calming methodologies to reduce traffic speeds and improve pedestrian safety, such as median islands, landscaping, crosswalks, and on-street parking.
- PE4)** Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian-oriented enhancements.
- PE5)** Improve pedestrian safety and convenience by completing sidewalk gaps along the city's roadway system. Include prioritization strategies when developing and updating the city's transportation plan.
- PE6)** Partner with local school districts and other educational institutions to update and annually provide Safe Routes to School maps.
- PE7)** Partner with educational institutions, businesses, and other stakeholders to develop communication campaigns that promote pedestrian safety, awareness, and education.

Housing & Neighborhoods Component

Neighborhoods are the heart of any thriving city. Plano has many successful, established residential neighborhoods with a variety of housing options. In order for the city to continue as a desirable place to live, Plano must ensure its neighborhoods remain vibrant and opportunities for new residential growth are considered. Most of Plano’s residential development occurred between the 1960s and the 2000s in neighborhoods based on a one-mile grid. Lower density housing, schools, and parks are located towards the interior; higher density housing and neighborhood retail centers are found at intersections of major thoroughfares. By 2000, the amount of land available for development of typical residential neighborhoods was diminishing. In 2021, undeveloped land zoned for future residential development represented less than 1% of Plano’s total land area. However, changes to state law in 2025 have resulted in residential uses being permitted in non-residential zoning districts, effectively increasing that amount to 3.9%.

POLICIES





Neighborhood Conservation

By 2040, the largest segment of the city’s housing inventory will be 25 to 70 years old. If residential areas are not maintained, causing structures to deteriorate and values to decline, the community will become less attractive to current and potential residents. While the city has developed innovative programs to address maturing areas, Plano must continue to pursue reinvestment in existing housing and neighborhoods to ensure long-term stability.

Many people find the city’s suburban character desirable as a place to live. Older neighborhoods typically provide the best opportunities for moderately priced homes. To ensure a variety of safe and walkable residential options are available, Plano will conserve and enhance established neighborhoods to preserve the city’s suburban character.

Policy

Plano will conserve and enhance established residential neighborhoods through city programs, initiatives, and regulations that support neighborhood identity; ensure safe, walkable communities; and preserve the suburban form that contributes to the overall character and livability of the neighborhoods.

Actions

- NC1)** Establish programs and initiatives that enable homeowners to maintain and enhance their properties and neighborhoods.
- NC2)** Review and update the Housing Value and Retention Analysis study to compare and coordinate with the Comprehensive Plan.
- NC3)** Conserve Plano’s established residential neighborhoods to maintain an inventory of entry level housing.
- NC4)** Maintain a housing study to evaluate gaps in the city’s housing supply and identify and implement appropriate strategies to address community housing needs, ensuring recommended strategies align with the Consolidated Plan and Comprehensive Plan.
- NC5)** Monitor and evaluate the impacts of the Great Update Rebate program and modify to improve effectiveness over time.
- NC6)** Review residential zoning to ensure housing standards allow residents to age in place, care for dependents, and meet special needs, while maintaining neighborhood integrity.
- NC7)** Work with neighborhoods to identify community character within residential areas and build opportunities to enhance neighborhood identity.
- NC8)** Partner with local school districts to prioritize neighborhood services and programs to make elementary schools desirable for young families.



Revitalization of Retail Shopping Centers

Plano has many retail corners that typically were built at the corners of major intersections to serve surrounding neighborhoods. The total retail acreage zoned for these corners, particularly from the 1970s to 1990s, was greater than demand justified. Since that time, dramatic shifts in the national retail environment have further reduced demand for the types of businesses originally planned for these areas. While many stores have been successfully re-purposed and fulfill a need or niche, in many cases they no longer generate the traffic originally envisioned, resulting in underutilized facilities and excess parking.

Revitalization of Plano’s underperforming retail corners is desired in a manner that is positive for the businesses and the surrounding neighborhoods. When appropriate, redevelopment of all or part of a retail corner may present opportunities for new uses and reduction of marginal or overbuilt retail space.

Policy

Plano will encourage reinvestment, revitalization, and redevelopment of underperforming neighborhood retail corners to accommodate a viable combination of local commercial, retail, and entertainment uses. Where appropriate transitions can be maintained, redevelopment may present opportunities to introduce residential uses and improve access.

Actions

RRSC1) Working with neighborhoods and property owners, identify retail corners that are prime candidates for redevelopment and reinvestment.

RRSC2) Develop a reinvestment toolkit for neighborhood retail corners which could include rezoning, fee waivers, or other incentives and planning assistance. When evaluating use of the toolkit for specific redevelopments, additional weight should be given to proposals that enhance surrounding neighborhoods, improve community aesthetics, and maximize the return to taxpayers.

RRSC3) Modify regulations to promote retail center redevelopment inclusive of creative design solutions, active open space, adequate green space, sustainable retail, and walkable streetscapes to create desirable destinations.

RRSC4) Establish design guidelines that provide safe connections for residents to conveniently access commercial businesses, open space, and other amenities in retail centers. Implementation should be limited to locations where connections are desired by the adjoining neighborhood.



Special Housing Needs

Segments of the city’s population, such as disabled adults, seniors, and low to moderate income households, require additional assistance to meet their housing needs. While many of Plano’s seniors desire to remain in their homes long-term, some will require further assistance to safely age in place. Provision of housing is also needed for adults with disabilities that are unable to live alone. Additionally, there are significant gaps in the number of housing units affordable to some Plano households.

Policy

Plano will support the special housing needs of residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special housing needs should be afforded the same health and safety considerations as other housing.

Actions

- SHN1)** Conduct a community needs assessment to identify and prioritize service demands and resources of the city’s residents.
- SHN2)** Create affordable homeownership opportunities in Plano for income qualifying households including, but not limited to, homeownership assistance programs, construction of new housing, and rehabilitation of existing structures.
- SHN3)** Support residents with special needs by providing financial assistance from federal, state, and local government grants to qualified social service agencies.
- SHN4)** Provide programs to rehabilitate and improve existing housing occupied by low and moderate income households.
- SHN5)** Review zoning regulations to provide reasonable opportunities for safe and healthy housing in support of special needs populations.
- SHN6)** Identify methods to incorporate Universal Design practices and encourage their implementation in new housing projects and home renovations.

SOCIAL ENVIRONMENT

Social Environment Vision Statement

Plano provides a strong sense of community and high standard of living for its citizens through sustaining strong local partnerships and programs that ensure superior services, diverse cultural amenities, and quality educational opportunities.

PILLAR COMPONENTS



Safety & Services Component

Multiple city services increase quality of life for Plano citizens and preserve property values within the community. In many areas of the city, aging buildings have created property maintenance issues and reconstruction of older public facilities and infrastructure is required. Plano must proactively manage the transition to a mature community by maintaining and enhancing the city’s appearance for health, safety, and economic stability.

Today, Plano’s public safety efforts are consistently recognized on national, state, and local levels. The city’s reputation as a safe and secure community is a result of a successful, cooperative relationship between Fire-Rescue, Police, 911/Public Safety Communications, and Emergency Management. Plano will enhance its present high-quality public safety initiatives to lower crime rates, sustain quality fire protection, and better prepare the public and city staff during emergencies.

POLICIES





Emergency Management

Policy

Plano will evaluate and expand its emergency management initiatives and education to better prepare the public and city staff during emergencies.

Actions

- EM1)** Implement strategies to reduce or eliminate the impact of large-scale emergencies or disasters through the implementation of Plano's Hazard Mitigation Action Plan (HMAP).
- EM2)** Update Plano's Continuity of Operations Plan to ensure that the City is able to continue performance of essential functions.
- EM3)** Identify, assess, and prioritize local vulnerabilities to emergencies or disasters and the resources available to mitigate, respond to, or recover from them.
- EM4)** Monitor changes in citizen demographics to assure readiness initiatives are properly targeted and formatted.
- EM5)** Increase community resiliency through direct comprehensive preparedness activities; community-wide disaster preparedness education, training of citizens for the Community Emergency Response Team (CERT), and participation in the North Central Texas Council of Governments (NCTCOG) Safe Room program.
- EM6)** Prepare for and anticipate all types of disasters and emergencies that may trigger coordinated local response and recovery efforts.
- EM7)** Coordinate with other city departments to integrate emergency management techniques into long range planning efforts.



Public Safety

Policy

Plano will enhance its present high quality public safety and public outreach initiatives to lower crime rates and sustain quality fire protection while providing greater services to the community.

Actions

- PS1)** Implement the strategic plans for Police and Fire-Rescue and update every five years.
- PS2)** Provide yearly updates to City Council and the public for police and fire-rescue services.
- PS3)** Identify and prioritize projects for inclusion in Community Investment Program (CIP) fiscal year budget and future bond elections.
- PS4)** Annually meet with the Planning Department to evaluate population growth and changing demographics in order to effectively maintain fire service coverage and police services at the highest level.
- PS5)** Respond to and prepare for continued increases in emergent and non-emergent medical responses, with consideration to the aging population, new senior living facilities, and the evolving socio-economics of the Plano community.
- PS6)** Meet the national standards for emergency response times for Emergency Medical Services (EMS) calls, fire calls, and police Priority 1 calls.
- PS7)** Recognize and strengthen the role of social networks in public safety through increasing lawful activity in public spaces and through information sharing.
- PS8)** Direct resources to education and prevention programs, such as Neighborhood Crime Watches, that encourage residents to be proactive regarding personal property and share responsibility for community safety.
- PS9)** Evaluate new technological advances and programs to modernize public safety efforts and provide efficient and effective services in the most cost effective manner.



Property Standards

Policy

Plano will educate the community on the importance of property maintenance and provide proactive inspections to improve the quality of life, enhance the city's appearance and protect the health and safety of the community.

Actions

- PRS1)** Evaluate and leverage technology to increase the effectiveness of on-site inspections and enhance communication with citizenry.
- PRS2)** Facilitate a reduction of assigned neighborhood units per inspector to effectuate an increased awareness of property maintenance and voluntary compliance.
- PRS3)** Maintain a citywide catalog of residential properties per neighborhood to develop a housing stock baseline.
- PRS4)** Conduct periodic surveys of residential properties to measure change in neighborhood property conditions.
- PRS5)** Implement a systematic inspection program for single-family residential structures.
- PRS6)** Expand community engagement initiatives with HOAs, crime watch groups, and others to reduce common property maintenance issues and garner increased interactions.
- PRS7)** Complete an inspection efficiency study to analyze the number of reactive cases reported by residents verses the number of proactive cases identified by staff within a defined period.
- PRS8)** Incorporate the use of volunteers to address routine property maintenance violations.
- PRS9)** Establish best practices to advance voluntary compliance and progressive code enforcement alternatives.



Facilities & Infrastructure

Policy

Plano will strategically plan and implement improvements to city facilities, assets, and infrastructure to ensure the necessary needs and services are provided to the community.

Actions

- FI1)** Maintain an asset management system to inventory the location, condition, and anticipated lifespan of city facilities, assets, and infrastructure.
- FI2)** Utilize data and insights from the city’s asset management system to:
 - A)** Strategically plan for proactive maintenance, repair, and replacement of city facilities, assets, and infrastructure;
 - B)** Assess the adequacy and future needs for public facilities, assets, and infrastructure in potential growth and redevelopment locations; and
 - C)** Develop long-term public facilities, assets, and infrastructure strategies to balance the need for timely and cost-effective maintenance, repair, and replacement with other efforts to revitalize identified growth and redevelopment locations.
- FI3)** Maintain the Community Investment Program (CIP) as a five-year guide to planning, building, operating and maintaining capital projects. Adopt the first year of the CIP as part of the City’s annual operating budget.
- FI4)** Review the 5-year Community Investment Program (CIP) annually with the Planning & Zoning Commission to ensure projects and programs are aligned with the Comprehensive Plan and other adopted master plans. Priority should be given to projects which:
 - A)** Address issues, inadequacies, or needs in the city’s facilities and infrastructure where identified by the city’s asset management system or strategic plans;
 - B)** Provide preventative maintenance to city facilities, assets, or infrastructure that, if not addressed, would likely result in more costly or extensive repairs or replacement in the future;
 - C)** Construct aspects of the Thoroughfare Plan Map, Bicycle Transportation Plan Map, and Parks Master Plan Map which are incomplete or not yet built to fully developed standards;
 - D)** Promote strategic objectives outlined in the Facilities Master Plan, the Parks, Recreation, Trails and Open Space Plan, Public Works Master Plan, Small Area Plans, or other adopted master plans;

- E)** Promote an economic development objective as defined by the Comprehensive Plan, Economic Development Plan, or other adopted master plan;
- F)** Implement technology improvements and innovative solutions to support city facilities and operations.
- G)** Coordinate with private reinvestment in preferred growth and redevelopment locations.

F15) In preparing the CIP, project selection should consider asset conditions, equitable distribution, environmental impacts, resiliency and sustainability, long-term health and safety benefits, and cost effectiveness.

F16) Implement the goals in the Facilities Master Plan and update every 5 years or as needed to prioritize and schedule projects for the Community Investment Program (CIP).

F17) Design municipal buildings that are functional, distinctive, and appropriate for their surroundings.

F18) When upgrading, expanding, or building new public facilities, utilize signage, landscaping, and related amenities to improve their visual appeal.

F19) Work with private utility providers to ensure that ordinances and policies can accommodate innovative service technologies.

F110) Develop public awareness and education regarding the funding and scheduling of facilities and infrastructure projects.

Quality of Life Component

The City of Plano is committed to providing a high quality of life for its citizens and businesses. Quality of life, known as the general well-being of individuals and societies, includes several components which are desired by citizens within the Plano community. Plano's quality of life and municipal services became a well-known commodity in the 1980s. The superior school districts, state of the art city facilities, and low crime rates contributed to the community's rapid population growth and corporate recruitment. Today, Plano continues to provide exceptional services that are nationally recognized. As Plano matures and the population diversifies, new challenges must be addressed in order to maintain a high standard of living for all citizens.

POLICIES



MAPS





Social Services

Plano collaborates with a number of nonprofit organizations and school districts to ensure unmet needs and services are provided throughout the community. The city contributes grant funding to assist in homelessness and poverty prevention, crisis services, and health access. Proactive measures have been proven to reduce long-term costs and have a greater impact in reducing demand on municipal services such as police enforcement and emergency medical response. Partnerships are vital to providing adequate services to underserved populations within the community and the city will support and build relationships with social service providers to address these needs to improve quality of life.

Policy

Plano will partner with private enterprises, nonprofit organizations, Collin County, Plano Independent School District, and other entities to provide adequate support to underserved populations within the community.

Actions

- SS1)** Implement the goals in the Consolidated Plan and update every five years in accordance with U.S. Department of Housing and Urban Development (HUD) requirements.
- SS2)** Participate in the annual Collin County Homeless Coalition's homeless count.
- SS3)** Seek funding through partnerships and grants to provide health, human care, and shelter accommodations that meet the objectives stated in the Consolidated Plan.
- SS4)** Assist local partners in expanding access to health care services for underserved populations.
- SS5)** Develop a plan to identify underserved populations and barriers to participation in parks and recreation programs, and offer inclusionary support strategies to address the barriers.
- SS6)** Work with regional partners to implement strategies that address food insecurity, equity, and waste.



Parks & Recreation

An accredited and award-winning parks and recreation system is a major contributor to the excellent quality of life in Plano. Citizens enjoy 85 public parks covering more than 4,300 acres and 88 miles of paved trails. Plano will keep pace with the city's changing demographics and growing population by developing a comprehensive system of facilities that anticipates future needs and provides excellent parks, recreation facilities, trails, and open space.

Policy

Plano will develop and maintain a comprehensive system of park, trail, recreational, fitness, and sports facilities and programs that keeps pace with the city's changing demographics, creates multiuse destinations, and improves the health, wellness, and morale of the citizens.

Actions

- PR1)** Implement the Parks and Recreation Master Plan and update the plan every five years.
- PR2)** Develop and maintain a comprehensive program of parks and recreation facilities, based on the park classification system and master plan, that includes current facilities and approximate locations for future facilities.
- PR3)** Improve efficiency and cost effectiveness of providing certain programs and facilities through privatization, public/private partnerships, and joint operations with other public entities.
- PR4)** As part of a transportation plan (RS1), explore strategic connections between the city's trail network and other multimodal facilities to create interconnectivity of neighborhoods, commercial areas, and other places of interest where feasible.
- PR5)** Acquire remaining properties to complete the trail system within Plano and link with systems in surrounding communities.
- PR6)** Identify and prioritize projects required to complete the park system for inclusion in Community Investment Program (CIP) fiscal year budget and future bond elections.
- PR7)** Examine the impact of changing demographics and recreational needs on parks, facilities, and programming through research of trends and gathering public feedback.



Active Living & Citizen Well-Being

America’s Health Rankings recently rated Texas in the lower half of healthy states in the nation. Significant health issues identified by Collin County’s medical providers such as diabetes, high cholesterol, and cardiovascular disease can be mitigated by encouraging active and healthy living initiatives. These initiatives include encouraging farmer’s markets and community gardens to promote healthy food options, participating in a variety of Plano’s Recreation Center wellness programs, or utilizing locally focused programs and services from Plano’s medical providers. Collaboration and partnerships with local businesses and medical providers will provide an opportunity to address these public health issues for Plano’s future.

Policy

Plano will partner with local medical providers to create health and wellness initiatives that increase active living and citizen well-being.

Actions

ALCW1) Conduct a Community Health Impact Assessment to evaluate community concerns and risks and develop evidence-based recommendations to protect and improve community health and wellbeing.

ALCW2) Develop educational programs and campaigns to inform the public and provide better access to information on healthy lifestyles and community health resources.

ALCW3) Improve partnerships between the City of Plano and school districts to promote healthy lifestyles and supporting activities through schools.

ALCW4) Support farm-direct programs (such as farm-to-work or farm-to-school) that link local farmers and food vendors to consumers.

ALCW5) Increase the number of tobacco and smoke-free environments, including outdoor areas, worksites, schools, and multi-unit housing,

to reduce exposure to secondhand smoke and improve indoor air quality.

ALCW6) Encourage successful formation and patronage of retail food establishments with healthy options throughout the city, such as: farmers markets, community supported agriculture, corner and neighborhood stores, and supermarkets.

ALCW7) Increase health programs and outreach to senior citizens and meet needs of the growing number of retirees.



Libraries

Educational opportunities also contribute to the high standard of living in Plano. With five libraries, approximately 800,000 books in circulation, and thousands of print and non-print materials, the Plano Public Library System contributes to the academic advancement of the citizens. However, today's libraries serve a larger role in the Plano community; they are places that provide an interactive human element where people can meet, learn, get help, be entertained, and improve their quality of life. The Plano libraries are continuously evolving with new technology to enhance and expand services that meet the future needs of the community.

Policy

Plano will enhance and expand, as appropriate, the existing library services to accommodate additional community needs that serve the changing demographics and library trends for the city.

Actions

- L1)** Implement the Library Strategic Plan and update every three years.
- L2)** Identify and prioritize projects for inclusion in Community Investment Program (CIP) fiscal year budget and future bond elections.
- L3)** Implement and sustain reliable technology to support new information and service delivery formats.
- L4)** Expand and enhance educational programming to reflect the changing demographics of Plano's community.
- L5)** Evaluate the use of mobile library facilities and other ways to increase public outreach and enhance Plano's active public spaces.
- L6)** Annually evaluate the Library Marketing Plan and make updates, as necessary, to continue promoting the libraries as civic focal points and resource hubs for Plano's community.
- L7)** Expand existing libraries to include meeting spaces, workshop spaces, enlarged program rooms, and quiet spaces.
- L8)** Provide library materials in all formats as they become desired by the public.
- L9)** Maintain and promote educational resources and programs to enhance language skills, including improving English-speaking skills or learning new languages.



Educational Opportunities

Plano’s educational opportunities are reinforced by its three award-winning school districts and numerous National Blue Ribbon Schools of Excellence. Quality education is an important component of the culture and expectations of Plano’s citizens, and the educational opportunities found within the city often attract new businesses and residents to the community. Though school districts are separate governmental entities from the city, both share a number of future challenges and can work cohesively to ensure high quality learning within the city.

Policy

Plano will assist with local education initiatives and opportunities to ensure high quality learning within the city.

Actions

- E01)** Meet on a yearly basis with the school districts and Collin College staff to share demographic information and discuss changes in population.
- E02)** Assist school districts in identifying demographic attributes that could impact education requirements.
- E03)** Partner with local school districts to sponsor youth city council, mentoring programs, and support for civic government course work.
- E04)** Increase awareness of volunteer programs by connecting with local school districts and colleges to provide students community service opportunities.
- E05)** Evaluate the possibility of sharing facilities in areas of the city going through the cycle of reduced numbers of school children.
- E06)** Update the Facility Siting Guidelines and adopt as a supplementary document of the Comprehensive Plan.
- E07)** Provide volunteer opportunities with local government agencies (City of Plano, Plano ISD, Collin College, Collin County) for city residents to develop employment skills and work experience.

Sense of Community Component

Sense of community is an individual’s perception, understanding, and feeling about where they live. A strong sense of community, focusing on personal experience and emotional connection, can build resilient neighborhoods and establish a sense of belonging for Plano residents. As Plano matures and diversifies, a number of growing challenges affect citizens’ sense of community. The city can address these challenges through identified efforts to ensure Plano builds and retains a strong feeling of connection among its residents.

POLICIES





Placemaking & Public Spaces

Placemaking, a community design technique that creates distinctive public spaces while encouraging social interaction, is utilized by cities across the world. Improving streets as interactive zones, linking health to public spaces, and transforming parks into multi-use destinations are all common techniques that can enrich the desirability of civic areas. Plano will utilize placemaking techniques to create memorable and unique experiences, and build neighborhood identity to enhance the community’s character.

Policy

Plano will create memorable and unique public spaces to enhance community character and build neighborhood identity.

Actions

- PPS1)** Evaluate the cost and other resources needed to create active programming in parks and along trails to create multi-use destinations that support both formal and informal activities.
- PPS2)** Participate with national PARKing Day where artists, designers, and citizens transform parking spots into temporary public parks.
- PPS3)** Create a public space activation guide that provides guidance to the city and developers on activating public spaces.
- PPS4)** Explore the addition of complementary facilities on the Plano Event Center site or surrounding properties that would enhance its ability to attract regional and national events.
- PPS5)** Evaluate current facilities in terms of hosting regional and national events which could attract visitors to the city and determine the costs required to complete the necessary improvements.
- PPS6)** Review development regulations as needed to ensure site design requirements support and encourage public spaces.
- PPS7)** Coordinate with Downtown businesses and stakeholders to support active programming for McCall Plaza.



Arts & Culture

Plano’s artistic and cultural assets contribute greatly to its unique character and overall livability. As the city’s population evolves, diverse cultural traditions and experiences are also providing Plano with a wealth of international perspectives that complement the existing creative community. Private and nonprofit organizations are leading the advancement of arts and cultural facilities, and Plano will partner with these organizations to improve quality of life and enrich the community’s culture.

Policy

Plano will promote the advancement of arts and cultural amenities with private and nonprofit partners to enhance quality of life and enrich community culture.

Actions

- AC1)** Develop a Cultural Arts Master Plan and policies to support the installation of public art throughout the community.
- AC2)** Coordinate with the Plano Multicultural Outreach Roundtable (MCOR) to determine the needs of different cultures living in Plano and possible impacts on municipal services.
- AC3)** Create a cultural awareness program for city employees to learn about the different cultures represented in the city.
- AC4)** Build on the success of the annual music festival and promote additional arts and entertainment throughout the year.
- AC5)** Promote events and programs that recognize and celebrate social and cultural diversity in Plano.
- AC6)** Coordinate with the various arts and performing arts organizations to expand cultural activities within Plano.
- AC7)** Target public investment to leverage additional capital for heritage, arts, and cultural activities.
- AC8)** Determine the feasibility of performing arts venues within the City of Plano.



Heritage Preservation

A city's history is one of the most important factors shaping its identity. In 1979, with rapid population increase and threats to historic resources, Plano adopted the first heritage preservation plan to protect city landmarks. Today, Plano's cultural heritage and historic character provide a distinctive environment for residents and business owners with two heritage districts (Downtown and Haggard Park) and 34 individually designated historic resources. Preservation has become much more than saving bricks and mortar. It provides a community with sustainable social, cultural, and economic advantages. To embrace its unique historical character, Plano will identify and preserve historic and cultural resources that promote the understanding of the city's history and enrich the city's sense of place.

Policy

Plano will embrace its unique historical character and authenticity by identifying and preserving historic and cultural resources that promote the understanding of the city's history and enrich the city's sense of place.

Actions

- HP1)** Implement the City of Plano's Heritage Preservation Plan and update every five years to serve as the guiding document for the city's Heritage Preservation Program and related activities.
- HP2)** Conduct a survey to evaluate structures built between 1945 and 1975 to determine potential eligible historic areas.
- HP3)** Review, and amend as necessary, the zoning ordinance for compatibility with the character of the existing historic districts.
- HP4)** Increase compliance actions to meet the adopted heritage district guidelines.
- HP5)** Utilize adopted design standards to guide appropriate infill development within heritage districts.
- HP6)** Continue to implement adopted design standards that guide rehabilitation of historic properties with energy efficient or clean energy technology.



Community Building

An individual's emotional connection to their community is important to establish a high quality of life and ensure a city's success. Plano will encourage cohesion among its diverse citizens by building new relationships that create a community where everyone is proud to live and work. Therefore, Plano will pursue community building efforts and initiatives and provide the tools needed to strengthen community cohesion and sense of belonging among residents.

Policy

Plano will pursue community building efforts and initiatives and provide the tools needed to strengthen community cohesion and sense of belonging among residents.

Actions

- CB1)** Strengthen and expand existing community outreach and participation programs such as Love Where You Live and Citizens Assisting Plano Police.
- CB2)** Develop a community pride initiative and include an educational component that addresses the history, arts, culture, educational resources, and natural resources in Plano.
- CB3)** Create a centralized database and integrated online mapping tool that provides all information available for a specific geography, including trash collection, property standards contacts, emergency contacts, and upcoming events and programs to encourage community and civic engagement.
- CB4)** Create a mentorship program for established homeowners associations to mentor developing organizations.
- CB5)** Increase the number of neighborhoods with crime watch programs and encourage residents to become block captains.
- CB6)** Maintain and update, as necessary, the neighborhood association toolkit to assist citizens in forming neighborhood associations.
- CB7)** Promote HOA and Neighborhood Association Quarterly Breakfasts to new neighborhood associations.
- CB8)** Continue to implement a marketing campaign encouraging neighborhoods to host block parties and utilize the city's Pop-up Party Trailer, Pop-up Party Theater, and promote other BEST Neighborhoods initiatives.
- CB9)** Facilitate opportunities for neighborhood representatives, business organizations, not-for-profit organizations and agencies, and other stakeholders to meet regularly with and obtain information from city staff on city initiatives and activities.
- CB10)** Continue the Neighborhood Vitality and Beautification Grant Program to assist in creating a sense of identity for neighborhoods.



Community Involvement & Participation

To effectively determine citizen needs and appropriate solutions, city government must interact with residents, businesses, non-governmental organizations, and other governmental agencies. The City of Plano has encouraged citizen input through a number of efforts including public meetings, outreach programs, and social media. Plano will proactively seek civic participation from all ages, ethnicities, and cultures and provide residents with opportunities to increase citizen involvement.

Policy

Plano will proactively seek civic participation from all ages, ethnicities, and cultures and provide residents with information, education, and opportunities to increase citizen involvement.

Actions

- CIP1)** Assist in creating a young adult leadership program to engage the next generation of Plano leaders.
- CIP2)** Provide leadership and training programs that encourage and support representation on local boards and commissions reflective of the community's diversity.
- CIP3)** Provide the public with regular communication and sufficient information regarding policies, programs, and decision-making using traditional outreach methods and social media marketing.
- CIP4)** Create and support meaningful and inclusive community engagement initiatives through new and innovative service opportunities.
- CIP5)** Evaluate new innovative technology to increase public participation and emphasize interactive participation methods.
- CIP6)** Coordinate and collaborate with nongovernmental organizations to increase public participation.
- CIP7)** Coordinate with county officials to create marketing campaigns for increasing voter participation.
- CIP8)** Create a public engagement guide and update yearly to include best practices for hosting successful public meetings.
- CIP9)** Develop a strategy with the Plano Multicultural Outreach Roundtable (MCOR) to increase communication and participation by diverse populations within the community.
- CIP10)** Increase participation of multi-lingual volunteers through the Volunteers in Plano (VIP) program to assist the city in various capacities.

NATURAL ENVIRONMENT

Natural Environment Vision Statement

Plano is a healthy and sustainable city, whose policies and investments focus on building and site efficiency, protecting and restoring natural resources, and improving the resiliency of the community.

PILLAR COMPONENTS



Building & Site Efficiency Component

A healthy environment is critical to ensuring and sustaining a strong, productive, and resilient community. An important health component of Plano's environment is the relationship between buildings or site improvements and their natural setting. Developing a site that is respectful of the natural environment is key to achieving a balance between conservation of natural resources and continuing economic growth.

POLICIES





Building & Development Design

Plano consistently updates its building codes to implement the latest building efficiency measures as defined by the International Code Council. Since building codes provide minimum requirements, the city will explore incentive programs to encourage greater energy efficiency measures for both new and renovated buildings city-wide. In 2007, Plano decided to lead by example through implementation of a policy requiring all new city-owned buildings and significant remodels to incorporate energy conservation measures. As we move into the future, Plano will invest responsibly in municipal facilities and utilize codes and incentive programs, to protect, conserve, and enhance the city’s environmental resources.

Policy

Plano will implement energy efficient building codes and make sustainable investments to new and existing facilities to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.

Actions

- BDD1)** Annually review the Facility Policies and Procedures to incorporate new building efficiency measures as feasible.
- BDD2)** Create a policy requiring any public-private project that includes a development agreement to apply sustainable construction standards, as appropriate, to the project.
- BDD3)** Review development and building regulations every three years to ensure provisions for the efficient use of natural resources and promote environmental quality.
- BDD4)** Promote buildings and projects that are environmentally friendly and educate the public about the health and environmental benefits of green buildings.
- BDD5)** Ensure timely adoption of building codes as established by the International Code Council.
- BDD6)** Create a building incentive program for new development and redevelopment projects to incorporate sustainable design elements such as: solar energy; natural lighting; reflective roofs or green roofs; low Volatile Organic Compounds (VOC) materials and ventilation; heating, ventilation, and air conditioning (HVAC) energy performance and efficiency systems; on-site renewable energy; waste minimization; and water reclamation and conservation.
- BDD7)** Create regulations for sustainable building and site planning practices such as tree preservation, reduced impervious coverage, and green infrastructure.



Renewable Energy

An important energy conservation measure for buildings is reducing the dependence on non-renewable energy sources. The State of Texas ranks in the top of the nation in several renewable energy rankings. With an average of 232 days of sunshine a year, solar is the most viable option for our community. Drought and topography make other renewable energy sources less economically feasible. However, energy providers across the state produced 104.1 million megawatt-hours of renewable energy in 2020, over 2.5 times the amount generated in 2013¹. Consumers, including the city, have the ability to negotiate for higher percentages of these resources. Plano will increase the use of renewable energy sources for city operations and encourage residents and businesses to make improvements in energy efficiency.

Policy

Plano will increase the use of solar power and other renewable sources for city infrastructure, facilities, and operations and encourage residents and businesses to make renewable energy improvements that diversify the energy supply, reduce dependence on fossil fuels, improve air quality, and reduce greenhouse gas emissions.

Actions

- REN1)** Develop energy conservation education and energy efficiency retrofit programs and identify appropriate new financing opportunities for energy efficiency and solar energy installations for commercial, residential, and civic buildings.
- REN2)** Continue to implement a marketing campaign that increases awareness and participation with the city’s Housing Rehabilitation Program and Great Update Rebate Program to provide homeowners and renters assistance in upgrading their homes to be more energy and water efficient.
- REN3)** Explore public/private partnerships for the development of energy efficiency programs with private utility companies.
- REN4)** Increase renewable energy participation with homeowners and business owners by supporting private initiatives such as Solarize Plano.
- REN5)** Evaluate the feasibility of using rooftops of public facilities and parking garages for renewable micro-power generation, such as solar.
- REN6)** Evaluate the feasibility of geothermal energy as an alternative energy source for public and private buildings.
- REN7)** Negotiate higher renewable energy minimums with the city’s electric providers at the time of contract expiration.

¹U.S. Energy Information Administration

- REN8)** Establish a cost-effective program for replacing city vehicles operating on fossil fuels with those that operate on alternative fuels or electricity.

- REN9)** Review the Zoning Ordinance and amend as necessary to facilitate the development of alternative fuel distribution facilities.

- REN10)** Seek grants to assist with the funding for alternative fueling stations and electric charging stations.



Stormwater Management

The design of buildings and development sites should also incorporate efficient management of stormwater. Although a natural part of the water cycle, stormwater runoff can also be an environmental concern. Pollutants such as oil and gasoline from roadways or fertilizers from lawns and farming can enter our lakes, creeks, streams, and other natural waters. Stormwater can also cause stream bank erosion and habitat destruction if it's not properly managed. To improve water quality, Plano will require development plans to minimize contamination of waterways and protect natural habitats.

Policy

Plano will improve water quality by requiring design and use of erosion control plans and stormwater pollution prevention plans to ensure compliance with federal, state, and local regulations, minimize pollution and contamination of water ways, and enhance and protect biodiversity and ecosystems.

Actions

- SM1)** Implement the goals and objectives of Plano's Stormwater Management Plan, which is updated every five years.
- SM2)** Provide annual reports of Plano's stormwater management program to the regulating authorities.
- SM3)** Expand city regulations for post construction stormwater management in new developments and redevelopments by a combination of structural and nonstructural Best Management Practices (BMPs) appropriate for the community.
- SM4)** Develop and provide training opportunities for local developers, property owners, consultants, and city staff on how to design, construct, inspect, and maintain permanent stormwater structural Best Management Practices (BMPs).
- SM5)** Create a stormwater demonstration program for select neighborhoods, districts, or on city property to show the proper installation of structural Best Management Practices (BMPs) for streets and parking lots.
- SM6)** Create a stormwater volunteer program to engage residents in cleaning and testing in efforts to improve water quality of creeks.
- SM7)** Educate residents and businesses on the benefits of sustainable building practices in helping absorb excess run-off.



Water Conservation

Drought continues to be an ongoing concern in the state, which makes water conservation an important aspect in the design of buildings and development sites. From 2010 to 2020, the Dallas-Fort Worth region averaged only 3.1 inches of rain per month¹. In the same amount of time, the region grew by 1.2 million people² and continues to grow at a rapid pace.

Residents must make a conscious effort to conserve water for future generations. In our community, the irrigation of lawns continues to be one of the greatest uses of water and new conservation techniques such as xeriscaping, drought tolerant landscaping, rain barrels, and drip irrigation systems must be encouraged. To ensure the city has an adequate long-term water supply, Plano will expand education and incentive programs to encourage water conservation measures.

Policy

Plano will conserve water resources by expanding education and incentive programs to ensure the city has adequate water supply to meet the long-term needs of the citizens.

Actions

- WC1)** Apply adopted water conservation measures even during periods of adequate supply, not just during drought. events to improve awareness and participation for the city’s water conservation programs.
- WC2)** Create incentives for water conservation techniques such as drip irrigation systems, rainwater collection and harvesting, and drought tolerant landscaping, and create demonstration projects on city facilities to increase awareness.
- WC3)** Utilize traditional and emerging marketing methods such as large-scale media, social marketing campaigns, and presence at public
- WC4)** Study potential of air conditioning condensation harvesting and grey water use as a water conservation measure.
- WC5)** Provide educational materials, seminars, and workshops on conservation and sustainability practices for water resources.
- WC6)** Evaluate environmental impacts of artificial turf or synthetic grass as an alternative for residential and commercial developments.

¹NOAA

²U.S. Census Bureau

Environmental Quality Component

Over the past 50 years, Plano has experienced rapid growth in land area and population. This growth presents challenges in protecting the natural environment. The future success of cities will be judged by their ability to address these environmental challenges, becoming more resilient in the community's form and function.

POLICIES



WASTE
MINIMIZATION



OPEN SPACE & NATURAL
RESOURCE CONSERVATION



Waste Minimization

Minimizing waste also improves the environmental quality of our community and conserves natural resources by saving energy, reducing landfills, and improving air quality. Diverting waste from landfills through recycling and composting efforts is a priority for the city. In 1999, with a 5% recycling diversion rate, the Plano City Council created a 40% citywide diversion goal. By the end of 2013, the city was recycling over 37% of all waste; a greater percentage than the state and national average. Several outreach and educational programs offered by the City have resulted in this increase and encourage citizens to recycle. It includes the Minimal Waste Program and Litter Cleanup Days. The commercial construction and demolition program, created in 2009, has been one of the most successful recycling initiatives to date. This program requires a refundable deposit as a financial incentive to recycle debris from building projects. As a result, construction and demolition recycling has increased over 170% and has significantly contributed to the city’s diversion rate. The City of Plano also supports large-scale composting as part of a regional council or coalition of cities. Yard trimmings and clean wood are processed to create compost materials marketed as Texas Pure products and sold at a discounted rate to Plano residents. To conserve environmental resources, Plano will reduce the overall disposal of solid waste and increase reuse and recycling.

Policy

Plano will reduce the overall disposal of solid waste and increase reuse and recycling to conserve environmental resources.

Actions

- WM1)** Create a 20-year Solid Waste Plan and incorporate focus groups to cover the identified key areas of: commercial businesses (separated by large, medium, and small), multi-family complexes, and residential sections (separated by home size/age, ethnicity and culture, family size, and median age).
- WM2)** Continue implementation of the 2015-2025 Regional Compost Program in conjunction with North Texas Municipal Water District and four (4) additional solid waste member cities: Richardson, Frisco, Allen, and McKinney.
- WM3)** Continue the implementation of the Construction and Demolition Recycling Incentive Program to encourage recycling of construction materials and divert waste from the landfill.
- WM4)** Utilize traditional and emerging marketing methods such as large-scale media, social marketing campaigns, and presence at public events to improve awareness and participation in the City’s waste minimization and recycling programs.
- WM5)** Evaluate and determine the next tier of residential-based materials potentially targeted through future recycling activities, collections, or programs to increase recycling and decrease waste disposal.
- WM6)** Develop and refine Plano’s commercial recycling-based Green Business Certification program and increase promotion of and participation in the program.
- WM7)** Continue to implement a marketing campaign encouraging volunteer groups to host self-led cleanup events utilizing the Community Cleanup Trailer.



Open Space & Natural Resource Conservation

Plano's open space preserves and natural resources are extremely important for residents. Three of the region's most desired nature preserves are located in Plano and dedicated to providing leisure amenities as well as protecting the community's wildlife. As Plano continues to redevelop, dedicating open space and preserving natural resources are imperative to enhance the health of people, wildlife, and our ecosystems. Land is a limited resource and available open space must be strategically expanded to provide for a growing community.

Another initiative to improve the environmental quality of our community is to establish and maintain an abundant tree canopy. Trees create shade, providing comfortable outdoor pedestrian environments during hot summer months and reducing energy usage in buildings. A healthy tree canopy can help lower higher temperatures found in cities, often referred to as heat islands. Heat absorbed from sunlight is retained by man-made structures, creating areas of higher temperatures. At night, developed areas of the city continue to radiate heat stored during the day. It keeps temperatures as much as 10-15 degrees warmer than areas outside the city. The warmer temperatures can also attribute to more frequent ozone air pollution days and greater health impacts. Having a tree canopy and green spaces are critical to combating these heat effects. Plano will protect open spaces, conserve natural resources, and maintain the city's urban forest to improve air quality and the health of Plano's citizens.

Policy

Plano will conserve and restore open spaces and natural resources to increase resilience, adaptability, and biological integrity and maintain the city's urban forest as a key component of the natural infrastructure network to improve air quality and the health of Plano's citizens.

Actions

OSRC1) Rehabilitate and enhance natural drainage systems, water detention and retention basins, and other infiltration areas for multiple benefits, such as recreation, wildlife habitat, and stormwater management.

OSRC2) Identify opportunities to conserve and reestablish open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition.

OSRC3) Work with local arboricultural institutions and agencies to update the Urban Forest Master Plan that establishes goals for treescape improvements and enhancements throughout the community.

OSRC4) Conduct a citywide study every 8-10 years, or as necessary, to determine heat island hot spots.

OSRC5) Evaluate the feasibility of creating a tree planting program to assist specific property owners in addressing heat island hot spots.

OSRC6) Create a pavement reduction incentive program that identifies innovative ways to reduce the amount of impervious surfaces and reestablishes green infrastructure.

OSRC7) Evaluate the commercial landscaping requirements within the Zoning Ordinance as part of the Urban Forest Master Plan updates to ensure zoning regulations meet the intent of the urban forestry policies.

ECONOMIC ENVIRONMENT

Economic Environment Vision Statement

Plano has a diverse and resilient economic base with a variety of businesses and employment opportunities for a well-educated and highly-skilled resident population.

PILLAR COMPONENTS



Economy Component

A diverse economy creates a city that is resilient in times of change or economic stress. Plano's current economy is comprised of a mixture of businesses that vary in size and industry sectors. To ensure the city has a wide range of future commercial activities, Plano will focus efforts to retain existing businesses, target outreach to innovative knowledge-based companies, and adapt to changing employment and market trends.

POLICY





Diverse & Resilient Economy

Business retention and expansion is a primary initiative of the City of Plano’s Economic Development Department. The city fosters relationships between businesses and community leaders to understand local needs and facilitate the growth and expansion of existing companies. The Plano Chamber of Commerce and Collin County Small Business Development Center also serve as a liaison to encourage the promotion and creation of business-friendly policies.

Plano’s business attraction efforts have most often centered on corporate headquarters and technology companies, emphasizing the creation of highly-skilled job opportunities for residents and support for local industry sectors. While retention of existing business is very important to the city’s success, Plano must anticipate the community’s changing needs by attracting new companies and industry sectors.

While corporate campuses have traditionally been favored by many companies, there is now a shift towards amenity-rich campus layouts and flexibility in office space design that better suit current employment preferences. The City of Plano has ample opportunities for relocation within the city’s business parks, expressway corridors, and strategic redevelopment sites. The Comprehensive Plan’s policies support the retention of vacant land for economic development and employment opportunities in identified areas throughout the city. There is also a shift towards compact offices and collaborative workspaces that allow smaller footprints in a highly concentrated built environment. Increased office development on smaller lots is encouraged through the recommended redevelopment of expressway corridors and placement of mixed-use centers at targeted locations throughout the city.

In addition to available land for economic development, Plano’s high quality of life, including a variety of housing options, strong schools, and excellent parks and recreation facilities, attracts companies that are considering relocation. Comprehensive Plan policies support the enhancement of these assets to sustain a vibrant, growing community, allowing employees of all economic levels to enjoy living and working in Plano.

Policy

Plano will focus efforts to retain existing businesses and target outreach to a broad set of innovative knowledge-based companies to ensure a diverse and resilient economic base.

Actions

DRE1) Analyze Plano’s current economic base to identify current needs and opportunities.

DRE2) Create and implement an Economic Development Strategic Plan, with a focus on identifying emerging business clusters within the city and supporting the continued growth and expansion of a variety of industry sectors.

- DRE3)** Review undeveloped land and priority redevelopment areas within the city to identify anticipated infrastructure needs required to assist with economic development activities.
- DRE4)** Formally engage with business leaders, realtors, and brokers on a regular basis to address specific needs to assist with the expansion and retention of existing businesses as well as the development and growth of new companies.

- DRE5)** Provide strong customer support to businesses for the delivery of municipal services.
- DRE6)** Identify areas for special investment zones such as Public Improvement Districts and Tax Increment Financing Districts.
- DRE7)** Work with the Plano Chamber of Commerce to support and increase awareness of the variety of shopping opportunities available in Plano, including providing resources for ethnic-oriented stores and businesses.

Workforce Development Component

A diverse economic environment demands a highly-skilled workforce that continues to improve job skills, education, and knowledge to compete in a dynamic business climate. Although 58% of all adults in Plano have a bachelor's degree and are employed in managerial, technical, and professional jobs, business concepts and operations are constantly changing. To ensure that Plano residents possess the characteristics desired by leading innovative corporations, the city will support local education and business efforts to develop and retain a competitive workforce.

POLICY





Jobs & Workforce Development

Plano residents are served by four public school districts. Plano ISD, the city's largest school district, reported the completion rate for the class of 2023 was 94.1%. % Of those graduating students 70% attended college during the fall of 2023. With more than 25 colleges and universities in the Dallas-Fort Worth region, Plano companies have a pipeline of 190,000 students currently enrolled in four year universities. An additional 170,000 students are attending community colleges.

Collin College offers more than 100 degrees and certificates in a wide range of fields. The University of Texas at Dallas (UTD) is a four-year emerging research university providing numerous undergraduate and advanced degree programs to Plano residents. Through specially designed undergraduate and graduate degree programs, these universities enhance professional development for working adults pursuing advanced education.

Workforce development programs by local schools and organizations, are also offered to enrich personal development skills. Collin College and Plano ISD have initiated a new Collegiate Academy starting in Fall 2024 that will offer Plano ISD students a streamlined pathway to earn an associate degree and a high school diploma at the same time, allowing students to enter the workforce much sooner. The Young Professionals of Plano, Leadership Plano, and The Women's Division are all Plano Chamber of Commerce initiatives that have specialized training for specific workforce groups to receive instruction on career development and business leadership.

Through collaborative efforts with the education and business communities, the City of Plano can assist in developing a competitive workforce. TEDxPlano, a Chamber initiative, provides a platform to explore innovative ideas, emerging business trends and best practices – inspiring further development of local companies. Additionally, the City offers job and skills development grants through the Economic Development Chapter 380 grant program, which aims to retain and attract high-wage jobs, train and recruit talent through workforce partnerships, and encourage companies to hire Plano residents.

To attract and retain this selective employee base as residents, Plano will need to enhance the existing community character and provide a superior quality of life by creating interactive social spaces, diverse housing options, and excellent municipal services to distinguish itself from neighboring communities. Education, business, and local government efforts provide the foundation to attract skilled workers and ensure competitive job skills that provide area businesses with an ever-improving employee base.

Policy

Plano will partner with the education and business communities in developing a competitive workforce to provide job skills demanded by the regional marketplace and employment opportunities for local graduates.

Actions

JWD1) Create a partnership involving executive leadership from the city, local education services, and businesses for providing data and analysis that address community issues impacting workforce development.

JWD2) Regularly assess and report the city's workforce strengths and challenges.

JWD3) Work with local colleges and public education providers to:

- A. encourage the creation of programs that enhance job skills of city residents needed by employers; and
- B. disseminate public awareness information about programs to enhance job skills.

JWD4) Encourage and support efforts by area colleges and businesses to integrate recent graduates into the local workforce.

JWD5) Conduct employer preference surveys to identify and improve quality of life aspects that are necessary to retain and recruit a highly-skilled workforce for the community.

REGIONALISM

Regionalism Vision Statement

Plano is a leader and an innovator in the Dallas-Fort Worth region, by working with other communities to address population growth, regional transportation, air quality, water conservation, consistency with neighboring cities, and educational opportunities.

PILLAR COMPONENTS



Regionalism Component

Plano is a principal city in the Dallas-Fort Worth region located in North Texas. With a population of 7.7 million people, the Dallas-Fort Worth Metroplex is the largest urban region in the state of Texas and the fourth largest in the United States. Dallas-Fort Worth is also one of the fastest growing areas in the United States, supplying 4.5 million jobs. As a large metropolitan area, there are many future challenges that are beyond the ability of a single city to address. Working cooperatively with the regional governments, Plano and its neighboring cities will need to find complementary solutions to solve broader problems and attain area goals. The Comprehensive Plan has identified several regional topics to address.

POLICIES





Population Growth

By 2045, the DFW area is expected to increase by 3.8 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopment. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

Policy

Plano will plan for regional population growth in identified areas while preserving the suburban character of the community.

Actions

- PG1)** Evaluate the potential of preferred growth and redevelopment locations to accommodate anticipated growth in a way that compliments and respects existing neighborhoods. Where potential is found to align with community priorities, initiate action to support desired outcomes.
- PG2)** Collaborate with neighboring cities to determine compatibility with residential development policies. Whenever possible, seek solutions that are mutually beneficial.
- PG3)** Coordinate with the North Central Texas Council of Governments to ensure Plano’s projected residential development is included within regional traffic modeling.
- PG4)** Participate in regional discussions regarding population change and migration into the Dallas-Fort Worth area and its impact on cities and the region.



Regional Transportation

Currently, the average DFW commuter spends approximately 243 hours a year commuting – or 10 days per year in their car annually. By 2045, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expanding existing transportation choices, increasing travel efficiency, reducing traffic demand, and improving safety.

Policy

Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, improving safety, and other traffic efficiency strategies to improve regional mobility.

Actions

- RT1)** Routinely consider criteria and best practices to evaluate the local impacts of regional transportation projects and develop solutions to mitigate negative effects.
- RT2)** Complete all proposed bicycle trail connections in coordination with neighboring cities as identified on the City’s adopted plans.
- RT3)** Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system.
- RT4)** Regularly review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.
- RT5)** Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.



Air Quality

Enhancements to local and regional mobility will also improve the area’s air quality by reducing emissions from vehicles. Currently, DFW does not meet federal standards for ozone levels, which results in breathing difficulties for some area residents and increases in local temperatures. If this situation does not improve, the Environmental Protection Agency could impose sanctions that would result in the loss of federal funding for major transportation projects. Plano intends to lead by example to reach federal standards for regional air quality.

Policy

Plano will lead by example in the Dallas-Fort Worth area by developing policies that assist the region in reaching attainment for air quality.

Actions

- AQ1)** In order to mitigate emissions, regularly evaluate the implementation of the city’s anti-idling ordinance related to heavy-duty vehicles and of the Mobile Source Pollution Reduction Policy to manage idling procedures of city fleet vehicles.
- AQ2)** Evaluate and implement new technologies to assist with reducing air pollutants, such as idling detection for city vehicles.
- AQ3)** Improve timing and coordination of traffic signals with Plano, the state of Texas, the North Texas Tollway Authority (NTTA), and neighboring cities to reduce emissions from idling vehicles and improve traffic flow.
- AQ4)** Initiate and participate in regional alternative energy projects to reduce dependence on fossil fuels.
- AQ5)** Implement and evaluate the city’s policy that limits roadway construction within Plano to non-peak hours to the maximum extent possible.
- AQ6)** Work with area cities through regional transportation agencies to implement and evaluate travel demand management policies and strategies, such as High Occupancy Vehicle (HOV) access and congestion pricing.



Regional Water Conservation

Another key issue in the Dallas-Fort Worth area is water conservation. Droughts are a fact of life in Texas, so water conservation must be an ongoing effort. Plano shares Lavon Lake, its primary water source, with thirteen neighboring cities. As population increases and drought conditions persist, it will become more difficult to meet future water needs. Plano will assume a regional leadership position and work with neighboring cities to encourage more efficient water use.

Policy

Plano will assume regional leadership regarding water issues and work with North Texas Municipal Water District (NTMWD) member organizations to encourage more efficient water use and conservation.

Actions

RWC1) Promote local responsible use of water through the city’s Water Management Plan, in conformance with the NTMWD Water Conservation Plan.

RWC2) Participate in regional planning activities to prepare for predicted future drought conditions.

RWC3) Ensure conservation of water and reduced costs for purchasing water through the efficient irrigation of city parks, athletic fields, and other public property.

RWC4) Actively educate residents to:

- A)** follow recommended watering guidelines during normal conditions; and
- B)** achieve compliance with water restrictions during drought and emergency water conditions.

RWC5) Encourage the use of drought resistant and native plants for required landscaping on all new development and replacement of current landscaping throughout the city.

RWC6) Implement programs to reduce and control water loss, and study operational impacts of drought conditions on the city’s water and sewer system.



Consistency with Neighboring Cities

Municipal boundaries are primarily for governmental purposes – many residents are unaware of moving from one city to another since roadways, trails, and parks often continue across city borders. To take advantage of its centralized location in the region, Plano will coordinate with neighboring cities to provide more efficient and consistent municipal services and public improvements.

Policy

Plano will coordinate with neighboring cities to provide municipal services and plan for compatible growth, public improvements, and operational efficiencies, in a way that compliments and respects the Plano community.

Actions

- CNC1)** Regularly coordinate with neighboring cities to ensure consistency in land use planning activities and transportation facilities and services.
- CNC2)** Explore and identify additional opportunities to share municipal services, programs, and information with area cities.
- CNC3)** Partner with neighboring cities and Collin County on vector control of insects and animal control.
- CNC4)** Analyze changing regional demographics and trends in cooperation with neighboring cities to determine impacts on programs and facilities provided by municipal park departments and sports organizations.



Regional Education

Other partners for the City of Plano are the local and regional education providers. Educational opportunities and quality of education are major factors in determining a community of choice. While school districts serving Plano receive strong local support that enables academic excellence, the city should advocate for reliable and adequate state funding for education. In addition, access to Tier 1 research institutions and other quality colleges and universities enhance the economic competitiveness of Plano and the region. Partnerships with local and regional education providers will ensure quality academic opportunities for the Dallas-Fort Worth area.

Policy

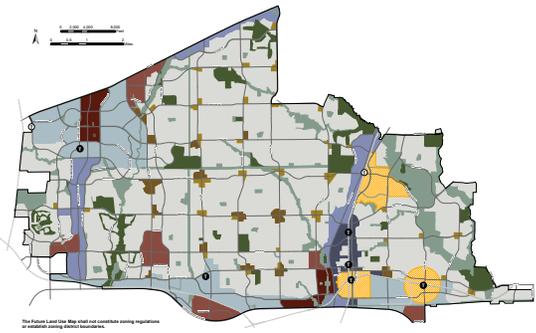
Plano will partner with education institutions to provide quality educational opportunities to retain students in the region and for economic development opportunities to attract businesses seeking universities to provide research and development opportunities.

Actions

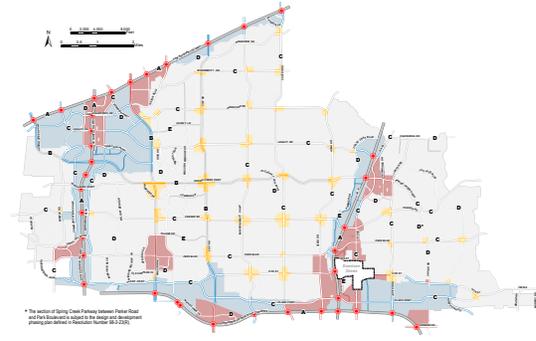
- RE1)** Participate in research and economic development opportunities with local colleges and universities.
- RE2)** Support initiatives to improve the quality of and accessibility to educational resources in Plano.
- RE3)** Attract and retain the presence of higher education institutions within the City of Plano.
- RE4)** Support Collin College's efforts for academic excellence and provide student opportunities for professional work experience including corporate and business partnerships.
- RE5)** Support the efforts of educational institutions in utilizing new technologies that improve access to higher education and vocational training for Plano residents.
- RE6)** Participate in partnerships with local schools and businesses to provide student opportunities for internships, job skills, and professional work place experience.

MAPS

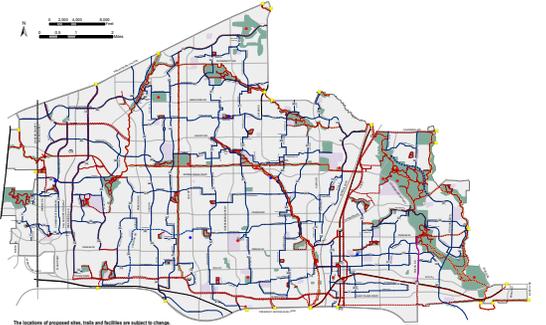
Future Land Use Map & Dashboards



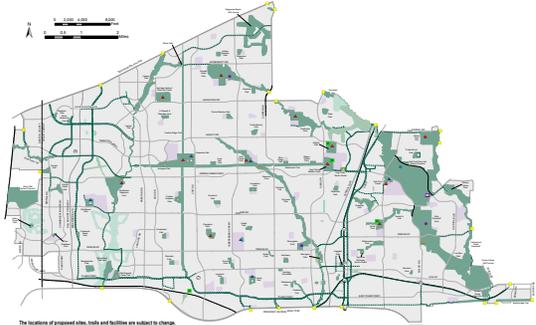
Thoroughfare Plan Map



Bicycle Transportation Plan Map



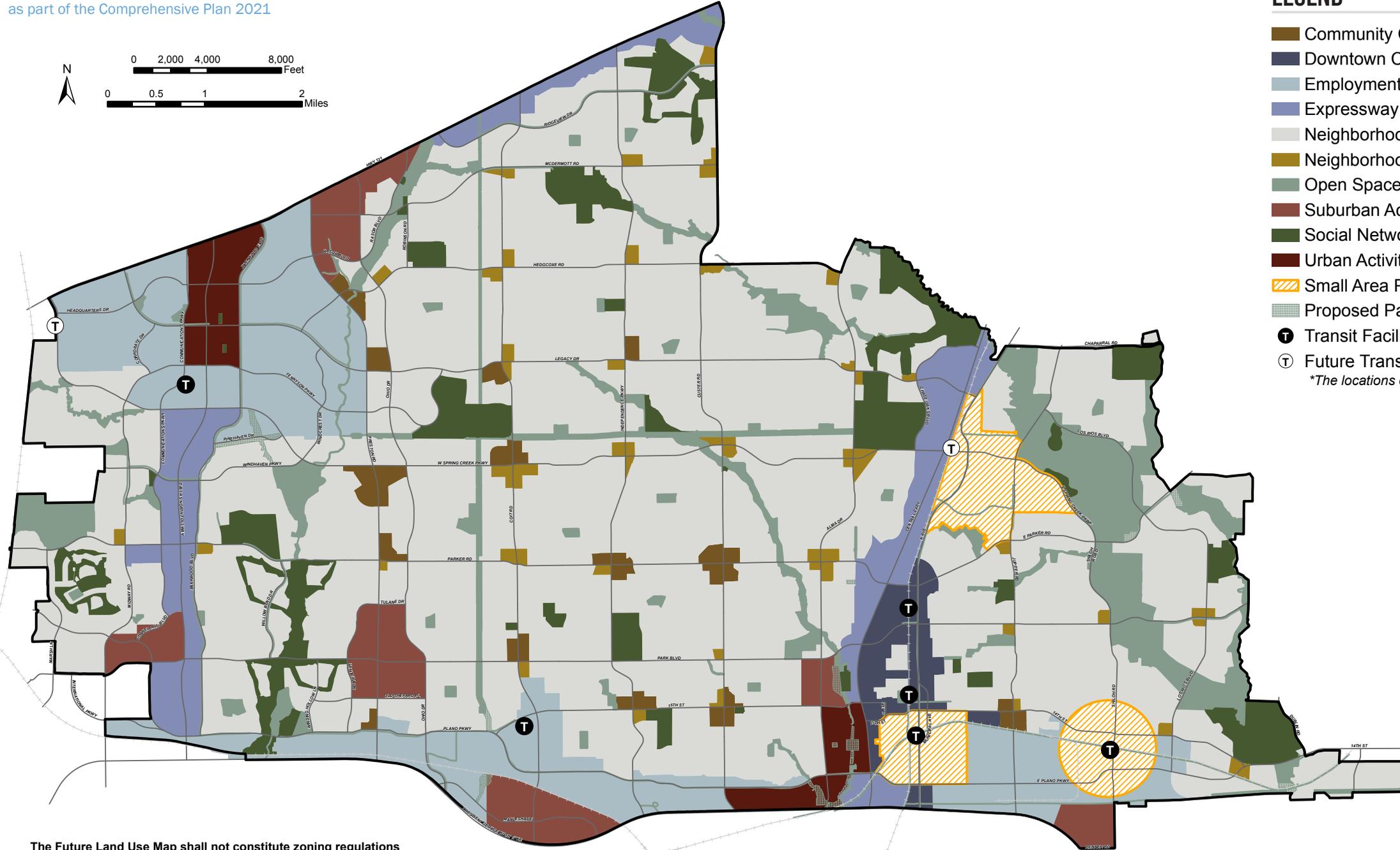
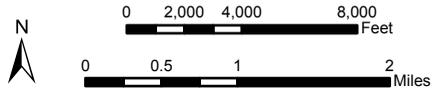
Parks Master Plan Map





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.

LAND USE CATEGORY

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LAND USE MIX (acres)

EMPLOYMENT HOUSING

EMPLOYMENT (acres)

Retail Types Office Types Institutional Types Industrial Types

HOUSING (dwelling units)

Detached SF Types Attached SF Types Multifamily Types

DESIRABLE CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	SF: up to 10 DUA Other: up to 22 DUA	Low intensity Low-rise scale	10% to 50% Passive green space
PARKING ORIENTATION		BLOCK PATTERN & STREETScape	
 Res: garages with driveways Non-res: surface lots		 Gridded or curvilinear blocks Traditional Residential streetscape	
MULTI-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

LAND USE CATEGORY PRIORITIES

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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:

RETAIL TYPES

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.

OFFICE TYPES

Office Types generally includes businesses that provide professional, medical, or administrative services located in a neighborhood or corporate campus setting, such as:

- doctor/dentist offices
- attorney offices
- research/technology businesses
- insurance agencies
- corporate offices

INSTITUTIONAL TYPES

Institutional Types includes educational, medical, and government related uses, such as:

- hospitals
- emergency rooms
- schools
- post offices
- government facilities
- assisted living²
- religious facilities
- police/fire stations

INDUSTRIAL TYPES

Industrial Types includes businesses that are heavy commercial or industrial related, often with outside storage, vehicle storage, and multiple bay doors, such as:

- office/warehouses
- distribution centers
- private utilities
- wholesale building supplies
- transmission/collision repair
- car dealerships

MEASUREMENT AREAS

Citywide¹

- Neighborhoods (N)
- Downtown Corridors (DT)
- Employment Centers (EM)
- Social Network (SN)
- Open Space Network (OS)

Per Adjoining Corner/Center¹

- Neighborhood Corners (NC)
- Community Corners (CC)
- Suburban Activity Centers (SA)
- Urban Activity Centers (UA)

Per Expressway¹

- Expressway Corridors (EX)

HOUSING MIX (dwelling units)

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

DETACHED SINGLE-FAMILY TYPES

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:

- conventional houses
- estates
- patio homes
- small-lot single-family

ATTACHED SINGLE-FAMILY TYPES

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:

- duplexes
- townhomes
- brownstones
- row houses

MULTIFAMILY TYPES

Multifamily Types (MF) includes any housing product with more than three dwelling units per lot, including:

- 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

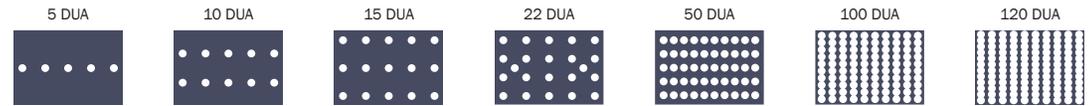
LOW INTENSITY
(0-50% coverage)

MODERATE INTENSITY
(50-75% coverage)

HIGH INTENSITY
(75-100% coverage)

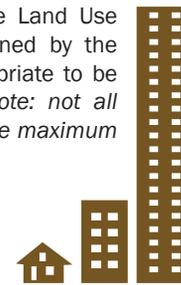
DENSITY

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.



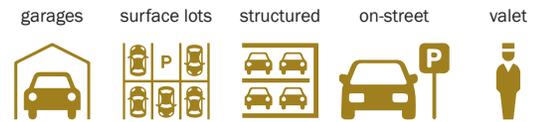
BUILDING HEIGHTS

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.



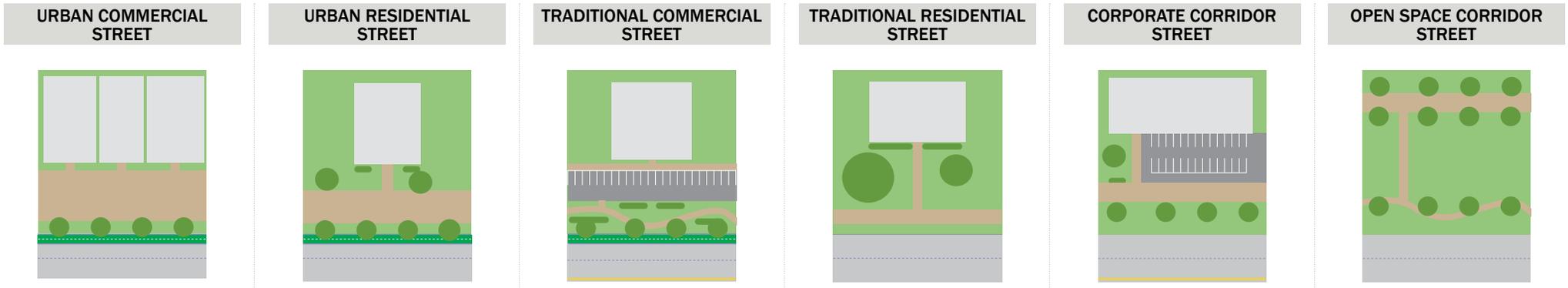
MULTIMODAL ACCESS

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

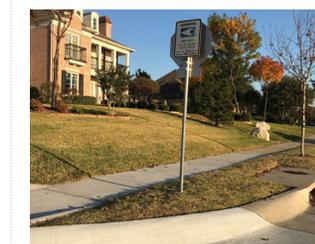
- small to medium setbacks
- medium-width sidewalks
- stoops & porches
- tree-lined streets
- multimodal infrastructure
- on-street parking

- 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)

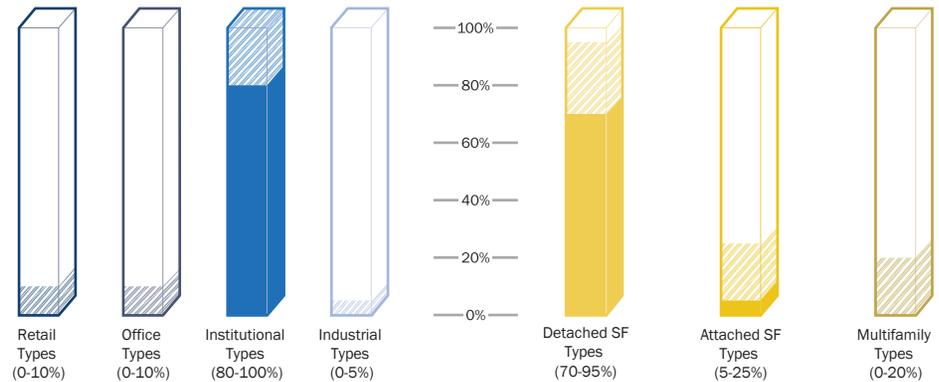


0-10% Employment should include the following mix of land uses:

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	
<p>Res: garages with driveways Non-res: surface lots</p>		<p>Gridded or curvilinear blocks Traditional Residential Streets</p>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<p>HIGH</p> <p>Direct access from local streets</p>	<p>MEDIUM</p> <p>Served by bus on perimeter arterial streets</p>	<p>HIGH</p> <p>Connected to trails and bike routes</p>	<p>HIGH</p> <p>Walkable to parks and schools</p>



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

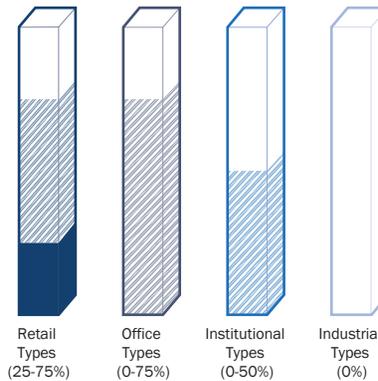


LAND USE MIX (acres)



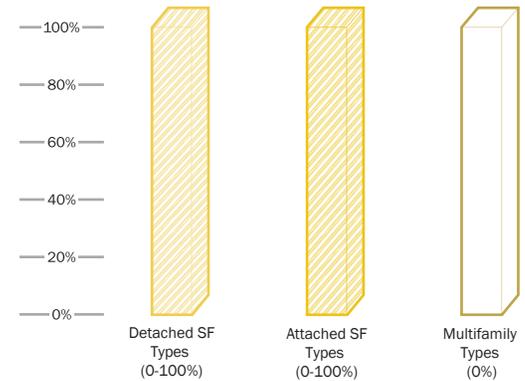
60-100% Employment should include the following mix of land uses:

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:

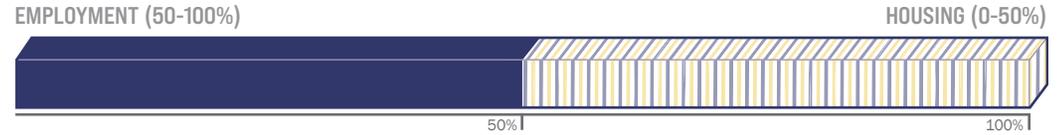
- does not directly abut single-family neighborhoods
- at least 250,000 sq. ft. of commercial floor area is located within 1/4 mile
- at least two 50,000 sq. ft. or larger anchor stores are located within 1/4 mile

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.

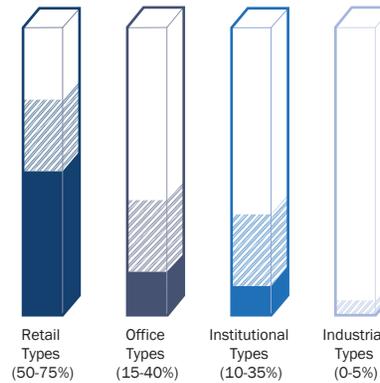


LAND USE MIX (acres)



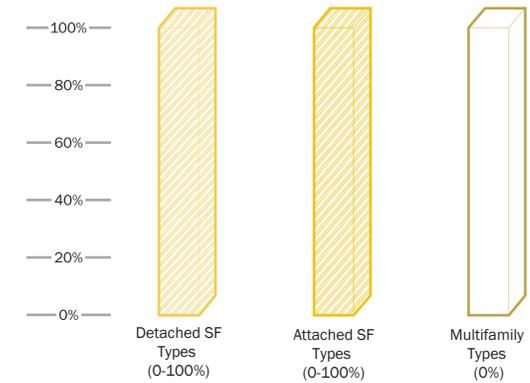
50-100% Employment should include the following mix of land uses:

EMPLOYMENT MIX (acres)



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

HOUSING MIX (dwelling units)

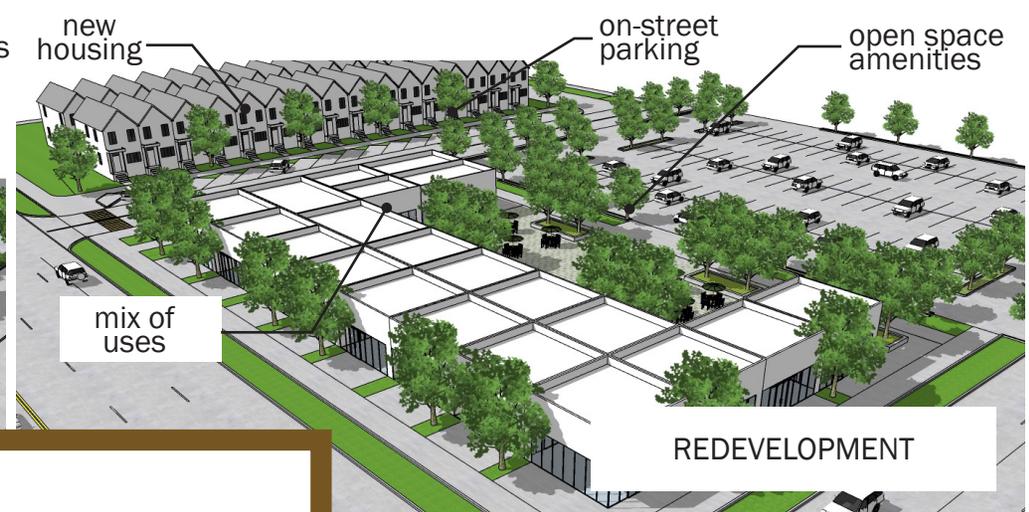
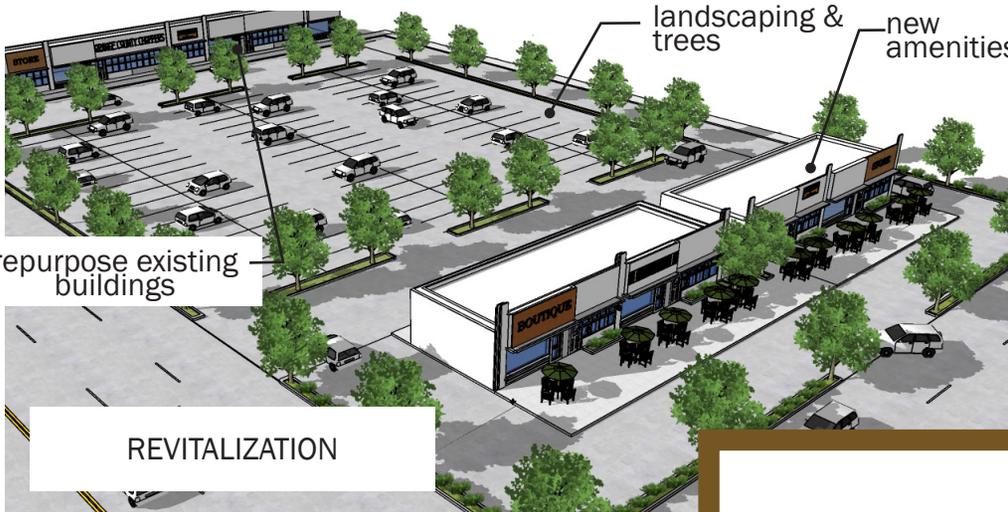
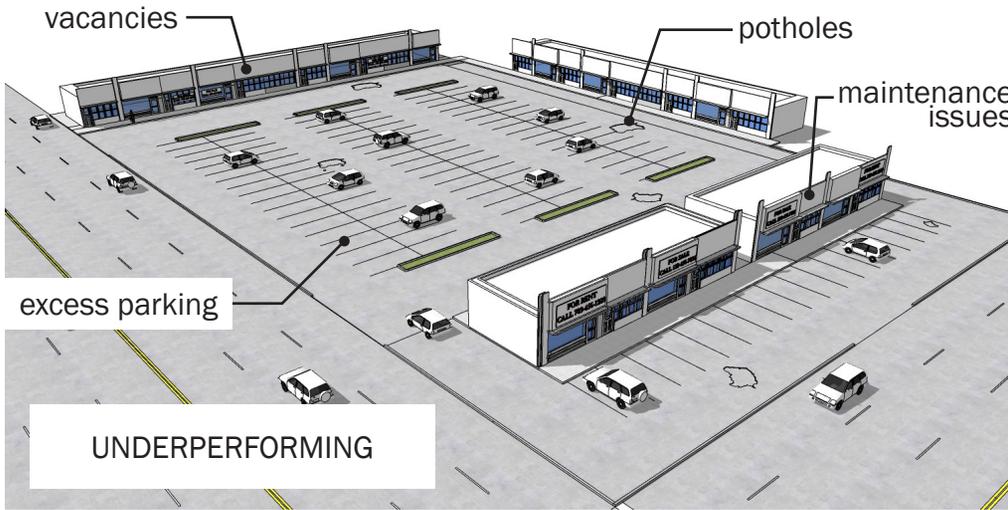


SPECIAL NOTES:

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.

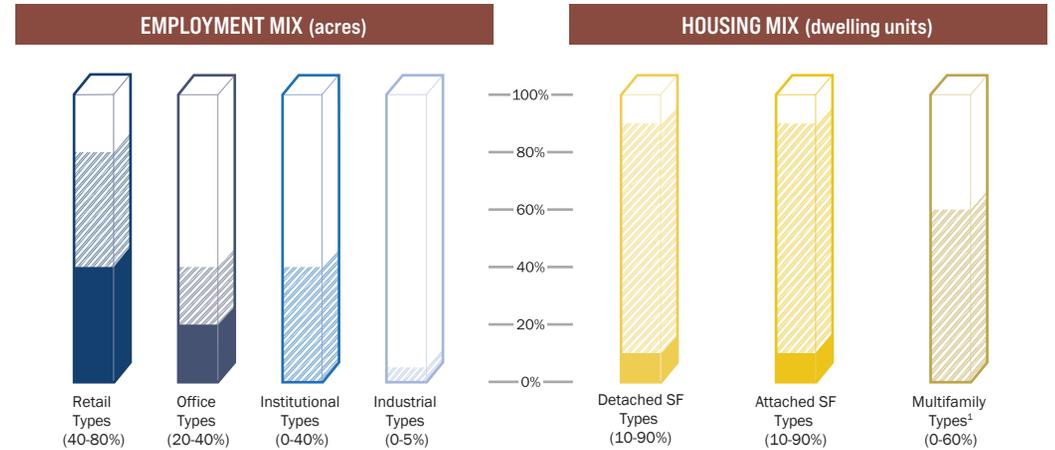


LAND USE MIX (acres)



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)

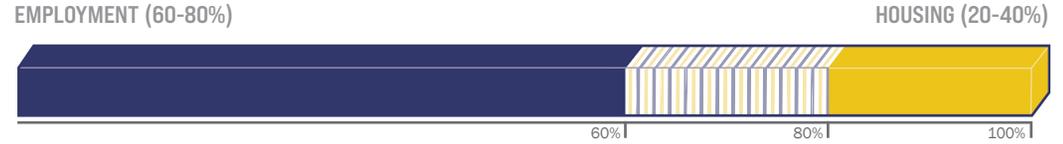
The Urban Activity Centers future land use category applies to areas designated for significant development or redevelopment with high intensity mixed-use activity centers attracting large corporations, specialty shopping, dining, and entertainment, and high density residential development. These areas 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)

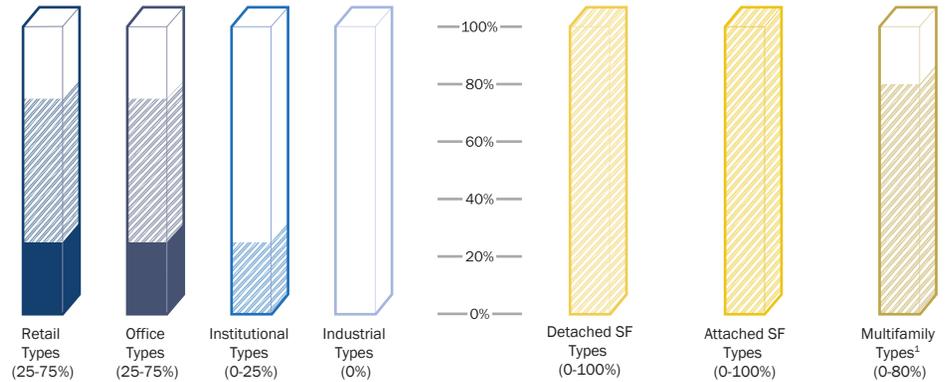


60-80% Employment should include the following mix of land uses:

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

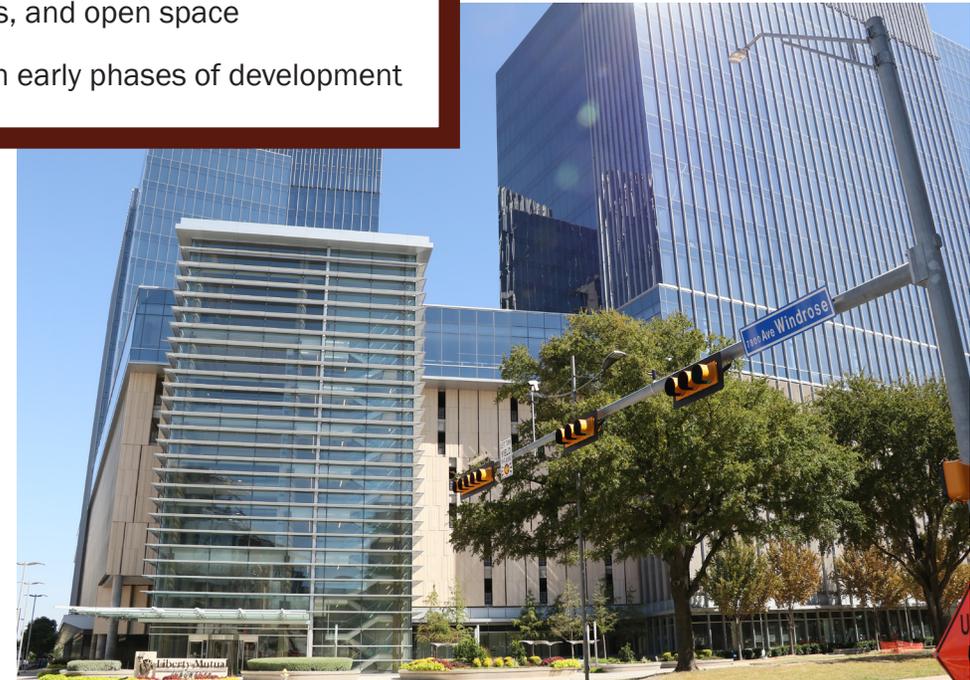
DESIRABLE CHARACTER DEFINING ELEMENTS

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)

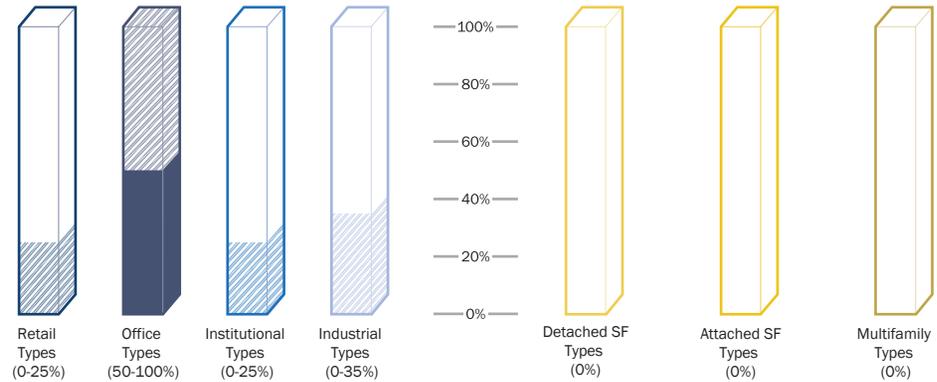


100% Employment should include the following mix of land uses:

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)

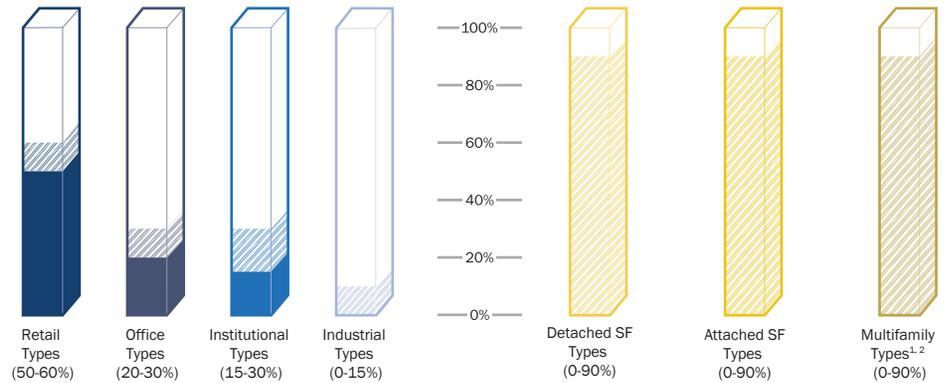


85-90% Employment should include the following mix of land uses:

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		PEDESTRIANS
 MEDIUM May require short walk to destination	 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)

EMPLOYMENT (98-100%)

HOUSING (0-2%)¹

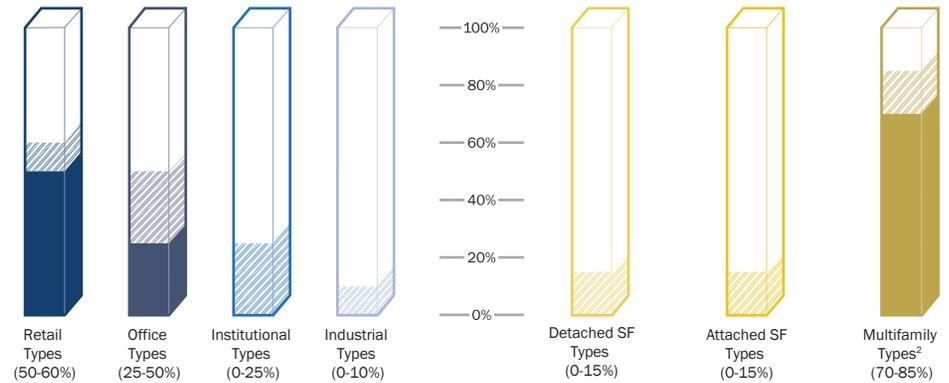


98-100% Employment should include the following mix of land uses:

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%)

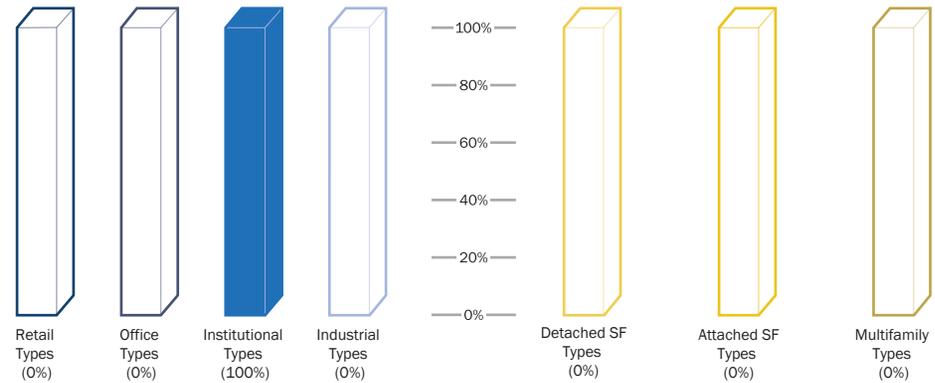


100% Employment should include the following mix of land uses:

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%)

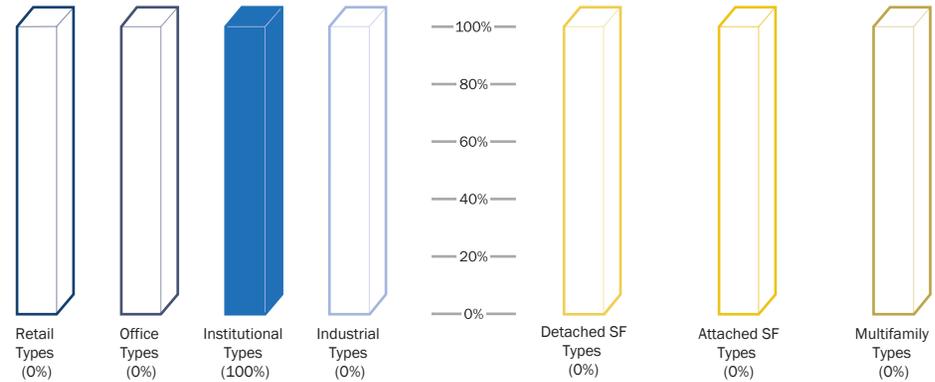


100% Employment should include the following mix of land uses:

This FLU category should not contain any Housing.

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

Information above represents preferred mixes citywide

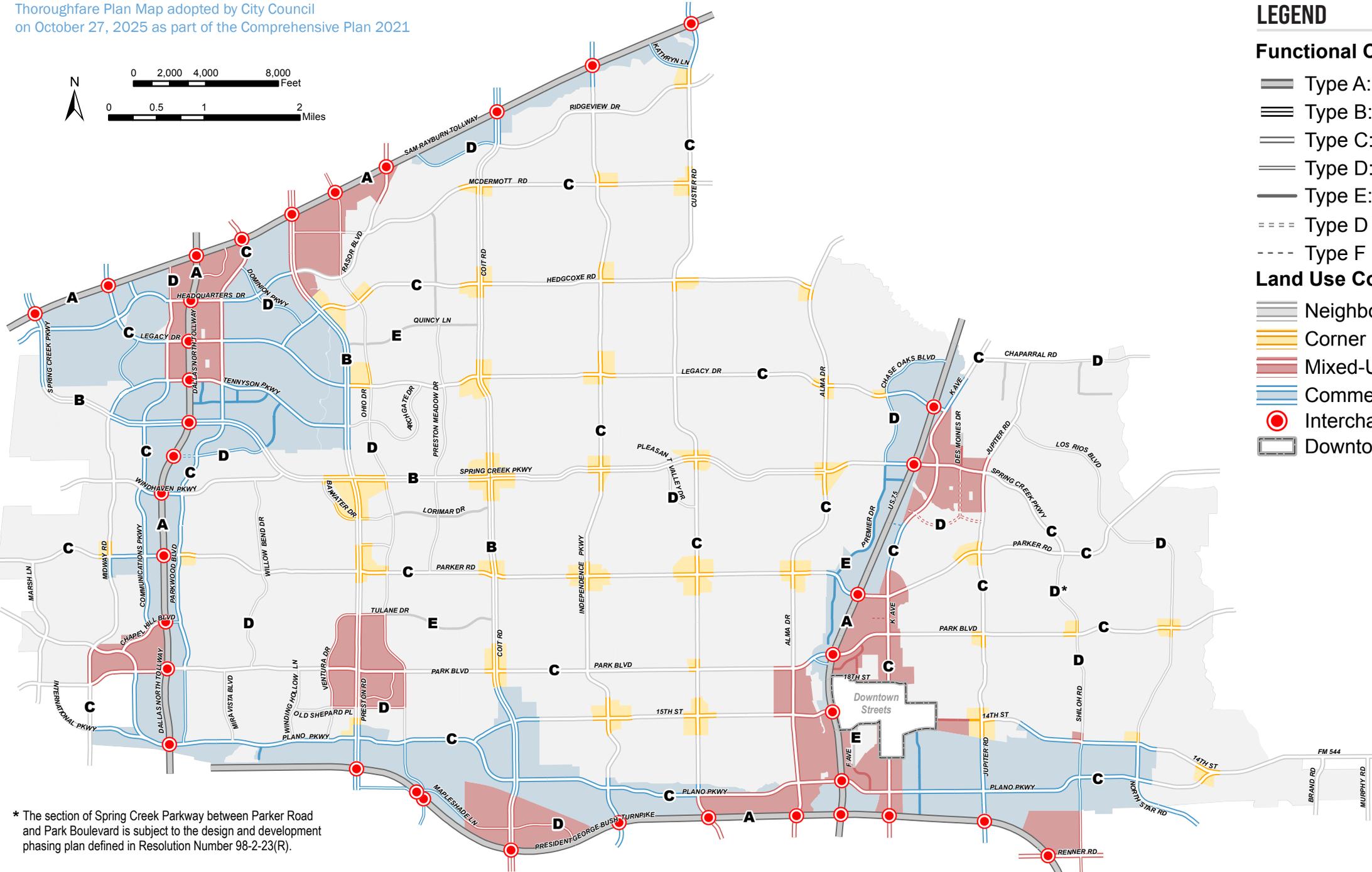
DESIRABLE CHARACTER DEFINING ELEMENTS

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



THOROUGHFARE PLAN MAP

Thoroughfare Plan Map adopted by City Council on October 27, 2025 as part of the Comprehensive Plan 2021



LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type D (Future)
- Type F (Future)

Land Use Context

- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets

* The section of Spring Creek Parkway between Parker Road and Park Boulevard is subject to the design and development phasing plan defined in Resolution Number 98-2-23(R).

Thoroughfare Plan Map

The Thoroughfare Plan Map identifies the major roadway transportation facilities necessary to support the city’s mobility needs based on existing and anticipated development patterns. The map reflects a context-sensitive approach to thoroughfare planning and design that takes into consideration the connection between street functions and the adjacent land uses they serve. Thoroughfare types and their design priorities are based on a combination of Functional Classification and Land Use Context. **Functional Classification** defines the hierarchy of streets according to their ability to move traffic throughout the thoroughfare network and provide access to adjacent properties. These classifications establish the basic physical dimensions of a thoroughfare, including the number of lanes and right-of-way width. **Land Use Contexts** are based on the typical intensity, scale, and mix of land uses established by the Future Land Use Map, and define the various street design considerations and multimodal priorities, such as on-street parking, landscaping, bicycle facilities, and pedestrian enhancements.

FUNCTIONAL CLASSIFICATIONS

FUNCTIONAL CLASS CHARACTERISTICS

FUNCTIONAL CLASSIFICATION	MINIMUM ROW (FT)	MEDIAN WIDTH (FT)	NUMBER OF LANES	
A	Freeways/ Tollways	TXDOT/NTTA	2-24	8-10
B	Regional Arterials	130-160	20-24	6-8
C	Major Arterials	110	16-20	4-6
D	Minor Arterials	92-98	16-20	4
E	Major Collectors	68-73	11-20	2-4
F	Minor Collectors	60-62	N/A	2-4
G	Local/Residential Streets	50-63	N/A	2
DOWNTOWN STREETS	Downtown Couplet, Gateway Corridors, Mixed Use Locals, Residential Locals (see Downtown Streets Plan)			
SPECIAL STREETS	Alley, Mews, Paseos, and Shared Streets Functional design characteristics vary			

TYPE A: EXPRESSWAYS



Type A Thoroughfares include U.S. Highway 75, the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT), and the Sam Rayburn Tollway (SRT). These roadways are intended to carry the highest proportion of regional traffic through the city and are designed to accommodate high traffic capacity and longer trip lengths. The standard right-of-way width varies depending on the number of lanes, need for grade separation, and inclusion of service roads. These roadways are managed by external agencies such as the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA); however, the City manages driveway access from the service roads. Intersections with arterial roadways are typically grade separated.

TYPE B: REGIONAL ARTERIALS



Type B Thoroughfares are the major north-south and east-west roadways that are designed to accommodate very high traffic volumes, including regional commuter traffic. Examples of Type B Thoroughfares include Preston Road, Spring Creek Parkway, and Coit Road. Spring Creek Parkway and Preston Road include special design regulations in the city’s Street Design Standards. Traffic and access management are prioritized in these corridors through signal timing coordination, deceleration lanes for turning movements, sharing of driveways, and median openings.

TYPE C: MAJOR ARTERIALS



Type C Thoroughfares are the city’s major “cross-town” roadways. While citywide connectivity is the primary function, these arterials typically serve lower traffic volumes and less regional pass-through traffic than their Type B counterparts. These roadways are typically six lanes separated by a landscaped median. Traffic and access management are still prioritized in these corridors, but also include a greater emphasis on modal integration through shared-use paths, bus transit facilities, and pedestrian enhancements near major intersections.

TYPE D: SECONDARY ARTERIALS



Type D Thoroughfares are intended to support and feed the regional/major arterial system and are intended for moderate-volume, moderate-speed traffic movement. These arterials typically serve trips of shorter lengths compared to Type C Major Arterials. Access to adjacent property is partially controlled with medians. Within mixed-use areas, these streets may serve as a Major Median Divided boulevard with on-street parking and active parkways.

TYPE E: MAJOR COLLECTORS



Type E Thoroughfares are intended to collect and distribute traffic between arterial streets and minor collectors or local streets. They are intended for short length trips while also providing access to abutting properties. Major Collectors are designed to provide a greater balance between mobility and land access, and the number of lanes may vary depending on mobility and land use context priorities. Due to typical lower traffic speeds and volumes, these roadways may also be appropriate enhanced multimodal connections for bicyclists and pedestrians.



TYPE F: MINOR COLLECTORS



Type F Thoroughfares typically serve as minor collector streets that accumulate traffic from local streets for distribution to the arterial street network. Minor Collectors are intended for low-speed, low-volume traffic movement and for short length trips, and are appropriate in residential, commercial, and industrial areas. Minor Collectors in mixed-use areas or adjacent to multifamily housing are often designed with on-street parking. Not all Type F streets are not shown on the Thoroughfare Plan Map, but may be required in special circumstances under the Subdivision Ordinance (adjacent to parks, for examples) or for new developments based on a Traffic Impact Analysis (TIA).

TYPE G: LOCAL/RESIDENTIAL STREETS



The Type G Local/Residential Street is Plano’s most common street type and provides direct access to abutting properties and individual residential lots. In most cases, they are designed to allow two-way traffic with parking against the curb. Where heavy on-street parking is present, traffic may be limited to one travel lane with automobiles required to yield. Type G also serve as “Minor Streets” in mixed-use areas, having wider sidewalks, street tree buffers, and on-street parking. Note that Type G streets are not shown on the Thoroughfare Plan Map, but are required in accordance with the Subdivision Ordinance.

DOWNTOWN STREETS



Historic Downtown Plano includes many older streets that were originally constructed prior to modern roadway standards. The design of these streets requires special consideration to create a walkable environment despite many constraints, including limited right-of-way widths, overhead and underground utilities, and on-street parking needs. To address these needs, the Downtown Streets Plan inset of the Thoroughfare Plan Map includes a special set of functional classifications which are flexible and customized to individual street segments. Their cross-sections are subject to the special design standards of the Street Design Standards rather than the standard Type A-G functional classification system.

SPECIAL STREETS

This category of streets includes Mews, Paseos, and Shared Streets that serve specialized purposes in mixed-use areas. Placement of these streets are appropriate in accordance with the Subdivision Ordinance and Street Design Standards.

Mews



A mews is a narrow street (typically wider than an alley) that often serves as the only vehicular and emergency access for residential lots in small-lot subdivisions. Mews are most appropriate where lots are designed with secondary frontage on common courtyards, open space, a paseo, or other landscape feature.

Paseo



A paseo is a pedestrian-only right-of-way not adjacent to streets, most typically used in small lot residential development and other mixed-use settings. Dwelling units abutting a paseo front onto the paseo.

Shared Street



A shared street is an alternative local street designed to be shared among various modes of travel in a commercial or residential setting. Shared streets are typically curbless and blend the borders, surfaces, or zones used by drivers, pedestrians, bicyclists, and other road users. They require traffic calming, very low speed limits, and signage.

LAND USE CONTEXTS

Land Use Contexts serve as an overlay on the Thoroughfare Plan Map functional classification system, providing design and modal priority guidance to complement the surrounding area. Four land use contexts are identified that allow context-sensitive street design to be flexible for differing priorities: **Neighborhood**, **Commercial**, **Corner**, and **Mixed-Use**. These contexts influence differences in street design in terms of multimodal mobility, safety, access, and place-making functions of the public right-of-way.

NEIGHBORHOOD

Streets in the Neighborhood Context are those located within the Neighborhood, Open Space Network, and Social Network future land use designation. As the most common context in Plano, it is highly suburban in nature, with wider standard travel lanes widths, landscaped medians, green parkways, and sidewalks. On major arterial roadways, the street is often framed by the masonry subdivision walls that surround many Plano neighborhoods. Collectors and local residential streets are characterized by their medium block length, safe pedestrian connections to trails, parks, and schools, and attractively landscaped parkways and medians.

- Medium Block Length
- Curvilinear residential streets
- Standard travel lanes
- Traffic calming on residential collectors and streets



CORNER

Streets in the Corner Context are those located within the Neighborhood Corner and Community Corner future land use designations. The design of major arterials through these areas are similar to Neighborhood and Commercial contexts, but incorporate enhancements at major intersections to improve connectivity and pedestrian safety. The design of collectors and local streets may vary depending upon the application:

- Where contemporary residential subdivisions are introduced as an extension of the Typical Neighborhood Design (see Neighborhoods Dashboard) for an entire corner, use of the Neighborhood context is most appropriate.
- Where small-lot subdivisions are introduced as part of a corner redevelopment or revitalization, the use of on-street parking, street trees, wider sidewalks, and attractive parkways are encouraged to create a more pedestrian-friendly environment that complements a low-rise, suburban scale.



COMMERCIAL

Streets in the Commercial Context are those located within the Expressway Corridor and Employment Center future land use designations. These streets share similar characteristics to those in the Neighborhood contexts, but often have buildings set back further from the road, do not feature on-street parking in most areas, and often serve higher traffic volumes and speeds. These streets should be designed to maintain efficient traffic flow with appropriate driveway access and intersection design, while also accommodating pedestrians with generous parkways to provide a buffer between sidewalks and vehicular travel lanes.

- Wide Block Lengths
- Wider Landscaped Medians and Parkway
- Limited Access
- Prioritize turning movements
- Straight or curvilinear streets



MIXED-USE

Streets in the Mixed-Use Context include those within the Suburban Activity Centers, Urban Activity Centers, and Downtown Corridors future land use designations. They may also be used in other locations where mixed-use development is deemed appropriate through the zoning process. They are intended to promote a highly walkable form that complement the integrated mix of uses in these areas. The design of these streets promote slower traffic speeds and support multiple modes of transportation, including pedestrians, bicycles, cars, and transit. Curbside management is also important in these areas given the multipurpose use of street space.

- Urban Streets and Short Block Lengths are typical, however Traditional Streets with Short to Medium Block Lengths may also be appropriate in SA areas
- On-street Parking and Curbside Management
- Bicycle and Transit Facilities
- Wider pedestrian zones for higher pedestrian activity
- Trees and landscaping for aesthetics and shade





THOROUGHFARE DESIGN CHARACTERISTICS

This table identifies the general street design characteristics that are typical or appropriate on various street types. This information is intended as a reference to inform choices for individual streets; however, final design decisions will be context specific. More detailed guidance on these street elements is provided in the Street Design Standards.

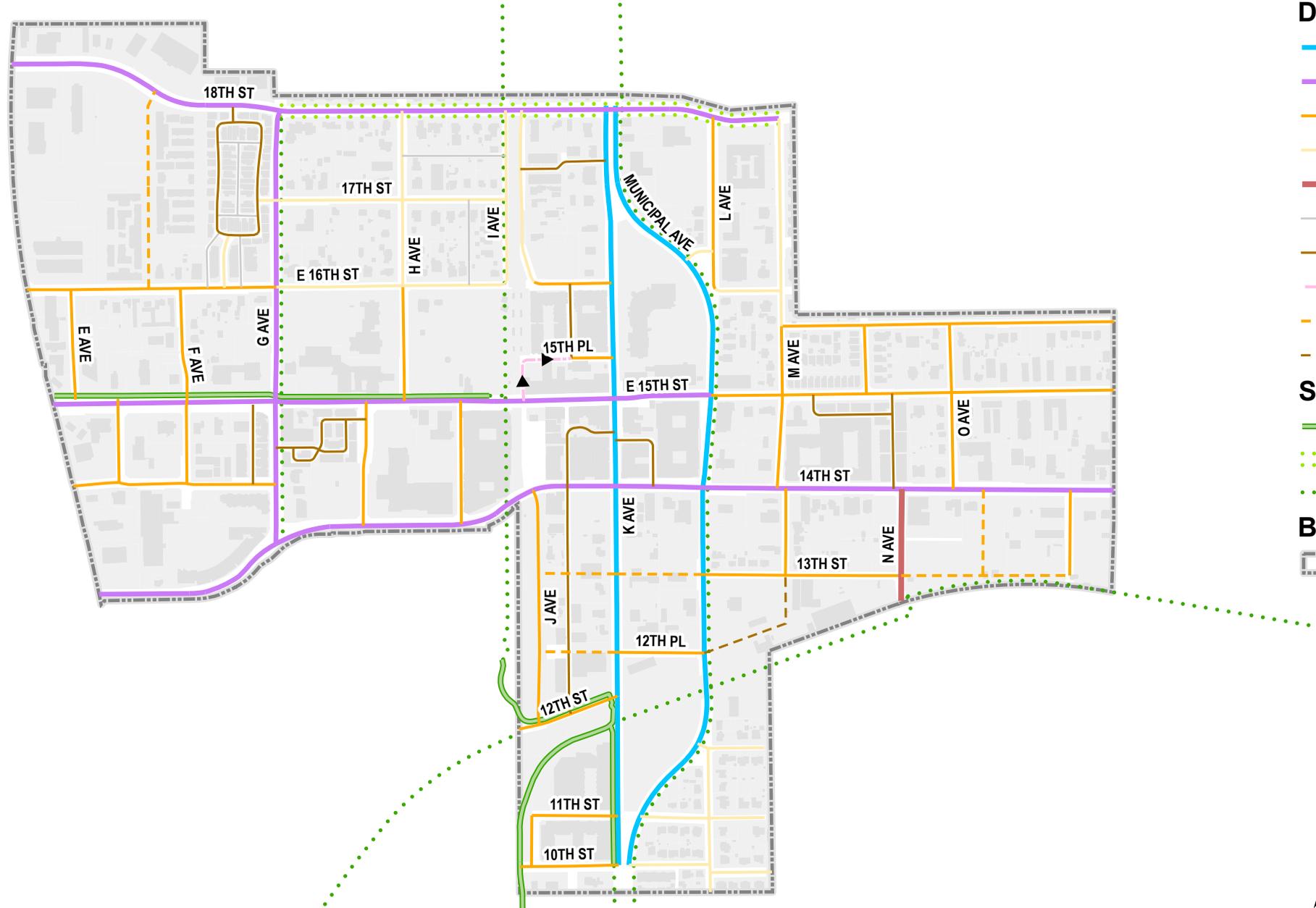
LEGEND			
■	Typical	○	Optional
▲	Recommended	×	Not Applicable

	LAND USE CONTEXT DESIGN ELEMENTS	ARTERIALS (TYPE B-D)				COLLECTORS (TYPE E-F)				LOCAL STREETS (TYPE G)			
		NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE
TRAVELWAY ZONE	Travel Lanes	■ 11-12' Width	■ 11-12' Width	■ 11-12' Width	■ 11-12' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width	■ 11' Width
	Median	■	■	■	■	○	○	○	▲	×	×	×	×
	Traffic Calming	×	×	×	×	○	○	○	▲	○	○	○	○
CURBSIDE/FLEX ZONE	On-Street Parking	○ Type C/D only	×	×	○ Type C/D only	○	○	○	■	■	■	■	■
	Loading/Pick-up/Drop-off Zones	×	×	×	×	×	○	○	○	×	○	○	○
	Enhanced Transit Stops	○	○	○	▲	○	○	○	▲	×	×	×	×
	Shared-Use Path/ Off-Street Bicycle Facility	○	○	○	▲	○	○	○	▲	×	×	×	×
	On-Street Bicycle Facility	○ Type C/D only	○ Type C/D only	○ Type C/D only	▲ Type C/D only	○	○	○	▲	○	○	○	○
PEDESTRIAN ZONE	Sidewalks	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width	■ 5' Width	■ 6' Width	■ 6' Width	■ 7'+ Width
	Seating/Street Furniture	×	×	×	○	×	×	×	▲	×	×	○	▲
	Buffer from Travelway	■	■	■	■	○	○	○	○	○	○	○	○
GREEN ZONE	Landscaped Edge	■	■ Wide Edge	■	■	▲	▲	▲	▲	○	○	○	▲
	Street Trees	▲	▲	▲	▲	○	○	○	▲	○	○	○	▲
	Enhanced Landscaping/ Streetscaping	×	○	○	▲	×	○	○	■	×	○	○	▲
	Pedestrian-Scale Lighting	×	×	×	▲	×	×	○	■	○	○	○	■



DOWNTOWN STREETS PLAN

Thoroughfare Plan Map adopted by City Council
on October 27, 2025 as part of the Comprehensive Plan 2021



LEGEND

Downtown Street Type

- Downtown Couplet
- Gateway Corridor
- Mixed-Use Local
- Residential Local
- Type E Mixed-Use
- Alley
- Mews/Special Street
- ▶ Special Condition Street
- Future Mixed-Use Local
- Future Mews/Special Street

Street Features

- Existing Shared-Use Path
- Proposed Bike Lanes
- Proposed Shared-Use Path

Boundary



Date: October 2025
Source: City of Plano

Downtown Streets Plan

The Downtown Streets Plan addresses the unique challenges and opportunities presented by the historical street grid and development patterns in Downtown Plano. The plan emphasizes enhanced accessibility, bicycle and pedestrian connections, and attractive gateways in accordance with the Character Defining Elements of the Downtown Corridors future land use category. Key features include wider sidewalks, on-street parking, designated space for streetscaping and other streetside amenities, and opportunities for new bicycle connections. A unique street classification system provides practical mobility solutions, tailored to the needs of individual street segments. These include the **Downtown Couplet**, **Gateway Corridors**, **Mixed-Use Locals**, **Residential Locals**, and other **Special Streets**. Implementation of the streets is expected to occur over time through redevelopment and the city's Community Investment Program (CIP). To prevent piecemeal improvements and inconsistent design application, major improvements to the Downtown Couplet and Gateway Corridors should be programmed into the CIP. Improvements to local streets will mostly occur as properties redevelop.

DOWNTOWN STREET CLASSIFICATIONS

DOWNTOWN STREET CHARACTERISTICS

DOWNTOWN STREET TYPE	STREETS	TYPICAL RIGHT-OF-WAY	# OF LANES
Downtown Couplet	K Ave/ Municipal Ave	58' (each direction)	2 (each direction)
Gateway Corridor	18th Street	60-80'	2-3
	15th Street (West of G Ave)	100'	5
	15th Street (East of G Ave)	65-82'	3-4
	14th Street	65-80'	3-4
	G Ave	61-65'	2-3
Mixed-Use Local	Multiple	50'	2
Residential Local	Multiple	50'	2
Special Streets: Mews/Paseos/ Shared Streets	Multiple	ROW Varies	Two-way Travelway

GATEWAY CORRIDORS



The Gateway Corridors are major access points to Downtown. They play a significant function in creating welcoming entrances for Downtown, while also providing safe and attractive corridors for various modes of transportation. These streets have varying right-of-way (ROW) widths, and each street's planned design takes into consideration the ability to accommodate pedestrian and bicycle activity, on-street parking, and enhanced streetscaping elements. Preliminary cross-section designs are included in the Street Design Standards. Final design may vary based on traffic studies and coordination with adjacent properties.

RESIDENTIAL LOCAL



Residential Local Streets provide direct access to abutting residential properties within Downtown. These streets primarily serve residential areas in the Neighborhoods Future Land Use category and, therefore, are expected to have lower pedestrian activity compared to Mixed-Use Local Streets. The design of these streets follows a more conventional residential street and pedestrian area approach, focusing on creating safe and comfortable spaces for resident access. These streets maintain a residential character while still contributing to the overall fabric of Downtown.

DOWNTOWN COUPLET



The Downtown Couplet serves as the primary north-south connection through Downtown. It consists of one-way travel with two lanes in each direction. This street type not only facilitates essential vehicle movement but also plays a crucial role in supporting pedestrian activity, as it provides vital access to many Downtown destinations. The Downtown Couplet is intended to accommodate a shared-use bicycle and pedestrian connection, extending the existing trail network and promoting active transportation options within the Downtown area. Preliminary cross-section designs are included in the Street Design Standards. Final design may vary based on traffic studies and coordination with adjacent properties.

MIXED-USE LOCAL



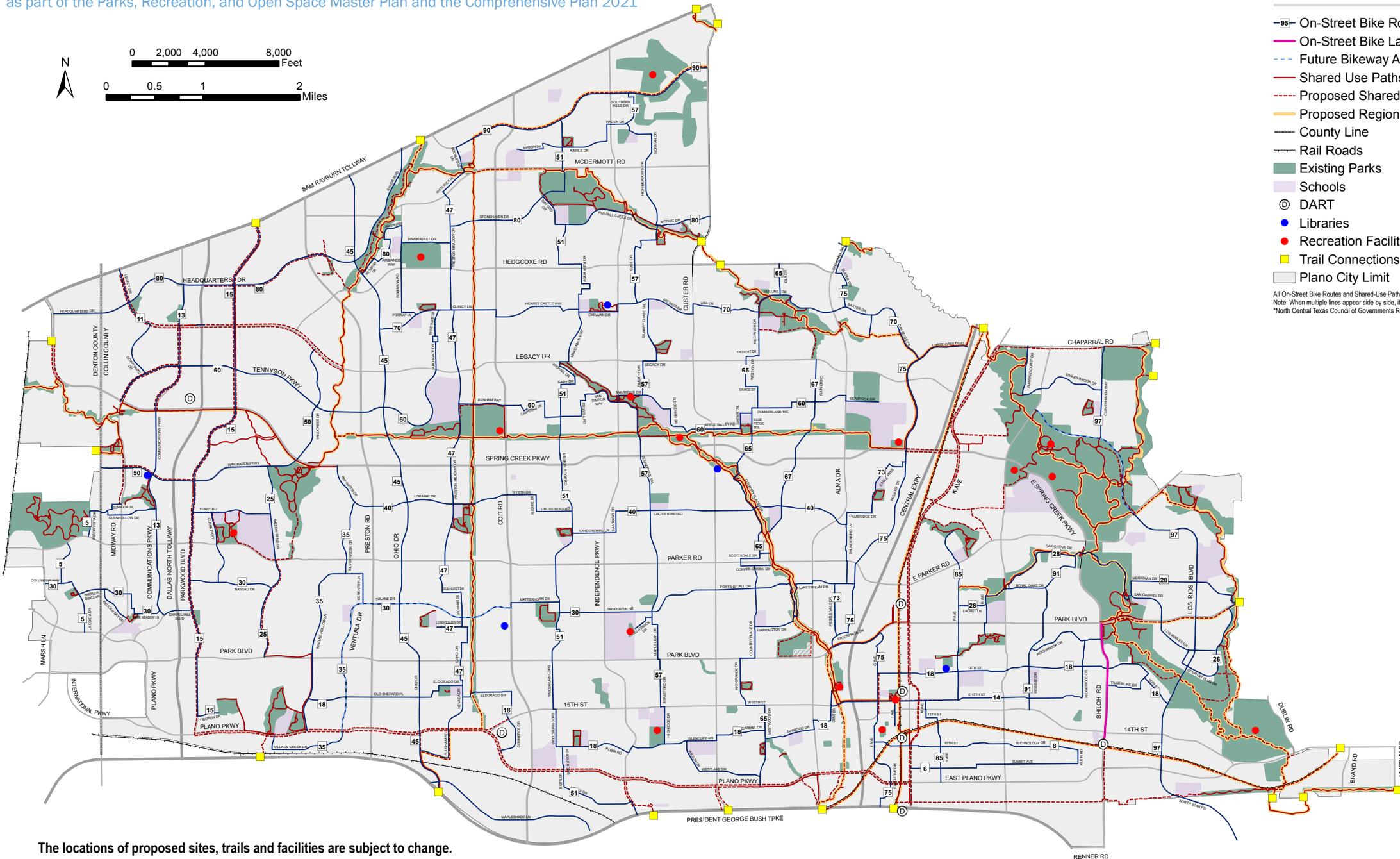
Mixed-Use Local Streets are characterized by their direct access to abutting properties with mixed-use activities. These streets experience a higher level of pedestrian and curbside activity compared to other local streets in Downtown. To ensure pedestrian safety and enhance the streetscape, designated parking lanes are incorporated through the use of curb extensions. These curb extensions serve a dual purpose by calming traffic speeds and creating additional space for landscaping or pedestrian amenities. Mixed-Use Local Streets aim to foster vibrant and pedestrian-friendly environments that encourage people to explore and engage with the surrounding mixed-use developments.

SPECIAL STREETS - MEWS/PASEOS/SHARED STREETS

This category of streets includes Mews, Paseos, and Shared Streets that serve specialized purposes in the Downtown area. Design and placement of these streets are appropriate in accordance with the Subdivision Ordinance and Street Design Standards.

BICYCLE TRANSPORTATION PLAN MAP

Bicycle Transportation Plan Map adopted by City Council on October 27, 2025
as part of the Parks, Recreation, and Open Space Master Plan and the Comprehensive Plan 2021



LEGEND

- On-Street Bike Routes
- On-Street Bike Lanes
- Future Bikeway Accomodation Study Area
- Shared Use Paths
- Proposed Shared Use Paths
- Proposed Regional Bicycle Network*
- County Line
- Rail Roads
- Existing Parks
- Schools
- DART
- Libraries
- Recreation Facilities
- Trail Connections
- Plano City Limit

All On-Street Bike Routes and Shared-Use Paths are shown in approximate locations.
Note: When multiple lines appear side by side, it denotes multiple uses served by the same facility.
*North Central Texas Council of Governments Regional Veloweb.

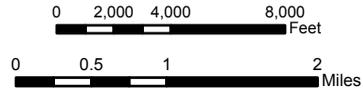
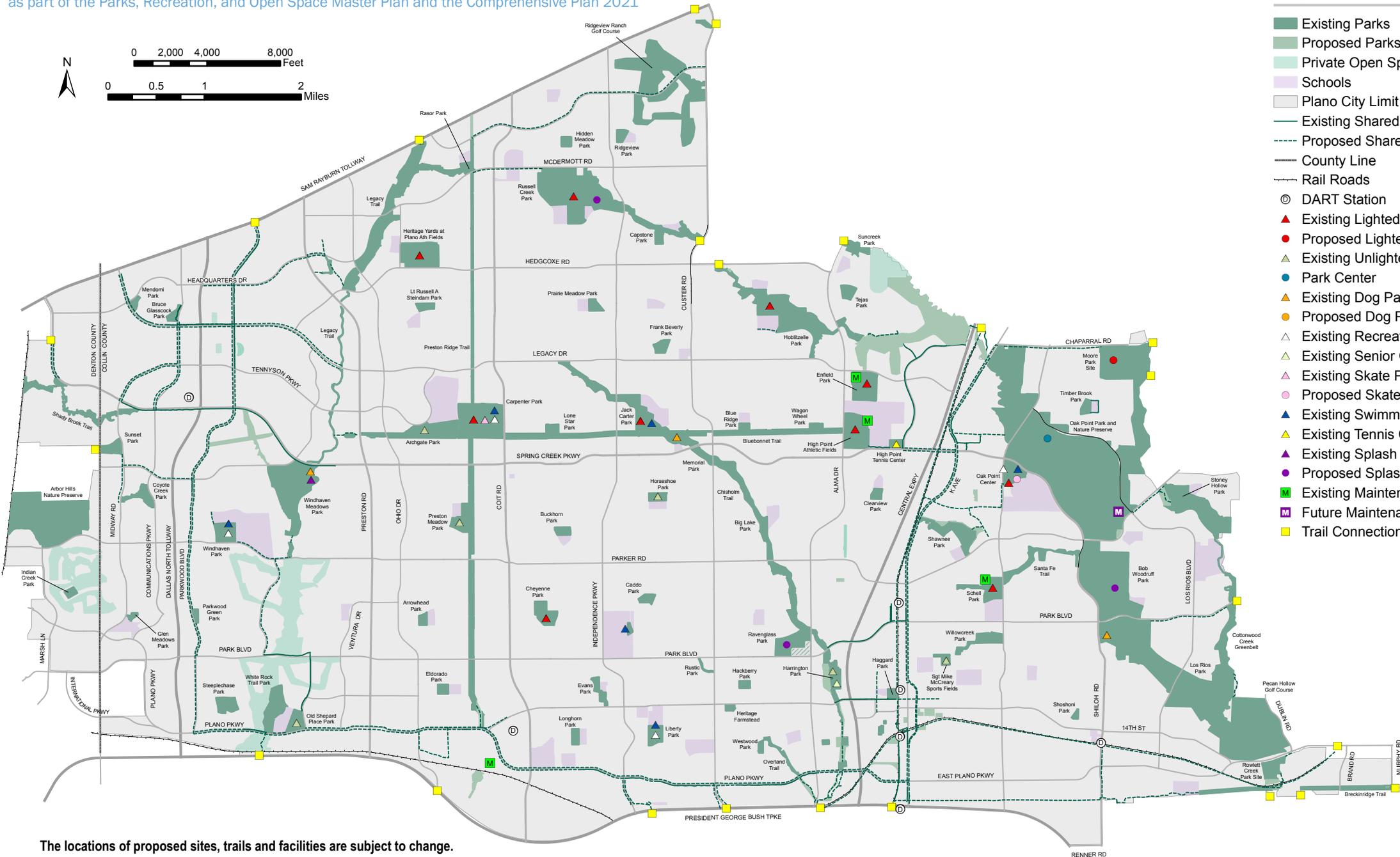
The locations of proposed sites, trails and facilities are subject to change.

Date: October 2025
Source: City of Plano, Parks Division



PARKS MASTER PLAN MAP

Parks Master Plan Map adopted by City Council on October 27, 2025
as part of the Parks, Recreation, and Open Space Master Plan and the Comprehensive Plan 2021



LEGEND

- Existing Parks
- Proposed Parks
- Private Open Space
- Schools
- Plano City Limit
- Existing Shared Use Paths Not On Park Land
- Proposed Shared Use Paths Not On Park Land
- County Line
- Rail Roads
- DART Station
- Existing Lighted Athletic Fields
- Proposed Lighted Athletic Fields
- Existing Unlighted Athletic Fields
- Park Center
- Existing Dog Park
- Proposed Dog Park
- Existing Recreation Center
- Existing Senior Center
- Existing Skate Park
- Proposed Skate Park
- Existing Swimming Facility
- Existing Tennis Center
- Existing Splash Pad
- Proposed Splash Pad
- Existing Maintenance Facility
- Future Maintenance Facility
- Trail Connection

The locations of proposed sites, trails and facilities are subject to change.

Date: October 2025
Source: City of Plano, Parks Division

PURPOSE

The purpose of the Glossary of Terms is to explain the concepts located throughout the Plano Comprehensive Plan. In addition, the Glossary serves to clarify terms that may have multiple meanings. Unlike definitions adopted in a regulatory document, this Glossary of Terms does not strictly govern the document, but the terms can and should be utilized to generally explain the content of the document.

Definitions have been cited from a variety of accredited sources. Sources are listed after each definition and a complete list, along with links to the cited definitions, is provided in the *References* section of the Glossary.

*Disclaimer: Some terms listed within this Glossary have also been defined in adopted City of Plano regulatory documents, as they may be amended from time to time, such as the Zoning Ordinance. Adopted definitions in regulatory documents control those documents, while these Glossary terms advise **only** the Plano Comprehensive Plan.*

TERMS

Americans with Disabilities Act (ADA)	Historic Preservation (Heritage Preservation)	Public Improvement District (PID)
Apartment	Industrial Types	Redevelop/Redevelopment
Area Plan	Infill Development	Renewable Energy
Arterial	Infrastructure	Residential Adjacency
Attached Single-Family Types	Institutional Types	Retail Types
Attached Single-Family Types, Brownstones	Intelligent Transportation System	Ridesharing
Attached Single-Family Types, Duplexes	Investment Zones	Right-of-Way
Attached Single-Family Types, Row Houses	Level of Service (Bicycles and Pedestrians)	Safe Routes to School Maps
Attached Single-Family Types, Townhomes	Level of Service (Traffic)	Setback
Building Intensity	Light Rail	Short Hop Services
Bus Rapid Transit (BRT)	Micromobility	Stormwater Runoff
City Property	Mix of Use Measurement Areas	Streetscape
Community Crime Prevention Through Environmental Design (CPTED)	Mixed-Use	Suburban
Commuter Rail	Mobility	Sustainable Development
Compatibility	Mode Share	Tax Increment Financing (TIF)
Condominiums	Multifamily Types	Thoroughfare
Context-Sensitive	Multifamily Types, Garden-Style	Traffic Calming
Corridor	Multifamily Types, High-Rise	Traffic Impact Analysis
Dallas Area Rapid Transit (DART)	Multifamily Types, Independent Living	Trail, Off-Street
Density (Future Land Use Map)	Multifamily Types, Main Street-Style	Transit
Design Elements	Multifamily Types, Mid-Rise	Transit-Oriented Development (TOD)
Detached Single-Family Types	Multifamily Types, Small-Scale	Transit Shuttle
Detached Single-Family Types, Conventional Houses	Multimodal Streets	Transportation Demand Management (TDM)
Detached Single-Family Types, Estates	Multimodal Streets Ordinance	Unified Design
Detached Single-Family Types, Patio Homes	Natural Feature	Universal Design
Detached Single-Family Types, Small-Lot Single-Family	Neighborhood	Urban
Dwelling Units per Acre	North Central Texas Council of Governments (NCTCOG)	Urban Design
Expressway	Office Types	Urban Heat Island
Gateway	Open Space	Walkability
Green Buildings	Overlay Districts	Zoning
Heat Island	Paseo	
	Pedestrian-Friendly	

A

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in several areas, including employment, transportation, public accommodations, communications, and access to state and local government programs and services. (*United States Department of Labor*)

Apartment

See *Multifamily Types*

Area Plan

A plan...that covers specific subareas of the . . . county. These plans provide basic information on the natural features, resources, and physical constraints that affect development of the planning area. They also specify detailed land-use designation used to review specific development proposals and to plan services and facilities. (*American Planning Association: A Planners Dictionary*)

Arterial

A six-lane divided roadway, represented on the Thoroughfare Plan Map as Type C or greater (A, B, B+, and C).

Attached Single-Family Types

Attached Single-family (Attached SF) Types 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:

- duplexes
- townhomes
- brownstones
- row houses

Attached Single-Family Types, Brownstones

A term commonly used in reference to attached single-family dwellings. See *Attached Single-Family Types, Townhomes*.

Attached Single-Family Types, Duplexes

See *Dwelling (Two-Family) in the Zoning Ordinance*

Attached Single-Family Types, Row Houses

A term commonly used in reference to attached single-family dwellings. See *Attached Single-Family Types, Townhomes*.

Attached Single-Family Types, Townhomes

A term commonly used in reference to attached single-family dwellings. See *Single-Family Residence (Attached) in the Zoning Ordinance*.

B

Building Intensity

For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratio (FAR). (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Bus Rapid Transit (BRT)

Frequent, faster and higher-capacity bus service designed as an integrated system of service, facilities and strategies that distinguish it from regular bus service. The elements of bus rapid transit can vary depending on the operating environment and may include priority through separate right-of-way, preferential treatments at intersections, intelligent transportation systems, as well as other actions that improve bus speed and reliability, including limited stops, vehicle design, fare collection systems and high-quality bus stations. Bus rapid transit is often branded to promote the service as unique from regular bus transit service. (*American Public Transit Association*)

C

City Property

Property owned by the City of Plano.

Community Crime Prevention Through Environmental Design (CPTED)

A multidisciplinary and collaborative design approach (between planners, law enforcement, engineers, designers, code enforcement, and community stakeholders) intended to foster positive social interactions and deter criminal behavior within communities. Proponents of CPTED argue that proper design, use, and management of the built environment leads to a reduction in the incidence and fear of crime, while improving community vitality and overall quality of life. (*American Planning Association*)

Commuter Rail

An electric or diesel propelled railway for urban passenger train service consisting of local travel which operates between a central city and outlying areas....Commuter rail is generally characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, relatively long distance between stops, and only 1-2 stations in the central business district. (*National Transit Database Glossary*)

Compatibility

The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in a zoning district is intended to achieve compatibility. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and environmental effects like noise, vibration, glare, air pollution, or radiation. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Condominiums

A form of property ownership providing for individual ownership of space in a structure together with an individual interest in the land or other parts of the structure in common with other owners. (*American Planning Association: A Planners Dictionary*) See *Multifamily Types*

Context-Sensitive

Considering surrounding context when making planning or infrastructure decisions. This represents a shift over traditional approaches which were all about “function” to an approach that balances the focused project purpose with community values and assets. Successful context sensitive processes both facilitate citizen participation throughout the process and allow greater design flexibility in the final product. (*Chicago Metropolitan Agency for Planning*)

Corridor

A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments. (*American Planning Association: A Planners Dictionary*)

D

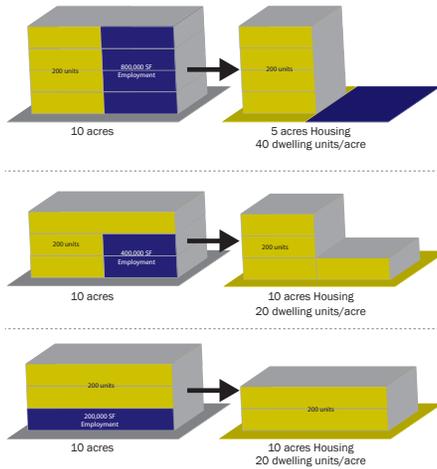
Dallas Area Rapid Transit (DART)

A regional transit agency authorized under Chapter 452 of the Texas Transportation Code and was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. As of March 2020, DART serves its 13 Service Area cities bus and shuttle routes, On-Demand GoLink zones, light rail transit (DART Rail), and paratransit service for persons who are mobility impaired. (*DART*)

Density (Future Land Use Map)

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. The following examples illustrate how residential density should be calculated in each instance:



Average Densities for FLU Categories:

FLU Category	Average Density
Neighborhoods (N)	6 DUA
Neighborhood Corners (NC)	N/A
Community Corners (CC)	N/A
Suburban Activity Centers (SA)	25 DUA
Urban Activity Centers (UA)	59 DUA
Employment Centers (EM)	N/A
Downtown Corridors (DT)	45 DUA
Expressway Corridors (EX)	25 DUA
Social Network (SN)	N/A
Open Space Network (OS)	N/A

Design Elements

See *Urban Design*

Detached Single-Family Types

The most prolific type of housing in Plano’s suburban neighborhoods, Detached Single-family (Detached SF) Types includes detached housing products with a single dwelling unit per lot, such as:

- conventional houses
- estates
- patio homes
- small-lot single-family

Detached Single-Family Types, Conventional Houses

See *Single-Family Residence (Detached)* in the Zoning Ordinance

Detached Single-Family Types, Estates

A conventional house located on a lot one acre or greater.

Detached Single-Family Types, Patio Homes

See *Patio Home* in the Zoning Ordinance

Detached Single-Family Types, Small-Lot Single-Family

A conventional house located on a lot no greater than 4,000 square feet, generally.

Dwelling Units per Acre

A measurement of residential density. See *Density*.

Green Buildings

Structures that incorporate the principles of sustainable design— design in which the impact of a building on the environment will be minimal over the lifetime of that building. Green buildings incorporate principles of energy and resource efficiency, practical applications of waste reduction and pollution prevention, good indoor air quality and natural light to promote occupant health and productivity, and transportation efficiency in design and construction, during use and reuse. (*American Planning Association: A Planners Dictionary*)

H

Heat Island

See *Urban Heat Island*

Historic Preservation (Heritage Preservation)

The preservation of historically significant structures and neighborhoods to facilitate restoration and rehabilitation of the building(s) to a former condition. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

I

Industrial Types

Industrial Types includes businesses that are heavy commercial or industrial related, often with outside storage, vehicle storage, and multiple bay doors, such as:

- office/warehouses
- distribution centers
- private utilities
- wholesale building supplies
- transmission/collision repair
- car dealerships

Infill Development

Development of vacant or underutilized land (usually individual lots or leftover properties) within areas that are already largely developed. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Infrastructure

Public services and facilities like sewage-disposal systems, water-supply systems, other utility systems, schools, roads, bicycle and pedestrian facilities, and transit systems. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

E

Expressway

A divided arterial highway for through traffic with full or partial control of access with more than 50 percent of all crossroads separated in grade. (*American Planning Association: A Planners Dictionary*)

G

Gateway

A point along a roadway where a motorist gains a sense of entering a city or county [or neighborhood or destination]. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Institutional Types

Institutional Types includes educational, medical, and government related uses, such as:

- hospitals
- emergency rooms
- schools
- post offices
- government facilities
- assisted living¹
- religious facilities
- police/fire stations

¹While retirement housing is categorized as EIPS in the Zoning Ordinance, institutional housing can be associated with both Residential and Employment uses. Assisted living and long-term care facilities are considered Institutional Types due to their operations.

Intelligent Transportation System

Intelligent Transportation Systems (ITS) technologies advance transportation safety and mobility and enhance American productivity by integrating advanced communications technologies into transportation infrastructure and into vehicles. It encompasses a broad range of wireless and traditional communications-based information and electronic technologies. (United States Department of Transportation)

Investment Zones

See *Tax Increment Financing and Public Improvement District*

L

Level of Service (Bicycles and Pedestrians)

Multimodal performance measures [that] focus as much on the quality and convenience of facilities as they do on movement and flow. For example, the adequacy of pedestrian facilities is not determined by how crowded a sidewalk is but by the perception of comfort and safety. For transit services, frequency is an important attribute, but “on-time performance” and the pedestrian environment surrounding bus and rail stations are also critical aspects of the traveler experience. (Institute of Transportation Engineers)

Level of Service (Traffic)

A scale that measures the amount of vehicle traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. (Institute for Local Government: Glossary of Land Use and Planning Terms)

Light Rail

A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail (HR). It is characterized by:

- Passenger rail cars operating singly (or in short, usually two car, trains) on fixed rails in shared or exclusive right-of-way (ROW);
- Low or high platform loading; and
- Vehicle power drawn from an overhead electric line via a trolley or a pantograph.

(National Transit Database Glossary)

M

Micromobility

Any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. (Federal Highway Administration)

Mix of Use Measurement Areas

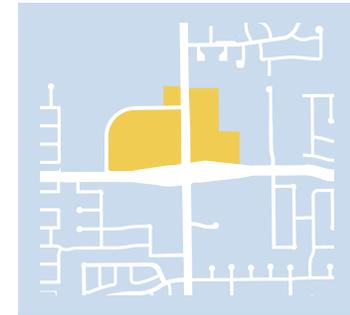
The areas used to determine the total acreage or dwelling units when analyzing the Mix of Uses of the Future Land Use Map & Dashboards. Three methods are used in Plano:

- **Citywide:** The total area within the same future land use (FLU) category in the city is considered as a whole when measuring the mix of uses. For example, all Neighborhoods (N) areas are measured together, regardless of gaps or lack of contiguity.

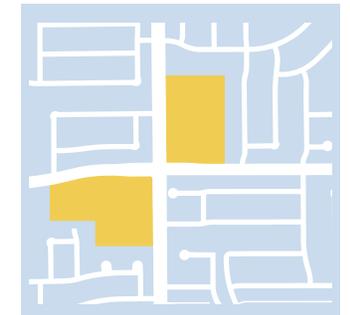


- **Per Adjoining Corner/Center:** All continuous areas within the same FLU category are considered as a whole when measuring the mix of uses regardless of gaps, separation by major roadways, or having only point-to-point connectivity.

Example 1: the Community Corners (CC) on the north side of the Spring Creek Pkwy. and Coit Rd. intersection have adjacency across a major roadway and are measured together.



Example 2: the Neighborhood Corners (NC) at the intersection of Hedgcoxe Rd. and Coit Rd. have point-to-point connectivity and are measured together.



- **Per Expressway:** All area within the FLU category along each expressway is considered as a whole when measuring the mix of uses. For example, all Expressway Corridors (EX) areas along the US 75 corridor are measured together, regardless of gaps or lack of contiguity.





Mixed-Use

Properties on which various uses like office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Mobility

The movement of people or goods. (*Victoria Transport Policy Institute*)

Mode Share

Commute mode share measures the percentage of workers aged 16 years and over who commute either by bicycle; by private vehicle, including car, truck, van, taxicab, and motorcycle; by public transportation, including bus, rail, and ferry; or by foot. (*United States Department of Transportation 1*)

Multifamily Types

Multifamily (MF) Types includes any housing designed with more than 3 dwelling units per lot, including:

- garden-style apartments/condominiums
- main street-style apartments/condominiums
- small-scale apartments/condominiums
- mid-rise apartments/condominiums
- high-rise apartments/condominiums
- independent living centers

Multifamily Types, Garden-Style

Traditional apartment complexes, including condominiums, that contain more than 10 units on a lot. They are often multiple buildings, gated access, and set along the edge of Plano’s typical neighborhood design. Generally 2 to 4 stories in height with surface parking, but may include carports or garages for individual units. Amenities are provided in separate buildings and within the complex’s property.

Multifamily Types, High-Rise

Apartments, including condominiums, located within walkable proximity to mixed-use development and major employers. Generally 10 or more stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and on-street parking spaces. Amenities are often provided within the building and on rooftop decks.

Multifamily Types, Independent Living

Housing complexes primarily restricted to residents age 55 and over, that may or may not provide community facilities and convenience services such as meals, transportation, and housekeeping. 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.

Multifamily Types, Main Street-Style

Apartments, including condominiums, located within, or in walkable proximity to, mixed-use or transit-oriented developments. Generally 3 to 4 stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and on-street parking spaces. Amenities are often provided in internal courtyards.

Multifamily Types, Mid-Rise

Apartments, including condominiums, located within transit-oriented developments, or adjacent to and in support of employment areas. Generally 5 to 9 stories in height, with or without retail uses on the first floor. Parking is available in multi-level garages and/or on-street parking spaces. Amenities are often provided within the building, on rooftop decks, and in internal courtyards.

Multifamily Types, Small-Scale

Apartments, including condominiums, that contain up to 10 units per lot and are managed by a governance association. Generally 1 to 3 stories in height. Parking is available in garage or surface parking at the rear of the property.

Multimodal Streets

Streets that accommodate multiple modes of transportation, including vehicles, transit, micromobility, and people on foot.

Multimodal Streets Ordinance

A city ordinance directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. (*National Complete Streets Coalition*)

N

Natural Feature

Components and processes present or produced by nature, including soil types, geology, slopes, vegetation, surface water, drainage patterns, aquifers, recharge areas, climate, floodplains, aquatic life, and wildlife. (*American Planning Association: A Planners Dictionary*)

Neighborhood

A planning area commonly identified as such in a community’s planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes showing the names and boundaries of neighborhoods. Though neighborhoods are not legal designations, they are among the most commonly recognized and understood land use designations. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

North Central Texas Council of Governments (NCTCOG)

A voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG’s purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. (*North Central Texas Council of Governments*)

O

Office Types

Office Types generally includes businesses that provide professional, medical, or administrative services located in a neighborhood or corporate campus setting, such as:

- doctor/dentist offices
- attorney offices
- research/technology businesses
- insurance agencies
- corporate offices

Open Space

See *Zoning Ordinance and Future Land Use Dashboards*

Overlay Districts

See *Zoning Ordinance*

P

Paseo

See Zoning Ordinance

Pedestrian-Friendly

The density, layout, and infrastructure that encourages walking and biking within a subdivision or development, including short setbacks, front porches, sidewalks, and bikepaths. (*American Planning Association: A Planners Dictionary*)

Public Improvement District (PID)

A defined geographical area established to provide specific types of improvements or maintenance within the area which are financed by assessments against the property owners within the area. Authorized by Chapter 372 of the Texas Local Government Code.

R

Redevelop/Redevelopment

Building new construction on a site that has preexisting uses or renovating existing uses on a site. Redevelopment generally is a strategy to rehabilitate blighted urban areas through renovation. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Renewable Energy

Energy derived from sources that do not deplete natural resources. Examples include solar, wind, and geothermal energy from the earth's core. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Residential Adjacency

See Zoning Ordinance

Retail Types

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.

Ridesharing

Transportation of more than one person for commute purposes, in a motor vehicle, with or without the assistance of a commuter matching service. (*American Planning Association: A Planners Dictionary*)

Right-of-Way

See Subdivision Ordinance

S

Safe Routes to School Maps

A school route map can inform students and families about walking and bicycling routes to school and can also identify areas that require improvements. While school route maps are often developed for all households within the school walk zone, consideration should be given to areas outside of the defined walk zone and, when appropriate, to the entire enrollment area of a school. A school walking and bicycling route map not only provides way-finding for students to walk and bicycle to and from school, it can identify where engineering treatments may be needed and where adult school crossing guards, curb ramps, and traffic control devices such as signs, crosswalks, and traffic signals should be provided. (*National Center for Safe Routes to School*)

Setback

The minimum distance by which any building or structure must be separated from a street right-of-way or lot line. (*American Planning Association: A Planners Dictionary*)

Short Hop Services

See Transit Shuttle

Stormwater Runoff

That portion of the stormwater that flows from the land surface of a site either naturally, in man-made ditches, or in a closed conduit system. (*American Planning Association: A Planners Dictionary*)

Streetscape

An area that may either abut or be contained within a public or private street right-of-way or accessway that may contain sidewalks, street furniture, landscaping or trees, and similar features. (*American Planning Association: A Planners Dictionary*)

Suburban

Low- to medium-development patterns that surround the urban areas of a city. The suburbs are often residential in character with single-family detached houses as the primary use of land. Increasingly, the suburbs contain employment and service centers as well as residential areas. The automobile historically determines the form of the suburbs. (*American Planning Association: A Planners Dictionary*)

Sustainable Development

Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (*American Planning Association: A Planners Dictionary*)

T

Tax Increment Financing (TIF)

A tax incentive designed to attract business investment by dedicating to the project area the new property tax revenues generated by redevelopment. The increase in revenues (increment) is used to finance development-related costs in that district. (*Institute for Local Government: Glossary of Land Use and Planning Terms*) Authorized by Chapter 311 of the Texas Tax Code.

Thoroughfare

See Thoroughfare Standards Rules and Regulations

Traffic Calming

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level. (*United States Department of Transportation 2*)

Traffic Impact Analysis

See *Zoning Ordinance*

Trail, Off-Street

See *Plano Parks, Recreation, Trails & Open Space Master Plan*

Transit

Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus. (*American Planning Association: A Planners Dictionary*)

Transit-Oriented Development (TOD)*

A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car. (*American Planning Association: A Planners Dictionary*)

Transit Shuttle

Transit service that travels over a short route or one that connects two transportation systems or centers. Frequently operated using a minibus or van. (*American Planning Association: A Planners Dictionary*)

Transportation Demand Management (TDM)

Programmatic strategies designed to make efficient use of the existing transportation system. Specifically, demand management strategies attempt to increase transit ridership, vehicle occupancy, walking, and bicycling, and to reduce the lengths of some trips, move them to off-peak hours, or eliminate them altogether. Implementation of demand management strategies can reduce dependence on the single-occupant vehicle, thereby reducing traffic congestion, vehicle emissions, and fuel consumption. (*American Planning Association: A Planners Dictionary*)

U

Unified Design

Uniform urban design, typically established for a defined district or area.

Universal Design

Design of buildings, products and environments that are usable and effective for everyone, not just people with disabilities. The Center for Universal Design identifies seven principles of universal design: 1) equitable use; 2) flexibility in use; 3) simple and intuitive; 4) perceptible information; 5) tolerance for error; 6) low physical effort; 7) size and space for approach and use. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

Urban

Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be nonurban or rural. (*American Planning Association: A Planners Dictionary*)

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture. (*American Planning Association: A Planners Dictionary; Institute for Local Government: Glossary of Land Use and Planning Terms*)

Urban Heat Island

Refers to the tendency for urban areas to have warmer air temperatures than the surrounding rural landscape, due to the extensive surface area of streets, sidewalks, parking lots, and buildings. These surfaces absorb solar radiation during the day and release it at night, resulting in higher temperatures. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

W

Walkability

See *Pedestrian-Friendly*

Z

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan. (*Institute for Local Government: Glossary of Land Use and Planning Terms*)

* Exception: For the purposes of the Downtown Corridors Dashboard, Transit-Oriented Development (TOD) is defined as a 1/4 mile radius.

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