

EXPRESSWAY CORRIDORS (EX)

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

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

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



LAND USE MIX (acres)

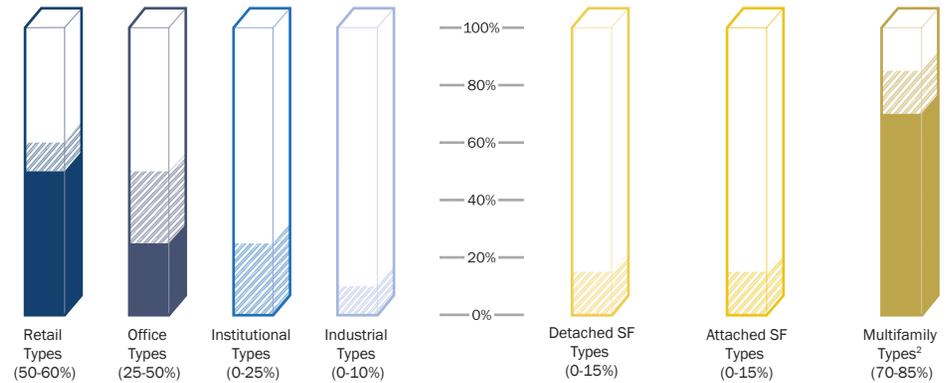


98-100% Employment should include the following mix of land uses:

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

EMPLOYMENT MIX (acres)

HOUSING MIX (dwelling units)



SPECIAL NOTES:

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

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

²Consistent with the Redevelopment & Growth Management Policy

DESIRABLE CHARACTER DEFINING ELEMENTS

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



EXPRESSWAY CORRIDORS PRIORITIES

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

