

# 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



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LAND  
USE



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COMMUNITY  
DESIGN



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REDEVELOPMENT OF REGIONAL  
TRANSPORTATION CORRIDORS



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UNDEVELOPED  
LAND



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TRANSIT-ORIENTED  
DEVELOPMENT



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REDEVELOPMENT &  
GROWTH MANAGEMENT

### MAPS



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FUTURE LAND USE  
MAP & DASHBOARDS



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EXPRESSWAY CORRIDOR  
ENVIRONMENTAL HEALTH  
MAP & GUIDELINES



## 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)** ~~Develop~~ [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](#), ~~guidelines to apply to~~ [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)** ~~Create an~~ [Update the](#) interactive Undeveloped Land Map ~~updated~~ on [an annual](#) ~~quarterly~~ 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)** ~~Consider~~ [eConducting 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](#) ~~pedestrians~~, 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, ~~solar panel roadways and trails~~ [smart roadways integrated with sensors and communication technologies](#), and ~~automated~~ [connected autonomous](#) vehicles are changing traffic conditions and will likely affect future mobility.

### Policy

Plano will develop a safe and efficient roadway system.

### Actions

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| <p><b>RS1)</b> 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.</p> <p><b>RS2)</b> Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.</p> <p><b>RS3)</b> Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.</p> | <p><b>RS4)</b> Review and update roadway <del>standards</del> <a href="#">design regulations, including the Street Design Standards and related ordinances as needed</a>, to efficiently and safely accommodate all modes of transportation.</p> <p><b>RS5)</b> <del>Develop</del> <a href="#">Utilize</a> criteria <a href="#">and best practices</a> to assess the costs and effectiveness of pilot transportation projects.</p> <p><b>RS6)</b> Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.</p> |
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- 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~~<sup>three</sup> 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~~<sup>bicycle</sup> 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~~<sup>share ideas</sup> regarding bicycle and other micromobility transportation options.
- BOM2)** Incorporate bicycle usage ~~and crash data~~<sup>to develop safety recommendations and</sup> crash reduction strategies ~~with a target crash reduction, and safety recommendations with a safety goal~~ 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](#). ~~Plano residents desire more east west transit connections and the city looks towards new solutions, such as Bus Rapid Transit to fulfill this need. Utilizing a dedicated service lane on a major thoroughfare or unused railroad rights of way, additional bus, light rail or commuter rail options could encourage new riders for public transit services within the city.~~ [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. \[Trolleys Streetcars, circulator shuttles, or other innovative small-scale transit services\]\(#\) 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)** ~~Develop metrics to measure~~ [Evaluate](#) ridership [data](#) ~~and~~ 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 a](#) Bus Rapid Transit ~~program~~.
- 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

~~The current arrangement of Plano's sidewalks, organization of land uses within the city as well as major thoroughfare crossings make walking~~, from residential neighborhoods to commercial and retail areas, ~~in Plano is often a challenge~~ 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 ~~public service announcements~~ 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, ~~less than 1% of~~ undeveloped land ~~remained~~ 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)** ~~Develop~~Maintain ~~a plan to address~~ 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 ~~in~~ the Consolidated Plan ~~and review the recommended policy options outlined in the Housing Trends Analysis and Strategic Plan to compare and coordinate with the~~ 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

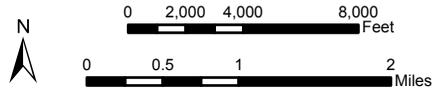
Plano will support the special housing needs of residents including seniors, people with disabilities, and low- to moderate-income households through inclusive regulations and programs and actions furthering the goals stated in the Consolidated Plan. Proposed locations for special housing needs should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

**FUTURE LAND USE MAP**

Draft Future Land Use Map proposed for approval as part of 2025 Comprehensive Plan Maintenance Review

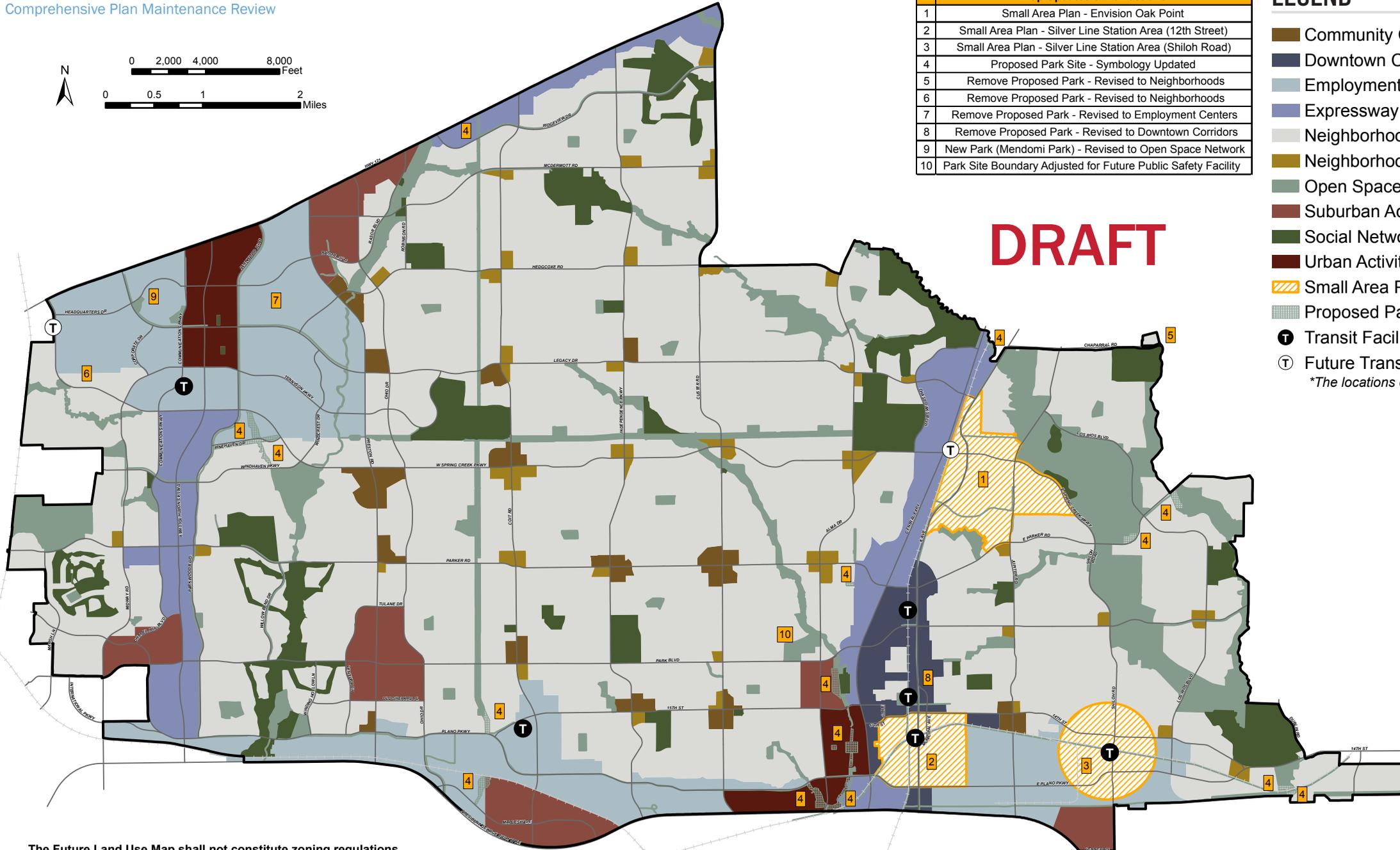


ID	Map Updates & Corrections
1	Small Area Plan - Envision Oak Point
2	Small Area Plan - Silver Line Station Area (12th Street)
3	Small Area Plan - Silver Line Station Area (Shiloh Road)
4	Proposed Park Site - Symbology Updated
5	Remove Proposed Park - Revised to Neighborhoods
6	Remove Proposed Park - Revised to Neighborhoods
7	Remove Proposed Park - Revised to Employment Centers
8	Remove Proposed Park - Revised to Downtown Corridors
9	New Park (Mendomi Park) - Revised to Open Space Network
10	Park Site Boundary Adjusted for Future Public Safety Facility

**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 Site
  - Transit Facilities
  - Future Transit Facilities\*
- \*The locations of pending stations are approximate.

**DRAFT**



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

**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

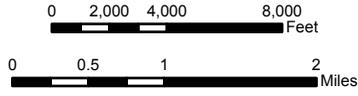
**15-40%**  
Hardscape



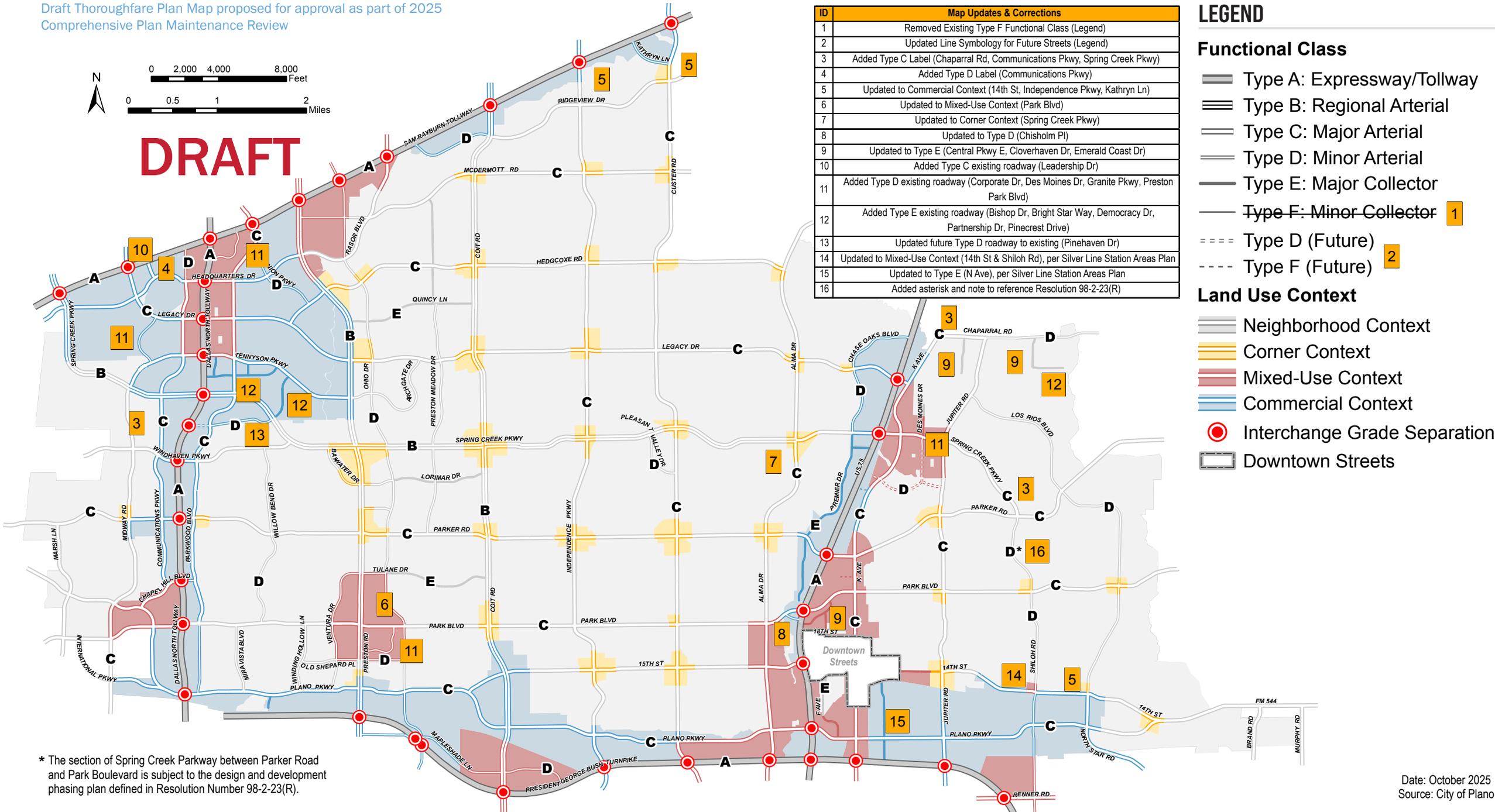


THOROUGHFARE PLAN MAP

Draft Thoroughfare Plan Map proposed for approval as part of 2025 Comprehensive Plan Maintenance Review



**DRAFT**



LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type F: Minor Collector <sup>1</sup>
- Type D (Future)
- Type F (Future) <sup>2</sup>

Land Use Context

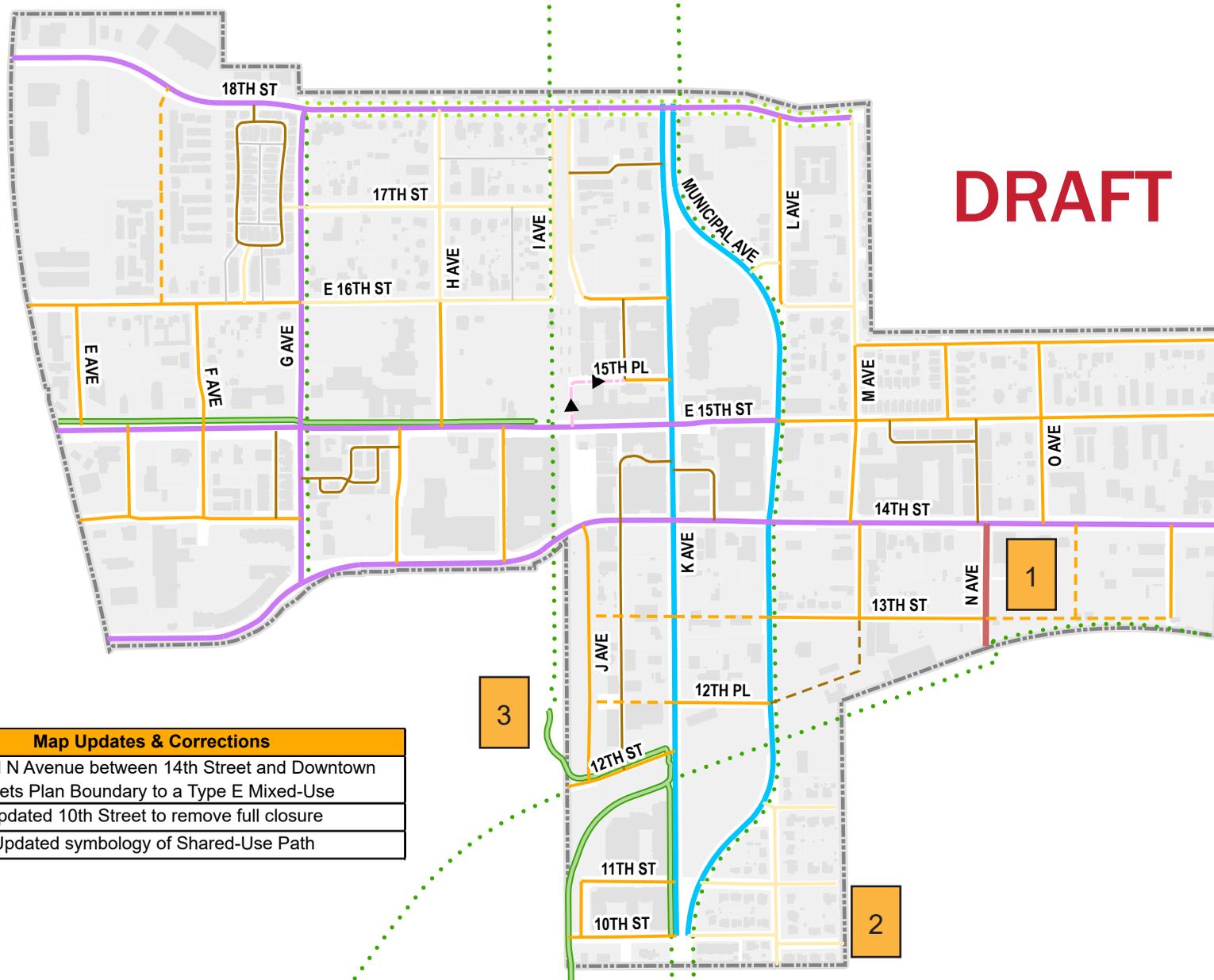
- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets

\* 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).



**DOWNTOWN STREETS PLAN**

Thoroughfare Plan Map and Cross-Sections adopted by City Council on September 11, 2023 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

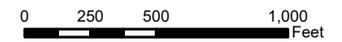
**Street Features**

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

**Boundary**

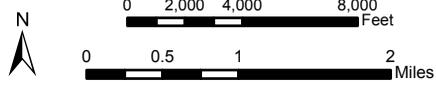


ID	Map Updates & Corrections
1	Updated N Avenue between 14th Street and Downtown Streets Plan Boundary to a Type E Mixed-Use
2	Updated 10th Street to remove full closure
3	Updated symbology of Shared-Use Path



**BICYCLE TRANSPORTATION PLAN MAP**

Draft Bicycle Transportation Plan Map proposed for approval as part of 2025 Comprehensive Plan Maintenance Review



**DRAFT**

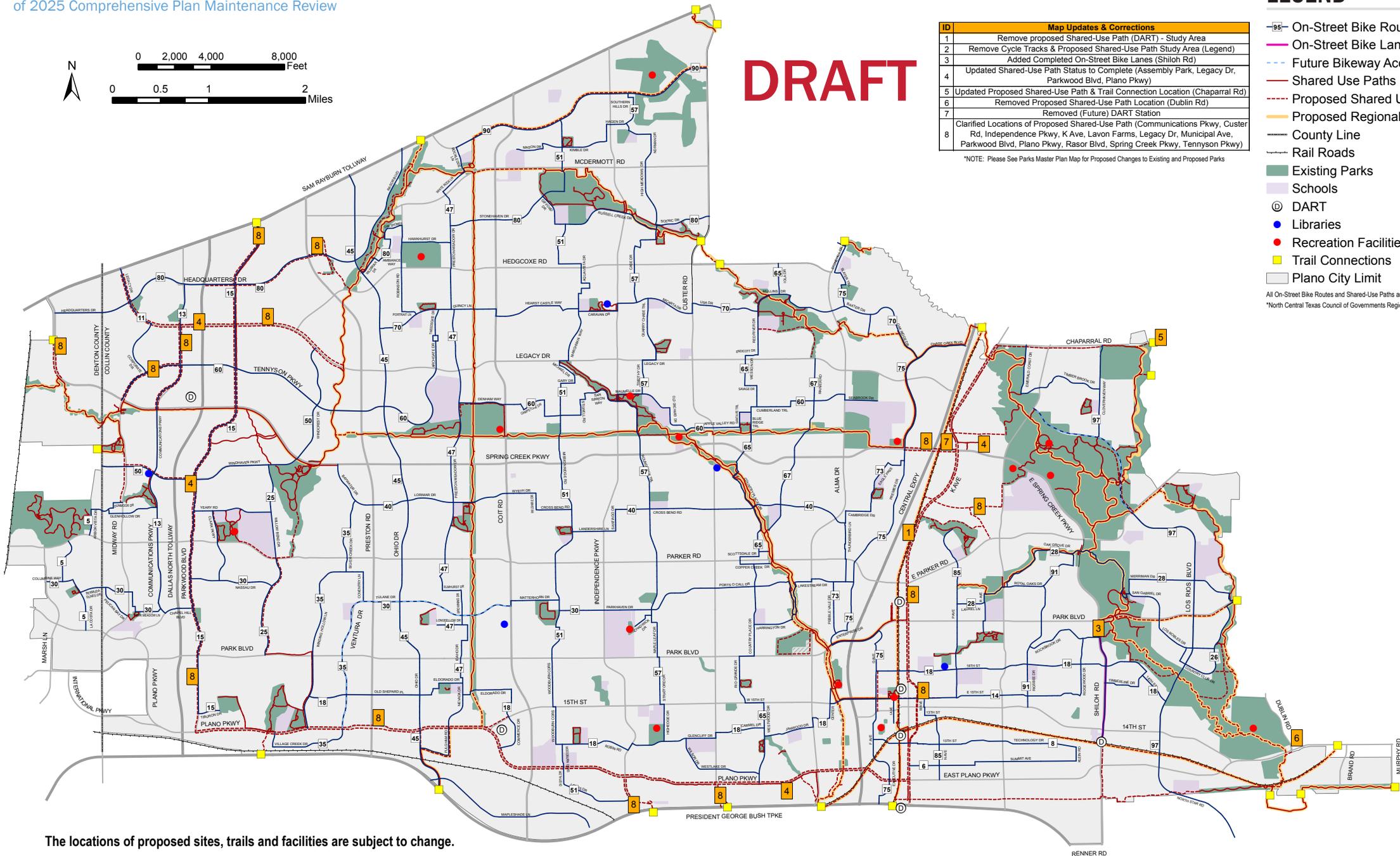
ID	Map Updates & Corrections
1	Remove proposed Shared-Use Path (DART) - Study Area
2	Remove Cycle Tracks & Proposed Shared-Use Path Study Area (Legend)
3	Added Completed On-Street Bike Lanes (Shiloh Rd)
4	Updated Shared-Use Path Status to Complete (Assembly Park, Legacy Dr, Parkwood Blvd, Plano Pkwy)
5	Updated Proposed Shared-Use Path & Trail Connection Location (Chaparral Rd)
6	Removed Proposed Shared-Use Path Location (Dublin Rd)
7	Removed (Future) DART Station
8	Clarified Locations of Proposed Shared-Use Path (Communications Pkwy, Custer Rd, Independence Pkwy, K Ave, Lavon Farms, Legacy Dr, Municipal Ave, Parkwood Blvd, Plano Pkwy, Rasor Blvd, Spring Creek Pkwy, Tennyson Pkwy)

\*NOTE: Please See Parks Master Plan Map for Proposed Changes to Existing and Proposed Parks

**LEGEND**

- On-Street Bike Routes 2
- 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.  
\*North Central Texas Council of Governments Regional Veloweb.

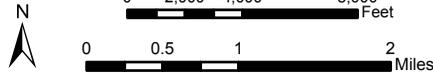
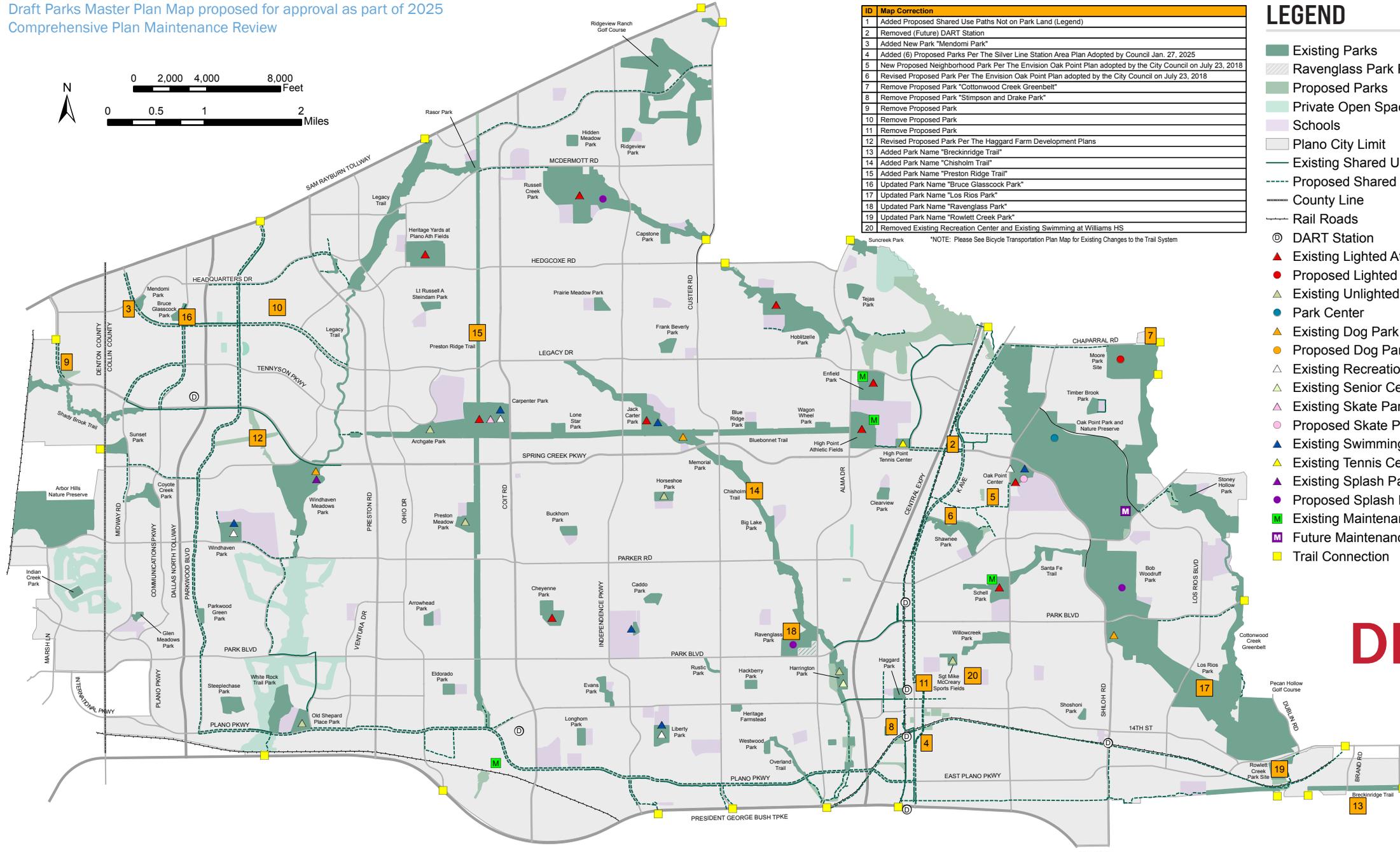


The locations of proposed sites, trails and facilities are subject to change.



**PARKS MASTER PLAN MAP**

Draft Parks Master Plan Map proposed for approval as part of 2025 Comprehensive Plan Maintenance Review



ID	Map Correction
1	Added Proposed Shared Use Paths Not on Park Land (Legend)
2	Removed (Future) DART Station
3	Added New Park "Mendomi Park"
4	Added (6) Proposed Parks Per The Silver Line Station Area Plan Adopted by Council Jan. 27, 2025
5	New Proposed Neighborhood Park Per The Envision Oak Point Plan adopted by the City Council on July 23, 2018
6	Revised Proposed Park Per The Envision Oak Point Plan adopted by the City Council on July 23, 2018
7	Remove Proposed Park "Cottonwood Creek Greenbelt"
8	Remove Proposed Park "Stimpson and Drake Park"
9	Remove Proposed Park
10	Remove Proposed Park
11	Remove Proposed Park
12	Revised Proposed Park Per The Haggard Farm Development Plans
13	Added Park Name "Breckinridge Trail"
14	Added Park Name "Chisholm Trail"
15	Added Park Name "Preston Ridge Trail"
16	Updated Park Name "Bruce Glasscock Park"
17	Updated Park Name "Los Rios Park"
18	Updated Park Name "Ravenglass Park"
19	Updated Park Name "Rowlett Creek Park"
20	Removed Existing Recreation Center and Existing Swimming at Williams HS

\*NOTE: Please See Bicycle Transportation Plan Map for Existing Changes to the Trail System

**LEGEND**

- Existing Parks
- Ravenglass Park Public Facilities
- 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

**DRAFT**

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

# 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