HOW TO READ THE DASHBOARDS

Each Future Land Use Category includes a general description, list of priorities, and dashboard illustrating the mix of land uses, compatibility of housing and employment types, and typical design characteristics that are desirable to meet the community’s vision for these areas. As Plano is mostly developed, existing conditions are not anticipated to align perfectly with the dashboards, and individual sites under the same category will develop with their own unique mix, character, and flavor. It is intended that these dashboards be broad enough to adequately portray similarities of large geographies of the city, while also adding the necessary specificity to establish reasonable community expectations for how these areas should develop or redevelop. The section 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. The actual mix of uses may vary from location to location based on existing conditions, market demand, and individual site considerations that may limit the suitability of certain uses. Large deviations, however, should warrant close consideration.

4. COMPATIBILITY OF NEW USES
This chart illustrates the compatibility of land uses for new growth, infill, and redevelopment in each category. Some areas may have existing uses noted as “not a compatible use” that are anticipated to remain in active and productive use.

5. CHARACTER DEFINING ELEMENTS
This section describes the general characteristics that are desired for new growth, infill, and redevelopment in each category. Improvements to existing uses should also be encouraged to incorporate these character defining elements. More information is described on the following page, however these include:

- Building Heights (1 to 20 stories)
- Density (low, medium, high)
- Intensity & Scale (low, moderate, high & low-rise, mid-rise, high-rise)
- Open Space (active or passive)
- Parking Orientation (surface, garage, structured, on-street, valet)
- Block Pattern & Streetscape (curvilinear, grid, street trees)
- Multimodal Access (automobiles, bus, rail, micromobility, pedestrian)
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 through zoning districts and regulations.

INTEGRITY & SCALE
Integrity and Scale terms are used to measure how large a building can be built relative to the size of an individual property or district. For the purposes of the Future Land Use Map, integrity and scale are defined as follows:

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

LOW INTENSITY
- LOW typically means limited access using that mode, but may require a short walk. LOW typically have direct access using that mode. MEDIUM typically have direct access 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.

DENSITY
For the purposes of the Future Land Use Map, density is measured by the number of residential dwelling units per acre (DUA), excluding streets, parks, and open space accessible to the public. Note: not all properties will be suitable for the maximum density.

BUILDING HEIGHTS
For the purposes of the Future Land Use Map, building heights are defined by the 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 off-street. All parking should be provided in a context-sensitive manner.

OPEN SPACE
Open Space is 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 places, playgrounds, public art, waterfronts, beaches, and other pedestrian amenities. Note: not all properties will be suitable for the maximum open space.

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 giving up on a personal automobile. HIGH typically have direct access using that mode, but may require a short walk. LOW typically means access is limited to the area.

CORRIDORS
Corridors are areas of development started using transportation routes, mixed use, commercial, or offices, in higher intensity areas. These areas should be highly accessible, either on foot or by public transportation. Highly dense areas will have a variety of pedestrian and bicycle routes and trails to support the health and social needs of the residents and visitors in the area.

NETWORKS
Structures describe the uniformity of setbacks or presence of pedestrian amenities.

BLOCK PATTERN & STREETSCAPE
Block Pattern describes how wide or compact the street network is in an area. Streetblock, describes the uniformity of setbacks or presence of pedestrian amenities.

DOWNTOWN CORRIDORS
Downtown Corridors are the corridor examples include downtow areas with mixed-use, office, and retail uses. These areas will be highly accessible, either on foot or by public transportation.

NEIGHBORHOODS
Neighborhoods are predominantly single-family homes, but will include parks, senior living, apartments, and other supporting residential uses. Limited redevelopment, including specialty housing and mixed-use developments.

ACTIVITY CENTERS
Centers are principle commercial areas located at the intersections of major facilities, that serve shopping, dining, and social hubs for nearby neighborhoods. These areas will be highly accessible, either on foot or by public transportation. Highly dense areas will be suitable for the maximum open space.

CORNERS
Corners are business-oriented areas located at the intersections. These areas will be highly accessible, either on foot or by public transportation.

CORNERS
Corners are business-oriented areas located at the intersections. These areas will be highly accessible, either on foot or by public transportation.

TRANSIT NETWORKS
Transit networks include the systems of rail, road, and surface transportation routes. These areas will be highly accessible, either on foot or by public transportation.
**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, many infill and redevelopment opportunities may not fit the traditional neighborhood context. Because of this, some residential development may occur in non-neighborhood settings such as mixed-use developments and specialized housing complexes.

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. Adequate transitions in building setback and height must be considered when development is proposed near neighborhoods.

**NEIGHBORHOODS PRIORITIES**

Preserving neighborhood character and quality of life

Upkeep of existing housing stock

Requiring adjacent commercial land uses to provide adequate transitions

Variety of housing heights, sizes, and types
The Neighborhood Corners future land use category applies to the small-to-medium retail corner sites at the intersections of major arterial roadways that have traditionally served the convenience retail, service, office, and institutional needs of surrounding neighborhoods. Not all four corners of an intersection may be developed with commercial uses, however a quadrant will typically range from 5 to 15 acres in size and be anchored by a grocery store, drug store, or gas station.

Maintaining Healthy & Attractive Corners - Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood corner vitality and attractiveness. This may be achieved through parking lot landscaping enhancements, building renovations, and other improvements to enhance community form and limit visual impacts of parking. Adequate transitions in building setbacks and height must be considered when development is proposed near neighborhoods.

Residential uses - In limited situations, residential uses may be introduced to reduce excess retail zoning or replace underperforming retail square footage. Low-rise single-family, retirement, and midtown housing types are desired for compatibility with existing adjacent neighborhoods. New housing should complement the scale, density, and character of surrounding neighborhoods and, where possible, be thoughtfully integrated into the street network of retail corner redevelopment. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

### Neighborhood Corners (NC)

<table>
<thead>
<tr>
<th>HOUSING MIX</th>
<th>EMPLOYMENT MIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-D</td>
<td>Office</td>
</tr>
<tr>
<td>Traditional SF-A</td>
<td>Restaurant/Retail</td>
</tr>
<tr>
<td>Midtown - Single Unit</td>
<td>Service</td>
</tr>
<tr>
<td>Midtown - Multi Unit</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Main Street Style MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>Multi-IF</td>
<td></td>
</tr>
<tr>
<td>High-Rise MF</td>
<td></td>
</tr>
<tr>
<td>Retirement Housing</td>
<td></td>
</tr>
</tbody>
</table>

### Desirable Character Defining Elements

**Building Heights**:
- 1 to 2 stories
- Up to 20 DUA

**Density**:
- Low intensity
- 10% to 20%

**Open Space**:
- Low intensity
- 10% to 20%

**Parking Orientation**:
- Non-res: mix of on-street and surface lots (to side or rear of building preferred)
- Residential: on-street

**Block Pattern & Streetscape**:
- Short to medium block grid
- Tree-lined streets
- Active open spaces

**Multimodal Access**:
- High: convenient access to neighborhoods
- Medium: served by bus
- Medium: connected to trails and bike routes
- Medium: wide sidewalks, direct connections, stages, bus stops

**See how to guide on pages 1 and 2.**
The Community Corners future land use category applies to medium-to-large retail corner sites at the intersections of major arterial roadways that traditionally serve the general retail, service, office, and institutional needs of surrounding neighborhoods. Not all four corners of an intersection may be developed with commercial uses, however a quadrant will typically range from 10 to 25 acres in size and be anchored by uses such as a large grocery store, hardware store, department store, fitness center, or the big box retailer.

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 the useable open space and repurpose existing structures are desired to create unique community gathering spaces in these corners. Adequate transitions in building setbacks and height must be considered when development is proposed near surrounding neighborhoods.

Residential Uses - The introduction of residential uses are encouraged when necessary to further the goals of Community Corner redevelopment and when provided in a context-sensitive manner. Low-rise single-family, retirement, and Midtown housing types are desired for compatibility with existing adjacent neighborhoods. New housing should be thoughtfully integrated into the street network of Community Corner development and, where feasible, safe and convenient connections from existing neighborhoods should be provided. In many cases, the layout of existing neighborhoods may preclude direct walking connections to these corners. Existing multifamily developments, which function as transitions from moderate-to-high intensity commercial areas, should be well maintained to preserve neighborhood character.

COMMUNITY CORNERS (CC)

Housing Mix
- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multi-Unit
- Garden-Style MF
- Main Street-Style MF
- Mixed-Use MF
- High-Rise MF
- Retaining Housing

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

Desirable Character Defining Elements
- Building Heights
- Density
- Intensity & Scale
- Open Space
- Parking Orientation
- Block Pattern & Streetscape
- Multimodal Access

Housing Mix

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COMMUNITY CORNERS PRIORITIES
- Reducing excess retail zoning and square footage
- Innovative redevelopment concepts

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 mirror 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.

SUBURBAN ACTIVITY CENTERS PRIORITIES

Creating destination shopping and entertainment centers
Activated open space, quality building materials, and walkable streetscapes
Thoughtfully and cohesively planned mix of uses
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.

### Urban Activity Centers (UA)

#### Land Use Mix

- Residential: 50%
- Retail/Service: 15%
- Office: 45%
- Multi-Family: 5%
- Mid-Rise MF: 40%
- High-Rise MF: 60%
- Retirement Housing: 15%

#### Employment Mix

- Office: 50%
- Restaurant/Retail: 25%
- Service: 15%
- Institutional: 10%
- Warehouse: 0%
- Lodging: 0%

#### Housing Mix

- Traditional SF-D: 30%
- Traditional SF-A: 20%
- Midtown - Single Unit: 10%
- Midtown - Multi-Unit: 20%
- Garden Style MF: 10%
- Main Street-Style MF: 15%
- Multi-Family: 40%
- High-Rise MF: 60%
- Retirement Housing: 15%

#### Compatibility of New Uses

- Residential: 20%
- Nonresidential: 80%
- Open Space: 45%

#### Desirable Character Defining Elements

- Building Heights: Up to 120 DUA
- Densities: High intensity
- Intensity & Scale: Mid- to high-rise scale
- Open Space: Active open spaces

#### Design Standards

- Parking Orientation: Structured, on-street, and valet
- Block Pattern & Streetscape: Short block grid, limited setbacks, tree-lined and pedestrian-friendly streets
- Multimodal Access:
  - High - Integrate bus and rail when possible, integrated bike routes and trails, highly walkable
The Employment Centers future land use category applies to the business centers in the Legacy area and along the Plano Parkway/President George Bush Turnpike. The primary uses for Employment Centers are corporate office campuses, medical centers, educational facilities, technology centers, and research facilities. Limited manufacturing and warehouse uses may be allowed to support the employment centers.

Evolving Trends in Office - Much of the Legacy area Employment Center was developed with large corporate campuses. Although these provide desirable open space and urban tree canopy, these sprawling office complexes are often isolated from supporting restaurants, entertainment, service uses, and transit connections that many large businesses are seeking in today’s office environment. With improved access to the Dallas/Fort Worth International Airport through the DART Silver Line Rail and recent widening of the PGBT and Sam Rayburn Tollways, the city should evaluate what is needed to sustain the attractiveness of these areas to large corporations.

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

**EMPLOYMENT CENTERS (EM)**

**HOUSING**
- Traditional SF-D
- Traditional SF-A
- Midtown - Single Unit
- Midtown - Multi Unit
- Garden Style MF
- Main Street Style MF
- Mid-Rise MF
- High Rise MF
- Retirement Housing

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

**COMPATIBILITY OF NEW USES**
- Single-Family
- Midtown Housing
- Multifamily
- Retirement

**DESIRED CHARACTER DEFINING ELEMENTS**
- Building Heights
- Density
- Commercial and Retail
- Open Space
- Parking Orientation
- Block Pattern & Streetscape
- Multimodal Access
- High
- Moderate
- Low

**EMPLOYMENT CENTERS PRIORITIES**
- Maintaining land for employment generating uses
- Evaluating policies to sustain long-term viability of corporate campuses
- Updating the Legacy Area Master Plan
The Downtown Corridors future land use category applies to historic Downtown Plano and the K Avenue and 14th Street corridors. Located along former State Highway 5, FM 544, and the Houston & Texas Central and Cotton Belt Railroads (now the DART Red/Orange and Silver 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 - The principles of transit-oriented development will be used at planned stations along both rail lines, with residential, employment, retail, and civic uses located within one-half mile walking distance of a transit stop. Development elsewhere in the corridors should be oriented towards the rail as secondary frontage, especially where elevated, to improve aesthetics and create welcoming gateways into the community.

Corridor Revitalization & Redevelopment - As some of the oldest parts of the city, development along the K Avenue and 14th Street corridors reflects many decades of growth, infill, and transition, resulting in an eclectic mix of warehouses, commercial centers, and neighborhoods. These corridors will redevelop to serve as gateways to Downtown Plano and transit nodes with street, bike, trail, and sidewalk improvements emphasized to create a more accessible, walkable, and unified corridor. Parking structures should be provided to reduce surface parking and encourage efficient use of land.

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

Residential Uses & Environmental Health - Due to noise and health impacts of expressways, residential development should be considered in limited circumstances where needed to revitalize declining commercial centers. Use of the Expressway Corridor Environmental Health Map is critical to ensure that buildings are adequately designed to protect sensitive land uses, such as schools, housing, and day cares.

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

**EXPRESSWAY CORRIDORS (EX)**

<table>
<thead>
<tr>
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<th>EMPLOYMENT</th>
</tr>
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<tbody>
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<td>Traditional SF-O</td>
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<tr>
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<td>Service</td>
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<td>Midtown - Multifamily</td>
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<td>Lodging</td>
</tr>
<tr>
<td>Mid-rise MF</td>
<td></td>
</tr>
</tbody>
</table>

**COMPATIBILITY OF NEW USES**

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

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- Building Heights: 1 to 20 stories
- Parking Orientation: Structured parking preferable to surface lots
- Block Pattern & Streetscape: Medium to large blocks
- Open Space: Passive open space

**MULTIMODAL ACCESS**

- Automobiles: High direct access from frontage road
- Transit: Low served by bus at major intersections
- Micromobility: Medium connected to trails and bike routes
- Pedestrians: Low mostly served by perimeter sidewalks

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*See how to guide on pages 1 and 2.*
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.

**HOUSING MIX**

<table>
<thead>
<tr>
<th>HOUSING</th>
<th>Traditional SF-D</th>
<th>Traditional SF-A</th>
<th>Mixed-Bedroom Single Unit</th>
<th>Mixed Housing - Level 2</th>
<th>Garden Style MF</th>
<th>Mixed-Small Style MF</th>
<th>High-Rise MF</th>
<th>Multifamily</th>
<th>Retirement Housing</th>
</tr>
</thead>
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<tr>
<td><strong>EMPILOYMENT</strong></td>
<td>Office</td>
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</tbody>
</table>

**SUPER NETWORK (SN)**

- 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 multimodality connections

**CHARACTER DEFINING ELEMENTS**

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>DEVELOPMENT SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 Stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low- to mid-rise scale</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20% to 60% Parking &amp; recreational open space</td>
</tr>
</tbody>
</table>

**PARKING ORIENTATION**

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface lots</td>
<td>Medium to wide setbacks</td>
</tr>
</tbody>
</table>

**MULTIMODAL ACCESS**

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM direct access from major streets</td>
<td>MEDIUM served by bus</td>
<td>HIGH intergrated trails and bike routes</td>
<td>MEDIUM/LOW high walkability internal to the site</td>
</tr>
</tbody>
</table>

**PRIORITY FOR SOCIAL NETWORK:**

- Maintain and upgrade parks and open spaces as needed to serve the health and recreational needs of the diverse community
- Improve access to these areas through transit and multimobility connections

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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.

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</tbody>
</table>

**SUPER NETWORK (OS)**

- 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 multimodality connections

**CHARACTER DEFINING ELEMENTS**

<table>
<thead>
<tr>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>DEVELOPMENT SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2 Stories</td>
<td>N/A</td>
<td>Low intensity</td>
<td>Low- to mid-rise scale</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20% to 60% Parking &amp; recreational open space</td>
</tr>
</tbody>
</table>

**PARKING ORIENTATION**

<table>
<thead>
<tr>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface lots</td>
<td>Medium to wide setbacks</td>
</tr>
</tbody>
</table>

**MULTIMODAL ACCESS**

<table>
<thead>
<tr>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIUM direct access from major streets</td>
<td>MEDIUM served by bus</td>
<td>HIGH intergrated trails and bike routes</td>
<td>MEDIUM/LOW high walkability internal to the site</td>
</tr>
</tbody>
</table>

**PRIORITY FOR OPEN SPACE NETWORK:**

- Maintain and upgrade parks and open spaces as needed to serve the health and recreational needs of the diverse community
- Improve access to these areas through transit and multimobility connections

---

See how to guide on pages 1 and 2.
## Plano Comprehensive Plan

### FUTURE LAND USE CATEGORY DASHBOARDS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>BUILDING HEIGHTS</th>
<th>DENSITY</th>
<th>INTENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
<th>PARKING ORIENTATION</th>
<th>BLOCK PATTERN &amp; STREETSCAPE</th>
<th>AUTOMOBILES</th>
<th>TRANSIT</th>
<th>MULTIMODAL ACCESS</th>
<th>MICROMOBILITY</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhoods (N)</strong></td>
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<tr>
<td>1 to 2 stories</td>
<td>SF-D: up to 12 DUA Other: up to 20 DUA</td>
<td>Low intensity</td>
<td>Low-rise scale</td>
<td>10% to 50%</td>
<td>Passive Open Space</td>
<td>Res: garages with driveways Non-res: surface lots (to side or rear of building)</td>
<td>HIGH: Direct access from local streets</td>
<td>MEDIUM: Served by bus on perimeter arterial streets</td>
<td>HIGH: Connected to trails &amp; bike routes</td>
<td>MEDIUM: Walkable to parks &amp; schools</td>
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<tr>
<td><strong>Neighborhood Corridors (NC)</strong></td>
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</tr>
<tr>
<td>1 to 3 stories</td>
<td>up to 20 DUA</td>
<td>Low intensity</td>
<td>Low-rise scale</td>
<td>10% to 20%</td>
<td>Active Open Space</td>
<td>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</td>
<td>HIGH: Direct access from neighborhoods</td>
<td>MEDIUM: Served by bus</td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
<td>MEDIUM: Wide sidewalks, direct connections where feasible</td>
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</tr>
<tr>
<td><strong>Community Corridors (CC)</strong></td>
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</tr>
<tr>
<td>1 to 3 stories</td>
<td>up to 22 DUA</td>
<td>Low intensity</td>
<td>Low-rise scale</td>
<td>10% to 20%</td>
<td>Active Open Space</td>
<td>Res: garages, on-street Non-res: mix of on-street and surface lots (to side or rear of building preferred)</td>
<td>HIGH: Direct access from major streets</td>
<td>MEDIUM: Served by bus on perimeter streets</td>
<td>HIGH: Connected to trails &amp; bike routes</td>
<td>HIGH: Wide sidewalks, direct connections where feasible</td>
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<tr>
<td><strong>Suburban Activity Centers (SA)</strong></td>
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<tr>
<td>1 to 5 stories</td>
<td>Small &amp; Midtown: Up to 20 DUA Other: Up to 75 DUA</td>
<td>Moderate intensity</td>
<td>Low-rise scale</td>
<td>15% to 20%</td>
<td>Active Open Space</td>
<td>Res: structured, on-street Non-res: mix of structured, on-street, surface lots, valet,</td>
<td>MEDIUM: May require short walk to destination</td>
<td>MEDIUM: Served by bus</td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
<td>MEDIUM: High walkability internal to the site</td>
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<tr>
<td><strong>Urban Activity Centers (UA)</strong></td>
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<tr>
<td>3 to 20 stories</td>
<td>up to 120 DUA</td>
<td>High intensity</td>
<td>Mid to high-rise scale</td>
<td>10% to 15%</td>
<td>Active Open Space</td>
<td>Short block grid, limited setbacks, low-rise &amp; pedestrian-friendly streets</td>
<td>HIGH: May require short walk to destination</td>
<td>HIGH: Integrated bus and rail when possible</td>
<td>HIGH: Integrated bike routes &amp; trails</td>
<td>HIGH: Highly walkable</td>
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<tr>
<td><strong>Expressway Corridors (EX)</strong></td>
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<tr>
<td>1 to 20 stories</td>
<td>Small: up to 20 DUA Other: up to 75 DUA</td>
<td>Moderate to high intensity</td>
<td>Low to high-rise scale</td>
<td>10% to 20%</td>
<td>Passive Open Space</td>
<td>Structured parking preferred to surface lots</td>
<td>HIGH: Direct access from frontage roads/major streets</td>
<td>LOW: Served by bus at major intersections</td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
<td>LOW: Mostly served by perimeter sidewalks</td>
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<tr>
<td><strong>Downtown Corridors (DT)</strong></td>
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<tr>
<td>1 to 5 stories</td>
<td>SF and Midtown: Up to 20 DUA Other: Up to 300 DUA</td>
<td>Moderate intensity</td>
<td>Low to mid-rise scale</td>
<td>20% to 30%</td>
<td>Active Open Space</td>
<td>Mix of garages, structured, on-street, surface lots, valet, &amp; pedestrian-friendly streets</td>
<td>MEDIUM: May require short walk to destination</td>
<td>HIGH: Served by rail and bus stations</td>
<td>HIGH: Connected to trails &amp; bike routes</td>
<td>HIGH: Highly walkable</td>
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<tr>
<td><strong>Employment Centers (EM)</strong></td>
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<tr>
<td>3 to 20 stories</td>
<td>NA</td>
<td>Moderate to high intensity</td>
<td>Low to high-rise scale</td>
<td>10% to 35%</td>
<td>Passive Open Space</td>
<td>Structured parking preferred to surface lots</td>
<td>HIGH: Direct access from major streets</td>
<td>MEDIUM: Commuter bus service</td>
<td>MEDIUM: Connected to trails &amp; bike routes</td>
<td>LOW: Mostly served by perimeter sidewalks</td>
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<tr>
<td><strong>Social Network (SN)</strong></td>
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<tr>
<td>1 to 4 stories</td>
<td>NA</td>
<td>Low intensity</td>
<td>Low-rise scale</td>
<td>20% to 100%</td>
<td>Passive &amp; Recreational Open Space</td>
<td>Surface Lots</td>
<td>MEDIUM: Direct access from major streets</td>
<td>HIGH: Served by bus</td>
<td>HIGH: Integrated trails &amp; bike routes</td>
<td>MEDIUM: High walkability internal to the site</td>
<td></td>
</tr>
<tr>
<td><strong>Open Space Network (OS)</strong></td>
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<tr>
<td>1 to 2 stories</td>
<td>NA</td>
<td>Low intensity</td>
<td>Low-rise scale</td>
<td>100%</td>
<td>Active &amp; Recreational Open Space</td>
<td>Surface Lots</td>
<td>MEDIUM: Limited access to major and local streets</td>
<td>MEDIUM: Served by bus</td>
<td>HIGH: Integrated trails &amp; bike routes</td>
<td>HIGH: Short walk from neighborhoods</td>
<td></td>
</tr>
</tbody>
</table>