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.

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.

**DENSITY**

For the purposes of the Future Land Use Map, density is measured using a standard formula of building square feet per acre (DSF), 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 internal garages, surface parking lots, structured parking garages, on-street parking, and valet. All parking should be located in a context-sensitive manner.

**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, but may require a short walk. MEDIUM typically require access to a transit stop. LOW typically require access to a transit stop.

**BLOCK PATTERN & STREETSCAPE**

Block Pattern describes how wide or compact the street network is in an area. Long blocks are streets with little internal streets or public spaces. Streetscape describes the uniformity of setbacks or presence of pedestrian amenities.
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.

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- **Building Heights**
  - 1 to 2 stories
  - SK up to 10 DUA
  - Other up to 22 DUA

- **Density**
  - Low intensity
  - Low-rise scale

- **Intensity & Scale**
  - 100% to 50%

- **Open Space**
  - Passive open space

- **Parking Orientation**
  - On-street, driveways
  - On-street, curable

- **Block Pattern & Streetscape**
  - Grid or curvilinear blocks
  - Tree-lined streets
  - Consistent setbacks

- **Multimodal Access**
  - High
  -inged access from local streets
  - Metered
  - Parking on perimeter arterial streets
  - High
  - Access to commuting trails and bike routes
  - Pedestrian
  - Walkable to parks and schools

**COMPATIBILITY OF NEW USES**

- **Single-Family**
  - Midtown Single Unit
  - Midtown Multi-Unit

- **Multifamily**
  - Main Street Style MF
  - Mixed MF
  - High Rise MF

- **Retirement Housing**

**COMPATIBILITY OF NEW USES**

- **Traditional SF-D**
  - Office
  - Restaurant/Bar

- **Traditional SF-A**
  - Retail
  - Service
  - Institutional

- **Garden-Style MF**
  - Warehouse
  - Lodging

**HOUSING MIX**

- Residential
- Single-Family
- Multi-Family
- Open Space

**EMPLOYMENT MIX**

- Office
- Retail/Bar
- Service
- Institutional
- Warehouse
- Lodging

**LAND USE MIX**

- Residential
- Commercial
- Open Space

**TYPICAL NEIGHBORHOOD DESIGN**

- **Neighborhood Design**
  - Walkable to parks and schools
  - Access to commuting trails and bike routes
  - Metered
  - Parking on perimeter arterial streets
  - On-street, driveways
  - On-street, curable
  - Grid or curvilinear blocks
  - Tree-lined streets
  - Consistent setbacks

**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

*For Conceptual Purposes Only - Updated Graphics Under Development*
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. Neighborhood Corners are typically up to 10 acres in size, directly abut single-family neighborhoods, and are anchored by a small 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 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 preserve neighborhood character.

NEIGHBORHOOD CORNERS (NC)

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

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

**COMPATIBILITY OF NEW USES**

- Residential: 10%
- Nonresidential: 90%
- Open Space: 0%

**DESIRABLE CHARACTER DEFINING ELEMENTS**

- **BUILDING HEIGHTS & DENSITY**
  - 1 to 2 stories
  - Up to 0.5 DUA

- **OPEN SPACE**
  - Low intensity: less than 10% active open space

- **PARKING ORIENTATION**
  - Residential: garages, on-street
  - Non-residential: mix of on-street and surface lots (to side or rear of building preferred)

- **BLOCK PATTERN & STREETSCAPE**
  - Short to medium block grid, tree-lined streets, pedestrian-friendly

- **MULTIMODAL ACCESS**
  - **AUTOMOBILES**
    - High: convenient access to neighborhoods
  - **TRANSIT**
    - MEDIUM: served by bus
  - **MICROMOBILITY**
    - MEDIUM/LIGHT: connected to trails and bike routes
  - **PEDESTRIANS**
    - MEDIUM: wide sidewalks, direct connections where feasible

**NEIGHBORHOOD CORNERS PRIORITIES**

- Maintaining viability and attractiveness
- Creative design solutions
- Reducing excess retail square footage
- Increase and improve walkability
The Community Corners future land use category applies to medium-to-large 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. Community Corners are typically 25+ acres, but may be as small as 10 acres when buffered from single-family neighborhoods or located in an area with excess retail zoning or development.

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, 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 Community Corner redevelopment and provided in context-sensitive manner. 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. 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.

COMMUNITY CORNERS (CC)
- 50% 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
- Residential: 10%
- Nonresidential: 90%
- Open Space: 50%

DESIRABLE CHARACTER DEFINING ELEMENTS
- Building Heights & Density:
  - 1 to 3 stories
  - Up to 22 DUA
- Intensity & Scale:
  - Low intensity
  - Low-rise scale
- Open Space:
  - 50 to 100%
  - Active open spaces
- Parking Orientation:
  - Mix of on-street and surface lots (to side or rear of building preferred)
- Block Pattern & Streetscape:
  - Short to medium block grid,
  - Tree-lined streets,
  - Pedestrian-friendly
- Multimodal Access:
  - Direct access from major streets
  - Served by bus on perimeter streets
  - Connected to trails and bike routes
  - Wide sidewalks,
  - Direct connections where feasible

COMMUNITY CORNERS PRIORITIES
- Reducing excess retail zoning and square footage
- Innovative redevelopement concepts
- Green space & amenities
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.

Suburban Activity Centers Priorities

Creating destination shopping and entertainment centers
Activated open space, quality building materials, and walkable streetscapes internal to the development
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 train 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)

<table>
<thead>
<tr>
<th>Housing</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional SF-O</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 - Mixed Use</td>
<td>Institutional</td>
</tr>
<tr>
<td>Garden Style MF</td>
<td>Warehouse</td>
</tr>
<tr>
<td>Main Street Style MF</td>
<td>Retail</td>
</tr>
<tr>
<td>Mid-Rise MF</td>
<td>Lodging</td>
</tr>
<tr>
<td>High-Rise MF</td>
<td>Retirement Housing</td>
</tr>
</tbody>
</table>

### COMPATIBILITY OF NEW USES

<table>
<thead>
<tr>
<th>Residential</th>
<th>Nonresidential</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>45%</td>
<td>10%</td>
<td>45%</td>
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</table>

### HOUSING MIX

<table>
<thead>
<tr>
<th>Single-Family</th>
<th>Multi-Family</th>
<th>Retirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60%</td>
<td>15%</td>
<td>5%</td>
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</table>

### EMPLOYMENT MIX

<table>
<thead>
<tr>
<th>Retail/Service</th>
<th>Office</th>
<th>Multifamily</th>
<th>Single-Family</th>
</tr>
</thead>
<tbody>
<tr>
<td>45%</td>
<td>5%</td>
<td>40%</td>
<td>60%</td>
</tr>
</tbody>
</table>

### DESIRABLE CHARACTER DEFINING ELEMENTS

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Density</th>
<th>Intensity &amp; Scale</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 20 stories</td>
<td>Up to 120 DUA</td>
<td>High-intensity Low-to-high-rise scale</td>
<td>10% to 15% Active open spaces</td>
</tr>
</tbody>
</table>

### PARKING ORIENTATION

Structured, on-street, and valet; surface lots limited to single aisles

### BLOCK PATTERN & STREETSCAPE

Short block grid, limited setbacks, tree-lined and pedestrian-friendly streets

### MULTIMODAL ACCESS

**High**

- Integrated bus and rail
- Integrated bike routes and trails
- High sidewalks

- May require short walk to destination

**Medium**

- High
- High

- May require short walk when possible

- May require short walk when possible

**Low**

- Low
- Low

- Limited access
- Limited access

**High**

- High
- High

- Integrated bus and rail
- Integrated bike routes and trails
- High sidewalks

- Highly walkable

### Plano Comprehensive Plan

**FUTURE LAND USE CATEGORY DASHBOARDS**

**URBAN ACTIVITY CENTERS PRIORITIES**

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

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

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.

**HOUSING**

- 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
- Retirement Housing

**EMPLOYMENT**

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

**COMPATIBILITY OF NEW USES**

- Single-Family
- Midtown Housing
- Multifamily
- Retirement

- Office
- Other
- Secondary Uses

- Residential
- Nonresidential
- Open Space

**DESIREE CHARACTER DEFINING ELEMENTS**

- Building Heights
- Intensity
- Design Character
- Open Space

- Low to high density
- High intensity
- Low to high-rise buildings
- 10% to 50%
- 50% to 80%
- Passive open space

- Structured parking preferable to surface lots
- Wide blocks
- Medium to large setbacks
- Perimeter trees and landscaping

- High
- Medium
- Low
- Auto
- Transit
- Pedestrians

- Commuter bus service
- Commuter bus service
- MetroLink
- Mass transit served by perimeter sidewalks

* See how to guide on pages 1 and 2.
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 Lines), 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 - 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.
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.

**COMPATIBILITY OF NEW USES**

**BUILDING HEIGHTS**

- 1 to 20 stories
- 21 to 50 stories
- 51 to 100 stories
- Above 100 stories

**DENSITY**

- Low density
- Moderate density
- High density

**INTENSITY**

- Low intensity
- Moderate intensity
- High intensity

**SCALE**

- Low-rise
- Medium-rise
- High-rise

**OPEN SPACE**

- Public parks
- Private gardens
- Green roofs

**MULTIMODAL ACCESS**

- High direct access from frontage roads
- Medium served by bus at major intersections
- Low convenient to trails and bike routes

**RESIDUAL LAND USES**

- Greenbelts
- Open space
- Recreational areas

**DESIRED CHARACTER DEFINING ELEMENTS**

- Building height: 1 to 20 stories
- Density: Low
- Intensity: Low
- Scale: Low-rise
- Open space: Public parks

**LAND USE MIX**

- Residential
- Commercial
- Retail
- Office
- Industrial
- Education
- Recreation
- Transportation

**HOUSING MIX**

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

**EMPLOYMENT MIX**

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

**ACCOMMODATIONS**

- Studio
- One-Bedroom
- Two-Bedroom

**EXPRESSWAY CORRIDORS PRIORITIES**

Redevelopment of US 75 Corridor

Protecting sensitive land uses in Environmental Health Areas

Limiting residential uses to revitalization of underperforming commercial areas
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 (SN)

**HOUSING**
- Traditional SF-D
- Traditional SF-A
- Midtown Housing - Level 1
- Midtown Housing - Level 2
- Garden Style MF
- Mixed-Street Style MF
- Multifamily MF
- High-Rise MF
- Retirement Housing

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

**COMPATIBILITY OF NEW USES**
- **PRIORITIES FOR SOCIAL NETWORK:**
  - 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 connections

**CHARACTER DEFINING ELEMENTS**
- Building Heights
- Density
- Intensity & Scale
- Open Space
- Parking Orientation

**MULTIMODAL ACCESS**
- **AERIALS**
- **TRANSIT**
- **MICROMOBILITY**
- **PEDESTRIANS**

**Priorities for Open Space Network:**
- Maintain and upgrade parks and open spaces as needed to serve the health and recreational needs of the diverse community
- Ensure access to these areas through transit and micromobility connections

**Character Defining Elements**
- Building Heights
- Density
- Intensity & Scale
- Open Space
- Parking Orientation

**MultiModal Access**
- **Aerials**
- **Transit**
- **Micromobility**
- **Pedestrians**
### Categories

<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>Multimodal Access</th>
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<tbody>
<tr>
<td><strong>Neighborhoods (N)</strong></td>
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<tr>
<td>Up to 20 DUA</td>
<td>SF-D: up to 12 DUA</td>
<td>Low</td>
<td>Low-rise scale</td>
<td>10% to 50%</td>
<td>Passive Open Space</td>
<td>Grid or curilinear blocks, tree-lined streets, consistent setbacks</td>
<td>Autos: High: Direct access from local streets, Medium: Served by bus on perimeter arterial streets, Pedestrians: High: Walkable to parks &amp; schools</td>
</tr>
<tr>
<td></td>
<td>Other: up to 20 DUA</td>
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<tr>
<td>Medium (M)</td>
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<tr>
<td>Up to 120 DUA</td>
<td></td>
<td>Low</td>
<td>Low-rise scale</td>
<td>10% to 20%</td>
<td>Active Open Space</td>
<td>Short to medium block grid, tree-lined streets, pedestrian-friendly</td>
<td>Autos: High: Direct access from major streets, Medium: Served by bus on perimeter streets, Pedestrians: High: Connected to trails &amp; bike routes</td>
</tr>
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<td></td>
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<td>High (H)</td>
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<td>Up to 22 DUA</td>
<td></td>
<td>Low</td>
<td>Low-rise scale</td>
<td>15% to 20%</td>
<td>Active Open Space</td>
<td>Short to medium block grid, tree-lined streets, pedestrian-friendly</td>
<td>Autos: Medium: May require short walk to destination, Pedestrians: High: High walkability internal to the site</td>
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<td><strong>Surface Lots</strong></td>
<td></td>
<td>Low</td>
<td>Low-rise scale</td>
<td>20% to 30%</td>
<td>Active Open Space</td>
<td>Short to medium block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Autos: Low: Served by bus at major intersections, Medium: Connected to trails &amp; bike routes, Pedestrians: Mostly served by perimeter sidewalks</td>
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<td><strong>Urban Activity Centers (UA)</strong></td>
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<tr>
<td>Up to 5 stories</td>
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<td>High</td>
<td>High-rise scale</td>
<td>10% to 15%</td>
<td>Active Open Space</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Autos: High: Integrated bus and rail when possible, Bikes: High: Integrated bike routes &amp; trails, Pedestrians: High: Highly walkable</td>
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<td><strong>Expressway Corridors (EX)</strong></td>
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<tr>
<td>Up to 20 stories</td>
<td>Small lot &amp; Midtown: Up to 20 DUA Other: Up to 75 DUA</td>
<td>Moderate to high intensity</td>
<td>Low to high-rise scale</td>
<td>50% to 90%</td>
<td>Active Open Space</td>
<td>Wide blocks, medium to large setbacks, perimeter trees &amp; landscaping</td>
<td>Autos: High: Direct access from major streets, Transit: Low: Served by bus at major intersections, Bike: High: Integrated bike routes &amp; trails, Pedestrians: Mostly served by perimeter sidewalks</td>
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<td><strong>Downtown Corridors (DT)</strong></td>
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<td>Up to 5 stories</td>
<td>SF and Midtown: Up to 20 DUA Other: Up to 100 DUA</td>
<td>Moderate intensity</td>
<td>Low to mid-rise scale</td>
<td>20% to 30%</td>
<td>Active Open Space</td>
<td>Short block grid, limited setbacks, tree-lined &amp; pedestrian-friendly streets</td>
<td>Autos: Medium: May require short walk to destination, Transit: High: Connected to trails &amp; bike routes, Bike: High: High walkability, Pedestrians: Mostly served by perimeter sidewalks</td>
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<td><strong>Employment Centers (EM)</strong></td>
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<td>Up to 20 stories</td>
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<td>Moderate to high intensity</td>
<td>Low to high-rise scale</td>
<td>10% to 35%</td>
<td>Active Open Space</td>
<td>Structured parking &amp; landscaping, medium to large setbacks, perimeter trees &amp; landscaping</td>
<td>Autos: High: Direct access from major streets, Transit: Medium: Commuter bus service, Bike: High: Connected to trails &amp; bike routes, Pedestrians: Mostly served by perimeter sidewalks</td>
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<td>Up to 4 stories</td>
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<td>Low</td>
<td>Low-rise scale</td>
<td>20% to 100%</td>
<td>Passive &amp; Recreational Open Space</td>
<td>Wide blocks, perimeter trees &amp; landscaping, medium to wide setbacks</td>
<td>Autos: Medium: Limited access to major and local streets, Transit: High: Served by bus, Bike: High: Integrated trails &amp; bike routes, Pedestrians: Mostly served by perimeter sidewalks</td>
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<td><strong>Open Space Network (OS)</strong></td>
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<td>Up to 2 stories</td>
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<td>Low</td>
<td>Low-rise scale</td>
<td>100%</td>
<td>Active &amp; Recreational Open Space</td>
<td>Surface Lots</td>
<td>Autos: Medium: Limited access to major and local streets, Transit: High: Served by bus, Bike: High: Integrated trails &amp; bike routes, Pedestrians: Mostly served by perimeter sidewalks</td>
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</tbody>
</table>

**Notes:**
- Autos: Automobiles Transits, Micromobility, Pedestrians.