

## **Bundle 10 – Community Design**

Policies and Actions with Detailed Information

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The Plano Tomorrow Policies and Actions were developed through meetings with the Planning & Zoning Commission, City Council, and extensive public outreach. Information on this process can be found here:

- [Public Outreach Process](#)
  - [Advisory Committee Workshops](#)
  - [Adoption Process](#)
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### ***The Built Environment - Community Design***

**POLICY** - Plano will promote and incorporate unique and functional community design components within new developments, public spaces, and streetscapes to enrich areas throughout the city, create distinctive visual character, and ensure a citywide pedestrian-friendly environment.

#### **CD3) Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.**

**Status:**

- Pending
- A [Community Design Assessment for Mixed-Use Developments](#) has been drafted.

**Background:**

This action will create more pedestrian- and multimodal-friendly environments, helping to attract economic investment and create more cohesive development. Developing a Corridor Community Design Plan creates an opportunity to manage the built environment along major transportation and commercial corridors that host some of the remaining undeveloped land in the city as well as critical reinvestment sites. Streetscape features, such as sidewalks, crosswalks, bike lanes, public art, specialty signage, street trees, and furniture, [provide low-cost and low-impact design solutions](#) that help create a sense of place while increasing the health and safety for pedestrians, bicyclists, and transit users in addition to vehicular traffic. Providing unique design standards for different corridors within Plano can create distinction between the corridors and recognize the unique character of each area of the city.

**CD5) Develop wayfinding signage guidelines to apply to special areas and public facilities citywide.**

**Status:**

- In Progress
- The Engineering Department is currently developing construction documents for citywide wayfinding signage.

**Background:**

Implementing a cohesive wayfinding information system is an effective way to increase the navigability of the city's transportation systems and neighborhood districts while reinforcing Plano's civic brand. Wayfinding forms boundaries in shared spaces, such as municipal buildings with multiple agencies; creates neighborhood gateways; and leads to an increased awareness of walkability for residents and visitors, resulting in health benefits, and an increase in patrons for shopping, eating, and drinking establishments. Using signage, maps, symbols, and colors, the city can establish [clear branding and route legibility](#) for all pedestrians and motorists, who each have unique challenges navigating streets and roadways.

**CD6) Evaluate and make revisions to parking regulations to ensure a balance between the needs of various transportation options and creating good community form.**

**Status:**

- Pending
- In FY2018-19, Granite Park properties created a planned development to amend the parking regulations of the whole development and provide better accommodations to pedestrians.

**Background:**

As noted in the [CPRC Memo #3, dated April 17, 2020](#), studies have shown that conventional zoning practices, which require parking minimums, lead to excessive parking supplies. In a [recent Transit Oriented-Development Parking Study](#), the North Central Texas Council of Governmental (NCTCOG) notes that an over-supply of low-cost and/or free parking is, "linked to an increased reliance on driving and decreased use of transit, even in transit-rich locations." Updating the city's parking regulations will help establish an appropriate amount of parking necessary to realize the vision of more compact, pedestrian, and transit-friendly districts, such as Legacy, Oak Point, and Downtown. Furthermore, updating the regulations in these specific locations will better align with the area's market potential and future land use designations and may reduce the amount of money spent on creating and maintaining parking infrastructure. Again, the NCTCOG study notes that vacant parking spaces across the Metroplex "represent over \$79M in unnecessary infrastructure." The Institute of Traffic Engineers (ITE) also recently updated their parking generation manual and [provides additional advice](#) to encourage impactful and efficient use of parking areas.