

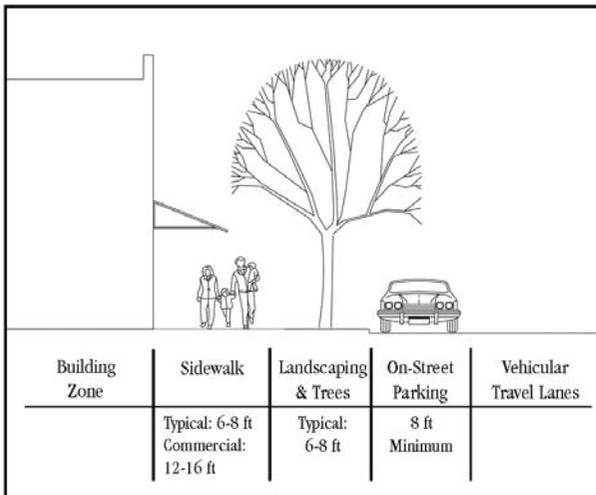
4.1 GENERAL STREET DESIGN PRINCIPLES

Key Element *It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled to the pedestrian.*

The Guidelines encourage the development of a network of interconnecting streets that disperse traffic while connecting and integrating neighborhoods with the existing urban fabric of the City. Equally as important, the Guidelines encourage the development of a network of sidewalks and bicycle lanes within the rights-of-way that provide an attractive and safe mode of travel for cyclists and pedestrians.

Pedestrian-oriented Streets have an activated public realm with formal landscaping where the building frontages open out to the sidewalk.

These Guidelines are applicable to all streets up to and including major thoroughfares, particularly those that enter a Mixed-use Center. Streets that are within a Mixed-use Center should be designed and posted as low-speed (20–35 mph) connectors. The Recommended Street Design Standards for these streets are contained in Appendix III.



The Basic Elements of a Pedestrian-oriented Street

Guidelines

- Key Element** Sidewalks should be 5–8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12–16 feet wide to accommodate sidewalk uses such as vendors, merchandizing, and outdoor seating.
- Key Element** Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6–8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6¼ inches caliper and should be consistent with the City landscaping, lighting and street sight distance requirements.
- In Core areas, trees may be planted in tree wells with grates over the top to protect the roots. Irrigation should be provided. Unit pavers are preferred over concrete.
- Planted medians are encouraged on multi-lane roads to provide additional tree canopy and reduce the visual height-to-width ratio of the overall streetscape. They also provide for safe, convenient pedestrian refuges at crossings.
- Wherever possible, street locations should account for difficult topographical conditions, by avoiding excessive cuts and fills and the destruction of significant trees and vegetation outside of street rights-of way on adjacent lands.



A Pedestrian-oriented Street is detailed with interesting storefronts, landscaping, furniture wide sidewalks and on-street parking



Pedestrian wayfinding signs and other kiosks give pedestrians advantages over the automobile



Diagonal parking is more convenient and plentiful per linear foot than parallel parking and is encouraged in heavy commercial areas

Guidelines

6. Closed or gated streets are strongly discouraged.
7. On-street parking provided should be parallel. Curb or angle parking is permitted only on low-volume, low-speed streets.
8. Where on-street parking is provided, the landscape strip should be planted in grass at-grade. This will enable people to walk directly from their car to the sidewalk. Shrubs, ground covers, trees and raised planters should be located so as not to conflict with opening car doors or pedestrians' access to and from on-street parking.
9. Streets should be designed so pedestrians have convenient and safe means to cross streets. Allowable treatments may include but not be limited to roundabouts, raised pedestrian crosswalks, multi-way stops, "bulb-outs," alternative pavement treatments, and signals at crosswalks when warranted.
10. Streetscape designs should include a system of pedestrian wayfinding signs, kiosks and other environmental graphics to supply directions to the pedestrian. This should be done in a unified comprehensive manner for Mixed-use Centers.
11. Landscaping and pedestrian features such as bump outs and tree planters need only be placed at the end of the block and at mid-block-crossings. Mid-block crossings are necessary where the block face is more than 200 feet.
12. Angle parking is encouraged in commercial areas as a way to provide additional, convenient parking spaces for merchants and restaurants.