

STREET WIDTHS

GUIDELINES

General

- Where applicable, a hierarchy of street widths should be designed within any new development to encourage a variety of traffic speeds and flows: avenues, free, slow and yield streets. (See Images 1-4)
- In residential neighborhoods, all streets should be designed to have narrow pedestrian-friendly widths encouraging slow traffic speeds.
- All public streets wherever possible should accommodate parking on both sides.
- Within residential neighborhoods, design speeds should be 20-25 mph and at the edge of neighborhoods design speeds should be 25-30 mph.
- Within commercial streets, design speeds should be 20-25 mph.

Size

- Parking lanes should be a minimum of 7 feet to a maximum of 9 feet wide.
- Driving lanes should not exceed 11 feet in width and narrower lanes should be encouraged.
- Within residential neighborhoods, street widths should not exceed 36' from curb to curb, with parking on both sides.
- Within residential neighborhoods, street widths where appropriate may be designed as 'yield streets' with narrow curb to curb dimensions of 30' with parking on both sides. Such a street may not exceed one block in length and may not be designed on blocks with townhouse densities. (See Image 4)
- Within neighborhoods and districts, selected streets may be designed as intimate "Euro-streets" with curb to curb dimensions as narrow as 28' with parking on one side. Such streets are encouraged to be cranked and not axial, may not exceed one block in length and may be designed to accommodate townhouse densities.
- Along major thoroughfares such as avenues and corridors, street widths should be designed to accommodate medians and various public arrangements. (i.e. art work, fountains, seating, landscaping, etc.)
- On retail streets, 90 degree parking is discouraged. Angled parking is encouraged so that the backup distance needed by a car may not exceed 24' in width. (See Image 1)

Location

- On retail streets, on-street parking should be provided on both sides.
- On residential streets, parking lanes should be provided on both sides for denser streets and parking lanes should only be necessary on one side for lesser dense streets.

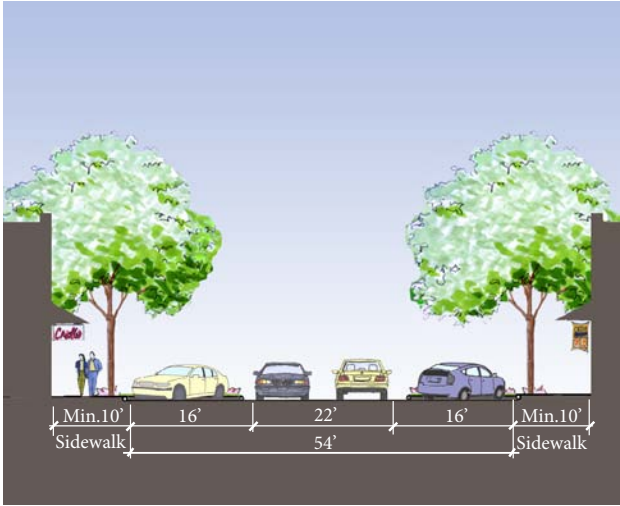
Character

- Whenever streets have medians, the median is encouraged to be at least 4' in width to encourage planting for certain tree types. (See STREET TREES Guidelines)
- The visual perception of the width of a street may be mitigated by using alternating paving materials in the parking lanes such as porous pavers.
- The width of a street should have a direct relationship to the height and massing of its flanking buildings, their setbacks, density and uses.
- The width of a street should inform the scale and character of elements such as trees, lighting and street furniture.
- It is the three dimensional mass of each building which defines the public realm.
- Building elevations and the cross-sections of public spaces should be scaled to foster a sense of urbanism so that streets, squares and parks are defined by appropriately scaled buildings and/or trees fronting onto them. (*Urban Design Compendium* by Llewelyn-Davies, English Partnerships and the Housing Corporation of London)
- The height to width enclosure ratios of streets may range from 1:1, 2:1 and 3:1. They should be designed so that they enable sufficient daylight into the street. (See Images 5-8)
- On avenues with medians, trees may be used to reduce the scale of the street to bring the ratio to within 3:1.
- Street width ratios should be used to help sustain the scale of the street to be compatible with a comfortable human scale.
- Where appropriate, the curb to curb width of a street may be reduced to create traffic calming measures. For instance, at intersections bulb-outs are encouraged to reduce the overall dimensions of the intersection. Likewise, intermittent bulb-outs can both help create a pattern along the street parking as well as mitigate the perceived street width further.
- Edge streets in residential neighborhoods are encouraged to be meandering, or have informal landscapes that differentiate them from typical neighborhood streets.
- Edge streets in residential neighborhoods facing natural features should be designed with a distinct character that is different from the rest of the neighborhood. They may have parking and sidewalks on one side only, and may incorporate swales and bio-retention areas facing the natural feature.
- Denser residential streets should have markings denoting a separation of driving lanes and parking lanes.
- Less dense residential streets do not need to have lanes divided by markings.
- On retail streets, markings should be used to clearly denote the separation of parking and driving lanes.

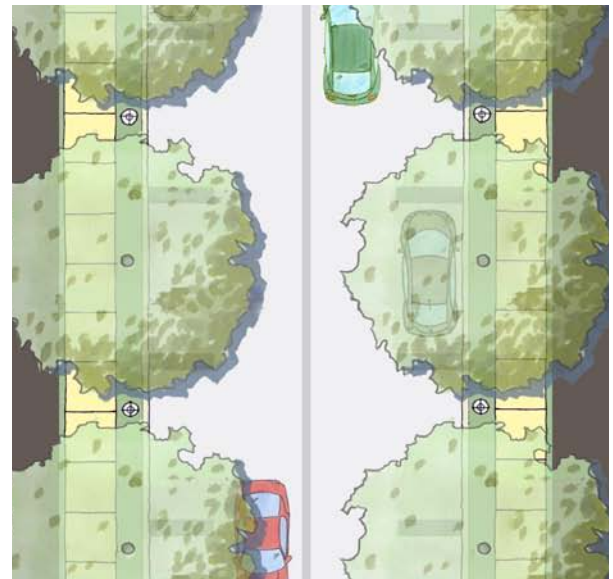
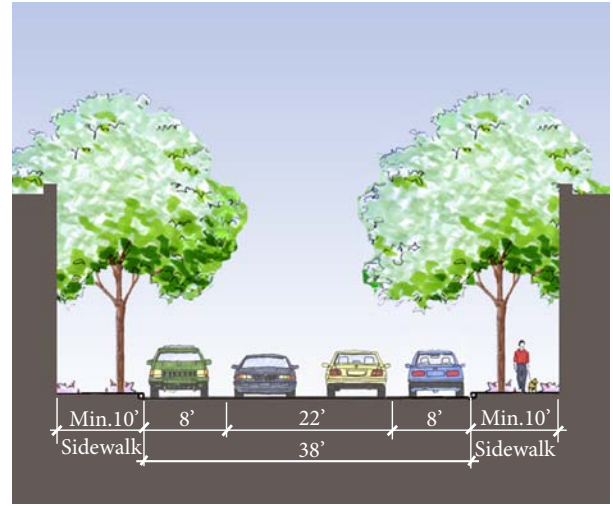
STREET WIDTHS

RETAIL

RETAIL STREET IN NEIGHBORHOOD CENTERS



RETAIL STREET BETWEEN NEIGHBORHOOD CENTERS



2

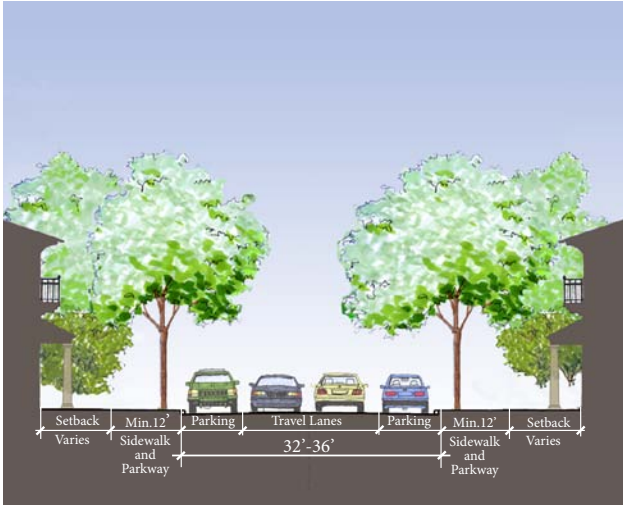
Image 1 - Retail streets in neighborhood centers are often the busiest streets in the neighborhood. By using angled parking, pulling out of a parking spot requires less time and creates less congestion. Wider sidewalks promote more pedestrian activity and allows the placement of street furniture and artwork which enriches the street. Streets with diagonal parking on both sides of the street should have a design speed of 20-25 mph.

Image 2 - Retail streets between neighborhood centers often serve as connection routes between multiple neighborhood centers as well as the residential neighborhoods. Retail streets with parallel parking on both sides of the street should have a design speed of 25-30 mph.

STREET WIDTHS

RESIDENTIAL

TYPICAL NEIGHBORHOOD “FREE” STREET



TYPICAL NEIGHBORHOOD “YIELD” STREET

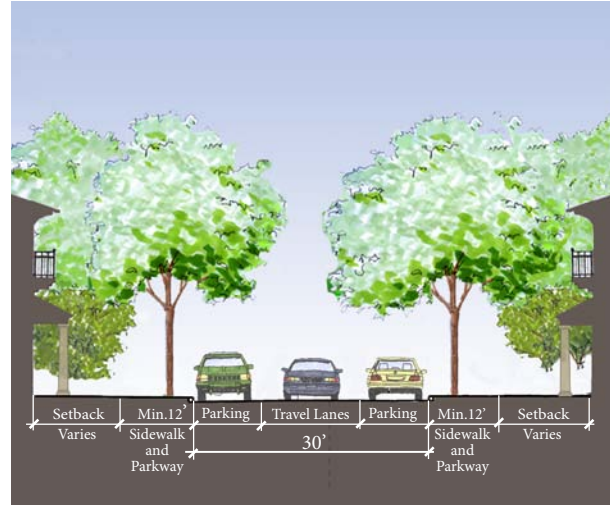


Image 3 - Principle neighborhood streets that connect one neighborhood to another may be designed as 'Free Streets', with curb-to-curb dimensions ranging from 32'-36' depending on their location, with two travel lanes, and parallel parking on both sides, and minimum 10' sidewalks. Residential streets with parallel parking on both sides of the street should have a design speed of 25-30 mph.

Image 4 - Where appropriate, neighborhood streets may be designed as 'yield streets' with curb to curb dimensions ranging from 28'-30', with parallel parking on both sides. The intent is to have cars 'queue' or 'yield' to each other as they pass by. Such streets may be appropriate when the length of the street does not exceed one or two blocks in length, when the fabric around it is of a low density such as single family detached homes and when the lots are served by an alley. Residential yield streets with parallel parking on both sides should have a design speed of 15-20 mph.

STREET WIDTHS

ENCLOSURE RATIOS



Image 5 - 1:1 (width to height) Enclosure Ratio

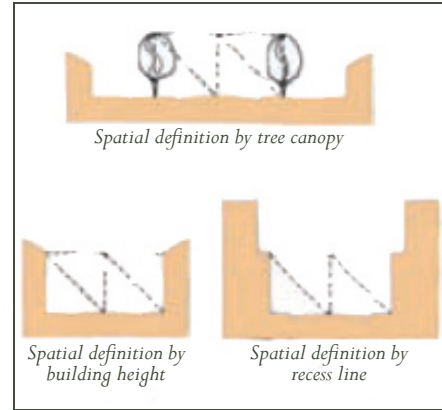


Image 6 - Ways to provide spatial definition (Urban Design Compendium by Llewelyn-Davies, English Partnerships and the Housing Corporation of London).



Image 7 - 2:1 (width to height) Enclosure Ratio



Image 8 - 3:1 (width to height) Enclosure Ratio