Mobility Elements:
- Travel – moving over distances
- Circulation – moving within areas
- Access – getting in the door

AUTOMOBILES
- Design Speed
- Lane Widths
TRANSIT
- Type
- Level of Service
- Mix & Density
BICYCLES
- Type of Cyclist
- Type of Corridor
- Type of Place
PEDESTRIANS

- Type of Walking
- Type of Walking Environment
Types of Walking

- People walk for a variety of reasons
  - Utilitarian
  - Rambling
  - Strolling
  - Lingering
  - Promenade
  - Special Events
Utilitarian Walking
Rambling
Strolling, Lingering
Types of Walking Environments

- Different standards are appropriate for different place types
  - Pedestrian Intolerant
  - Pedestrian Tolerant
  - Pedestrian Supportive
  - Pedestrian Place
Pedestrian Walk Distance

- Climate
- Topography
- Connections
- Pedestrian Environment

Distance in Feet
Components of the Pedestrian Environment

1. **ROADWAY CORRIDOR**
   - street crossings
   - sidewalk planting strip
   - sidewalk
   - setback zone
   - face of building
   - edge of R.O.W.

2. **PEDESTRIAN REALM**
   - min. through walkway
   - back-of-curb

3. **ADJACENT LAND USE**
   - landscape (tree, plants)
Components of the Pedestrian Environment

Public Frontage  Private Frontage

street crossings

sidewalk planting strip

sidewalk

setback zone

min. through walkway

back-of-curt

edge of R.O.W.

face of building
Private Frontages

SmartCode 9.0
CONTEXT SENSITIVE DESIGN

• Private Frontages

Setbacks

Building Facades
CONTEXT SENSITIVE DESIGN

• Private Frontages

Setbacks

Building Facades
a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.

b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.

c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.

d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.

e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.

f. (CS) (AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances.

g. (BV) For Boulevard: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.
CONTEXT SENSITIVE DESIGN

• Relationship of Buildings to Street

Setbacks & Parking Treatments  Street Widths & Travel Speeds
CONTEXT SENSITIVE DESIGN

• First Floor Land Use

Grassy Planting Strip
Residential Frontages

Paving with Tree Wells
Commercial Frontages
CONTEXT SENSITIVE DESIGN

- Width of Sidewalk

Desired Levels of Pedestrian Activity
Commercial Frontages
CONTEXT SENSITIVE DESIGN

- Width of Buffer Planting Strip

Desired Separation from Vehicular Traffic
Travel Speeds and On-Street Parking
Corners and Crossings
Location Efficiency

- also how we reduce auto dependency -
Build for New Choices

In a national survey, 6 out of 10 prospective homebuyers chose a higher-density, mixed use community.

Source: Smart Growth America & National Association of Realtors
Housing Supply & Demand

- Attached
- Small lot
- Large lot
Well Designed Density

It is not this: