

Design Guidelines for the Public Realm

- Promoting Design Excellence for a Livable City



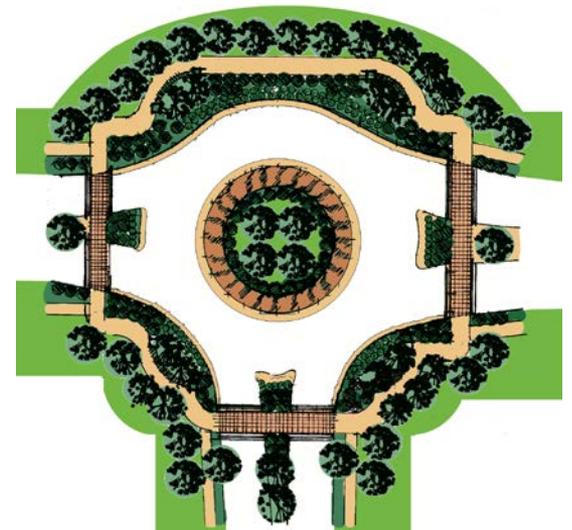
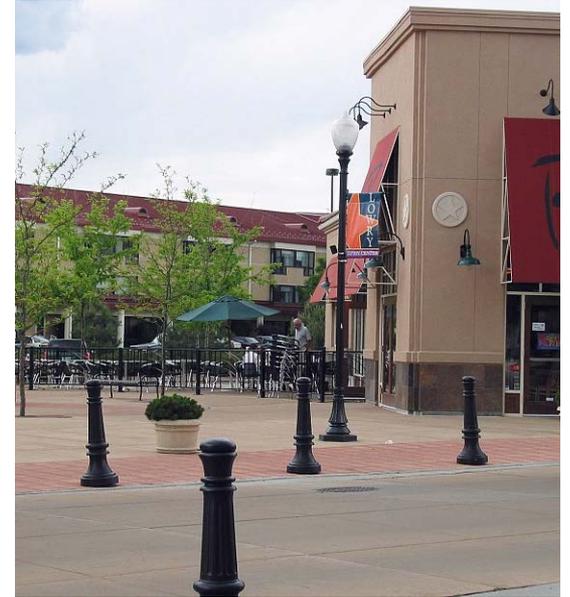
June 22, 2017

Design Guidelines for the Public Realm

Winter & Company 

Design in the Public Realm includes...

- Streetscape
 - Sidewalks, courts, plazas
- Street sections
 - Medians, gateways, roundabouts
- Public places (linked to streetscape)
 - Public buildings
 - Open spaces, parks



Design in the Public Realm can...

- Stimulate private investment
- Reinforce neighborhood character
- Provide public amenities
- Encourage pedestrian activity
- Support multi-modal access
- Promote social interaction

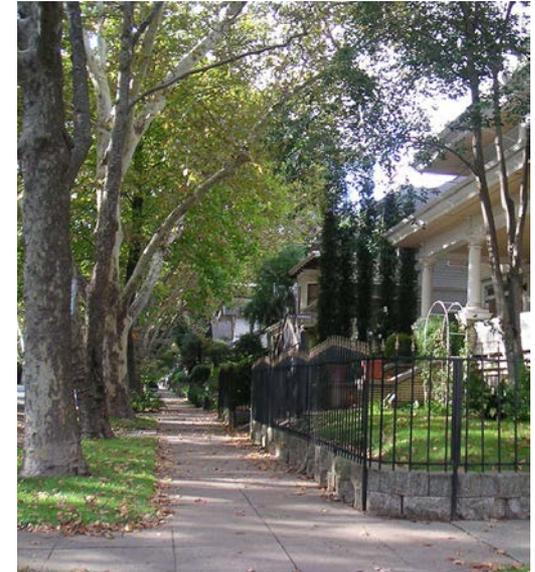


Guidelines types for the public realm

- Prescriptive standards
 - Materials, dimensions, etc.
- Design procedures
 - Things to consider, steps to follow
- Performance-oriented characteristics
 - Sustainable, comfortable, maintainable
- Character-oriented
 - Context based

Streetscapes

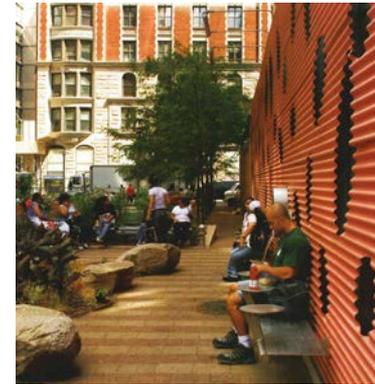
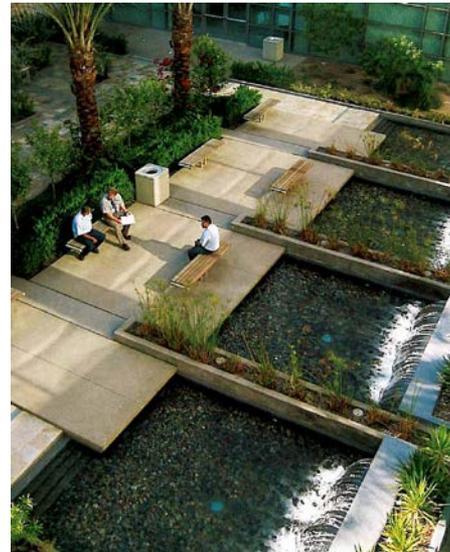
- Plantings
- Street furniture
- Information
- Art
- Lighting
- Places



Public Outdoor Places



- Parks, plazas, courts



Inside Edges



Wayfinding & District Identifiers



Public Art

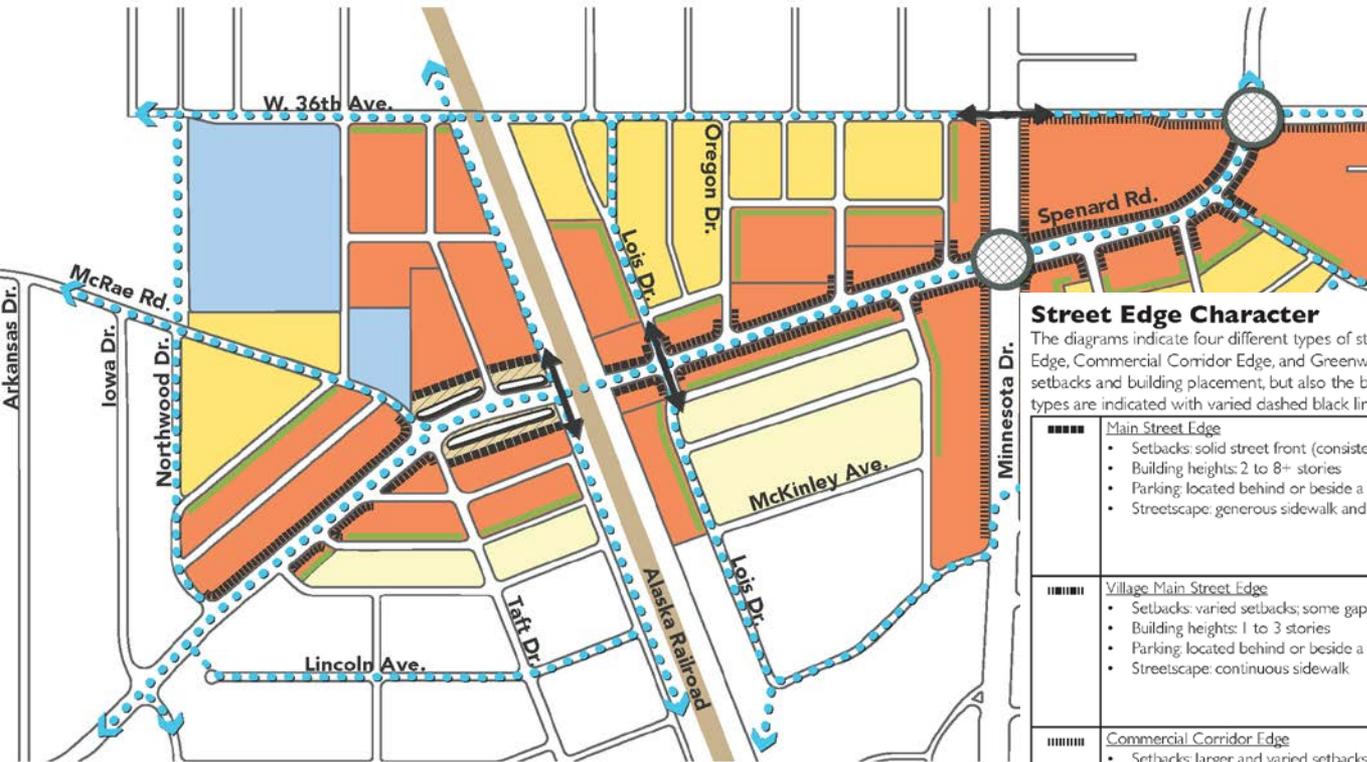
- Location
- Relationship to context
- Potential themes



Design Guidelines for the Public Realm can be in...

- Master plans
 - Neighborhood
 - Corridor
- Design manuals
 - Public works
 - Transportation
 - Etc.
- Development codes
 - Regulating plans
 - Street types
- Design guidelines
 - Public infrastructure
 - Interface of public and private realms

Public Realm in a Master Plan



Street Edge Character

The diagrams indicate four different types of street edge character: Main Street Edge, Village Main Street Edge, Commercial Corridor Edge, and Greenway Edge. Each of these edge character types describe not only setbacks and building placement, but also the building heights, parking location and streetscape design. The four types are indicated with varied dashed black lines.

<p>■■■■■ Main Street Edge</p> <ul style="list-style-type: none"> • Setbacks: solid street front (consistent minimal front setbacks) • Building heights: 2 to 8+ stories • Parking: located behind or beside a building • Streetscape: generous sidewalk and streetscape amenities 	
<p>■■■■■ Village Main Street Edge</p> <ul style="list-style-type: none"> • Setbacks: varied setbacks; some gaps in street wall • Building heights: 1 to 3 stories • Parking: located behind or beside a building • Streetscape: continuous sidewalk 	
<p>■■■■■ Commercial Corridor Edge</p> <ul style="list-style-type: none"> • Setbacks: larger and varied setbacks; gaps in street wall • Building heights: 1 to 8 stories • Parking: limited parking allowed in front setback • Streetscape: sidewalks and internal pathways 	
<p>■■■■■ Greenway Edge</p> <ul style="list-style-type: none"> • Setbacks: generous setbacks; liner buildings provide some street wall • Building heights: 3 to 5 stories • Parking: limited parking allowed in front setback • Streetscape: landscaped setbacks, sidewalks and internal pathways 	

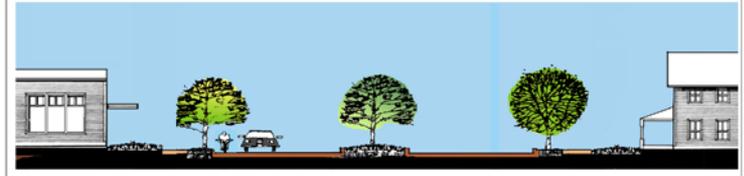
Spenard TOD Corridor – Anchorage, AK

Design Guidelines for the Public Realm

Corridor Typologies

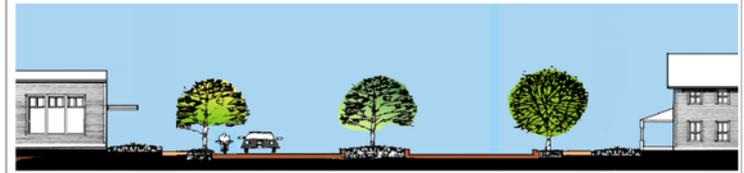


Entryway Corridor Character Area Public Realm



East Main

Sidewalk	Planting Strip	Bike Lane	Parking	Travel Lanes	Median
7'	5'	4'	8.5'	(4) x 10.5'	6'



North 7th

Sidewalk	Planting Strip	Bike Lane	Parking	Travel Lanes	Median
7'	5'	4'	8.5'	(4) x 10.5'	6'



West Main Parkway

Sidewalk	Planting Strip	Bike Lane	Travel Lanes	Median
7'	8'	4'	(4) x 11'	10'



Rouse

Shared Trail	Planting Strip	Travel Lanes
12'	10'	(2) x 12'

Streetscape Typologies

Type A-Parkway

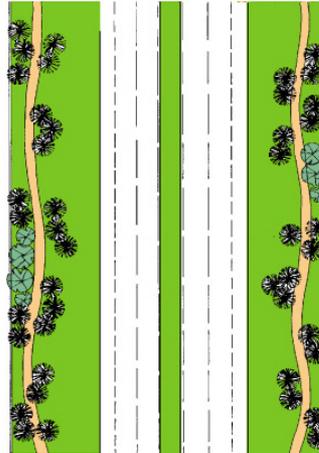
Applies mostly to North 19th Avenue and western end of West Main

Existing Conditions:

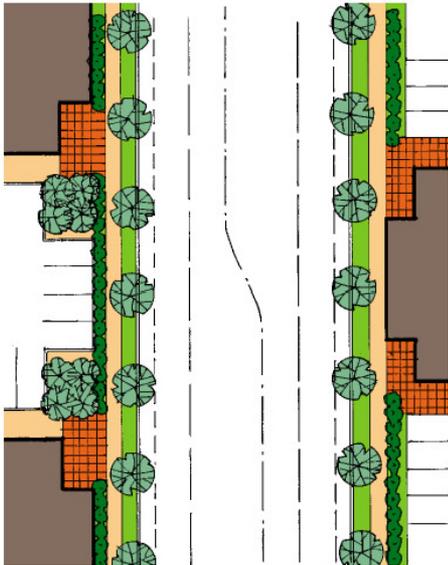
- Five travel lanes refuge lane
- Views
- Green edge
- Parkway setting
- Implemented in 1997?
- Primarily backs to open space although some areas that back onto new residential neighborhoods
- Varied topography
- Primarily auto corridor
- Regional circulation on a combined use trail for pedestrian (primarily joggers) and bicyclist
- Limited curbcuts

Design objectives:

- Enhance view opportunities
- Relates to natural setting while serving new uses
- Enhance sense of green corridor/open space
- Provide view opportunities
- Provide regional streetscape amenities
- Anticipate public transit



Streetscape Typologies



Type D-Downtown Transition

Applies mostly to East and West Main

Existing condition:

- Five lanes with refuge/parking lanes
- Views
- Primarily attached with some detached sidewalk
- Varied lot size
- Primarily backs to single family residential and open space
- Varied topography
- Primarily auto corridor
- Excessive curbs cuts

Design objectives:

- Enhance view opportunities
- Anticipate public transit
- Enhance street cross-section with urban streetscape amenities
- Enhance residential neighborhood pedestrian connections
- Consider landscaped median to soften hardscape
- Invite the pedestrian and bicyclist to use the corridor, encourage the development of buffered detached sidewalks and bike lanes

Form Based Codes

3.11.2.2. Regulating Plan

The Walkable Residential (WR-), Walkable Mixed Use (WX-) subdistricts are identified and located on the Town of Chapel Hill Official Zoning Map. The Regulating Plan is intended to show the general areas of each subdistrict and associated road frontage(s). Additional street right-of-way or public easement may be required at the time of development, in accordance with the Ephesus Church/Fordham Boulevard Small Area Plan, the Ephesus Fordham District Illustrative Block Studies, the Ephesus Fordham sections of the Mobility and Connectivity Plan and this Section 3.11.



Design Guidelines for the Public Realm

3.11.2.5. Frontages

Type A With On-Street Parking



(A) (B) (C) (D) |

Type A Without On-Street Parking



(A) (B) (C) (D) |

TYPE A FRONTAGE

Building Location	
(A) Front setback, Type A1 (min/max)	0'-10'
Front setback, Type A2 (min/max)	0-20'
Building façade in BTZ (min % of lot width)	
- Type A1	80%
- Type A2	60%
Streetscape	
(B) Sidewalk (min)	10' with 10' minimum clear zone
(C) Tree planting zone (min)	8'
Note: Between tree plantings, this area is only required to be hard-scaped where retail frontages are located, or as otherwise determined by the Town Manager as desirable or necessary to support transit stops, other public infrastructure or pedestrian connectivity.	
Tree spacing (on center, avg)	40'
(D) On-street parking, where provided (min)	Per thoroughfare standards

Parking Location

Surface parking: Not permitted in the Build-to-Zone

Structured parking: 30' minimum behind front building façade for all floors

Canopy trees are required unless utility conflicts exist, in which case an equivalent or better alternative can be reviewed and approved by the Community Design Commission.

Form Based Codes

3.11.2.2. Regulating Plan

The Walkable Residential (WR-), Walkable Mixed Use (WX-) subdistricts are identified and located on the Town of Chapel Hill Official Zoning Map. The Regulating Plan is intended to show the general areas of each subdistrict and associated road frontage(s). Additional street right-of-way or public easement may be required at the time of development, in accordance with the Ephesus Church/Fordham Boulevard Small Area Plan, the Ephesus Fordham District Illustrative Block Studies, the Ephesus Fordham sections of the Mobility and Connectivity Plan and this Section 3.11.



Type B Frontage



TYPE B FRONTAGE

Building Location	
Ⓐ Front setback, with parking (min/max)	0-85'
Front setback, without parking (min/max)	0-20'
Building façade in BTZ (min % of lot width)	60%
Pedestrian Way	
Ⓑ Sidewalk (min)	8'
Ⓒ Tree planting zone (min)	8'
Note: Between tree plantings, this area is only required to be hardscaped where retail frontages are located, or as otherwise determined by the Town Manager as desirable or necessary to support transit stops, other public infrastructure or pedestrian connectivity.	
Tree spacing (on center, avg)	40'
Vehicular Way	
Ⓓ Parking area (max)	60'
Ⓔ Hedge planting or wall zone (36" min height)	5' (min width)

Streetscape	
Ⓕ Sidewalk or multiuse path not in conjunction with a Town plan (min) OR	6' with 6' minimum clear zone OR
Sidewalk or multiuse path built in conjunction with a Town plan (min)	10' with 10' minimum clear zone
Ⓖ Tree planting zone (min)	8'
Note: Between tree plantings, this area is only required to be hardscaped where retail frontages are located, or as otherwise determined by the Town Manager as desirable or necessary to support transit stops, other public infrastructure or pedestrian connectivity.	
Tree spacing (on center, avg)	40'
Parking Location	
Surface parking: 2 bays maximum permitted between building and street	
Structured parking: 30' minimum behind front building façade for all floors	

Canopy trees are required unless utility conflicts exist, in which case an equivalent or better alternative can be reviewed and approved by the Community Design Commission.

Date Adopted: May 12, 2014

Revised: March 6, 2017

Public – Private Interface

A. Public Area

This area is within the public right-of-way. It most often includes the area between the street edge and the inside edge of the sidewalk.

B. Semi-Public Area

This area includes highly-visible or publicly-accessible site areas on private property adjacent to the public area. It may include outdoor public space. Compatibility with the public streetscape is preferred, in terms of paving, lighting, furnishings.

C. Private Outdoor Area

This area includes private outdoor spaces that are less visible or accessible from the street. More variety in design is appropriate.



Figure 11: The Interface Between Public Streets & Private Development

STREETScape

The streetscape includes the public and semi-public area between the edge of the street and parking areas or building frontage. Elements include sidewalks, walking trails, bump outs, street trees and lawns, street furniture and lighting. Streetscape features should be functional and durable while helping to affirm or establish the identity of a neighborhood, district or development. Additional context-sensitive guidelines are provided in Chapter 3.



Use furnishings made of durable materials.



The use of similar trees, planters, and lighting creates a coordinated streetscape.



Streetscape improvements should be coordinated, functional and durable.

- 1.1 **Integrate functional pedestrian improvements into the streetscape.**
 - a. Provide unobstructed sidewalks at least 5' wide on public frontages surrounding a development and along internal streets and lanes.
 - b. Provide a wide walking path (at least 8' wide), rather than a conventional sidewalk, along collector or arterial streets surrounding a development, whenever possible.
 - c. Provide a landscaped area, or trees in grates, between streets or parking areas and sidewalks or walking paths.
 - d. See "Connectivity" on page 18 for additional guidelines related to the pedestrian network.
- 1.2 **Coordinate streetscape elements along public frontages surrounding a development.**
 - a. Coordinate streetscape elements with elements provided by the Town (such as street lights or other public improvements), whenever possible. See "The Interface Between Public Streets & Private Development" on page 15 for more information.
 - b. Install decorative streetlights or other coordinated improvements where they are not provided as a public improvement. See "Site Lighting" on page 25 for more information.
 - c. Consider reserving space for future streetscape improvements, rather than immediate installation, to provide flexibility for redevelopment or minor projects.
- 1.3 **Coordinate streetscape elements on internal streets and lanes within a development.**
 - a. Coordinate streetscape improvements within a development with streetscape improvements on surrounding streets, whenever possible.
 - b. Use decorative street lights and other street furnishings that help establish a sense of identity within the development. See "Outdoor Open Space" on page 20 and "Site Lighting" on page 25 for more information.
- 1.4 **Use streetscape elements that invite a high level of activity along a commercial street frontage.**

These include:

 - a. Street trees with grates, located in paved pedestrian areas
 - b. Benches and planters of finished, highly durable materials
 - c. Decorative paving, such as scored concrete or unit pavers to define special areas
- 1.5 **Use streetscape elements that invite passive pedestrian and recreational activity along a residential street frontage.**

These include:

 - a. Landscaped "tree lawn" areas between the sidewalk and the street
 - b. Benches or other furnishings located in landscaped areas

Public – Private Interface

OUTDOOR OPEN SPACE

Outdoor space includes public and semi-public areas such as plazas, courtyards, patios, small park spaces or landscaped features that is visible from surrounding streets. New development should incorporate outdoor open space that projects a vibrant image and invites pedestrian activity with durable furnishings and visual elements such as public art to add interest.



Create a sense of enclosure for an outdoor open space area by positioning buildings to frame the space or define it with landscaping.



Furnish outdoor open space with benches, tables, shelters, and landscape features.



Orient outdoor open space to pedestrian activities, views, cultural resources, and natural features.

Open Space Location

Outdoor open space should be located to encourage active use. In large developments an outdoor space can become a focal point on the site. Outdoor open space may be provided as an accent within a small project.

1.10 Locate outdoor open space to provide a focal point.

- Locate outdoor open space to highlight key building features.
- Position outdoor open space to facilitate sharing between adjoining buildings, when possible.
- For a small project, such as a new single-story building, consider incorporating simple outdoor open spaces such as a courtyard area at a building entry.
- Consider using public art to add interest to an outdoor open space. See "Public Art" on page 22 for more information.

1.11 Locate and orient outdoor open space to be actively used.

- Orient outdoor open space to pedestrian activities, views, cultural resources, and natural features.
- Provide clear connections between outdoor open space areas, pedestrian circulation routes and building entrances.
- Orient outdoor open space to views of activities or architectural landmarks to provide visual interest.
- Create a sense of enclosure for an outdoor open space area by positioning buildings to frame the space or define it with landscaping.



Locate outdoor open space to provide a focal point for a new development.

Low Impact Development

- Coordinated with the public works department's design manual



Incorporate stormwater management as site amenities.

73. Incorporate stormwater management systems as site amenities.

- Use rainwater as an amenity by directing stormwater to planted islands, bioswales, and other landscaping.
- Incorporate plazas, courtyards and patios into and around stormwater management systems whenever feasible.
- Reduce on-site run-off by using pervious paving and landscaping such as bioswales and planted islands.
 - » This is particularly appropriate for surface parking lots.
- Ensure that stormwater management systems do not adversely affect the character of historic sites and landscapes.

Stormwater Management



Bioswales and planted islands can be used in parking areas to reduce the amount of run-off that is created from surface parking lots.



Consider using pervious paving to reduce run-off.



Allow stormwater to serve a purpose, such as watering plants, before entering the storm drains.



Incorporate plazas, courtyards and patios into and around stormwater management systems whenever feasible.



Celebrate rainwater by directing it into planted islands, bioswales, and other landscaping.

The Role of Context

1. Respect existing character
2. Establish a new character
3. Some of each

D. BASIC DESIGN CONCEPTS

Each project should be designed to respond to a "tiered" set of concepts related to community character and the individual setting. Those levels of consideration are illustrated here, and are explained in more detail in Section 30.36.220.

1. DESIGN PRINCIPLES

Overarching design principles express **citywide design objectives**. They are:

- Design with Consistency & Integrity
- Respond to Neighborhood Context
- Design with Individuality
- Design for Views
- Respond to the Street
- Provide a Sense of Scale
- Balance Indoor and Outdoor Activity
- Provide a Progression of Space

2. COMMUNITY FEATURES

Each project should reinforce the **design traditions of the community** in which it is located. The five communities with unique features are:

- Old Encinitas
- Leucadia
- Cardiff
- New Encinitas
- Olivenhain

3. DESIGN CONTEXT

Each project must respond to its **unique design context**. The three unique design contexts respond to the last letter of the new zoning code terminology. They are:

- Main Street Design Context
- Village Center Design Context
- Neighborhood Design Context

4. SITE DESIGN

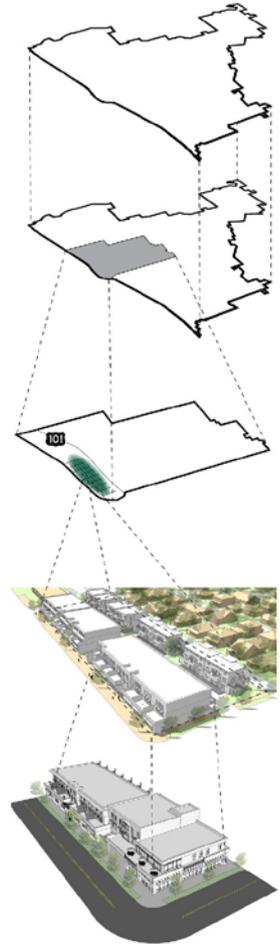
Design guidelines for site design encourage **high quality in public and semi-public spaces**. Objectives include:

- Creating a sense of place within each development
- Maximizing connectivity
- Designing the "edges" of a site to be assets to surrounding neighborhoods
- Making the best use of natural resources

5. BUILDING DESIGN

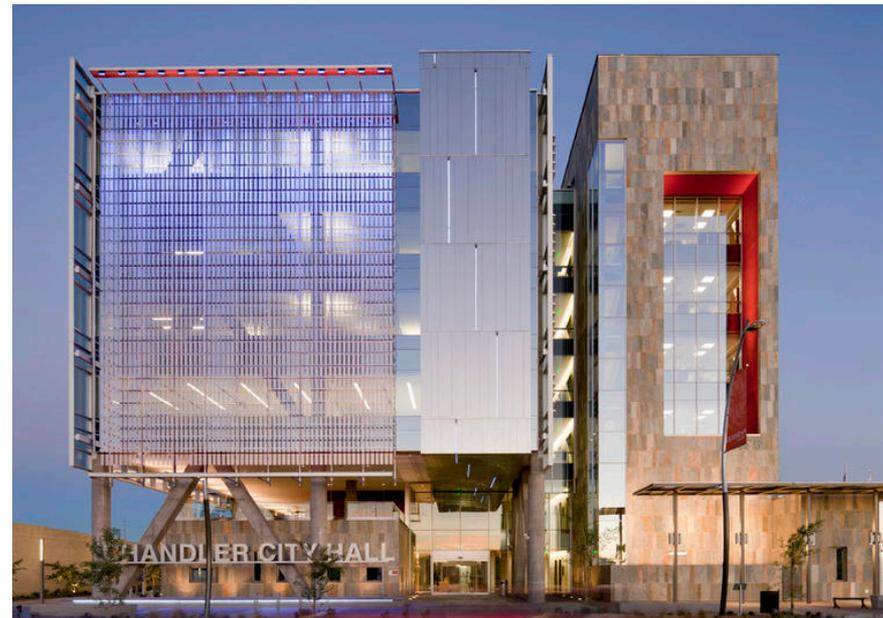
These design guidelines encourage **high quality design of individual buildings**. Objectives include:

- Promoting a sense of human scale to building proportions
- Providing a consistent street edge
- Encouraging high quality materials and design
- Promoting variation in massing and building form
- Accommodating a moderate increase in density while maintaining compatibility with established neighborhoods.



Civic Buildings

- Orientation to street
- Organization of open space



A Strategy for Developing Design Guidelines in the Public Realm...

- Who is the audience?
 - Other agencies?
 - Designers and contractors?
- How will they use the guidelines?
 - In consultation?
 - As regulations?

A Strategy for Developing Design Guidelines in the Public Realm...

- How broad is the context?
 - Citywide?
 - A Neighborhood, corridor or district?
 - A Specific planning area?
- How will they relate to private sector guidelines?

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June 22, 2017

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Winter & Company 

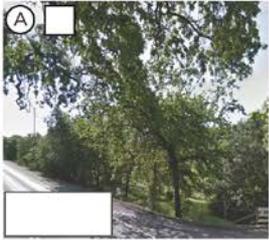
Defining Typologies

EXERCISE 4. STREET EDGE CHARACTER (C.A. 6)

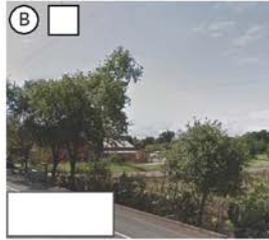
TABLE #

Instructions:

Street edge character refers to the sidewalk and/or landscape elements along a roadway. Which of the following illustrate a street edge character that is preferred for Healdsburg Avenue in Character Area 6? Utilize the notes box in each photo to distinguish between preferred character along different portions of Healdsburg Avenue, if necessary. Place a checkmark (✓) in the box to indicate preferred street edge character or an "x" in the box to indicate a street edge character that is not appropriate; your group may select multiple approaches as preferred.



No Sidewalk, Heavily Wooded



No Sidewalk, Some Vegetation



Sidewalk, Some Vegetation



Sidewalk, Regularly Spaced Trees



Sidewalk, Low Plantings, Building



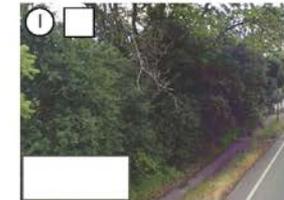
Sidewalk, Naturally Spaced Low Plantings, Mix of Vegetation Types



Parallel Parking, Landscape Strip, Sidewalk, Building



Sidewalk, Low Vegetation and Fencing



Narrow Path, Heavily Wooded



Sidewalk, Low Vegetation and Fencing



Sidewalk, Regularly Spaced Trees



Alternating Parallel Parking/Landscape Strip, Sidewalk, Building



Sidewalk, Lawn or Low Vegetation, Building

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FOR MORE INFO:
designhealdsburg.org
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