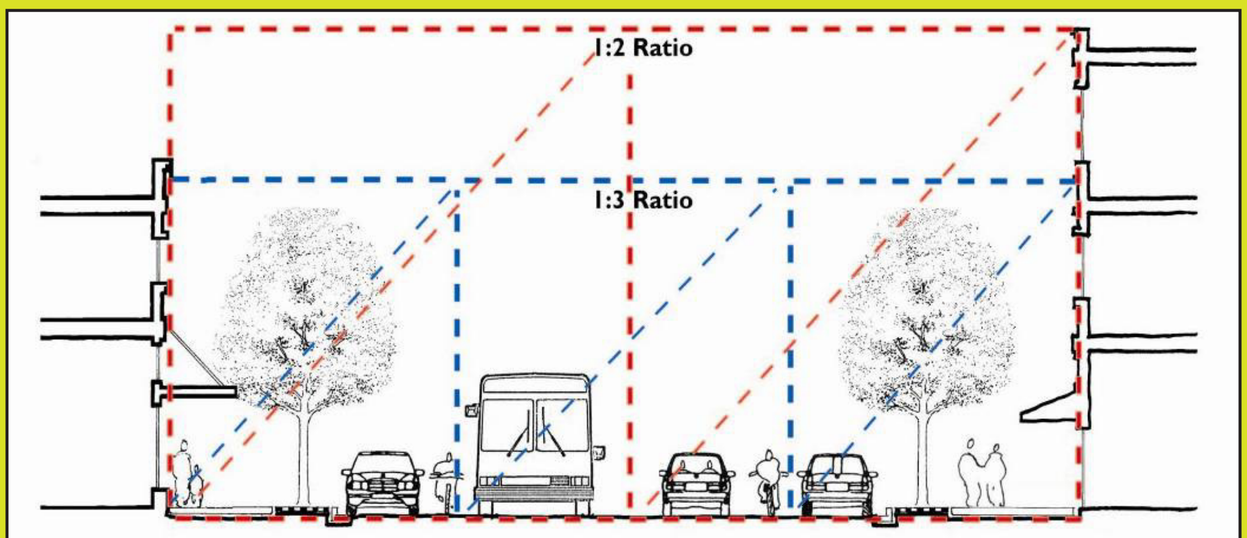
STATION 6: NEXT STEPS

URBAN DESIGN GUIDELINES

The team will develop a set of corridor design standards that can be incorporated into the Route 40 Corridor 20-Year Transportation Plan, the New Castle Comprehensive Plan, and the Unified Development Code, as needed. The high-level guidelines below are the first step in creating the standards.

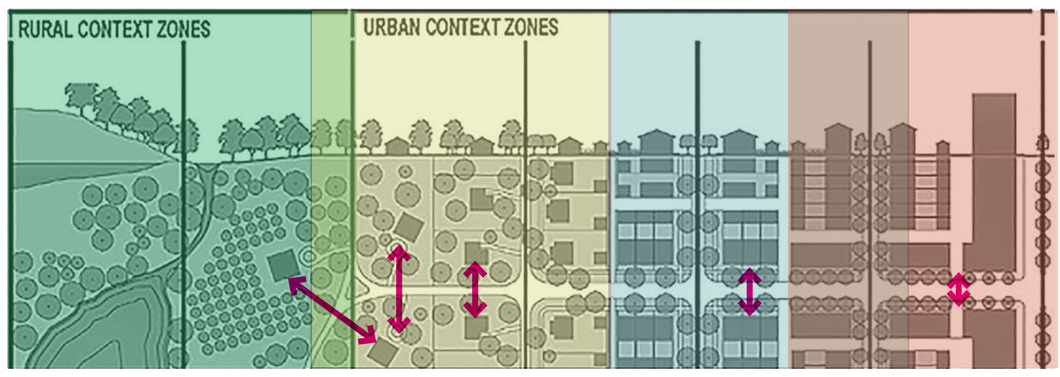
BUILDING HEIGHTS



Institute of Transportation Engineers, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach"

Buildings define the urban space and create a sense of enclosure. In a Main Street context, height-to-width ratios between 1:3 and 1:2 create an enclosed environment in which cars slow down and people are more comfortable walking. Where there are no buildings or where there are buildings of lower heights, street trees can foster a similar environmental character.

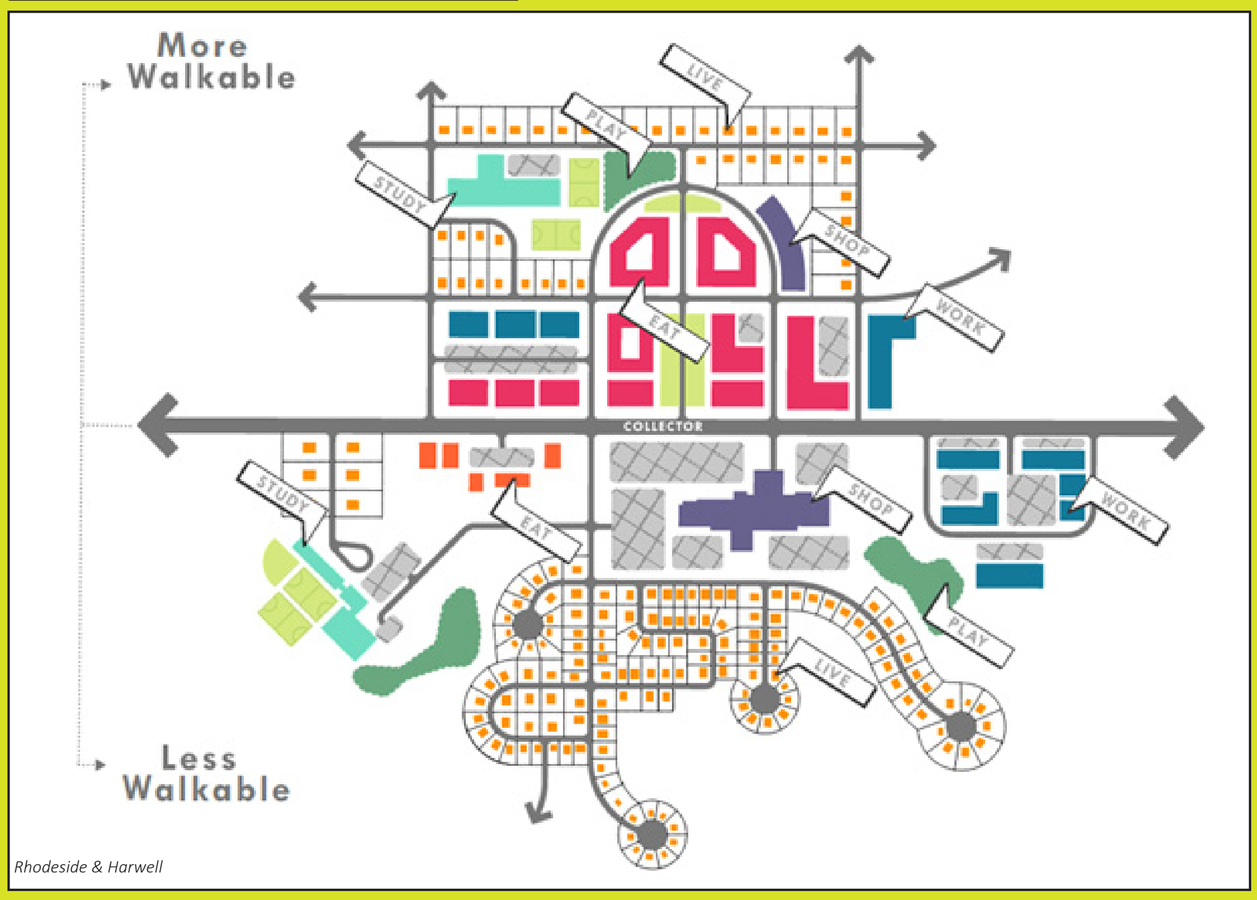
BUILDING SETBACKS



Adapted from Institute of Transportation Engineers, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach"

Another element of creating enclosure is the proximity of buildings to the roadway. To foster a walkable, mixed use environment, buildings should be oriented toward and adjacent to the roadway to demonstrate the priority given to pedestrians. In residential-only areas, homes may be set further back from the roadway, but should be connected to the thoroughfare by comfortable pedestiran connections.

LAND USE & PARKING



Rhodeside & Harwell

Walkable communities require connectivity and a mix of land uses. This diagram shows a generic set of land uses configured in two different ways. South of the collector reflects automobile convenience (parking in the front of buildings, and buildings spread apart and connected by wide streets that encourage speeding). North of the collector the same land uses are configured for easy and safe walking access (parking behind buildings, and buildings closer together to support narrow, pedestrian-friendly, slow-speed streets).

CHARACTER

InSapphoWeTrust via flickr

Taber Andrew Bain via flickr

The character of a street is defined by many features, including the scale of buildings, the type of visual cues provided, and the building setback. The Glasgow vision includes several character areas, which maintain an overall cohesion.

Elements of Urban Design Guidelines

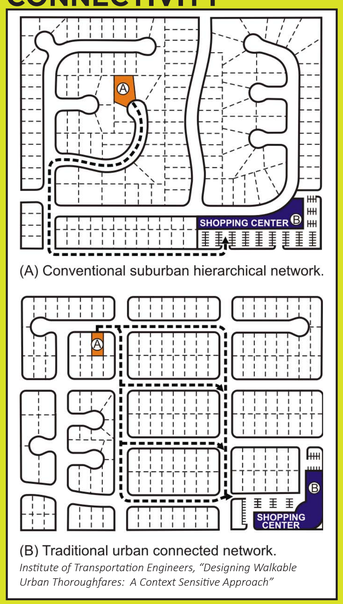
	Building Setbacks	Building Heights	Land Use	Character	Parking
Village Center District	Small (buildings built to the sidewalk when possible to maximize walkability)	2-3 stories	Mixed use	Main Street (buildings close to the sidewalk; pedestrian-scale development; building entrances off of Glasgow Ave.)	Support a "park once" strategy, with parking on street and behind buildings, and comfortable pedestrian connectivity between parking areas and destinations.
Institutional District			Institutional/ recreational		
Residential District	20-50 feet (Homes buffered from traffic)	1-2 stories	Residential/ recreational	Parkway (street trees; green setbacks)	Off-street
Southern Gateway District	Large (Few buildings)				

NEXT STEPS

STREET DESIGN GUIDELINES

Street design guidelines will complement the urban design guidelines to create the complete “Main Street” environment.

CONNECTIVITY



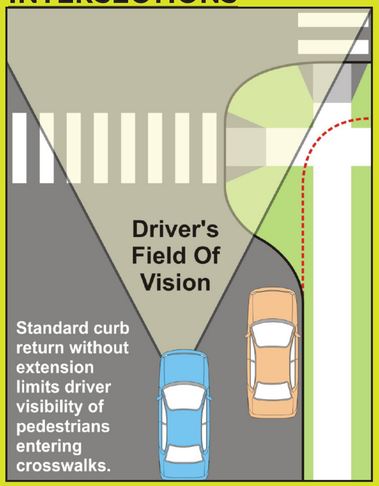
(A) Conventional suburban hierarchical network.

(B) Traditional urban connected network.

Institute of Transportation Engineers, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”

A connected neighborhood has many benefits, including reduced congestion on major thoroughfares and an environment that is more conducive to walking and biking.

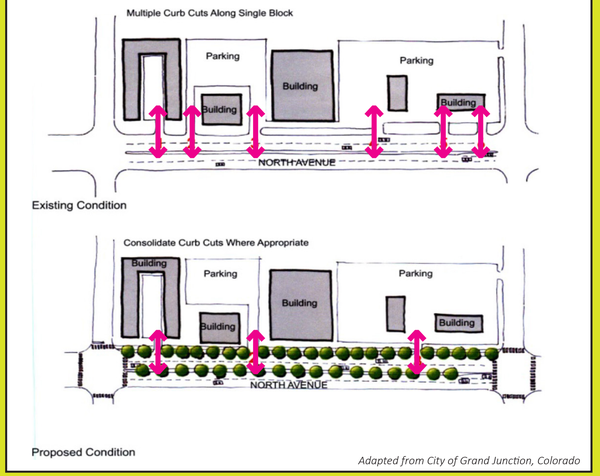
INTERSECTIONS



Institute of Transportation Engineers, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”

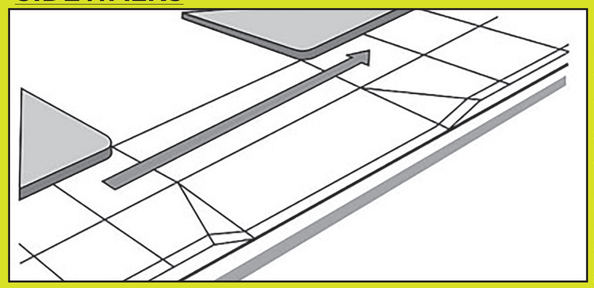
Pedestrian visibility can be enhanced through the use of curb extensions, which can also provide a place to install stormwater management features or other plantings.

CURB CUTS



Consolidating curb cuts (i.e., vehicle access points) can increase pedestrian safety and clarify vehicle movements.

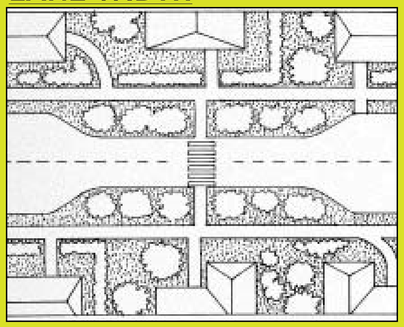
SIDEWALKS



Institute of Transportation Engineers, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”

To provide adequate motivation for residents to walk for short trips to Glasgow Avenue, the sidewalk network must be continuous and complete. More space should be provided near commercial and office areas, and at-grade crossings should be provided at all curb cuts.

LANE WIDTH



FHWA, “Designing Sidewalks and Trails for Access”

Part of the reason that vehicles speed on Glasgow Avenue is that the roadway is very wide. By narrowing the travels lanes by one foot, it is possible to slow traffic while creating space for pedestrian and bicycle accomodations.

Elements of Street Design Guidelines

	Curb Cuts	Sidewalk	Bicycle Facilities	Lane Width	Speed	Parking	Connectivity	Lighting	Signage	Intersections	Planting
Village Center District	Reduce & minimize when possible	8-12 feet At-grade across curb cuts	Buffered from traffic At least 4’ clear width	10-11 feet	35 mph	On-street (8-9 feet), where possible	Connect locations within the District. Connect to/from other Districts & other neighboring areas. Include paths to & along Glasgow.	Pedestrian-scale & overhead lighting	Wayfinding within district & to the other districts	Curb extensions at all marked crossings with on-street parking. Clearly-marked crossings at signals. Reduced turn radii where possible.	Street trees & stormwater management
Institutional District						Off-street					
Residential District		5-7 feet At-grade across curb cuts									
Southern Gateway District											

NEXT STEPS