

Sustainable Neighborhood Planning For The Region

Streets, Blocks,
and Alleyways

Achieving a Network of Walkable Streets

July 2010

TREASURE COAST REGIONAL PLANNING COUNCIL

*Nearly 30% of all Developed
Areas are Roadways...*



*And they are ALWAYS a
Community's Front Door*

3) Network of Walkable Streets



Traditional Form

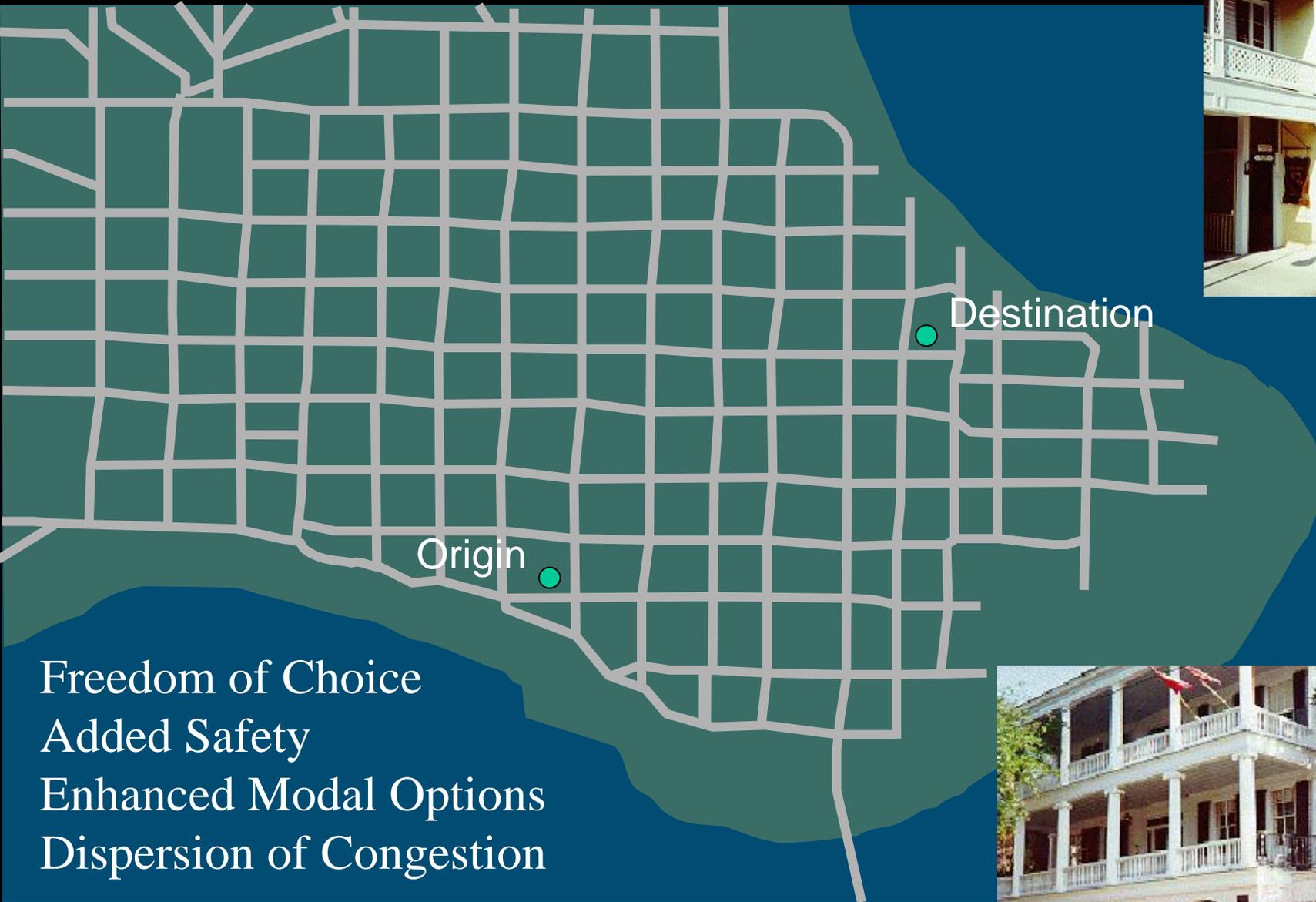
- Network of streets
- Alternate routes
- Slower speeds, safer streets
- Detailed streets (trees, sidewalks and buildings)
- Pedestrian friendly environment



Suburban Form

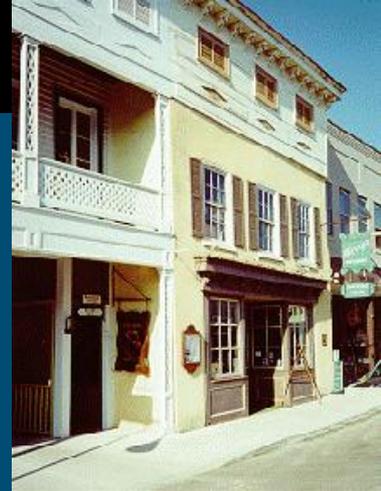
- High proportion of cul-de-sacs
- Lack of connectivity
- Few collector roads
- Roads are wide, unsafe and discouraging of pedestrian activity
- Creates a disregard for the public environment

The Power of Connected Streets



Freedom of Choice
Added Safety
Enhanced Modal Options
Dispersion of Congestion

12,870 Routes



Circulation

Arterial Roads

(Arteries)

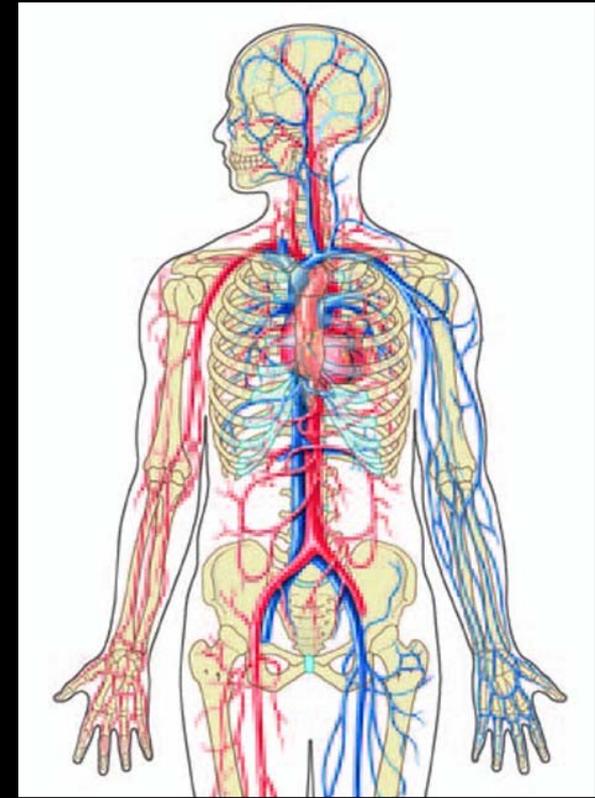
Collector Roads

(Veins)

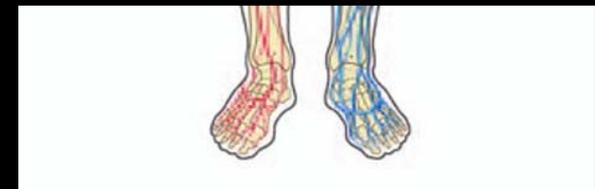
Local Roads

(Capillaries)

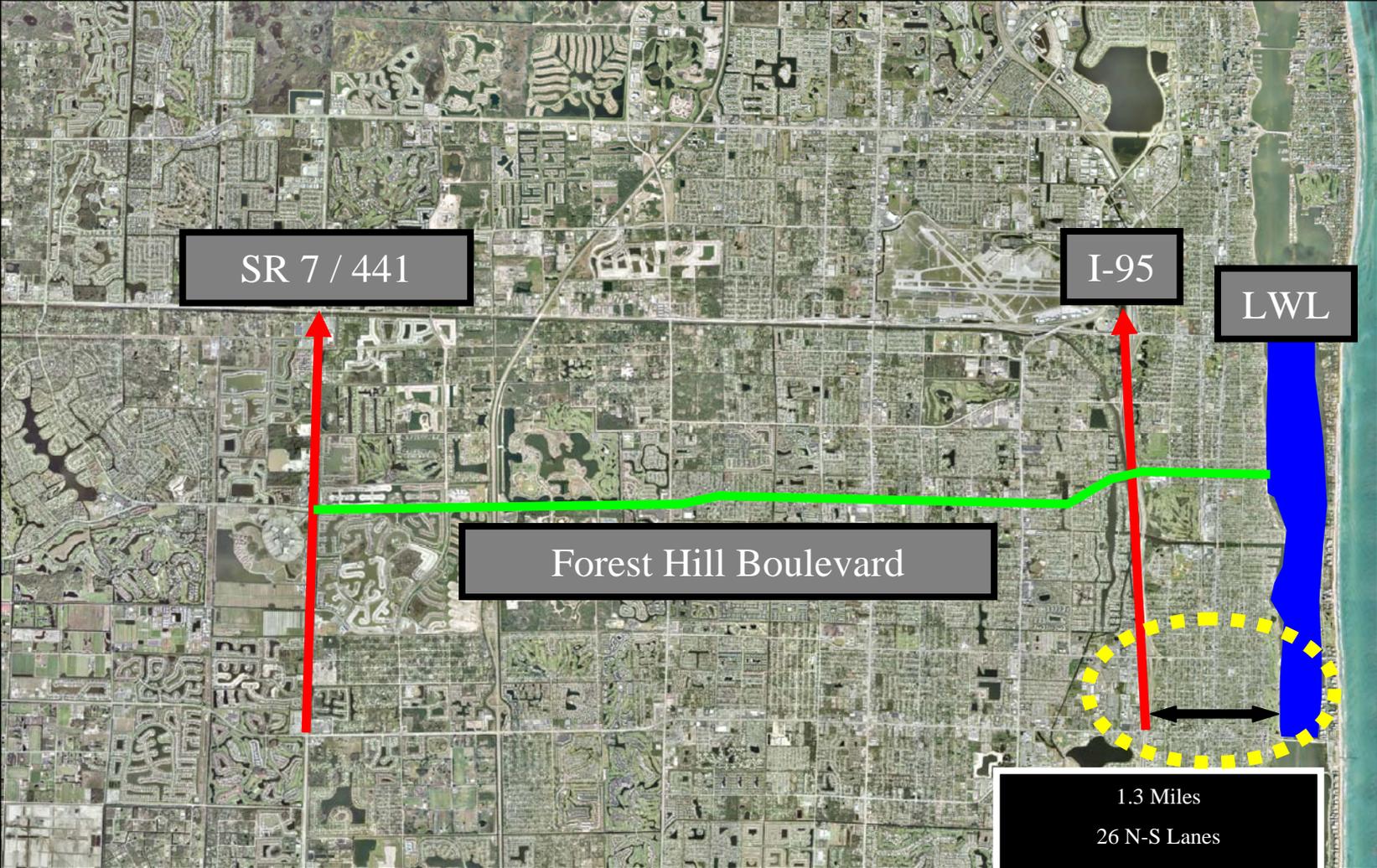
The Roadway Network is not
Unlike the Body's Circulatory
System



Without a Dense
Network of Capillaries,
Your Extremities would
Fall Off



A Cross-Section Through Recent Planning History



SR 7 / 441

I-95

LWL

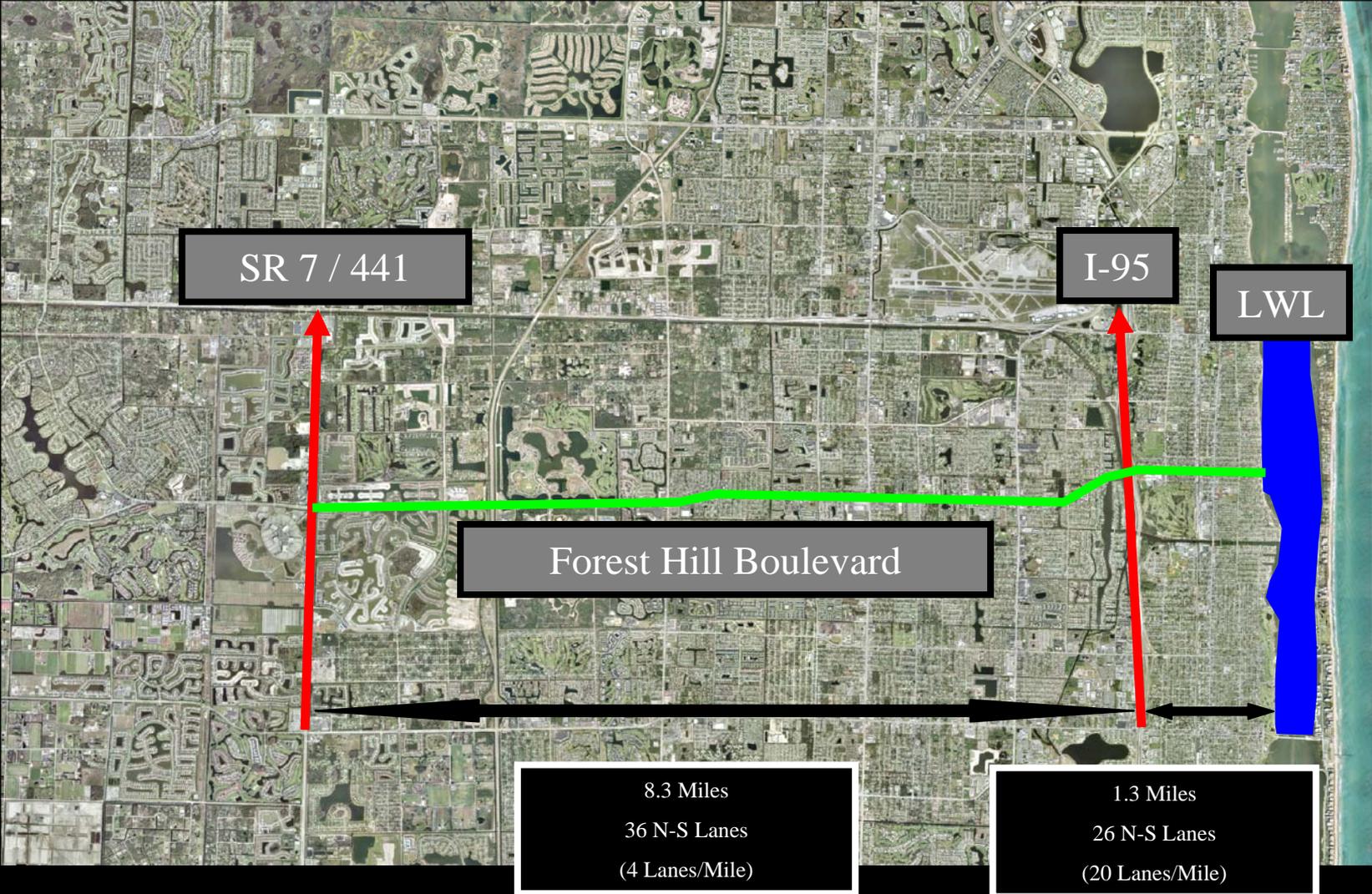
Forest Hill Boulevard

1.3 Miles
26 N-S Lanes
(20 Lanes/Mile)

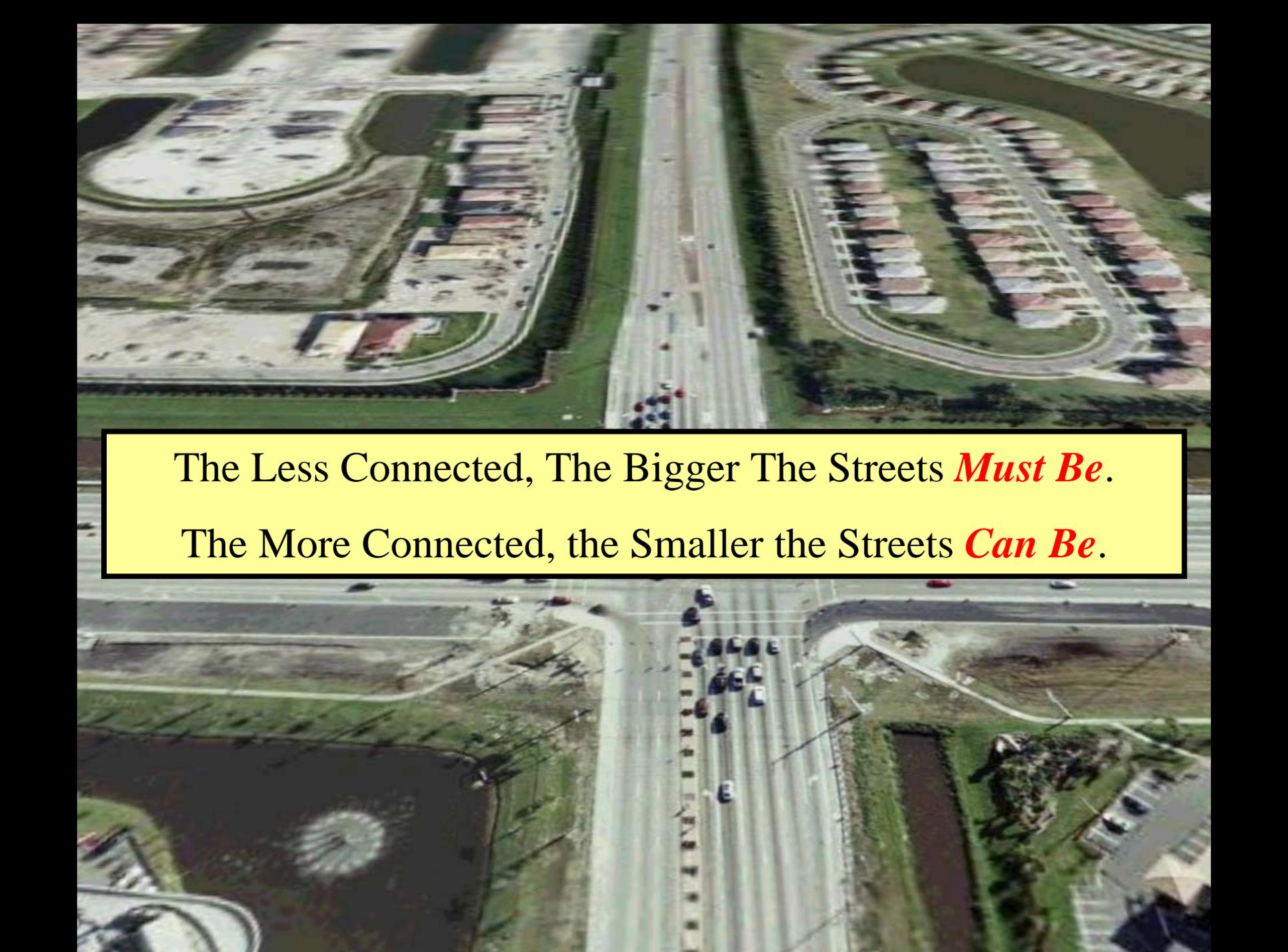
A Cross-Section Through Recent Planning History



A Cross-Section Through Recent Planning History

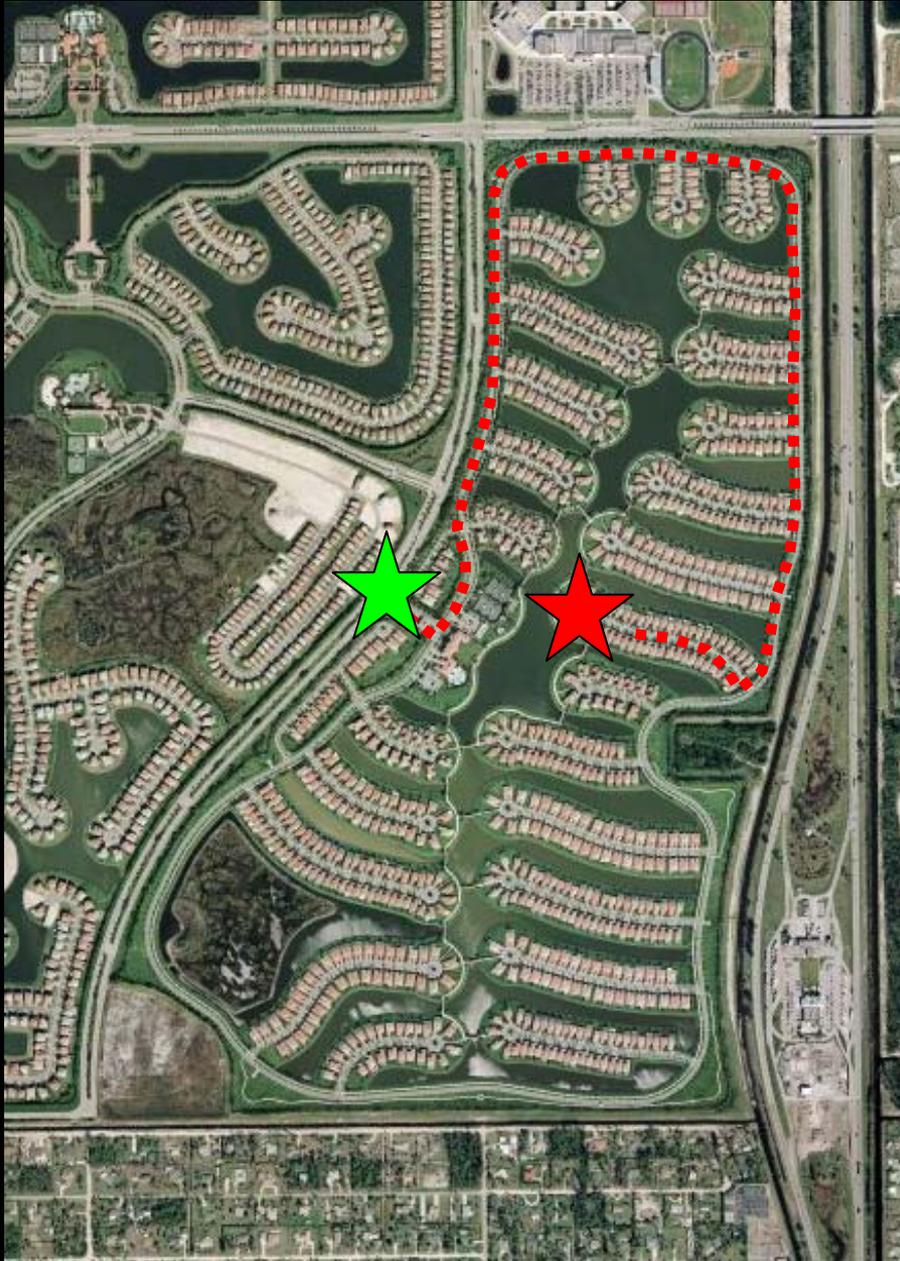


More Than 6 Times the Distance with 1/5th of the Connectivity

An aerial photograph of a multi-lane highway with several cars. The highway runs vertically through the center of the image. On either side of the highway, there are residential developments with curved streets and houses. A yellow text box with a black border is overlaid on the highway, containing two lines of text. The text is in a serif font, with the words 'Must Be' and 'Can Be' in red italics.

The Less Connected, The Bigger The Streets *Must Be*.
The More Connected, the Smaller the Streets *Can Be*.

On the “inside”



Two Miles to get to the Gate

Limited Access requires Arterial Connections

Limited Access inhibits Public Safety, Transit, and School pick-up



What happens when local
roadways are “*improved*”
to the point that they
become micro-highways?...

The Adjacent Communities Demand Separation



Limited Block Structure = Limited Access

Block Size

300' to 500' (not to exceed 750')

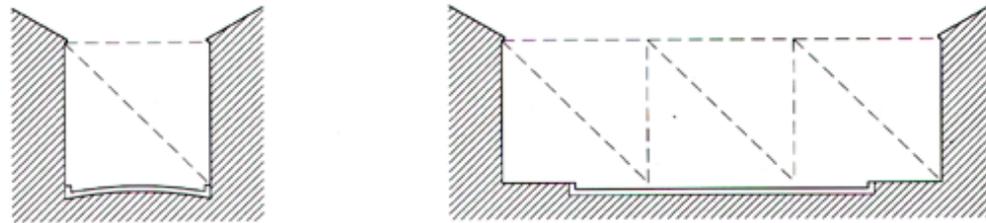
2500'

(counting)



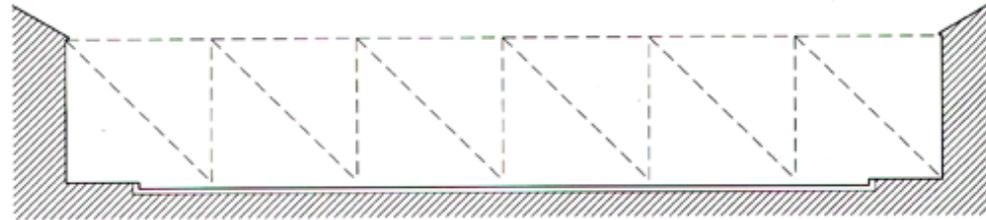
Street Width & Building Height

The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of spatial enclosure is to result. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.



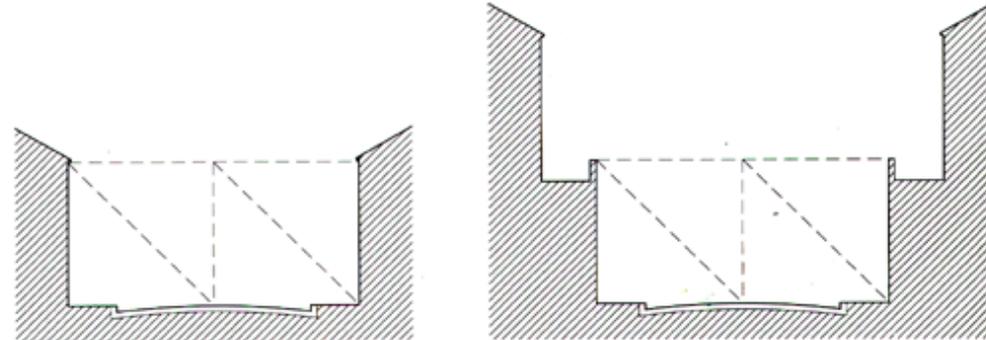
RATIO 1:1

RATIO 1:3



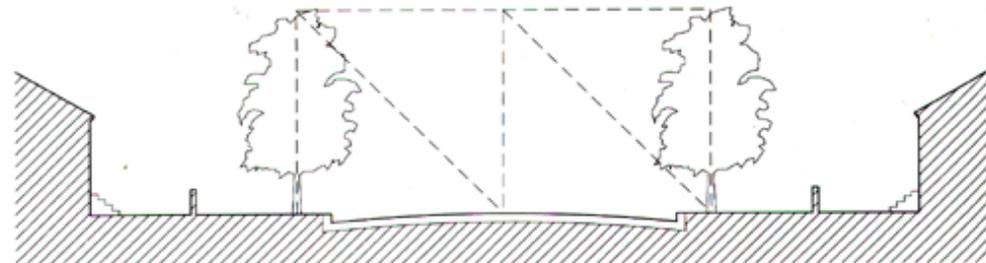
RATIO 1:6

PROPORTIONS OF BUILDING HEIGHT TO PUBLIC SPACE

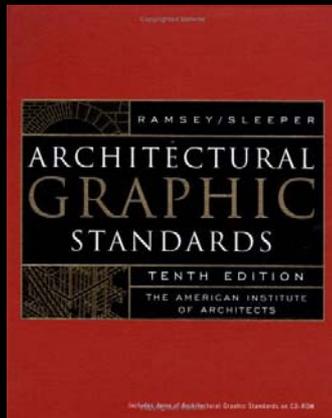


BY FACADE

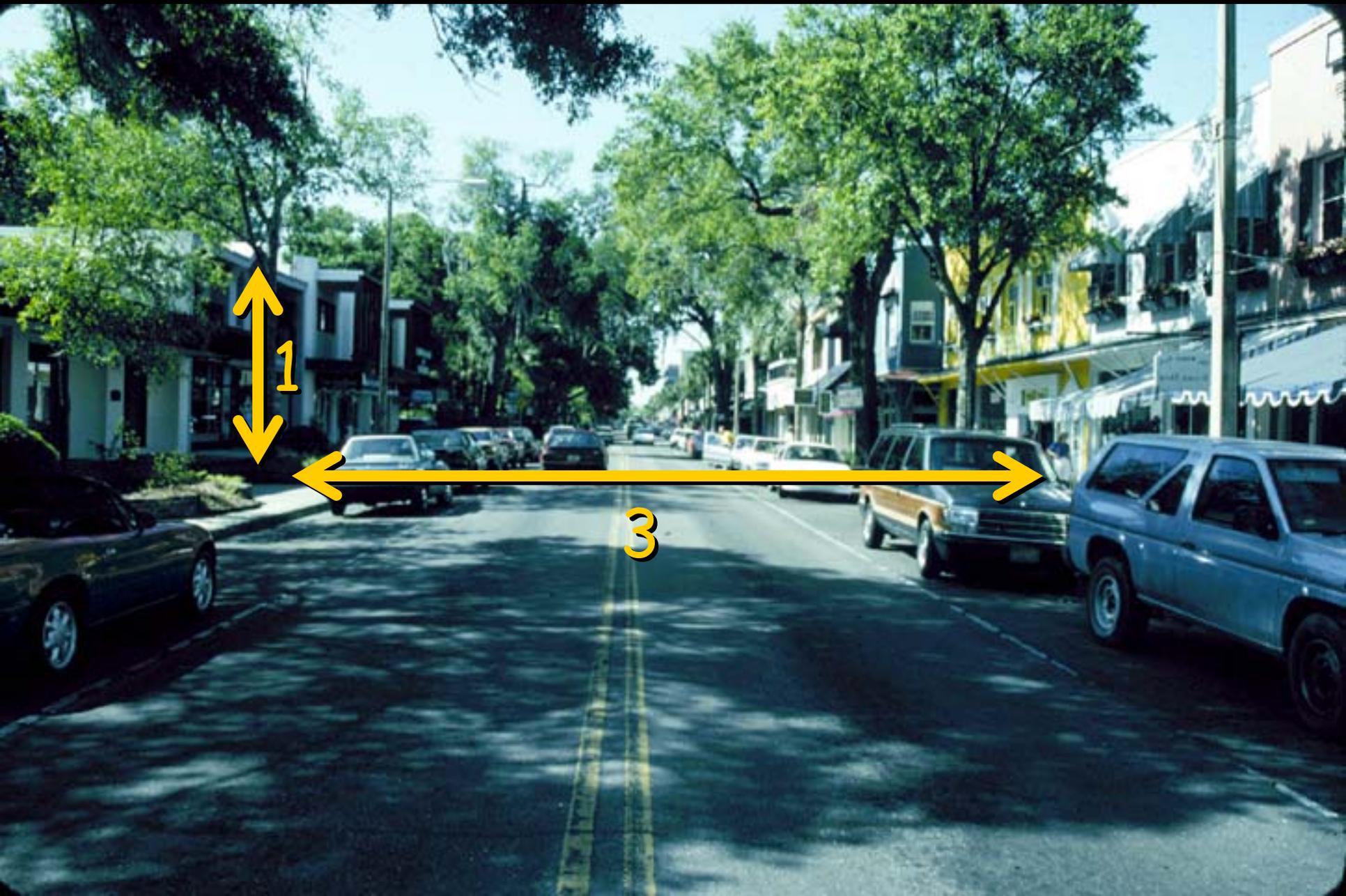
BY RECESS LINE



BY LANDSCAPING



The Tighter the Street-Section Ratio, the Stronger the Sense of Place





1

20

Street Width & Building Height



Benefits of Alleys

- Separation of uses
- Shielding of unsightly elements (trash, utilities, deliveries)
- Servicing of utilities with no intrusion of private property
- Increase of privacy
- On-street parking (by eliminating curb-cuts on public right of way)
- Independent access to ancillary units (alley surveillance)
- Complements the network of streets

Next Month: Public Open Space

