

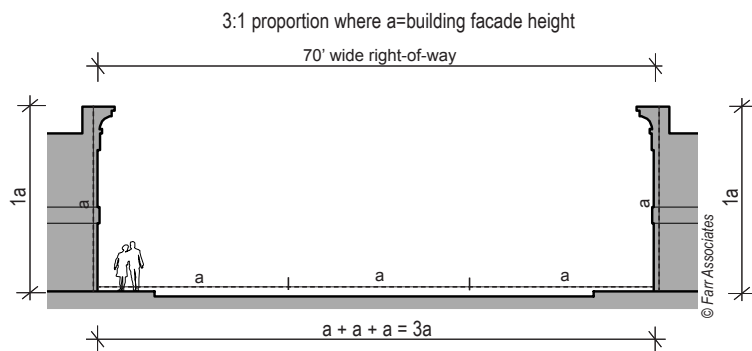
PATTERN | PRACTICES

URBAN DESIGN



The location, massing, orientation, and spatial arrangement of elements on a City block, as well as the design of the blocks themselves, can help determine the District character, aesthetics, livability, and sustainability. These elements include parking lots, the amount of ingress and egress to blocks and streets, utilities, streetscape amenities, signage, the interface between buildings and pedestrians, and maintaining a pedestrian-scale environment.

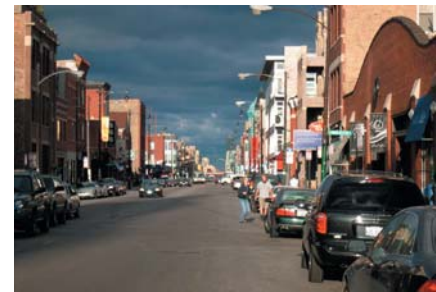
1. Subdivide the larger District into smaller districts or neighborhood units that are roughly 1/4 mile radius. Providing a balanced mix of uses within **1/4 mile radius neighborhood** unit can create complete neighborhoods that are walkable and that provide activity and street life during the day and evening which adds to the continual surveillance and safety of a neighborhood. (CITY)
2. Encourage square and rectangular **blocks** with an open center to accommodate parking requirements, provide private open space, and allow for more natural daylighting and ventilation of buildings. (CITY & PRIVATE PROPERTY)
3. Construct buildings to achieve a maximum **street width to building height ratio** of 3:1 to create a comfortable environment for pedestrians. Streets should be no wider than three times the height of the buildings; narrower streets are acceptable. One-story buildings should be avoided if possible. (PRIVATE PROPERTY)
4. Reserve one or more prominent sites for **civic buildings** such as schools or cultural uses, preferably located at terminating street vistas or fronting public open space. (CITY)



Buildings should be constructed at heights that create a proportion of 3:1 or smaller throughout the District, creating an environment that is comfortable to pedestrians.



Street with poor building to street ratio.



Street with good building to street ratio.