<table>
<thead>
<tr>
<th>Place Type</th>
<th>Best Practice Strategy</th>
<th>Tools and Actions</th>
<th>Design Detail</th>
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</thead>
<tbody>
<tr>
<td>Nature</td>
<td>Zoning regulations promote traditional, compact mixed-use developments.</td>
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<tr>
<td>Links</td>
<td>At larger redevelopment areas, the surrounding street area, block pattern is extended into the site and new greenways and other connections are created.</td>
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<tr>
<td>Communities</td>
<td>Environmental features are redefined and help organize the center. Natural features, especially streams and rivers, are linked to elements of urban design (views, parks) to create new linkages and amenities for residents.</td>
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<td></td>
<td>Design guidelines ensure compatibility with context.</td>
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<td>Flexible, creative parking regulations (shared parking, reduced requirements, location/transportation guidelines) enable contextual design solutions with high coverage and minimum setbacks.</td>
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<td>Where land and development values can support it, parking is in structures but parking structures are not allowed to compromise the pedestrian experience; garages are lined with street-friendly uses and are architecturally compatible with adjacent architecture.</td>
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<td></td>
<td>Buildings and sidewalks are designed to support existing or potential transit stops. This includes active streetfronts for buildings, adequate space for bus stops or other transit facilities and some increase in density near transit stops.</td>
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Create Green Streets
Create an Urban Forest

Overview

Green streets are streets that employ green infrastructure techniques, such as bio-swales and street tree trenches, to absorb run-off and provide shade. Green streets add to the beauty of neighborhoods and can play an essential role in stormwater management and maintaining water quality.

Design Detail

- Direct the Flow
- Green Streets
- Vegetated Swales
- Tree Pits
- Planter Boxes
- Infiltration Trench
### Tools and Actions

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<tr>
<td><strong>Planning Tools</strong></td>
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<tr>
<td>Open Space Plan</td>
<td>See Plan</td>
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<tr>
<td>Comprehensive Plan</td>
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<tr>
<td>Open Space Plan or Storm Water Plan can identify green corridors both for aesthetic purposes and for passive storm water management.</td>
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<td><strong>Regulatory Tools</strong></td>
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<tr>
<td>Aesthetic Regulations</td>
<td>See Tool</td>
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<tr>
<td>Design guidelines for municipal streets can include landscape and storm water management requirements.</td>
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<td>Incentive Zoning</td>
<td>See Tool</td>
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<tr>
<td>Incentive zoning can be used to leverage streetscape improvements for streets abutting new developments.</td>
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<tr>
<td>Subdivision Regulations</td>
<td>See Tool</td>
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<tr>
<td>Subdivision and site plan regulations to include requirements for street landscape and passive storm water management.</td>
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<tr>
<td>Special Permit Uses</td>
<td>See Tool</td>
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<tr>
<td>Special Zoning Districts can include area-specific designs for green streets or an area-specific storm water management strategy.</td>
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<td><strong>Administrative Actions</strong></td>
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<tr>
<td>Design Review</td>
<td>See Action</td>
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<tr>
<td>Design review can include street design guidelines.</td>
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### Green Streets

- N20: Nature Detail
- N20: Green Streets
- N20: Vegetated Swales
- N20: Tree Pits
- N20: Planter Boxes
- N20: Infiltration Trench
Places
Browse by place type.

Downtown Development Approaches

- Zoning regulations promote traditional, compact mixed-use developments.
- At larger redevelopment areas, the surrounding street area, block pattern is extended into the site and new greenways and other connections are created.
- Environmental features are reinforced and help organize the center. Natural features, especially stream courses, are linked to elements of urban forestry (new parks, street trees) to create new linkages and amenities for residents.
- Design guidelines ensure compatibility with context.
- Flexible, creative parking regulations (shared parking, related requirements, location/land use) enable contextual design solutions with high coverage and minimum setbacks.
- Where land and development values can support it, parking is in structures but parking structures are not allowed to compromise the pedestrian experience; garages are lined with street-friendly uses and are architecturally compatible with adjacent architecture.
- Buildings and sidewalks are designed to support existing or potential transit stops. This includes active streetfronts for buildings, adequate space for bus stops, or other transit facilities and some increase in density near transit stops.
conventional

preferred

Fig. 23.1: Unacceptable. Photomulation of unacceptable commercial development. This building has no relationship to the sidewalk and forces pedestrians to walk by a surface parking lot.

Fig. 23.2: Preferred. Photomulation of preferred configuration for a pedestrian- and sidewalk-oriented commercial development.
Fig. 7.1: Site plan for intermediate infill site with long frontage and two separate structures.

Fig. 7.2: Site plan for intermediate infill site with surface parking set partially beneath building. (See also photos, Figures 7.3 and 7.4.)

Fig. 14.1: Surface parking screened by an architectural wall and trees.

Fig. 14.2: Surface parking screened by hedges and trees.
Calibrate guidelines and regulations to local capability:
Standards for Administrative Review

You can do a lot with basic zoning toolbox:
- Building location, height and set-back
- Ground floor transparency
- Parking Location and Quantity

Calibrate guidelines and regulations to local capability:
Guidelines for Discretionary Review

Design Review Requires Civic Infrastructure:
- Design Review Board
- Design Guidelines
Corridor: Liberty - Rt. 52 from Sunset Lake Rd to Old Monticello Rd.
Corridor: Rock Hill

conventional

preferred
Crossroads Development Approaches

- Land uses include a mix of activities that together comprise a complete community with a distinctive identity, including a variety of housing types, institutional uses such as schools, daycares or community centers, and parks and public open spaces.
- Environmental features are preserved and enhanced.
- Parking is organized into multiple interconnected lots behind the retail and mixed-use buildings.
- Design guidelines give the streets and buildings some visual coherence.
- Adjacent residential areas are planned and designed according to best practice principles for complete, sustainable neighborhoods, including a street and block network with a high degree of connectivity, diversity of housing types, compact development patterns and protection and support of underlying natural systems.
- Buildings in the commercial area are planned and designed according to best practice principles for commercial corridors with ample accommodation for the pedestrian experience, high level of connectivity to surrounding areas, parking behind the commercial area and to the sides of buildings, buildings oriented toward the street and signage and other elements organized to create a coherent street front.
Crossroads: White Lake

conventional  preferred
conventional
preferred
Exercise  Part 1

Step 1: Sketch a solution  5:35 to 6:20

• Look at Preferred Development Approach for the “big ideas”
• highlight natural features first
• outlines connections you want to make: new trails, road networks
• draw footprints of new buildings to define streets and public spaces

Graphics:
• use black marker to make lines
• use the color key to select colors
Links
Create safe and smart connections for drivers, bikers, and pedestrians.

Manage the Automobile
Traffic Calm Boulevards
Accommodate Vehicular Creativity

Design Streets For People

Maximize Connectivity
Calculable Node and Connections into and Egress Development

Links
The linking of all built environment elements by creating a fine grained street-and-block network and by enabling all forms of mobility to reduce dependence on the automobile.
Communities
Create compact, mixed-use neighborhoods where people can live, work, shop, and recreate.

Create Diversity of Land Use

Create Pedestrian-Oriented Commercial Areas

Create Beautiful Neighborhoods

Communities
Where people can live, work, shop, and recreate within walking distances; complete communities are essential to reduce dependence on automobiles, advance equity, and foster social interaction.
Figure 2.3.180 – Examples of Pedestrian [and Transit] Amenities

- Extra Wide Sidewalk
- Street Trees in Sidewalk Cut-Outs
- Due Stop Seating or Shelters (where applicable)
- Pedestrian Scale Lighting
- Sitting Space
- Weather Protection (Rain or Sun)
- Display Windows
- Main Entry
- Furnishing zone
- Pedestrian through zone (width may vary)
- Building and/or outdoor seating and plaza zone
Exercise: Part 2

Step 2: Discuss best practices from Nature, Links and Communities

6:30 to 7:00

• Select the Tools and Actions you want to use to implement the best practices we have preselected.

• To make your selection, review the Tools and Actions appendix with your facilitator with special attention to the local capacity issues.

Exercise: Part 3

Step 3: Select and locate relevant details

7:00 to 7:10

• Pick from the details associated with the best practice.

• Cut them out and paste them to your sketch.
Step 4: Report-back

- Present your vision:
  *What were your 3 biggest design ideas?*
- Present your implementation plan:
  *What were your 3 biggest actions you need to take?*
Downtown or Corridor: Livingston
New Neighborhood: Wurtsboro

Rural: Freemont Center
Edge: Liberty

Pedestrian Friendly Features as Controlling Elements

Developed by Steve Price
in association w/ Dover Kohl & Partners
& Glatting Jackson
for Johnson City Tennessee
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