TOWN MAKER'S GUIDE: Healthy Building Placement

Walkable and Livable Communities Institute

Over-head electrical poles address the street add to visual clutter

Strip center retail

Shoebox lighting too tall for human scale

Billboard signage scaled for passing

— Multi-family units on secondary street

Surface parking interior to development

Attractive buildings front the main street adding to the living experience

Trees line streets to create a sense of enclosure

PEOPLE

FOCUSED

AUTOMOBILE FOCUSED

automobiles

EDGES

SIDEWALKS

PARKING

BUILDINGS

CHARACTER

EDGES

SIDEWALKS

constructed and maintained.

- Retail corner entrance

with residential above

PARKING

BUILDINGS

CHARACTER



Edges are essential for a comfortable walk. Edges define spaces and provide visual cues to guide

comfortable walk. Edges define spaces and provide visual cues to guide appropriate behaviors. Open areas such as this create high levels of discomfort for both walkers and drivers. Without an edge, walkers feel they have entered the motorist's realm and motorists feel that pedestrians do not belong, so they do not respect them. Edgeless streets look sick and make people feel sad.



Sidewalks must be a comfortable width (typically 6-10 feet for suburban commercial areas), be separated from the curb with a planter strip of 6-10 feet, be continuous and not open to numerous driveways. In general, the higher the roadway speed the wider the planter strip. This space lacks a sidewalk completely, but even the portion with a walk does not "invite" walking.



Parking set to the front of a building devalues walking in many ways. It creates building-to-building swaths of asphalt as wide as 400 feet. Such inhospitable environments (too hot in the summer, too cold in the winter and lonely all the time) do not honor walking, bicycling, transit, or even auto arrivals. Off-street parking takes three times as much land as on-street parking.



Walkability requires easy and complete access to buildings. When buildings are set back, arrival by foot is plagued with problems. Individual properties often carve up the front of a block into independent parking lots and this fractionalizing of land creates ugly and unpleasant spaces to traverse. It devalues the overall experience and also the overall land value. Property owners rarely take care of these spaces, investing instead in large

signs advertising to drivers.



Suburban style strip malls and building types are often devoid of character and personality. They are large, faceless, lifeless, uninteresting, uninspiring spaces. Walkers tend to shun such "voids" and motorists tend to speed up when they come across them. These spaces can be anywhere - they have a universal ugliness. Health studies reveal that people in ugly places have elevated blood pressure. Road rage also increases.



Sidewalks of sufficient width Quality edges provide a protective enclosure allow walking to be the most natural, fun, rewarding and satisfying the human eye, healthy way to travel. They heart and foot. Edges address our need for allow people to enjoy comfort, safety and security. walking, a relaxed conversation with another, to Creating a sense of linger or sit outdoors at a enclosure usually requires building to the interior edge café, and they encourage people to stay and socialize. of walkways, planting Although sidewalks can be ground cover and trees, and including on-street parking made of a number of to buffer the pedestrian from materials from concrete to moving traffic. Edges are pavers, the most pleasant essential to an enjoyable walkways have a simple elegance—they are well walking experience.



The combination of on-street parking and urban buildings carefully screen or fully hide off-street parking. Off-street parking is placed in interior courts or in well landscaped gardens to the side or rear of the building. Thriving downtowns or pleasant villages rarely require off-street parking minimums. In many cases today, municipalities prescribe maximum number of spaces that are allowed, which makes better use of

limited space.



Quality buildings not only create an address, they address the street. Well designed urban buildings have 70-90% glass at grade, giving natural surveillance to the street. A palette of colors, shapes, tones, textures, window styles add predictability, authority and dignity to a street. In order to improve mobility and accessibility, buildings need to have convenient breaks and pauses, certainly every 400 feet and sometimes less.



Buildings can be simple in their designs, but they must help contribute to the character, personality, style, complexity, elegance, charm and experience of the street. In this way, they define where we are. We want to play in our environment, celebrate great artistry and cultural achievements, and create a place that is always fun to come back to, enjoy and protect. A great street is also great theatre.