

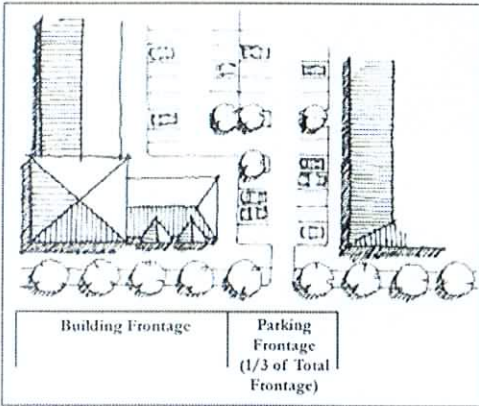
Attachment B: Compact Community Design Guidelines

Photo: Triangle J Council of Governments



Mid-block crossings and “bulb outs” such as this one can make streets safer for pedestrians.

Graphic: TJCOCG and the Lawrence Group



Locating parking to the side and behind buildings helps to provide a more attractive streetscape that is safer for pedestrians.

Photo: Larry Coffman, Prince George's County, MD



Bioretention areas in parking lots can help retain stormwater runoff on site and filter out water-borne pollutants.

SIDEWALKS

Encouraged: Mid-block crossings, bulb-outs, raised sidewalks, and similar techniques should be used to accommodate pedestrians where appropriate for traffic and other considerations.

Strongly encouraged: Sidewalks should be constructed on both sides of the street in the civic-commercial component and denser neighborhoods within the compact community .

PARKING LOTS

Strongly encouraged: Off-street parking should be located behind or to the side of buildings in the compact community. A general rule of thumb is that parking and access should not occupy more than one third (1/3) of the frontage of the adjacent building or more than 65 feet, whichever is less.

Strongly encouraged: Parking lots should include interior tree plantings at a rate of about one tree for every 1,500 square feet of parking.

Encouraged: No parking space may be farther than about 45 feet from a tree unless the design of the parking lot includes a bioretention area to capture stormwater.

Strongly encouraged: On the perimeter of the parking lot, trees should be planted at a rate of one tree per 25 linear feet or so of frontage.

Strongly encouraged: Tree islands in parking lots should be designed to create bioretention areas to capture stormwater.

NOTE: All photos and graphics are for illustrative purposes only.

Photo: Triangle J Council of Governments



Sites identified for future bus stops should have direct sidewalk access and include adequate space for a bus shelter and for people in wheelchairs.

Photo: Triangle J Council of Governments



Moving garages to back alleys can minimize curb cuts on the street, reducing conflicts with pedestrians and allowing for more on-street parking.

Photo: Triangle J Council of Governments



Using entrance signs that are monuments and planting shade trees along streets can significantly improve the appearance of a community.

TRANSIT ACCESSIBILITY

Strongly encouraged: Each site identified should reserve adequate space for a transit shelter to be constructed at a future date if public transit service becomes available. This site should include adequate space to allow for the loading, unloading, and smooth passage of wheelchairs, as determined by the transit provider reviewing the plans for the proposed site.

Strongly encouraged: Each bus stop should have direct sidewalk access that links it to the pedestrian network for the compact community as a whole.

Strongly encouraged: In the case of a stop located along the major road, adequate space should be reserved for a bus bay so that buses can pull out of traffic.

NEIGHBORHOOD DESIGN

Strongly encouraged: Lot layout, sidewalk, path, and trail design should ensure pedestrian access to each lot in the compact community.

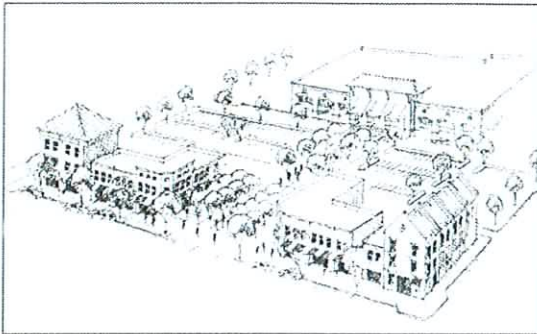
Encouraged: Curb cuts should be minimized to reduce conflicts with pedestrians, maintain a safe and comfortable pedestrian environment, and help ensure an adequate supply of on-street parking.

APPEARANCE

Strongly encouraged: A mix of native species should be planted at least every 25 feet along all roads. New trees should be “shade” or “canopy” trees, and when planted should have a caliper of 2.5 inches and/or be at least 12 feet in height. Foundation plantings should be included every 25 feet in the commercial district.

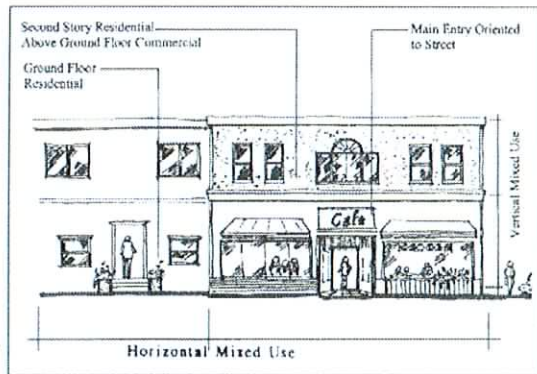
Strongly encouraged: Entrance signs should be monuments, and no free-standing signs should be used in the project.

Graphic: TJCOC and the Lawrence Group



Commercial blocks should locate buildings on the periphery and parking in the middle.

Graphic: TJCOC and the Lawrence Group



Commercial buildings should be at least two stories high, include a mix of uses, and orient their main entrance to the street.

Photo: Triangle J Council of Governments



Buildings on corner lots should be located on the corner, and include windows facing on both streets.

CIVIC-COMMERCIAL COMPONENT

Strongly encouraged: Commercial blocks should have buildings on the periphery of each block with parking in the middle of the block.

Strongly encouraged: Buildings in the village center should have a minimum height of two (2) stories.

Strongly encouraged: Commercial buildings should have a mix of uses, with retail uses on the ground floor, and residential and office uses on upper floors.

Strongly encouraged: Buildings in the village center should be oriented toward their primary access street and present the principal entrance to the sidewalk.

Encouraged: On corner lots, the building should be located on the corner.

Strongly encouraged: The civic-commercial component should have sufficient public benches and bike racks to accommodate pedestrian and bicycle traffic. A general rule of thumb is to include at least one (1) public bench and one (1) bike rack per block in the village center.