

# *The Elements of Livability: Placemaking in the Braddock Metro Area*

Braddock Metro Neighborhood Plan Worksession 1  
November 12, 2007  
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## **AGENDA**

- Urban design framework composite diagrams
- Elements of livability within the public realm
- Defining and activating a vibrant public realm



Braddock Metro Neighborhood Plan charrette on November 3

## Summary of the November 3<sup>rd</sup> Community Charrette



Table 1



Table 2



Table 3



Table 5

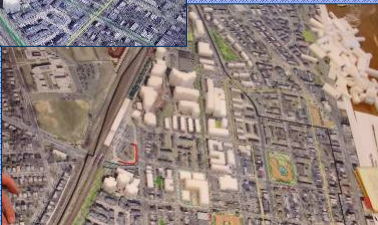


Table 6

## Developing the Urban Design Framework

### Composite 1

- Composite 1**
- Primary Streetscape Improvements
  - Secondary Streetscape Improvements
  - New/Reconstructed Streets
  - Pedestrian/Bike Connection
  - >7 Story High-Rise Residential
  - 5-7 Story Mid-Rise Residential
  - 3-4 Story Low-Rise Townhouses
  - 5-7 Story Mid-Rise Office or Hotel
  - Parks/Open Space
  - Existing Park Location
  - Retail Edge
  - Existing Retail Location



# Developing the Urban Design Framework

## Composite 2

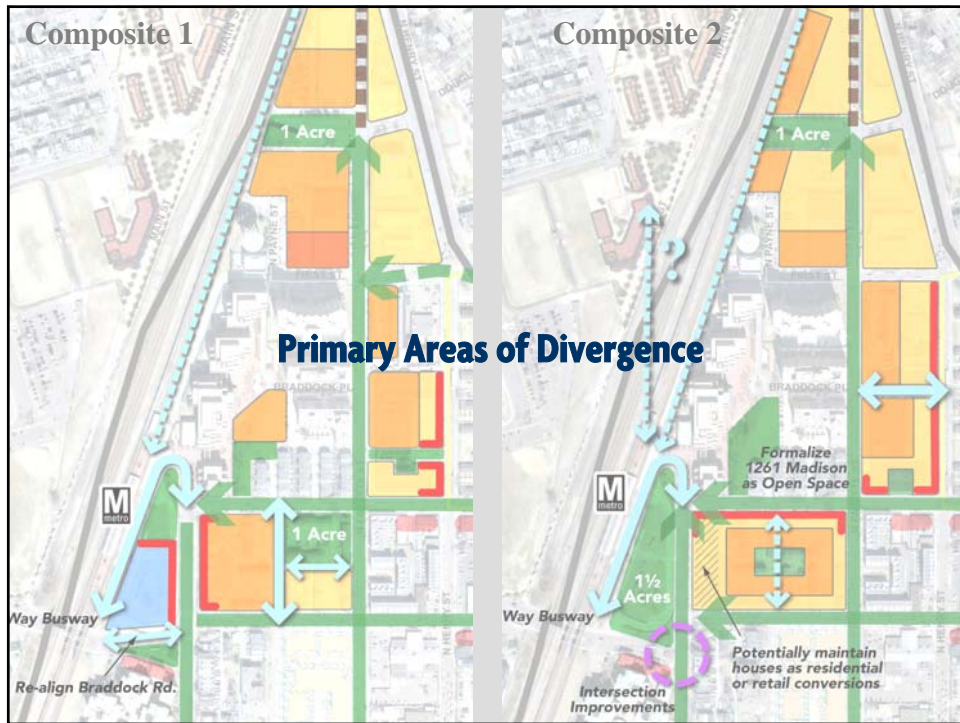
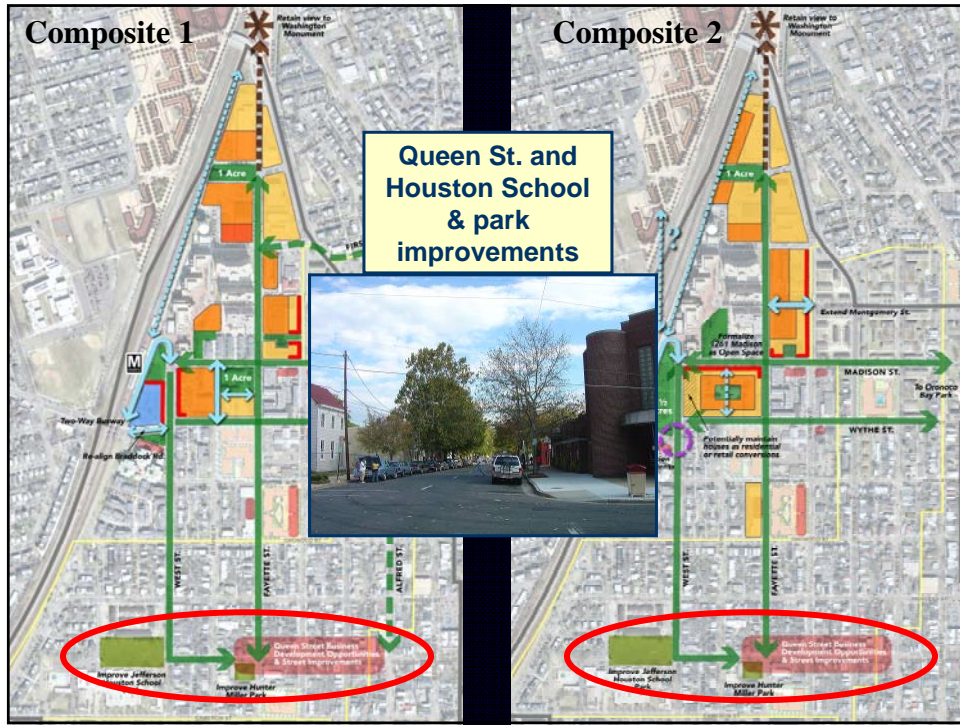
**Composite 2**

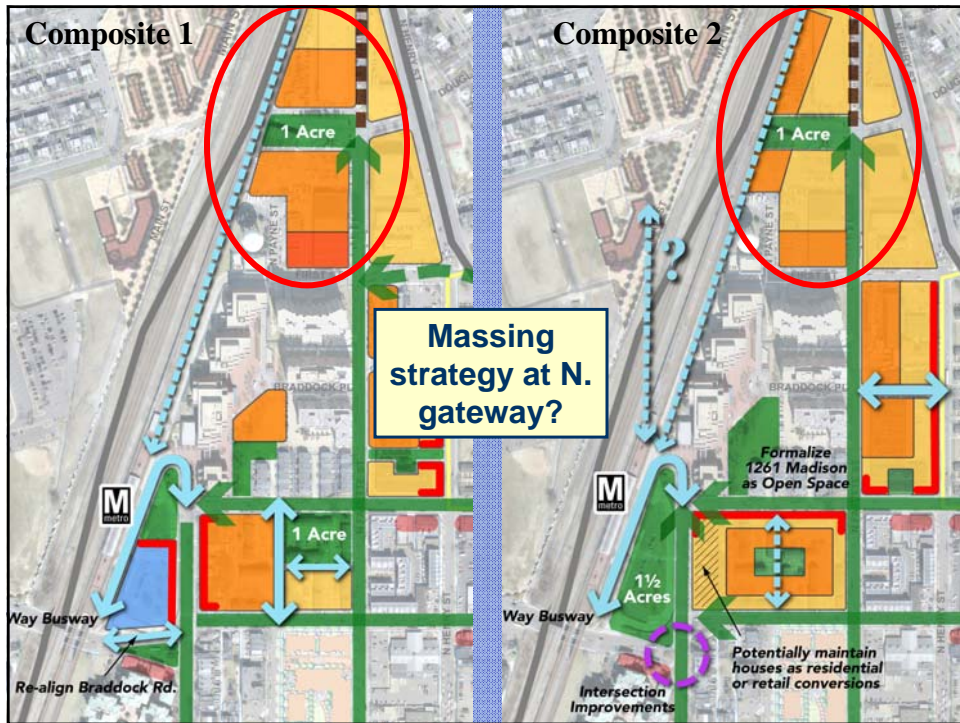
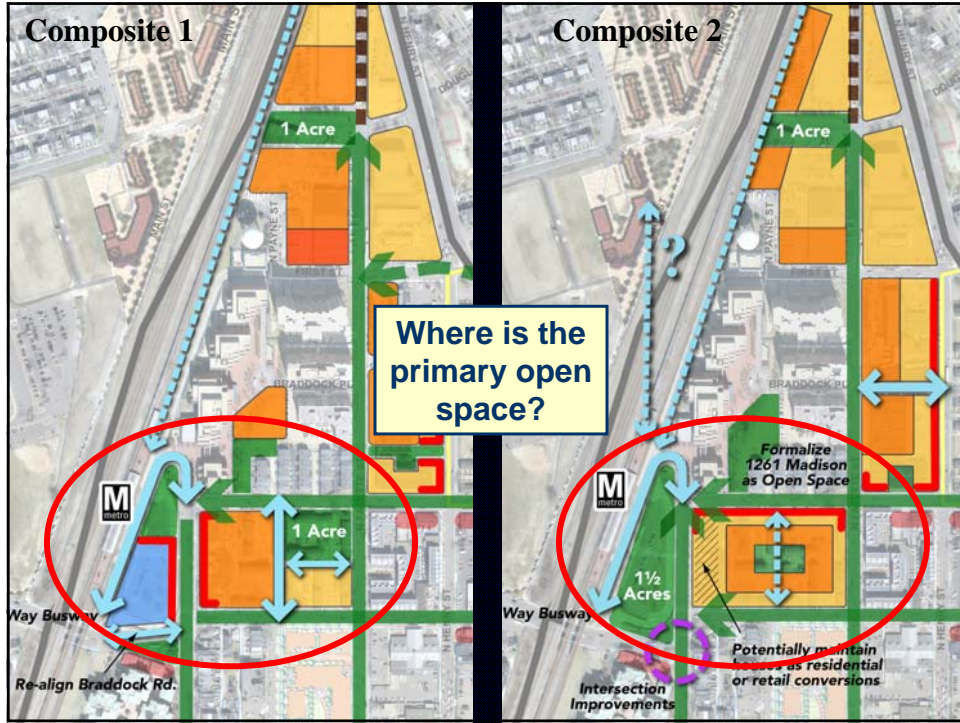
- Primary Streetscape Improvements
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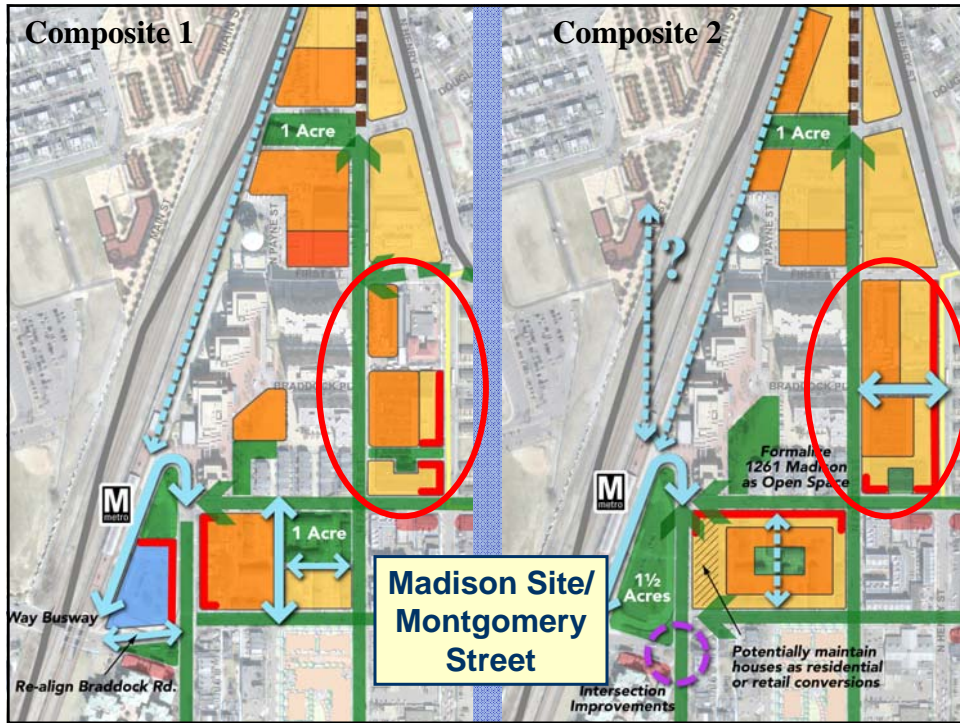


### Primary Areas of Agreement









## Elements of livability within the public realm

### Large parks and open spaces

- Ideally, surrounded by public streets and defined by multi-story buildings
- In an urban context, passive in nature
- Significant expanses of green
- Gazebo, fountain or public art provides a focal point



Alexandria



Keene, NH



Providence, RI

## Elements of livability within the public realm

### Pocket parks and plazas

- Partially surrounded by public streets or buildings right to the edge
- Retail uses immediately adjacent should spill out into the space
- Can be passive green space or active plaza space
- Lots of seating options



Somerville, MA



Providence, RI



Alexandria

## Elements of livability within the public realm

### Residential sidewalk design

- Landscaped setbacks between 6' – 15' from the sidewalk
- 6' – 8' sidewalk separated from the curb by 4' – 6' planting strip
- Curb-side parking and regularly-spaced street trees and lights
- Front doors should be no more than 6' above grade



Atlanta, GA



Kentlands, MD



## Elements of livability within the public realm

### Residential sidewalk design

#### *Local Examples*



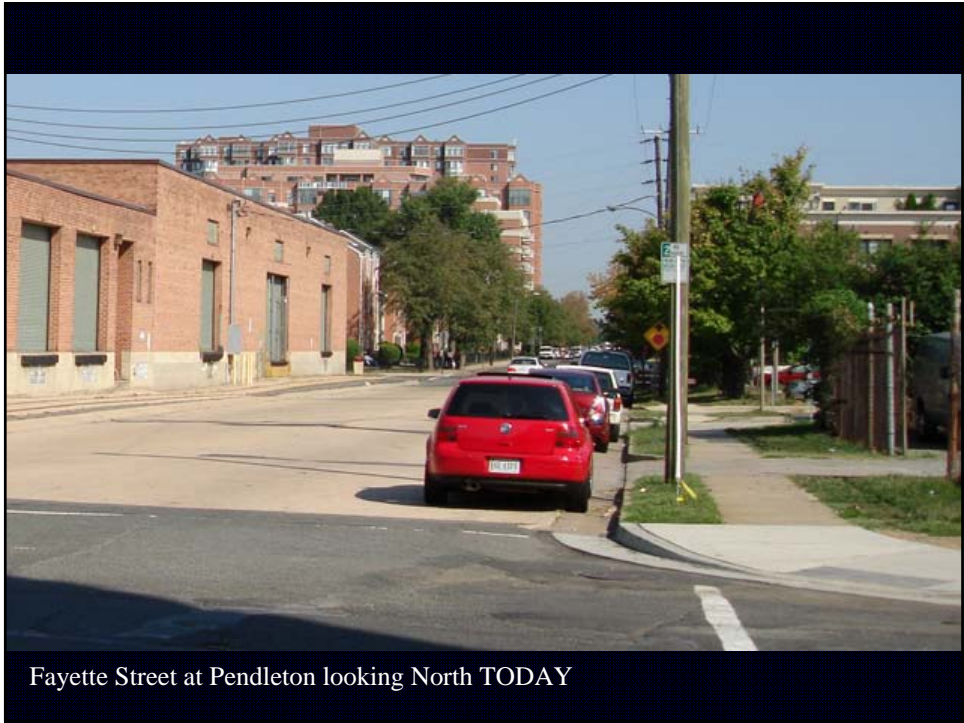
## Elements of livability within the public realm

### Residential sidewalk design for mid-rise



*Urban design*

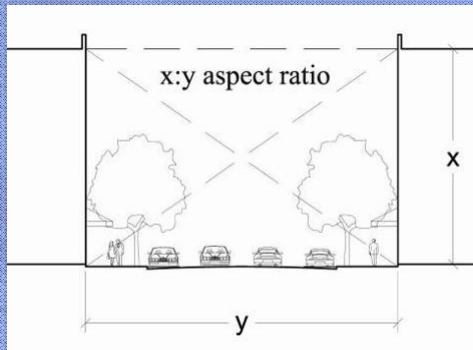
*Suburban design*



## Defining and activating a vibrant public realm

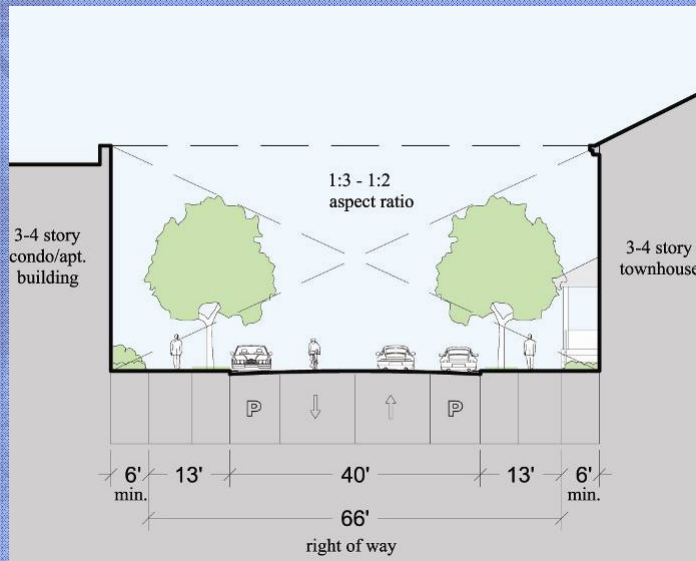
### Building walls define streets

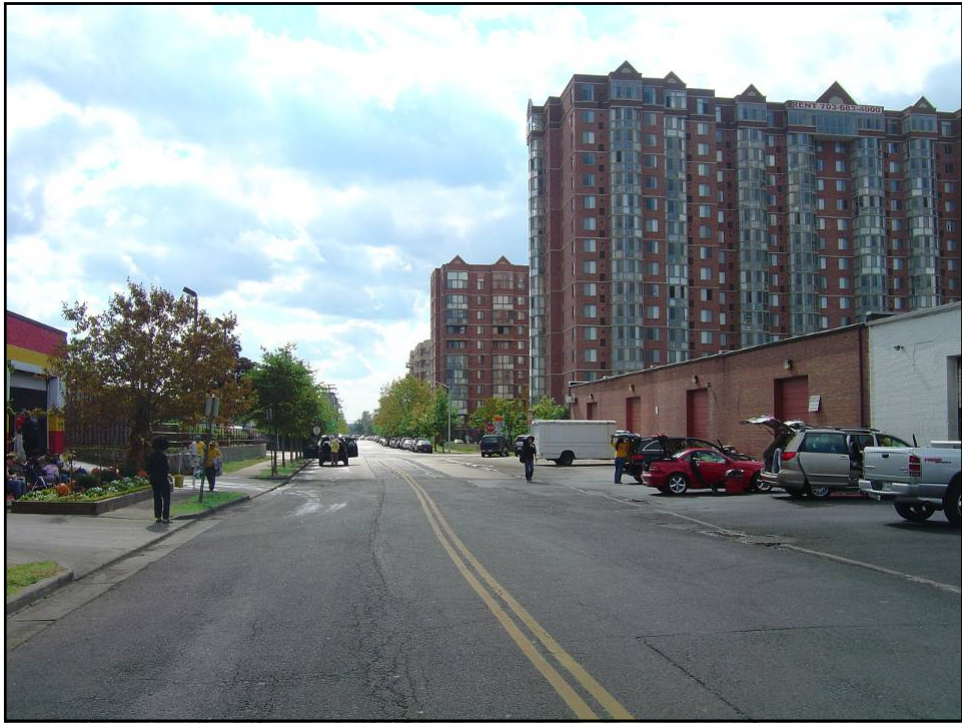
- Streets are public spaces that should be designed as comfortable “urban rooms” with implied ceilings at a comfortable height
- Building walls and street trees define and help to activate the public realm
- The aspect ratio of many streets in Old Town is typically 1:2, in Parker-Grey closer to 1:3



## Defining and activating a vibrant public realm

### Potential street wall along Fayette or Madison Streets





## Defining and activating a vibrant public realm

### Retail street design

- Curb-side parking a must
- Well enclosed with eyes on the street
- Sidewalks wide enough to accommodate outdoor tables
- Well maintained street trees and lighting
- Awnings and canopies to protect the pedestrian



Bethesda, MD



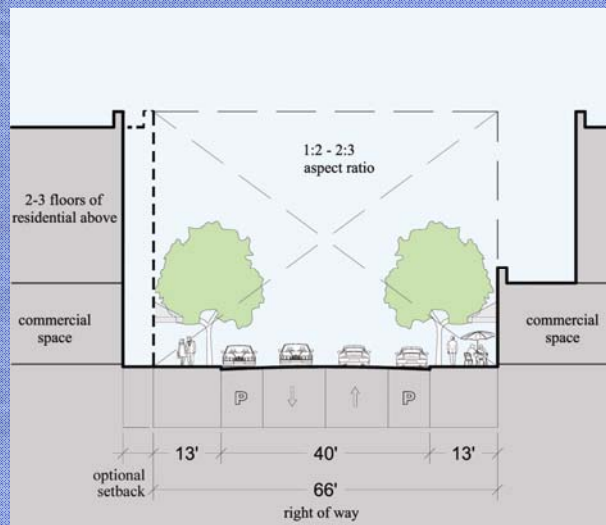
Atlanta, GA



Hillsboro, OR

## Defining and activating a vibrant public realm

### Retail “outdoor room” on West or Madison Streets

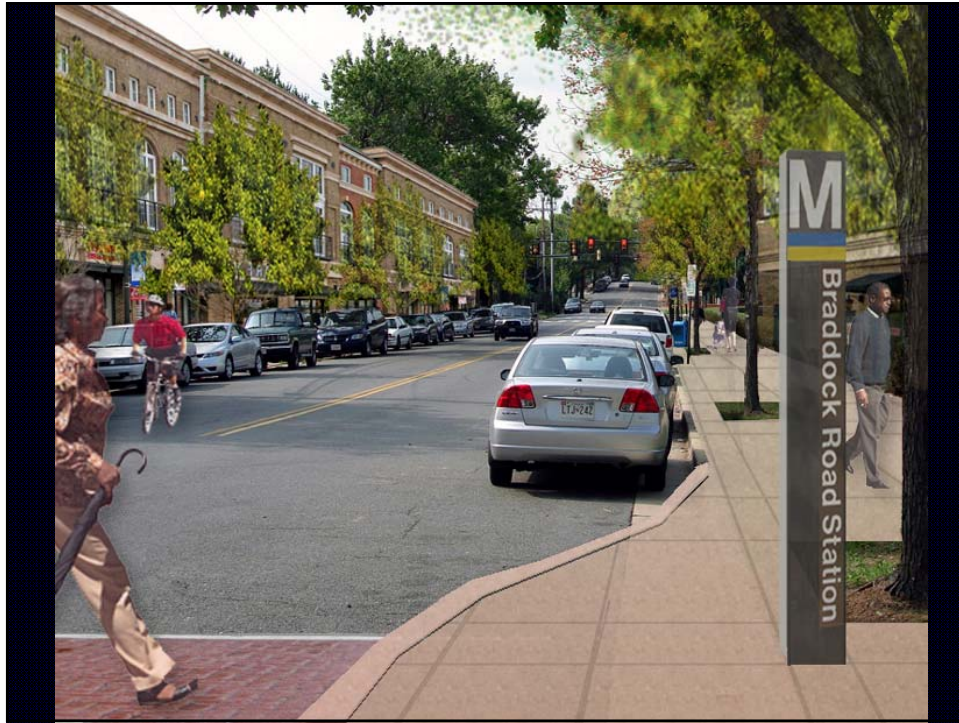


# Defining and activating a vibrant public realm

## Retail street design

### *Local Examples*





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