Great Places & Great Space: Urban Design for Livable Communities
Connecting the Community to Transit

adj: diverse, active, functional, inspiring
solving for multiple modes

- pedestrians
- bicyclists
- light rail, bus, other mass transit services
- kiss and ride, park & ride, daily commuters

people
bikes
transit
automobiles
urban design adds value to transit by:

• strengthening local character,
• offering connectivity and clear wayfinding,
• providing access to daily needs and housing choices, and
• establishes a safe environment.
I enjoy teaching my children about water conservation.

My property held its value.

I live so close to my work.

Biking from forest park to the pearl is a breeze.

Living on the street car line gets me to PSU and NW easily.

I can walk to gather my daily needs conveniently.

What restaurant should we walk to after?
quality design

experience

TOD parks

TOD streets
cone of experience

gateways
signage
lighting
street trees
sculpture/artwork/installations
shelter/overhangs
building façade
seating
planters
bike racks
paving patterns

experience
**understanding scale and density**

<table>
<thead>
<tr>
<th>TOD Type</th>
<th>Urban Centre</th>
<th>Urban Neighbourhood</th>
<th>Town Centre</th>
<th>Neighbourhood Medium Density</th>
<th>Neighbourhood Low Density</th>
<th>High Frequency Transit Corridor</th>
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</thead>
<tbody>
<tr>
<td>Land Use Mix</td>
<td>Office Centre Urban Entertainment Multiple Family Retail</td>
<td>Residential Retail Class B Commercial</td>
<td>Office Centre Urban Entertainment Multiple Family Retail</td>
<td>Residential Neighbourhood Local Office</td>
<td>Residential Neighbourhood Multiple Family Retail</td>
<td>Office Centre Urban Entertainment Multiple Family Retail</td>
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<tr>
<td>Net Housing Density</td>
<td>124-371 units per hectare (50-150 units per acre)</td>
<td>99-247 units per hectare (40-100 units per acre)</td>
<td>86-247 units per hectare (35-100 units per acre)</td>
<td>49-124 units per hectare (20-50 units per acre)</td>
<td>25-49 units per hectare (10-20 units per acre)</td>
<td>62-148 units per hectare (25-60 units per acre)</td>
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<tr>
<td>Regional Connectivity</td>
<td>High. Hub of regional system</td>
<td>Medium access to downtown, Sub regional hub</td>
<td>High access to downtown, Sub regional hub</td>
<td>Medium access to suburban centre, Access to downtown</td>
<td>Low</td>
<td>High access to downtown, Sub regional hub</td>
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</table>
link the people places

- TOD parks and open space
- TOD streets
### TOD parks and open space

#### Urban Parks and Open Space Zones:

<table>
<thead>
<tr>
<th>PARK AND OPEN SPACE TYPE</th>
<th>Urban Centre</th>
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<tbody>
<tr>
<td>Transit / Town Plaza</td>
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<tr>
<td>Pocket Park</td>
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<tr>
<td>Neighbourhood Park</td>
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<td>Private/Public Open Space</td>
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<td>Landscape Buffer</td>
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<tr>
<td>Sustainable Green Streets</td>
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<tr>
<td>Stormwater Facility</td>
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<tr>
<td>Open Space Naturalized/ Programmed</td>
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<tr>
<td>Greenway</td>
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<td>Community Park</td>
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<td>Regional Park</td>
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<tr>
<td>Sports Park</td>
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Legend:
- **Typical**: Blue
- **Sometimes**: Turquoise
- **Rarely**: Green

*TOD park typologies*
TOD park typologies

**Transit/Town Plaza**

Description:
Transit/Town Plazas are public spaces set aside for civic purposes. These public spaces are often landmarks, transit station entries, and gathering places for people. They are usually located at the intersection of important streets or other significant locations. Plazas are enclosed by streets and active building frontages. These plazas are the highest quality public spaces with special attention to pedestrian amenities, accessibility, and adjacency to commercial or civic uses. They balance paving and planting, and are well lit at night.

**Pocket Park**

Description:
Pocket parks address limited, isolated or specialized recreational needs at small sites in heavily developed areas and at sites with unique recreational opportunities. These parks serve the immediate neighbourhood.

**Neighbourhood Park**

Description:
Naturalistic or formal landscaped public space, active, and passive recreation, play equipment, and seating. Provides neighbourhood facilities within a 5-10 minute walk of home.

**Private/Public Open Space**

Description:
Private and open spaces that offer aesthetic relief in higher density TODs. These spaces can be internal courtyards, pedestrian ways or plazas that not only serve the occupants but the general public as well. These spaces can be maintained by the City or by the adjacent development.

**Green Streets**

Description:
Wide sidewalks with public amenities and pedestrian demarcation to create walkable streets connecting the transit station to the surrounding land uses. Green streets incorporate elements to improve water quality at the site specific and regional scale by adding natural filtration and vegetation to the design.
TOD streets

TOD streets and right-of-way diagram

Potential TOD

Active GF Use

Bus Shelter

Sign

Station

Reduce Turning Movements (if possible)

Potential TOD

Active GF Use

Bus Shelter

Sign

Wayfinding

Wide Sidewalks & Attractive Streetscaping

Clearly Marked Pedestrian Crossings

TOD streets
building frontages
sidewalk and amenity zone
transit, car, and bike zone
hierarchy of TOD streets

**green street**
Enhanced landscape aesthetic and serve as a water quality facility. Center or side medians collects stormwater in landscaped swale and creates a partial riparian link to existing waterways.

**local street**
Enhanced accessibility for local trips. Convenient connections, wide sidewalks, lighting, street trees. Serves local residents to near by destinations.

**festival street**
Special streets that allow for vehicles but can accommodate for programmed events. The design is adaptable and clearly designed with unique treatment to paving, lighting, planting, etc.

**main street**
Street should serve adjacent uses, visitors and local users. This street offers good visibility for multi-modes, on-street parking, clear signage, awnings. And wide sidewalks should accommodate pedestrians and outdoor commercial uses.

**collector street**
Street design buffers pedestrians from moving traffic, has clear designation of multi-modal movement. Allows for modes to move swiftly but safely. Lighting, auto oriented signage, street trees, and active ground floors should be considered.

**transit street**
Major pedestrian routes will connect to transit station street, Attention should be paid to bicycle access, bus transfer areas and other multi-modal needs. Wayfinding, lighting, and quality streetscape will help ensure safety of users.
Stapleton

“Community amenities, proximity to central Denver and traditional neighbor character make Stapleton a great place to raise a family”

- Will Wagenlander, resident
build in the green places
connect the people places

Addison Circle

4 phases completed, 41 acres developed, 20 buildings contracted and 18 acres of public parks built around a hierarchy of streets.
connect the people places
develop partnerships:

leadership

city departments

transportation agency

developers/investors

non-profits/neighborhood organizations
Urban design adds value to cities and regions and enables cities to be more visitor and user friendly by linking together all aspects of life.

Transit can be highly visible and pleasant experience that animates the public space of the city.