

An architectural sketch of a city street scene. In the foreground, a group of five people are seated at a wooden table on a sidewalk cafe. The table is surrounded by a low brick wall. In the background, there are multi-story buildings, trees, a street with cars, and a street lamp. A semi-transparent green horizontal band is overlaid across the middle of the image, containing the text 'THOROUGHFARE STANDARDS' in white, bold, sans-serif capital letters.

THOROUGHFARE STANDARDS

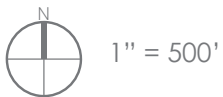
THOROUGHFARE PLAN

Based on the T4 and T5 context classifications, transportation facilities are planned to help achieve the mixed-use, walkable patterns essential to the TOD community vision. The function of these streets goes beyond the typical suburban arterial and collector streets which emphasize vehicle mobility and land access respectively. Both mobility and access are vital to all streets in the **Yard 111** TOD.

Mobility for all modes is the fundamental design assumption. Pedestrian, bicycle and transit modes are as vital as motor vehicle movement. Generous sidewalks, narrow lanes, curbside parking, street trees and build to lines for structures are all important to achieving greater walkability, primarily through vehicular speed management. Although the Boulevards and Commercial Streets are larger than the Streets, Yield Streets and Lanes, all streets are almost equal in their functions of providing mobility and access.

Access to all land uses from the edge of each street is also important. Parallel parking on most street edges allows drivers to park, and, within a reasonable walk, reach the building doors connecting them to their destinations. Pedestrians, given much greater advantage in the network, can move more easily and safely on multiple paths and gain essential access to buildings at the back of sidewalks that line all streets.

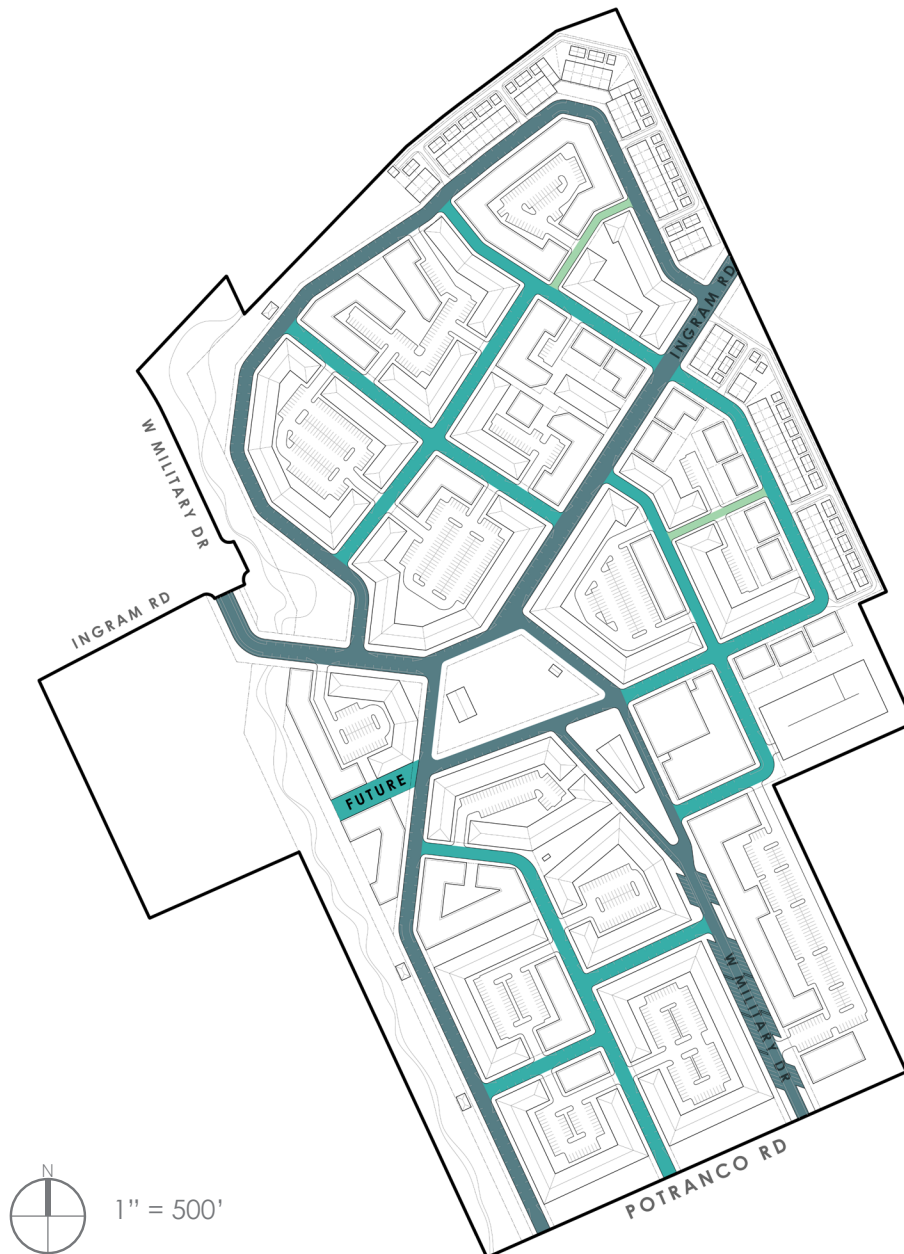
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|  PL |  ST 60-36 |
|  LA 20-10 |  CS 60-30 |
|  NS 36-20 |  CS 60-36 |
|  BV 39-24 |  CS86-48 |
|  YS 50-30 |  BV 98-68 |



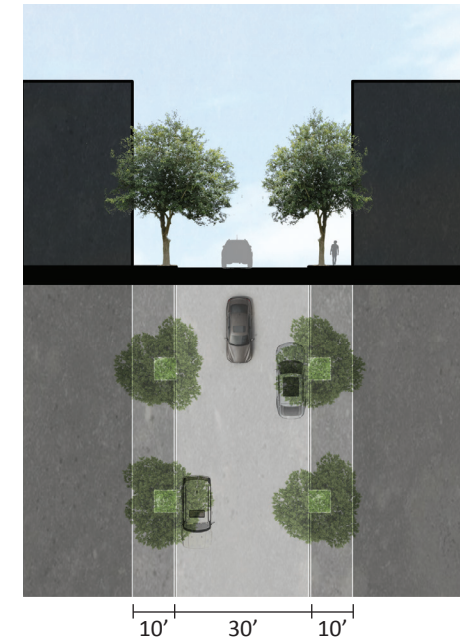
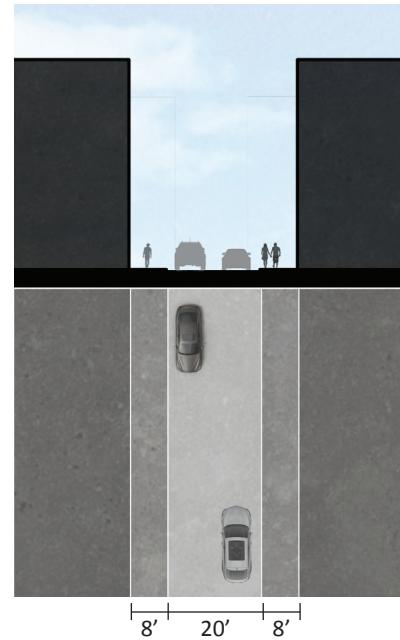
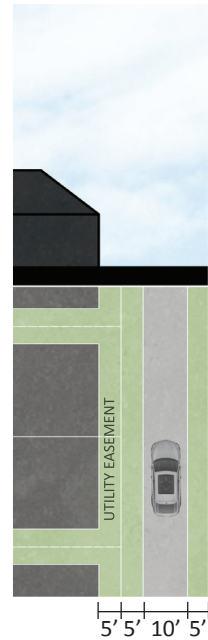
THOROUGHFARE CLASSIFICATIONS

The street network is essential to effective multi-modal travel within, to and through the town. Streets fulfill the vision urban designers begin as plans emerge. One classification for streets emphasizes the highly walkable, bikeable and transit friendly streets. These are deemed “A” Streets. The most commercial and residential are mixed via great urban design. The “B” streets are still walkable and mixed use, but fewer urban design features are applied to their design. They are simpler and less expensive to construct. Finally, the “C” Streets form vital but smaller pedestrian ways and may even be simple alleys.

The primary street design planning step is to place the correct streets in the correct location to facilitate the overall future town vision. Tree planting is more formal, in tree grates/planters at the town center (T5), less so at the edges (T4). Sidewalks in T5 are wider to accommodate the larger pedestrian volumes. All of the dozen features change based on context envisioned by experienced urban designers. The map to the left shows conceptually where each unique street will be constructed. Design will be refined as details emerge, but walkability will remain a primary design policy, thus requiring speed management.



- A STREETS
- B STREETS
- C STREETS



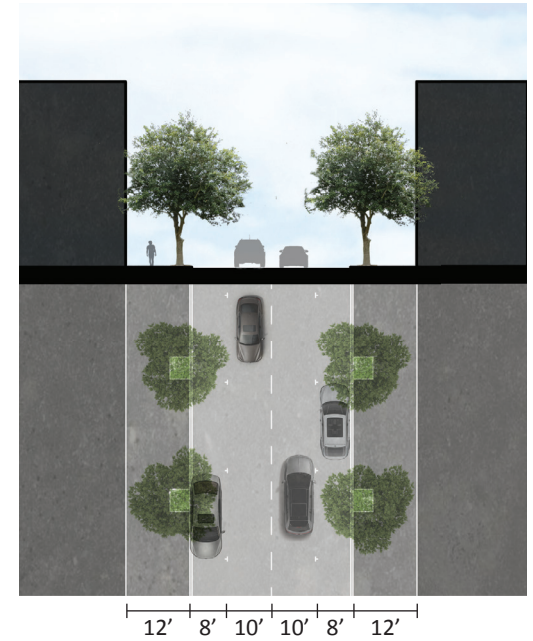
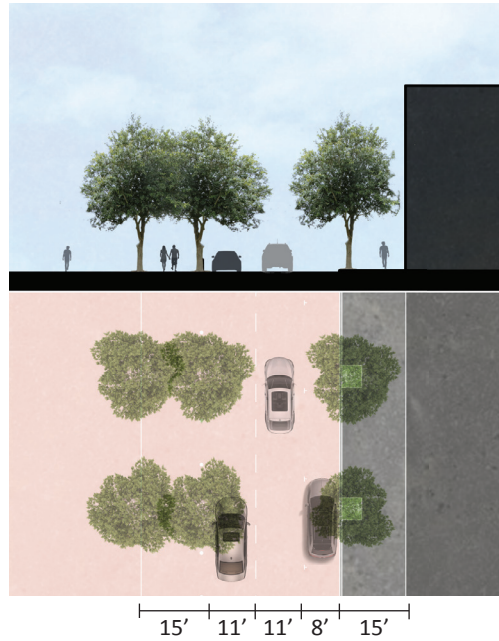
PL

LA 20-10

NS 36-20

YS 50-30

	PL	LA 20-10	NS 36-20	YS 50-30	
Transect	T5	T4	T4, T5	T4, T5	Transect
Type	Pedestrian Lane	Lane	Narrow Street	Yield Street	Type
Movement	Pedestrian	Yield	Slow	Yield	Movement
Traffic Lanes	None	Yield @ 10 ft.	Two @ 10 ft.	Yield @ 15 ft.	Traffic Lanes
Parking Lanes	None	None	None	Both Sides Informal	Parking Lanes
Bike Facility	Shared	Shared	Shared	Shared	Bike Facility
Total Pavement Width	None	10 ft. Plus 5 ft. Pervious Base Per Side	20ft.	30 ft.	Total Pavement Width
Median	None	None	None	None	Median
Sidewalk Width	20 ft. Minimum	None	8 ft.	10 ft.	Sidewalk Width
Planter	None	None	None	5x5 ft. Tree Well	Planter
Total R.O.W.	20 ft. Minimum	20 ft.	36 ft.	50 ft.	Total R.O.W.
Curb Radius	NA	Apron	9 ft.	9 ft.	Curb Radius
Design Speed	None	15 MPH	15 MPH	15 MPH	Design Speed
Road Edge Treatment	None	Inverted Crown with Header Curb	Curb	Curb	Road Edge Treatment



ST 60-36

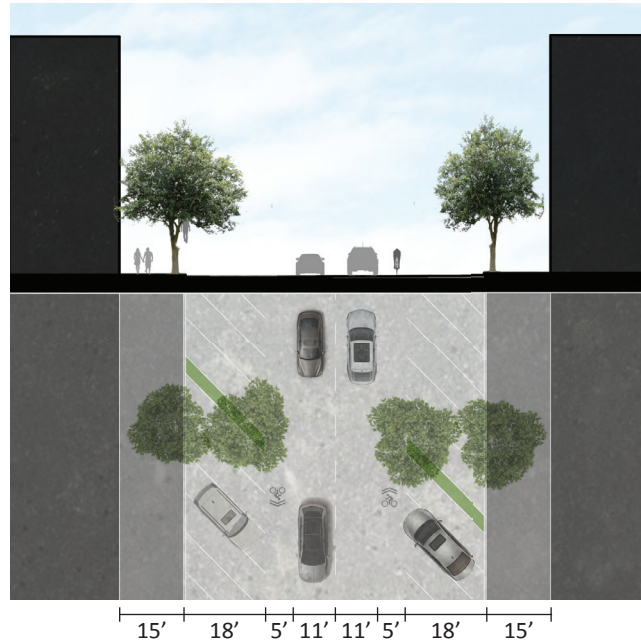
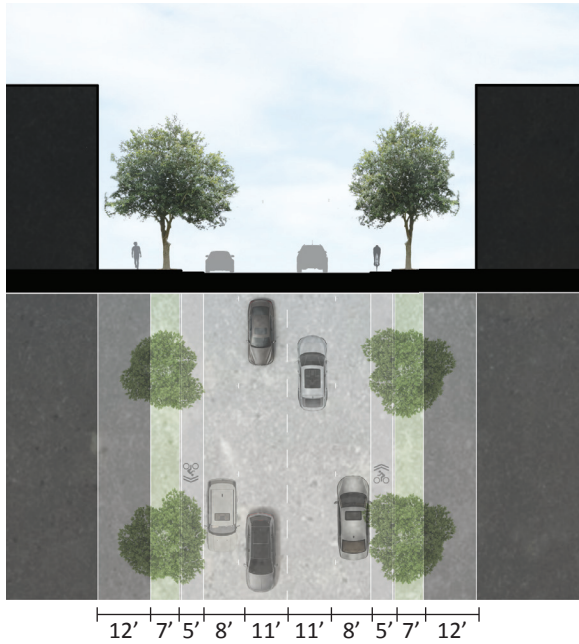
Transect	T4, T5
Type	Street
Movement	Free Movement
Traffic Lanes	Two @10 ft.
Parking Lanes	Both Sides @ 8 ft. Marked
Bike Facility	Shared
Total Pavement Width	36 ft.
Median	None
Sidewalk Width	6 ft.
Planter	6 ft. Green Strip
Total R.O.W.	60 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb

CS 60-30

Transect	T5
Type	Commercial Street
Movement	Free Movement
Traffic Lanes	One-Way, Two @11 ft.
Parking Lanes	One Side @ 8 ft. Marked
Bike Facility	Shared
Total Pavement Width	30 ft.
Median	None
Sidewalk Width	15 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	60 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb @ Parking, No Curb at Plaza

CS 60-36

Transect	T5
Type	Commercial Street
Movement	Free Movement
Traffic Lanes	Two @10 ft.
Parking Lanes	Both Sides @ 8 ft. Marked
Bike Facility	Shared
Total Pavement Width	36 ft.
Median	None
Sidewalk Width	12 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	60 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



CS 86-48

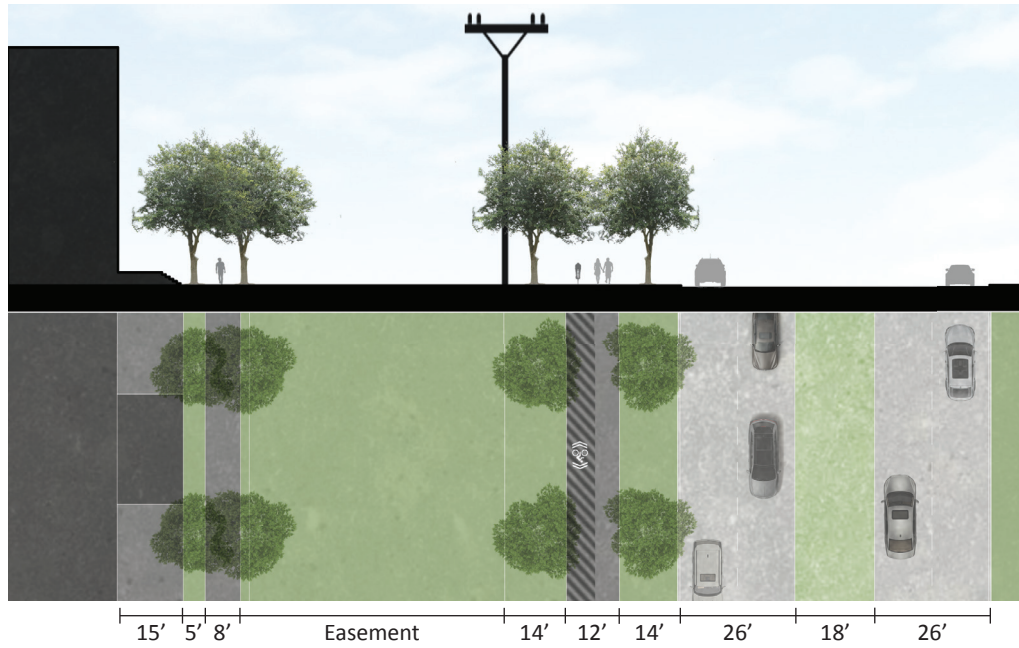
Transect	T4, T5
Type	Commercial Street
Movement	Free Movement
Traffic Lanes	Two @11 ft.
Parking Lanes	Both Sides @ 8 ft. Marked
Bike Facility	Two Bike Lanes @ 5 ft. Marked
Total Pavement Width	48 ft.
Median	None
Sidewalk Width	12 ft.
Planter	7 ft. Green Strip
Total R.O.W.	86 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb

BV 98-68

Transect	T5
Type	Boulevard
Movement	Free Movement
Traffic Lanes	Two @11 ft.
Parking Lanes	Both Sides @ 18 ft. Angled
Bike Facility	Two Bike Lanes @ 5 ft. Marked
Total Pavement Width	68 ft.
Median	None
Sidewalk Width	15 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	98 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb

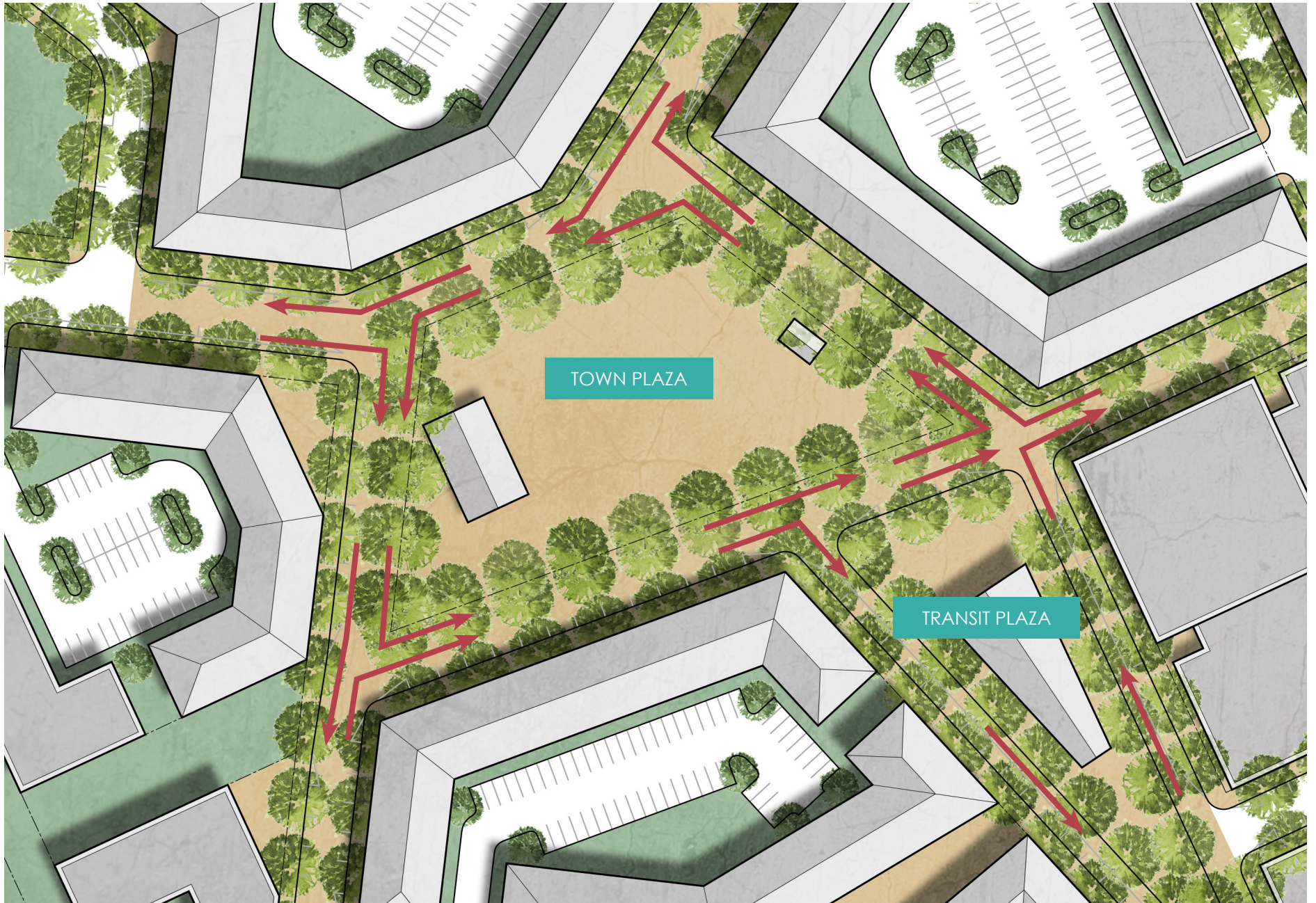
BV 39-24

Transect	T5
Type	Boulevard
Movement	Free Movement
Traffic Lanes	One @11 ft.
Parking Lanes	One Side 8 ft. Marked
Bike Facility	One Lane @ 5 ft. Marked
Total Pavement Width	24 ft.
Median	None
Sidewalk Width	15 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	39 ft.
Curb Radius	9 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



POTRANCO (PROPOSED)

Transect	T5
Type	Boulevard
Movement	Free Movement
Traffic Lanes	Four @13 ft.
Parking Lanes	None
Bike Facility	Path
Total Pavement Width	70 ft.
Median	18 ft.
Sidewalk Width	12 ft.
Planter	14 ft. Green Strip
Total R.O.W.	-
Curb Radius	14 ft.
Design Speed	30 MPH
Road Edge Treatment	Curb





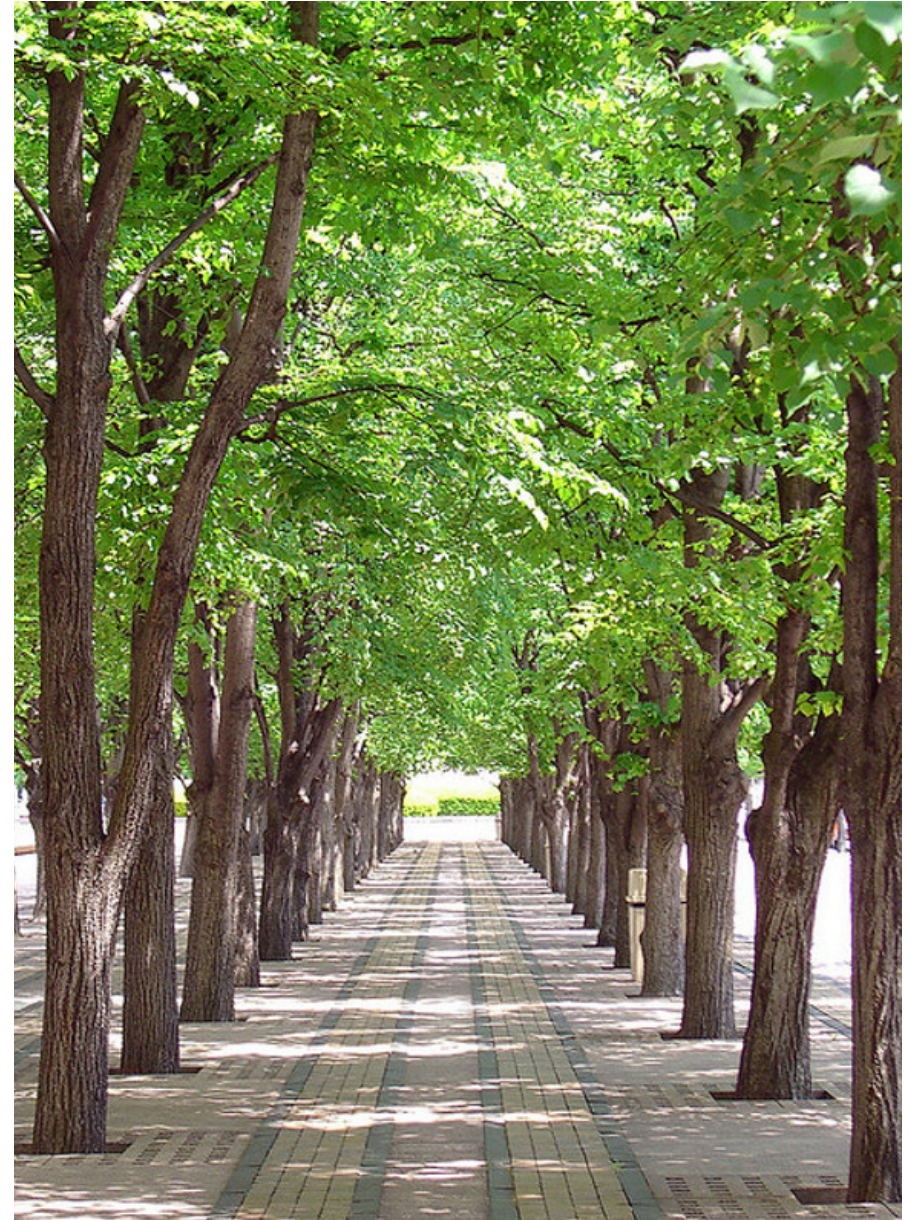
Aerial view of the **Yard 111** town plaza.

THE TURBINE

The vibrant core of **Yard 111** lies within the centrally located town plaza. This town center will be enclosed by dense residential and bustling commercial activity. Commercial streets will be utilized to frame the town center. The configuration of these streets will create what is referred to as a turbine.

The turbine is composed of an eight foot strip of formal parallel parking along the commercial building frontages. Adjacent to the on-street parking are two, one-way travel lanes. Both travel lanes move vehicles in a counter-clockwise direction around the town plaza. The turbine plaza at the town center is designed to have all vehicles pause before entering. This design feature helps manage speeds to levels comfortable for pedestrians. Scale is also set to suit the walkers and cyclists and keep the drivers moving at reasonable flow rates.

An urban bosque in conjunction with bollards is being utilized around the perimeter of the town plaza. This urban bosque will create a distinct separation between the turbine traffic flow and the pedestrian-only component of the plaza.

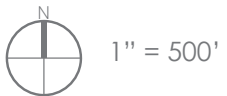
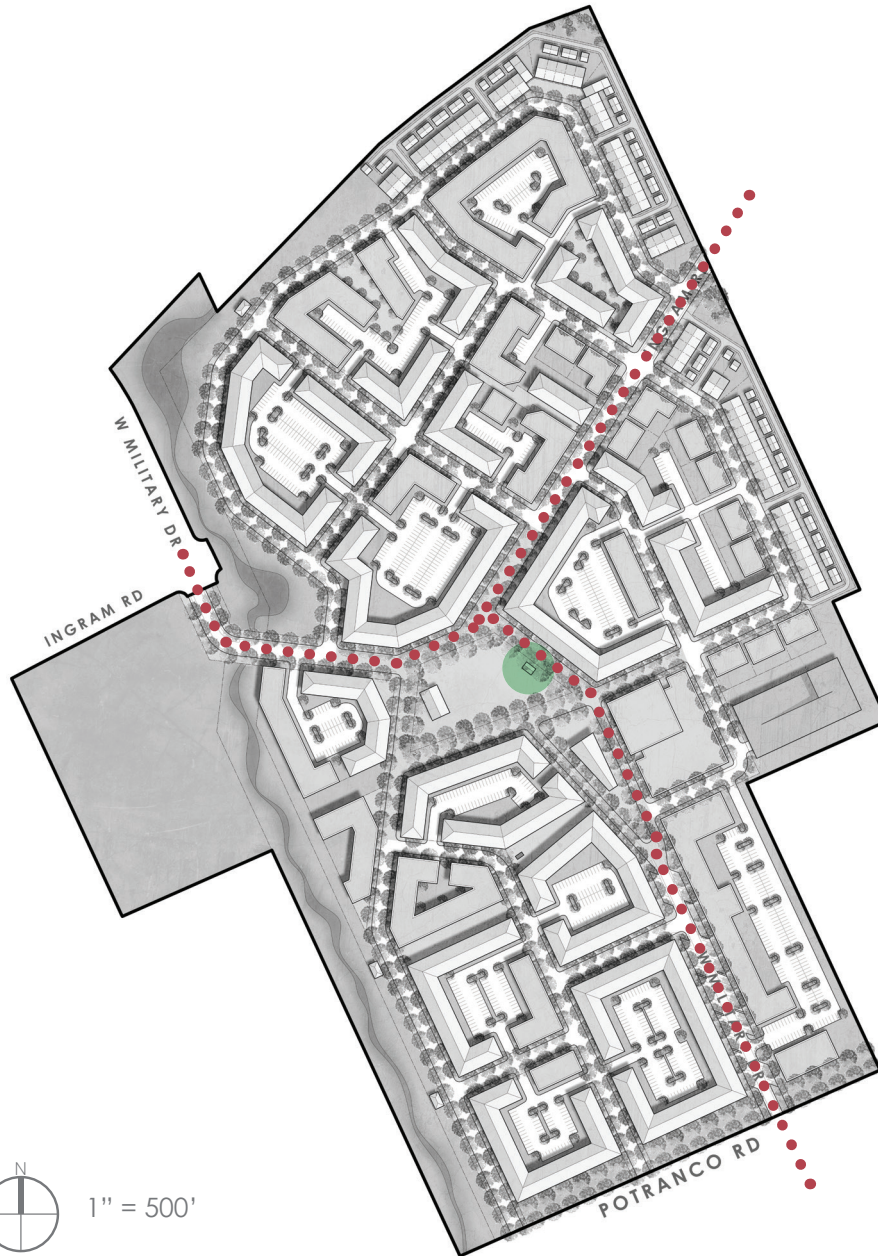


An urban bosque at the Christian Science Center in Boston. A design similar to this is intended to surround the perimeter of the **Yard 111** town plaza.

RAPID TRANSIT ROUTE

The dotted line in the diagram to the left indicates the proposed transit routes through **Yard 111**. Both Ingram Road and W Military Drive are intended to be utilized for bus transit with the possibility of light rail service being added in the future. A transit stop, highlighted in green, has been located within the **Yard 111** town plaza. The transit stop is centrally located within a five minute walk of nearly the entire community.

- TRANSIT ROUTE
- TRANSIT STOP



PEDESTRIAN NETWORK



Within the more urban transect zones (T4 through T6), pedestrian comfort shall be a primary consideration of the thoroughfares. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

Trees provide many functions to aid the mobility and safety of travelers. Cooler shaded places for walking, dining and other gathering activity are greatly enhanced by street trees. The silent uptake of CO2 helps cleanse the air along street edges and the town in general. Visual sensations of regularly spaced tree trunks passing the driver's eye afford a clear, rhythmic feedback on vehicle speed, allowing drivers to adjust speed to match urban conditions. Trees also shade parked vehicles and surrounding pavement, countering the heat effect of urban hardscapes.



FORMAL/INFORMAL PARKING

Parking is designed for almost every street in walkable places. For individuals not able to live within town boundaries, a short or long drive is accommodated with sufficient spaces in one of the many on-street spaces or in eventual garages. Both sides of most streets are parked, based on the planned combination of mobility and access. The thoroughfares adapted and designed for **Yard 111** are drawn from streets we have designed and built in the past. We know they work.

-  FORMAL PARKING
-  INFORMAL PARKING

