

2. Streets, Transit, Pedestrians, and Parking cont'd.



Principles cont'd.

6 Encourage the use of transit facilities throughout the MUC to interconnect the corridor and provide transit access from the MUC to other areas within Longmont.

7 Promote the use of alleyways, to encourage homes fronting on streets and discourage "Fence Canyons."

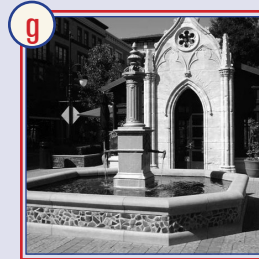
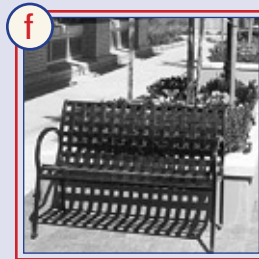
8 Create a strong network of sidewalks and pedestrian walkways.

9 Sensitive site off-street parking internally to the sides or rear of buildings. Avoid locating off-street parking lots between the public street and building frontage.

10 Establish multi-use trails in appropriate areas such as the Rough and Ready open space buffer area.

2. Pedestrian and Bicycle Access cont'd

- II.2.2.7** To avoid conflicts with pedestrians, bicycle facilities are encouraged as on-street facilities primarily on collector roadways.
- II.2.2.8** Provide bicycle parking facilities on the periphery of pedestrian zones and Activity Centers to avoid conflicts between bicyclists and pedestrians.
- II.2.2.9** Limit the length of blocks so they are scaled to the pedestrian user whenever possible.
- II.2.2.10** Provide consistent, easy to read, identifiable directional signs. Include signs that indicate routes to special events and important places.
- II.2.2.11** Provide appropriate street furnishings for pedestrians and street trees along with weather sheltering such as awnings, colonnades, or other covered walkways designed to create a public realm that is friendly to pedestrians.



II.2.2.12 Incorporate pedestrian amenities such as arcades, trellises, pergolas, street furniture, fountains, planters and plant containers, decorative lighting, and enhanced pavement features (e.g. interlocking pavers, granite sets, sandblasted colored concrete) in open areas such as urban plazas or village greens (figures f and g).

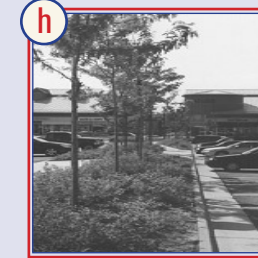
3. Transit

- II.2.3.1** Design Activity Nodes to have short walk distances and direct access to possible transit routes along SH-66. Transit planning should be done in coordination with the Regional Transportation District (RTD) and the City of Longmont.
- II.2.3.2** Provide transit shelters with lighting, bicycle racks, and trash receptacles throughout the MUC where appropriate and in conjunction with RTD and the City.
- II.2.3.3** Encourage transit-friendly design for the Activity Nodes to allow buses to access the activity area without much if any "out-of-direction" travel. Coordinate with RTD and the City of Longmont to determine a possible future location of a transit center for the MUC.

4. Parking

- II.2.4.1** Configure conventional commercial developments that accommodate large anchor tenants to promote convenient parking and vehicular access, as well as parking lot visibility. Smaller shops can be configured to form pedestrian-oriented "Main Streets" characterized by parallel and diagonal on-street parking and rear-loaded parking lots.
- II.2.4.2** Locate small shops along the street or drive edge, with minimum setbacks. Anchor tenant buildings such as large format retail and supermarkets, however, may not be held as strictly to this guideline because they often require visible surface parking for patrons' major shopping trips.
- II.2.4.3** Design conventional commercial developments to be well-landscaped, pedestrian-friendly; adding character to the streetscene. Conventional commercial buildings and parking areas should be set back a sufficient distance from perimeter and interior streets to create distinct landscape buffers.

4. Parking cont'd



- II.2.4.4** Divide surface parking areas that accommodate more than 100 vehicles into a series of small, connected lots defined by tree rows (figure i) and strong pedestrian links from parking areas to destinations.
- II.2.4.5** Stagger building setbacks, above minimum standards if necessary, to enhance visual interest along the streetscene for conventional commercial developments.
- II.2.4.6** Do not wrap the perimeters of conventional commercial developments with parking lots.



- II.2.4.7** Provide identifiable walkways around the perimeter and through surface parking areas designed to link buildings (figure j).
- II.2.4.8** Place parking areas on the periphery of Activity Nodes with strong pedestrian links to the Activity centers. Visitors to the Activity Nodes should be able to park their cars one time once they arrive at the Activity Node and access the entire area as pedestrians. Likewise, residents near the MUC should be able to safely and easily walk or bicycle to the Activity Nodes without use of their automobile.



