

Street Typologies

The diagram to the right presents a simple, typological view of the street network. Most street network diagrams focus on the traffic capacity of the streets, but this one focuses on the space-making intentions of each street.

Through the careful and rigorous design of each street type, and coordination of that street design with the planned building types, frontage types and land uses along the street, it is possible to obtain an intended urban character that supports the intended functions for that street. In fact, it is possible, through design, to make streets with more traffic comfortable as a residential address, and narrower, more intimate streets successful as a retail address. One balances the realities of traffic volumes, the existing available right-of-way, and the feasible adjustments to the way in which this right-of-way is allocated to each mode - pedestrian, vehicular, bicycle, transit - to achieve the desired result. This diagram focuses just on the desired result.

Avenue: Broadway is intended to be an urban avenue --an important connector street that provides a great pedestrian experience despite the significant traffic volumes. The combination of traffic volumes, occasional curbside parking and pleasant pedestrian environment is perfect for attracting urban service and convenience commercial uses, which require all three to be successful.

Main Street: Avenue B and Alamo Street are intended to be "Main Streets," with a mixture of neighborhood-serving commercial and professional uses, interspersed with urban residential types. **Avenue B is an important part of the Street Trolley Loop, as are the southerly blocks of Alamo Street.** Alamo Street is planned to have a planted median strip to provide a softer and more intimate character than it currently has, which will be a pleasant contrast with some of the harder, live-work buildings and uses that line it.

Urban Street: Most of the streets in River North are envisioned as multi-purpose urban streets, which provide good pedestrian ways, one travel lane in each direction for vehicles, moderate vehicular speeds that allow bicycles to safely mix with vehicular traffic, and strong street tree plantings to define the space and green the streets.

Residential Street: These streets will preserve and enhance the living environments of selected streets, providing a quieter, slower, greener, more residential character than the Urban Streets.

