STREETSCAPE

- Public Streetscape: the section of the right-of-way between the lot line and the vehicular lanes. The public streetscape should be conceived integrally with the private frontage, sharing a continuous landscape and, in the case of the commercial street, a contiguous, seamless sidewalk. The following streetscape illustrations are based on a constant 12 ft dimension from curb to lot line.

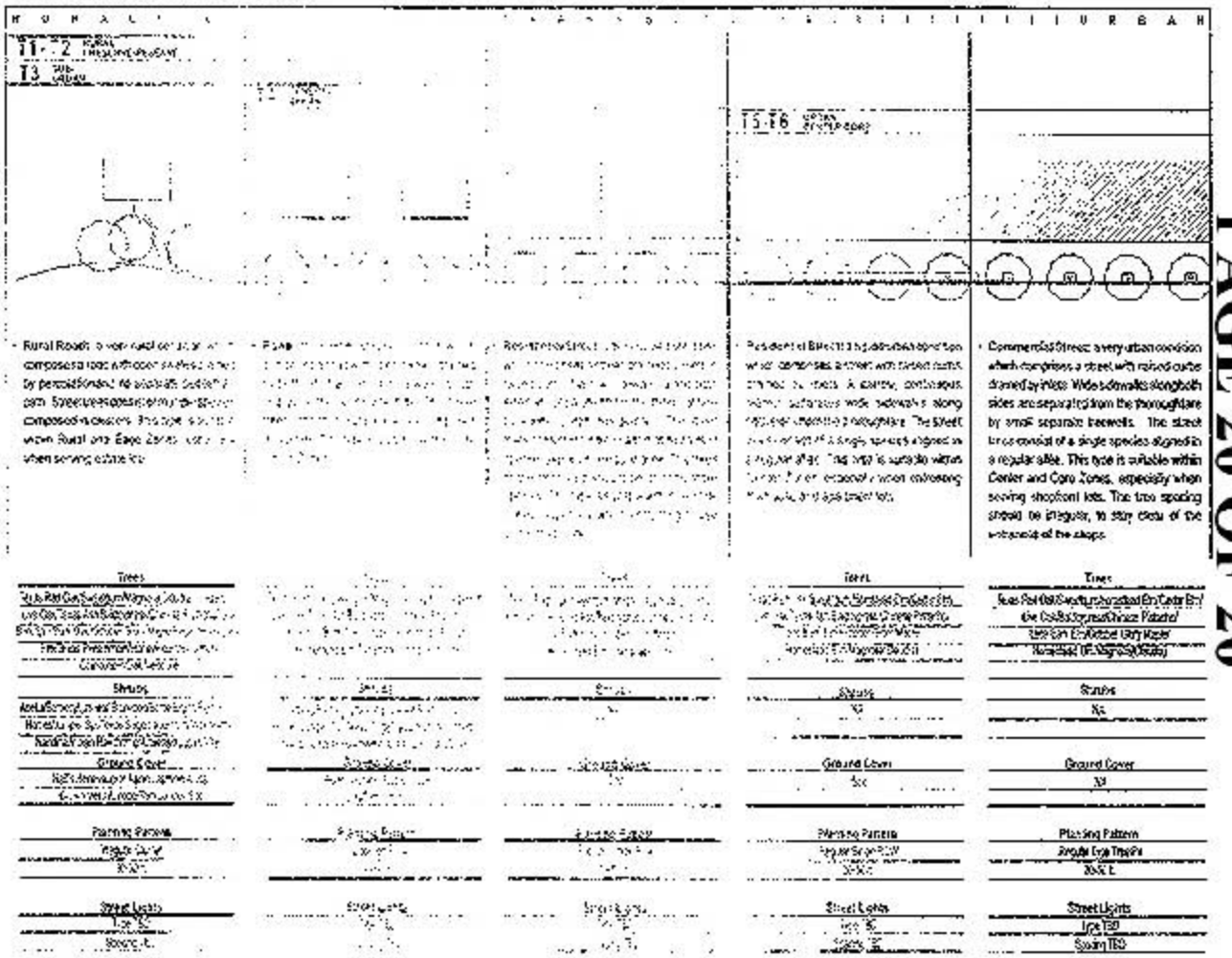
Correlation: There are many types of frontages and streetscapes. Only certain of these serve to effectively define a public realm. When cut adrift by the discipline of urbanism, the great number drops to a very few. While this determination may seem to represent an unnatural reduction of possibilities, these few are sufficient to the great cities, towns and villages of the world in all their variety. When embedded as options in a code, these few frontages represent an expansion of the available options which in the practice of conventional suburbia is usually limited to the 25 ft front yard.

Note: Frontages are independent of building type. For example, a row house type may have as its frontage a stoop, a dooryard, or a porch. However, discretion is necessary in the combination. As discretion cannot be assumed in the design process, the acceptable combinations should be controlled by code.

While thoroughfares would seem to be primarily vehicular and open space primarily for pedestrian use, such categorizations tend to erode the social function of the public realm. Thoroughfares are the most common public space and as such, require careful detailing of the streetscape; for open space to be effective, it must be designed with the appropriate landscape.

Tree specifications may at times be overridden to allow for the preservation of existing trees, supplemented as appropriate to achieve proper centerline spacing.

TYPICAL STREETSCAPE ASSEMBLAGE



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