1.9.1 Integration with the USDM and PRDM

To support the implementation of the 2030 framework plans for the three Municipalities in the Emirate of Abu Dhabi, the USDM was developed to guide the transition of the Emirate's streets toward a more multi-modal, walkable, low carbon future. The purpose of the USDM is to implement a balanced approach to the design of all urban streets in Abu Dhabi and to ensure a safe environment for pedestrians, cyclists, transit riders, motor vehicle drivers and passengers.

The USDM was created to design streets that respond to adjacent land uses and anticipated travel demand. Whereas the USDM defines suitable street cross sections to respond to surrounding land uses, the UCDM considers utility corridors within them.

The UCDM provides standards and guidelines for the allocation (width and location) of utility corridors within the Street Type described in the USDM and identified in Table 1.3. Urban streets are subdivided into five Land Use Contexts and four Street Families to then identify the Street Type (e.g. City Boulevard).

The USDM indicates the various elements for each Street Type, along with their minimum width requirements and maximum allowable widths on each cross section. Using these criteria and the street element dimensions, the RoW for each Street Type is established in the USDM and adopted in the UCDM.

While the USDM provides the dimensions and placement of street elements, the PRDM provides design guidance and performance criteria for landscaping and other streetscape finishings .

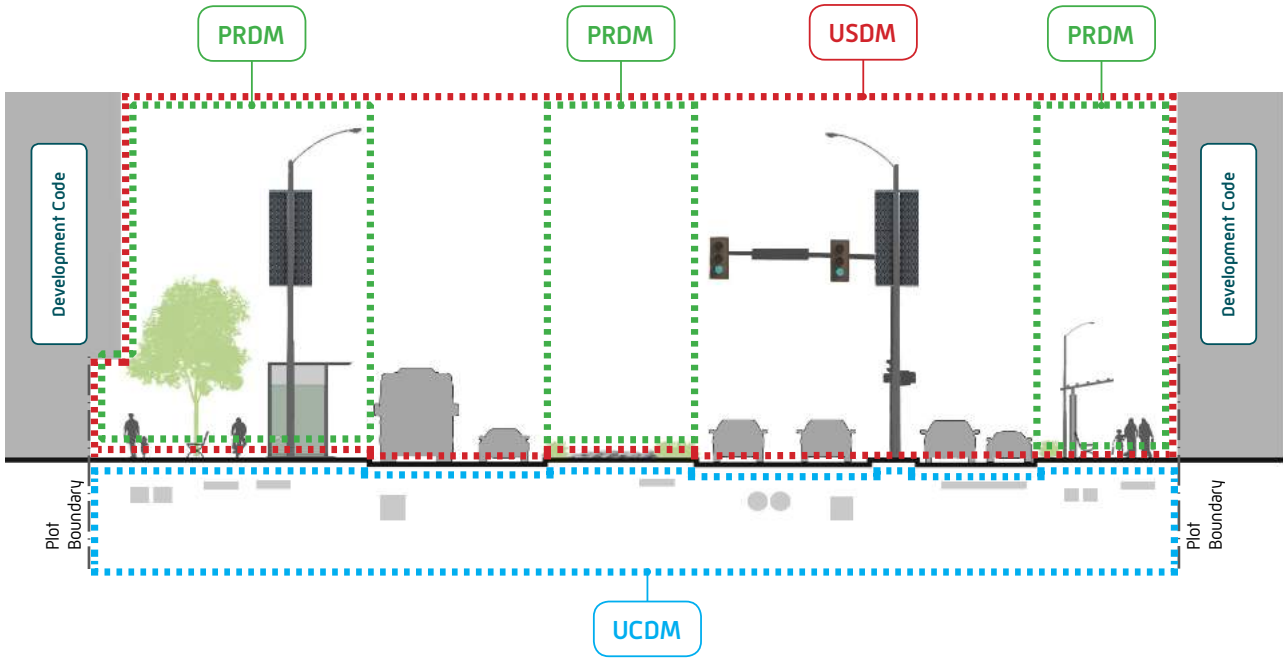

Figure 1.4: Integration of UCDM, USDM and PRDM for a Complete Street

The public realm includes all external spaces and linkages that are physically and/ or visually accessible regardless of ownership. These elements include Streets, Pedestrian and Cyclist paths, Bridges, Transit Hubs, Gateways, Parks, Gardens, Waterfronts, Natural features, View Corridors, Landmarks, Squares, Plazas and Building Interfaces.