



APPENDIX

JERICHO BICYCLE AND PEDESTRIAN FACILITY MASTER PLAN

MAY 2015



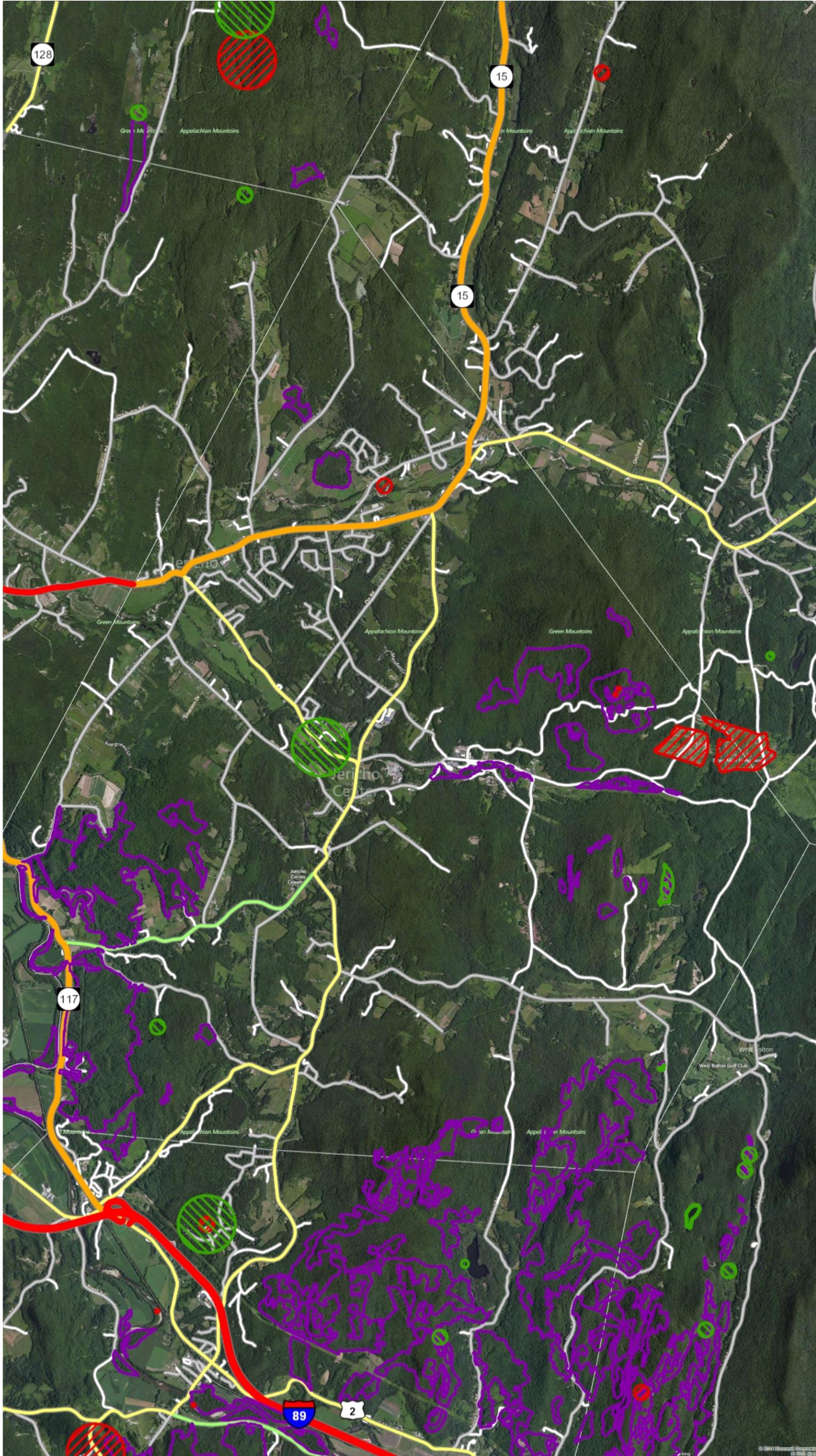
PREPARED FOR:
TOWN OF JERICHO, VT

SUBMITTED BY:
RSG

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IN COOPERATION WITH:
CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
(CCRPC)

APPENDIX A. NATURAL RESOURCE MAPPING



LEGEND

- Rare Threatened Endangered
- Threatened or Endangered
- Rare
- Significant Natural Community
- Roads
- Principal Arterial
- Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Collector
- Local
- Not part of the Functional Classification
- Town Boundary

NOTES

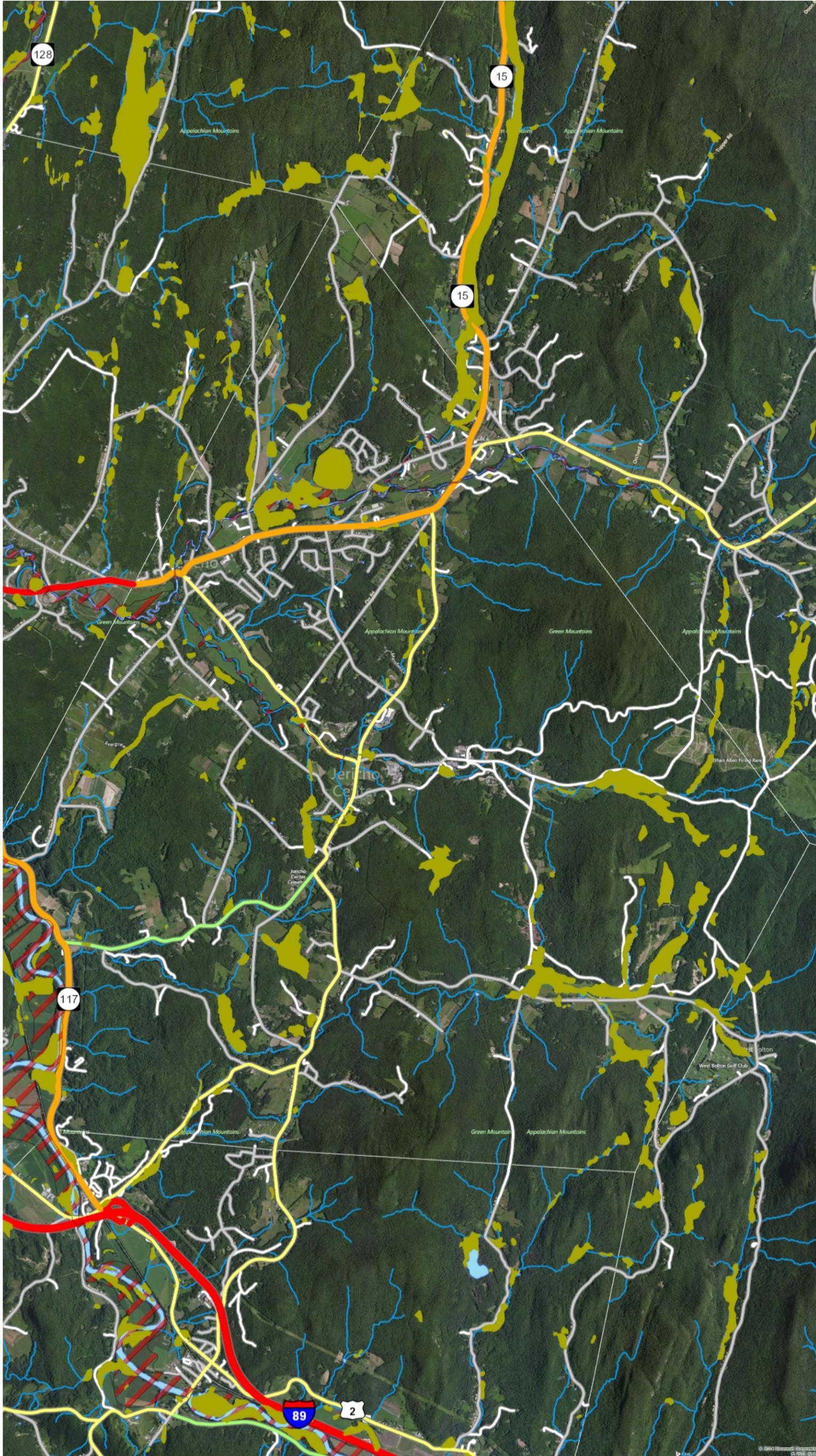
Map created using ANR's Natural Resources Atlas

8,750.0 0 4,375.00 8,750.0 Feet

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1" = 4375 Ft. 1cm = 525 Meters
THIS MAP IS NOT TO BE USED FOR NAVIGATION

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LEGEND

- Wetlands - VSWI
 - Class 1 Wetland
 - Class 2 Wetland
- DFIRM Floodways
- Roads
 - Principal Arterial
 - Minor Arterial
 - Rural Major Collector
 - Rural Minor Collector
 - Urban Collector
 - Local
 - Not part of the Functional Classification
- Waterbody
- Stream
- Town Boundary

NOTES

Map created using ANR's Natural Resources Atlas

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APPENDIX B. POTENTIAL TRANSPORTATION FUNDING SOURCES

Cat.	Program	Agency	Contact	Type	Use	Funding Source	Local Match	Eligibility	Application Deadline	Remarks
 HIGHWAY	Town Highway Grants	VTrans	Dave Blackmore District 5/8 DTA 802-655-1580 or 802-524-5926	Annual allocation based on miles of Class 1,2, and 3 roads	Highway & bridge improvement, maintenance, construction and bicycle routes	State	None	Class 1,2 and 3 Town Highways	None; distribution made quarterly	Must complete an annual town plan. May be used to maintain recreation paths.
	Town Highway Class 2 Roadway Program	VTrans	Dave Blackmore District 5/8 DTA 802-655-1580 or 802-524-5926	Grant distributed by the DTA	Resurfacing and reconstruction	State and Local	30%; or 20% if inventory is complete	All Class 2 Town Highways	March	Grant amounts limited to \$150,000 per project
	Municipal Park and Ride Program	VTrans	Wayne Davis Municipal Assistance Bureau 802-828-5609	Competitive grant	Develop small municipally owned and maintained park and ride facilities	State	None required	Near state highways	July/August	~\$250,000 available statewide
	Hazard Mitigation Grant Program	FEMA	Ray Doherty VT Emergency Mgmt 802-241-5258	Competitive grant	Any project that prevents future loss due to natural disaster	Federal	25%	Project must be within designated disaster area	Varies	Must have an approved and adopted mitigation plan to be eligible
	Transportation, Community, and System Preservation Program	FHWA	Chris Jolly Planning and Programming Engineer 802-828-4572	Discretionary grant	Planning, implementation and research projects	Federal	20% non-federal match	Congestion relief, safety	Subject to federal appropriations process	Application must be submitted by VTrans on behalf of municipality
	Better Backroads Program	VTrans	Alan May VTrans Environmental Section 802-828-6502	Competitive grant	Road inventory and capital budget planning, correction of road related erosion problems	Federal (EPA), State and Local	20%	No restrictions	Mid-October	Maximum grant is \$4,000 for capital budget; \$10,000 for erosion correction
 BRIDGES	Town Highway Bridge Program	VTrans	Michael Hedges Structures Program Manager 802-828-2621	Managed by VTrans	Major rehabilitation or reconstruction	Federal, State and Local	10% for replacement; 5% for rehabilitation	Any structure with a span >6 feet on a Class 1,2, or 3 town highway	Usually initiated by VTrans	Must be on Federal Aid system and CCRPC TIP
	Town Highway Structures Program	VTrans	Dave Blackmore District 5/8 DTA 802-655-1580 or 802-524-5926	Grant distributed by DTA	Bridge maintenance, preservation or repair	State and Local	10%; or 20% if inventory is complete	Any structure with a span >6 feet on a Class 1,2, or 3 town highway	January	Maximum of \$150,000 per project
	Adaptive Use Bridge Program	VTrans	Sue Scribner Municipal Assistance Bureau 802-828-3588	Contract between State and municipality	Rehabilitation of historic metal truss bridges for adaptive re-use (bike/ped)	Federal, State and Local	20%	No restrictions. Subject to site approval by adaptive reuse committee	None	If federal funds are used, must be on CCRPC TIP
 BICYCLE & PEDESTRIAN	Transportation Alternatives Grant Program	VTrans	Scott Robertson MAB – Local Projects 802-828-5799	Competitive Grant	Bike & Pedestrian facilities, viewing areas, others	Federal and Local	20% minimum	Projects evaluated relative to Federal criteria	October	Must be on CCRPC TIP
	CCRPC Sidewalk Program	CCRPC	Peter Keating Senior Transportation Planner 802-846-4490 X14	Competitive Grant	Sidewalk design and construction; shared use paths adjacent to roads	Federal and Local	20%	Municipality must be applicant	May	\$300,000 available for county annually
	Bicycle and Pedestrian Program	VTrans	Jon Kaplan, VT Bike/Ped Coordinator 802-828-0059	Competitive Grant	Bike and pedestrian facility scoping, design and construction	Federal, State and Local	10%	Municipalities, CCRPC, CCTA, schools eligible to apply	July	\$4 Million statewide. Project needs to be in TIP
	Safe Routes to School	VTrans	Maren Hill State SRTS Outreach Manager Maren@SafeRoutesVT.org	Resource Center	Safe routes education and assistance	Federal, State	None	K-8 public and private schools eligible to participate	N/A	Non-infrastructure assistance only. Infrastructure funds only available through Transportation Alternatives program
	Recreation Trails Grant Program	Dept. of Forests, Parks and Recreation	Sherry Winnie Rec Trails Program Administrator 802-760-8450	Competitive Grant	Maintenance, restoration and construction of recreational trails	Federal, State and Local	20%	Almost any trails project on public or private land	September	If federal funds are used, must be on CCRPC TIP
 GENERAL INFORMATION	CCRPC Transportation Improvement Program	CCRPC	Christine Forde Senior Transportation Planner 802-846-4490 X13	Annual county-wide program developed in cooperation with VTrans	All modes	Federal, State and Local	0 to 20%	All projects must be eligible for federal funding	Projects submitted in Jan. Adopted in July. Amended as required	Projects must also be in the VTrans Capital Program
	Unified Planning Work Program	CCRPC	Charlie Baker CCRPC Exec. Director 802-846-4490 X23	Discretionary	Any transportation planning project	Federal, State and Local	80% Fed., 10% State, 10% Local	Federally eligible planning activity	February	Budgeted for ~\$2 million per year
	Downtown Transportation Fund Grant	VT Dept. of Housing and Community Development	Gary Holloway, Downtown Program Coordinator 802-828-3220	Competitive Grant	Transportation-related capital improvements	State	50% match in cash or in-kind	Must be a Designated Downtown; project must be in/serve downtown district	March	Approx \$350,000 available annually. Max award is \$100,000
	Municipal Assistance Bureau	VTrans	Sue Scribner MAB Program Manager 802-828-3588	Contract agreement with VTrans allowing municipality to manage projects	Preservation, rehabilitation or reconstruction projects	Federal, State and Local	10 to 20%	All projects must be eligible for federal funding	Ongoing	Must have completed scoping
	Local Technical Assistance Program	VTrans	Kevin Gadapee VTrans 802-828-3537	Local Technical Assistance	Information, training and technical assistance	Federal, State, fees	None	Available to cities, towns and villages statewide	Ongoing	VT Local Roads provides workshops, trainings, and other resources.
	State Infrastructure Bank	VTrans & Vermont Economic Development Authority	Vermont Economic Development Authority 802-828-5627	Loan	Any transportation project that is eligible for federal funds	Federal, State and Local	20% down	Any transportation project that is eligible for federal funds	Ongoing	Must have revenue source to pay back loan

FUNDING SOURCES for TRANSPORTATION PROJECTS

In Chittenden County, Vermont



Chittenden County
Regional Planning Organization
110 West Canal St., Suite 202
Winooski, VT 05404

ACRONYMS

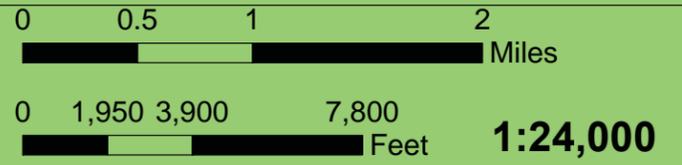
FEMA: Federal Emergency Management Agency
CCRPC: Chittenden County Regional Planning Commission
DTA: VTrans District Transportation Administrator
EPA: Environmental Protection Agency
MAB: VTrans Municipal Assistance Bureau
SRTS: Safe Routes to School Program
TIP: Transportation Improvement Program
VTrans: Vermont Agency of Transportation

Phone: 802-846-4490
Fax: 802-846-4494
Web: www.ccrpcvt.org
Email: info@ccrpcvt.org

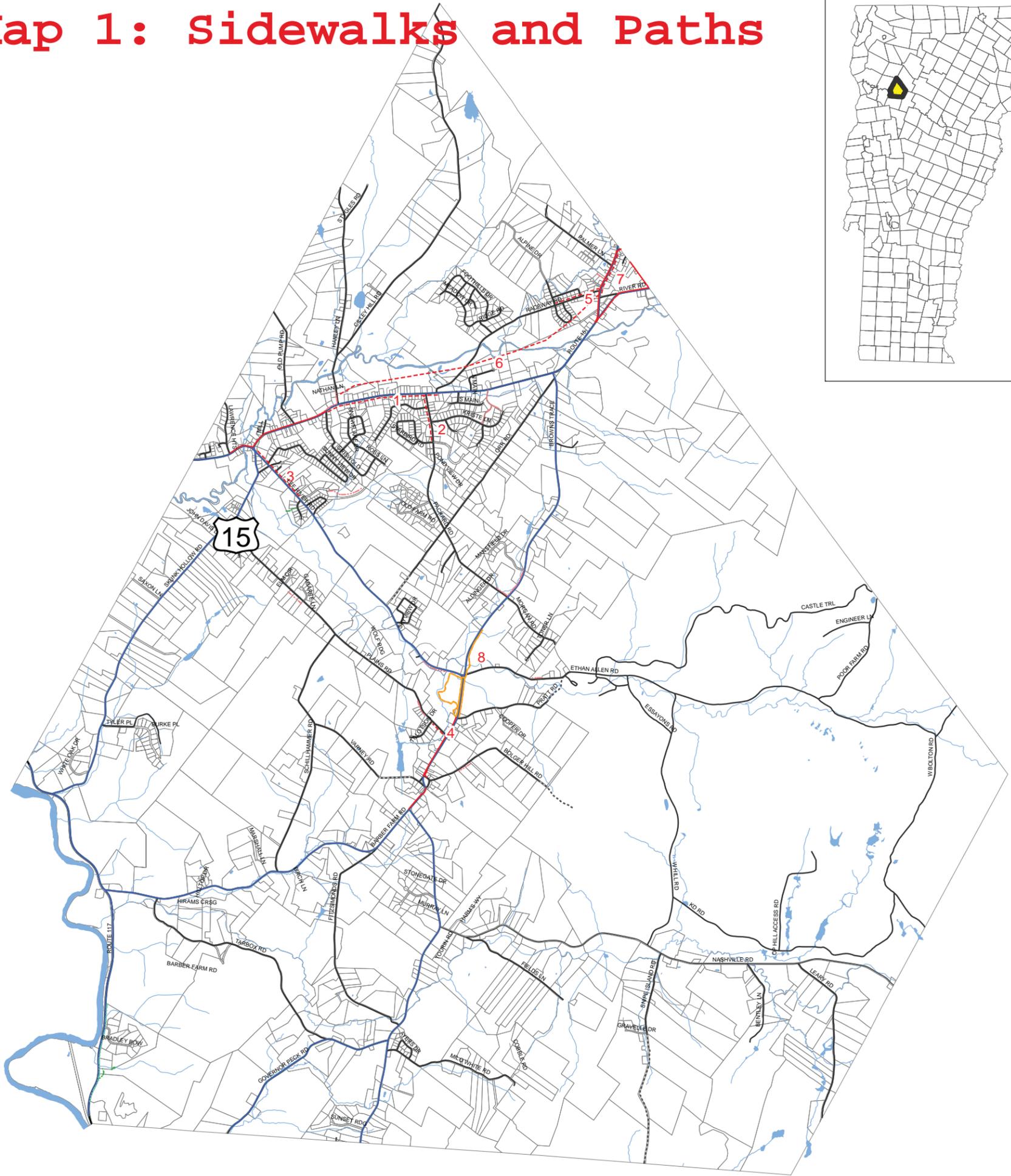
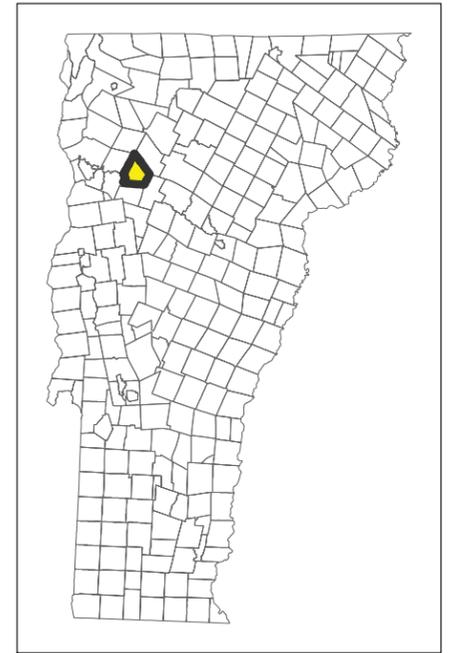
Updated February 2015

APPENDIX C. FACILITY MAPS

Jericho 2014: Facilities for Pedestrians and Bicycles



Map 1: Sidewalks and Paths



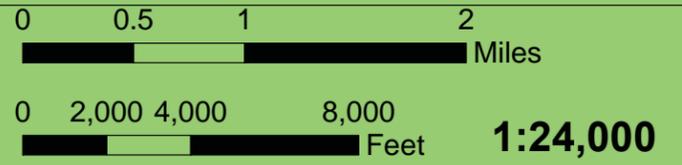
Legend

- Existing/In Design Sidewalk
- Proposed/Considered Sidewalk
- - - SW or Path Proposed/Under Consideration
- - - Pedestrian Easement
- - - Bikepath Easement
- - - Other Easement
- On-Road Bike Route (not designated)
- - - Class 4 Town Highway
- Stream
- Water Body
- Parcel Boundaries

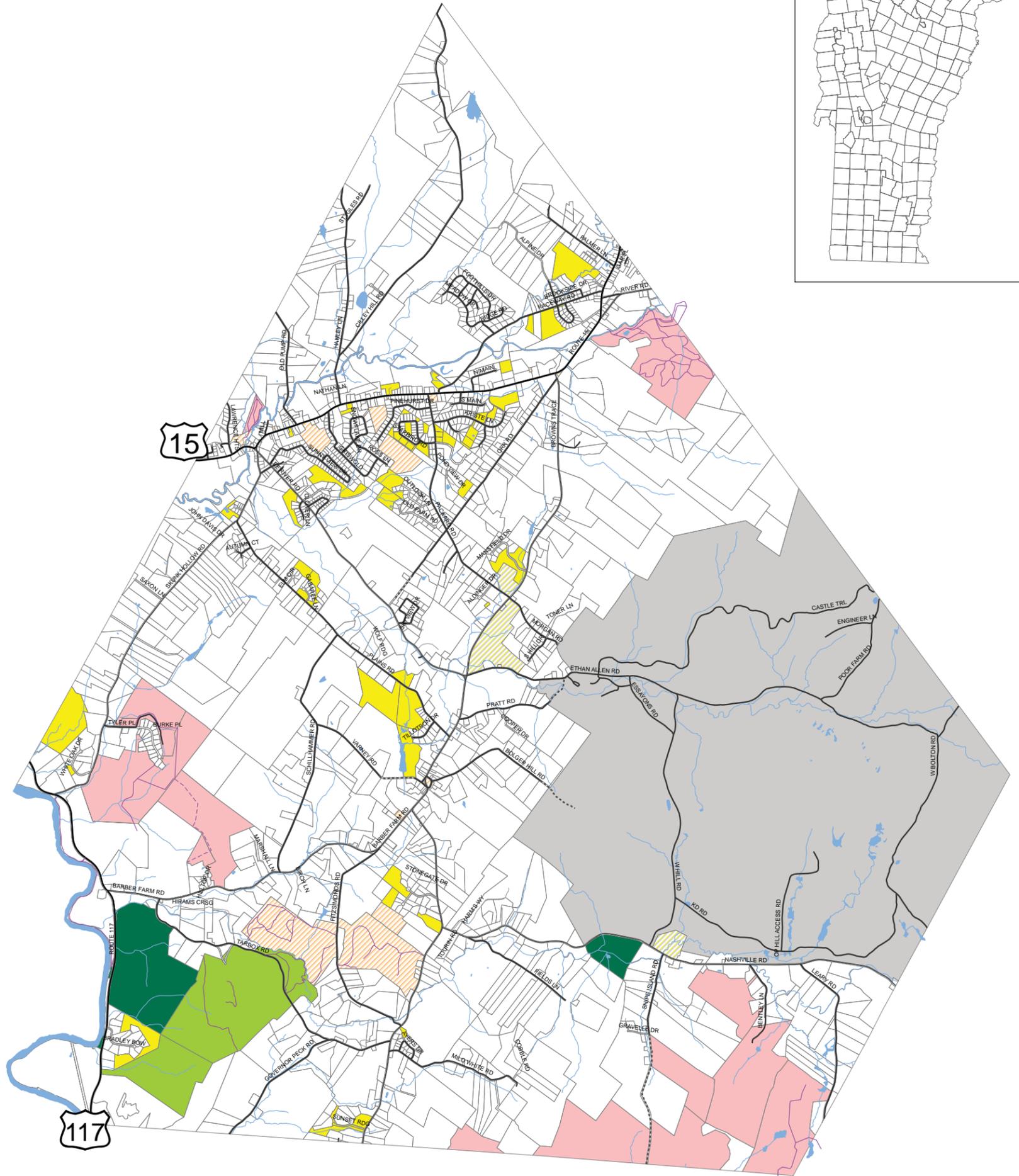
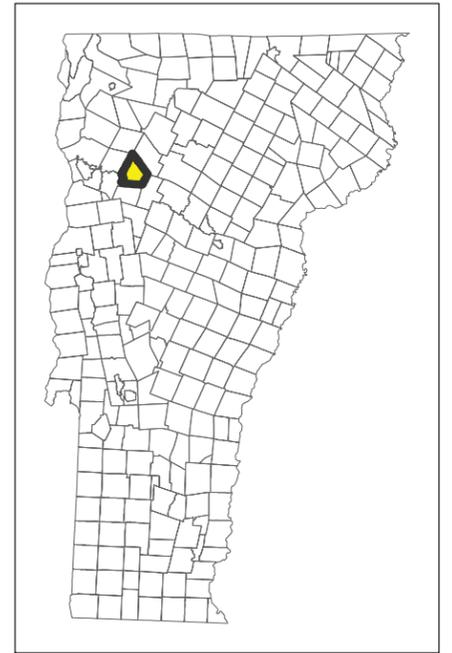
Sidewalk or Path Proposed/Under Consideration

- 1, Shared Use Path - Griswold to Raceway
- 2, Sidewalk - Starbird to VT-15
- 3, Sidewalk - Clover to VT-15
- 4, Sidewalk - Tillotson to Browns Trace
- 5, Sidewalk - Alpine to VT-15
- 6, Rail Trail Path - Jericho Corners to Riverside
- 7, Sidewalk - East Side of VT-15 at Riverside
- 8, Sidewalk - Jericho Center to MMU

Jericho 2014: Facilities for Pedestrians and Bicycles



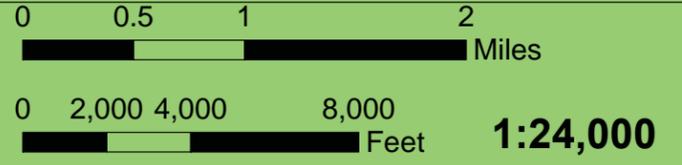
Map 2: Trails



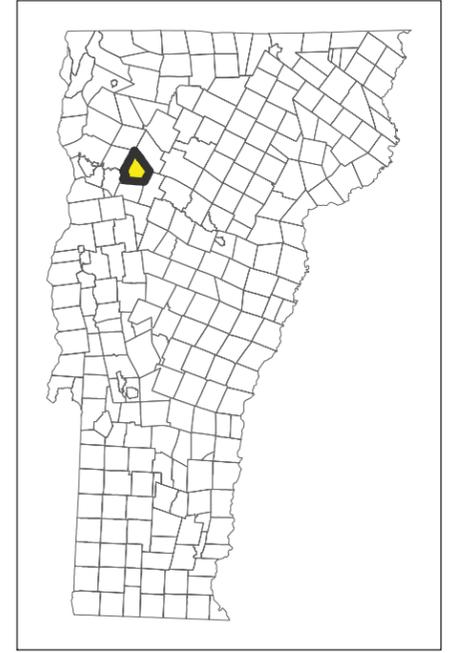
Legend

- Existing Trail
- - - Proposed Trail
- - - - - Class 4 Town Highway
- Stream
- Water Body
- Parcel Boundaries
- Common Parcels (public access unknown)
- Conserved Land
- Town Land
- MMU Land
- UVM Land
- State of Vermont Land
- Ethan Allen Firing Range

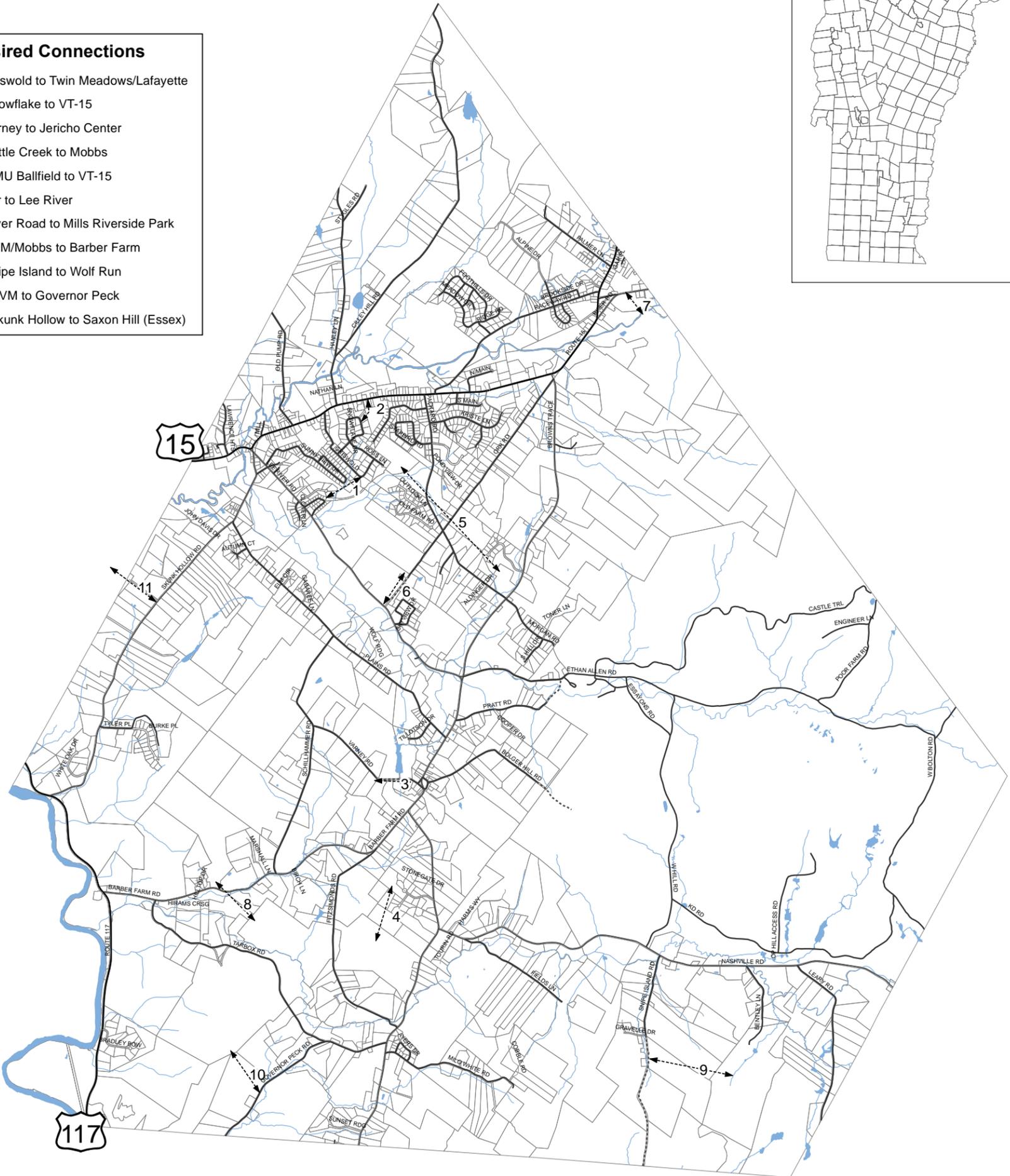
Jericho 2014: Facilities for Pedestrians and Bicycles



Map 3: Desired Connections



- Desired Connections**
- 1, Griswold to Twin Meadows/Lafayette
 - 2, Snowflake to VT-15
 - 3, Varney to Jericho Center
 - 4, Kettle Creek to Mobbs
 - 5, MMU Ballfield to VT-15
 - 6, Orr to Lee River
 - 7, River Road to Mills Riverside Park
 - 8, UVM/Mobbs to Barber Farm
 - 9, Snipe Island to Wolf Run
 - 10, UVM to Governor Peck
 - 11, Skunk Hollow to Saxon Hill (Essex)



Legend

- ←---→ Desired Connections
- Class 4 Town Highway
- Stream
- Water Body
- Parcel Boundaries

**APPENDIX D. SUMMARY OF COMMENTS FROM DEC 2013
PUBLIC LOCAL CONCERNS MEETING**

Local Concerns Meeting

Jericho Transportation Plan and Bicycle Pedestrian Master Plan

December 2013

The following comments and concerns were made at the meeting:

- Incorporate zoning changes into future conditions
- Consider maintenance of existing facilities
- Address gravel / sand on shoulders
- Note informal paths, used by kids
- Nashville gravel road – heavy traffic
- Put together a survey to see who would be willing to give easements
- Concerned about safety on paths in woods
- Walking on Browns Trace is not safe
- Consider trips completed without cars
- Network of facilities away from cars preferred
- Funding from gas tax
- Things are over-engineered, costs are high, move faster – use town crews for work
- Consider truck traffic / network
- VT15 bypass
- Cross through paths to school from Griswold/SunnyVale
- Richmond park and ride
- Future bus/road network – CCTA
- Look into municipal impact fees
- Dickenson should be 2-way
- T-up Barber Farm / VT117

Summary of comments received from the Comment Forms:

- Consider path along old railroad bed (see alternative route at oxbows)
- Remove railroad embankment to restore floodplains
- Shared use is not safe if cars have to swerve out of lane
- Need alternate path from Jericho Corners to Riverside – possibly old RR bed
- All paved roads should have separated path (6 ft wide w/ green belt)
- Under current situation we are prisoners in our homes without cars. Walking and biking is essential.
- VT15 should have sidewalks/bikeways on both sides.
- Other major roads (Browns Trace, Lee River, Gov Peck, Barber Farm) should have a path on at least one side with crosswalks.
- all road should be 35 mph.
- Place crosswalks carefully
- We are over-reliant on cars. Bike/ped travel is unsafe. Inappropriate for children to share road with cars. Important for kids to experience bike and ped as a means of travel.
- Complete streets must be included in upgrades of roads.
- If accommodations are made people will use them.
- Most bikes (60-70%) would bike if they thought it was safe. (from NE bike/walk summit)
- Specific areas to work on:
 - Nashville Road – people drive too fast, impacting bike safety.
 - Browns trace – striping helps but still too narrow for 2 trucks and a bike.
 - VT15 unsafe for bikes, particularly at Browns Trace (narrow shoulder, guardrail). People would use facilities if they were built.

APPENDIX E. MODEL LAND USE REGULATIONS



MODEL BICYCLE & PEDESTRIAN FACILITIES LAND USE REGULATIONS

A Guide for CSRA Local Governments



Prepared by:

CSRA Regional Development Center

December 2006

Disclaimer

This publication was prepared with funding from the Georgia Department of Transportation, the U.S. Federal Highway Administration and the CSRA Regional Development Center. The opinions, findings, and conclusions in this publication are those of the CSRA Regional Development Center and do not necessarily reflect the official views or policies of those of the Department of Transportation, State of Georgia or the U.S. Federal Highway Administration. This publication does not constitute a standard, specification or regulation.

Land use ordinances are frequently updated and subject to legal challenge. It is the responsibility of local governments intending to adopt model language included in this publication to have it thoroughly reviewed by an attorney at law. The CSRA Regional Development Centers assumes no liability for the manner in which the model language included in this publication is used.

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INTRODUCTION

Introduction

Several CSRA local governments have developed bicycle and pedestrian plans with the intent of expanding non-motorized transportation options. Many of the action strategies contained in these plans center on the application of land use regulations to encourage the development of bicycle and pedestrian facilities, particularly in more densely-populated urban areas. To facilitate local government adoption of bicycle and pedestrian land use regulations, the CSRA RDC developed this guide of model ordinance language.

The focus of the guide is not best practices research, but rather on actual ordinance language from other communities of potential interest to CSRA local governments. Local governments interested in best practices research can refer to the [Georgia Department of Transportation](#) and the U.S. Federal Highway Administration-sponsored [Pedestrian and Bicycle Information Center](#).

CSRA Staff reviewed thirty different ordinances with bicycle and pedestrian provisions and incorporated nineteen in this guide. The ordinances selected reflect the diversity of CSRA local governments, which range from small towns to a large metropolitan area.

The guide is organized in the following nine sections:

- Zoning
- Overlay Zones
- Subdivision Regulations
- Stand Alone Street Ordinances
- Development Review
- Annexations
- Stand Alone Bicycle Facilities Ordinances
- Transportation Spending Ordinances
- Bicycle and Pedestrian Committee Ordinances

In addition, the guide includes common terms and definitions typically included in ordinances with bicycle and pedestrian provisions.

Questions concerning this guide should be directed to:

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Senior Planner
CSRA Regional Development Center
3023 River Watch Parkway, Suite A
Augusta, GA 30907
P: (706) 210-2000
F: (706) 210-2006
Email: cpappis@csrardc.org

REGULATORY PROVISIONS

1.0 Zoning

1.1 Authorizing Statements

Findings and Declarations. The City Council finds and declares as follows:

The 1998-2010 Palo Alto Comprehensive Plan includes several programs and policies related to transit-oriented residential development. The Zoning Ordinance Update was initiated in part to accomplish these programs and policies.

The last comprehensive update of the Palo Alto Zoning Code took place in 1978. Provisions for pedestrian and transit-oriented development were not included in the zoning provisions in that update.

(City of Palo Alto, CA, Municipal Code, Chapter 18.66 sections 1(b) & (c), p.1)

1.2 All Encompassing Bicycle and Pedestrian Requirements

The entire development shall provide for safe pedestrian and bicycle access to all uses within the development, connections to existing and planned public pedestrian and bicycle facilities, and connections to adjacent properties.

(Village of Bellevue, Article XXVI, Subsection 4a, p.5)

(Common Council of Stoughton, WI. Ordinance Section 78-467 10 (a) p.5)

Consistent with the recommendations of the Cary Comprehensive Transportation Plan, development shall provide appropriate bicycle amenities to encourage cyclists. Signage indicating the presence and location of such amenities shall be scaled for easy reading by bicyclists and pedestrians as well as motorists. Bicycle parking shall be provided as part of all high density residential, commercial, retail, office, industrial, and mixed use development where appropriate (see bicycle parking requirements Sections 7.8.2(D)).

(Cary, NC Land Development Ordinance, sec 7.10.5(b))

Developments constructed after adoption of the ordinance from which this chapter is derived must include sidewalks and/or bikeways along all private and public street rights-of-way as determined appropriate and on-site pedestrian/bicycle facilities that provide logical connections to off-site uses and are separated from off-street surface parking areas by curbed, landscaped islands a minimum of 20 feet in width inclusive of sidewalk.

(City of Saint Louis Park, MN. Code of Ordinances, Article IV, Div. 7, sec.36.266 (12), p.5)

Pedestrian walkways shall be provided from all building entrances to existing or planned public sidewalks or pedestrian/bike facilities. The minimum width for sidewalks adjacent to buildings shall be ten (10) feet; and the minimum width for sidewalks elsewhere in the development shall be five (5) feet.

(Village of Bellevue, Article XXVI, Subsection 4b, p.5)

1.3 Aesthetics

Sidewalks other than street sidewalks or building aprons shall have adjoining landscaping along at least fifty (50) percent of their length. Such landscape shall match the landscaping used for the street frontages.

(Village of Bellevue, Article XXVI, Subsection 4c, p.5)

1.4 Pedestrian Safety

Crosswalks shall be distinguished from driving surfaces to enhance pedestrian safety by using either different pavement materials, pavement color or pavement textures in conjunction with signage.

(Village of Bellevue, Article XXVI, Subsection 4d, p.5)

Vehicle access shall be designed to accommodate peak onsite traffic volumes without disrupting traffic on public streets or impairing pedestrian safety. This shall be accomplished through adequate parking lot design and capacity; access drive entry throat length, width, design, location, and number; and traffic control devices; and sidewalks.

(Village of Bellevue, Article XXVI, Subsection 3b, p.5)

Each loading space required by this section shall be a minimum of 10 feet wide, 30 feet long, and have an unobstructed vertical clearance of 14 feet six inches, and shall be surfaced, improved and maintained as required by this chapter. Loading spaces shall be located so that trucks shall not obstruct pedestrian or vehicle traffic movement or project into any public right-of-way. All loading space areas shall be separated from required parking areas and shall be designated as truck loading spaces.

City of Newcastle, FL, Ordinance #2000-210, 18.18.070 (c)

Asphalt or concrete surfaced parking areas shall have parking spaces marked by surface paint lines or suitable substitute traffic marking material in accordance with

the Washington State Department of Transportation Standards. Wheel stops are required where a parked vehicle would encroach on adjacent property, pedestrian access or circulation areas, right-of-way or landscaped areas.

City of Newcastle, FL, Ordinance #2000-210, 18.18.120 (c)

Political signs, posters, bills or other advertising devices may be located within public easements or street right-of ways as long as they are not placed within the vision clearance of an intersection, are placed between the sidewalk and property line at least three feet behind the sidewalk, and do not interfere with pedestrian movement.

City of Newcastle, FL, Ordinance #2000-210, 18.20.110 (c4)

1.5 Pedestrian Furniture

The development shall provide exterior pedestrian furniture in appropriate locations at a minimum rate of one (1) seat for every 10,000 square feet of gross floor area.

(Village of Bellevue, Article XXVI, Subsection 4f, p.5)

For individual retail stores of 40,000 sq. ft. or greater, the retailer shall provide interior pedestrian furniture in appropriate locations at a minimum rate of two (2) seats for every 10,000 square feet of gross floor area. Seating in food service areas, or other areas where food or merchandise purchasing activities occur shall not count toward this requirement. A minimum of four (4) of the required seats shall be located within the store with a clear view through exit doors to a passenger pickup or dropoff area.

(Village of Bellevue, Article XXVI, Subsection 4g, p.5)

1.6 Pedestrian Facilities Maintenance

Central Areas and Features. Each development eighty thousand (80,000) square feet in total gross floor area or greater shall provide central area(s) or feature(s) such as a patio/seating area, pedestrian plaza with benches, outdoor playground area, water feature, and/or other such deliberately designated areas or focal points that adequately enhance the development or community. All such areas shall be openly accessible to the public, connected to the public and private sidewalk system, designed with materials compatible with the building and remainder of the site, and shall be maintained over the life of the building project.

(Village of Bellevue, Article XXVI, Subsection 5, p.6)

1.7 Bicycle Facilities - General

All new development, except single family dwellings, shall provide at a minimum a five space covered bicycle parking rack within 50 feet of an entrance to the building.

City of Newcastle, FL, Ordinance #2000-210, 18.18.105

1.8 Bicycle Parking

The development shall provide secure, integrated bicycle parking at a rate of one bicycle rack space for every fifty (50) vehicle parking spaces.

(Village of Bellevue, Article XXVI, Subsection 4e, p.5)

In any development required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.

1. Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles except as follows:

- a. The director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location;
- b. The director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - i. Park/playfield,
 - ii. Marina,
 - iii. Library/museum/arboretum,
 - iv. Elementary/secondary school,
 - v. Sports club, or
 - vi. Retail business (when located along a developed bicycle trail or designated bicycle route).

2. Bicycle facilities for patrons shall be located within 100 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.

3. All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.

4. When more than 10 people are employed on site, enclosed locker type parking facilities for employees shall be provided. The director shall allocate the required number of parking spaces between bike rack parking and enclosed locker type parking facilities.

5. One indoor bicycle storage space shall be provided for every two dwelling units in townhome and apartment residential uses, unless individual garages are provided for every unit. The director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.

City of Newcastle, FL, Ordinance #2000-210, 18.18.830 (e)

1.9 Bicycle Lanes

Wide outside lanes shall be incorporated into the design of all new and/or improved arterial streets. Bicycle lanes and/or wide outside lanes shall be incorporated in the design of all minor collectors. On local streets low traffic speeds and volumes allow bicyclists and motorists to safely share the road. Sidewalks are not acceptable as substitutes for bike lanes.

(Cary, NC Land Development Ordinance, sec 7.10.5(b))

1.10 Density and Other Bonuses for Bicycle and Pedestrian Facilities

The public benefits eligible to earn increased densities, and the maximum incentive to be earned by each benefit, are set forth in subsection (E) of this section. The density incentive is expressed as additional bonus dwelling units (or fractions of dwelling units) earned per amount of public benefit provided.

- 1.8 bonus units per quarter-mile of trail constructed to city standard for pedestrian trails;
- or
- 2.5 bonus units per quarter-mile of trail constructed to city standard for multipurpose trails (pedestrian/ bicycle/equestrian).

Shorter segments shall be awarded bonus units on a pro-rata basis. If the applicant is dedicating the site of the improvements, the bonus units earned by improvements shall be added to the bonus units earned by the dedication.

City of Newcastle, FL, Ordinance #2000-210, 18.34.040 (a)

Cumulative parking requirements may be reduced by up to 30 percent of required spaces at the sole discretion of the city council if one or more of the following are provided:

- a. Joint parking/shared parking arrangements between uses.
- d. Superior pedestrian, bicycle and/or transit access.

(City of Saint Louis Park, MN. Code of Ordinances, Article IV, Div. 7, sec.36.266 (6a, d), p.4)

1.11 Mixed-Use District Purpose

The purposes of the M-X mixed use district are to:

- (1) Provide areas for mixed use development that are carefully planned to promote efficient use of the land and roadway system;
- (2) Ensure sensitivity to the surrounding neighborhood;
- (3) Provide appropriate transitions between uses;
- (4) Encourage reductions in impervious surface by minimizing surface parking;
- (5) Retain open space by encouraging taller buildings for high-density uses;
- (6) Ensure high quality architectural design and materials;
- (7) ***Provide good pedestrian, bicycle and transit access;*** and
- (8) Promote innovative site design.

(City of Saint Louis Park, MN. Code of Ordinances, Article IV, Division 7, sec.36.261, p.1)

2.0 Overlay Zones

2.1 Establishing Purpose

The California Avenue Pedestrian and Transit Oriented Development (PTOD) Combining District is intended to allow higher density residential dwellings on commercial, industrial and multi-family parcels within a walkable distance of the California Avenue Caltrain station, while protecting low density residential parcels and parcels with historical resources that may also be located in or adjacent to this area. The combining district is intended to foster densities and facilities that:

- (1) Support use of public transportation;
- (2) Encourage a variety of housing types, commercial retail and limited office uses;
- (3) Encourage project design that achieves an overall context-based development for the PTOD overlay area;
- (4) Require streetscape design elements that are attractive pedestrians and bicyclists;
- (5) Increase connectivity to surrounding existing and planned pedestrian and bicycle facilities; and
- (6) Implement the City's Housing Element and Comprehensive Plan.

(City of Palo Alto, CA, Municipal Code, Chapter 18.66 sections 010(a) p.2)

2.2 Applicability

A Pedestrian and Transit Oriented Development Combining District may be applied to a parcel through rezoning of the site, within the specified boundaries of the District, as shown on the City's approved zoning maps, pursuant to the provisions

and process outlined in Section 18.66.060 of this Chapter and Chapter 18.98 of the Zoning Ordinance.

(City of Palo Alto, CA, Municipal Code, Chapter 18.66 sections 020(c) p.3)

2.3 Permitted Uses

(a) The following land uses shall be permitted in the California Avenue Pedestrian and Transit Oriented Development (PTOD) Combining District, subject to limitations outlined in Sections 18.66.040 and 18.66.050.

(b) Mixed Use development, where residential and nonresidential uses are combined, may include two or more of the following uses:

- (1) Multi-family residential
- (2) Non-residential uses, limited to:
 - (A) Retail and personal services
 - (B) Eating and drinking services
 - (C) Other non-residential uses allowed except on the ground floor where an (R) overlay exists:
 - (i) Offices;
 - (ii) General business services;
 - (iii) Business and trade schools;
 - (iv) Private education facilities;
 - (v) Day care center;
 - (vi) Community center;
 - (vii) Commercial recreation;
 - (viii) Convalescent facility; and
 - (ix) Research and development, limited to sites where the underlying zoning district is GM and involving the use and storage of hazardous materials in quantities less than the exempt quantities allowed by Title 15 of the Municipal Code (section 105.8 of the Uniform Fire Code).

(c) Prohibited uses in the California Avenue PTOD:

- (1) Single-family and two-family uses;
- (2) Manufacturing, processing, warehousing and distribution; and
- (3) Research and development where hazardous materials are used or stored in excess of quantities less than the exempt quantities allowed by Title 15 of the Municipal Code (section 105.8 of the Uniform Fire Code).

(City of Palo Alto, CA, Municipal Code, Chapter 18.66 sections 030 (a,b,c), p.3)

2.4 District Regulations

(a) Properties in the PTOD combining district are subject to the following regulations:

(b) Live/Work Units

- (1) A live/work unit, for the purposes of this chapter, is defined as a rental or ownership unit comprised of both living space and work area, with the living space occupying a minimum of 60% of the total gross floor area of the unit, and such that the resident of the living space is the owner/operator of the work area.
- (2) The work area shall be located on the ground level, oriented to the street and provide for at least one external entrance/exit separate from the living space. The work area may be used for office, retail, personal services, or handcrafted goods (unless otherwise limited by this Chapter), but shall not be used for restaurants or cafes or for any business involving the storage or use of hazardous materials in excess of the quantities allowed by Title 15 of the Municipal Code (Section 105.8 of the Fire Code).
- (3) The maximum number of employees who do not reside within the unit is two.
- (4) The signage shall not exceed the requirements of the City of Palo Alto Municipal Code and shall require approval and recommendation by the architectural review process prior to approval by the Director.
- (5) The parking requirements shall include a maximum total of two spaces for the residential unit, plus one space per 200 square feet for the gross square footage of the work area, less one space from the total (to reflect the overlap of the resident and one employee).
- (6) The live/work units are subject to the development standards of the PTOD zone outlined in Table 2 for a 100% residential development, except that the maximum non-residential FAR is limited to 0.40.
- (7) The maximum size of a live/work unit shall be limited to 2,500 square feet.
- (8) The design of street frontage of a live/work unit shall be consistent with the context-based criteria outlined for street frontage in Section 18.66.050 below.
- (9) A live/work unit may be converted to an entirely residential unit where residential use on the ground floor is not otherwise prohibited.

(City of Palo Alto, CA, Municipal Code, Chapter 18.66 sections 040 (a,b), p.5)

2.5 Development Review in Overlay Zone

C. The Commission shall review a DP application to determine if the DP satisfies the development requirements specified in *Sections 23B.03 through 23B.08*. The Commission’s review shall include but not be limited to the following items:

- (1) Existing site features, including topography and wooded areas;
- (2) Zoning on site;
- (3) Surrounding zoning and existing land use;
- (4) *Streets, curbs and gutters, sidewalks, and bicycle paths;***
- (5) Access to public streets;
- (6) Driveway and curb cut locations in relation to other sites;
- (7) General vehicular and pedestrian traffic;
- (8) Vehicle and bicycle parking facilities and internal site circulation;
- (9) Special and general easements for public or private use;

- (10) On-site and off-site surface and subsurface storm water drainage including drainage calculations;
- (11) On-site and off-site utilities;
- (12) The means and impact of sanitary sewage disposal and water supply techniques;
- (13) Dedication of streets and rights-of-way, or reservation of land to be sold to governmental authorities for future development of streets and rights-of-way;
- (14) Proposed setbacks, site landscaping and screening, and compatibility with existing platted residential uses;
- (15) Project signage;
- (16) Protective restrictions and/or covenants;
- (17) Compatibility of proposed project with existing development within the U.S. Highway 31 Corridor; and,
- (18) Consistency with the policies for the Overlay Zone which are set forth in the Comprehensive Plan, including the Thoroughfare Plan.

(City of Carmel, City Zoning Code, 23B.02 (c), p.2)

2.6 Development Review Waivers

The Commission may, after a public hearing, grant a Plan Commission Waiver of certain Development Requirements of this Chapter, so noted within. Any approval to permit such a waiver shall be subject to the following criteria:

- (1) The proposal shall be in harmony with the purposes and the land-use standards contained in this Chapter.
- (2) The proposal shall enhance the overall Development Plan, the adjoining streetscapes and neighborhoods, and the overall U.S. 31 Corridor.
- (3) The proposal shall not produce a Site Plan or street/circulation system that would be impractical or detract from the appearance of the Development Plan and the U.S. 31 Corridor, and shall not adversely affect emergency vehicle access or deprive adjoining properties of adequate light and air.
- (4) The proposal exhibits extraordinary site design characteristics, including, but not limited to: Increased landscape treatment, tree preservation, public art, *provisions for bicycles and/or mass transit*, reduced surface parking coupled with provisions for above or below ground parking facilities.

(City of Carmel, City Zoning Code, 23B.02 (g), p.3)

2.7 Parking Requirements

A. Except as provided in *Paragraph B*, there shall be no (0) parking between the U.S. 31 right-of-way and the front build-to line of the building.

- (1) The required number of parking spaces is established in *Chapter 27: Additional Parking & Loading Regulations*, depending upon the zoning and intended land use.

(2) There shall be an appropriate number of parking spaces reserved for use by handicapped individuals, per State and Federal requirements.

(3) *Direct, articulated pedestrian access shall be provided from the street to the building's primary entrance.*

(4) *A bicycle parking area should be provided for each building.*

(5) Above grade, structured parking facilities shall have on all sides architectural features that are compatible with the principal building(s) with which they are associated.

(City of Carmel, City Zoning Code, 23B.12 (a), p.11)

2.8 Lighting Requirements

A. A Site Lighting Plan shall be submitted along with any DP or ADLS plan. The Site Lighting Plan shall include the type, standards, layout, spread & intensity of all site lighting, including:

(1) Parking lot and service/storage area lighting;

(2) Architectural display lighting;

(3) Security lighting;

(4) *Lighting of pedestrian and bicycle ways;*

(5) Architectural and landscape lighting.

B. All site lighting shall be coordinated throughout the project and be of uniform design, color and materials.

C. The maximum height of light standards shall not exceed the building height proposed, or twenty-five (25) feet, whichever is less. However, when light standards abut or fall within ninety (90) feet of a residential use, they shall not exceed fifteen (15) feet.

D. All exterior architectural, display, decorative and sign lighting shall be generated from concealed, low level light fixtures.

E. The average illumination for site lighting shall be a maximum of three (3) footcandles.

F. All site lighting shall be designed to not exceed 0.3 footcandle at the property line in business or manufacturing districts, and 0.1 footcandle at the property line of adjoining residential uses.

(City of Carmel, City Zoning Code, 23B.13 (a-e), p.12)

Lighting shall be provided for safety of traffic and pedestrian circulation on the site, as required by the Washington State Energy Code. It shall be designed to minimize direct illumination of abutting properties and adjacent streets. The director shall have the authority to waive the requirement to provide lighting.

City of Newcastle, FL, Ordinance #2000-210, 18.18.070 (f)

Signage shall be allowed in conformance with the approved redevelopment plan or final PUD site plan and development agreement in accordance with the following conditions:

- a. Pylon signs are not permitted;
- b. Freestanding monument signs shall utilize the same exterior materials as the principal buildings and shall not interfere with pedestrian/bicycle or automobile circulation and visibility;
- c. Pedestrian-scale signs visible from public sidewalks shall be encouraged. Such signs shall be no more than three feet in vertical dimension unless flush with the building wall.

(City of Saint Louis Park, MN. Code of Ordinances, Article IV, Div. 7, sec.36.266 (6a, d), p.5)

2.9 Access Requirements

The DP shall include specific provisions for incorporating pedestrian and bicycle access, circulation and amenities into the development. Such bicycle and pedestrian access considerations shall include linking pedestrian and bicycle facilities to adjacent development, the overall U.S. 31 Corridor, and, the Carmel community's overall system of bicycle and pedestrian trails and routes.

(City of Carmel, City Zoning Code, 23B.14, p.12)

As U.S. Highway 31 is a limited access highway, and as access to individual tracts along this highway is either not in existence or not clearly defined in many cases, access roads will need to be built. In order to preserve the aesthetic benefits provided by the greenbelt, access roads shall be provided at the rear of all tracts, whenever possible. Access roads to contiguous tracts shall be coordinated so as to form one main access road serving adjoining developments. These roads should be designed so as to funnel traffic onto major arterial roads rather than into residential areas and roads that may adjoin or be near this Overlay Zone. Bicycle and pedestrian access shall likewise be coordinated with vehicular access, greenbelt design and parking.

(City of Carmel, City Zoning Code, 23B.15, p.12)

3.0 Subdivision Regulations

3.1 Site Plan Requirements

The development shall include the number and type of bicycle parking facilities required in the Off-Street Parking and Loading section of this Title. The location and design of bicycle parking facilities shall be indicated on the site plan.

(Harney County, OR. Subdivision and Partitioning Ordinance, sec 301 a (1), p.19)

Any required traffic circulation plan shall include the following information:

- (1) The adequacy of approach streets and highways to accommodate development traffic;
- (2) The need to expand or modify existing facilities;
- (3) The locations and design of development driveways and parking;
- (4) Pedestrian and bicycle facilities.**

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(3a), p.29)

The circulation plan for a subdivision shall be designed to incorporate and tie into existing or proposed pathways and to take into account design restrictions on abutting parcels caused by the surrounding topography, parcel lines or other features.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(D 78a), p.24)

3.2 Pedestrian Access and Circulation

Internal pedestrian circulation shall be provided in new commercial, office and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, accessways, or similar techniques.

(Harney County, OR. Subdivision and Partitioning Ordinance, sec 301 a (2a), p.19)

New commercial buildings, particularly retail shipping and offices, shall be oriented to the street, near or at the setback line. A main entrance shall be oriented to the street. For lots with more than two front yards, the building(s) shall be oriented to the two busiest streets.

(Harney County, OR. Subdivision and Partitioning Ordinance, sec 301 a (3a), p.20)

Off-Street motor vehicle parking for new commercial developments shall be located at the side or behind the building(s).

(Harney County, OR. Subdivision and Partitioning Ordinance, sec 301 a (3b), p.20)

All site plans (industrial and commercial) shall clearly show how the site's internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.

(Harney County, OR. Subdivision and Partitioning Ordinance, sec 301 a (4.4), p.20)

C. Cul-de-Sacs and Accessways

1. Cul-de-sacs or permanent dead-end roads may be used as part of a development plan; however through roads are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting roads infeasible. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-de-sacs to each other, to other roads, or to neighborhood activity centers.
2. Accessways for pedestrians and bicyclists shall be 10 feet wide and located within a 20-foot-wide right-of-way or easement. If the roads within the subdivision are lighted, the accessways shall also be lighted. Stairs or switchback paths may be used where grades are steep.
3. Accessways for pedestrians and bicyclists shall be provided at midblock where the block is longer than 600 feet.

(Harney County, OR. Subdivision and Partitioning Ordinance, sec 301 a (5.5c), p.20)

Emergency accessways shall not be open to general vehicular travel and shall be provided with removable bollards, gates or other means approved by the Fire Department to restrict general vehicular access. Emergency accessways may serve as pedestrian and bicycle pathways.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(h), p.27)

Consideration shall be given to off-street parking where micro-pathways connect to popular destination points such as the Boise River Greenbelt, and nearby streets may become congested with vehicles parked by micropath users. Where micro-pathway links connect to major public open space that required vehicular parking, the Council may request the applicant to designate land to be purchased and maintained by the appropriate public authority for public parking. Buffering of surrounding residential uses shall be considered in the area for purchase.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(4f), p.38)

All tracts which do not meet either the zone required frontage onto a public or private street or adequate vehicular access over an established easement shall be labeled on the plat or record of survey as “non-buildable”. Each such non-buildable tract shall be required to have a pedestrian ingress and egress easement provided to it unless street frontage exists which is less than the required frontage but adequate for a pedestrian pathway.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(D), p.38)

Sidewalks shall be required on both sides of the street. Sidewalks shall be a minimum of five (5) feet wide when adjacent to curbs and a minimum of four (4) feet wide when separated from the curb by a landscaped area.

Street patterns in residential neighborhoods shall be designed for the needs of the bicyclist, pedestrian and motor vehicle alike:

- a. The circulation plan for a subdivision shall be designed to incorporate and tie into existing or proposed pathways and to take into account design restrictions on abutting parcels caused by the surrounding topography, parcel lines or other features.
- b. Streets should be designed to convey residents conveniently throughout the neighborhood, and to the parks, schools, and shopping areas of the neighborhood and to adjacent neighborhoods. When a subdivision is designed or constructed in conjunction with another use (such as retail, office, apartments, park or school) of a neighborhood scale, the local and/or collector road system should be designed to provide roadway connections between the various uses.
- c. A free flow of pedestrian and vehicular traffic through local neighborhoods is encouraged. Pedestrian traffic shall be accommodated on, local roads or on pathways, in cases where the roadway network is inadequate for this purpose. Connectivity with adjacent parcels and subdivisions shall be included where it is reasonable to expect the adjacent parcel development utilizing the connections for local traffic. Except for designated connector and arterial streets, connectivity shall be designed to discourage cut through traffic while allowing flow of local traffic without accessing the connector-arterial network.
- d. The design of local streets shall provide for non-motorized travel and encourage slow auto speeds. A variety of traffic calming strategies, such as reduced rights-of-way, chokers, traffic circles and chicanes (as described in the District's Traffic Calming Policy) may be employed in order to achieve this objective. However, traffic calming devices such as speed-bumps which can significantly impede the response of, or possibly damage emergency vehicles, are not allowed.
- e. Roads shall be designed to accommodate any required bike route or lane.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(D 7, 8), p.24)

3.3 Paths

The City shall require the creation and maintenance of micro-pathways, (except in cases where it is shown to be inappropriate), that provide access to adjacent:

- 1) Schools,
- 2) Public parks,
- 3) Adopted pathway elements of the Comprehensive Plan including but not limited to: Ridge-to-Rivers Pathway Plan, the Parks Comprehensive Plan and the Downtown Plan.
- 4) Neighborhoods,
- 5) Shopping areas,
- 6) Public lands,
- 7) Transportation or other community facilities,

- 8) Vacant parcels, held either publicly or privately which could provide future neighborhood connection(s) to the above noted sites,
- 9) Where streets do not provide convenient means of access for circulation within an area.

In addition, micro-pathways may be required to connect sites other than those noted above:

- 1) When there is evidence that a pedestrian/cyclist would otherwise be forced to travel alongside a designated arterial roadway, or other roadway that may be hazardous for non-motorized forms of travel, in order to reach the desired destination, or,
- 2) When the pedestrian/cyclist would otherwise have to travel a distance of more than one-half (½) mile alongside a local or collector roadway in order to reach the desired destination.

3. Existing Neighborhoods:

The placement of a micro-pathway will be based upon consideration of current residents of a neighborhood as well as future residents. Based upon the following, the City may choose to provide a pathway in existing neighborhoods when:

- a. The micro-pathway would provide access to a major pathway element such as, but not limited to, the Boise River Greenbelt.
- b. The micro-pathway would provide access to a nearby school or park.
- c. A substantial lack of connecting streets exists in the given area.
- d. No alternate pathway is provided.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(12), p.36)

The paved portion of the micro-pathway may range from 4 to 10 feet in width, depending on the designed use. Factors to consider may include the length of the path and what the pathway is connecting to. Generally, micro-paths that receive high use will be wider. Barriers shall be placed at the terminal ends of paths the design of which are adequate to restrict use by motor vehicles while allowing use by bicycles, wheel chairs and other modes of travel.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(4b), p.37)

3.4 Landscaping

Unless otherwise approved by conditional use permit, ten (10) feet of landscaping, generally divided equally between the two edges with some width variation to allow meander of pathways shall be required, and the entire micro-path will be entirely within a permanent easement on property owned by either the abutting property owner(s) or a Home Owners Association unless accepted by a public entity. If any portion of the path is owned by the abutting property owner, a note shall be placed on the plat stating the side building setback shall be measured from the boundary of the permanent easement. For safety purposes, planting material in the landscape area

is limited to three (3) feet in height or for trees, the mature height of the branches shall be higher than seven (7) feet when placed near the paved path. The landscape, fence and building regulations for this area shall be indicated by a note on the plat. The use of bark or other loose material shall be designed or located to keep the bark from being blown onto the paved path, said location shall be approved by Staff.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(4c), p.37)

3.5 Design Standards

The official design standards for pathways set forth in the following manuals are to be used as guides: The Bicycle Pedestrian Design Manual for Ada County, The Design Guide for Accessible Outdoor Recreation, and The Guide for the Development of Bicycle Facilities, or other nationally recognized design standards.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(4d), p.38)

In order to design for crime prevention the following design standards will be followed:

- 1) The use of chain link, wrought iron or other “see through” fencing is preferred, as it provides better visibility from adjacent homes or buildings. If solid fencing is used, it may not exceed four (4) feet in height. This limitation shall be included in subdivision covenants.
- 2) Adequate lighting shall be provided as determined by the Boise City Public Works Department, and shall be owned and maintained by the City of Boise.
- 3) The use of corners and curves in the design of micro-pathways is prohibited, unless justified because of topography, or if fencing of the pathway is prohibited, or if see-through fencing such as wrought iron, chain-link is installed. The term “curves” applies to pathways that bend in such a manner that the line of sight from one end of the path to the other is obstructed.
- 4) The placement of micro-pathways that link high use public areas such as shopping malls with neighborhoods will be subject to review and recommendation by the Boise City Police Department.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(4e), p.38)

While the city may exercise considerable discretion in determining the design of micro pathways the following minimum standards should be followed:

- a. Foothills Micro-Paths: Micro-pathway standards in foothill projects may be varied to take into consideration topography, soils and drainage. Typically in areas of steep slopes these trails should not be paved unless erosion is evident, may curve to follow the contour, may be narrow to limit disturbance, take advantage of existing landscape features, and would not require lighting.

b. The paved portion of the micro-pathway may range from 4 to 10 feet in width, depending on the designed use. Factors to consider may include the length of the path and what the pathway is connecting to. Generally, micro-paths that receive high use will be wider. Barriers shall be placed at the terminal ends of paths the design of which are adequate to restrict use by motor vehicles while allowing use by bicycles, wheel chairs and other modes of travel.

c. Unless otherwise approved by conditional use permit, ten (10) feet of landscaping, generally divided equally between the two edges with some width variation to allow meander of pathways shall be required, and the entire micro-path will be entirely within a permanent easement on property owned by either the abutting property owner(s) or a Home Owners Association unless accepted by a public entity. If any portion of the path is owned by the abutting property owner, a note shall be placed on the plat stating the side building setback shall be measured from the boundary of the permanent easement. For safety purposes, planting material in the landscape area is limited to three (3) feet in height or for trees, the mature height of the branches shall be higher than seven (7) feet when placed near the paved path. The landscape, fence and building regulations for this area shall be indicated by a note on the plat. The use of bark or other loose material shall be designed or located to keep the bark from being blown onto the paved path, said location shall be approved by Staff.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(14), p.37)

3.6 Pathway Responsibilities

The following provisions are intended to provide guidance to those entities that are responsible for construction, maintenance and/or liability for a micropathway. Installation costs, which may include construction of the paved path, are the responsibility of the applicant, however they may be shared with the appropriate public entity when substantially increased due to a site characteristic such as the need to construct a pedestrian bridge across a canal, or a parking lot.

a. Home Owners Association:

- 1) Pathway systems within a proposed subdivision providing access to private common space and/or other amenities that are used solely by the residents of a subdivision shall be the responsibility of the Home Owners Association.
- 2) Where the residents of a subdivision will be the primary beneficiaries of a micro-pathway, and, travel from adjoining neighborhoods will be minimal, a Home Owners Association may be required to take the responsibility for that micro-pathway.

b. School District:

When the location, length and design of a micro-pathway have been agreed upon by the School District, the School District may accept responsibility for these access routes in the following situations:

- 1) Micro-pathways that connect directly with an existing or future school site, or
- 2) Disjunct micro-pathways near a school site that provide considerable access to that school site.

c. Boise Parks and Recreation Department:

When the location, length and design of a micro-pathway have been agreed upon by the Boise Parks and Recreation Department, the City of Boise may accept responsibility for these access routes in the following situations:

- 1) Micro-pathways that connect directly with an existing or future park, open space, or other public recreational facility under the jurisdiction of the Boise Parks and Recreation Department, or
- 2) Micro-pathways that provide improved access to one (1) of the sites noted in “1” above when compared to using the streets.

d. Other:

Micro-pathways for which there is no clear responsible entity, may be reserved for future use by granting an easement to the City of Boise. If no entity accepts responsibility for said pathway within a specified period of time, as specified in the easement document, then the full use of the property will revert to the property owner and the easement shall terminate.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(I 5), p.38)

3.7 Street Design

Street patterns in residential neighborhoods shall be designed for the needs of the bicyclist, pedestrian and motor vehicle alike.

A. The circulation plan for a subdivision shall be designed to incorporate and tie into existing or proposed pathways and to take into account design restrictions on abutting parcels caused by the surrounding topography, parcel lines or other features.

B. Streets should be designed to convey residents conveniently throughout the neighborhood, and to the parks, schools, and shopping areas of the neighborhood and to adjacent neighborhoods. When a subdivision is designed or constructed in conjunction with another use (such as retail, office, apartments, park or school) of a neighborhood scale, the local and/or collector road system should be designed to provide roadway connections between the various uses.

C. A free flow of pedestrian and vehicular traffic through local neighborhoods is encouraged. Pedestrian traffic shall be accommodated on, local roads or on pathways, in cases where the roadway network is inadequate for this purpose. Connectivity with adjacent parcels and subdivisions shall be included where it is reasonable to expect the adjacent parcel development utilizing the connections for local traffic. Except for designated connector and arterial streets, connectivity shall be designed to discourage cut through traffic while allowing flow of local traffic without accessing the connector-arterial network.

D. The design of local streets shall provide for non-motorized travel and encourage slow auto speeds. A variety of traffic calming strategies, such as reduced rights-of-way, chokers, traffic circles and chicanes (as described in the District’s Traffic Calming Policy) may be employed in order to achieve this objective. However, traffic calming devices such as speed-bumps which can

significantly impede the response of, or possibly damage emergency vehicles, are not allowed. Roads shall be designed to accommodate any required bike route or lane.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(D8), p.25)

Private streets may be permitted when the Council finds that the private street is in compliance with each of the following standards.

- A. Provides safe and effective movement of both vehicular and pedestrian traffic;***
- B. Does not adversely affect access or good public transportation planning to adjacent property and to the area travel networks;
- C. Does not land lock adjacent property due to topography or parcel layout;
- D. Does not restrict public access to places of public attraction, use or interest;
- E. Does not connect one public street to another, encouraging travel through the development unless it forms a loop back to the same street;
- F. Use or alignment of the private street does not interfere with the continuity of public streets.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(E1), p.28)

The horizontal and vertical alignment of all residential streets shall be in accordance with District standards, unless it can be shown to the satisfaction of the Commission and Council, that a variance from these standards will not adversely affect the safety of pedestrians and motorists.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(3b), p.29)

The design engineer shall identify all traffic signs needed for the project on the construction drawings for the review and approval by the Planning and Development Services Department. Said signs shall designate parking, no parking areas, speed, stop and other signs as required for safe pedestrian and vehicle travel.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(3d), p.30)

3.8 Easements

Easements shall be provided as required by the utilities, other public services and or the Council, of such size and location as required to provide said service.

The Council may require applicants to reserve permanent public use easements for public access micro-pathways. Such easements shall be for future improvement and maintenance by either the City or the landowner or association. Any easement required under this section may be utilized in conjunction with or

as an alternative to a public pedestrian access requirement under Section 9-20-08.G., Boise City Code.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(F1), p.35)

3.9 Parks & Schools

1. Whenever the applicant desires or proposes to reserve area for a school or public park, the area shall be delineated on the subdivision plat, and such proposal must be acceptable to the school district and the City. Acceptance of school site or park must be in writing from the appropriate entity prior to signature by the City Engineer.

2. Pedestrian Access. Access shall be required where deemed essential by the Council to provide pedestrian access to schools, playgrounds, shopping areas, transportation or other community facilities. Said access shall be not less than ten (10) feet wide.

(City of Boise, ID. Subdivision Ordinance, Chap 9-20, sec 9(G 1, 2), p.46)

4.0 Stand Alone Street Standards Ordinances

4.1 Purpose and Applicability

Streets, alleys and bikeways shall be designed to provide efficient and economical travel ways, including pedestrian and bicycle travel, and create a safe and pleasant environment for the citizens of Spokane. An effective design shall consider the location of facilities in relation to land use, pedestrian and bicycle safety, adequate right-of-way width, traffic standards and safety, landscaping, drainage facilities, ease of maintenance, and the ability to provide effective and efficient public services. This section provides general design considerations for individual street elements.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.010, p.2)

4.2 Street Design

- A. Street design is governed by the comprehensive plan and City design standards.
- B. Streets shall be designed in light of topography and existing and planned street patterns.
- C. Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles and emergency services.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.020, p.4)

A. Street improvements generally originate as part of the development review process. The need for street improvements is identified during one of the following processes:

1. Land use applications (zone change, platting);
2. Building permit applications;
3. Right-of-way improvement permit applications (sidewalk replacement, street improvements not part of another application).

B. During the review, the effects the proposed development will have on traffic circulation, connectivity, parking and the use of public streets and rights-of-way are determined. The required improvements may include, but are not limited to:

1. New street construction;
2. Frontage improvements;
3. Sidewalks;
4. Street lights;
5. Traffic signals;
6. Signing;
7. Pavement markings;
8. Street trees; or
9. Pedestrian and bicycle facilities.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.040, p.3)

4.3 Right-of-Way

A. Public right-of-way widths shall be in accordance with the City's Comprehensive Plan, the City's Engineering Design Standards or as directed by the Director of Engineering Services. Minimum right-of-way widths are as shown in Table 17H.010-1. The right-of-way width varies based on the required street elements including number of lanes, on-street parking, bike lanes, medians, turn lanes, roadside swales, pedestrian buffer strips, and street trees.

B. Where infill development occurs on partially constructed blocks, the proposed right-of-way width shall at least match the existing right-of-way width for the rest of the block and adjoining blocks.

C. Private streets shall be located on a tract; street easements are not permitted. The width of the tract for private streets shall meet the minimum right-of-way widths designated in Table 17H.010-1.

D. Public rights-of-way or private tracts shall contain all street elements including paving, curbing, gutters, and pedestrian buffer strips or swales in accordance with the City's Design Standards.

E. Sidewalks may be located on easements on private property for local access streets.

F. Narrower right-of-way widths may be allowed at the discretion of the Director of Engineering Services. Variance requests will be evaluated based on topography, traffic circulation, emergency vehicle access, zoning, existing development and on-street parking requirements.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.050, p.5)

Table 17H.010-1 Right-of-way and Street Widths

MINIMUM RIGHT-OF-WAY WIDTH ¹			MINIMUM STREET WIDTH
Sidewalks in ROW	Sidewalks on Easements		Curb to Curb
ARTERIAL			
Principal	6 lane – 110’ 4 lane – 90’	NA	Varies ²
Minor	4 lane- 102’ 2 lane- 75’	NA	Varies ²
Collector	65’	NA	40’
LOCAL ACCESS			
Commercial	65’	55’	40’
Residential Standard	60’	50’	36’
Residential Low Density ³	56’	46’	32’
Residential Restricted Parking ^{3,4}	51’	41’	27’
Hillside Development ^{4,5}	40’	35’	27’
CUL-DE-SAC (radius)	56’	51’	50’
ALLEY ⁶	20’	20’	12’

4.4 Private Streets

- A. Residential private streets are allowed only in conjunction with an approved planned unit development, binding site plan, or mobile home park. The written conditions of approval for the project must permit lot frontage on a private street.
- B. Private streets require the approval of the director of engineering services. New private streets are allowed only when street connectivity is unachievable, such as property that is isolated by topography or the configuration of existing lots and streets.
- C. Pedestrian access shall be provided from the private street to an existing or future street or public pathway if vehicular access cannot be provided.
- D. Private streets shall not obstruct traffic circulation or cut off future development from public access or utilities.
- E. Streets must be public if they are designed to connect to an adjacent site, or will serve lots on an adjacent site.
- F. Private streets shall be constructed in accordance with the design standards for public streets.
- G. Private streets require private water and sewer systems.
- H. Private streets shall be owned in common by the owners of the property served by the private streets or by a homeowners’ association. The tract shall be designated on the plat as a special purpose tract. A maintenance agreement shall be recorded with the Spokane County auditor that commits the owner(s) to maintain all elements of the private street. Accessibility (snow plowing, etc) shall be maintained at all times for emergency vehicles.
- I. Transitions from public to private streets should not occur mid-block. Where a mid-block transition is unavoidable, a public turn-around designed to meet City

standards shall be provided.

*(City of Spokane, WA. Draft Street Development Standards
for the Unified Development Code, 17H.090, p.8)*

4.5 Traffic Calming

- A. Allowable traffic calming features include traffic circles, chicanes, curb extensions, medians, entry-way treatments, landscaping, and turn or access restrictions.
- B. Installation of traffic calming features on existing streets requires a public meeting and a petition representing at least sixty percent of the households in the petition area. This process is outlined in the Neighborhood Traffic Calming and Management Guidelines for Residential Access Streets.
- C. Installation of traffic calming features on new streets will be evaluated on a case by case basis and approved by the director of engineering services and the director of streets.
- D. All proposed traffic calming features will be evaluated based on posted speed, traffic volumes, pedestrian generators within the project area, roadway geometry, residential density, and collision history as applicable.
- E. Traffic calming features shall not create a street maintenance, safety, or parking enforcement problem.

*(City of Spokane, WA. Draft Street Development Standards
for the Unified Development Code, 17H.160, p.12)*

4.6 Sidewalks

- A. Sidewalks shall be located on both sides of the street for all public and private streets.
- B. Sidewalk shall be constructed around the bulb of cul-de-sacs so that every lot is served by a sidewalk.
- C. In steep, hillside areas, where development occurs only on one side of the street, sidewalk may be omitted from one side in accordance with SMC 17H.010.110. However, it must be demonstrated that the segment to be omitted is not a critical link in the sidewalk system.
- D. All sidewalks shall be designed and constructed in accordance with the City's design standards, standard plans and specifications.
- E. All sidewalks shall provide connectivity to the regional pedestrian network as shown on Map TR 1 of the City's Comprehensive Plan when the project is adjacent to a portion of that network.

*(City of Spokane, WA. Draft Street Development Standards
for the Unified Development Code, 17H.180, p.12)*

Sidewalks, walking paths, and bike paths shall be required as a part of planned roadway systems and shall be designed to connect to cultural resources and other

public and private sites in adjacent development projects in accordance with the connectivity provisions in the Zoning Ordinance.

(St. Mary's County. Road Ordinance, sec 3.9b, p.17)

Sidewalks to be maintained by the County are to be constructed using Portland cement concrete with a 28-day design compressive strength of 3,000 pounds per square inch (psi) and a minimum thickness of 4 inches.

(St. Mary's County. Road Ordinance, sec 3.9c, p.17)

A sidewalk or paved walkway shall be constructed on all streets of the proposed subdivision, including; all reverse or side frontage lots and open space, where a subdivision is within 1 mile of an elementary school and / or within 1.5 miles of an intermediate or high school and shall extend to and include the limits of required frontage improvements along existing public roads. Sidewalks at transit and bus stops shall be a minimum of 8 feet wide and may abut the curb.

(St. Mary's County. Road Ordinance, sec 3.9d, p.17)

The safety of pedestrians shall be a prime consideration in sidewalk design.

- (1) Except at transit and bus stops, a utility strip with a minimum width of 2 feet is required between the edge of the sidewalk and the back edge of the curb. The actual separation should be a safety consideration by the design engineer, and shall be a consideration in the approval process.
- (2) No sidewalk shall be constructed directly adjacent to street pavement(s).
- (3) Sidewalk shall be located as far away as practicable from the traffic lanes, but within the right-of-way. Two-way trails parallel to rural ditch section roadways shall be constructed on the far side of the ditch.
- (5) In pedestrian oriented commercial and mixed-use developments, the sidewalk width shall be a minimum of 8 feet in width.
- (7) For rural, public roadways serving local traffic, pavement width shall be increased by at least 8 feet on roads classified as minor collector or higher and 4 feet on other rural public roads shall be provided. A minimum unimproved shoulder of 18 inches shall also be provided for stabilization and edge clearance in accordance with the Manual of Design and Construction Standards.

(St. Mary's County. Road Ordinance, sec 3.9e, p.17)

4.7 Pedestrian Buffer Strips

A. Pedestrian buffer strips are required on both sides of all streets between the sidewalk and the curb. The width and type of pedestrian buffer strip for each street

shall comply with the requirements of the comprehensive plan and the City's design standards.

B. Planted strips are required on residential local access streets. A minimum three-foot wide concrete pedestrian buffer strip may be allowed in place of the six-and-one-half-foot planted strip for certain land uses such as churches and schools that require passenger loading and unloading. These will be evaluated on a case-by-case basis and allowed at the discretion of the director of engineering services.

C. In situations where a separation between the sidewalk and the street is constrained by topography, narrow right-of-way, or existing development, a variance from this standard may be granted by the director of engineering services.

D. In cases where sidewalk has been omitted on one side of the street, the pedestrian buffer strip may also be omitted on that side.

E. Pedestrian buffer strips may be omitted around the bulb of cul-de-sacs.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.190, p.12)

4.8 Curb Ramps

A. At all intersections where new curbs, sidewalks or both are to be constructed, curb ramps are to be placed and constructed as shown on the standard plans. Where a ramp is built on one corner of an intersection, a ramp shall also be provided at a corresponding location on the opposite corner of the intersection.

B. Not less than two curb ramps per lineal block shall be constructed on or near the crosswalks at intersections or other convenient locations approved by the director of engineering services.

C. Installation of curb ramps shall also be required on existing sidewalks whenever curbing is replaced.

D. Proposed curb ramps at locations other than intersections must be approved by the director of streets prior to construction.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.200, p.13)

4.9 Crosswalks

A. Generally, painted crosswalks are installed only at patrolled school crossings and signalized intersections, as approved by the director of streets.

B. Installation of painted crosswalks at other locations requires an engineering study and the approval of the director of streets. The engineering study shall identify locations where there is a substantial conflict between vehicle and pedestrian movements or where pedestrians could not otherwise recognize the proper place to cross.

C. Any new marked crosswalk must be approved by the director of streets prior to construction.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.210, p.13)

4.10 Driveways

- A. No driveway shall be located so as to create a hazard to pedestrians or motorists, or invite or compel illegal or unsafe traffic movements. The edge of the driveway at the curb shall not extend past the end of radius of the curb of an adjoining street, nor into a crosswalk.
- B. Every driveway must provide access to an off-street parking area located on private property. Every vehicle entering the driveway must be able to park, stand, or load entirely off the street right-of-way, sidewalk or pathway.
- C. Garage and carport entrances must be set back at least twenty feet from the back of sidewalk.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.220, p.13)

4.11 Street Lighting

- A. For arterial streets, lighting plans shall be provided to the department of engineering services for review and acceptance prior to construction. At a minimum a street light shall be provided at every arterial intersection.
- B. Where street lighting is implemented on local access streets, a plan must be submitted and accepted by the director of engineering services. The lighting proposal will be reviewed for lighting type, spacing, and location. Street lights on new local access streets shall be operated and maintained by a homeowners' association.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.230, p.14)

4.12 Bicycle Network

- A. Bicycle facilities shall be employed where designated in the City's comprehensive plan and in the Spokane Regional Pedestrian/Bikeway Plan. Bicycle facilities include shared-use pathways, bicycle lanes, paved shoulders, shared-use lanes, and residential bikeways.
- B. All new bicycle facilities shall be designed in accordance with Section 1020 of the WSDOT Design Manual and the City's design standards.
- C. Where required by the Spokane Regional Pedestrian/ Bikeway Plan, signing shall be provided by the project sponsor for designated bicycle routes.
- D. The usable width for bicycle facilities is normally from face of curb to lane stripe, but adjustments may need to be made for drainage structures, parking, or other obstructions to maintain this space.

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.260, p.15)

Sidewalks, walking paths, and bike paths shall be required as a part of planned roadway systems and shall be designed to connect to cultural resources and other public and private sites in adjacent development projects in accordance with the connectivity provisions in the Zoning Ordinance.

(St. Mary's County. Road Ordinance, sec 3.9b, p.17)

4.13 Design Variance Requests

A. Deviations from the standards in this section must be submitted in writing to the director of engineering services and approved prior to the submittal of engineering plans for review.

B. The decision criteria for a design variance request are provided below:

1. Is the proposed variance part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?
2. Is the variance necessary to better address aspects of the site or its surroundings?
3. Is the specific change superior in design quality and function to that potentially achieved by the development standard as written?
4. Does the proposal meet the intent and the general direction set forth by the development standard as written?
5. Will the proposal require additional maintenance or repair by the City or a property owners' association compared to a standard street section?
6. ***Does the proposal provide acceptable levels of accessibility, safety and convenience for all street users, including pedestrians, bicycles, vehicles, and emergency service providers?***
7. Does the site design provide for adequate on-street and off-street parking to serve the area?
8. Does the proposal provide a benefit to the community including improved safety, improved site design, the creation of street canopies through landscaping, or secondary lot access through the use of alleys?

(City of Spokane, WA. Draft Street Development Standards for the Unified Development Code, 17H.020, p.2)

5.0 Development Review

5.1 General

Comprehensive Transportation Review describes the process by which to proceed with development or redevelopment within the City.

Transportation Report, required by the CTR, is one report that consists of five components:

- Component A: Introduction and Existing Conditions: Project description.

- Component B: Site Access & Circulation: Analysis of internal circulation, entrance configurations, truck access and other relevant access and on-site features.
- Component C: Automobile Traffic Analysis: Analysis of auto traffic using the technical guidelines for traffic analysis in the auto study area.
- ***Component D: Non-Auto Off-Site Analysis: Analysis of access to alternative modes of transportation available in the respective study area for pedestrian, bicycle, and transit facilities in the multi-modal study area.***
- Component E: Summary and Mitigation: Summary of the report findings and recommendations.

City of Rockville, MD. Adequate Public Facilities Standards and Ordinances, App I, 9.12)

5.2 Site Plan and Appearance Review Committee

Objective

Site plan and appearance review is a procedure for the review of a proposed development or exterior physical change to a building and/or property to ensure the proposal is compatible with adjacent development. This review brings together staff from various departments to meet with applicants to promote efficient City services. The Committee consists of City staff and design professionals who inform and communicate City architectural, building, economic development, infrastructure, planning, safety, traffic, and zoning concerns. Finally, ***the Committee establishes the requirement for bicycle facilities when reviewing parking areas for publicly used structures.***

City of Evanston, IL. Site Plan and Appearance Review Committee Review Procedures (n.p)

Concept Review

Concept review is primarily for persons wishing to receive staff comments on a specific proposal before significant resources are committed to the design and/or engineering of a proposal. Generally, the Committee reserves concept review for proposals that have not received a zoning analysis. Concept review is not mandatory. Staff can offer more feedback to the applicant if the applicant brings:

- Plat of survey
- ***Preliminary site plan (with parking plan, including bicycle facilities where appropriate)***
- Preliminary elevations
- Photographs of the site and surrounding properties
- An extra copy or reduced version of the site plan, elevations, and photographs for the Committee file.

City of Evanston, IL. Site Plan and Appearance Review Committee Review Procedures (n.p)

Preliminary Site Plan & Appearance Review

Preliminary review is primarily for persons who have a completed zoning analysis (zoning analyses originate via a building permit or zoning analysis application). Preliminary review is mandatory. In most cases, a Zoning Officer will schedule an applicant for preliminary review before the Committee upon completion of the zoning analysis. Persons appearing before the Committee for preliminary review must bring:

- Plat of survey
- Preliminary site plan (with parking plan, including bicycle facilities where appropriate)
- Preliminary elevations
- Photographs of the site and surrounding properties
- An extra copy or reduced version of the site plan, elevations, and photographs for the Committee file.

City of Evanston, IL. Site Plan and Appearance Review Committee Review Procedures (n.p)

Final Site Plan & Appearance Review

Final review is for persons who have received preliminary approval and have submitted permit, construction, or working drawings in conjunction with a building permit application. Final review is mandatory. In most cases, the Zoning Officer will schedule an applicant for final review before the Committee upon completion and approval of the zoning analysis for the building permit application. The Committee may consider preliminary and final review during one meeting. Persons appearing before the Committee for final review must bring:

- Plat of survey (may be that provided for preliminary review)
- Permit, working, or construction drawings containing a site plan (with parking plan, including bicycle facilities where appropriate) and elevations
- Landscape plan, including labels for all portrayed plant material noting species and size
- Photometric (outdoor lighting) plan
- Building material samples (exterior only), depicting material, texture, and color
- Photographs of the site and surrounding properties (may be those provided for preliminary review)
- An extra copy of the site plan, elevations, and landscape plan only for the Committee file.

City of Evanston, IL. Site Plan and Appearance Review Committee Review Procedures (n.p)

6.0 Annexations

An annexation may be approved if the proposed request for annexation conforms, or can be made to conform through the imposition of conditions, with the following approval criteria:

E. Adequate transportation can and will be provided to and through the subject property. For the purposes of this section "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian and transit transportation meeting the following standards:

2. For bicycle transportation safe and accessible bicycle facilities exist, or can and will be constructed. Should the annexation be adjacent to an arterial street, bike lanes shall be provided on or adjacent to the arterial street. Likely bicycle destinations from the project site shall be determined and safe and accessible bicycle facilities serving those destinations shall be indicated.

3. For pedestrian transportation safe and accessible pedestrian facilities exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side adjacent to the annexation for all streets adjacent to the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the project site is within a quarter of a mile of an existing sidewalk system, the sidewalks from the project site shall be constructed to extend and connect to the existing system. Likely pedestrian destinations from the project site shall be determined and the safe and accessible pedestrian facilities serving those destinations shall be indicated.

All required transportation improvements shall be constructed and installed prior to the issuance of a certificate of occupancy for any new structures on the annexed property.

(City of Ashland, OR. Land Use Ordinance, chap. 18.106.030)

7.0 Stand Alone Bicycle Facilities Ordinances

7.1 Purpose

Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate bicycle parking based on the demand generated by the different use categories and the level of security necessary to encourage the use of bicycles for short and long stays.

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 1.1, p.1)

To provide adequate and safe facilities for the storage of bicycles.

(City of Madison, WI. Bike Parking Ordinance. FHWA Citation 22.10)

7.2 Definitions

Class A bicycle parking space requirements are intended to accommodate employees, students, residents, commuters, and other persons who expect to leave their bicycle parked for more than 2 hours.

Class B bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately 2 hours.

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 2.1-2, p.1)

7.3 Bicycle Parking Requirements

Number of Spaces Required

3.1 A minimum of 4 bicycle parking spaces shall be provided at each development site where bicycle parking is required.

3.2. After the first fifty (50) bicycle parking spaces, additional bicycle parking required shall be reduced by fifty percent (50%).

3.3. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on net building area, the net building area of accessory uses is included with the primary uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement based on 60,000 square feet of net building area.

3.4. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.

3.5. When a site is exempted from the vehicular parking requirements, the required bicycle parking for the site shall still be calculated based upon the amount of vehicular parking that would have been required for that site.

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 3.1-5, p.3)

Exterior bicycle parking facilities shall be placed in close proximity to main building entrances and in a location that is visible and easily accessible. A physical barrier, designed to prevent motor vehicles from driving into bicycle parking areas, shall be provided between bicycle and motor vehicle parking when bicycle parking areas are located within a parking structure or lot. Bicycle parking in parking structures shall be located on the street level and near an entrance and public sidewalk.

(City of Ann Arbor, MI. An Ordinance Regulating Off-Street Parking, 5:168.1 (2), p.6)

Bicycle parking facilities shall be provided as required for all new structures and uses established as provided in Sec. 28.11(2)(a)1 or for changes in use as provided in Secs. 28.11(2)(a)2 and 3; however, bicycle parking facilities shall not be required until the effective date of this paragraph. Notwithstanding Secs. 28.08(1)(i) and 28.09(5)(a), bicycle parking facilities shall be provided in all districts, including districts in the Central Area.

In the residential district, accessory off-street parking facilities provided for the uses listed herein shall be solely for the parking of passenger automobiles and bicycles of patrons, occupants, or employees and not more than one truck limited to a 1-ton capacity.

Accessory off-street parking for bicycles shall include provisions for secure storage of bicycles. Such facilities shall provide lockable enclosed lockers or racks, or equivalent structures in or upon which the bicycle may be locked by the user. Structures that require a usersupplied locking device shall be designed to accommodate U-shaped locking devices. All lockers and racks must be securely anchored to the ground or the building structure to prevent the racks and lockers from being removed from the location. The surfacing of such facilities shall be designed and maintained to be mud- and dust-free.

Bicycle parking facilities shall be located in a clearly designated safe and convenient location. The design and location of such a facility shall be harmonious with the surrounding environment. The facility location shall be at least as convenient as the majority of automobile parking spaces provided.

(City of Madison, WI. Bike Parking Ordinance. FHWA Citation 22.10)

7.4 Bicycle Parking Standards

General Standards

- 5.1. A bicycle parking space required by this ordinance shall be at least 6 feet long and 2 feet wide with a 5 foot access aisle.
- 5.2. All required bicycle facilities must be in accordance with the Association of Pedestrian and Bicycle Professionals Bike Parking Guidelines.
- 5.3. When automobile parking spaces are provided in a structure, all required bicycle spaces shall be located inside that structure or shall be located in other areas protected from the weather.
- 5.4. Existing traditional-type racks which support only one wheel or other racks that are inconsistent with that Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines shall not count toward the bicycle parking requirement of this section nor any other section of the zoning ordinance.

Class A Bicycle Parking

- 6.1. Class A bicycle parking required in association with a commercial, industrial, or institutional facility use shall be provided in a well- lit, secure

location within a convenient distance of a main entrance. A secure location is defined as one in which the bicycle parking is:

- 6.1.1. A bicycle locker,
 - 6.1.2. A lockable bicycle enclosure,
 - 6.1.3. Provided within a lockable room, or
 - 6.1.4. Clearly visible from, and within 30 feet of the employee's workstation.
- 6.2. All required Class A bicycle parking spaces shall be sheltered from precipitation.

Class B Bicycle Parking

- 7.1. Class B bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by the bicyclist's own locking device. Class B bicycle parking shall be provided within a convenient distance of, and clearly visible from the main entrance to the building as determined by the city, but it shall not be farther than the closest automobile parking space.
- 7.2. Bicycle parking provided in outdoor locations shall not be farther than the closest automobile parking space.
- 7.3. Class B bicycle parking may be provided through the use of a hoop affixed to a parking meter or other existing structure along a city sidewalk, provided:
 - 7.3.1. The ground beneath such a structure is existing cement or pavement (paving or cementing of greenbelts for the purpose of providing bicycle parking is not permitted).
 - 7.3.2. Permission is granted by the Department of Public Works to use the existing structure for bicycle parking
 - 7.3.3. Such parking provided within the Central Business District is within 50 feet of the primary entrance to the facility and within 100 feet of the primary entrance elsewhere in the city.
 - 7.3.4. Such parking is consistent with other portions of this section

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 5-7, p.3)

No person shall construct or establish a bicycle parking space except pursuant to a building permit issued upon the submission of plans showing compliance with the following standards:

(1) *Facility standards.* When bicycle spaces are required by this chapter, the total number of spaces shall be provided by 1 or a combination of the following 3 classifications of bicycle facilities in accordance with section 5:167.

(a) Class A (medium to long-term parking) - Enclosed bicycle storage - enclosed bicycle storage shall be in the form of individual enclosed storage lockers, an enclosed bicycle parking shed, a room within a building which contains individual storage lockers or rack spaces, or individual private garages. All types of enclosed bicycle storage shall be easily accessible, secure, well lighted and weather resistant. If racks within a room are used, 1 standard bicycle parking

space shall consist of a space not less than 2 feet wide by 6 feet long with a minimum clear access aisle width of 3 feet. Credit can be extended for creative designs that use the available space more efficiently and store the equivalent number of bicycles in a smaller area. An impervious surface or concrete grass pavers Asphalt, concrete, porous pavement, pavers or brick shall connect the enclosed bicycle storage area to a sidewalk or driveway. Enclosed bicycle storage constructed exterior to a building shall comply with the zoning regulations for accessory structures.

(b) Class B (short to medium-term parking) - Covered bicycle racks - covered bicycle racks, such as hoop style racks or another type of rack that meets these standards, shall be securely anchored in pavement and designed so that both wheels and the frame of a bicycle may be securely locked with either a chain, cable or padlock. One standard bicycle parking space shall consist of a access aisle width of 3 feet. Credit can be extended for creative designs that use the available space more efficiently and store the equivalent number of bicycles in a smaller area. Pavement shall meet city public services department standards. The racks shall be covered by a building overhang or a self standing cover with a minimum clearance of 7 feet above grade. An impervious surface or concrete grass pavers Asphalt, concrete, porous pavement, pavers or brick shall connect the covered bicycle racks to a sidewalk or driveway. All covered bicycle racks shall comply with zoning regulations for accessory structures.

(c) Class C (short-term parking) - Fixed bicycle racks - fixed bicycle racks, such as hoop style racks or another type of rack that meets these standards, shall be securely anchored in pavement and designed so that both wheels and the frame of a bicycle may be securely locked with a chain, cable or padlock. One bicycle parking space shall consist of a space not less than 2 feet wide by 6 feet long with a minimum clear access aisle width of 3 feet. Pavement shall meet city public services department standards. An impervious surface or concrete grass pavers Asphalt, concrete, porous pavement, pavers or brick shall connect the fixed bicycle racks to a sidewalk or driveway.

(City of Ann Arbor, MI. An Ordinance Regulating Off-Street Parking, 5:168.1(1), p.5)

Required bicycle parking spaces shall be at least 2 feet by 6 feet. An access aisle of at least 5 feet shall be provided in each bicycle parking facility. Such space shall have a vertical clearance of at least 6 feet.

Bicycle parking facility spaces shall be provided in adequate number as determined by the Zoning Administrator. In making the determination, the Zoning Administrator shall consider, when appropriate, the number of dwelling units or lodging rooms, the number of students, the number of employees, and the number of automobile parking spaces in accordance with the following guidelines.

a. In all cases where bicycle parking is required, no fewer than two spaces shall be required.

- b. After the first 50 bicycle parking spaces are provided, additional bicycle parking spaces required are 0.5 (one-half) space per unit listed.
- c. Where the expected need for bicycle parking for a particular use is uncertain due to unknown or unusual operating characteristics of use, the Zoning Administrator may authorize that construction and provision of not more than 50 percent of the bicycle parking spaces be deferred. Land area required for provision of deferred bicycle parking spaces shall be maintained in reserve.

Off-Street Bicycle Parking Guidelines

Land Use	Bike Space
Dwellings/lodging rooms	1 per dwelling unit or 3 lodging rooms
Clubs/lodges	1 per lodging room plus 3% of person capacity
Fraternities/sororities	1 per 3 rooms
Hotels/lodging houses	1 per 20 employees
Galleries/museums/libraries	1 per 10 automobile spaces
Colleges/universities/ junior high and high schools	1 per 4 employees plus 1 per 4 students
Nursery/elementary schools	1 per 10 employees, plus students above second grade
Convalescent and nursing homes/institutions	1 per 20 employees
Hospitals	1 per 20 employees
Places of assembly, recreation, entertainment, and amusement	1 per 10 automobile spaces
Commercial/manufacturing	1 per 10 automobile spaces
Miscellaneous/other	To be determined by the Zoning Administrator based on the guide lines for the most similar use listed above

(City of Madison, WI. Bike Parking Ordinance. FHWA Citation 22.10)

7.5 Signs

If required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.

In parking structures, signs shall be installed to indicate the location of the bicycle parking.

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 8, p.4)

7.6 Lighting

Bicycle parking spaces shall be illuminated from one-half hour after sunset to one-half hour before sunrise, at the levels specified below. The lighting of such parking areas must be designed to provide illumination levels at all unobstructed points of

the bicycle parking area in accordance with the following table. Illumination levels shall be measured 3 feet above the lot surface.

Use	Minimum Illumination Level (Footcandles)	Maximum Uniformity Ratio
Bicycle Parking Spaces	0.4	10:1

(City of Ann Arbor, MI. An Ordinance Regulating Off-Street Parking, 5:168.1(3), p.6)

7.7 Parking Structures

9.1. Vehicular parking structures and surface lots shall provide bicycle parking in accordance with the table.

9.2. Bicycle parking provided in a structure or under cover shall be:

9.2.1. Provided at ground level

9.2.2. Provided free of charge

9.2.3. Clearly marked as such

9.2.4. Located in a location that:

- Is illuminated with twice the amount of light as a the auto parking spaces
- Is separated from auto parking by some form of barrier to minimize the possibility of parked bicycles being hit by a car
- Either, no farther from the vehicular entrance/exit than the nearest vehicular parking space OR no farther from the pedestrian entrance/exit than the nearest vehicular parking space.

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 9, p.4)

7.8 Exemptions

No applicant may be fully exempt from the requirements of this ordinance. However, if installing bicycle parking would pose a demonstrable hardship on the applicant, or is impractical due to the nature of the site, the Development Review Board may adjust the requirements of this ordinance, provided the applicant has obtained a written recommendation from the City's Bicycle and Pedestrian Planner as to the best method to mitigate the reduction in the requirements of this ordinance.

(VBPC, Draft Burlington Bicycle Parking Ordinance, sec 10, p.4)

8.0 Bicycle and Pedestrian Spending Ordinances

8.1 Purpose

Revenues from the tax shall be used for transportation purposes only and may include, but are not limited to, the administration of this division, including legal

actions related thereto and costs of the initial preparation and election, the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways, public transit systems capital and operations, and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds.

(Kern Transportation Authority. Transportation Expenditure Plan and Retail Transactions and Use Tax Ordinance, 06-01, VI,p.3)

8.2 Distribution of Revenues

Revenue from Measure “I” shall be distributed as follows:

Major Local Road Projects: 49.3 %
Local Road Reconstruction 37.7 %
Air Quality, Transit, Bicycle and Enhancement Program 13.0 %

(Kern Transportation Authority. Transportation Expenditure Plan and Retail Transactions and Use Tax Ordinance, 06-01, VIII (1), p.3)

Annually, the Air Quality, Transit, Bicycle and Enhancement funds shall be reserved for each city and the county based on the certified population by the California Department of Finance for each jurisdiction for that year. Air Quality, Transit, Bicycle and Enhancement funds may be claimed by each city and the county on an annual basis.

(Kern Transportation Authority. Transportation Expenditure Plan and Retail Transactions and Use Tax Ordinance, 06-01, VIII (4), p.4)

8.3 Membership and Selection Process

There shall be 9 ITOC voting members with the characteristics described below. The intent is to have one member representing each of the specified professional areas as outlined below:

Six (6) additional public members, who possess knowledge and skills that will be helpful to the work of the ITOC shall be appointed. The members shall be from a diverse mix, both geographic and interests. The representatives shall be from interested individuals including representatives from agriculture, labor, business, public transportation users, alternative mode organizations (bicycle, pedestrian, rail, etc) and environmental organizations. The members are expected to provide a balance of viewpoints; therefore, not more than two (2) representatives shall be appointed from the same category of community organization listed above. There shall be at least one member for each of the subareas.

(Kern Transportation Authority. Transportation Expenditure Plan and Retail Transactions and Use Tax Ordinance, 06-01, VIII (Ex 1), p.21)

9.0 Bicycle and Pedestrian Committee Ordinances

9.1 Memberships and Terms

There is established a Pedestrian and Bicycle Advisory Committee in the City which shall consist of ten (10) members who will receive no salary. Members of the Committee shall be appointed by the Mayor and confirmed by the City Council and any members may, in a like manner, be removed. The members shall include one City Council member, one engineer or landscape architect, one representative from school district 271, one representative from the Centennial Trail Foundation, one representative from the walking community, one representative from the running community, one representative from the bicycling community, one person representing Senior Citizens and one person representing the special needs/physically challenged community. One additional member shall be a high school student, who attends school within the boundary of School District #271, between the ages of fourteen (14) and eighteen (18) years old.

(City of Coeur D'Alene, ID. An Ordinance Creating the Pedestrian / Bicycle Advisory Committee, 2.82.010 (a), p.1)

9.2 Coordinator

The City Administrator shall appoint an employee or officer of the City to the position of Pedestrian and Bicycle Advisory Committee Coordinator, who shall act as an ex officio nonvoting member of the Committee, and who shall assist the Committee in their work and coordinate their efforts with the Mayor and City Council and other departments of the City. The ex officio member may be removed and replaced at the discretion of the City Administrator.

(City of Coeur D'Alene, ID. An Ordinance Creating the Pedestrian / Bicycle Advisory Committee, 2.82.020, p.2)

9.3 Duties and Responsibilities

The purpose of the Pedestrian and Bicycle Advisory Committee shall be to promote non-automotive forms of travel and the development of safe pedestrian and bicycle facilities into a well-designed, integrated transportation network for all Coeur d'Alene citizens. In doing so, the duties and responsibilities of the committee shall be as follows:

1. To promote walking, bicycling and people-powered transportation in Coeur d'Alene.
2. To review and make recommendations on long-range transportation plans as related to pedestrian and bicycle issues of the city.
3. To promote safety education programs for pedestrians, bicyclists and motorists.
4. To serve in a liaison capacity between the city and the Idaho Transportation Department in developing and implementing the Idaho Bicycle and Pedestrian Transportation Plan.

5. To serve in a liaison capacity between the city and Kootenai County, local Highway Districts, KCATT and KMPO in developing overall coordinated plans for pedestrian and bicycle facilities and pedestrian and bicycle safety programs.
6. To review and make recommendations on transportation projects as related to pedestrian and bicycle issues in the city.
7. To review and recommend transportation project prioritization and funding as related to pedestrian and bicycle issues in the city.
8. To assist and advise the planning commission with respect to pedestrian and bicycle facilities and parking.
9. To assist in the implementation of the Transportation Element of the Comprehensive Plan.
10. To develop and recommend to the city council and planning commission adoption of ordinances and policies for the planning and maintenance of pedestrian and bicycle facilities throughout the city.
11. To advise the city administrator and city departments regarding pedestrian and bicycle issues in the city.
12. To monitor and promote implementation of the Coeur d'Alene Bikeways Plan.
13. To coordinate with regional public entities to promote creation of networked pedestrian and bicycle facilities.
14. To develop and implement a Safe Routes to Schools Program.
15. To seek grant money and other State and Federal monies for pedestrian and bicycle project enhancements.
16. To comply with all City policies, procedures and regulations.

(City of Coeur D'Alene, ID. An Ordinance Creating the Pedestrian / Bicycle Advisory Committee, 2.82.040, p.3)

DEFINITIONS

Access Connection: Any driveway, street, turnout, or other means of providing for the movement of vehicles to or from the public roadway system.

Access, direct: The provision for immediate ingress and egress of vehicles from an abutting property to an adjacent street.

Access Drive: A roadway leading from a public right-of-way to a parking area.

Access Management: The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

Access Point: A driveway, a local street, or a collector street intersecting an arterial street; a driveway or a local street intersecting a collector street; or a driveway or a local street intersecting a local street.

Access, private: Access not in public ownership or control by means of deed, dedication, or easement.

Access, public: The ability of the public to physically reach, enter, or use recreational sites.

Adequate Public Facilities Ordinance: An ordinance that ties or conditions development approvals to the availability and adequacy of public facilities.

Agency: A governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Alley: A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.

Air Quality Standards: The level of pollutants prescribed by regulations that are not to be exceeded during a given time in a defined area.

Applicant: An individual, corporation, firm or group who submits and represents the subdivision application and undertakes the subdividing of a lot, tract or parcel of land.

Area Plan: A plan that covers specific sub-areas of a jurisdiction.

Base Map: A map showing the important natural and man-made features of an area.

Benchmark: A performance-monitoring standard that allows a local government to periodically measure the extent to which the goals and policies are being achieved.

Benchmarking: A process to regularly collect, monitor, and analyze data on the achievement of the goals and policies.

Bicycle: A device propelled by human power upon which any person may ride, having two tandem wheels.

DEFINITIONS

Bicycle Facilities: A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking facilities, maps, all bikeways, and shared roadways not specifically designated for bicycle use.

Bicycle Facilities, commuter: Shower(s) and changing room(s) provided in commercial and public buildings.

Bicycle, motorized: Any vehicle having either two tandem wheels or one wheel in the front and two wheels in the rear, that is capable of being pedaled and is equipped with a helper motor.

Big-Box Retail Establishment: A singular retail or wholesale user who occupies no less than 75,000 square feet of gross floor area, typically requires high parking to building area ratios, and has a regional sales market.

Bike Connection: A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for bicycle use.

Bike Lane: A designated area within a street roadway reserved for bicycle travel and separated from the rest of the roadway by painted lines or other pavement markings.

Bike Path: A paved route not on a street or roadway, and expressly reserved for bicycles traversing an otherwise unpaved area.

Bike Route: A facility shared with motorists and identified only by signs; a bicycle route which has no pavement markings or lane stripes; or a bicycle pathway within a street roadway identified only by bikeway signs without any special pavement markings.

Bikeway: All thoroughfares that explicitly provide for bicycle travel, including facilities existing within street and highway rights-of-way and facilities along separate and independent corridors.

Block: An area of land bounded by a street, or by a combination of streets and public parks, cemeteries, railroad rights-of-way, exterior boundaries of a subdivision, shorelines of waterways, or corporate boundaries.

Bonus Provision: Inducements given to developers under the provisions of incentive zoning.

Boundary: A line, which may or may not follow a visible feature, that defines the limits of a geographic entity such as a block, block numbering area, census tract, county, or place.

Brownfield: Abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

Buffer Zone: Districts established at or adjoining commercial-residential district boundaries to mitigate potential frictions between uses or characteristics of use.

Buffer Yard: A unit of land, together with a specified type and amount of planting thereon, and any structures which may be required between land uses to eliminate or minimize conflicts between them.

DEFINITIONS

Build: To construct, assemble, erect, convert, enlarge, reconstruct, or structurally alter a building or structure.

Build-Out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Buildable Area: The area of a lot remaining after the minimum yard and open space requirements of a zoning ordinance have been met.

Building: A structure entirely separated from any other structure by space or by walls in which there are no communicating doors, windows, or similar openings.

Building Elevation: The perimeter surface of a building set approximately parallel to a lot line.

Bus Lane: A lane of roadway intended primarily for use by buses, either all day or during specified periods.

Business Frontage: The lineal footage of any side of a business building facing an adjacent street or the unit's designated automobile parking area and upon which a sign may be located.

Business Improvement District: An organizing and financing mechanism used by property owners and merchants to use the city's tax collection powers to create a source of funds for economic development.

Capital Improvement: Any building or infrastructure project that will be owned by a governmental unit and purchased or built with direct appropriations from the governmental unit, or with bonds backed by its full faith and credit, or, in whole or in part, with federal or other public funds, or in any combination thereof.

Capital Improvements Budget: A plan of proposed capital outlay appropriations and means of financing them.

Capital Improvements Element: That portion of the comprehensive plan which guides the provision of the needed capital improvements identified in the other plan elements.

Capital Improvements Program: A proposed schedule of all future projects listed in order of construction priority together with cost estimates and the anticipated means of financing each project.

Central Business District: A business, office, and residential district to provide a full range of services, and a variety of uses in a downtown atmosphere.

Citizen Participation: The process through which citizens who live and/or work in an area are actively involved in the development of plans and recommendations.

City Planning: The decision-making process in which goals and objectives are established, existing resources and conditions analyzed, strategies developed, and controls enacted to achieve the goals and objectives as they relate to cities and communities.

DEFINITIONS

Clear Vision Area: The area bounded by the street property lines of corner lots and a line joining points along said street lines x feet from their point of intersection.

Clear Zone: An area beyond the curb radius, so specified, which shall be kept clear of all objects to provide emergency vehicle clearance.

Cluster Development: A development design technique that concentrates buildings in specific areas on a site to allow remaining land to be used for recreation, common open space, or the preservation of historically or environmentally sensitive features.

Cluster Subdivision: A subdivision in which the lot sizes are reduced below those normally required in the zoning district in which the development is located, in return for the provision of permanent open space.

Commercial District: Neighborhood, community, highway/tourist, and service commercial zoning designations or their equivalent specific plan zoning designation.

Commercial District, neighborhood: A mix of commercial land uses typically serving more than one residential neighborhood, usually a sub area of the city, with services and retail goods.

Commute: A home-to-work or work-to-home trip.

Commute Shed: The area from which people do or might commute from their homes to a specific workplace destination.

Commuter Rail: The portion of passenger railroad operations that carries passengers within urban areas, or between urban areas and their suburbs, but differs from rail rapid transit in that the passenger cars generally are heavier, the average trip lengths are usually longer, and the operations are carried out over tracks that are part of the railroad system.

Concept Plan: A generalized plan indicating the boundaries of a tract or tracts under common ownership, and identifying proposed land use, land-use intensity, and thoroughfare alignment.

Conditional Approval: An affirmative action by a commission or council indicating that approval will be contingent upon satisfaction of certain specified stipulations.

Conditional Zoning: The attachment of special conditions to a rezoning that are not spelled out in the text of the zoning chapter. Conditions can include restrictions as to use, size, design, and development timing and can be stipulated by the city council as a means to mitigate potential adverse impacts that could be expected to occur without imposing such conditions.

Congestion Management Plan: A mechanism employing growth management techniques, including traffic level-of-service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Connectivity: A system of streets with multiple routes and connections serving the same origins and destinations.

DEFINITIONS

Conservation: The management of natural resources to prevent waste, destruction, or degradation.

Contiguous Properties: Properties sharing a property line.

Corridor: A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments.

Corridor, mixed-use: An area of land typically along a linear transportation route where a variety of land uses are permitted, including employment, shopping, and residential.

Corridor, pedestrian: Areas designated as primary routes for pedestrian use to connect city sub-areas or regional trail systems, and to provide access to public facilities.

Corridor, transportation: A combination of principal transportation routes involving a linear network of one or more highways of four or more lanes, rail lines, or other primary and secondary access facilities which support a development corridor.

Critical Facilities: A facility necessary to protect the public health, safety and welfare.

Cross Section: A profile of the ground surface perpendicular to the center line of a street, stream, or valley bottom.

Crosswalk: A city-owned right-of-way that crosses a block and furnishes pedestrian access to adjacent streets or properties.

Cumulative Zoning: A zoning scheme that begins with the most protected land use, usually the single-family home, and permits in each lower district all the uses above plus new ones, in a sort of pyramidal fashion.

Curb: A stone or concrete boundary usually marking the edge of a roadway or paved area.

Curb Cut: The providing of vehicular ingress or egress between property and an abutting public street.

Dedication: The transfer of private property to public ownership upon written acceptance.

Deed Restriction: A private legal restriction on the use of land, attached in the deed to a property.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Design Plan: A plan for a defined geographic area in single or multiple ownership that is consistent with the comprehensive plan and includes but is not limited to a land use and circulation plan, development standards, design guidelines, an open space plan, utilities plans, and a program of implementation measures and other mechanisms needed to carry out the plan.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Design Review Board: A board established by a local government to review building plans to determine if such plans are consistent with the architectural controls and building materials provisions.

Design Standards: A set of guidelines regarding the architectural appearance of a building, or improvement, that governs the alteration, construction, demolition, or relocation of a building, or improvement.

Development: Any building, construction, renovation, mining, extraction, dredging, filling, excavation, or drilling activity or operation; any material change in the use or appearance of any structure or in the land itself; the division of land into parcels; any change in the intensity or use of land, such as an increase in the number of dwelling units in a structure or a change to a commercial or industrial use from a less intensive use.

Development, high-intensity: Land uses with higher impacts from density or uses.

Development, low-intensity: Land uses that have fewer impacts from density or uses.

Development, multiphase: A development project that is constructed in increments, each increment being capable of existing independently of the others.

Development of Regional Impact: Any development that, because of its character, magnitude, or location, would have substantial effect upon the health, safety, welfare, or environment or more than one unit of local government.

Development Plan: A type of plan that becomes part of the zoning for a property.

Development Plan Review: The process whereby authorized officials of a local government review the site plans, maps, and other documentation of a development to determine compliance with the stated purposes and standards of a zoning code.

Development Review: The review, by a local government, of applications for a (1) site development plan; (2) rezoning or zoning; (3) general, preliminary, or final development plan; (4) final or preliminary subdivision plat; (5) annexation; (6) variance; (7) project development plan; (8) overall development plan; (9) lot merger; (10) boundary line adjustment; (11) zoning compliance plan; or (12) appeal.

Driveway: A private roadway providing access for vehicles to a parking space, garage, dwelling, or other structure.

Driveway, cross access: A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

DEFINITIONS

Driveway, private: A parcel of land not dedicated as a public street, over which a private easement for road purposes has been granted to the owners of property adjacent thereto, which intersects or connects with a public or private street, and where the instrument creating such easement has been recorded in the office of the clerk.

Dwelling: A building or part of a building, containing living, sleeping, housekeeping accommodations, and sanitary facilities for occupancy by one or more families.

Easement: A grant by a property owner to the use of land by the public, a corporation, or persons for specific purposes as the construction of utilities, drainage ways, and roadways.

Easement, access: An easement created for the purpose of providing vehicular or pedestrian access to a property.

Easement, maintenance: An area of a parcel of land free of structures reserved to an adjacent parcel of land to allow access to repair and maintain a structure located on the adjacent parcel.

Emergency Access: A means of providing an additional route of access to a development for emergency vehicles.

Environmental Impact: A reasonable likelihood of more than a moderate adverse impact on environmental quality.

Environmental Impact Statement: A statement on the effect of development proposals and other major actions that significantly affect the environment.

Environmental Review: The process of determining the impact of proposed projects on the environment.

Environmentally Sensitive Area: An area not suitable for development that is included within a greenbelt, geologically hazardous, wetlands, or floodplain regulations.

Facility: A structure or place which is built, installed, or established to serve a particular purpose.

Fee: A payment of funds to a local government for any of the applications or other entitlements.

Floating Zone: An unmapped zoning district where all the zone requirements are contained in the ordinance and the zone is fixed on the map only when the application for development meeting the zone requirements is approved.

Floor Area Ratio: The total floor area of all buildings or structures on a zoning lot divided by the area of said lot.

Form-Based Zoning: A regulation which permits market demand to determine the mix of uses within the constraints of building type set by a local government.

Functional Plan: A plan for a specific element of a comprehensive plan, such as highways, schools, hospitals, or fire and rescue stations.

Gateway: An entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination.

Geographic Information System: A method of storing geographic information on computers.

Governmental Agency: The United States or any department, commission, agency, or other instrumentality thereof; this state or any department, commission, agency, or other instrumentality thereof; any local government, or any department or commission, agency, or other instrumentality thereof, any school board or other special district, authority, or governmental entity.

Grade Separation: The physical development of structures or intersections that separate motor vehicles from motor vehicles; motor vehicles, pedestrians, and bicyclists from trains; motor vehicles from pedestrians and bicycles, as well as pedestrians from bicycles.

Greenway: A linear park, alternative transportation route, or open space conservation area approved by a local commission that provides passive recreational opportunities, pedestrian and/or bicycle paths, and/or the conservation of open spaces or natural areas.

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas.

Highway: A multilane roadway, whether divided or undivided, that: (1) is a major artery of the county circulation network; (2) serves a high volume of traffic for both long and short trips; (3) allows turning movements at intersecting roads; and (4) is designed with access to abutting properties under some degree of control and safe standards of design.

Historic Area: An area containing buildings or places in which historic events have occurred or which have special public value because of notable architectural or other features relating to the cultural or artistic heritage of the community which warrant conservation and preservation.

Impact Fee: A payment of money imposed by a local government on development as a condition of granting development approval and/or a building permit in order to pay for the planned facilities needed to serve new growth and development activity.

Impact Fee, transportation: An impact fee designated to pay for public streets and roads.

Implementation Plan: A document of steps or a scheme of action to ensure attainment of planning, development, and environmental quality standards within a specific time period.

Improvement Standards: A set of regulations adopted by a local government setting forth the details, specifications, and instructions to be followed in the planning, design, and construction of certain required improvements to property.

Incentive Zoning: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits are included in a project.

Infill Development: Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused as a result of the continuing urban development process.

Infrastructure: Facilities and services needed to sustain industry, residential, commercial, and all other land-use activities.

Ingress: Access or entry point or entrance.

Interjurisdictional Agreement: A contractual or other formal agreement between two or more political jurisdictions that results in a cooperative action or activity.

Land Banking: The purchase of land by a local government for use or resale at a later date.

Land Development Regulation: Any zoning, subdivision, impact fee, site plan, corridor map, floodplain or stormwater regulations, or other governmental controls that affect the use, density, or intensity of land.

Land Use: The occupation or use of land for any human activity or any purpose.

Land-Use Compatibility: The design, arrangement, and location of buildings and structures or other created or natural elements of the urban environment which are sufficiently consistent in type and scale.

Land-Use Plan: A long-range plan for the desirable use of land.

Landscaped Buffer: An area of landscaping separating two distinct land uses, or a land use and a public right-of-way, and acts to soften or mitigate the effects of one land use on the other.

Landscaping: The bringing of the soil surface to a smooth finished grade, installing sufficient trees, shrubs, ground cover, and grass to soften building lines, provide shade, and generally produce a pleasing visual effect of the premises.

Level of Service Standard: An indicator of the extent or degree of service provided by, or proposed to be provided by, a public facility based on and related to the operational characteristics of the facility.

Level of Service Standard, traffic: A quantitative measure of traffic congestion identified by a declining letter scale (A–F) as calculated by the methodology contained in the Highway Capacity Manual or as calculated by another method.

Lighting, pedestrian-scale: Light standards or placements no greater than x feet in height located along walkways.

Lot: A parcel of land occupied or intended for occupancy by a use.

Lot, corridor access: A site with access to a street by means of a corridor.

DEFINITIONS

Master Plan: A comprehensive long-range plan intended to guide growth and development of a community or region, which includes analysis, recommendation, and proposals for the community's population economy, housing, transportation, community facilities, and land use.

Metropolitan Planning Organization: A local governmental unit that has legal jurisdiction over a geographic area for government service planning such as transportation and land-use planning.

Mixed-Use Development: The development of a tract of land or building or structure with two or more different uses.

Neighborhood: An area of a community with characteristics that distinguish it from other community areas.

Neighborhood Activity Center: An attractor or destination for residents of surrounding residential areas.

Neighborhood Plan: The master plan for a particular neighborhood or district that provides specific design standards and guidelines regulating development.

New Urbanism: The process of reintegrating the components of modern life— housing, workplace, shopping, and recreation— into compact, pedestrian-friendly, mixed-use neighborhoods linked by transit and set in a larger regional open space framework.

Node: An identifiable grouping of uses subsidiary and dependent upon a larger urban grouping of similar or related uses.

Office District: A district that includes the less intensive office and professional center land uses including low-rise office parks, single freestanding office buildings, and depository facilities.

Open Space: Land areas retained for use as active or passive recreation areas or for resource protection in an essentially undeveloped state.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay Zoning District: An area where certain additional requirements are superimposed upon a base zoning district or underlying district.

Parcel: Any legally described piece of land designated by the owner or developer as land to be used or developed as a unit, or that has been developed as a unit.

Parcel Map: A map, prepared by a registered civil engineer or licensed land surveyor, showing the subdivision of land.

Park: Any public or private land available for recreational, educational, cultural, or aesthetic use.

Pedestrian Arcade: A surfaced walkway, separate from the traveled portion of the roadway, usually of crushed rock or asphalt, and following the existing ground surface.

DEFINITIONS

Pedestrian Connection: A continuous, unobstructed, and direct route between two points that is intended and suitable for pedestrian use.

Pedestrian Facilities: A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trails.

Pedestrian Mall: An area of street-like proportions given over entirely to pedestrian traffic.

Pedestrian-Oriented Development: Development designed with an emphasis primarily on the street sidewalk and on pedestrian access to a site and building, rather than on auto access and parking areas.

Pedestrian Scale: The proportional relationship between the dimensions of a building or building element, street, outdoor space, or streetscape element and the average dimensions of the human body, taking into account the perceptions and walking speed of a typical pedestrian.

Pedestrian Walkway: A paved right-of-way for pedestrians that is separate and protected from the traveled portion of the roadway, and free from vehicular traffic.

Performance Standard: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use.

Permitted Use: The only uses permitted within a zoning district are those that are listed as principal permitted uses, accessory uses, and conditional uses for that district.

Plan Approval: The review and approval of plans for new structures and additions to existing structures, and certain uses in specified zoning districts.

Planned Development: A contiguous land area of a minimum size, as specified by district regulation, to be planned and developed using a common master zoning plan, and containing one or more uses and appurtenant common areas.

Planned Unit Development: A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Commission: A board of a local government consisting of such elected and / or appointed members whose functions include advisory or non-technical aspects of planning.

Plat: A map representing a tract of land, showing the boundaries and location or individual properties and streets; or a map of a subdivision or site plan.

Plat, final: The final map of all of a portion of a subdivision or site plan that is presented to the proper review authority for final approval.

Plat, preliminary: A map of a subdivision of land showing required features that is submitted to the platting authority for purposes of preliminary consideration and approval.

DEFINITIONS

Public Facilities: Any facility, building, property, recreation area, and road, which is leased or otherwise operated or funded by a governmental body or public entity.

Public Meeting: An informal meeting, hearing, workshop, or other public gathering of people to obtain comments from the public or other agencies on a proposed project permit prior to a local government decision.

Public Transportation: Services provided for the public on a regular basis by vehicles such as bus or rail on public ways, using specific routes and schedules.

Public Use: Administrative and cultural buildings, uses, and structures, including buildings, lots, and facilities owned, used, or operated by any governmental agency.

Redevelopment: Any proposed expansion, addition, or major facade change to an existing building, structure, or parking facility.

Regulation: A rule or order prescribed for managing government.

Request for Proposal: A document describing a project or services and soliciting bids for a consultant's or contractor's performance.

Request for Qualifications: A statement of qualifications prepared by a consultant and submitted to a community seeking assistance in a project.

Revitalization: The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

Right-of-Way: A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by a street, trail, water line, sanitary sewer, land/or other public utilities or facilities.

Setback: The minimum distance by which any building or structure must be separated from a street right-of-way or lot line.

Sidewalk: That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

Sign, informational: A sign which directs or regulates pedestrians or vehicle traffic within private property and includes information of a general directive or informational nature.

Sign, pedestrian: A sign near street or sidewalk level, oriented and scaled to the pedestrian rather than the motorist.

Site Plan: A plan, to scale, showing uses and structures proposed for a parcel of land as required by the regulations.

Site Plan Approval: A process for the review and approval of a development plan prior to the issuance of a development permit.

DEFINITIONS

Site Plan Review: The review of a site plan of any public or private project by a planning department or commission.

Site Plan, final: A plan which may be submitted for all or part of the land area shown on an approved preliminary site plan for a planned development.

Site Plan, preliminary: A preliminary plan developed to identify the location and general relationship between land uses, improvements, structures, circulation systems, landscaping, and design elements and typically submitted for review and comment prior to any required formal submittal to the planning commission or city council.

Special Assessment: A charge that state and local governments can impose on landowners whose land benefits from the construction of roads or sewer lines adjacent to their property.

Special District: A local or area wide unit of special government, except school districts, created pursuant to general or special law for the purpose of performing specialized functions within an area's boundaries.

Specific Plan: A detailed policy plan or regulation that implements the comprehensive plan or any of the elements of that plan.

Strategic Plan: A plan articulating desirable characteristics to be used in structured, on-going, decisions that are intended to influence outcomes.

Street: A public thoroughfare, including road, highway, drive, lane, avenue, place, boulevard, and any other thoroughfare that affords the principal means of access to abutting property.

Street, arterial: A street designed to carry large volumes of traffic and providing for efficient vehicular movement between large areas of a city or county.

Street, collector: Relatively low speed (x mph), and low-volume (x average daily trips) street that provides circulation within and between neighborhoods.

Street, cul-de-sac: A street with a single common ingress and egress and with a turnaround at the end.

Street, dead-end: A local street open at one end only and without a special provision for vehicles turning around.

Street Frontage: The distance along which a property line of a lot adjoins a public or private street.

Street Furniture: Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks, etc.

Street, limited access: A street which allows only indirect access to abutting properties primarily by distributing traffic to intersecting lesser volume streets or some other means as needed to allow for efficient local circulation.

DEFINITIONS

Street, local: A street designed to provide vehicular access to abutting property and to discourage through traffic.

Street, major arterial: A street with access control, channelized intersections, and restricted parking that collects and distributes traffic to and from minor arterials.

Street, minor arterial: A street with signals at important intersections and stop signs on the side streets that collects and distributes traffic to and from collector streets.

Street, one-way: A street designated and sign-posted for one-way traffic and on which all vehicles are required to move in one indicated direction.

Street, private: Any road or street that is not publicly owned and maintained and used for access by the occupants of the development, their guests, and the general public.

Street, residential: Any local street where the primary land use of lots with frontage on both sides of the street within the block is residential.

Street, rural: A designation placed upon public roads and arterials which requires street improvements that are commensurate with low density residential development.

Street, through: A major collector or arterial street that serves more than one neighborhood, or carries traffic between neighborhoods proper.

Streetscape: An area that may either abut or be contained within a public or private street right-of-way or access way that may contain sidewalks, street furniture, landscaping or trees, and similar features.

Strip Development: Commercial, retail, or industrial development, usually one lot deep, that fronts on a major street.

Structure: Anything constructed or erected that requires location on the ground or attached to something having location on the ground.

Subdivider: Any individual, firm, partnership, association, corporation, estate, trust, or any other group or combination, acting as an unit, dividing or proposing to divide land so as to constitute a subdivision.

Subdivision: The division of land into two or more lots. A development consisting of subdivided lots.

Subdivision Map: Any map that is filed for the purpose of subdividing property.

Subdivision Plat, final: The plat to be given final approval by a local government which includes all changes, additional information, and requirements imposed by the planning and zoning commission.

Subdivision Regulation: The control of the division of a tract of land by requiring development according to design standards and procedures adopted by local ordinance.

DEFINITIONS

Subdivision Review: The procedure governed by state statutes and by a set of local regulations for the review of, and decision on, a subdivision plat application.

Target Area: Specifically designated sections of the community where loans and grants are made to bring about a specific outcome.

Tax increment Financing District: A contiguous geographic area within a redevelopment area defined and created by resolution or ordinance of the governing body of the municipality creating the district.

Tract: An area, parcel, site, piece of land, or property which is the subject of a residential development action involving five lots or more.

Traffic: Pedestrians, bicyclists, vehicles, and other devices, either singly or together, while using any street or highway for purposes of travel.

Traffic Calming: A concept concerned with reducing the adverse impact of motor vehicles on built-up areas.

Traffic Control Device: All signs, signals, parking meter instruction plates, markings, and devices placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic.

Traffic Impact: An adverse traffic impact as represented by an increase in congestion, worsening of level of service, or reductions in safety and efficiency.

Traffic Island: A raised barrier, sometimes landscaped, located in a vehicle travel path for the purpose of directing circulation patterns.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas.

Trail: A way designed for and used by equestrians, pedestrians, and cyclists using nonmotorized bicycles.

Transit-Oriented Development: Moderate and high-density housing concentrated in mixed-use developments located along transit routes.

Transportation Demand Management: The implementation of programs, plans, or policies designed to encourage changes in individual travel behavior.

Transportation Facilities: Individual modal or multimodal conveyances and terminals; within a corridor, facilities may be of local, regional, or statewide importance.

Transportation Systems: Networks of transportation links, services, and facilities.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation.

DEFINITIONS

Unified Development Code: The combining of development regulation and procedures, including but not limited to zoning and subdivision codes, sign and floodplain regulations, historic preservation provisions, administrative and hearings procedures, and commission bylaws, into a single unified code.

Urban Center: A large settlement that has a high intensity of population and mixed land uses, including industrial, commercial, residential, and cultural uses.

Urban District: The territory contiguous to and including any street or highway which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more, and the character of such territory is indicated by official traffic control devices.

Use, conditional: A use or occupancy of a structure, or a use of land, permitted only upon issuance of a conditional use permit and subject to the limitations and conditions specified therein.

Use, conforming: Any use of a structure or land that is a permitted or approved provisional or special use in the district in which the structure or land is situated and which conforms to the regulations of that district.

Use, permitted: A use permitted in a district without the need for special administrative review and approval, upon satisfaction of the standards and requirements of an ordinance.

Use, transitional: A use, allowed in a transitional area, intended to create a gradual change in uses from industrial and commercial areas to residential areas.

Visual Impact Survey: The process of evaluation of a public area in which residents are asked to rate a series of development- oriented slides on a scale.

Zoning: The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas.

Zoning Board of Adjustment: An officially constituted body whose principal duties are to grant variances from the strict application of the zoning code and to grant special exceptions and conditional uses as provided by law.

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SOURCES CITED

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ZOA 2005.1: 12/12/2005.

APPENDIX F. COMPLETE STREETS LEGISLATION AND FORM

No. 34. An act relating to a transportation policy that considers all users.

(H.198)

It is hereby enacted by the General Assembly of the State of Vermont:

Sec. 1. PURPOSE

The purpose of this bill is to ensure that the needs of all users of Vermont’s transportation system—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities—are considered in all state and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. These “complete streets” principles shall be integral to the transportation policy of Vermont.

Sec. 2. 19 V.S.A. § 10b is amended to read:

§ 10b. STATEMENT OF POLICY; GENERAL

(a) The agency shall be the responsible agency of the state for the development of transportation policy. It shall develop a mission statement to reflect:

(1) that state transportation policy ~~encompassing, coordinating, and integrating~~ shall be to encompass, coordinate, and integrate all modes of transportation; and to consider “complete streets” principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and

(2) the need for transportation projects that will improve the state's economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways.

(b) The agency shall coordinate planning and education efforts with those of the Vermont climate change oversight committee and those of local and regional planning entities:

(1) to assure that the transportation system as a whole is integrated, that access to the transportation system as a whole is integrated, and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and

(2) to support employer or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.

~~(b)~~(c) In developing the state's annual transportation program, the agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by No. 200 of the Acts of the 1987 Adj. Sess. (1988) and with appropriate consideration to local, regional, and state agency plans:

(1) Develop or incorporate designs that provide integrated, safe, and efficient transportation ~~and promote.~~

(2)(A) Consider the safety and accommodation of all transportation system users—including motorists, bicyclists, public transportation users, and

pedestrians of all ages and abilities—in all state and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a state-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the agency, that one or more of the following circumstances exist:

(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(ii) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(iii) Incorporating complete streets principles is outside the scope of a project because of its very nature.

(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.

(3) Promote economic opportunities for Vermonters and the best use of the state's environmental and historic resources.

~~(2)~~(4) Manage available funding to:

(A) give priority to preserving the functionality of the existing transportation infrastructure, including bicycle and pedestrian trails regardless of whether they are located along a highway shoulder; and

(B) adhere to credible project delivery schedules.

~~(e)~~(d) The agency of transportation, in developing each of the program prioritization systems schedules for all modes of transportation, shall include the following throughout the process:

(1) The agency shall annually solicit input from each of the regional planning commissions and the Chittenden County metropolitan planning organization on regional priorities within each schedule, and those inputs shall be factored into the prioritizations for each program area and shall afford the opportunity of adding new projects to the schedules.

(2) Each year the agency shall provide in the front of the transportation program book a detailed explanation describing the factors in the prioritization system that creates each project list.

Sec. 3. 19 V.S.A. § 309d is added to read:

§ 309d. POLICY FOR MUNICIPALLY MANAGED TRANSPORTATION
PROJECTS

(a) Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by a municipality, including planning, development, construction, or maintenance, it is the policy of this state for municipalities to consider “complete streets” principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference. If, after the consideration required under this section, a project does not incorporate complete streets principles, the municipality managing the project shall make a written determination, supported by documentation and available for public inspection at the office of the municipal clerk and at the agency of transportation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The

municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(3) Incorporating complete streets principles is outside the scope of a project because of its very nature.

(b) The written determination required by subsection (a) of this section shall be final and shall not be subject to appeal or further review.

Sec. 4. REPORTING AND TRANSITION RULE

(a) By March 15, 2012, the agency of transportation shall report to the house and senate committees on transportation on its activities to comply with this act.

(b) The agency shall make available to the public upon request and in an easily understandable format a list of all state and municipally managed projects that have incorporated complete streets principles, accompanied by a description of each project and its location.

(c) The agency shall make available to the public upon request and in an easily understandable format a list of all state and municipally managed projects that have not incorporated complete streets principles pursuant to an exemption of Sec. 2, 19 V.S.A. § 10b(c)(2)(A), or Sec. 3, 19 V.S.A. § 309d(a), of this act. This list shall specify which exemption applied.

(d) The agency and municipalities shall be exempt from the requirement to assign exemptions pursuant to Sec. 2, 19 V.S.A. § 10b(c)(2)(A), or Sec. 3,

19 V.S.A. § 309d(a), of this act and from the reporting requirements of this section with respect to any project for which preliminary engineering is complete as of the effective date of this act.

Sec. 5. EFFECTIVE DATE

This act shall take effect on July 1, 2011.

Approved: May 18, 2011

MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

TO: Project File

FROM:

DATE:

SUBJECT: Complete Streets Compliance Form

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed below. This project compliance form should be completed and retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Road:

Project Description:

Compliance – If applicable, select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| <input type="checkbox"/> Sidewalks: installation, repair, ramps, railing, etc. | <input type="checkbox"/> Pavement Improvements: replacement, repair, etc. |
| <input type="checkbox"/> Crosswalks: installation, repair, markings, etc. | <input type="checkbox"/> Shoulder Improvements: widen with new pavement. |
| <input type="checkbox"/> Lighting: street or pedestrian scale. | <input type="checkbox"/> Bike/Shared Use: paths, lanes, etc. |
| <input type="checkbox"/> Signals: pedestrian features. | <input type="checkbox"/> Public Transit: bus stops, bus pullouts, kiosks, etc. |
| <input type="checkbox"/> Streetscaping: benches, bulbouts, landscaping, | <input type="checkbox"/> Other (please describe): |

Exemption – If applicable, select one.

- The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- The cost of incorporating complete streets principles is disproportionate to the need or probably use.
- Incorporating complete streets principles is outside the scope of the subject project due to its very nature.

If any of the boxes under "Exemption" are checked please provide a short justification below:

Non-Compliance – If none of the boxes under "Compliance" and "Exemption" are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.

Completed:

Name

Position

Date

APPENDIX G. SIDEWALK INVENTORY BY CCRPC

2014 Town of Jericho Sidewalk Inventory

Background

CCRPC staff developed a data collection model to map, evaluate, and analyze all public sidewalks. For concrete sidewalks, this process identifies various distresses on a slab-by-slab basis. For asphalt sidewalks, an estimated pavement condition index (PCI) score is assigned, similar to rating a roadway surface. The data collected consists of unique ID's for sidewalk segments, severity and types of distress, and GPS locations of each deficient slab or segment. A scoring matrix is applied to these deficient locations to allow for more robust analysis. On occasion, ADA standards coincide with certain distresses. Further information regarding distresses and the rating protocol are available in the CCRPC's Sidewalk Distress Manual (2014). A scoring summary is applied to each deficient sidewalk slab which allows for more comprehensive analysis. The data model itself is very 'flexible' in the sense that variables can be changed or weighted differently and result in a different prioritization/outcome. Although sidewalk information is mapped using GPS/GIS, the data design was built with analysis in mind rather than mapping.

Results

In summer 2014 CCRPC staff mapped and analyzed the existing sidewalk network in the Town of Jericho. The Town has about 1.33 miles of slab-based concrete sidewalks and 0.94 miles of asphalt sidewalks. The slab-by-slab inventory for concrete sidewalks resulted in 166 slabs over the 1.33 miles (1,405 slabs total), or about 12% of the total slabs, rated as deficient at some level. A slab is defined as deficient if it qualifies as having at least one of any type of distress at any level. The CCRPC's Sidewalk Distress Manual identifies 11 types of distresses. The average deficiency score for the distressed slabs throughout Jericho is 3.6; to put into context, a medium slab cracking rating would be a 3.

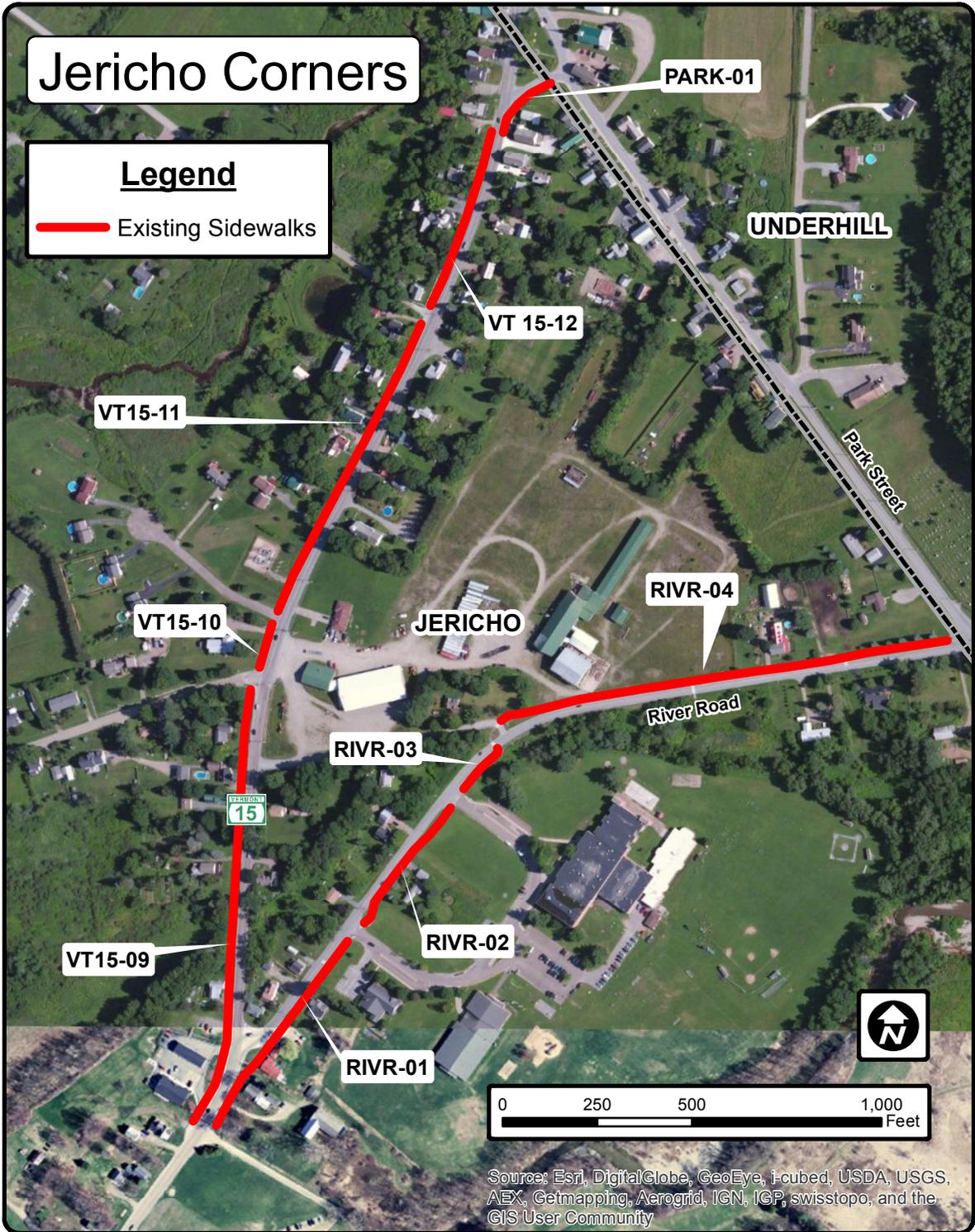
For the asphalt sidewalks in Jericho, there are eight segments in total with a PCI range from 70 (fair) to 100 (good).

Overall, Jericho's sidewalks are in good condition. There are two segments in Riverside (segment VT15-15 and VT15-07) and three segments in Jericho Corners (VT15-10, VT15-11, and VT15-12) evaluated as being in slightly worse condition than the system as a whole. The Town's sidewalk network is generally new and the deficient sidewalk segments are isolated and do not suggest a systemic problem at a greater scale. More detailed information about all segments in the three village centers is contained in the 2014 Jericho Sidewalk Inventory dataset available at the CCRPC. The following maps display the sidewalk networks in the three village centers.

Jericho Corners

Legend

 Existing Sidewalks



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Jericho Center

Legend

 Existing Sidewalks

BTRC - 04

Browns Trace Road

Jericho Center Post Office

BTRC - 03

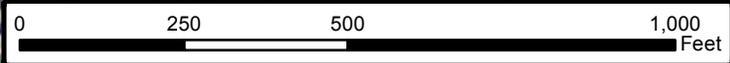
Bolger Hill Road

Jericho Center Library

BTRC - 01

Browns Trace Road

BTRC - 02



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Riverside

