

APPENDIX B - TABLE B-1: COMPLETE STREETS DESIGN POLICY & STANDARDS					
Street Type ➡	Standard Street		Neighborhood Street	Activity Street	Natural Street
⬇ Design Element					
Lanes / Lane Widths	The number of lanes and lane widths for any street section should be based upon the anticipated capacity, the desired vehicle speed (“target speed”), AND balanced with the need to accommodate other critical elements of “complete streets” within the ROW. Each Street Design Type has different emphasis on priorities that best support the context. In general “lane widths between 10’ and 12’ wide are sufficient for rural and urban arterials,” where 12’ wide lanes should only be used on principal arterials where “higher-speed, free-flowing” traffic is the priority”. ¹ Lanes that are 10’ wide are preferred for low-volume or slow-speed streets, pedestrian areas, areas where frequent truck traffic is not anticipated, and other similar conditions. ²				
Sidewalks	Most streets need sidewalks on both sides (except extremely low-density areas, extremely high-traffic/high-vehicle oriented contexts, or where alternate facilities like a multi-use path are provided). Typically, wider is better – 5’ is the minimum for two individuals to walk comfortably side-by-side; 8’ is the minimum to support economic activity by pedestrians or mixed-density housing; 12’ is the minimum to support economic activity by pedestrians and social spaces along our streets. Sidewalks should be buffered from moving vehicle lanes by tree lawns, furniture/amenity areas, on-street parking or a combination of all of these.		8’ minimum; At least 12’ ideal (not including paving between tree wells); 16’+ recommended to support social spaces along streets at key locations.	Multi-use path preferred on arterials, particularly in association with the trail system; 4’ – 5’ min. on one side for collectors or local, or omitted as natural conditions warrant.	
Bicycle Facility	Multi-use path preferred on arterial and major collectors (12’+); Bike lane (6’) or sharrow (14’ outside lane) preferred on minor collectors; acceptable on major collectors; Sharrow is acceptable on local roads; OR bicycle facilities are omitted and bicycles combine with vehicles where design speed is below 20 mph and/or traffic volumes are very low.		Sharrow acceptable (14’ outside lane); Bicycle facilities can be omitted on limited segments where design speed is below 20 mph and bicycles comfortably mix with vehicles and/or where alternative parallel routes are located within 600’.	Multi-use path preferred on arterial (12’+); Bike lane (6’) or sharrow (14’ outside lane) acceptable on collectors; Sharrow is acceptable on local roads; OR bicycle facilities are omitted and bicycles combine with vehicles where design speed is below 20 mph or traffic volumes are very low.	
Landscape / Amenity Area	Trees in tree lawn; landscape easement is acceptable alternative; Tree lawn width 4’ – 6’ for small trees (< 30’ tall); 6’ – 8’ for medium trees (30’ to 50’ tall); 8’+ for large trees (50’+ tall). Target: At least 35% tree canopy over ROW – 70% to 100% if associated trail system.	Trees in tree lawn; Tree lawn width 4’ – 6’ for small trees (< 30’ tall); 6’ – 8’ for medium trees (30’ to 50’ tall); 8’+ for large trees (50’+ tall). Target: 70% to 100% tree canopy over ROW.	Trees in tree wells; 24’ s.f. min. for tree wells; 36’+ s.f. recommended – 4’ to 6’ addition to sidewalk. Target: At least 50% tree canopy over ROW.	More dense, irregular and natural plantings of trees and shrubs; coordinated with sidewalks and/or bicycle facilities and drainage relating to the land forms. Target: 70% to 100% tree canopy over ROW.	
Street Furniture / Amenity Area	None; unless in or abutting high pedestrian areas such as the Downtown, Community Commercial or Regional Commercial areas of the plan; the gateways or character commercial areas of the Community Character element of the plan, or the Urban Corridor Overlay district.		Located in 4’ – 6’ + zone abutting curb and between tree-wells where on-street parking is provided; and/or located in first 6’ along building frontage provided at least 6’ clear zone for pedestrians provided.	None.	
Parking	Permitted with special engineering review.	7’ parallel permitted. (includes curb & gutter)	8’ parallel required; 18’ angled permitted on local or some collector applications. (includes curb & gutter)	None.	
Drainage	1’ – 1.5’ curb and gutter; or “green infrastructure” drainage (i.e. rain gardens and perforated curbs) with special engineering review.			10’+ natural swale; or “green infrastructure” drainage (i.e. rain gardens and perforated curbs) with special engineering review.	

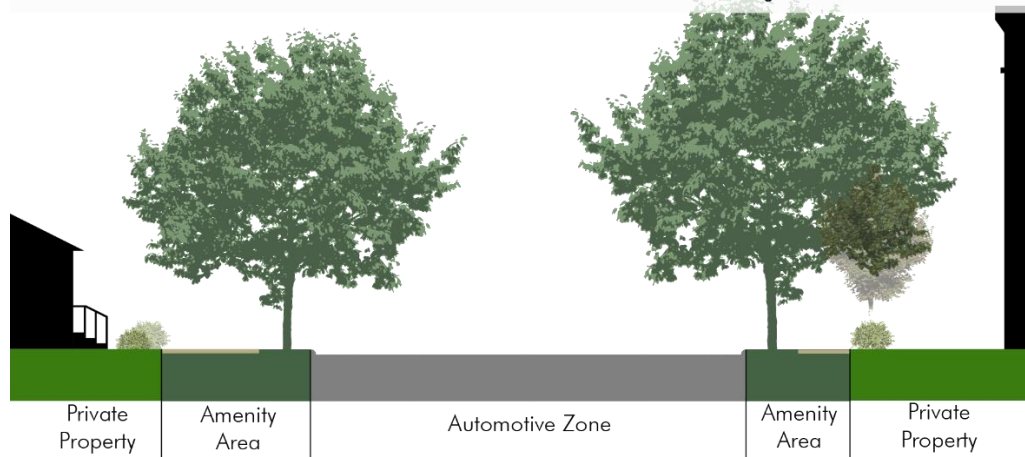
¹ ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004. The AASHTO "green book" is a guide intended to be used flexibly for different types of streets in different contexts. The Forward to the "green book" makes it clear that the dimensions are guides and not standards, and that ranges should not be used to imply that the larger end of a range is preferred. (AASHTO. Geometric Design of Highways and Streets, pg. xliii).

² ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004.

Street Design. Streets shall be designed to reinforce the character of the area and anticipated development patterns, uses and project designs. Each functional classification may use the following Street Types so that urban design features and streetscape design better support the development context and character of the area. Table B-1 provides standards and guidelines for rights-of-way widths, cross-section designs and application of Street Types which can be used to modify the typical cross sections in the Land Development Code and apply them to specific contexts. All cross sections shall require the review and approval of the City Engineer and Director.

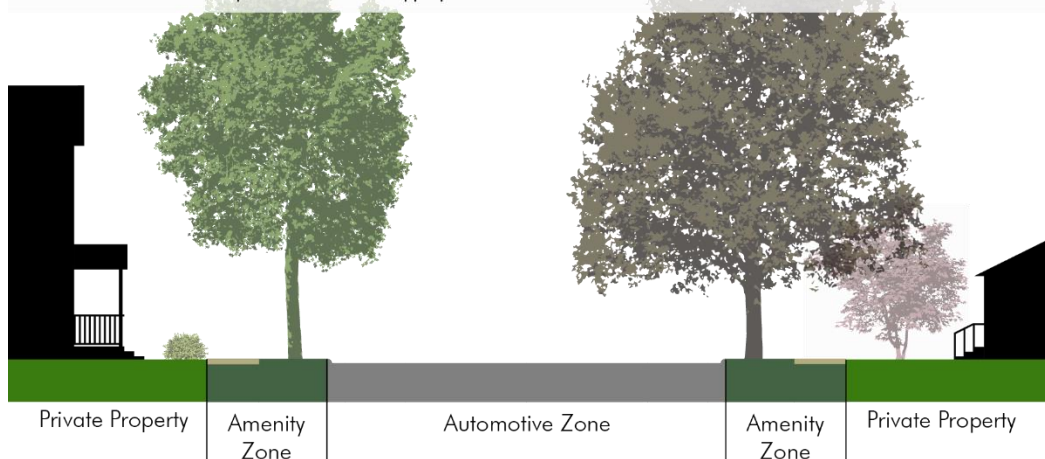
Standard Street

Amenity Zone	Wheeled Zone
Street Trees and Tree Lawn	Narrow Lanes Typical / Wider in Context
Sidewalk /Multi-Use Trail	On-street Parking - Parallel Typical
Natural Improvements Where Possible	Bicycles in Dedicated Lane or Off-Street
	Curb & Gutter for Drainage



Neighborhood Street

Amenity Zone	Wheeled Zone
Sidewalk or Multi-Use Trail	Narrow Lanes to Slow Speeds
Limited Pedestrian Amenities	On-Street Parking - Parallel
Street Trees and Tree Lawn	Bicycles in Traffic, Dedicated Lane or Off-Street
Natural Improvements Where Appropriate	



Activity Street**Amenity Zone**

Wide Sidewalks - Access to Adjacent Uses

Abundant Pedestrian Amenities

Tree Wells for Planting & Street Trees

Natural Improvements Where Appropriate

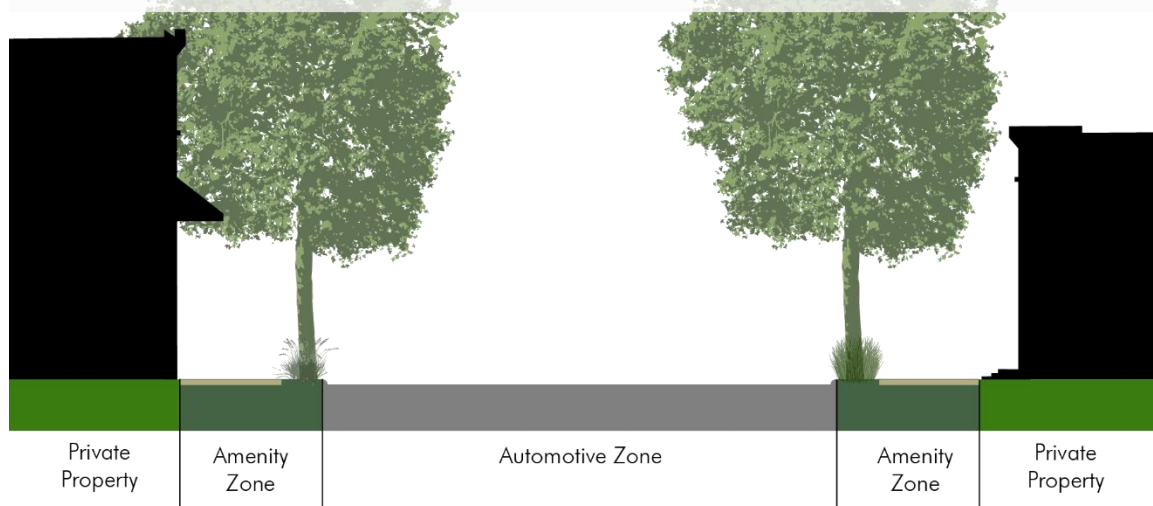
Wheeled Zone

Narrow Lanes to Slow Speeds

On-Street Parking - Parallel or Diagonal

Bicycles in Traffic

Curb and Gutter for Drainage

**Natural Street****Amenity Zone**

Natural Character trees and plantings

Sidewalk /Multi-Use Path

Bicycle Facilities Off-road

Natural or Green Infrastructure

Wheeled Zone

Narrow Lanes Typical / Wider in Context

Parking Off-street Typical

No curb & gutter / Natural Drainage

