

ARTICLE VII

WALKABLE SUBDIVISIONS

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7-101 GENERAL

7-101.1 Purpose

The purpose of the requirements of this Article is to promote urban forms of development. The greatest impact that the subdivision regulations have on creating urban development patterns is through the regulation of block size, the scale of the street relative to the anticipated uses, street connectivity, additional pedestrian connections, and requirements for open space such as neighborhood parks or urban plazas. Walkable Subdivisions facilitate creation of more urban, walkable communities through improved pedestrian connections. In addition, through greater street connectivity, Walkable Subdivisions can improve the function of the arterial road system by keeping local trips on local streets.

7-101.2. Intent

This Article is designed to be used for infill subdivisions that are built at urban densities and are intended to be part of a larger, integrated, connected community as well as for subdivisions that may contain single use or a mix of uses, built at urban densities. Developments of this type create a pattern that initiates or adds to a well-connected street system that promotes walkable, urban communities. Walkable Subdivisions contribute to the creation of complete mixed-use neighborhoods. Key features of mixed-use neighborhoods include:

- Street networks, scaled relative to the anticipated uses on a block, that disperse traffic and offer a variety of pedestrian and vehicular routes to destinations while connecting and integrating the neighborhood with surrounding communities.
- A center that ideally includes a mix of uses and building types as well as a central public gathering space.
- A variety of housing choices.
- A diverse mix of activities (residences, shops, schools, workplaces and parks, etc.) occurring in close proximity.

- A range of transportation options including cars, transit, bicycles and walking.
- Well designed open spaces, greens, and parks, accessible and convenient to all.

7-102. Standards for Walkable Subdivisions

7-102.1. Application of Requirements

In addition to the requirements for all subdivisions presented in Articles 1 through 5, the standards of this Article shall apply to Walkable Subdivisions.

7-102.2. Alternative Standards

Where a development is regulated by a Planned Unit Development or other district governed by urban design standards that set out special design intentions differing from the standards of this Article but meet the purpose and design of Walkable Subdivisions, the Planning Commission may approve the alternative standards.

7-103 LOT REQUIREMENTS

7-103.1 Frontage.

Each lot shall have frontage onto a street or onto a common open space. Lots that front onto a common open space shall have vehicular access from an abutting public or private alley, a shared driveway easement, or a frontage street.

- a. Vehicular access for dwelling units set back no more than one hundred-fifty (150) feet from a street.
 - i. The right-of-way of the alley shall be a minimum width of twenty (20) feet.
 - ii. Alleys shall be approved by the City.
 - iii. A turnaround shall be provided unless the alley extends from street to street.
- b. Vehicular access for all lots where the distance from the dwelling unit to the street may be greater than one hundred-fifty (150) feet:
 - i. The vehicular access shall serve as a fire lane as well as providing access to dwelling units.
 - ii. A public alley shall be approved by the City.
 - iii. A turnaround shall be provided unless the access lane extends from street to street.

7-103.2. Cottage Subdivision (See Section 8-102 for Definition)

- a. All cottage subdivisions shall have access to a street.
- b. There shall be a grouping of up to ten dwelling units fronting onto any one common open space in a cottage subdivision (see Figure 7-1).
- c. Vehicular access shall be from the side or rear of the lots and meet the requirements of Sections 7-103.1 (Frontage).
- d. Attached housing cottage subdivisions shall meet the requirements of Section 7-103.3 (Subdivisions for Attached Housing).
- e. Where a common open space abuts a public sidewalk, the open space shall include design features that distinguish the common open space from the pedestrian connection.
- f. Common open space shall be held in a tract, and owned in common by the owners of property served by the common open space or by a homeowners' association.

7-103.3 Subdivisions for Attached Housing

- a. Attached Housing Subdivisions may be developed in zones that permit multi-family residential uses.
- b. The purpose of the subdivision for attached housing is to provide opportunities for individual home and lot ownership in the multi-family zoning districts by allowing subdivision of land for attached housing development.
- c. The lot dimensions shall be as approved in the development plan.
- d. Attached housing fronting onto common open space shall meet the requirements of Section 7-103.2 (Cottage Subdivision).
- e. The lot width restrictions of subpart 5 of Section 4-110.2, (Lot Dimensions) shall not apply to attached single-family housing in Walkable subdivisions.

7-103.4 Residential Lots Fronting on an Arterial or Collector Streets

Creation of residential lots with double frontage shall be avoided wherever practicable. The preferred approach for subdividing residential property along an arterial or collector route is as follows:

- a. Dwelling units face the arterial or collector wherever practicable.
- b. Vehicular access via a shared frontage street, driveway easement, or rear alley to minimize curb cuts on arterial as shown in Figure 7-2.

FIGURE 7-1
COTTAGE SUBDIVISION

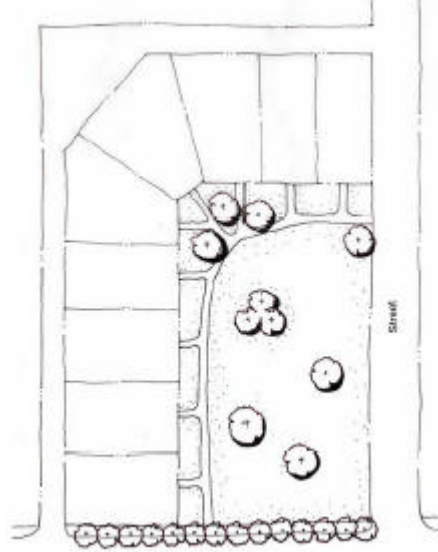
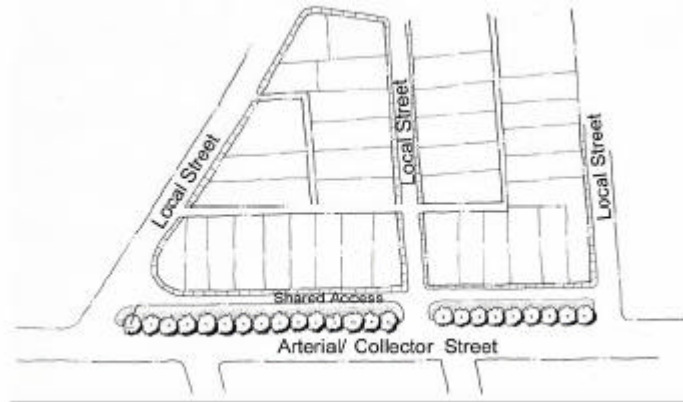


FIGURE 7-2
RESIDENTIAL LOTS FRONTING AN ARTERIAL OR COLLECTOR STREET



- c. Access to the shared frontage street, driveway easement, or rear alley from a local street.
- d. A commonly held separation area between the arterial or collector and the edge of the frontage street or shared driveway easement or, between the arterial or collector and the front of the lots if access is via a rear alley.
- e. The separation area includes design features that distinguish it from the public sidewalk.
- f. The commonly held separation area be held in a tract, and owned in common by the owners of the abutting properties or by a homeowners' association.
- g. The commonly held separation area may not be needed for large lot subdivisions providing an edge condition for a Walkable Subdivision.

7-103.5 Nonresidential and Mixed-Use Lots Fronting on Arterial or Collector Streets

The number of access points on arterial and collector streets from a nonresidential or mixed-use development shall be minimized, wherever possible, through the use of driveways common to more than one development, and interior circulation design and connecting parking lots.

7-104 REQUIREMENTS FOR ALLEYS

7-104.1 Requirements for Alleys

Alleys shall be strongly encouraged, where practicable, to reduce the need for curb cuts, increase amount of on street parking, and reduce conflicts between cars and pedestrians. The following standards shall apply to alleys in Walkable Subdivisions:

- a. Alleys, wherever practicable, shall connect with streets at their ends and dead-end alleys should be minimized.
- b. Alleys may contain turns and intersections with other alleys provided service vehicles can be accommodated.
- c. For attached housing fronting onto an arterial or collector, rear access shall be provided, wherever practicable.
- d. If the tract abuts an existing alley, vehicle access shall be from the alley, wherever practicable.
- e. Alleys shall serve as a utility corridor and, wherever practicable, utilities shall be located to the rear of buildings.
- f. Where an alley provides the only vehicle access to a building that is more than one hundred-fifty (150) feet from a street, the alley shall serve as a fire lane.

7-105 BLOCKS

7-105.1 Block Widths

Blocks widths in Walkable Subdivisions shall meet the requirements of Section 4-109.1, (Block Widths).

7-105.2 Block Lengths

Block Lengths in Walkable Subdivisions shall meet the following requirements:

- a. Block lengths shall not exceed six hundred (600) feet except when existing conditions or natural constraints preclude such spacing.
- b. Block lengths shall not be less than two hundred (200) feet or four (4) lot widths, whichever is greater, except as the Planning Commission deems necessary to secure efficient use of land or desired features of the street pattern.
- c. Wherever practicable, pedestrian connections shall be provided every three hundred (300) feet.

7-105.3 Block Perimeters

Block perimeter shall not exceed two thousand (2,000) feet.

7-105.4 Easements Through Long Blocks

The Planning Commission shall require dedication of an easement through long blocks to accommodate pedestrian connections and may require dedication of an easement through long blocks to accommodate utilities or drainage facilities.

7-106 MINIMUM SIDEWALKS WIDTHS

The width of the sidewalk in nonresidential and mixed-use subdivisions that are primarily nonresidential shall be a minimum of twelve (12) feet. This requirement may be waived for infill development on streets predominantly developed with sidewalks less than twelve (12) feet.

7-107 REQUIREMENTS FOR STREETS AND PEDESTRIAN ACCESS

7-107.1 Street Pattern

Streets shall be designed in an interconnecting pattern of streets, sidewalks, and alleys.

7-107.2 Street Design Standards

In determining the most safe and appropriate cross-section, the City shall work to ensure that the purpose of the Walkable Subdivision is met.

7-107.3 Through Streets and Pedestrian Access

The following street and pedestrian access standards shall be required in Walkable Subdivisions, wherever practicable:

- a. Through streets shall generally be provided no more than six hundred (600) feet apart and pedestrian access shall generally be provided no more than three hundred (300) feet apart. Through street and pedestrian access shall generally be at least two hundred (200) feet apart.
- b. Where the street pattern in the area immediately surrounding the tract meets the spacing of Section 7-107.4, a, the existing street pattern shall be extended into the tract.
- c. New streets shall align with existing streets on adjoining properties unless topography, requirements of traffic circulation, or other considerations make direct connectivity unfeasible. The applicant shall demonstrate that no practicable alternatives exist to providing the street connections.
- d. Where streets cannot connect, a pedestrian access shall be provided, where practicable.
- e. To ensure connectivity but to discourage through traffic, T-intersections and other devices that dissuade through traffic shall be used where appropriate.

7-107.4 Extension of Existing Temporary Dead-End Streets and Pedestrian Access

Existing temporary dead-end streets and pedestrian accessways adjacent to the tract shall be extended into the tract, wherever practicable.

7-107.5 Future Extension of Proposed Temporary Dead-end Streets and Pedestrian Access

Where the Walkable Subdivision tract is adjacent to tracts that may be subdivided in the future, temporary dead-end streets, and pedestrian accessways shall be extended to the boundary lines of the tract to provide future access to the adjacent tracts. Signage as described in Section 4-106.7, 1, a, shall be provided.

7-107.6 Pedestrian Access Easements

The following approval criteria and standards apply to pedestrian accessways:

- a. The width of the pedestrian access easements shall be sufficient to accommodate expected users and provide a safe environment
- b. Pedestrian accessways shall take the most direct route practicable.
- c. Wherever possible, pedestrian accesses shall be designed so that the pedestrian can see the ending of the access from the entrance point.
- d. Pedestrian accessways that connect or are intended to eventually connect two through streets, shall be designated as public access easements on the final subdivision plat.
- e. Pedestrian accessways that connect or are intended to eventually connect to a public school, park, or library, shall be designated as public access easements on the final subdivision plat.

7-107.7 New Pedestrian Access Easements

In any zoning district, a new pedestrian access easement to a school, a shopping center, a neighborhood park or other likely pedestrian destination shall be provided as a component of the subdivision, if the addition of the accessway would reduce walking or bicycling distance by at least fifty (50) percent over other available pedestrian connections, and the reduced walking or bicycling distance is greater than four hundred (400) feet.

7-107.8 Loop Streets

Loop streets shall be given preference over cul-de-sacs. Standards for loop streets include:

- a. Connections to other streets at both termini shall be required.
- b. To facilitate connections to adjacent future development sites, when one terminus of the loop street does not connect to an existing street, the end shall be stubbed.
- c. Loop streets ending in temporary dead-end streets shall require signage as described in Section 4-106.7, 1, a

7-107.9 Cul-de-sacs

Cul-de-sacs are generally prohibited and shall be permitted only where all other street design alternatives, such as loop streets or closes shown in Figure 7-3, are not feasible and one of the following two conditions exists:

- a. Where natural features such as wetlands or steep slopes exist.
- b. Where connection to an existing or planned street is blocked by an existing permanent structure, an existing or planned freeway, or a protected open space area.

7-107.10. Requirements for Cul-de-sacs

Cul-de-sacs shall meet the following requirements:

- a. The length of the cul-de-sac shall not exceed two hundred-fifty (250) feet.
- b. Cul-de-sacs shall include pedestrian connections to abutting streets wherever practicable as shown in Figure 7-4.

7-107.11. Sidewalks Not Required

Sidewalks shall not be required on the planted side of an eyebrow, close, or cul-de-sac terminus as shown in Figure 7-5.

- c. All development in nonresidential and mixed-use zoning districts shall provide a system of pedestrian facilities that encourages safe and convenient pedestrian movement within the site and onto adjacent sites.

7-108 VARIANCES FROM ACCESS STANDARDS

In addition to the requirements of SECTION 1-112, (Variances), in order for a variance to be granted for Sections 7-107 and 7-108, the applicant shall demonstrate why these standards cannot be met.

7-109 UNIFIED PLAT OF SUBDIVISION

Applicants seeking design flexibility may use a unified plat of subdivision. The plat shall show all properties to be considered as one unified piece of property. All properties to be included in the unified plat of subdivision shall be within the boundary of the unified plat of subdivision as defined in the Zoning Ordinance. A unified plat of subdivision shall be submitted for review and approval, and may be recorded separately from a final plat, or combined with a final plat. The "Purpose" note on the plat shall clearly state the plat is to be considered a unified plat of subdivision, and the words "Unified Plat of Subdivision" shall be clearly shown above the subdivision name.

7-110 OPEN SPACE

Open spaces appropriate for a Walkable subdivisions include plazas, squares, greens, small parks for passive or active recreational uses and linear open space that incorporates natural elements such as a creek or a significant stand of trees. The planted area of an eyebrow, close or cul-de-sac turnaround may be counted towards the open space requirement.

FIGURE 7-3

ALTERNATIVES TO CUL-DE-SACS

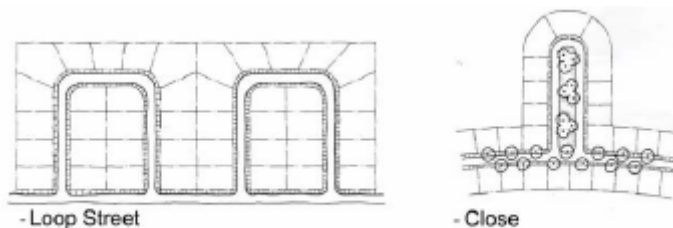


FIGURE 7-4
PEDESTRIAN ACCESS

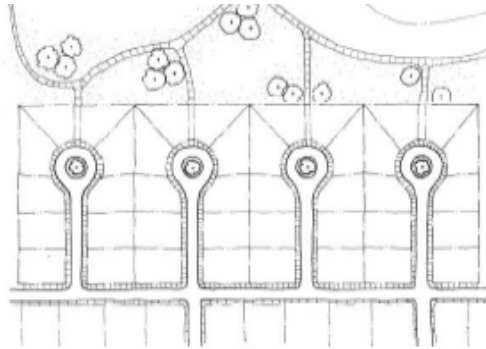


FIGURE 7-5
SIDEWALKS NOT REQUIRED

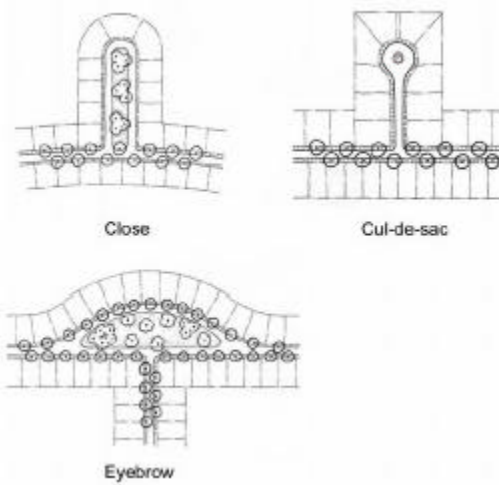


FIGURE 7-6

INTERNAL VEHICLE CIRCULATION

