

# AGENDA ITEM #6

## PLANNING COMMISSION COMMUNICATION FORM

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**FROM:** Philo Shelton, Public Works Director (Ext. 204)  
Janet Hruby, City Engineer (Ext. 245)

**THROUGH:** Wendy DuBoard, Interim City Manager (Ext. 219)

**DATE:** January 25, 2011

**RE:** Complete Streets Ordinance Discussion

**NEXT STEP:** Presentation of Ordinance to PC for Approval ( 2/11 meeting)

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X  DIRECTION  
 INFORMATION  
 ORDINANCE  
 MOTION  
 RESOLUTION

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**I. REQUEST OR ISSUE:** At the September 7th meeting in response to a request by the Steamboat Springs Bike Town USA Initiative, City Council directed staff to prepare a complete streets ordinance for consideration. Staff presented the draft ordinance to City Council on December 7, 2010. City Council indicated support for the Complete Streets Ordinance with some comments and directed staff to proceed with a presentation to Planning Commission.

**RECOMMENDED ACTION:** Make recommendations to finalize a Complete Streets ordinance for approval by Planning Commission and presentation to City Council for adoption (1<sup>st</sup> and 2<sup>nd</sup> Readings).

**III. FISCAL IMPACTS:**

**Proposed Expenditure:**  
**Funding Source:**

There is no new cost to enact an ordinance or policy. For the majority of new private developments and some public projects there would be no additional cost as these same elements are required by existing engineering standards, planning standards, or federal/state standards to construct complete streets. For some private and public projects there will be an additional cost as they are not all currently required to construct pedestrian, bicycle, and transit improvements with a project.

A cost evaluation of recent projects is underway and will be presented at the discussion.

**IV. BACKGROUND INFORMATION:**

See Attachment 1 – What is a Complete Street Summary for a general discussion of complete streets, existing policies and guidelines, and a summary of what other agencies are doing related to Complete Streets.

**V. LEGAL ISSUES:**

No new legal issues were identified with the ordinance.

**VI. CONFLICTS OR ENVIRONMENTAL ISSUES:**

No conflicts or environmental issues were identified with the ordinance.

**VII. SUMMARY AND ALTERNATIVES:**

Staff presented options to City Council to keep existing codes and plans, develop a policy, or adopt a Complete Streets Ordinance. Direction was given to pursue the Ordinance to change the City Code to include Complete Streets requirements. Other options would not provide clear direction like an ordinance will. Based on City council and subsequent comments the Ordinance language has been changed from that presented to Council. Other sections of the City Code have also been modified so that all sidewalk, bike, road, and transit requirements for development are in one section of the code (Section 26) and the maintenance requirements are listed in Section 20. City staff is supportive of these changes and is reviewing the details concurrently with this Planning Commission Worksession.

After a brief introduction on complete streets, this agenda item will be a working discussion with the Planning Commission to get comments on the proposed draft ordinance and identify any additional items needed to finalize the Complete Streets Ordinance.

Staff is currently preparing a map of existing multi-modal facilities and a map of proposed multi-modal facilities based on currently approved routes and master plans. The map will be presented at the worksession.

**City Council Member Comments from Council Worksession**

City Council comments have been incorporated and include:

1. Can the ordinance clarify that it won't apply to one single family lot?  
Yes – that exemption was added (26-155 (c) Complete streets principles will be applied in new public infrastructure construction and reconstruction projects except in the following circumstances where: 9) A single family home is constructed on a lot within an approved subdivision
2. Can the ordinance and existing code be simplified by removing engineering standards from the code and refer to the separate document.  
Yes – some key criteria remain, but generally the specific details were removed and the Engineering Standards and Specifications are referenced.
3. Can a Priority List of Retrofit Streets be created?  
Yes – This would occur by creating a master plan and/ or referring to existing redevelopment plans such as the Base Area Standards and the Downtown Streetscape Standards. Please provide a recommendation:
  - a. Option 1 – for retrofit refer only to Base Area Standards and Downtown Streetscape Standards
  - a. Option 2 – Option 1 plus identify key redevelopment improvements on a Multi-Modal Master Plan based on existing master plan documents
4. Clarify the cost impact.  
This evaluation is in progress and will be presented at the PC Worksession.
5. Do not include off-site connection requirements.  
This was a discussion in the first draft and has been removed. The current language requires construction within or adjacent to a development.

**Items for Discussion**

1. Review List of Exclusions
2. Review General Language
3. Priority List of Retrofit Streets and Multi-Mode master plan
4. Removal of Engineering Standard details and inclusion of general criteria only
5. Other Concerns/ Questions

**Attachment 1 – What is a Complete Street?**

**Attachment 2 – Proposed Draft Complete Streets Ordinance**

**Attachment 3 – Proposed Code Changes**

**Attachment 4 – List of Engineering Standard Changes**

## ATTACHMENT 1 – What is a Complete Street ?

**What is a complete street?** A complete street is a street designed and operated to enable safe and efficient travel for motorists, transit users, pedestrians, and bicyclists of all ages and abilities. Ideally a complete street also integrates infrastructure, drainage, lighting, landscaping, and street features in a context sensitive design. Complete streets do not mean all modes are accommodated on all roads, but simply that all modes are considered in the design of every project so that city wide, a transportation network is created that promotes physical activity, accessibility, environmental quality, safety, and mobility.

### **Why is a complete street important?**

#### **Complete streets...**

- **...improve safety** - An FHWA safety review found streets designed with sidewalks, medians, better bus stop placement, and traffic calming improved safety.
- **...make economic sense** - They provide accessible and efficient connections between residences and activity centers within a community. They can save money long-term by including all modes up front in a project versus more costly retro-fits.
- **...can help ease congestion** - They provide a safe, efficient alternative to driving, thus delaying the need for expensive widening projects.
- **...improve health.** Statewide and locally (through LiveWell Northwest Colorado) there is a focus on encouraging walking and biking focusing to reduce obesity and lower health care costs.
- **...improve the environment and help us stay in compliance with air quality standards.**
- **...address climate change and sustainability by offering alternatives to automobile travel.**
- **...foster stronger communities by allowing a place for all people regardless of age, ability, or mode of transportation feel safe and welcome in public rights of way.**

**What does a complete street look like?** There is no standard “look” for a complete street. Each street is designed with consideration for all transportation modes based on traffic volumes, street classification, network needs, and multi-modal demands. As an example related to pedestrians; some streets may have wide shoulders and others may have detached walks wide enough for both bikes and pedestrians.

### **Why would an ordinance help?**

An ordinance would make it clear to all those constructing improvements and redeveloping that in the City of Steamboat Springs infrastructure needs to serve not just the vehicle but all modes. The ordinance would also require city projects to construct complete streets. The ordinance would create a specific code requirement for complete street evaluation. Most of the current provisions are not clearly in the code or are just policies/guidelines that are not mandatory during the design process.

Implementing a complete streets ordinance is recommended by the League of American Bicyclists as part of maintaining and improving the City's Bicycle Friendly status. The City is currently at a Silver award level, and the Chamber Transportation Solutions Bike/Ped group, Routt County Riders, and the Bike Town USA Initiative all have identified a goal of improving to a Platinum level award. Implementing the ordinance would benefit the infrastructure users, increase our recognition level, and provide additional marketing to increase tourism.

**Should all streets be complete streets?** No, not all streets need to be complete streets. There are cases where not all modes need to be accommodated within a given street. A successful ordinance will allow exceptions and flexibility to fit individual circumstances. All streets do need to be evaluated during the design process to determine what complete street features are appropriate. Retrofits to add multi-mode elements or connect sidewalk segments later are more costly. All streets should have a complete streets evaluation.

### **What are other government entities doing?**

- Federal:
  - The US DOT adopted a policy to incorporate safe and convenient walking and bicycling facilities into transportation projects on March 11, 2010. This policy encourages states and local governments to adopt similar policies.
  - A Complete Streets Act requiring multi-mode accommodation by law is currently in committee review in the House and Senate (HR 1443 and SB 584).
- State: 13 states have complete streets ordinances including Colorado.
  - Colorado adopted CDOT's complete streets policy as law in July 2010. (Colorado Revised Statute 43-1-120 2010).
  - Recent improvements to SH 131 and SH 13 reflect this policy by including wider shoulders that accommodate all users.
- Other Jurisdictions: Over 152 jurisdictions nationwide have complete streets ordinances or policies (per the [completestreets.org](http://completestreets.org) website) including the following Colorado entities: Golden, Basalt, La Plata County, Fort Collins, and Boulder.

### **What is Steamboat doing now?**

- City of Steamboat Springs – While there is no specific complete streets ordinance, a number of visions, policies, and goals as well as the engineering standards reference providing complete streets elements. Many of these items overlap and some are conflicting. Without a clear complete streets requirement in the code, items are not implemented, are negotiated during the development review process or are not included in capital project scoping. Additionally there is no requirement to extend multi-mode facilities beyond a project site to connect to existing infrastructure.
  - Steamboat Springs Area Community Plan (5/2004): This City master plan includes the vision:” The Steamboat Springs community will solve traffic congestion problems by implementing an efficient and environmentally acceptable multi-modal transportation system.” The master plan includes a number of policies to achieve the vision some of which are related to complete streets and other modes.
  - Vision 2020(1994) and Vision 2030 (2009): This area-wide plan includes a vision for a complete multi-modal transportation system throughout the valley.
  - Engineering Standards: Section 4.1 says “Designs for new streets and upgrades to existing streets in Steamboat Springs shall incorporate complete street concepts. Street designs address safe and efficient movement of vehicles, pedestrians, bicycles, and transit while also incorporating landscaping, utilities, and storm drainage.”
  - Open Space and Trails Master Plan: references other master plans and lists goals and strategies that support multi-mode infrastructure.
  - Sidewalk Master Plan: includes policies that require sidewalk construction
  - Community Development Code – references sidewalks and trails in some sections
    - Section 26-140 requires construction of sidewalks and trails with Final Development Plan or variance applications, but does not specifically require complete streets or transit improvements.
    - Section 26-183 requires construction of sidewalks for subdivisions
    - Section 26-187 requires construction of complete streets and extensions of sidewalk and trails for Traditional Neighborhood developments.

## **What are some examples in town?**

### ***Missed Opportunities***

- Amethyst – this is on a school route and there are no shoulders, if complete streets were evaluated at the time of road construction either a sidewalk on one side or a widened shoulder could have been included. The improvement is unlikely now since existing driveways and structures severely limit the opportunity to widen the road platform without adverse impacts to driveway access.
- Yampa Street – the initial plan did not include a sidewalk or bike lane. We have a future plan for both, but due to existing encroachments and grades some redevelopment may be required before the full scale project can be implemented.
- West End Village – pedestrians were considered in the development and a sidewalk was included on one side of the road. However, this project was not required to build an appropriate width sidewalk or connect to existing infrastructure and ped access to the nearest bus stop is limited to the road with narrow shoulders.

### ***Complete Streets***

- Wildhorse Meadows – pedestrian and bicycle travel between the site and adjacent multi-mode corridors was evaluated and sidewalks and trails are included in the overall site plan. The network construction is to be phased, with portions already constructed.
- Barn Village – pedestrians, cyclists, and transit was considered and sidewalk and trail connections were provided with the infrastructure.
- Bear Claw I/II – sidewalks were considered during the redevelopment and it was determined that a fee in lieu was appropriate to build sidewalks in another location where they would be interconnected in the foreseeable future (versus an isolated segment at BC I). The development built a wider shoulder platform in lieu of the on-site sidewalk.

# ATTACHMENT 2 – DRAFT ORDINANCE

CITY OF STEAMBOAT SPRINGS, COLORADO

ORDINANCE NO. \_\_\_\_\_

## **AN ORDINANCE REVISING MUNICIPAL CODE SECTION 26-155, 26-256, Section 20, 26-140, 26-138, and 26-183 REQUIRING COMPLETE STREETS, AND PROVIDING AN EFFECTIVE DATE, AND REPEALING ALL CONFLICTING ORDINANCES.**

WHEREAS, the City of Steamboat Springs recognizes the need to accommodate all modes of travel on City streets including pedestrians, cyclists, transit riders, and motorists;

WHEREAS, the United States Department of Transportation (DOT) issued a Policy Statement on March 11, 2010 identifying the DOT policy to incorporate safe and convenient walking and bicycling facilities into transportation projects and encouraging state and local governments to adopt similar policy statements indicating their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system;

WHEREAS, the State of Colorado adopted CRS 43-1-120 in July 2010 requiring that transportation infrastructure accommodates bicycle and pedestrian use of highways in a manner that is safe and reliable for all highway users and that the needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities as a matter of routine;

WHEREAS, the City of Steamboat Springs Area Community Plan encourages construction of multi-mode infrastructure to help alleviate future traffic congestion;

WHEREAS, the City of Steamboat Springs seeks to meet the transportation needs of its citizens by providing road networks that are safer, healthier, more livable, and welcoming;

WHEREAS, the City of Steamboat Springs recognizes that addressing all users during the design process is more cost effective in the long term and creates an integrated, well connected transportation network;

WHEREAS, the City of Steamboat Springs wishes to promote and facilitate the increased use of non-motorized modes of transportation to help maximize the capacity of our network;

WHEREAS, the City of Steamboat Springs has obtained a silver Bicycle Friendly designation from the League of American Bicyclists and seeks to increase the award level;

WHEREAS, walking, bicycling, and transit are affordable forms of transportation that are less reliant on fossil fuels; and

WHEREAS, having a multi-mode policy may be required or beneficial to receive state or federal funding for City projects.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STEAMBOAT SPRINGS, COLORADO:**

Section 1. Subsections 26-155, 26-256, Section 20, 26-140, 26-138, and 26-183 of the City of Steamboat Springs Revised Municipal Code are hereby revised to read as follows:

SEE ATTACHMENT 3 for DRAFT PROPOSED CHANGES; they will be incorporated into this section once finalized.

Section 2. The City Council hereby finds, determines and declares that this ordinance is necessary for the immediate preservation of the public peace, health, and safety.

Section 3. That pursuant to Section 7-11 of the Charter of the City of Steamboat Springs, Colorado, the second publication of this ordinance may be by reference, utilizing the ordinance title.

Section 4. This ordinance shall take effect on XXXXXXXX, 2011.

Section 5. All ordinances heretofore passed and adopted by the City Council of the City of Steamboat Springs, Colorado, are hereby repealed to the extent that said ordinances, or parts thereof, are in conflict herewith.

**INTRODUCED, READ AND ORDERED** published, as provided by law, by the City Council of the City of Steamboat Springs, at its regular meeting held on the \_\_\_\_ day of \_\_\_\_\_, 2011.

**ATTEST:**

\_\_\_\_\_  
**Cari Hermacinski, President  
Steamboat Springs City Council**

\_\_\_\_\_  
**Julie Franklin, CMC  
City Clerk**

**FINALLY READ, PASSED AND APPROVED** this \_\_\_\_ day of \_\_\_\_\_, 2011.

**ATTEST:**

\_\_\_\_\_  
**Cari Hermacinski, President  
Steamboat Springs City Council**

\_\_\_\_\_  
**Julie Franklin, CMC  
City Clerk**

### Attachment 3 - Revisions to City Code

#### New Code Section for Complete Streets

##### Section 26-155. Complete Streets

- a) *Purpose.* The purpose of this section is to routinely accommodate all modes of travel including pedestrians, cyclists, transit, and vehicles to the highest degree feasible in the design and construction of the public right-of-way and development projects. These standards are developed to improve the ability of local residents and visitors to move about the community safely and efficiently, and without dependence upon the automobile.
- b) *Applicability.* This section shall be applicable to all development within the corporate limits of the city.
- c) *Exemptions.* Exemptions for not accommodating multi-modes will be documented describing the basis for the exemption, and approved by City Council. Approval of the exemption may occur coincidentally with a development approval. Complete streets principles will be applied in new public infrastructure construction and reconstruction projects except in the following circumstances where:
  - 1.) A user by law is prohibited from using the facility
  - 2.) The width of the existing right-of-way does not allow for the accommodation of all users and the project does not own the land where an easement would be required and has not been able to obtain the easement from another property owner. In this case alternatives shall be explored such as use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate all users.
  - 3.) The cost of including accommodations for all modes would be disproportionate to the need, particularly if alternative facilities are available within a reasonable distance.
  - 4.) There is no current or future need for a mode projected.
  - 5.) Application of complete streets principles is unnecessary or inappropriate because it would be contrary to public safety.
  - 6.) The project is for routine maintenance and not new improvements.
  - 7.) Existing grades do not feasibly permit accommodation of ADA requirements; consistent with the exemption allowed by the ADA rules.
  - 8.) Improvements to accommodate all modes may be phased if they are all included in the design and a development agreement with collateral as required is approved by City Council to allow construction in different years.
  - 9.) A single family home is constructed on a lot within an approved subdivision.
  - 10.) A final plat that meets the requirements of a lot line adjustment or lot line elimination unless there is an existing infrastructure requirement, subdivision improvements agreement, or development agreement for the property.
- d) *Standards and Specifications;* Design and construction requirements for complete street elements shall be identified by the Public Works Director and published in the Engineering Standards and Specifications. All public and private infrastructure shall be constructed in accordance with these standards and specifications established by the Director of Public Works.
- e) *General Standards for all zone districts and public rights-of-way*
  - 1.) Complete Streets elements shall be required to be installed concurrent with the construction of any development that requires approval of a final development plan,

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- plat, or variance unless such a requirement would be inconsistent with state or federal law.
- 2.) Public right-of-way and private streets shall accommodate multiple-modes (pedestrians, cyclists, transit, and vehicles) by integrating design components appropriate for the context, function, and volume of transportation facility users.
  - 3.) The design and construction of new projects or redevelopment projects shall consider existing and likely future (20-year) demand for multi-mode facilities.
  - 4.) The design shall consider multi-modes not only along corridors, but also crossing corridors and at intersections in a manner that is safe, accessible, and convenient.
  - 5.) Roads, sidewalks, trails, bike facilities, and transit Facilities shall be provided in accordance with the Multi-Modal Master Plan, City road standards, the Comprehensive Plan, and other applicable Master plans as identified by the Director.
  - 6.) Each development shall provide multi-modal connections to adjacent properties forming an interconnected pedestrian circulation system.
  - 7.) Sidewalks, trails, bike facilities, and transit facilities must maintain the minimum width identified in the engineering standards that is free and clear of all obstructions to user circulation including trash receptacles, benches, planters, or other appurtenances. If any structures or storage of any kind are proposed to be within the multi-modal facility area, the facility must be built to a wider or thicker standard as approved by the Director of Public Works to accommodate those items
- f) *Sidewalk Standards for all zone districts and public rights of way*
- 1.) Sidewalks are to be constructed on both sides of any roadway that has business frontage on both sides and on at least one side of all other roadways.
  - 2.) Sidewalk widths shall be as established in the City's Engineering Standards and shall generally include the following minimums:
    - (a) Sixteen (16) feet on Lincoln Avenue (from 3rd to 13th Streets)
    - (b) Eight (8) feet on collector and arterial streets
      1. Oak Street is an exception identified as six(6) feet
    - (c) Six (6) feet on all other streets
    - (d) Four (4) feet on internal private access ways outside of the public ROW
- g) *Additional Sidewalk Standards for Commercial, multi-family and Gondola zone district developments.*
- 1.) Sidewalks shall be provided to connect each individual building to any adjacent perimeter sidewalk.
  - 2.) Such circulation system shall provide access to transit facilities, public gathering locations, and major amenities whenever possible.
  - 3.) Sidewalks shall be provided between each individual establishment, any adjacent perimeter sidewalk, and any pedestrian pathway.
  - 4.) Sidewalks shall be provided between the development and any adjacent transit facility.
  - 5.) Any parking lot with fifty (50) or more spaces shall provide a sidewalk between the parking lot and the front of the building that the parking lot serves.
- h) *Zone district specific streetscape standards.*
- 1.) All development and redevelopment in any zone district within the area covered by the Downtown Streetscape Master Plan shall provide a streetscape in accordance with that plan for sites adjacent to Lincoln Avenue, Yampa Street, Oak Street, and 3<sup>rd</sup> through 13<sup>th</sup> Street between Oak Street and Yampa Street.

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- 2.) All development and redevelopment in the G-2 Gondola two zone district shall provide pedestrian enhancements. These enhancements may include, but are not limited to, street furnishings such as benches or sitting areas, public art, or landscape elements. The location and materials used in pedestrian facilities shall reflect or respond to those used for the construction of pedestrian corridors and connections on adjacent sites.
  - 3.) Add reference to Base Area standards
- i) *Bicycle Facility standards for all zone districts and public rights of way:* Bike lanes and other bike facilities shall be constructed as identified in the Multi-Modal Master Plan or the City street standards.
  - j) *Bicycle rack standards for all zone districts and public rights of way*
    - 1.) General bike rack requirements shall be identified by the Director of Public Works in cooperation with the Director and included in the Engineering Standards and Specifications.
    - 2.) For all commercial, multi-family and mixed-use developments located in the CO, CY and CN zone districts:
      - (a) Bike racks will be provided within reasonable proximity and within sight to building entrances at a ratio of one rack for every five (5) required vehicle parking spaces.
      - (b) Bike rack design and location will be as determined in the Steamboat Springs Downtown Streetscape Improvements Plan and by the director until such time as its adoption.
    - 3.) For all commercial, multi-family and mixed-use developments located in all zone districts other than CO, CY and CN.
      - (a) Bike racks will be provided within reasonable proximity and within sight to building entrances at a ratio of one rack for every ten (10) required vehicle parking spaces.
  - k) *Transit Facility standards for all zone districts and public rights of way:* Bus stops, bus shelters, bus pull outs, or other transit facilities shall be constructed in conformance with the Multi-Modal Master Plan.

Reference: Refer to Section 20 for Streets and Sidewalk Maintenance and Repair

Section 26-156 *Cash-in-lieu*. An applicant may make a cash payment in lieu of constructing a multi-modal facility where City Council determines that construction of the multi-modal facility in conjunction with the development would be impractical, or inconsistent with the intent of the CDC. The option for cash-in-lieu will be considered a variance to a development standard and must meet subsection 26-65(d) (8) a, b, c and e, excepting d, superior development. The required amount of cash-in-lieu payment will be the cost of the required facility with an additional ten (10) percent administrative fee. The cost of the required improvements shall be determined by cost estimates provided by the developer in the form of an engineer's estimate or construction bids. All cost estimates are subject to review and approval by the Director and Director of Public Works. Upon rejection of any estimate, the director or public works may obtain an estimate from a licensed engineer in the state, which shall be binding upon the developer for purposes of

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determining the cost of the required improvements. All monies collected shall be used by the city only for the installation of public multi-modal facilities.

Revisions to Existing Code Sections

Section 20 ARTICLE I. - IN GENERAL

Sec. 20-1. - Establishment of ~~Standards and Specifications.~~

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Sec. 20-2. - Encroachments.

Sec. 20-3. - Vacation of roads and easements.

Sec. 20-4. - Maintenance of roads in subdivisions.

Sec. 20-5. - Removal of snow and ice from sidewalks, parking areas, and curbs.

Sec. 20-6. - Renaming streets or public places.

Sec. 20-7. - Costs of renaming and readdressing city streets.

Sec. 20-8. - Private drives.

Sec. 20-9. - Mud, dirt and ice in the streets and/or alleys.

Secs. 20-10—20-30. - Reserved.

Sec. 20-1. - Establishment of ~~Standards and Specifications.~~

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- a) Preparation of Standards and Specifications: Standards and specifications ~~outlining~~ requirements for the design, construction, repair, ~~and~~ inspection and testing of roads, sidewalks, ~~trails, transit facilities, bike facilities, stormwater systems,~~ and related public improvements shall be as established by the ~~Director of Public Works and periodically updated.~~
- b) Applicability. All public and private infrastructure shall be constructed in accordance with the standards and specifications established by the Director of Public Works

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Sec. 20-2. - Encroachments.

Contractors, developers, owners or governmental agencies must obtain a road cut permit in accordance with the public works department for any work performed within the city road right-of-way. Upon completion, structures and land shall be returned to the same or better condition than existed before the encroachment was permitted. In situations where there are subsurface utilities in the area of encroachment, the party doing the work shall be responsible for locating all such utilities and coordinating such work with the city utilities coordinator and taking steps to ensure these utilities will not be damaged. In areas where the public works department deems it necessary, the agency encroaching upon the right-of-way shall post bond for possible damage.

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(Code 1975, § 12.44.010)

Sec. 20-3. - Vacation of roads and easements.

On occasion, vacation of city roads public rights-of-way, utility, drainage, emergency service vehicle access, snow removal, snow storage easements or other various easements may become warranted due to peculiar circumstances or changes in the overall development patterns. The city council may vacate any city road or any portion thereof. Vacation of public rights-of-way and/or easements may be effectuated by the adoption of an ordinance vacating the public right-of-way or easement as specified by section 2-36, or by the approval of and recording of an amended plat containing a statement vacating the public right-of-way or easement. No road public right-of-way or part thereof shall be vacated that will leave a parcel of land without access to a public right-of-way.

(Code 1975, § 12.44.030; Ord. No. 1358, § 1, 10-19-93; Ord. No. 1370, § 1, 1-18-94)

Cross reference— Planning and development, ch. 17.

State law reference— Vacating of streets, C.R.S. § 43-2-301 et seq.

Sec. 20-4. - Maintenance of roads in subdivisions.

Acceptance of platted subdivisions by the city does not constitute acceptance of the roads and rights-of-way for maintenance. Until each road is specifically accepted by the Public Works Director for maintenance, the maintenance and any additional construction and work are the sole responsibility of the owners of the land embraced within the subdivision.

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(Code 1975, § 12.40.010)

Cross reference— Subdivisions, ch. 21.

Sec. 20-5. - Removal of snow and ice from sidewalks, parking areas, and curbs.

(a)*Generally.* The owner, occupant or agent of the owner of any building, property or vacant lot is required to maintain the sidewalks, the parking area and the curbs (the area from the property line to the gutter) adjoining the building, property or vacant lot in a clean condition and to remove snow and ice from adjoining sidewalks immediately after every snowfall. The snow removal shall occur on at least a daily basis during the time period from November 20 through April 15 of each year.

(b)*Nuisance declared.* Any violation of this section is a public nuisance which may be summarily abated pursuant to Sections 15-4 and 15-5 of the Steamboat Springs Municipal Code.

(c)*Civil liability imposed.* Any person who controls, owns or occupies property that abuts or adjoins any sidewalk, parking area and curbs (the area from the property line to the gutter) open to the public owes a duty to all persons using such sidewalk, parking area and curbs to comply with the provisions of section 20-5. Any person injured by the breach of such duty shall have a cause of action for damages against the person who failed to comply with such duty, it being the express intent of this paragraph (c) to impose civil liability on private property owners for injuries

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incurred on public sidewalks, parking areas and curbs within the city as a result of a failure by any such private property owner to comply with section 20-5.

(Code 1975, § 12.09.010(A); Ord. No. 1393, § 1, 6-21-94; Ord. No. 2100, § 1, 3-6-07)

Sec. 20-6. - Renaming streets or public places.

(a)With good cause shown therefor, city council shall have the power and authority to change and rename any street or public place located within the city.

(b)Such changing or renaming of any street or public place shall be by ordinance or resolution.

(Ord. No. 1434, § 1, 3-28-95; Ord. No. 1653, § 1, 1-12-99)

Sec. 20-7. - Costs of renaming and readdressing city streets.

Any owner of property affected by the renaming or readdressing of streets within the city shall bear the costs incurred by the owner or tenant as a result of such renaming or readdressing. The property owner shall bear all costs incurred by the owner, whether business or personal, including the revision of stationery, address signs, advertising material, or any other personal property marked with the property owner's address. The city shall not be liable for any costs incurred by the owner of property affected by the renaming or readdressing of streets within the city.

(Ord. No. 1886, § 1, 1-21-03)

Sec. 20-8. - Private drives.

Private drives accessing city streets shall be constructed per the requirements listed in the City's Engineering standards and only upon the approval of the Director of Public Works. Private drives shall be constructed in accordance with city street standards adopted by the Director of Public Works. No lot may have more than one drive accessing a local public street unless the lot has more than one hundred fifty (150) feet of frontage on a single street. The Director of Public Works may waive this requirement upon a showing by the lot owner of hardship and that waiving the requirement will not affect traffic safety. No private drive may access an arterial street unless the lot lacks collector and local street frontage. No private drive may access a collector street unless the lot lacks local street frontage. No lot may have more than one drive accessing a collector or arterial street. Streets shall be classified as local, collector, or arterial streets as identified in the Steamboat Springs Area Community Plan or, in the case of streets constructed after community plan adoption, according to the Engineering Standards of classification.

(Ord. No. 1965, § 1, 11-2-04)

Sec. 20-9. - Mud, dirt and ice in the streets and/or alleys.

(a)Generally. At all times, including during construction, the streets and/or alleys and/or public rights-of-way shall be kept in a safe and clean manner. Mud, dirt, sand, concrete, and building debris shall not be allowed to accumulate in the public right-of-way. A means shall be provided to comply with provisions of all ordinances and prevent mud, dirt, sand, concrete, building debris, gravel, snow, ice or other debris from being tracked onto any public street, public right-of-way

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and any other public property. The owner, building permit holder or any agent thereof, shall be responsible for the immediate removal and or cleaning of any mud, dirt, sand, concrete, building debris, gravel, snow, ice or other debris tracked onto or left on any public street, public right-of-way and any other public property adjacent to such construction site.

(b)*Civil liability imposed.* In the event the owner, building permit holder or any agent thereof fails to comply with the terms of this section or otherwise permits a public street, public right-of-way or other public property adjacent to their construction to become littered with mud, dirt, sand, concrete, building debris, gravel, snow, ice or other debris, the owner, building permit holder or agent thereof shall be liable for any resulting injuries. Any civil liability for injuries caused by the condition of the public street, public right-of-way or other public property or the failure to comply with this section shall be imposed solely upon the owner, building permit holder or any agent thereof, and not upon the city.

(c)*Violations.* Failure to comply with this section may be considered a Code violation and may be processed in accordance with section 1-15 of this Code. If the city manager, or his authorized representative, determines a violation of this subsection constitutes an emergency presenting immediate danger of serious injury to persons or property, the city manager may proceed in accordance with section 15-4 of this Code. Failure to comply with this section will be considered a violation of the building permit and a stop work order may be issued until the public right-of-way or public property has been restored.

(Ord. No. 2045, § 19, 3-21-06)

Secs. 20-10—20-30. - Reserved.

Section 20; ARTICLE II. - SIDEWALK CONSTRUCTION AND REPAIR <sup>[55]</sup>

Sec. 20-31. - Findings.

Sec. 20-32. - Permit required for certain alterations.

Sec. 20-33. - Responsibility for construction and repair; notice of deficiency; civil liability imposed.

Sec. 20-34. - Construction or repair on petition of property owners.

Sec. 20-35. - Construction by city on failure to comply with notice.

Secs. 20-37—20-55. - Reserved.

Deleted: Sec. 20-36. - Construction specifications.¶

Sec. 20-31. - Findings.

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The city council hereby finds and determines that the city is authorized in the exercise of the police power of the city pursuant to sections 1.2, 3.1 and 13.3 and other provisions of the Charter and pursuant to C.R.S. §§ 31-15-104, 31-15-401, 31-75-501 and 31-15-702 and other applicable law of the state to enact this article providing for the construction and maintenance of sidewalks,

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curbs and gutters and further providing for the assessment of the expense thereof against abutting and adjacent property owners.

(Code 1975, § 12.08.010)

Sec. 20-32. - Permit required for certain alterations.

Sidewalks may not be changed, altered, graded or sloped except upon written permission from the Public Works Director. Such permit shall describe with particularity the portion of the sidewalk to be altered and specify the changes and alterations permitted. In no event may approaches, obstructions or structures be placed in the street to enable approach to or crossing of a sidewalk for any other purpose.

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(Code 1975, § 12.08.080)

Sec. 20-33. - Responsibility for construction and repair; notice of deficiency; civil liability imposed.

(a) All sidewalks in the city shall be constructed, reconstructed and kept in repair by the owners of property fronting upon the sidewalks, at their own expense. If the city manager finds that any portion of a sidewalk does not meet the following standards, upon inspection prior to August 1 of each year, the manager may require that the owner of the sidewalk or property adjacent to the sidewalk repair or replace the non-complying portion to bring it into conformity with applicable city standards:

(1) Any existing sidewalks or portions thereof, shall be reconstructed or replaced:

a. Where any vertical displacement of the adjoining sidewalk section exceeds three-quarters of an inch;

b. Where any lateral displacement of adjoining sidewalk exceeds one inch;

c. Where the surface condition of the sidewalk has deteriorated, cracked, settled, or chipped, so as to create or constitute a hazard or unsafe condition to the public;

d. Where the transverse slope of the sidewalk exceeds eight (8) percent or in which the combination of transverse or longitudinal grade is insufficient for adequate drainage of the sidewalk;

e. Where the sidewalk width has been modified to be less than approved for construction with the development.

Deleted: is less than four (4) feet wide in any residential zoning district in the city and less than six (6) feet wide in any business or industrial zoning district in the city, if the sidewalk or any portion thereof constitutes a hazard to pedestrian safety; or

f. Where adjacent private property modifications have been made that trigger Americans with Disabilities Act requirements and that portion of the sidewalk does not meet the ADA specifications for wheelchair access.

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(b) Civil liability imposed. In the event owner fails to comply with the terms of this ordinance, or otherwise permits a sidewalk to become hazardous or in a state of disrepair, the owner or occupant shall be liable for any resulting injuries. Any civil liability for injuries caused by the

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condition of the sidewalk or the failure to comply with this ordinance shall be imposed solely upon the owner or occupant, and not upon the city.

(c) If the city manager determines to proceed under subsection (a) of this section, the manager shall notify the property owner of the duty to repair or replace, that such owner has thirty (30) days from the date of the notice to commence such repair or replacement and has sixty (60) days from the date of notice to complete such repair or replacement. The manager may include in the notice, as an alternative, an agreement whereby the city will make the repairs and the owner will pay to the city the amount specified in the agreement within five (5) years of completion of the repairs, as determined by the manager. The agreement shall include an interest rate to be determined by the city manager, but not to exceed one percent over the prevailing prime rate at the time of signing such agreement. The manager may extend the time limit if weather would impede the work. Notice shall be made by certified mail, return receipt requested, to the address of the known owner of property on the records of the county assessor, or hand-delivered to an owner. If the property owner fails to commence or complete repair or replacement as required by the notice prescribed by this subsection, or to sign and return to the city manager an agreement included in such notice as provided in this subsection, the manager may perform the repair or replacement and charge the costs thereof, plus up to fifteen (15) percent for administrative costs, to the property owner.

(d) If any person fails or refuses to pay when due any charges imposed under this section, including any agreed charge, the city manager may, in addition to taking other collection remedies, certify due and unpaid charges to the Routt County Treasurer, to be placed upon the tax rolls for the current year, to be collected in the same manner as provided by law for the collection of taxes, with ten (10) percent of the amount of such delinquency added thereto to defray the cost of collection, and the laws of the state for the assessment and collection of general taxes and the enforcement of liens therefor, including the laws for the sale of property for delinquent taxes and the redemption of the property, shall apply.

(Code 1975, § 12.08.050; Ord. No. 1392, § 1, 6-21-94; Ord. No. 1437, §§ 1, 2, 4-25-95; Ord. No. 1518, § 1, 12-3-96)

Sec. 20-34. - Construction or repair on petition of property owners.

Whenever a majority of the owners of property fronting upon any street or specified portion thereof petition the city council for the construction, reconstruction or repair of sidewalks, the city council may order the sidewalks to be constructed, reconstructed or repaired. The majority shall consist of owners whose property fronts on not less than fifty (50) percent of the area to be reconstructed or repaired, provided that such majority includes not less than fifty (50) percent of the valuation of the improvements. Whenever the city council by ordinance determines that any sidewalk should be constructed, reconstructed or repaired, the council may order that the sidewalk be constructed, reconstructed or repaired by the owners of the property fronting on the sidewalk.

(Code 1975, § 12.08.060)

Sec. 20-35. - Construction by city on failure to comply with notice.

Whenever the city council directs the construction, reconstruction or repair of any sidewalk as provided in section 20-34, the city clerk shall immediately thereafter notify all owners of property

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fronting on the sidewalk, in writing, that an order has been made by the city council requiring the construction, reconstruction or repair of such sidewalk. If such property owners do not construct or repair the sidewalk according to the requirements of such order within thirty (30) days or such other longer time period as the council may determine after the service of such notice upon them, the city council may order that such sidewalk be constructed, reconstructed or repaired by the city and assess, by ordinance, the cost thereof against the property fronting upon the sidewalks so constructed, reconstructed or repaired. The amount so assessed shall be a lien upon such property until the amount is paid; provided that, in case of failure to pay such assessment within ten (10) days after the assessment has been made, the city clerk shall cause a notice of such assessment to be given to the owners of all such property by certified mail, return receipt requested, and by publication in a newspaper published in the city for two (2) consecutive weeks. Such lien shall have priority over all other liens except general taxes. Notice to such property owners shall contain the amount assessed against their property and designate a time and place when the city council will hear any objections as to the justness and correctness of the amount so assessed. If such assessments are not paid within ten (10) days after the time fixed for hearing such objections, unless the objections are sustained, the city clerk shall certify such assessments to the county treasurer at the time such certification is made, to be by him placed upon such tax lists for the current year and to be collected in the same manner as other taxes are collected, with ten (10) percent penalty thereon to defray cost of collection, as provided by the laws of the state.

(Code 1975, § 12.08.070; Ord. No. 1437, § 3, 4-25-95)

~~(Code 1975, §§ 12.08.030, 12.08.040)~~

~~Secs. 20-36—20-55. - Reserved.~~

FOOTNOTE(S):

<sup>(55)</sup> Cross reference— Sidewalk improvements, § 13-141 et seq. [\(Back\)](#)

[Reference: Requirements for development of sidewalks and other multi-modal facilities are included in Section 26-155](#)

~~Sec. 26-140. - Sidewalks, trails, walkways and bicycle facilities. **— THIS ENTIRE SECTION TO BE REMOVED AND IS REVISED INTO SECTION 26-155**~~

~~(a)Purpose. The purpose of these standards is to improve the ability of local residents and visitors to move about the community safely and efficiently, and without dependence upon the automobile.~~

~~(b)Applicability. All development in the city shall meet the following standards unless specifically exempted in this CDC.~~

**Deleted:** Sec. 20-36. - Construction specifications. ¶  
(a)The sidewalks on all streets within the city shall conform with all city sidewalk specifications on file in the office of the public works department. All sidewalks constructed, reconstructed or repaired shall conform with and to such specifications. ¶  
(b)Subsection (a) of this section shall extend and be applicable to new construction, reconstruction and repair of existing sidewalks, but shall not be construed or deemed to require reconstruction of sidewalks constructed in accordance with prior ordinances of the city. ¶

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(c) *Standards for all zone districts.* The pedestrian and bicycle facilities described in this section shall be required to be installed concurrent with the construction of any development that requires approval of a final development plan or a variance, unless such a requirement would be inconsistent with state or federal law. All requirements for construction or dedication of public trails shall be roughly proportional to the impacts of the project being proposed. Any discretionary decision to require construction or dedication of a trail shall require an individual determination that such requirements are roughly proportional to the impacts of the proposed project.

(1) Sidewalks and trails.

a. All properties.

1. Sidewalks and trails shall be provided in accordance with city street standards, the mobility and circulation plan and/or the Mountain Town Sub-Area Plan.

2. The sidewalk improvements required by the Mobility and Circulation Plan and/or the Mountain Town Sub-Area Plan shall be indicated on any development plan or final development plan required for the subject site and shall be constructed concurrent with the other improvements shown on the approved final development plan.

3. Except as otherwise stated within this section, all sidewalks shall be constructed to standards currently on file with the director of public works. Sidewalks are to be constructed of concrete unless otherwise determined by the director of public works.

4. Sidewalks built at the above stated minimum widths must maintain an area of six (6) feet in width that is free and clear of all obstructions to pedestrian circulation including trash receptacles, benches, and planters. If any structures or storage of any kind are proposed to be within the sidewalk area, the sidewalks must be built to a wider or thicker standard to accommodate said structures.

5. Sidewalks are to be detached from the street pavement unless otherwise approved by the director of public works.

6. Sidewalks are to be constructed on both sides of any roadway that has business frontage on both sides and on at least one side of all other roadways.

7. Within pedestrian districts identified by the Mobility and Circulation Plan, sidewalks shall be at least eight (8) feet wide, with the following exceptions:

A. Sixteen (16) feet on Lincoln Avenue (from 3rd to 13th Streets).

B. Six (6) feet on Oak Street.

C. Six (6) feet on Yampa Street.

D. Eight (8) feet in all other commercial areas.

E. Six (6) feet on all other roadways (noncommercial).

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8. Outside of the pedestrian districts identified by the mobility and circulation plan, sidewalks shall be constructed to the following widths:

A. Six (6) feet on all local residential roads (public or private), including interior roadways (i.e. condo/townhouse developments).

B. Eight (8) feet on all collector and arterial roads (any roadway classification higher than local).

C. Eight (8) feet on all commercial properties.

b. Commercial, multi-family and Gondola zone district developments.

1. Sidewalks shall be provided to connect each individual building to any adjacent perimeter sidewalk.

2. Each development shall provide pedestrian connections to adjacent properties, where possible, forming an interconnected pedestrian circulation system.

3. Such circulation system shall provide access to transit facilities, public gathering locations, and major amenities whenever possible.

4. Sidewalks shall be provided between each individual establishment, any adjacent perimeter sidewalk, and any pedestrian pathway.

5. Sidewalks shall be provided between the development and any adjacent transit facility.

6. Any parking lot with fifty (50) or more spaces shall provide a sidewalk between the parking lot and the front of the building that the parking lot serves.

7. Pedestrian access and/or direction to access across U.S. Highway 40 shall be considered and addressed.

(2) Bicycle facilities in a fixed and permanent location.

a. All commercial, multi-family and mixed-use developments located in the CO, CY and CN zone districts.

1. Bike racks will be provided within reasonable proximity and within sight to building entrances at a ratio of one rack for every five (5) required vehicle parking spaces.

2. Bike rack design and location will be as determined in the Steamboat Springs Downtown Streetscape Improvements Plan and by the director until such time as its adoption.

b. All commercial, multi-family and mixed-use developments located in all zone districts other than CO, CY and CN.

1. Bike racks will be provided within reasonable proximity and within sight to building entrances at a ratio of one rack for every ten (10) required vehicle parking spaces.

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2. Bicycle racks shall be the inverted "U" design. This inverted "U" shall be comprised of a single tube, two-inch diameter minimum, bent to a single arc which smoothly flows into the straight post sections of the inverted "U".

3. The minimum height for the inverted "U" shall be thirty-six (36) inches from base to top of "U".

4. The exterior surface of the rack shall be non-abrasive, non-marring and durable. The coating durability implies that routine maintenance is unnecessary. Galvanized or Stainless Steel is not acceptable.

5. There shall be at least thirty (30) inches between bike racks.

6. The bike racks shall be located at least twenty-four (24) inches from a sidewalk or vehicle travel surface.

7. Alternative rack design may be approved by the director.

(d) *Zone district specific standards.*

(1) CO commercial Old Town zone district.

a. *Lincoln Avenue improvements.* All development and redevelopment along Lincoln Avenue shall provide pavers in accordance with the details and specifications provided in the Lincoln Avenue sidewalk standard details and chapter 20, section 20-33 of the Steamboat Springs Municipal Code.

b. *3rd through 13th Street improvements.* All development and redevelopment along numbered side streets (3rd, 4th, 5th, etc.) in the CO zone district shall provide pavers similar to the specifications provided in the Lincoln Avenue sidewalk standard details and in accordance with chapter 20, section 20-33 of the Steamboat Springs Municipal Code.

(2) CY commercial Yampa zone district.

a. *3rd through 13th Street improvements.* All development and redevelopment along numbered side streets (3rd, 4th, 5th, etc.) in the CY zone district shall provide pavers similar to the specifications provided in the Lincoln Avenue sidewalk standard details and in accordance with chapter 20, section 20-33 of the Steamboat Springs Municipal Code.

(3) CN commercial neighborhood zone district.

a. *3rd through 13th Street improvements.* All development and redevelopment along numbered side streets (3rd, 4th, 5th, etc.) in the CN zone district shall provide pavers similar to the specifications provided in the Lincoln Avenue sidewalk standard details and in accordance with chapter 20, section 20-33 of the Steamboat Springs Municipal Code.

(4) G-2 Gondola two zone district.

a. Pedestrian corridors and facilities shall be provided for every development in the G-2 zone district in order to create or enhance quality pedestrian environments. Pedestrian facilities shall be

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included along the pedestrian corridor. These facilities may include, but are not limited to, street furnishings such as benches or sitting areas, public art, or landscape elements. The location and materials used in pedestrian facilities shall reflect or respond to those used for the construction of pedestrian corridors and connections on adjacent sites.

(e) *Cash-in-lieu.* An applicant may make a cash payment in lieu of providing sidewalk construction where city council determines that application of the sidewalk regulations would be impractical, or inconsistent with the intent of the CDC. The option for cash-in-lieu will be considered a variance to a development standard and must meet subsection 26-65(d)(8) a, b, c and e, excepting d, superior development. The required amount of cash-in-lieu payment will be the cost of the required sidewalk with an additional ten (10) percent administrative fee. The cost of the required sidewalk improvements shall be determined by cost estimates provided by the developer in the form of an engineer's estimate or construction bids. All cost estimates are subject to review and approval by the director and public works. Upon rejection of any estimate, the director or public works may obtain an estimate from a licensed engineer in the state, which shall be binding upon the developer for purposes of determining the cost of the required improvements. All monies collected shall be used by the city only for the installation of public sidewalks.

(Ord. No. 2187, § 1, 6-3-08)

Sec. 26-183. - Standards for all subdivisions.

(b) *Circulation.* Where the requirements of this section conflict with the city's adopted street standards, the street standards shall apply. The director shall refer questions involving the application of the street standards to the director of public works for review and recommendation.

- 1.) ~~All streets within a subdivision shall be complete streets including facilities for vehicles, pedestrians, bicycles, and transit as required by Seciton 26-155.~~
- 2.) Access for emergency vehicles and emergency services shall be provided in conformance with city street standards and the Uniform Fire Code as adopted and amended from time to time.
- 3.) All public and private streets shall be designed and constructed in conformance with city street standards as adopted and revised from time to time pursuant to Section 20. Cul-de-sacs are discouraged.
- 4.) Streets and alleys shall not exceed grades ~~identified in the City Street Standards and Uniform Fire Code as adopted and amended.~~
- 5.) The city encourages all streets to be public and discourages private streets.
- 6.) ~~Street systems shall be designed with consideration of and provisions for future connections to adjacent properties.~~
- 7.) A street for its entire length must be either public or private. No public street shall be joined or interrupted by a section of a private street. No collector or connector street may be a private street.
- 8.) ~~Roads and multi-modal facilities shall be extended to property lines to allow for extension of the transportation system. A temporary cul-de-sac easement and surface may be required by the Public Works Director to allow for a turnaround until a roadway or sidewalk connection is completed. The temporary cul-de-sac easement shall expire upon final acceptance of the necessary street connection. Road and multi-modal facility extensions to~~

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adjoining properties shall be located in a manner that provides for extension of the street consistent with city street standards.

- 9.) Block lengths shall be a minimum of two hundred (200) feet and a maximum of six hundred sixty (660) feet.
- 10.) Where a subdivision abuts an existing road or street, the development shall be designed to allow for improvements to the road and right-of-way along the length of the abutment to meet the current city complete street standards. The developer shall make improvements to the road concerning traffic surface widening, additional right-of-way, shouldering, drainage, grading, tree removal, multi-modal facilities, and other improvements as required to offset or mitigate the anticipated traffic impacts of the subdivision.
- 11.) Street signs shall be required at street intersections. Such signs shall be consistent with standard design and shall set forth the names of intersecting streets. New streets that are an extension of, or in alignment with, existing streets shall bear the names of such streets. The public works department shall order and install such signs at the expense of the developer.
- 12.) The developer shall install electronic railroad signals at any vehicular railroad crossing located within the subdivision and may be required to participate in installing signals at railroad crossings located outside the subdivision based upon the development's proportionate share of traffic as such crossings.
- 13.) Street lighting is required in conformance with section 26-138, lighting standards.
- 14.) Each subdivision is responsible for providing adequate right-of-way or easements for any required multi-modal facility within or adjacent to the subdivision.

26-138 D (8) *Streets and circulation in relation to lighting.*

a. Street lighting shall meet the requirements of this section.

b. Street lighting shall be provided as required by the City road standards

b. In the event trail lighting is proposed or required, it shall meet the requirements set forth in the trails system master plan and City road standards. In the event both pedestrian scale and trail lighting are required, staff shall determine the appropriate luminaries.

**Deleted:** <#>Subdivision design shall be in conformance with adopted transit development plans. Each subdivision is responsible for providing adequate right-of-way and transit stop improvements for any transit stop that is needed primarily for the benefit of the subdivision. ¶  
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## **Attachment 4 - Items to Add to Engineering Standards**

### Bike Rack Design Requirements

- 1.) The exterior surface of the rack shall be non-abrasive, non-marring and durable. The coating durability implies that routine maintenance is unnecessary. Galvanized or Stainless Steel is not acceptable.
- 2.) There shall be at least thirty (30) inches between bike racks.
- 3.) The bike racks shall be located at least twenty-four (24) inches from a sidewalk or vehicle travel surface.
- 4.) Bicycle racks shall be the inverted "U" design. This inverted "U" shall be comprised of a single tube, two-inch diameter minimum, bent to a single arc which smoothly flows into the straight post sections of the inverted "U".
- 5.) The minimum height for the inverted "U" shall be thirty-six (36) inches from base to top of "U".
- 6.) Alternative rack design may be approved by the Director of Planning

Street Lighting Requirements – clarify requirements for intersections and frequency for standard city streets. (They are already included in TND street standards)

Add the details for the standard street sections

Add a Complete Streets Checklist

Add a reference to the Multi-Modal Master Plan