

ARTICLE 4 SUBDIVISION REGULATIONS

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Article 4, Subdivision Regulations provides standards for coordinating development across different areas and over time. It addresses development patterns and includes planning, design, and engineering standards for systems that coordinate development across large areas, including open space, transportation, and utilities. It is most useful to anyone considering dividing land and public officials that review development applications in relation to long-range plans and impacts.

UNIFIED DEVELOPMENT CODE

ARTICLE 4 SUBDIVISION REGULATIONS

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4.1 General Provisions

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4.1.1 Purposes

This Article contains standards to control the subdivision of land within the planning jurisdiction of the City, and in addition to the general purposes of these regulations, the standards in this Article have the following specific purposes. To:

- a. Ensure that all development blocks and lots are served by necessary infrastructure services, including utilities, transportation, storm drainage, public safety, and community facilities, but recognize that necessary service levels may differ based on the context, character, and intensity of development.
- b. Emphasize subdivision review as the initial and principal opportunity to consider the long-range implications and opportunities of development.
- c. Establish standards for different contexts which support and reinforce different development patterns called for in the Comprehensive Plan.
- d. Promote good civic design and arrangement that improves the layout, form, and relationship between buildings, sites, lots, open spaces, and rights-of-way through context-based planning and design solutions.
- e. Evaluate development applications as segments of

- the entire community allowing for public and private investments to be coordinated across areas and over time.
- f. Prevent premature divisions of land that by its permanence may negatively impact long-term development patterns or that lack appropriate infrastructure, both of which may result in inefficient use of land and resources that would later require excessive expenditures of public funds to correct.
- g. Implement the Comprehensive Plan and any other official plan, program or policy developed under the guidance of the Comprehensive Plan by incorporating broad planning and community design standards when the division of land occurs.
- h. Encourage more efficient development by analyzing adjacencies and identifying on- and off-site opportunities for infrastructure, facility, or site design systems and that operate independent of lot and subdivision boundaries.

4.1.2 Applicability

The requirements and standards of this article shall apply to all new divisions of land and development within the jurisdiction of the City.

4.1.3 Subdivision Design Elements

The subdivision standards require that all divisions of land be considered in a comprehensive manner, integrating different core community design elements within the same subdivision and linking these elements into efficient systems across many adjacent subdivisions. This Article establishes standards for the following basic elements that are necessary to develop complete and integrated communities:

- a. **Transportation Networks and Street Designs.** The network and design of streets to support the proposed division of land, including the relationship to existing and planned streets on adjacent property and the relationship of public streetscapes to adjacent lots and buildings.
- b. **Open Space Systems.** A system of various types of open spaces that determine the community character and meet aesthetic, recreational, and ecological needs for the proposed division of land.
- c. **Blocks and Lots.** The arrangement of the land division within the network of streets and system of open spaces into an orderly pattern with necessary access and services.

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- d. **Public and Community Facilities.** Areas of land that support development by meeting broad public and community needs, and which may be identified and anticipated in other public or community plans.
- e. **Required Improvements.** A system of utilities, storm drainage, and other service facilities necessary to serve the blocks and lots platted within the subdivision.

4.1.4 Site Considerations

In interpreting and applying these standards, the following site considerations shall apply:

- a. Steep or unstable land and areas having inadequate drainage shall not be subdivided or developed into building lots unless the Applicant makes adequate provisions, satisfactory to the City Engineer, to prevent endangering life, health, or other property.
- b. Subdivision design shall be in accordance with the provisions of the Storm Water Management Manual and the Floodplain Management Regulations.

4.1.5 Applicant Responsibilities

- a. The owner or agent of the owner of any parcel of land located in a proposed plat shall not transfer or sell any parcel within the plat prior to the approval of the plat by City and recording of the plat with the Laramie County Clerk.
- b. The applicant shall be responsible for obtaining and/or providing the necessary professional services to fulfill the following requirements:
 - 1. Preparation and design of the plat map and the design/construction plans and specifications for all public improvements to serve the subdivision/development;
 - 2. Preparation of all reports necessary to support the plat;
 - 3. Submission of the plat map with supporting documents, fees and the design/construction plans and specifications to the appropriate governmental agency, to include submittal to the Department of Environmental Quality (DEQ);
 - 4. Coordination of the plat map, supporting documents, design/construction plans and specifications in accordance with any requirements set forth in these Regulations;
 - 5. Compliance with conditions imposed by the City

- Council;
- 6. Installation of all necessary public and private improvements;
- 7. Assurance by bond, certified check, development agreement, or other written legal obligation approved by the City that all improvements will be constructed; and
- 8. Recording of the original plat map and the required copies and payment of the fee to the Ex-Officio Recorder for Laramie County.

4.2 Community Facilities and Fees

- 4.2.1 Intent
- 4.2.2 Dedication of Land
- 4.2.3 Reservation of Land
- 4.2.4 Credits and Reimbursement
- 4.2.5 Park Fees

4.2.1 Intent

It is the Intent of this Section to:

- a. Anticipate and evaluate the incremental and long-term impact of development on broader public and community facility needs.
- c. Identify opportunities to integrate plans for public and community facilities into the planning and design of proposed land divisions.
- d. Consider the location of public and community facilities with initial planning considerations for streets, open spaces, blocks, and lots, so that needed facilities are located conveniently in neighborhoods and districts and serve as focal points for the community.
- e. Provide the opportunity to negotiate a fair and equitable price for land needed to develop public or community facilities, or alternatively to provide an incentive for land owners to dedicate land for needed facilities where the lack of facilities may otherwise constrain potential future development.
- f. Ensure that the most appropriate locations of public and community facilities are identified and considered prior to the premature commitment of these areas to conflicting development patterns.
- g. Collect fees for the roughly proportional and reasonably related impact of development on Community Facilities.

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4.2.2 Dedication of Land

The Planning Commission or City Council may request the dedication of land to the City or other government entity with jurisdiction over public and community facilities, for parks, open space, public safety facilities, or similar public or community facilities.

- a. The request for dedication shall be based on an official master plan of the entity having jurisdiction over the facility identifying the general location and extent of the facility, or some other documented need for the facility that is available for public review.
- b. The dedication shall be included on the preliminary plat or a condition of approval of the preliminary plat at the discretion of the applicant.
- c. Acceptance of the dedication shall be agreed to in writing by the entity having jurisdiction over the site or facility prior to approval of the final plat. Upon dedication the applicant may be eligible for credits towards open space requirements and reimbursement of community facility fees according to Section 4.2.5.

4.2.3 Reservation of Land

The Planning Commission or City Council may require the reservation of land for public or community facilities, parks, open space, public safety facilities, culture facilities, school sites, or similar public or community facilities. The reservation shall be for a time period of no more than 1 year, unless otherwise agreed to by the applicant, to permit acquisition of the land by the appropriate public entity.

- a. The reservation by the Planning Commission or City Council shall:
 1. Be based on community facility needs that may serve an impact beyond that caused by the proposed development, and which are not otherwise met through Dedication as provided in 4.2.2 or Community Facility Fees provided in this Section;
 2. Be based on an official master plan approved by the entity with jurisdiction over the public facility identifying the general location and extent of the facility, or some other documented need for the facility that is available for public review; and
 3. Be accompanied by a conceptual plan and program provided by the entity with jurisdiction over the improvement, demonstrating how the entity's facility

needs relate to the site. The conceptual plan shall include information reasonably necessary for the applicant to plan for development around the reserved site and to prepare contingency plans in the event the site is not acquired by the public entity. Development plans for the unreserved property shall not adversely affect the potential use of the reserved property for the designated public or community facility.

- b. At the Planning Commission's or City Council's discretion, the reservation may be part of the preliminary plat approval:
 1. The reservation period begins upon approval of the preliminary plat;
 2. The City or other public entity with jurisdiction over the public facility may commence negotiations for the site, and negotiation shall begin within 60 days of the preliminary plat approval;
 3. In the event that the property is not acquired for a public facility within the reservation period the applicant may agree to extend the reservation to continue negotiations;
 4. The entity with jurisdiction over the facility or site may terminate negotiations at any point during the reservation by a written statement submitted to the applicant and Director;
 5. During the reservation period or in association with the preliminary plat, the applicant may submit a contingency preliminary plat for the portion of the property subject to the reservation. A contingency plat shall include all of the information of a preliminary plat for the reserved property, and can serve as the preliminary plat if the negotiation is terminated or unsuccessful.
- c. The applicant may submit a final plat according to the standards and procedures in Article 2. A final plat for any portion of the site that was reserved may only be approved if there was a contingency plat approved as provided in b.5 above. Any final plat for a reserved portion may be conditionally approved, and shall not be recorded until the 1-year reservation period has expired or negotiations have terminated. Otherwise any reserved portion not acquired within 1 year will require a preliminary and final plat according to the standards and procedures in Article 2.
- d. Upon acquisition of a reserved site, the applicant may be eligible for credits towards open space requirements and

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community facility fees according to Section 4.2.5 as part of the negotiations. In order for any credit to be applied to portions of the unreserved area, the acquisition shall be agreed to in writing by the entity having jurisdiction over the site or facility prior to approval of the final plat.

4.2.4 Credits and Reimbursement

- a. **Open Space Credit.** Any land dedicated to and accepted by a public entity through the dedication or reservation procedures in Sections 4.2.2 and 4.2.3 may be a direct credit to the area of open space required for Open Space Systems in Section 4.4. As part of the negotiation for the dedication, the City may elect to authorize a greater credit than the area actually acquired or dedicated, based on the community need for the facility and public benefit to lands outside of the proposed development.
- b. **Fee Reimbursements.** Where any land is dedicated, Park Fees in Section 4.2.5 will be reimbursed in accordance with a development agreement or other mutually agreeable mechanism. The following criteria and Tables 4-3 and 4-4 are recommended for inclusion in a development agreement:
 1. **Land Acquisition Fee.** The Land Acquisition Fee may be reimbursed for any land that is dedicated to the City for parks purposes and which meets the Parks and Recreation Master Plan criteria for location and area.
 2. **Infrastructure Fee.** The Infrastructure Fee may be reimbursed if the land dedicated includes the base infrastructure improvements in Table 4-3.
 3. **Enhancement Fee.** The Enhancement Fee may be reimbursed if the land dedicated includes the base infrastructure in Table 4-3 and the park enhancements in Table 4-4.
- c. **Park Approval and Acceptance.** In order to receive the open space credits or fee reimbursement offered by dedication of parks and recreation facilities, the applicant shall meet the following criteria through the platting process:
 1. A park, trail or open space plan meeting the Parks and Recreation Department standards shall be submitted to the Parks and Recreation Department as part of a pre-application meeting prior to approval of the preliminary plat.

2. A final design plan that meets the Parks and Recreation Department standards shall be submitted by the applicant, approved in writing by the Parks and Recreation Department, and made a condition of approval of the final plat.
3. The applicant shall pay the fee at the time due as required by section 4.2.5 but shall be reimbursed the applicable fee upon the City's inspection and acceptance of the constructed park facility. As an alternative to paying the fee the applicant may issue a performance bond for 125% of the estimated cost of the improvements proposed.

4.2.5 Park and Recreation Fees

- a. **Establishment.** Development in the City requires the assessment of park and recreation development impact fees. The assessment of fees is made in association with new development and redevelopment.
- b. **Park and Recreation Fee Calculation.** The required fee shall be calculated as follows for land being developed or redeveloped on or after July 1, 2025:

TABLE 4-1: PARK FEES

<i>Land Acquisition Fee*</i>	\$ 350.00 per acre (pro-rated to the nearest one-tenth of an acre) - Minimum fee \$125.00
<i>Infrastructure Fee*</i>	\$ 350.00 per acre (pro-rated to the nearest one-tenth of an acre) - Minimum fee \$125.00
<i>Enhancement Fee, Residential**</i>	\$400.00 per dwelling unit**
<i>Enhancement Fee, Non-residential**</i>	\$ 1,100.00 per acre (pro-rated to the nearest one-tenth of an acre) - Minimum fee \$250.00

* To be paid into the Park and Recreation Impact Fee account to be used for park land acquisition, base infrastructure, and/or enhancements to new or existing parks or recreational facilities on City of Cheyenne owned properties.

** For the purpose of this section, dwelling unit shall be defined by the applicable adopted version of the International Building Code and International Residential Code, and exclude hospitals, nursing homes, and correctional facilities.

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c. **Exemptions.** The following lands are exempt from the Park Fees in Table 4-1:

1. Lands developed for governmental recreational use, including but not limited to parks, greenways and schools. A school may only be granted an exemption under this paragraph upon the execution of an agreement with the City that ensures the school's recreational areas remain accessible to the public for recreational use during non-school hours.
2. Lands developed for public rights-of-way (including streets, roads, alleys, trails, etc.)
3. Lands developed for public utility (including drainage facilities, channels, detention areas, etc.)
4. Lands developed for the purposes of meeting any Civic Open Space requirements in Section 4.4.
5. Property that is developed for residential or agricultural use in the AG, AR, and RR zones.
6. Where land is being redeveloped, it shall be exempt if the developer or builder can provide evidence that the proposed redevelopment:
 - (a) Consists of a development of equal or lesser intensity of the previous use; or
 - (b) Results in no additional dwelling units.

All other redeveloping land shall be subject to the fees in Table 4-1, except any fee previously paid may be credited to the amount required by Table 4-1. To receive the credit, it shall be the responsibility of the builder or developer to provide evidence of the previous fee payment.

d. **Limitations of Fee Use.** The Land Acquisition Fee, Infrastructure Fee, and Enhancement Fee shall not be used for the following:

1. Routine maintenance of public parks.
2. Overhead or general fund purposes.

e. **Payment Schedule.** Fees shall be payable according to the following schedules.

TABLE 4-2: PAYMENT SCHEDULES

<i>Land Acquisition Fee; Infrastructure Fee; and Enhancement Fee</i>	Payable at the issuance of a building permit. If a property is being developed for a use that does not require a permit, fees are due upon the issuance of a site plan approval.
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Any land platted after adoption of these regulations but prior to annexation, shall be subject to the applicable Land Acquisition Fee, Infrastructure Fee and Enhancement Fee at the time of annexation or at the issuance of a building permit as provided in Table 4-2.

f. **Public Reporting and Accountability.** The City shall each year report the source and disbursement of the fees as follows:

1. On or before September 30th, a written report shall be presented to the City Council on the fees with the following information:
 - (a) Source of all fees by person, subdivision/development name and amount collected;
 - (b) Disbursement of any fees to whom and by project or item(s) and the amount of purchase; and
 - (c) Balance in the fee accounts as of June 30th of each year.
2. The Treasurer of the City shall maintain a specific account for all fees independent from all other general fund accounts of the City. This account shall be represented and budgeted in the annual budget reporting of the City.

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TABLE 4-3: BASE INFRASTRUCTURE FACILITIES

<i>Improvement</i>	<i>Standard</i>
<i>Finished Grade</i>	- A minimum of 50% of the park site must be graded to a useable and maintainable finished grade, and exhibit an average slope of one to five percent. - The useable park space shall be of a shape or configuration to comfortably accommodate a range of passive and active recreational activities, potentially including appropriately sized athletic practice fields. - The site must exhibit positive surface drainage throughout in accordance with the City's drainage requirements. - The remaining park site area can remain in its original undisturbed condition if it will not pose a negative impact to the new park project or adjacent development.
<i>Turfgrass</i>	- A high quality turfgrass must be established and provided for areas of the park that are intended to accommodate passive and active recreational activities. - The turfgrass areas must constitute a minimum of 50% of the total park site, and coincide with the park land in the one to five percent range of slope. - The remaining park site can be covered with a prairie grass mix to achieve a more natural and lower maintenance condition, or maintained in its current undisturbed condition as stated above.
<i>Landscape Irrigation</i>	A modern and functional landscape irrigation system shall be provided for the turfgrass areas intended for outdoor passive and active recreational activities.
<i>Water Service</i>	The water service provided for the landscape irrigation system must also be capable of serving future park project improvements, including restrooms, drinking fountains, and other amenities requiring potable water.
<i>Sanitary Sewer Service</i>	A capped sanitary sewer service lateral shall be provided to one of the park site boundaries as established by the City during the park design process, and shall be suitable for future extension into the park project to support future park improvements.
<i>Electrical Service</i>	Electrical service shall be provided to one of the park site boundaries as established by the City during the park design process, and be suitable for future extension into the park project to support future park improvements.

All improvements shall meet these standards and the City of Cheyenne Parks and Recreation Department and Public Works Design and Engineering Standards.

TABLE 4-4: ENHANCED PARK FACILITIES

<i>Improvement</i>	<i>Standard</i>
<i>Parking</i>	3 per acre minimum / 5 per acre maximum. - On-street parking is preferred over surface parking lots, and must be counted towards the maximum on streets that allow on-street parking.
<i>Paved Walkways</i>	300 linear feet per acre, exclusive of walkways in ROW. The City may grant exceptions to the interior walkway requirement when park design and walkways are coordinated with walkways in ROW.
<i>Shelter with Paved Surface Underneath</i>	1 per 5 acres (no requirement under 5 acres)
<i>Multi-feature Play Structure - ages 2-5 years</i>	10 activity features per 5 acres (8 minimum, if under 5 acres)
<i>Multi-feature Play Structure - ages 5-12 years</i>	10 activity features per 5 acres (8 minimum, if under 5 acres)
<i>Drinking Fountain</i>	1 per 5 acres (1 minimum)
<i>Bench</i>	1 per acre (2 minimum)
<i>Trash Receptacle</i>	1 per 2 acres (1 minimum)
<i>Shade Trees (2.5" to 3" caliper min.)</i>	10 per acre

All improvements shall meet these standards and the City of Cheyenne Parks and Recreation Department and Public Works Design and Engineering Standards. With the exception of shade trees, all quantities shall be rounded down.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

4.3 Transportation Networks and Street Designs

- 4.3.1 Intent
- 4.3.2 Transportation Network Plan
- 4.3.3 Block Size and Connectivity Requirements
- 4.3.4 Street Design Types
- 4.3.5 Intersection Designs
- 4.3.6 Block and Lot Access
- 4.3.7 Access Management for High-volume / High-speed Roadways

4.3.1 Intent

The Intent of this Section is to:

- a. Prioritize planning street networks and the design of street types as an important and substantial civic asset that establishes permanent patterns and the character of the public realm of the City.
- b. Provide for efficient and safe movement and access along all public ways through a variety of modes of transportation, including automobiles, bicycles, pedestrians, and potentially transit.
- c. Coordinate the findings of any required Transportation Impact Study or Transportation Impact Assessment with the development and division of land.
- d. Complement regional transportation systems with local networks that support multiple and alternative routes for daily trips, do not overly burden any single roadway, and include logical connections to existing, planned, or potential future streets.
- e. Coordinate available street designs with the appropriate transportation networks and development patterns.
- f. Plan street networks that allow the design of streets to transition along their length to best support anticipated and adjacent land uses and development patterns.
- g. Develop balanced street designs ("complete streets") for regional and local routes that accommodate all potential users of the street and rights-of-way, so that the interests of a single mode of transportation do not unnecessarily compromise other modes of transportation.

4.3.2 Transportation Network Plan

- a. **General Requirements.** All divisions of land shall include a transportation network plan that shall:

1. Comply with long range transportation plan and the master street plan, and provide a local street network for connections with these plans.
2. Comply with the findings of any Transportation Impact Study or Transportation Impact Assessment conducted for the area or required by the development, particularly incorporating recommended mitigation alternatives.
3. Provide connectivity at the local street level sufficient to meet the goals, policies and principles of the Comprehensive Plan and Transportation Plan.
4. Coordinate with planned land uses within the subdivision, and integrate with existing or planned and anticipated land uses beyond the subdivision.
5. Coordinate with other geographical, topographical and utility constraints.

Applications featuring small parcels or platting within previously developed area shall relate any proposed streets and access points to the surrounding existing transportation network according to these standards.

- b. **Functional Classification.** The functional classification of a street refers to the general function in the overall transportation system and addresses primarily the continuity of the street and the traffic capacity that it is designed for when considered in context of the entire transportation system. Functional classification does not necessarily dictate the cross section design or design on any one segment of the street. A number of different cross sections may be appropriate for a single functional classification depending on the extent of the surrounding transportation network, the planned and anticipated adjacent land uses, and the speeds desired for that particular segment of the street.

Table 4-5 provides planning parameters for the Transportation Network Plan based on the functional classification and the role of the street in the entire street network, including areas beyond the development site. Specific cross sections that may be applicable to segments of streets should be based on existing or planned land uses fronting on the segment and are provided in Section 4.3.4 Street Design Types.

- c. **Private Street Standards.** All roads and streets platted and constructed within new subdivisions shall be public. In some extraordinary cases where there is no public right-of-way, and no feasible means of access

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TABLE 4-5: FUNCTIONAL CLASSIFICATIONS AND APPLICABILITY

Classification	Intent and Characteristics	Applicability*
<i>Interstate</i>	The interstate system provides high-speed movement of large volumes of traffic with minimum interference. This is accomplished through the use of access control, divided roadways, and grade-separated interchanges. Expressways can be expected to accommodate lower volumes of traffic, but where uninterrupted, high-speed movement is desired across broad areas.	Located only on the City's initiative through its official Major Roadway System Plan. Volume Range : 40,000 – 80,000 ADT
<i>Principal Arterial</i>	A street of considerable continuity over long distances that provides direct connections to different areas within the City and surrounding areas for large volumes of vehicles. Arterial streets are characterized by few interruptions, except at major community destinations, topographical obstacles, or important natural features.	Principal Arterial Streets should be located every 1 to 1½ miles apart, except more frequent location of Minor Arterials and Collector streets can result in less frequent need for Principal Arterial Streets. Volume Range: 15,000 to 50,000 ADT
<i>Minor Arterial</i>	A street of moderate continuity over medium distances that provides direct access between adjacent neighborhoods or districts for medium volumes of traffic. Minor Arterial streets are occasionally interrupted or diverted by neighborhood destinations or natural barriers.	Minor Arterials Streets should be located every 1/3 to 1 mile apart, except more frequent location of Collector Streets can result in less frequent need for Minor Arterial Streets. Volume Range : 7,500 to 35,000 ADT
<i>Collector</i>	A street of moderate continuity over medium distances that provides direct access between adjacent neighborhoods or districts for low volumes of traffic. Collector Streets are occasionally interrupted or diverted by neighborhood destinations or natural barriers, or intersections with higher order streets.	Collector Streets should be located every ¼ to ½ mile apart. Volume Range : 2,500 to 7,500 ADT
<i>Local</i>	A street of limited continuity that provides connections, local circulation, and access within neighborhoods and districts for low volumes of traffic. Local streets are interrupted frequently by intersections with higher order street classifications or by interruptions or off-sets in the street grid (i.e. "T"-intersections). Local streets should still maintain high connectivity to the transportation network, but should be designed to discourage regional through traffic.	Local Streets to meet the connectivity standards in Section 4.3.3. Generally Local Streets are located every 250' to 1000' apart. Volume Range : High volume: < 2,500 ADT Low volume: < 250 ADT

* This Applicability is for general planning purposes and should be interpreted with the Transportation Master Plan portion of *PlanCheyenne*. Additionally, a TIS, TIA or Transportation Network Plan may propose alternate applicability, provided the Intent of this section is equally or better met by the modifications.

TABLE 4-6: STREET CONNECTIVITY / BLOCK SIZES

Context / Development Pattern*	Block Perimeter
<i>Downtown</i> <i>Neighborhood Business Activity Centers</i> <i>Mixed-use Activity Centers</i>	☐ 1,600' maximum perimeter; ☐ 500' maximum on any one block face; ☐ 200' minimum on any one block face
<i>Community/Regional Commercial</i> <i>Activity Center</i>	☐ 2,000' maximum; ☐ 600' maximum on any one block face; ☐ 250' minimum on any one block face
<i>Urban Residential</i>	☐ 2,200' maximum; ☐ 800' maximum on any one block face; ☐ 250' minimum on any one block face
<i>Urban Transition Residential</i>	☐ 2,600' maximum; ☐ 1,000' maximum on any one block face; ☐ 250' minimum on any one block face; Except no requirement if subdivided according the Open Space Subdivision guidelines in <i>PlanCheyenne</i>
<i>Commercial</i>	☐ 3,000' maximum perimeter ☐ 1,320' maximum on any one block face; ☐ 300' minimum on any one block face
<i>Industrial</i>	No requirement
<i>Rural / Agriculture</i>	No requirement
<i>Special Planning Districts</i>	No requirement; block sizes may be based on an overall development plan provided it supports the Transportation Network Plan for this property and adjacent properties.

* Per *PlanCheyenne*

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to public right-of-way, it may be necessary for property owners to provide access by means of easements or other agreements and to construct a private access road. Such private access roads will not be constructed, maintained, repaired, or replaced by the City. Private accesses shall meet all requirements of the Cheyenne Fire Department.

In the event the owners of a private access road wish to convert the access to public use and public maintenance, the proposed road shall be dedicated to the public and accepted by the City as provided by law. The road or street shall be constructed at the applicant's expense in accordance with these standards and the plans, specifications, and construction approved as described for public streets.

4.3.3 Block Sizes and Connectivity Requirements

All Transportation Network Plans or subdivision applications platting new streets that connect to existing public streets shall propose an orderly system of blocks and lots. These standards shall be implemented consistent with the Transportation Master Plan, the Functional Classification and Street Design Type standards of this section, the Pedestrian and Bicycle Guidelines in Appendix G and any required Transportation Impact Study or Transportation Impact Assessment. Deviations that better meet the Intent of this Section may be required or approved by the City Council through applicable procedures and criteria established in Article 2.3.1, Subdivision Standard Waiver.

- a. **Block Sizes.** The block size standards are specified in Table 4-6, and shall be based upon the development pattern identified in the Comprehensive Plan. Standards are based on the perimeter formed by the centerline of the public street rights-of-way forming the block. For the purposes of the block perimeter measurement, alleys, cul-de-sacs, and disconnected streets are not considered streets. Blocks on the perimeter of the property being subdivided which are formed by the streets, any stub streets, and the subdivision boundary with property that may be subdivided in the future shall not exceed 60% of the maximum perimeter in Table 4-6. The length of the subdivision boundary is not considered in the 60% calculation. See Figure 4-1 for examples.
- b. **Arrangement.** Blocks shall be numbered consecutively within the subdivision and/or sections of an overall plat and arranged as follows:

1. All blocks shall be designed to provide two tiers of lots with each fronting on public streets.
 2. Double-frontage lots with lots backing to any street should be avoided. When double frontage lots or triple frontage lots are proposed as a division of land, the decision-making authority may require additional design elements either in the right-of-way or easements to mitigate the adverse impacts of double frontage lots. Conditions may include but are not limited to, requiring blocks with double frontage lots to back to portions of the Civic Open Space system in Section 4.4 such as trail corridors, required unified fencing designs, or other conditions. Where blocks with double frontage lots or triple frontage lots are allowed, the minimum block lengths do not apply.
 3. Blocks may be irregular in shape if necessary to serve important urban design goals, transportation planning goals, or address topographic and natural features, provided they still meet the general street network and connectivity standards.
 4. Side lot lines should be substantially at right angles or radial to the lot frontage lines along the block face. All lot arrangements and dimensions shall meet the requirements of the zoning district. Unique lot designs will only be considered where they promote the intent of this Section and good civic design.
 5. Whenever feasible, each lot should face the front of a similar lot across the street. Transitions between distinct lot types and land uses should occur at the rear of lots internal to the block rather than across the frontage and public streetscape.
- c. **Exceptions.** The following exceptions to the Street Connectivity / Block Size standards in Table 4-6 may be granted by the Planning Commission or City Council, after consideration of the recommendations of the Planning and Development Department.
1. *Natural Features & Open Space System.* Blocks or parcels abutting or containing important natural features, topographical constraints, or open space may be larger, provided the proposed street layout preserves important natural features or open space in accordance with the Open Space System standards in Section 4.4.
 2. *Regional Transportation Routes.* Blocks or parcels abutting intervening regional transportation routes such as highways or rail rights-of-way may be larger provided that street layouts and development patterns

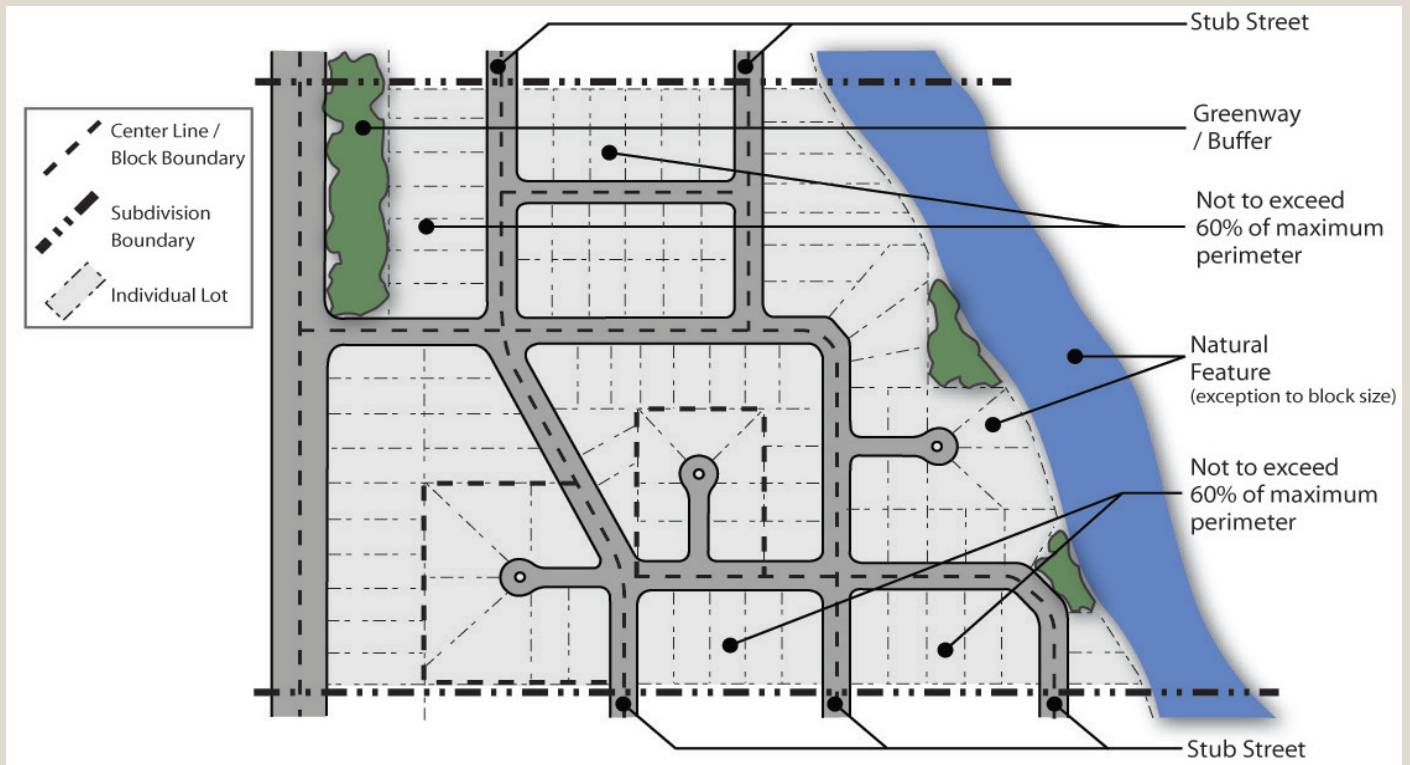


Figure 4-1: Block Perimeter Measurements

achieve local connectivity in all other ways possible.

3. *Civic Blocks.* In activity centers, blocks that serve more than 50% for Civic or Public uses, such as squares, plazas, or public parking, may be larger than the maximum allowed by Table 4-6.
4. *Rural Parcels.* A tract divided into rural lots substantially larger than called for under these regulations may be larger but shall be arranged to permit:
 - a. The opening of future streets in compliance with these regulations; and
 - b. A logical pattern of re-subdivision with minimal future disruption to buildings and structures that are proposed to be built under the original subdivision.

The Planning Commission or Planning Department may restrict building locations and site elements to permit future re-subdivision in compliance with these regulations, and require a sketch plan of re-subdivision demonstrating potential future division in compliance with all regulations to be submitted with

the preliminary plat.

5. *Oversized Parcels.* Where oversized parcels are platted for special districts such as employment campuses or large-scale commercial centers, internal access streets may be required by operation of applicable zoning and site design standards to mimic a block structure and the design and connectivity of the public streetscape.
6. *Infill Development.* Infill parcels of less than 10 acres, where connectivity opportunities are limited due to surrounding development and existing street and transportation patterns, may propose streets and blocks different from the standards in Table 4-6, provided opportunities to best meet the intent of this section have been exhausted.
7. *Low-density Residential.* Blocks zoned entirely LR or MR may use the following exceptions to the block perimeters:
 - (a) LR may have block perimeters up to 2,800' and maximum block face lengths up to 1,100';
 - (b) MR may have block perimeters up to 2,600' and

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

maximum block face lengths up to 1,000’;

- (c) Any block using this exception shall have a pedestrian passage of at least 16’ bisecting the block and connecting to the overall pedestrian circulation for the area. The passage may be designated by easement or right-of-way. This passage shall have the following design elements:

- (1) A minimum 5’ sidewalk or in the case of a right-of-way dedication an alley may be constructed to city standards;
- (2) When a sidewalk is used in an easement, fences may be built as close as 2’ to the sidewalk and shall be no higher than 4’.
- (3) When a sidewalk is used in a right-of-way, fences are not allowed within the right-of-way and the passage shall be developed as a level 2 buffer meeting the landscape standards in Section 6.3.
- (4) Adjacent landowners shall be responsible for maintenance of the sidewalk and landscape unless dedicated and developed as an alley.

8. **Downtown Blocks.** In general, the block structure in the original City or replats to the original City shall not be modified via street vacation except in cases where City Council finds the following criteria are met, City Council may approve larger blocks:

- (a) Pedestrian movements will be maintained and assured.
- (b) Any street vacation will not adversely affect the transportation system including transit routes.
- (c) The development proposal will provide an overall and exceptional economic benefit to the downtown area.
- (d) The development proposal includes assurances of the project’s fit to enhance the context of the surrounding area.

- d. **Alternative Compliance.** Parcels proposed for subdivisions that are larger than 35 acres may propose an Average Perimeter Block Size as a means of alternative compliance for Street Connectivity / Block Size standards in Table 4-6 by using the alternative standards in Table 4-7. In calculating the average, all parcels and blocks shall be used, including blocks formed by edges along open spaces and connections to the perimeter of the subdivision.

TABLE 4-7: ALTERNATIVE COMPLIANCE / AVERAGE PERIMETER BLOCK SIZE

Context / Development Pattern*	Average Block Perimeter
<i>Neighborhood Business Activity Centers</i> <i>Mixed-Use Commercial Activity Centers</i>	1,600’
<i>Community / Regional Commercial Activity Centers</i>	2,000’
<i>Urban Residential Neighborhood</i>	2,200’
<i>Urban Transition Residential Neighborhood</i>	2,600’

* Per PlanCheyenne

- e. **Cul-de-sac and Disconnected Street Limitations.** In any case where a disconnected street such as a cul-de-sac may be permitted by the standards, exceptions, or alternative compliance provided in these regulations, they shall be further limited by the following standards and design requirements:

1. Cul-de-sacs shall not exceed more than 600’ measured from an intersecting and connected street to the end of the circle terminating the cul-de-sac.
2. Turnaround circles shall be constructed in accordance with the requirements of the Cheyenne Fire Department.
3. Street designs such as “loop streets” or “closes” are preferred as an alternative to cul-de-sacs. (See Figure 4-2).
4. The Planning Commission or Council may require alternative connections for bicycle or pedestrians at the end of disconnected streets to best meet the Intent of this section and the Pedestrian and Bicycle Guidelines in Appendix E, such as pathways at the ends of cul-de-sacs (See Figure 4-3).

- f. **External Connections.** All new streets shall align with any existing or proposed streets on adjacent property, and shall continue and extend arterial, collector, and local streets within the proposed subdivision externally to the parcel boundary as follows:

1. New Arterial and Collector streets shall be provided at the intervals identified in the Applicability section of Table 4-5 Functional Classification and Applicability, and the adopted Transportation Master Plan. All Arterial and Collector streets shall be connected and extended to the boundary of the site.
2. Local street connections shall be provided and extended to the boundary of the site in a manner that all blocks and parcels in the subdivision meet the block

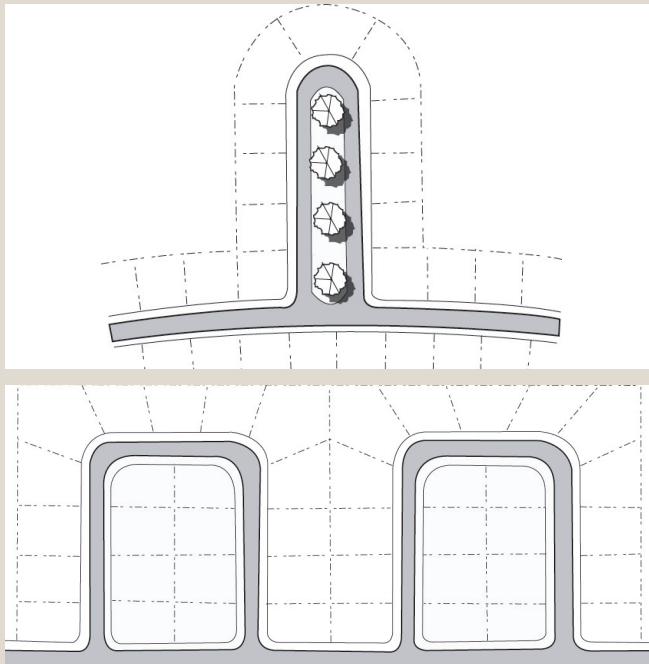


Figure 4-2: Alternatives to Cul-de-sacs, Loop Streets or "Closes" provide preferred alternatives to cul-de-sacs when disconnected streets are permitted.

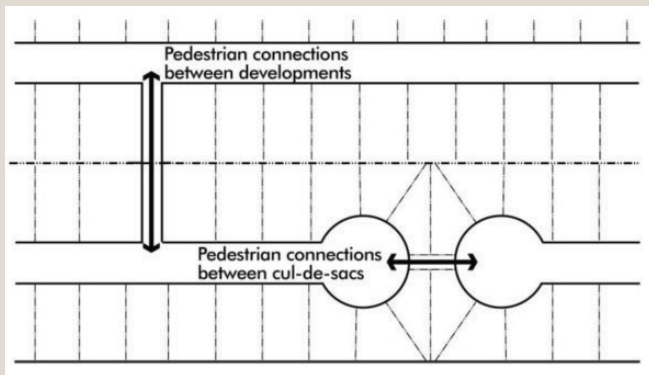


Figure 4-3: Pedestrian Connections between Developments and between Cul-de-sacs

standards in this sub-section. The City may require local streets to stub to the property edge where future development or re-subdivision of adjacent property is anticipated.

3. In addition to all of the above requirements for external connections, the following thresholds shall serve as a guide to meeting the overall Transportation Network Plan (4.3.2) and Block Size and Connectivity (4.3.3)

objectives.

- (a) All development with more than 20 dwelling units should have at least 2 connections or routes to an existing external Arterial or Collector street in the surrounding transportation network, or to a newly proposed Arterial or Collector street.
- (b) Developments over 50 dwelling units should have at least 3 connections or routes to an existing Arterial or Collector street, or a newly proposed Arterial or Collector street, and one additional connection or route for every increment of 50 dwelling units.
- (c) Extensions of or connections to existing and planned local streets can contribute to these connections or routes to the external network, provided the overall existing transportation network or a Transportation Network Plan for planned street achieves the thresholds in (a) and (b).
- (d) For interpreting this guidance, a "connection" shall be any access that does not overlap on any segment between the development block and the connection to the surrounding transportation network.

4.3.4 Street Design Types

- a. **Standards.** These standards include two distinct categories of street design types. Standard Design Types are based more heavily on the functional classification of the roadway. They are default standards based on traffic flow and function of the roadway. Context-based Design Types are based upon the integration with surrounding development patterns, land uses, and site designs. They are default standards based upon a well connected transportation network and coordinated planning with adjacent and abutting land uses. The technical design criteria, geometric and urban design standards, and cross sections for each street in this section are guidelines, and may be adjusted with concurrence of the City Engineer based upon the findings of any transportation impact study or other applicable considerations associated with a specific Transportation Network Plan, a specific corridor plan or other planning document affecting the public right-of-way. Tables 4-8 and 4-9 provide the applicability of each street type based upon the context (in reference to the Comprehensive Plan) and the functional classification (in reference to the Major Streets Plan or any specific Transportation Network Plan.)

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TABLE 4-8: STANDARD DESIGN TYPES

<i>Design Type</i>	<i>Context</i> (Comprehensive Plan)	<i>Applicability</i> (Functional Class)
Principal Arterial	Commercial and Industrial Land Use areas, or connectors between commercial and industrial areas and residential areas.	Principal Arterial
Minor Arterial	Connectors between commercial and industrial areas and residential areas	Minor Arterial
Collector (A, B, C)	Connectors between arterials and local streets in commercial, residential and industrial areas.	Collector
Commercial / Industrial Street	Commercial and Industrial Land Use Areas	Local
Residential Street (A & B)	Urban Transition Residential Urban Neighborhoods Rural / Low-Density Neighborhoods	Local
Alley	Residential	Residential Service
	Non-residential	Commercial Service

TABLE 4-9: CONTEXT-BASED DESIGN TYPES

<i>Design Type</i>	<i>Context</i> (Comprehensive Plan)	<i>Applicability</i> (Functional Class)
Trafficway	Limited Application [only for highways and similar high volume/high speed roadways that enter urban areas and prior to transitions to other context-appropriate roads and prior to transitions to one of the other street types.]	Principal Arterial
Boulevard	Adjacent to Activity Centers Mixed-Use Commercial Emphasis Mixed-Use Residential Emphasis Mixed-Use Employment Campus	Principal Arterial
Avenue	Activity Centers	Principal Arterial Minor Arterial
Parkway	Urban Residential Mixed-use Residential Emphasis Urban Transition Residential	Minor Arterial Collector
Street	Activity Centers Mixed-Use Commercial Emphasis Mixed-Use Residential Emphasis Mixed-Use Employment Campus Urban Neighborhoods (supporting Civic Uses or Parks)	Minor Arterial Collector Local
Neighborhood Street A	Urban Neighborhoods	Collector Local
Neighborhood Street B	Urban Neighborhoods	Local
Neighborhood Street C	Urban Neighborhoods	Local
Rural Road	Rural / Low-density Neighborhoods	Minor Arterial Local
Alley	Residential	Residential Service
	Non-residential	Commercial Service

- b. **Civic Open Space Credit.** Where the Streetscape Area in the right-of-way is in excess of the standard cross sections in subsection c. and where these areas are designed to create a greater civic amenity by meeting the Open Space System standards in Section 4.4 for Greenways, Courtyards or Plazas, the areas in excess of the minimum right-of-way standards may contribute to the Open Space requirement of the proposed subdivision.
- c. **Street Cross Sections.** The standard cross-sections for each street type are indicated below. They include geometric and urban design standards for the right-of-way, technical design parameters, and access standards based upon each specific design type. The streetscape shall be constructed according to the design specifications in Appendix G Streetscape Design, Planning, and Maintenance Guidelines and the standards in Appendix E, Pedestrian and Bicycle Guidelines.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Standard Roadway: Principal Arterial

Description: The Principal Arterial design type serves long and intermediate-distance travel. Principal Arterials provide for high regional continuity within the overall transportation network, and accommodate high speeds and volumes.

Context and Applicability: The Principal Arterial design type creates and supports major commercial and industrial districts that are regional in scale and reliant on a high degree of automobile usage. They also form the outer edges of residential neighborhoods, but need to be buffered from neighborhoods due to their intensity.

Standard Roadway Classification: Principal Arterial

TECHNICAL CRITERIA	
	Principal Arterial
Daily Traffic Volume	15,000 – 32,000 (4-lane) 24,000 – 50,000 (6-lane)
Design Speed	50 MPH
Speed Limit	40 - 45 MPH
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersections)	1,030'
Stopping Sight Distance	400'
Minimum Intersection Spacing	1,320'
Distance Between Signals	2,640'
Minimum Access separation - corner	660'
Minimum Access Separation – other access	660'
Driveway Approach and Street Configuration	Radial Curb Return
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	8"
Minimum Composite Section Depths (HBP/ ABC)	6" / 8"
Grade (Max / Min)	6% / 0.5%
Maximum Super Elevation	0.6
Acceleration / Deceleration Lanes	Per Section 4.3.7

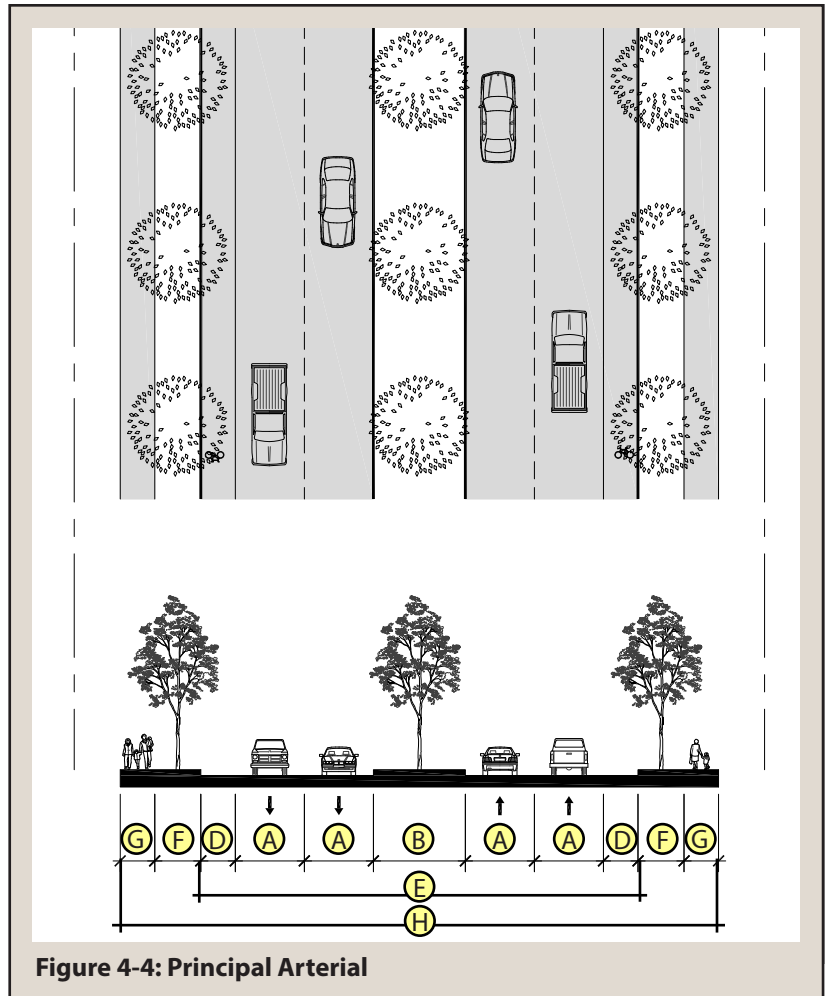


Figure 4-4: Principal Arterial

GEOMETRIC AND URBAN DESIGN STANDARDS		
		Principal Arterial
(A)	Number of Lanes (Width)**	4-6 (12')
(B)	Median Type (Width)	Raised (16' minimum) (4' at intersections)
(C)	Parking	none
(D)	Shoulder	6'
(E)	Roadway Width (BC-BC)	76' minimum (4-lane) 100' minimum (6-lane)
(F)	Tree Lawn / Landscape	8' minimum
(G)	Pedestrian Area	6' minimum
(H)	Right-of-Way Width*	120' minimum (4-lane) 140' minimum (6-lane)

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

** Master Transportation Plan shall provide primary guidance.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Standard Roadway: Minor Arterial

Description: The Minor Arterial design type serves long and intermediate-distance travel. Minor Arterials provide for high regional continuity within the overall transportation network, and accommodate moderate speeds and volumes.

Context and Applicability: The Minor Arterial design type creates and supports commercial and industrial districts with access from surrounding neighborhoods. They also form the outer edges of residential neighborhoods or may create a central spine for larger neighborhoods at the lower ranges of traffic volumes and speeds.

Standard Roadway Classification: Minor Arterial

TECHNICAL CRITERIA	
	Minor Arterial
Daily Traffic Volume	15,000 – 32,000 (4-lane w/ median) 7,500 – 18,000 (2-lane w/ median)
Design Speed	45 MPH
Speed Limit	35 – 40 MPH
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersections)	830'
Stopping Sight Distance	325'
Minimum Intersection Spacing	660'
Distance Between Signals	1,320'
Minimum Access separation - corner	330'
Minimum Access separation – other access	330'
Driveway Approach and Street Configuration	Radial Curb Return
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	7"
Minimum Composite Section Depths (HBP/ABC)	5" / 8"
Grade (Max / Min)	6% / 0.5%
Maximum Super elevation	0.6
Acceleration / Deceleration Lanes	Per Section 4.3.7

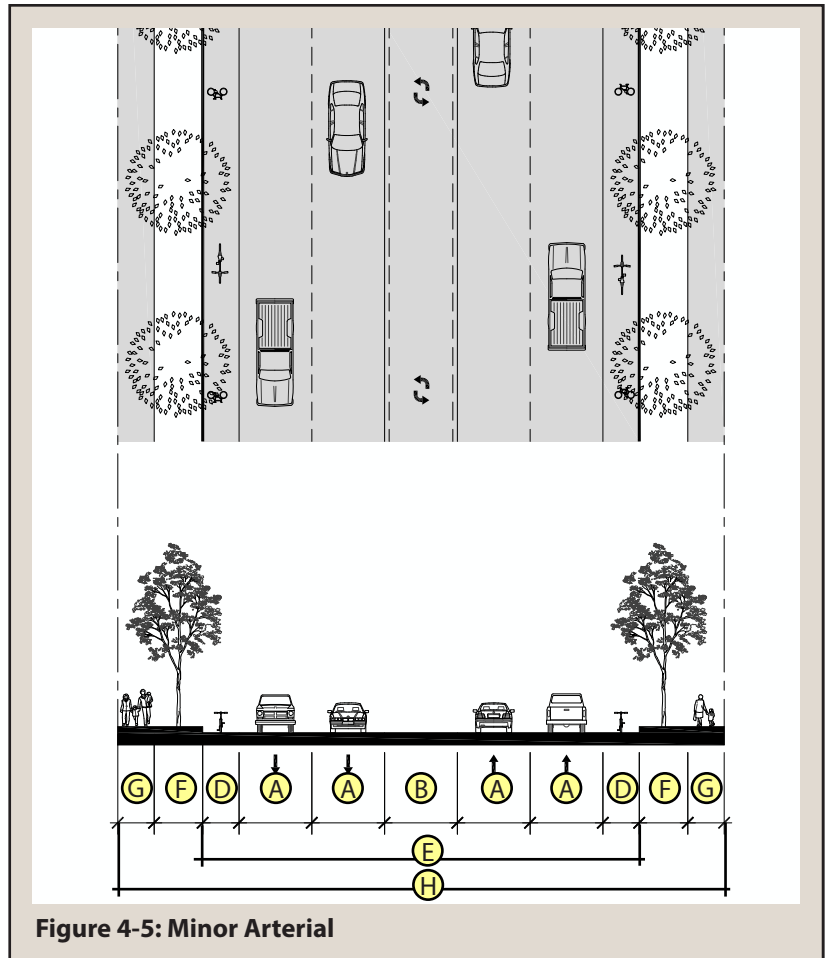


Figure 4-5: Minor Arterial

GEOMETRIC AND URBAN DESIGN STANDARDS		
		Minor Arterial
(A)	Number of Lanes (Width)	2-4 (12')
(B)	Median Type (Width)	Painted (12') – may be raised if 4-lane
(C)	Parking	none
(D)	Bicycle Lane / Shoulder	6'
(E)	Roadway Width (BC-BC)	72' minimum (4-lane w/ median) 48' minimum (2-lane w/ median)
(F)	Tree Lawn / Landscape	8' minimum
(G)	Pedestrian Area	6' minimum
(H)	Right-of-Way Width*	100' minimum

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Standard Roadway: Collector (Types A, B, and C)

Description: The Collector design type serves intermediate and short-distance travel. Collectors provide for moderate continuity within the overall street network, and accommodate moderate speeds and volumes.

Context and Applicability: The Collector design type serves as connectors between arterial and local streets in both residential and non-residential contexts.

Standard Roadway Classification: Collector

TECHNICAL CRITERIA			
	Collector A (w/o parking)	Collector B (w/o parking; w/ center turn-lane)	Collector C (w/ parking)
Daily Traffic Volume	5,000 – 7,000	6,000 – 10,000	5,000 – 7,500
Design Speed	35 MPH		
Speed Limit	30 – 35 MPH		
Design Vehicle	B-40		
Minimum Sight Distance (Driveway / Intersections)	660'		
Stopping Sight Distance	200'		
Minimum Intersection Spacing	330'		
Distance Between Signals	n/a		
Minimum Access separation - corner	150'		
Minimum Access separation – other access	150' (Collector A) / 75' (Collector B & C)		
Driveway Approach and Street Configuration	Flared		
Required Curb & Gutter Type	6" vertical		
Minimum Full Depth HPB Section	6"		
Minimum Composite Section Depths (HBP/ABC)	4" / 8"		
Grade (Max / Min)	8% / 0.5%		
Maximum Super elevation	0.6		
Acceleration / Deceleration Lanes	N/A		

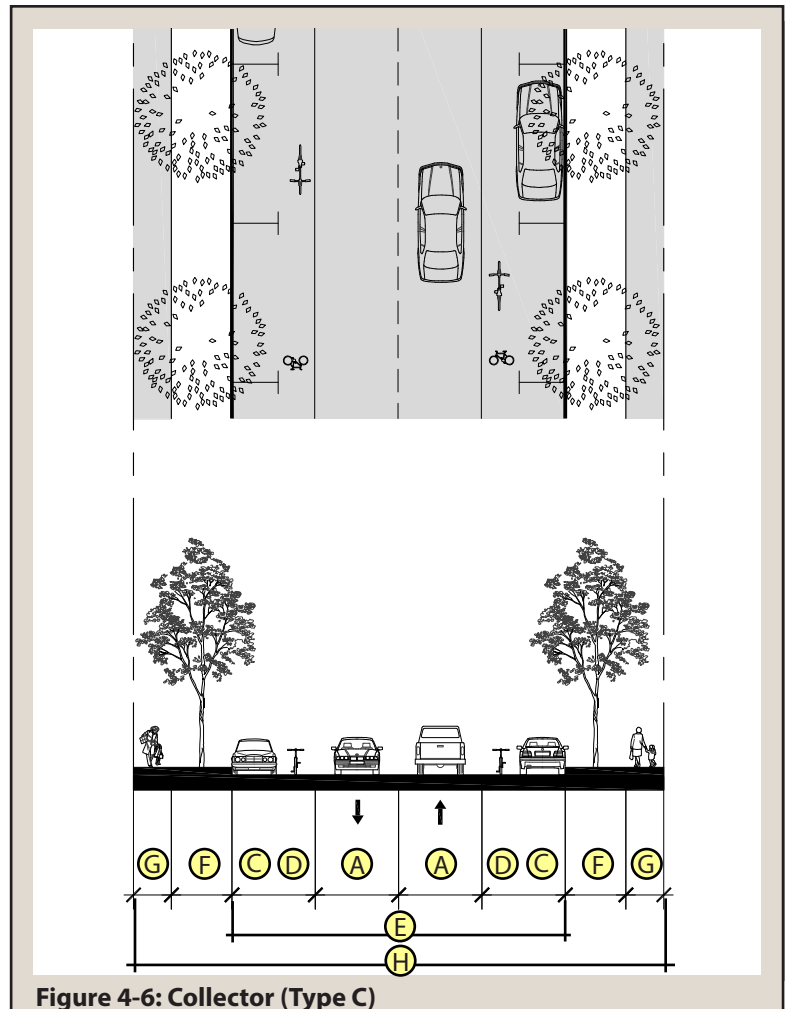


Figure 4-6: Collector (Type C)

GEOMETRIC AND URBAN DESIGN STANDARDS				
		Collector A (w/o parking)	Collector B (w/o parking; w/ center turn-lane)	Collector C (w/ parking)
(A)	Number of Lanes (Width)	2 (12')	2 (12')	2 (11')
(B)	Median Type (Width)	none	Painted (12')	none
(C)	Parking	none	none	Shared w/ bike lane
(D)	Bicycle Lane / Shoulder	6'	6'	11' joint parking/bike lane
(E)	Roadway Width (BC-BC)	36' minimum	48' minimum	44' minimum
(F)	Tree Lawn / Landscape	8'	8'	8'
(G)	Pedestrian Area**	6'	6'	5'
(H)	Right-of-Way Width*	70'	80'	70'

* Added ROW allocated between additional tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

** If an attached sidewalk is allowed via subdivision waiver then a minimum 6' wide sidewalk is required.

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SUBDIVISION REGULATIONS

4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Standard Roadway: Commercial / Industrial

Description: The Commercial / Industrial design type serves as primary access to non-residential uses that may have a higher volume of truck and delivery traffic, and which need a high degree of automobile access for patrons or employees. The Commercial / Industrial design type serves intermediate and short-distance travel within the overall transportation network, and accommodates lower volumes and speeds.

Context and Applicability: Commercial and Industrial Areas outside of "Activity Centers."

Standard Roadway Classification: Local

TECHNICAL CRITERIA	
	Commercial / Industrial
Daily Traffic Volume	3,500 – 7,500
Design Speed	25 MPH
Speed Limit	25 MPH
Design Vehicle	WB-50 (Commercial) WB-67 (Industrial)
Minimum Sight Distance (Driveway / Intersections)	260'
Stopping Sight Distance	150'
Minimum Intersection Spacing	200'
Distance Between Signals	n/a
Minimum Access separation - corner	100'
Minimum Access separation – other access	30'
Driveway Approach and Street Configuration	Flared
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	6"
Minimum Composite Section Depths (HBP/ABC)	4" / 8"
Grade (Max / Min)	10% / 0.5%
Maximum Super elevation	0.6
Acceleration / Deceleration Lanes	N/A

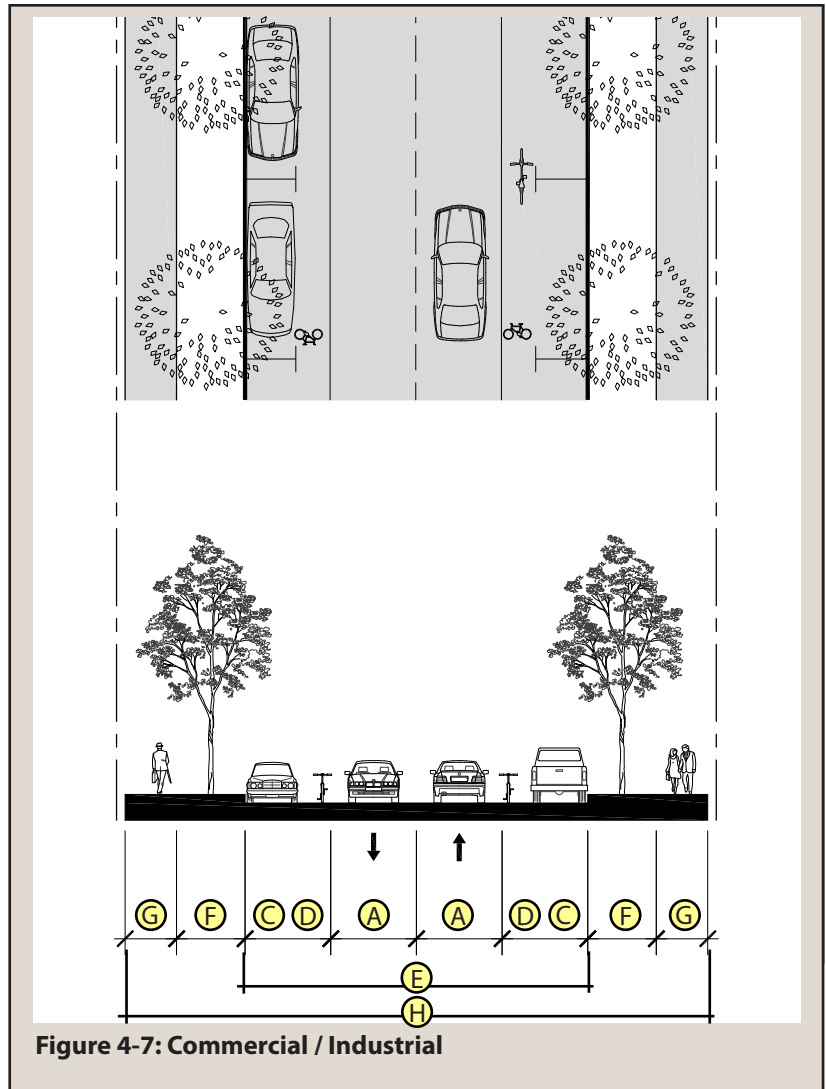


Figure 4-7: Commercial / Industrial

GEOMETRIC AND URBAN DESIGN STANDARDS

		Industrial A	Commercial B
(A)	Number of Lanes (Width)	2 (15')	2 (10')
(B)	Median Type (Width)	none	none
(C)	Parking	7' parking	10' bike /parking
(D)	Bicycle Lane / Shoulder	none	Shared parking/bike
(E)	Roadway Width (BC-BC)	44' minimum	40' minimum
(F)	Tree Lawn / Landscape*	6' minimum	8' minimum
(G)	Pedestrian Area	4.5' minimum	6' minimum
(H)	Right-of-Way Width**	70' minimum	70' minimum

* If an attached sidewalk is allowed via subdivision waiver then a minimum 6' wide sidewalk is required.

** Added ROW allocated between additional tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Standard Roadway: Residential (Types A & B)

Description: The Residential Design type serves as primary access to residential uses that may have a higher volume of pedestrian traffic. The Residential design type serves intermediate and short-distance travel within the overall transportation network, and accommodates lower volumes and speeds.

Context and Applicability: Residential Areas

Standard Roadway Classification: Local

TECHNICAL CRITERIA		
	Residential A	Residential B
Daily Traffic Volume	0 – 2,500	0 – 250
Design Speed	25 MPH	
Speed Limit	25 MPH	
Design Vehicle	SU-30	
Minimum Sight Distance (Driveway / Intersections)	260'	
Stopping Sight Distance	150'	
Minimum Intersection Spacing	200'	
Distance Between Signals	n/a	
Minimum Access separation - corner	15'	15'
Minimum Access separation – other access	12'	12'
Driveway Approach and Street Configuration	Flared	
Required Curb & Gutter Type	6" vertical or rolled	
Minimum Full Depth HPB Section	4.5"	
Minimum Composite Section Depths (HBP/ ABC)	3" / 6"	
Grade (Max / Min)	10% / 0.5%	
Maximum Super elevation	0.6	
Acceleration / Deceleration Lanes	N/A	

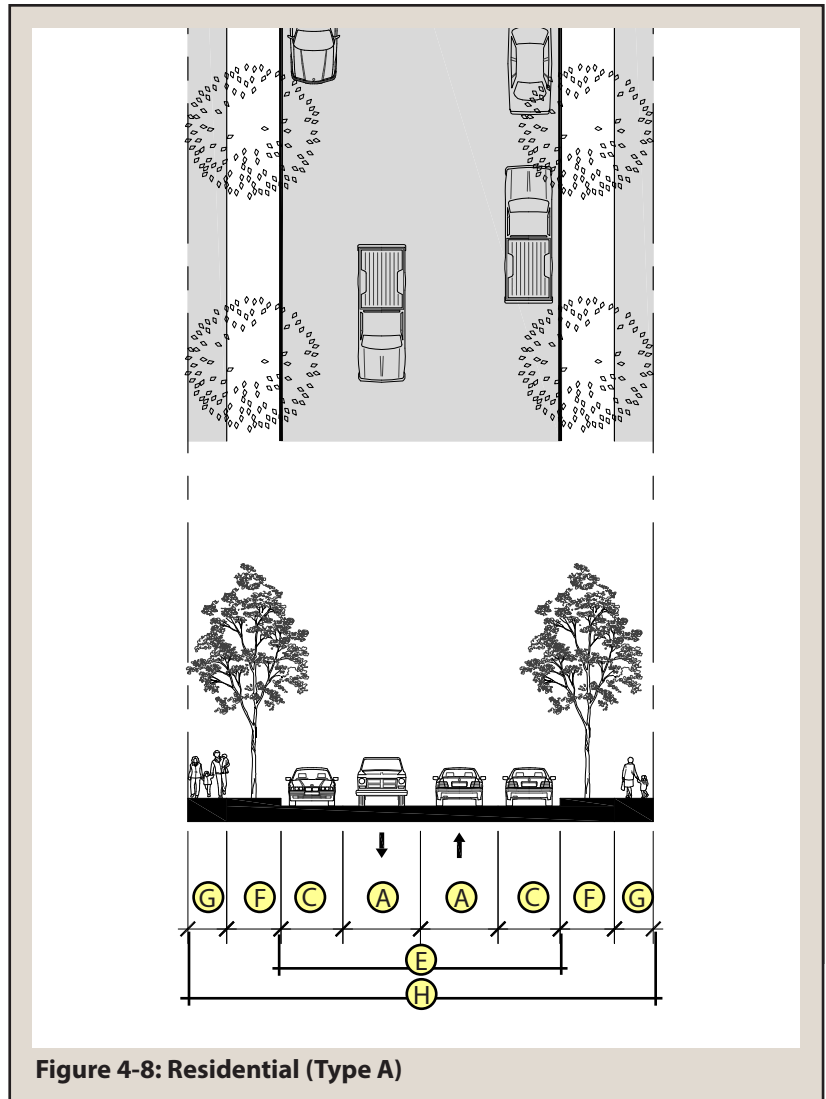


Figure 4-8: Residential (Type A)

GEOMETRIC AND URBAN DESIGN STANDARDS			
		Residential A	Residential B
(A)	Number of Lanes (Width)	2 (10')	2 (10')
(B)	Median Type (Width)	none	none
(C)	Parking	8' (both sides)	6' (both sides)
(D)	Bicycle Lane / Shoulder	none	none
(E)	Roadway Width (BC-BC)	36' minimum	32' minimum
(F)	Tree Lawn / Landscape*	7'	7'
(G)	Pedestrian Area	5'	5'
(H)	Right-of-Way Width	60' minimum	56' minimum

* If an attached sidewalk is allowed via subdivision waiver then a minimum 6' wide sidewalk is required.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Trafficway

Description: The Trafficway design type serves long to intermediate-distance travel. Trafficways provide for moderate continuity, with higher speeds, and volumes within the overall street network.

Context and Applicability: The Trafficway design type is a high-capacity roadway through urban areas.

Standard Roadway Classification: Principal Arterial

TECHNICAL CRITERIA	
	Trafficway
Daily Traffic Volume	15,000 – 36,000 (4-lane) 24,000 – 54,000 (6-lane)
Design Speed	55 MPH
Speed Limit	45 – 50 MPH
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersections)	1,030'
Stopping Sight Distance	400'
Minimum Intersection Spacing	1,320'
Distance Between Signals	2,640'
Minimum Access separation - corner	660'
Minimum Access separation - other access	660'
Driveway Approach and Street Configuration	Radial Curb Return
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	8"
Minimum Composite Section Depths (HBP/ABC)	6" / 8"
Grade (Max / Min)	6% / 0.5%
Maximum Super elevation	0.6
Acceleration / Deceleration Lanes	Per Section 4.3.7

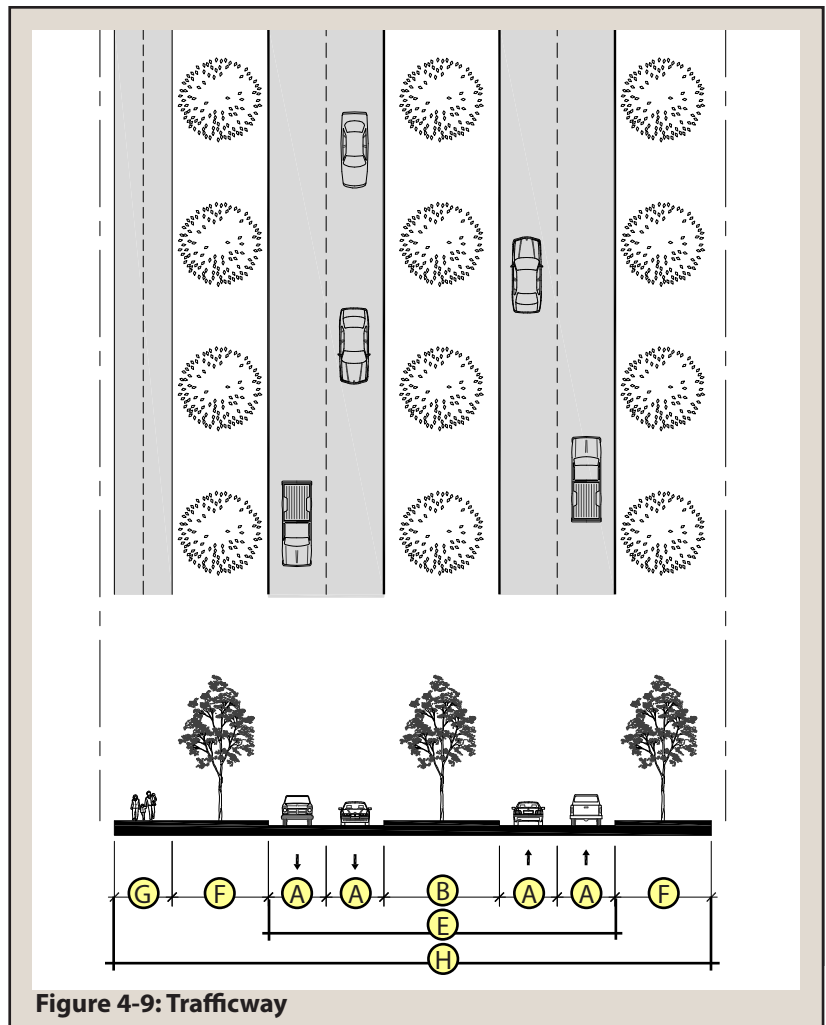


Figure 4-9: Trafficway

GEOMETRIC AND URBAN DESIGN STANDARDS		
		Trafficway
(A)	Number of Lanes (Width)	4-6 (12')
(B)	Median Type (Width)	Raised (24')
(C)	Parking	none
(D)	Bicycle Lane / Shoulder	None – see Pedestrian Area in G below
(E)	Roadway Width (BC-BC)	72' minimum (4-lane) 96' minimum (6-lane)
(F)	Tree Lawn / Landscape	20' minimum 32' minimum w/ multi-use trail
(G)	Pedestrian Area	12' Multi-use trail in largest landscape edge (optional)
(H)	Right-of-Way Width*	130' minimum (4-lane) 150' minimum (6-lane)

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Boulevard

Description: The Boulevard design type balances a high-capacity and moderate- to high-speed roadway, with a high degree of pedestrian amenity and accessibility for adjacent development. The right-of-way is designed in two key components – the central portions for through traffic movement, and the edges for slip lanes, pedestrian amenities, and enhanced urban design.

Context and Applicability: The Boulevard design type is applied to limited segments of arterial roads, primarily adjacent to and forming the edges and gateways of:

- Regional or Community Activity Centers
- Mixed-Use Employment Emphasis; or
- Mixed-Use Commercial Emphasis.

It has limited application based on appropriate intersection designs of slip lanes with cross streets and with the through portion of the Boulevard.

Standard Roadway Classification: Principal Arterial

TECHNICAL CRITERIA	
	Boulevard
Daily Traffic Volume	15,000 – 32,000 (4-lane)
Design Speed	50 MPH
Speed Limit	35 – 45 MPH 10-20 MPH (slip lanes)
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersections)	1,030'
Stopping Sight Distance	400'
Minimum Intersection Spacing	1,320' 300' (slip lanes)
Distance Between Signals	2,640'
Minimum Access separation - corner	660' 200' (slip lanes)
Minimum Access separation – other access	660' 200' (slip lanes)
Driveway Approach and Street Configuration	Radial Curb Return
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	8"
Minimum Composite Section Depths (HBP/ABC)	6" / 8"
Grade (Max / Min)	6% / 0.5%
Maximum Super elevation	0.6
Acceleration / Deceleration Lanes	Per Section 4.3.7

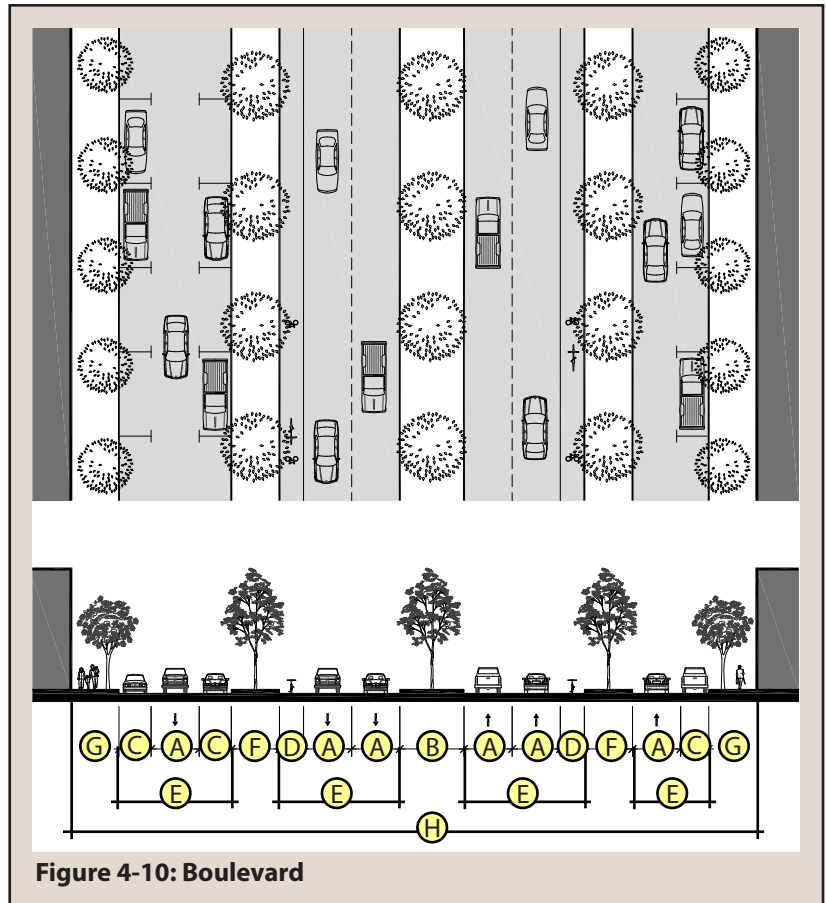


Figure 4-10: Boulevard

GEOMETRIC AND URBAN DESIGN STANDARDS		
		Boulevard
(A)	Number of Lanes (Width)	4 (12') 1 slip/frontage lane either or both sides (10')
(B)	Median Type (Width)	Raised (16') (4' at intersections)
(C)	Parking	7' on slip lanes 8' if on both sides of slip lane
(D)	Bicycle Lane / Shoulder	6'
(E)	Roadway Width (BC-BC)	76' minimum (excludes slip lanes)
(F)	Tree Lawn / Landscape	12' minimum between Boulevard and slip lanes 8' if no slip lanes Tree-wells included in pedestrian area on slip lanes
(G)	Pedestrian Area	6' if no slip lanes 12' on slip lane
(H)	Right-of-Way Width	119' – 128' minimum (one slip lane) 146' – 164' minimum (two slip lanes)

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Avenue (Types A & B)

Description: The Avenue design type serves intermediate to short distance travel. Avenues provide moderate continuity within the overall street network, and accommodate slower speeds and moderate volumes. The right-of-way is designed for intensive pedestrian use.

Context and Applicability: The Avenue design type is applied to limited segments of arterial roads within or adjacent to:

- Regional, Community, or Neighborhood Activity Centers
- Mixed-Use Employment Emphasis;
- Mixed-Use Commercial Emphasis; or
- Mixed-Use Residential Emphasis.

It is most applicable for zoning districts and sites that allow buildings to front directly on the street.

Standard Roadway Classification: Principal Arterial (Type A) or Minor Arterial (Type B)

TECHNICAL CRITERIA		
	Avenue A	Avenue B
Daily Traffic Volume	20,000 – 28,000	12,000 – 20,000
Design Speed	35 MPH	30 MPH
Speed Limit	30 – 35 MPH	25-30 MPH
Design Vehicle	WB-67	WB-50
Minimum Sight Distance (Driveway / Intersections)	660'	500'
Stopping Sight Distance	250'	200'
Minimum Intersection Spacing	330'	330'
Distance Between Signals	660'	660'
Minimum Access separation - corner	200'	200'
Minimum Access separation - other access	200'	75'
Driveway Approach and Street Configuration	Radial Curb Return	Radial Curb Return or Flared
Required Curb & Gutter Type	6" vertical	6" vertical
Minimum Full Depth HPB Section	8"	7"
Minimum Composite Section Depths (HBP/ABC)	6" / 8"	5" / 8"
Grade (Max / Min)	8% / 0.5%	8% / 0.5%
Maximum Super elevation	0.6	0.6
Acceleration / Deceleration Lanes	N/A	N/A

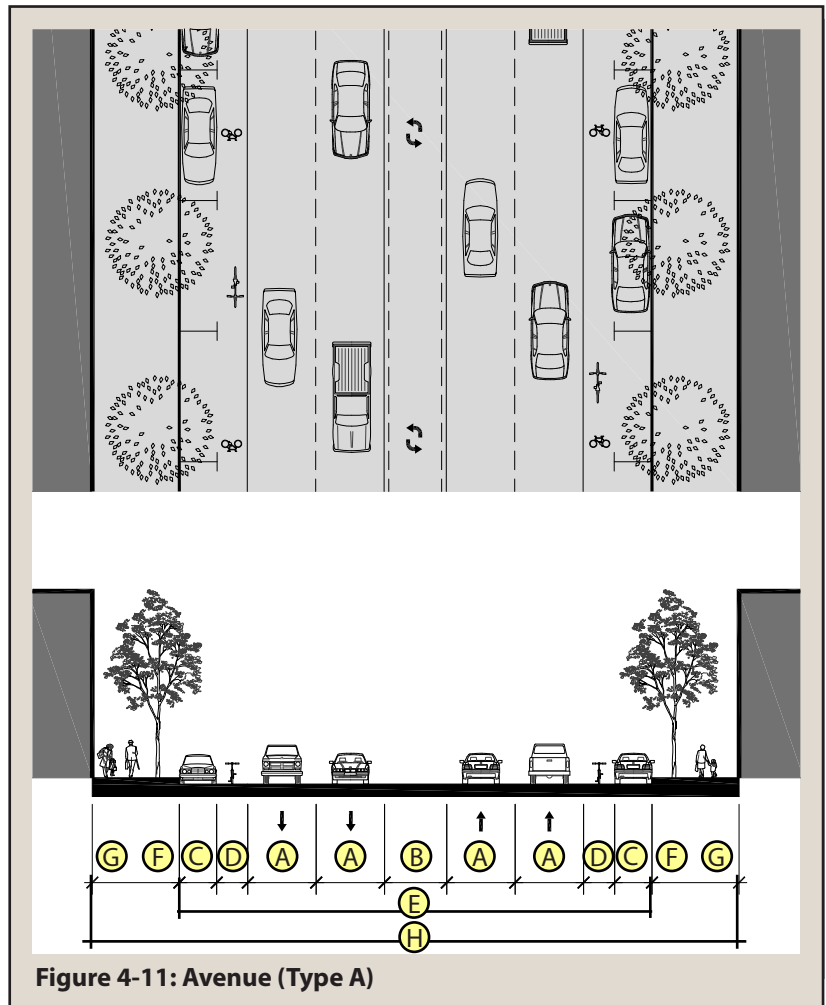


Figure 4-11: Avenue (Type A)

GEOMETRIC AND URBAN DESIGN STANDARDS			
		Avenue A	Avenue B
(A)	Number of Lanes (Width)	4 (11')	2 (11')
(B)	Median Type (Width)	Painted (10'), raised optional (12')	Painted (10') optional
(C)	Parking	6'	6'
(D)	Bicycle Lane / Shoulder	5'	5'
(E)	Roadway Width (BC-BC)	76' – 78' minimum	44' minimum (w/o median) 54' minimum (w/ median)
(F)	Tree Lawn / Landscape	Tree wells included in pedestrian area, or minimum 8' tree lawn	Tree-wells included in pedestrian area
(G)	Pedestrian Area	8' if tree lawn 14' w/o tree lawn	13'
(H)	Right-of-Way Width	110' minimum*	70' minimum (w/o median) 80' minimum (w/ median)

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

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SUBDIVISION REGULATIONS

4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Parkway (Types A & B)

Description: The Parkway design type serves long to intermediate distance travel. Parkway provide for high continuity within the overall transportation network, and accommodate moderate speeds and volumes. The right-of-way is designed for increased natural amenity in both the median and the street edge.

Context and Applicability: The Parkway design type is applied to extended segments of arterial or collector roads to provide a continuous natural amenity throughout:

- Mixed-Use Employment Emphasis;
- Mixed-Use Residential Emphasis;
- Urban Residential; and
- Urban Transition Residential.

The Parkway design type is most applicable to alternative through routes around activity centers, diverting through traffic from the more intense commercial and pedestrian-oriented streets in the network, and providing a continuous and uniform design feature across different zoning districts and development sites.

Standard Roadway Classification: Minor Arterial (Type A) or Collector (Type B)

TECHNICAL CRITERIA		
	Parkway A	Parkway B
Daily Traffic Volume	12,000 – 30,000	10,000 – 12,500
Design Speed	35 MPH	30 MPH
Speed Limit	30 – 35 MPH	25-30 MPH
Design Vehicle	WB-50	WB-50
Minimum Sight Distance (Driveway / Intersections)	660'	500'
Stopping Sight Distance	250'	200'
Minimum Intersection Spacing	330'	330'
Distance Between Signals	660'	660'
Minimum Access separation - corner	200'	200'
Minimum Access separation – other access	150'	75'
Driveway Approach and Street Configuration	Flared	Flared
Required Curb & Gutter Type	6" vertical	6" vertical
Minimum Full Depth HPB Section	7"	6"
Minimum Composite Section Depths (HBP/ABC)	5" / 8"	4" / 8"
Grade (Max / Min)	8% / 0.5%	8% / 0.5%
Maximum Super elevation	0.6	0.6
Acceleration / Deceleration Lanes	N/A	N/A

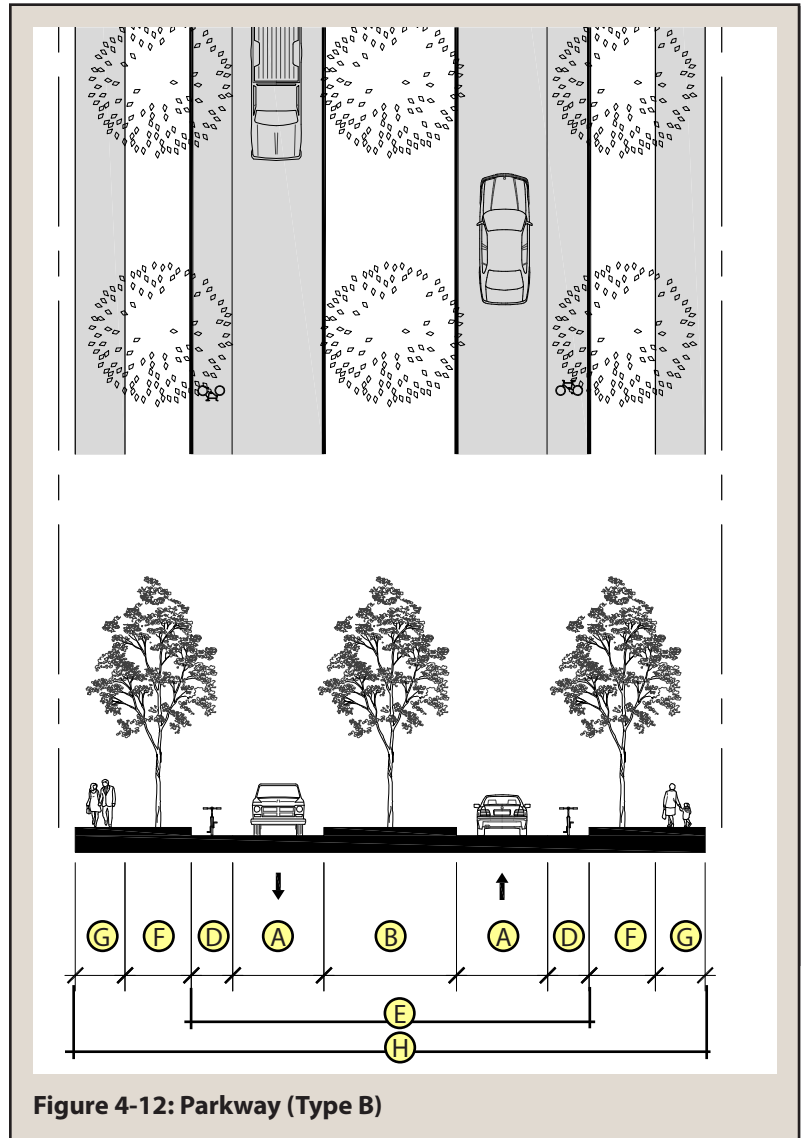


Figure 4-12: Parkway (Type B)

GEOMETRIC AND URBAN DESIGN STANDARDS			
		Parkway A	Parkway B
(A)	Number of Lanes (Width)	4 (11')	2 (11')
(B)	Median Type (Width)	Raised (16' minimum)	Raised (16' minimum)
(C)	Parking	none	none
(D)	Bicycle Lane / Shoulder	5'	5'
(E)	Roadway Width (BC-BC)	70' minimum	48' minimum
(F)	Tree Lawn / Landscape	12' minimum	8' minimum
(G)	Pedestrian Area	6'	6'
(H)	Right-of-Way Width*	110' minimum	80' minimum

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

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SUBDIVISION REGULATIONS

4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Street

Description: The Street design type serves intermediate to short distance travel. Streets provide for moderate continuity within a highly-connected street network, and accommodate slower speeds and low volumes. The right-of-way is designed for intensive pedestrian use.

Context and Applicability: The Street design type is applied to streets of a highly connected street network within or adjacent to:

- Regional, Community, or Neighborhood Activity Centers
- Mixed-Use Employment Emphasis;
- Mixed-Use Commercial Emphasis;
- Mixed-Use Residential Emphasis; or
- Urban Neighborhoods (serving Civic Uses or Parks)

It is most applicable for zoning districts and sites that allow buildings to front directly on the street or similar locations that require on-street parking.

Standard Roadway Classification: Collector or Local

TECHNICAL CRITERIA	
	Street
Daily Traffic Volume	3,500 – 7500 Collector / Local
Design Speed	20 MPH
Speed Limit	20 MPH
Design Vehicle	SU-30
Minimum Sight Distance (Driveway / Intersections)	260'
Stopping Sight Distance	150'
Minimum Intersection Spacing	200'
Distance Between Signals	N/A
Minimum Access separation - corner	200'
Minimum Access separation – other access	75'
Driveway Approach and Street Configuration	Flared
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	6"
Minimum Composite Section Depths (HBP/ABC)	4" / 8"
Grade (Max / Min)	10% / 0.5%
Maximum Super elevation	0.6
Acceleration / Deceleration Lanes	N/A

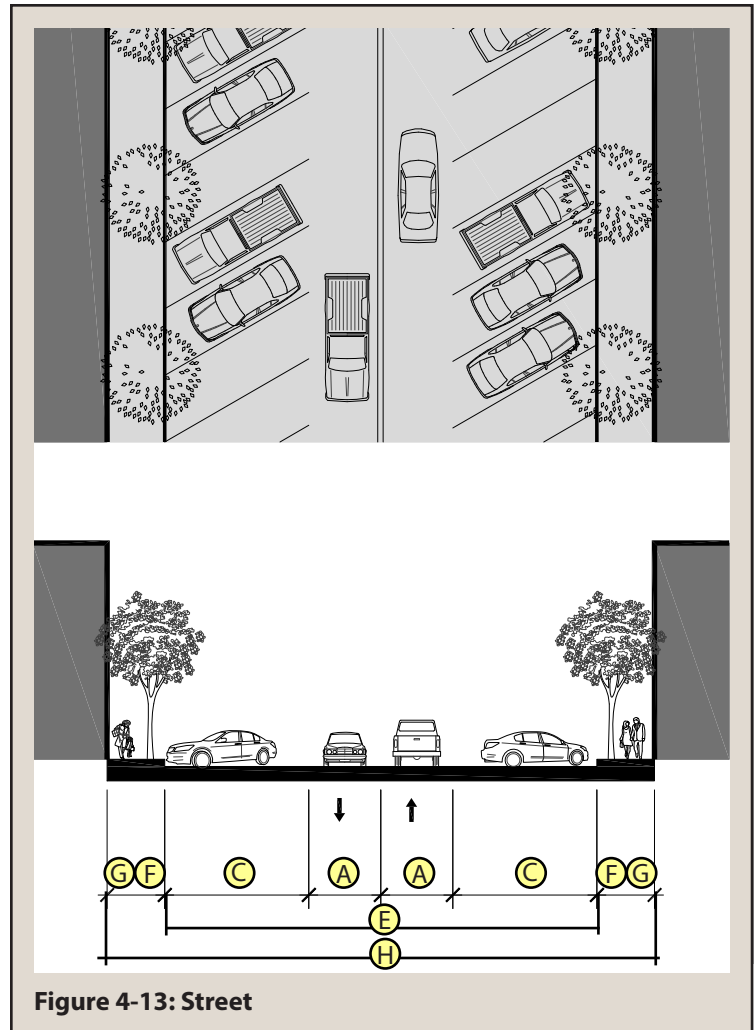


Figure 4-13: Street

GEOMETRIC AND URBAN DESIGN STANDARDS		
		Street
(A)	Number of Lanes (Width)	2 - 4 (10')
(B)	Median Type (Width)	none
(C)	Parking	7' parallel 22' minimum diagonal
(D)	Bicycle Lane / Shoulder	none
(E)	Roadway Width (BC-BC)*	34' - 54' minimum (parallel parking) 64' - 84' minimum (angled parking)
(F)	Tree Lawn / Landscape	Treewells included in pedestrian area
(G)	Pedestrian Area	8' - 12'
(H)	Right-of-Way Width*	50' - 78' minimum (parallel parking) 80' - 108' minimum (diagonal parking)

* Alternate sides of the street may provide different parking, which will alter the required roadway width and right-of-way width.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Neighborhood Street (Types A, B, & C)

Description: The Neighborhood Street design type serves intermediate to short distance travel. Streets provide for limited continuity within a highly-connected street network, discouraging through traffic but maintaining connectivity. They accommodate slow speeds and low volumes and right-of-way is designed for intensive pedestrian use.

Context and Applicability: The Neighborhood Street design type is applied to collector or local streets within or adjacent to in Urban Neighborhoods and Urban Transition Neighborhoods where there is a highly connected street network.

Standard Roadway Classification: Collector (Type A) and Local (Types A, B & C)

TECHNICAL CRITERIA			
	Neighborhood Street A	Neighborhood Street B	Neighborhood Street C
Daily Traffic Volume	0 -2,000 (local) 2,000 – 5,000 (collector)	0 – 200	0 – 200
Design Speed	20 MPH	20 MPH	20 MPH
Speed Limit	20 MPH	20 MPH	20 MPH
Design Vehicle	SU-30	SU-30	SU-30
Minimum Sight Distance (Driveway / Intersections)	260'	260'	260'
Stopping Sight Distance	100'	100'	100'
Minimum Intersection Spacing	200'	200'	200'
Distance Between Signals	N/A	N/A	N/A
Minimum Access separation - corner	15'	15'	15'
Minimum Access separation – other access	12'	12'	12'
Driveway Approach and Street Configuration	Flared	Flared	Flared
Required Curb & Gutter Type	6" vertical	6" vertical	6" vertical
Minimum Full Depth HPB Section	4.5"	4.5"	4.5"
Minimum Composite Section Depths (HBP/ABC)	3" / 6"	3" / 6"	3" / 6"
Grade (Max / Min)	10% / 0.5%	10% / 0.5%	10% / 0.5%
Maximum Super Elevation	0.6	0.6	0.6
Acceleration / Deceleration Lanes	N/A	N/A	N/A

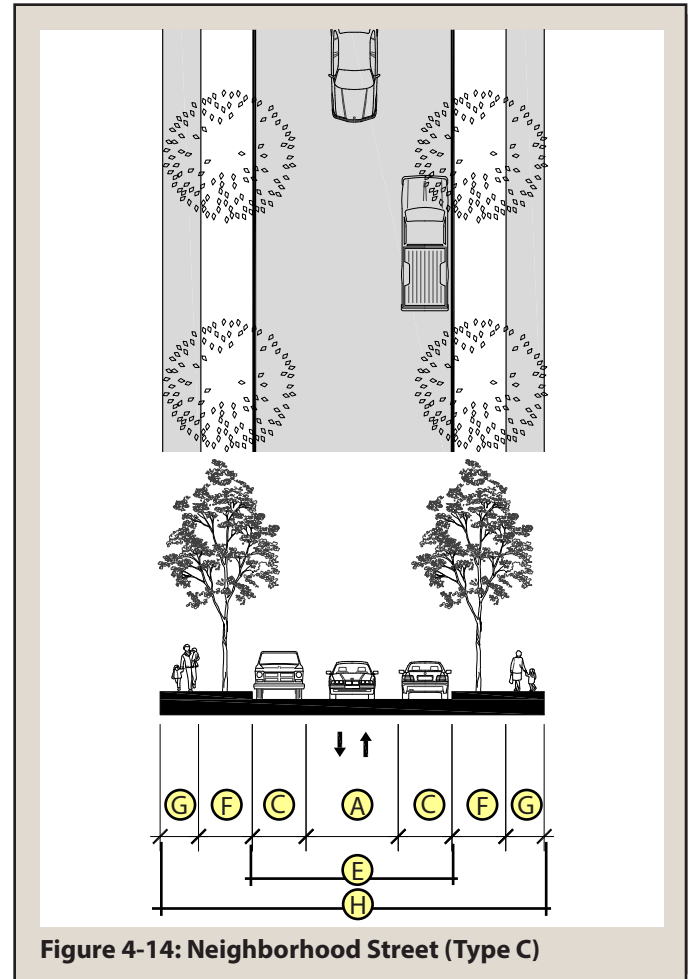


Figure 4-14: Neighborhood Street (Type C)

GEOMETRIC AND URBAN DESIGN STANDARDS				
		Neighborhood Street A	Neighborhood Street B	Neighborhood Street C
A	Number of Lanes (Width)	2 (10') local 2 (12') collector	2 (10')	1 (12' – yield lane)
B	Median Type (Width)	none	none	none
C	Parking	6' (both sides local) 8' (one-side collector)	6' parallel (one side)	7' parallel (both sides)
D	Bicycle Lane / Shoulder	none	none	none
E	Roadway Width (BC-BC)	32' minimum	26' minimum	26' minimum
F	Tree Lawn / Landscape	8'	7'	7'
G	Pedestrian Area	6'	5'	5'
H	Right-of-Way Width	60' minimum	50' minimum	50' minimum

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Rural Road (Types A & B)

Description: The Rural Road design type serves long to intermediate distance travel. Rural roads provide for moderate continuity within the overall transportation network, and accommodate slower speeds and moderate volumes. The right-of-way is designed to emphasize natural features and have low impacts on topography and vegetation.

Context and Applicability: The Rural Road design type is applied to arterial roads or local roads in more remote or low-intensity development areas, where little future or long-range development intensification is anticipated, primarily:

- Rural areas
- Low-density Neighborhoods;
- Urban Transition Residential

Standard Roadway Classification: Minor Arterial (Type A) or Local (Type B)

TECHNICAL CRITERIA		
	Rural Road A	Rural Road B
Daily Traffic Volume	7,500 – 12,000	0-2,500
Design Speed	35 MPH	25 MPH
Speed Limit	30 – 35 MPH	20-25 MPH
Design Vehicle	WB-50	WB-50
Minimum Sight Distance (Driveway / Intersections)	660'	660'
Stopping Sight Distance	200'	200'
Minimum Intersection Spacing	330'	330'
Distance Between Signals	N/A	N/A
Minimum Access separation - corner	330'	220'
Minimum Access separation – other access	330'	75'
Driveway Approach and Street Configuration	Flared	Flared
Required Curb & Gutter Type	none	None
Minimum Full Depth HPB Section	7"	7"
Minimum Composite Section Depths (HBP/ABC)	5" / 8"	5" / 8"
Grade (Max / Min)	10% / 0.5%	10% / 0.5%
Maximum Super elevation	0.6	0.6
Acceleration / Deceleration Lanes	Per Section 4.3.7	N/A

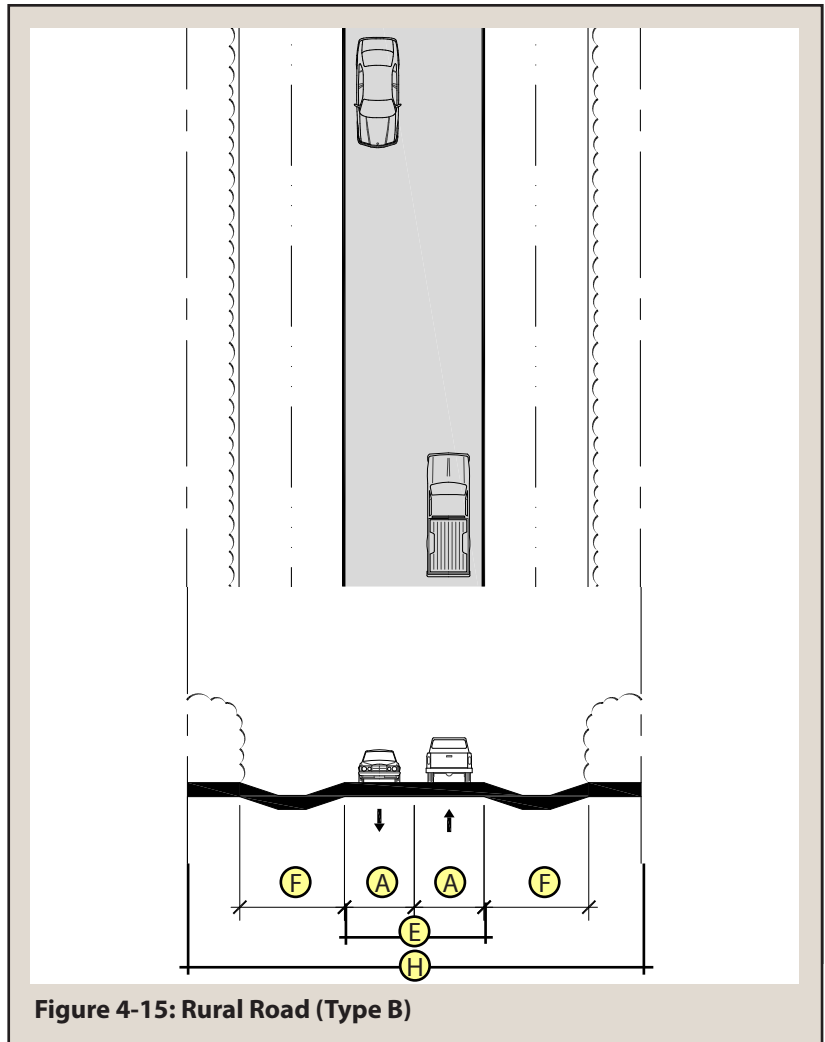


Figure 4-15: Rural Road (Type B)

GEOMETRIC AND URBAN DESIGN STANDARDS			
		Rural Road A	Rural Road B
(A)	Number of Lanes (Width)	2 (11')	2 (10')
(B)	Median Type (Width)	Swale (24')	Swale (15') - Optional
(C)	Parking	None	None
(D)	Bicycle Lane / Shoulder	5'	None
(E)	Roadway Width (BC-BC)	56' minimum	35' minimum (w/ median) 20' minimum (w/o median)
(F)	Tree Lawn / Landscape	15' minimum swale and natural area	15' minimum swale and natural area
(G)	Pedestrian Area	None or separate greenway/trail	none
(H)	Right-of-Way Width*	90' minimum	50' minimum (w/o median) 65' minimum (w/ median)

* Added ROW allocated between additional landscape median or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Context-based Roadway: Alley (Non-residential & Residential)

Description: The Alley design type serves for service and common access to the interior of blocks at a low capacity and low speed.

Context and Applicability: The Alley design type is applied to residential and non-residential areas that need more discrete or secondary access to blocks and lots. It is most effective where the continuity of streets and streetscapes need to be preserved from repetitive curb cuts, and where a highly connected street network allows alleys to access blocks off of secondary streets.

Standard Roadway Classification: Service / Access

TECHNICAL CRITERIA		
	Non-residential	Residential
Daily Traffic Volume	0- 500	0-500
Design Speed	10 MPH	10 MPH
Speed Limit	10 MPH	10 MPH
Design Vehicle	SU-30	SU-30
Minimum Sight Distance (Driveway / Intersections)	210'	210'
Stopping Sight Distance	100'	100'
Minimum Intersection Spacing	N/A	N/A
Distance Between Signals	N/A	N/A
Minimum Access separation - corner	N/A	N/A
Minimum Access separation – other access	N/A	N/A
Driveway Approach and Street Configuration	Flared	Flared
Required Curb & Gutter Type	None	None
Minimum Full Depth HPB Section	4.5"	4.5"
Minimum Composite Section Depths (HBP/ ABC)	3" / 6"	3" / 6"
Grade (Max / Min)	10% / 0.3%	10% / 0.3%
Maximum Super elevation	N/A	N/A
Acceleration / Deceleration Lanes	N/A	N/A

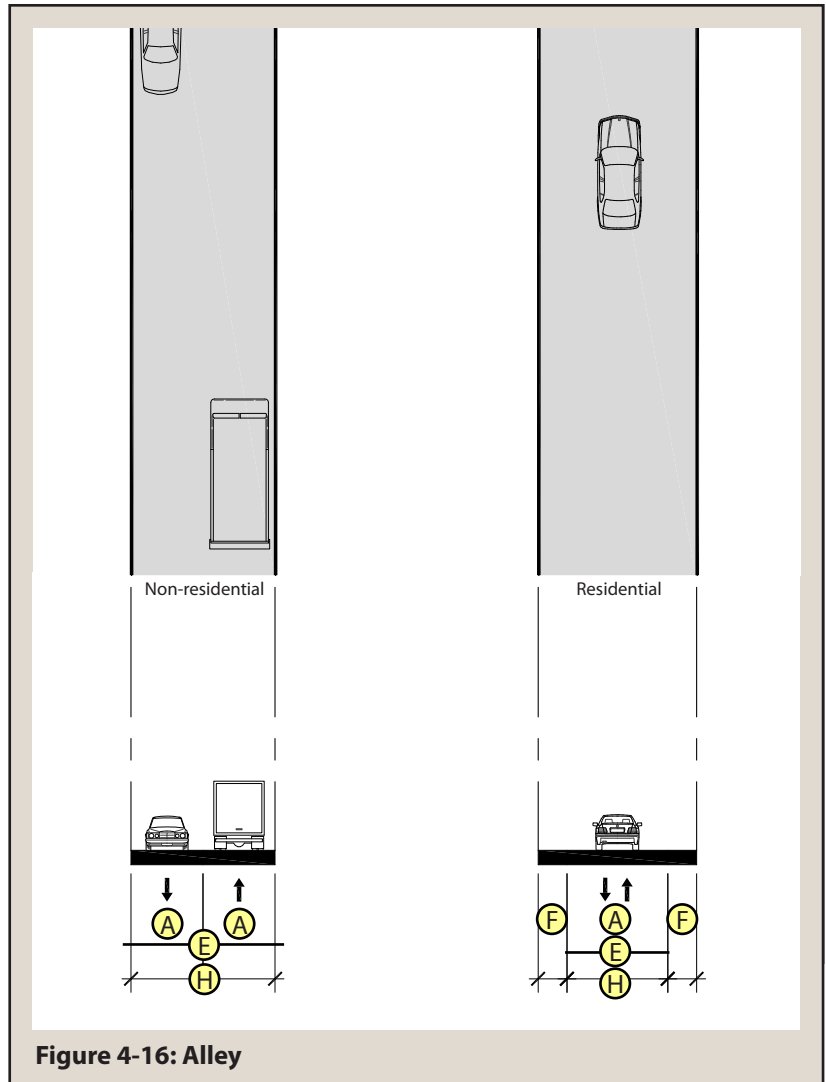


Figure 4-16: Alley

GEOMETRIC AND URBAN DESIGN STANDARDS			
		Non-residential	Residential
(A)	Number of Lanes (Width)	2 (8' - 10') (up to 12' for frequent truck access)	1 (12' – 16' yield)
(B)	Median Type (Width)	None	None
(C)	Parking	None	None
(D)	Bicycle Lane / Shoulder	none	None
(E)	Roadway Width (BC-BC)	16' – 24'	12' – 16'
(F)	Tree Lawn / Landscape*	none	2' - 4'
(G)	Pedestrian Area	None	None
(H)	Right-of-Way Width	16' – 24' minimum	16' – 24' minimum

* Tree Lawn/Landscape for alleys is generally only required to be a permeable area unless associated with property access.

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SUBDIVISION REGULATIONS

4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

4.3.5 Intersection Designs

The standards in this sub-section apply to intersections of streets. These standards shall be implemented consistent with the Pedestrian and Bicycle Guidelines in Appendix E and any required Transportation Impact Study or Transportation Impact Assessment. Alternative standards that better meet the Intent of this Section may be required or approved based on a Transportation Impact Study or Transportation Impact Assessment, or through the Waiver process specified in Article 2.

- a. **Generally.** Intersections of streets in the transportation network plan or new intersections to existing streets in any subdivision application shall meet the following general requirements:
 1. The angle of intersections of streets shall be as close to 90 degrees as possible and shall not vary more than 10 degrees from a right angle.
 2. Intersections should be aligned or offset by at least:
 - (a) 150' from intersecting local streets;
 - (b) 200' from intersecting collector streets; and
 - (c) 300' from intersecting arterial streets.
 3. Additional right-of-way may be required for auxiliary lanes near intersections to accommodate speed change lanes or turn lanes, where they are required by the findings of a Transportation Impact Study or Transportation Impact Assessment.
 4. Cross pans (valley gutters across intersections) shall be a minimum of 12' wide. A minimum transition of 30' shall be made in the street preceding the cross pan to remove the crown. Cross pans shall not be used as a traffic calming device. In general, cross pans should not be used across arterial or collector streets.
- b. **Corner Radii.** Corner radii should balance the need for vehicles making turning movements and pedestrians crossing the street according to the specific context. In general Table 4-10 provides corner radii requirements. In areas where large vehicles will make frequent turning movements or where there is no parking lane adjacent to the curb, the City Engineer may require greater turning radii. In areas where slower vehicle speeds are desired or high pedestrian traffic is expected, the City Engineer may allow smaller turning radii. Actual centerline turning movements of typical vehicles, lane locations, intersection angles, or other geometric configurations of the specific intersection may be justifications for larger or smaller requirements.

TABLE 4-10: INTERSECTION CURB RADII

Intersection Type	Radii
Local / Local	15'
Local / Collector	15' - 20'
Local / Arterial	20' - 25'
Collector / Collector	20' - 25'
Collector / Arterial	25' - 30'
Arterial / Arterial	30'

- c. **Sight distances.** Proper lines of sight shall be maintained at all intersections. Sight distance requirements are a function of speed of the roadway and control points of intersecting streets.
 1. **Controlled Intersections.** The proper line of sight shall be triangle formed by a diagonal line along an unobstructed view from the stopping point to all points from 1' to 3.5' above the centerline of the intersected street for a distance based on that street's design speed, and the center lines of each roadway. Reconstruction of the horizontal and vertical curvature along the roadway and side slopes adjacent to the roadway may be necessary to increase sight distances. Sight distances are included in the Technical Criteria for each individual street type based on design speed. The sight distances shall be measured according to Figures 4-17 and 4-18.
 2. **Highway Grade Adjustment.** On Freeways/Expressway or Principal Arterial classification streets, sight distances shall be adjusted for any grade of 3% or greater using the adjustment factor in Table 4-11 as a ratio of the otherwise required sight distance.

TABLE 4-11 ADJUSTMENT FACTOR FOR GRADE

Grade	Adjustment Factor
3% to 4.9% upgrade	0.9
5% to 7% upgrade	0.8
3% to 4.9% downgrade	1.2
5% to 7% downgrade	1.35

3. **Uncontrolled Intersections.** At uncontrolled intersections, the proper sight distances shall be a triangle formed by the diagonal line drawn across the corner at 35' back along the curb or edge of street pavement from the point of intersection. (Figure 4-19).

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

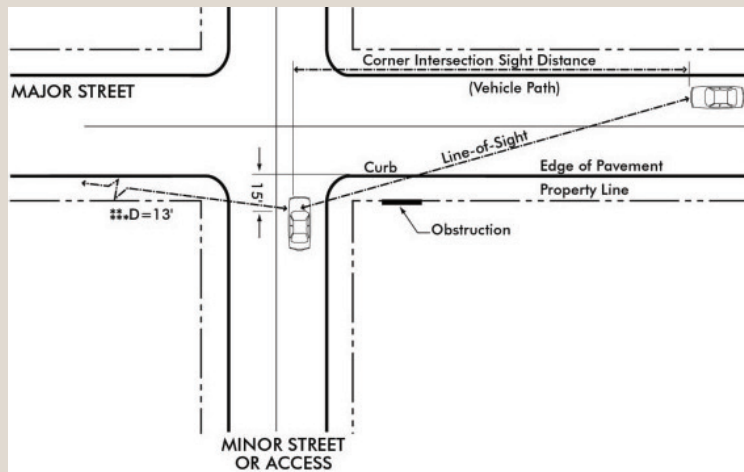


Figure 4-17: Corner Sight Distance (no on-street parking)

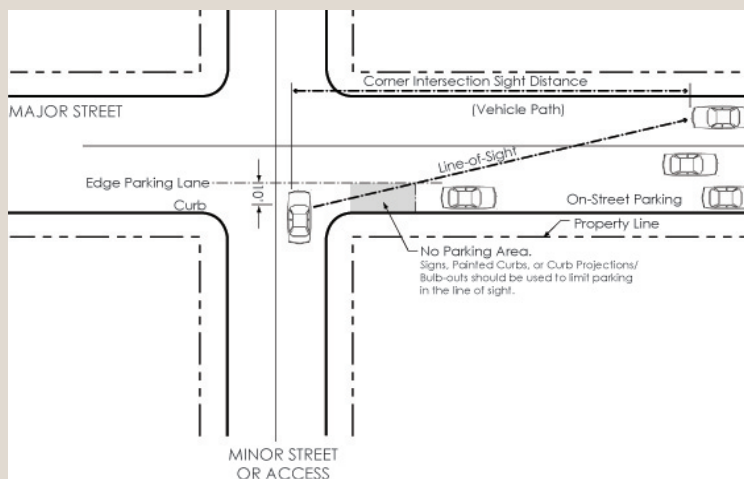


Figure 4-18: Corner Sight Distance (on-street parking)

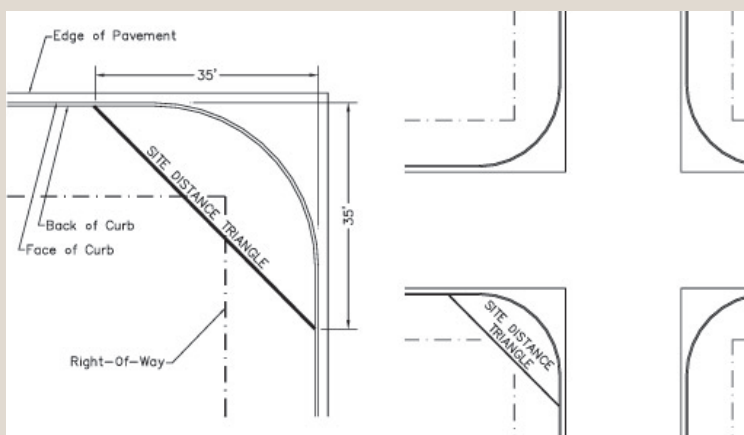


Figure 4-19: Corner Sight Distance for Yield- or No-control intersections

4. **Limited Allowances.** The sight triangle shall be kept free from all obstructions between 2.5' and 12' above street grades. Landowners are responsible to maintain visibility. The City Engineer may approve the location of light or sign poles 18" or less in diameter in the sight distances or triangle if visibility is not obstructed. Deciduous trees may be permitted to encroach into the clearance triangle at controlled intersections provided that the trees are planted with a minimum 2" caliper and the lowest branch of any such tree shall be at least 12' from grade at maturity and trees are placed according to the *Streetscape Design, Planning and Maintenance Standards* in Appendix G and no tree may encroach into the triangle formed by the diagonal line drawn across the corner at 35' back along the curb or edge of street pavement from the point of intersection. Ornamental type trees should not encroach into any clearance triangle.

- d. **Stopping Sight Distance.** Stopping sight distance shall be provided on all streets in accordance with the technical criteria for each specific street type. Stopping sight distance shall be adjusted for any grade in excess of 3% using the adjustment factors in Table 4-11. Stopping sight distance for vertical curves is specified in Table 4-12.

TABLE 4-12: STOPPING SIGHT DISTANCE FOR VERTICAL CURVES

Design Speed (mph)	Stopping Sight Distance (ft)	Rate of vertical curvature, K*
15	80	3
20	115	7
25	155	12
30	200	19
35	250	29
40	305	44
45	360	61
50	425	84
55	495	114

* Rate of vertical curvature, K, is the length of curve (L) per percent algebraic difference in intersecting grades (A). $K=L/A$.

Source: Adapted from American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, 2001. Washington, DC: AASHTO, 2001, 274.

- e. **Pedestrian Crossings at Intersections.** Intersections of pedestrian facilities with public streets shall have crossings meeting the following standards.
1. Curb ramps meeting ADA accessibility standards shall provide a direct, non-diverted approach from the sidewalk along the block, into the pedestrian crossing area.
 2. Pedestrian crossings of collector streets or higher classification shall be considered for enhanced crossings, including crosswalks differentiated from the roadway surface, according to Appendix E, Pedestrian and Bicycle Guidelines, Sections E-6 through E-12. Crossing designs and locations are subject to approval of the Director and City Engineer.
 3. Where block faces exceed more than 800' between intersections, or at other locations of high pedestrian activity, mid-block crossings shall be considered according to Appendix E, Pedestrian and Bicycle Guidelines, Section E-8. Mid-block crossing designs and locations are subject to approval of the Director and City Engineer.
- f. **Transit Stops or Stations.** Existing and proposed transit routes shall be incorporated into intersection designs and served with local transit stops that include:
1. Bus pullouts on all arterials where existing or future bus stops are planned.
 2. Bus pullouts shall be located at the far side of a signalized intersection.
 3. Bus stops shall incorporate minimum transit standards of a bus stop sign and pad for stops with low projected use, the inclusion of a bench for moderate activity and a shelter for high activity areas.
 4. Developers may be required to construct pullouts and pads.
- a. **Access Permit Required.** All vehicle access points shall require a Right-of-Way and Access Permit. Applicants should consult with the City Engineer prior to submitting an application to consider the criteria of this Section. No person shall commence work on the construction, alteration, repair, or removal of any access point or approach, sidewalk, curb and gutter, or paving in the right-of-way without a permit. Permits shall be issued upon approval of the application by the City's Construction and Traffic Department. Access to state highways will be subject to the approval of the Wyoming Department of Transportation.
- b. **Restricted Access.** Direct access to lots and blocks from collector and arterial streets is restricted as specified in the technical criteria for each specific street type to maintain traffic flow. Access may also be restricted on pedestrian-oriented streets or residential streets with small, narrow lots to preserve pedestrian flow and streetscape design. Appropriate access design is highly dependent on the context, specific transportation goals, and site variables. The City Engineer shall approve the design, number, and location of access points.
- c. **Access Width.** Lot access width shall be limited based upon the lot frontages subject to the standards in Table 4-13. Standards for specific street classifications or street design types may supersede these general allowances.

4.3.6 Block and Lot Access

The standards in this sub-section apply to access to streets from lots, blocks or other development sites. These standards shall be implemented consistent with the Pedestrian and Bicycle Guidelines in Appendix E and any required Transportation Impact Study or Transportation Impact Analysis. Alternative standards that better meet the Intent of this Section may be required or approved based on a Transportation Impact Study or Transportation Impact Analysis, or through the Waiver process specified in Article 2.

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4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

TABLE 4-13: LOT ACCESS WIDTH

Lot Frontage	Maximum Access Width¹	Approach (curved or flared)
< 36' Residential	No front access. Requires Alley access.	n/a
36' to 54' Residential	8.5' to 10' and requires shared access with adjacent lot(s)	5'
54' to 74' Residential	8.5' to 10'	5'
75' to 120' Residential	18'	3' to 5'
> 120' Residential	15% of lot frontage, but no more than 36'	3' to 5'
Commercial or Mixed-use	25% of lot frontage for a single lot, but the cumulative width of access points along a single block face may never be more than 15% of the entire block face. In addition, lot access shall be limited as follows: • 24' to 36' for two-way • 10' to 15' for one-way	5' to 20'
Industrial	12' to 15' for one-way 40' to 50' for two-way	20' to 50'

¹ Maximum width shall be measured along the right-of-way at the lot frontage or at any crossing of pedestrian facilities in the right-of-way, and may allow additional approach width through flares or radii to permit adequate turning movements.

Where maximum access widths in Table 4-13 limit or prohibit individual lot access points, shared access easements, or rear and mid-block access alley easements shall be used. [See Design Standards in Article 6 for related lot access types and design standards and circulation requirement applicable to lots and private site design.] Where a Traffic Impact Study or Traffic Impact Assessment indicate traffic counts at the lot access that warrant wider access dimensions, these access points shall be designed as street intersections.

Residential lot access width within the LR and MR zoning districts for Detached Dwelling and Semi-attached lot types shall be limited to a maximum driveway width of up to 50% of the lot frontage and not more than 36' wide and a minimum separation from side lot lines greater than or equal to the side building setback as an alternative compliance for access width standards described in Table 4-13 with the following exceptions:

- Lots on cul-de-sacs within the LR and MR zoning districts are limited to 75% of the front lot line but no more than 36' wide and there is no side setback requirement
- Driveways may be constructed within the side setback when the driveway width is a maximum of 50% of the lot frontage and not more than 20-feet wide. When this exception is applied to Detached Dwelling lot types, the garage must either be facing the side lot line or be setback 10' behind the front building line.

- d. **Minimum Access Point Separation.** Lot access points shall be separated from other access points along a single block face and from the street edge of intersections as specified for each specific street design type in sub-section 4.3.4.c.

Where minimum access point separation distances according to these standards for any cross section limit or prohibit individual lot access points, shared access easements or rear and mid-block access alley easements shall be used. [See Design Standards in Article 6 for related lot access types and design standards and circulation requirement applicable to lots and private site design.]

- e. **Pedestrian Crossings at Access Points.** Where public sidewalks cross permitted vehicle access points, pedestrian crossings of access points shall emphasize and place priority on pedestrian access and safety by one of the following manners:

1. The material, layout and grade of the public sidewalk shall be continuous as it crosses the vehicle surface; or
2. Where the allowances for access point standards in this Section allow access points greater than 22' wide, a crosswalk differentiated from vehicle surfaces by different materials, texture or color, or a speed table may be used. Crosswalks across access points shall not exceed 33'. Where the allowances of access point standards in this Section allow access points greater than 33', curb projections or center pedestrian refuge islands shall be used to shorten pedestrian crossing distances of vehicle surfaces; or
3. Where high-speed or frequent vehicle access is expected (generally access points with anticipated ADT more than 500 vehicles) the City Engineer may allow vehicle lot access points at street grade, provided design standards for intersections of public streets in Section 4.3.5, including intersection design and pedestrian crossings, are used.

- f. **Changes or Abandonment.** If any significant changes are made in the use of property which will affect access operation, traffic volume, turning movements, or typical vehicle type, the permittee or property owner shall contact the City to determine if a new permit is necessary. If recorded in the Public Land Records, the terms and conditions of the permit are binding on all

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assigns, successors-in-interest, heirs, and occupants. If a parcel of land with an access point has been in a state of non-use for more than four years, recommencement of access use shall be considered a change in use. If the renewed use of the access exceeds the design limitation or is non-conforming with the present code, a new permit shall be required. Unused and abandoned access points may be ordered to be closed upon direction of the City Engineer.

g. **Additional Permit Criteria.**

1. The access point approach surface should be paved with Portland cement concrete with a minimum depth of 6 inches for residential and 8 inches for commercial, and meeting any other City specifications. However, if the adjacent road has a gravel surface, the driveway approach, if not paved, shall have a minimum of six inches of crushed gravel. The access point approach may be asphalt for any driveways that cross borrow ditches.
2. The access point approach shall extend from the street edge to at least 20' or to the right-of-way line, whichever is greater. In the case of commercial or industrial access point approaches, permanent pavement is required for at least 50'.
3. Access points with high traffic volumes, such as fast food restaurants and car washes, shall make provisions for car storage on the premises to prevent stacking of vehicles on the roadway.
4. A permit shall not be issued for access to parking or loading areas that require backing maneuvers in a public street. Residential dwellings (detached, duplexes and townhomes) on local streets are an exception.
5. Sight distance requirements for street intersections may be applied to driveways where volumes and speed of traffic in the street and volumes for the access point warrant treating it as a street intersection.
6. Access points shall be located so as to minimize the hazards to pedestrians and vehicles.
7. Access points shall be located and constructed in a manner that does not damage existing facilities such as street lights, utilities, traffic control devices and signs, or fire hydrants. The applicant shall pay the cost of repair or relocating any such facility in association with the permit, and with authorization of a person with authority over the facility.

h. **Exceptions.** Where, due to pre-existing lot and street

configurations, application of these standards would lead to ineffective and inefficient lot access, the City Engineer may grant exceptions to the access requirements of sub-section 4.3.6 provided:

1. All alternative access strategies have been exhausted;
2. The street design and transportation network will not be adversely affected by the exception, and the proposed access is generally consistent with the Intent of this Section;
3. The proposed access is generally consistent with the Pedestrian and Bicycle Guidelines in Appendix E or those guidelines are otherwise determined to not be applicable to the specific site;
4. The proposed access is designed to provide the least possible impact on the public streetscape and transportation network; and
5. The proposed access has been reviewed and recommended by the City Engineer and Director.

4.3.7 Access Management for High-volume / High-speed Roadways

The following sub-sections apply to high-speed / high-volume roadways, which in general are roadways with over 10,000 Average Daily Trips or over 1,000 Peak Hour Trips, and which have design speeds over 35 miles per hour. Where necessary, for the safe and efficient movement of traffic, the City Engineer may require access points to provide for only limited turning movements and alter the street cross-sections and access standards otherwise provided in this Section 4.3. These standards shall be considered by the City Engineer in association with any Traffic Impact Study or Traffic Impact Analysis, and must be coordinated with any specific Transportation Network Plan and the Pedestrian and Bicycle Guidelines in Appendix E.

- a. **General Considerations.** Generally access is dependent on a number of variables as presented in the following Figure 4-21,

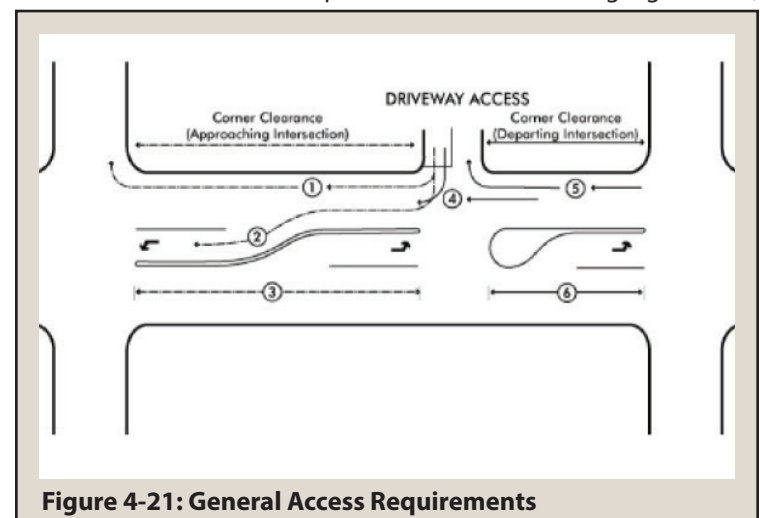


Figure 4-21: General Access Requirements

General Access Requirements. The following paragraphs correspond to numbers on Figure 4-21.

- (1) Right-turn driveway egress vehicles should not interfere with the right-turn queue at the downstream intersection (i.e., the driveway should be of sufficient distance back from the intersection so as not to interfere with the maximum right-turn queue as determined by a traffic study).
 - (2) Corner clearance should be of sufficient distance from the downstream intersection to allow right-turn egress sufficient distance to cross any right-turn and through travel lanes and enter the back of the left-turn pocket.
 - (3) If left-turn ingress and/or egress are to be provided, the minimum corner clearance should equal the length of the back-to-back left-turn pockets plus the bay taper (i.e., the minimum distance as measured from a crosswalk or stop bar for two 150' back-to-back left-turn lanes plus a 90' bay taper would be 390'. Ideally, this distance shall be approximately 600' to allow for extended left-turn lanes and a longer taper between left-turn pockets).
 - (4) Corner clearance from an upstream intersection should be of sufficient length to allow the exiting driver to determine whether an approaching vehicle will be traveling through the upstream intersection and to not interfere with the approaching vehicle. The corner clearance must be adequate to allow a vehicle approaching from the upstream intersection sufficient time to stop in the event that a vehicle at the access pulls out into the street.
 - (5) The corner distance should be of sufficient length to allow vehicles to make a right-turn into the access and not significantly impact the vehicles desiring to continue past the driveway.
 - (6) If left-turn egress is to be provided, the minimum corner clearance shall be the sum of the departing intersection left-turn pocket length and bay taper. (On major arterials, ideally this distance should be a minimum of 350').
- b. **Speed-change Lanes.**
1. **General Criteria.** Speed-change lanes shall be installed at access points according to the following criteria.
 - (a) A left-turn deceleration lane and taper with storage length is required for any access with a projected peak-hour ingress turning volume greater than 10 vehicles per hour. The taper length shall be included within the required deceleration length.
 - (b) A right-turn deceleration lane and taper is required for any access with a projected peak-hour ingress turning volume greater than 25 vehicles per hour. The taper length shall be included within the required deceleration length.
 - (c) A right-turn acceleration lane and taper is required for any access with a projected peak-hour right-turning volume greater than 50 vehicles per hour when the posted speed on the adjacent road or street is greater than 40 mph. The taper length will be included within the required acceleration length. A right-turn acceleration lane may also be required at signalized intersections if a free right-turn is needed to maintain an appropriate level of service.
 - (d) Right-turn deceleration and acceleration lanes are generally not required on roadways with three or more travel lanes in the direction of the right-turn.
 - (e) A left-turn acceleration lane with taper may be required when unique location factors such as highway speed and traffic density, access volume, the volume of commercial trucks, the influence of nearby access, existing highway auxiliary lanes close to the access, nearby traffic-control devices, available stopping sight distance, and where other topographic and highway design factors exist that determine the need. A left-turn acceleration lane is generally not required where the posted speed is less than 45 mph, or the intersection is signalized, or the acceleration lane would interfere with the left-turn ingress movements to any other access.
 2. **Lane Design Criteria.** Where speed-change lanes are required, they shall be constructed in accordance with the following:
 - (a) Where two accesses have speed-change lanes that overlap or are in close proximity, a continuous lane shall be established between the accesses to improve roadway consistency and safety and maintain edge continuity.
 - (b) Speed-change lanes shall be 12' wide, exclusive of the gutter pan or shoulder. If the existing through travel lanes are less than 12' wide, the speed change lanes may be the width of the widest through lane, but shall in no case be less than 10' wide, exclusive of the gutter pan or shoulder.
 - (c) Except for the driveway served, no other driveway access shall be permitted within the limits of the speed-change lanes.
 - (d) Acceleration lanes shall not conflict with the

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beginning of a right-turn lane.

- (e) Acceleration lanes shall terminate before the end of the queue (as determined by the traffic study) at a signalized intersection. Acceleration lanes shall terminate not less than 50' ahead of an un-signalized intersection. If adequate length of acceleration lane cannot be provided subject to these constraints, the access will not be permitted.
- (f) Table 4-14 shall be used to determine lengths of speed-change lanes. The required length of taper is obtained by multiplying the full lane width by the appropriate ratio as shown in Table 4-14. "Stop Condition" means the vehicle comes to a complete stop or very slow speed prior to making the turn into the access or is stopped before exiting the access onto the street. For deceleration lanes, a 15 mph turn is normally assumed for a curb return radius only if the radius is 40' or greater. A stop condition must be assumed for a curb-cut type access. For an acceleration lane, a stop condition shall normally be assumed at the start of the acceleration.
- (g) Additional storage lengths are required for left-turn deceleration lanes. Standards for the additional storage lengths are provided in Section 4.3.7.e.

- c. **Left-turn Bays and Spacing.** Driveways serving high-generation users such as community and regional shopping centers, large industrial plants, major office building complexes, and high-density apartment developments shall provide for adequate left-turn storage bays.

1. *Signalized Intersections.* As a general guideline, the minimum left-turn lane length at signalized intersections shall be one foot of length for each p.m. peak-hour left-turning vehicle, forecasted for the 20-year horizon. The minimum left-turn bay shall be designed at 50' and increased in increments of 25'. When the projected left-turn length reaches 250' signal timing and progression analysis shall be conducted to determine if dual left-turn bays are required. No single left-turn lane shall exceed 350'.
2. *Un-signalized Intersections.* The need for and length of left-turn storage bays for unsignalized intersections and driveways shall be determined according to Figure 4-22 and the highest predicted traffic volumes for the next 20 years. The provisions of this section will apply to any access location which requires left-turn storage bay of 50' or more as determined according to Figure 4-22. The requirement for left-turn bays will automatically establish a minimum spacing of successive driveways or intersections which are projected to have left-turn entry or exit access. The basic factors are the distance required for the median taper and the length of the storage bay. If a driveway on a major route is opposite a street, a left-turn bay for the street also should be incorporated. This will further increase the required distance between major driveway approaches or intersections. The distance of a major driveway with left-turn channelization from a nearby major intersection which also has left-turn bays will vary depending on whether the driveway is on the approach or departure side of the intersection with respect to the left-turn lane.

TABLE 4-14: SPEED-CHANGE LANE LENGTHS FOR RIGHT AND LEFT TURN LANES

Design Speed	Stop Condition		15 MPH Turn		Minimum Accel Lane Taper Ratio*	Minimum Decel Lane Taper Ratio*
	Accel	Decel	Accel	Decel		
35	270'	275'	240'	235'	12.5:1	10:1
40	380'	315'	320'	295'	15:1	11.5:1
45	550'	375'	480'	350'	15:1	13:1
50	760'	435'	480'	350'	15:1	13:1
55	960'	485'	480'	350'	15:1	13:1

* Ratio of length of taper to width of lane.

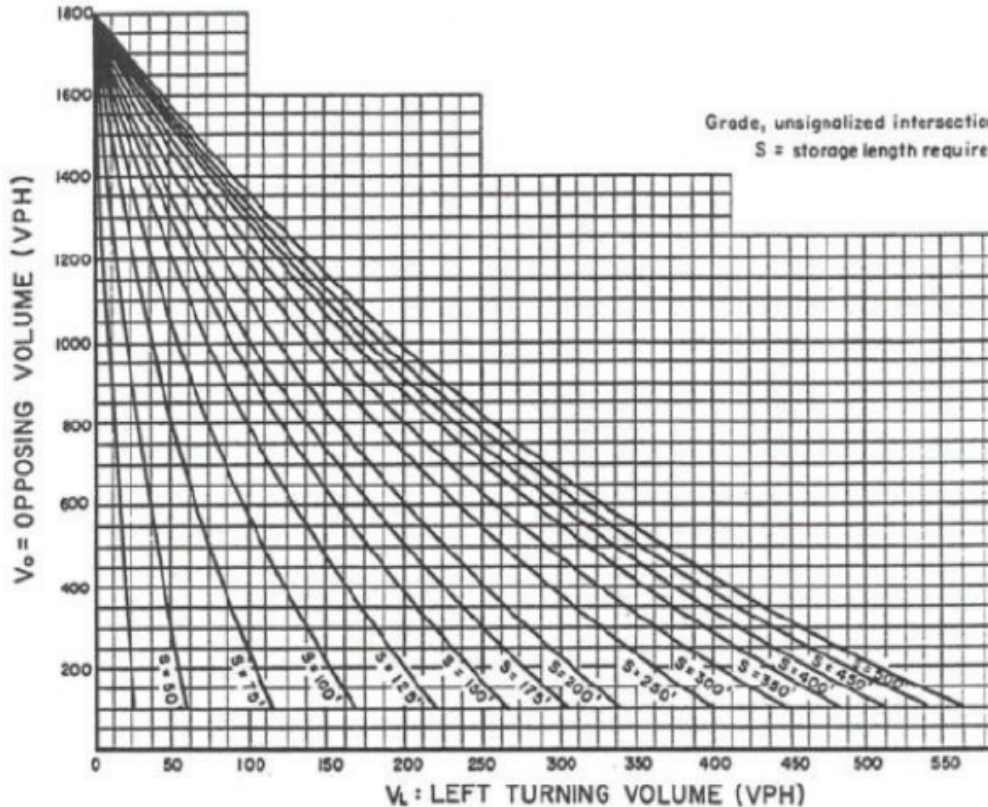
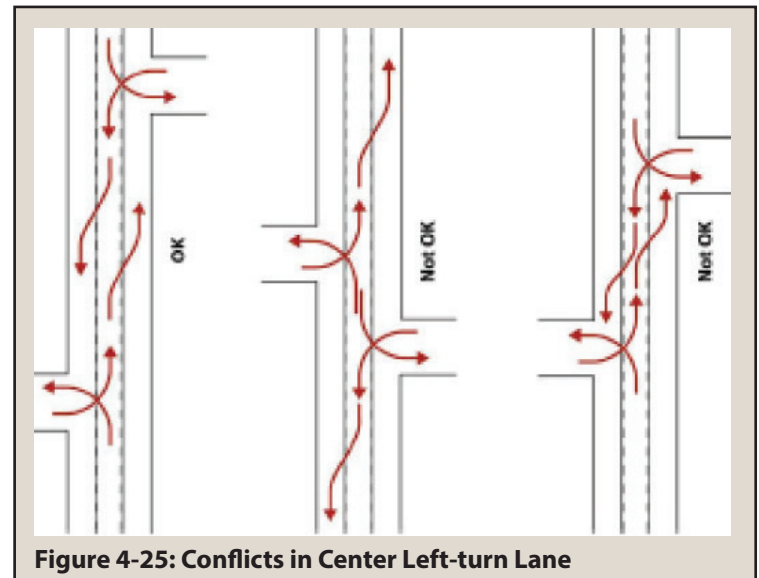
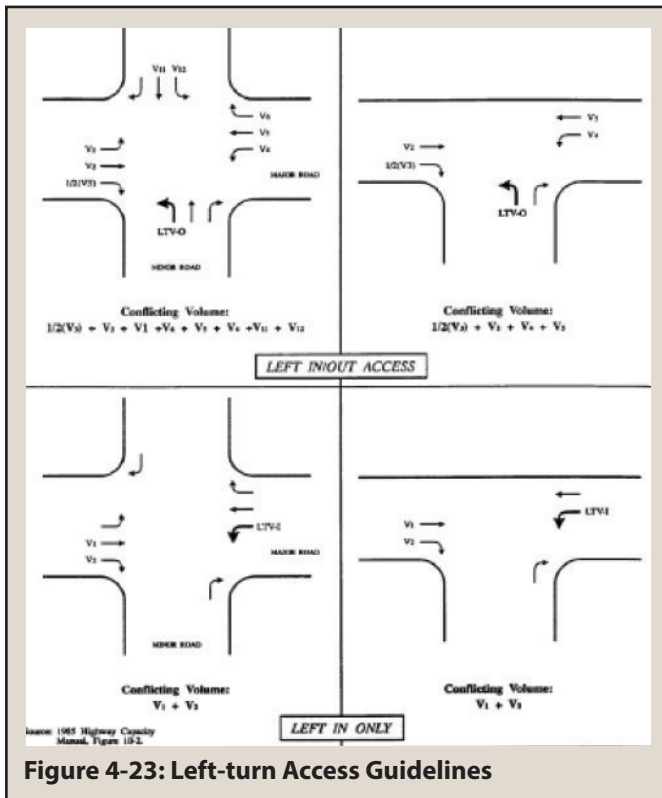


Figure 4-22: Left-turn Bays and Spacing for Unsignalized Intersections and Driveways

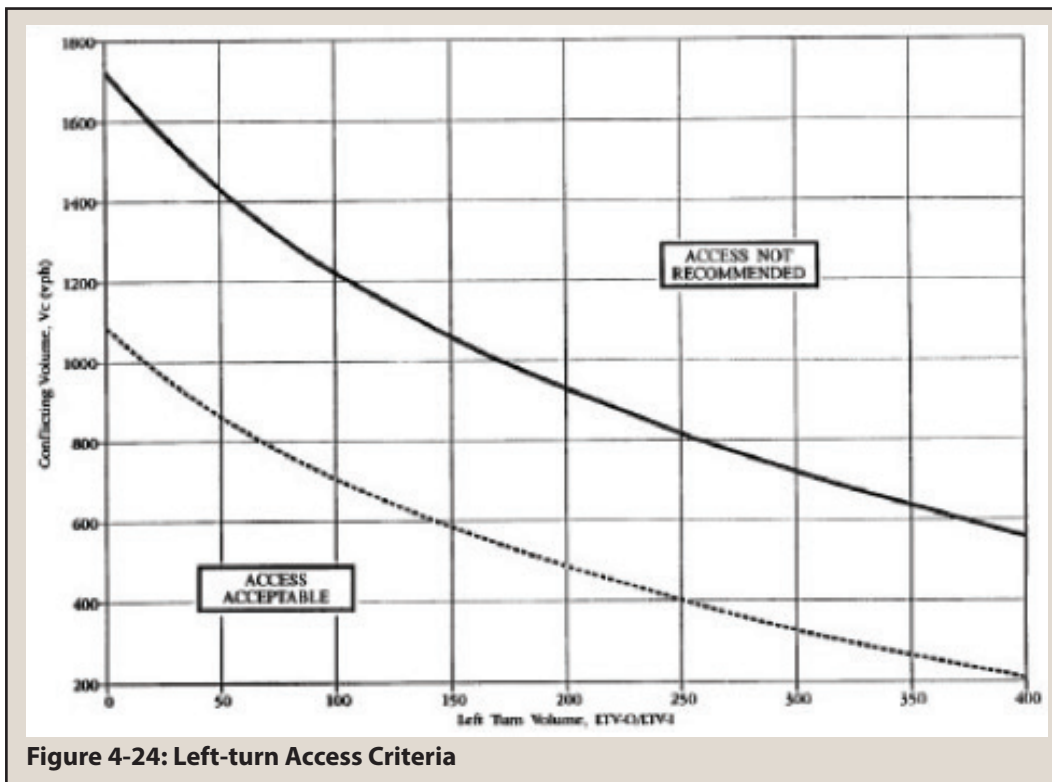
- d. **Left Turn In / Out Access.** The ability to provide full or partial access along a street or highway shall be commensurate with the ability to safely guide vehicles in and out of the driveways through the highway stream, while maintaining acceptable levels of service. The safe operation of an un-signalized intersection is a function of the number of acceptable gaps in the through traffic stream based on 20-year peak-hour forecasts compared to the number of vehicles forecasted to turn left into or out of an access or driveway. Figures 4-23 and 4-24 provide the guidelines whether left-in only or left-in/left-out access will be considered along high-volume / high-speed roadways. The guideline is based on the volume of vehicles entering and/or exiting a driveway in relationship to the conflicting volumes along the roadway. Figure 4-23 depicts the relationship between the left-turn volume, LTV-1 for left-turn volumes in and LTV-O for the left-turn volumes out, and the sum of the conflicting volumes, V_c , for each scenario.

Figure 4-24 presents a graph in which the left-turn in and/or left-turn out is compared to its conflicting volume. The access is considered acceptable when the volumes lie below the intersection of the left turn volume and the sum of the conflicting volumes lie below the guideline. Access is not recommended when this point is above the line. This guideline should be used in conjunction with supporting *Highway Capacity Manual* un-signalized intersection level-of-service analysis. If left-turn access is proposed for a high-volume / high-speed roadway, an accident analysis may be required by the City Engineer.



- e. **Access Coordination.** The location of access to properties on opposite sides of arterial and collector roadways shall be coordinated so they do not interfere with one another. Driveway approaches directly opposite each other are desirable. However, if this is not possible, the resulting "T" configurations shall be spaced a minimum of 100' apart on

collectors, and 200' apart on arterials. This requirement may be modified by the City Engineer based on existing through traffic and the trip generation of the site. When establishing the placement of offset accesses (either driveways or intersections), traffic making left-hand turns into the accesses shall not conflict or compete for the simultaneous use of a center left-turn lane as shown in Figure 4-25.



4.4 Open Space Systems

- 4.4.1 Intent
- 4.4.2 Applicability
- 4.4.3 Required Open Space Systems
- 4.4.4 Open Space Design Types
- 4.4.5 Location Criteria
- 4.4.6 Ownership and Management

4.4.1 Intent

It is the intent of this Section to:

- a. Value the design, function and appropriate application of different types of open space, rather than solely the quantity of space.
- b. Recognize open space, whether public, common, or private, as an important element of the civic infrastructure for the City and a primary determinant of community character.
- c. Consider the context and multiple functions that open spaces can serve to support development.
- d. Develop a greater perceived impact from open space by coordinating the design and location of open spaces among adjacent sites.
- e. Create meaningful connections between people and open space, and increase citizens' access to a wider variety of quality open spaces to meet recreation and social needs of the community.
- f. Relate constructed elements on streets, blocks, and lots to the open space and create focal points for the community, neighborhood, district, or development site.
- g. Integrate natural systems into the design of common or public open spaces to allow open space to serve multiple aesthetic, recreational, and ecological functions.

4.4.2 Applicability

- a. **General Applicability.** The Open Space requirement applies to all plat applications in order to designate areas of lots or parcels of land as non-buildable areas that will serve public or civic purposes that support the overall development pattern. In general it applies in addition to other setback and landscape provisions included in Articles 5 and 6 that may apply to developing private lots. However, effective development planning and site design can allow areas platted as part of the Open Space systems to meet both Article 4 and Article 5 or 6 requirements, as specifically provided in Article 5 or 6.

- b. **Exceptions.** The following are exceptions to the Open Space requirement in Table 4-15:

1. **Existing Public Open Space Credit.** Any proposed development lot within a ¼ mile buffer of any existing public open space used for parks and recreation purposes shall not be subject to the Open Space requirement provided the City determines that it is of sufficient capacity and design standard to serve the proposed development.
2. **Existing Shared Common Open Space Credit.** Any proposed development lot within the service areas specified in Table 4-16 for any existing common open space may receive a credit for this open space provided the City determines that it is of sufficient capacity and design standard to serve the proposed development. For the purpose of Natural Areas and Trails, the development lot must be within a 1000' buffer of an existing facility to receive this credit. The applicant shall also provide documentation granting legal access to this open space for future owners of the proposed subdivision.
3. **Residential Infill Development.** Residential infill parcels of less than 10 acres which are not within a ¼ mile buffer of existing public open space used for parks and recreation purposes shall not be subject to the Open Space Requirement where the City finds:
 - (a) Opportunities to incorporate open space meeting the design type and standards in Table 4-16 are limited due to the context and development patterns surrounding the property;
 - (b) Alternative site and development standards are proposed that provide future residents with sufficient open spaces or link proposed development to the overall pattern of any surrounding area, including relationships to other nearby open spaces; and
 - (c) The proposed development best meets the intent of this Section.
4. **Cash-in-Lieu of Open Space.** At the discretion of the City, an applicant may satisfy the Open Space requirement by making a cash payment to the City for an amount equal to the raw land value of the land required by Section 4.4.3.
 - (a) **Amount.** The raw land value of the required open space shall be established and agreed upon by the City and the applicant, prior to approval of the final plat. If the City and applicant are unable to agree upon the raw land value of the required open space, the value shall be established by

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an independent appraiser. The independent appraiser shall be chosen by mutual agreement between the City and the applicant. The appraisal will be the raw land value of the entire proposed development area. The value of the required open space will be the same percentage of the appraisal amount as the percentage requirement in Table 4-15.

- (b) *Timing of Payment.* Payment shall be made to the City of Cheyenne prior to recordation of the Final Plat.
- (c) *Review Criteria.* The City shall consider the following criteria in evaluating a request for a cash-in-lieu payment:
 - (1) Whether the proposed development has practical options to meet the intent of Section 4.4 with open space within the proposed development;
 - (2) Whether the City has identified the applicant's proposed development site as being appropriate for parks, recreation, or open space according to official plans; and
 - (3) Whether reasonable alternatives may exist in the future for meeting open space requirements and intent of Section 4.4 by use of the cash-in-lieu on areas outside of the development.
- (d) *Use of Cash-in-Lieu.* Cash-in-lieu of open space requirements shall be held by the City and used for:
 - (1) Open space facilities that will serve the proposed development based on service

areas in Table 4-16. Additional distances may be justified in the discretion of the City based on context and circumstances. The funds may be used in addition to the Land Acquisition Fee, Infrastructure Fee, and Enhancement Fee required by Section 4.2 to make up for deficiencies of those fees for land acquisition, capital expenditures, or site design and development costs.

- (2) Regional parks or recreation facilities to the degree that the expenditure of the funds is proportional in total costs to the impact and need for the facility generated by the development. This may include land acquisition, capital expenditures, or site design and development costs.

4.4.3 Required Open Space

Minimum required Open Space shall be provided according to Table 4-15. No land shall be reserved by the applicant as non-buildable parcels or designated as open space unless it is of sufficient size, shape and topographically suitable to be of some practical use or service as part of a complete Open Space system that supports development. The City shall use the description, recommended size and applicability guidance in Table 4-16: Open Space Design Types and Standards and the Parks and Recreation Master Plan to make this determination. The required Open Space may be private, public or common ownership unless otherwise specified in these regulations.

TABLE 4-15: REQUIRED CIVIC OPEN SPACE

Context / Development Pattern*	Applicable Zoning Districts*	Amount
<i>Agricultural and Rural</i>	AG, AR, RR	No requirement; EXCEPT that Open Space Subdivisions shall meet the open space policies of <i>PlanCheyenne</i> .
<i>Urban Transition Residential</i> <i>Urban Residential</i> <i>Mixed-Use Residential</i>	LR, MR, HR, NR-1, NR-2, NR-3, MUR	750 s.f. per dwelling unit or 8% of the gross area of the proposed development parcel, including lands to be platted as rights-of-way, whichever is less.
<i>Mixed-Use Commercial</i> <i>Mixed Use Employment</i> <i>Neighborhood Activity Centers</i> <i>Mixed-use Commercial Activity Centers</i> <i>Community / Regional Activity Center</i> <i>Central Business District</i> <i>Community Business</i>	MUB, MUE, NB, CB, CDB, PUD, P	2% of the building footprint for lots 2,500 square feet or less. 5% of building footprint for lots over 2,500 square feet and under 40,000 square feet. 8% of the building footprint for lots 40,000 square feet or more.

* Per *PlanCheyenne*. In cases where this table is used in association with site plan review, the applicable zoning district will control.

- a. **Amount.** The amount of open space required shall be based upon the context indicated in the Comprehensive Plan and as specified in Table 4-15.
- b. **Eligibility Exclusions.** In calculating the area of open space, the following shall be excluded from the open space:
 1. Any parking areas and vehicle access areas necessary to serve the Open Space, unless an approved porous surface is used.
 2. Any required rights-of-way, except that where additional civic amenities are provided in the right-of-way in addition to those specified in the typical street cross-sections of Section 4.3.4, and this area meets the design standards of Table 4-16, Open Space Types and Design Standards. The following provide examples of this provision:
 - (a) Where an Arterial street is platted with a Parkway design, and a 30' median is used instead of the 16' minimum required by Section 4.3.4, the additional area may count towards the Open Space requirement if it meets the general design and application provisions for a Trail Corridor in Table 4-16.
 - (b) Where a Minor Arterial street is platted with an Avenue or Street design type, and a 24' Sidewalk and Landscape area is provided along a building frontage instead of the 13' minimum required by Section 4.3.4, the additional area may count towards the open space requirement if it meets the general design and application provisions for a Plaza or Courtyard/Patio in Table 4-16.
 3. Storm water system facilities required by Section 4.5, except the following may be considered in the Open Space System:
 - (a) Areas for natural drainage systems used for storm water facilities may be included in Natural Areas, Trail Corridors, Parks or Greens which meet the Design Type and Standards in Table 4-16;
 - (b) Areas for retention designed and engineered as a permanent aesthetic and recreation amenity within one of the other open space types, and where the permanent surface water areas do not exceed 25% of the open space area; or
 - (c) Areas for detention designed and engineered to serve some other primary purpose as one of the Open Space types specified in this section, and the frequency and duration of standing water does not restrict the areas primary use on a regular basis.
 4. Utility easements required by Article 4.5, except where they are designed as one of the open space types specified in Table 4-16, and the easement acknowledges the design and use of the area as part of the Open Space System.
- c. **Weighting.** In order to recognize the value, context and function of well-designed open spaces, in addition to simply the amount of space, the actual land area designated as part of the open space shall be weighted by type. The weights associated with each type are designated in Table 4-16. Weights may be modified by Council when an open space proposal is of a particular high value to the community or in cases where additional amenities are provided to the community. The actual area of open space proposed in a plat or plan shall be multiplied times the proposed weight for that type of open space for purposes of calculating the amount required by Table 4-16.

4.4.4 Open Space Design Types

In meeting the requirements for Open Space System consistent with the intent of this section, open space shall be designed and located based upon the standards and guidance in Table 4-16:

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TABLE 4-16: OPEN SPACE DESIGN TYPES AND STANDARDS

Type	Description	Recommended Size	Applicability
Natural Area	An undeveloped area that contains significant natural features or habitat worthy of preservation, and which provide environmental, aesthetic, and recreational benefits. Features such as large stands of trees, water elements, or prominent topography characterize Natural Areas. It contains little or no constructed improvements or maintained landscape other than trails to access the Natural Area.	The size of a Natural Area should be based on the site characteristics and potential continuity of similar natural features in the area, along with the potential to connect to adjacent natural areas, but generally contribute to an area of at least 10 contiguous acres.	▪ Rural Residential areas ▪ Low-Density Residential areas ▪ Any other area of natural amenity with regional significance. Service Area: N/A, dependant on area of contributing natural features. Weight Factor: 0.5
Trail Corridor	An undeveloped area of continuous linear natural features, often following a stream, floodplain, or road corridor. A Trail Corridor should be usable for recreation and non-motorized transportation through pedestrian or multi-use trails. It includes few constructed improvements except for those to enhance travel or recreational use.	Trail Corridors should be at least 1 linear mile but sized and located based on opportunity to provide greater significant continuity throughout a development and to areas beyond the development area. Trail Corridors should be at least 30' wide at all locations, and wider where natural features warrant. Trail corridors may be narrower in more constrained or urban conditions.	▪ Alternative (off-street) transportation routes between neighborhoods and centers ▪ Along major streets in the network as expanded ROW ▪ Used to preserve linear natural features in more densely developed Neighborhoods and Activity Centers. Service Area: N/A, dependant on extent of linear features or associated major street plans. However to serve pedestrian interests, development served by trail corridors should be within 1000' of trail access points. Weight Factor: 0.9
Park	A Park has a predominantly natural landscape although small portions may be designed and constructed for aesthetic purposes, formal gatherings, and structured recreation purposes. See Parks and Recreation Master Plan in <i>PlanCheyenne</i> and Parks and Recreation Design Standards.	▪ 2-5 acres for Pocket Parks within neighborhoods and activity centers ▪ 5-20 acres for Neighborhood Parks ▪ 20+ acres for Community or Regional Parks	▪ Low-density Residential ▪ Urban Residential Neighborhoods ▪ Mixed-use Commercial Activity Centers ▪ Community / Regional Activity Centers ▪ Special Planning Districts Service Area: Pocket Parks = 1000' Neighborhood Parks = ¼ mile Community Parks = 1 mile Weight Factor: 1.0
Green	An open space for unstructured recreation or aesthetic landscaping. A Green is bordered by public rights-of-way or internal access ways on at least 2 sides. Front building facades and/or formal edge landscaped elements define any boundaries of the Green not bordered by public rights-of-way or internal access ways. Frontage on rights-of-way or internal access ways may be accommodated by pedestrian connections. Generally there are few constructed elements except for small gathering places created as a focal point for the Green.	½ acre to 3 acres	▪ Urban Residential Neighborhoods ▪ All Activity Centers ▪ Special Planning Districts Service Area: within two blocks and no more than 1000'. Weight Factor: 1.0

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TABLE 4-16: OPEN SPACE DESIGN TYPES AND STANDARDS

Type	Description	Recommended Size	Applicability
Plaza	An open space for civic purposes and formal gathering. Building facades define any boundaries of a Plaza not bordered by public rights-of-way or other active pedestrian corridors. In any case access shall be accommodated by at least two well defined and easily identified areas for public access. Plazas bordered by public right-of-way may accommodate one or both access areas. A Plaza is largely comprised of constructed materials to withstand heavy pedestrian traffic gathering, but contains intermittent lawns, landscape beds, or trees in a formal ornamental pattern.	500 square feet to ¼ acre	▪ All Activity Centers ▪ Special Planning Districts Service Area: within the same block or immediately adjacent block and no more than 600’ Weight Factor: 1.5
Courtyard / Patio	A small open space accessible to the public streets but generally serving one or a few surrounding buildings. Courtyards are primarily bordered by building facades, but have at least one side fully or partially bordered by a public right-of-way. A Courtyard contains a balance of formal landscape features and constructed materials to withstand heavy pedestrian traffic and gathering.	400 square feet to 5000 square feet	▪ Urban Residential Neighborhood ▪ All Activity Centers ▪ Special Planning Districts Service Area: within the same block and no more than 300’ Weight Factor: 1.3
Gateway	A small open space with pedestrian access used for aesthetic landscaping and small informal gathering. A Gateway includes identifying architectural or public art features to establish a sense of entry or arrival. Pocket Parks / Gateways are often designed within or in close association of the right-of-way to emphasize transitions along a corridor, at entrances to a neighborhood or district, or to create a focal point on a block.	200 square feet to ½ acre	▪ Urban Residential Neighborhood (Limited to no more than 25% of the Civic Open Space requirement) ▪ All Activity Centers ▪ Special Planning Districts Service Area: within the same block and no more than 300’ Weight Factor: 0.8

4.4.5 Location Criteria

The following location criteria shall be used in determining the most appropriate locations and characteristics of land to be designated as required Open Space within subdivisions of land.

- a. Priority should be given to areas that provide the most visible impact.
 1. Formal open space (Greens, Plazas, Courtyards/ Patios, Pocket Parks/Gateways) should be located at prominent focal points within a subdivision or development site, and included in or designed as an effective extension of the public rights-of-way, or other common areas.
 2. Natural open space (Natural Areas, Trail Corridors, Parks) should be located along prominent ridges, valleys and view corridors.
- b. Open Space should be located to provide the greatest connectivity of open space systems with adjacent and future development sites.
 1. Formal open space (Greens, Plazas, Courtyards / Patios, Pocket Parks/Gateways) should be located according to an overall urban design theme for the area, considering where planned future transportation systems, block patterns, and key building and site entrances will be located for the site and for adjacent areas.
 2. Natural open spaces (Natural Areas, Trail Corridors, Parks) should be located in areas that have the greatest potential for future expansion and connectivity to land areas with similar physical features and ecological characteristics on adjacent sites.

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- c. Open Space shall be located in areas that maximize its functional characteristics.
 - 1. Formal open space (Greens, Plazas, Courtyards / Patios, Pocket Parks/Gateways) shall be centered in areas that will have the greatest population density or development intensity in order to provide the greatest pedestrian accessibility possible.
 - 2. Natural open spaces (Natural Areas, Trail Corridors, Parks) shall be located in areas where the ecological, aesthetic, and recreational impact will be the greatest.

4.4.6 Ownership and Management

Required Open Space shall require specific designation on the final plat, including the ownership and management disposition. Options for ownership and management of preserved area include:

- a. Creation of or dedication to a non-profit entity capable of carrying out the ownership and management.
- b. Creation of a Homeowners and/or Leaseholders Association capable of carrying out the ownership and management.
- c. Private ownership provided the open space is platted as part of a defined lot in the subdivision, and includes covenants and other restrictions that will maintain the area as private open space.

All Open Space shall require documentation that demonstrates the ongoing maintenance and management of the space, including the administrative and financial means to provide maintenance and management. This documentation shall be included as part of the final plat application and recorded with the approved final plat. Dedication to the City or other public entity subject to acceptance by and at the sole discretion of the City or other public entity satisfies this requirement.

4.5 Required Improvements and Engineering Specifications

- 4.5.1 Intent
- 4.5.2 Street Specifications
- 4.5.3 Water and Sewerage
- 4.5.4 Utilities
- 4.5.5 Innovation, New Technology and Non-typical Design
- 4.5.6 Upsizing

4.5.1 Intent

It is the intent of this Section to:

- a. Coordinate the operation and function of infrastructure systems across several distinct and independent subdivisions of land.
- b. Ensure that the operation of infrastructure systems is compatible with the function and design of the system of streets, blocks, and lots.
- c. Allow for efficient development of land through the coordination of all infrastructure systems operating within the City.
- d. Ensure that necessary public improvements and infrastructure systems are available, or can be efficiently constructed and coordinated with future development.
- e. Provide all lots for potential development with adequate utility services.
- f. Facilitate coordinated and efficient construction of utilities for existing, immediate, and planned future growth, and minimize needs for disruption of services throughout the City.
- g. Promote the long-term efficacy, operational integrity, and maintenance of utility and public facility systems.
- h. Allow for construction and maintenance of utility and public facility systems that presents the least impact on other infrastructure systems, natural resources, and the aesthetics of the community.

4.5.2 Street Specifications

- a. **Pavement Design.** Pavement design shall be in accordance with AASHTO pavement design procedures (*AASHTO Guide for Design of Pavement Structures*, current edition) and shall be based on geotechnical investigations and

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testing of the subgrade. The pavement design shall provide for a 20-year service life with an equivalent 18 kip axle loading based on projected traffic for the type and density of development proposed. Roadway construction plans submitted for approval shall be accompanied by a pavement-design report. Roadway sections and compaction requirements shall meet or exceed the requirements of the pavement design report and the City of Cheyenne and *Board of Public Utilities Construction Specifications and Standard Drawings*, whichever is more restrictive. The pavement-design report shall be prepared under the supervision of and signed and sealed by a person licensed by the Wyoming State Board of Registration for Professional Engineers and Professional Land Surveyors to practice civil engineering in Wyoming. Any proposed modifications to the approved design shall be submitted for approval. For street improvements of 250' or less, the minimum pavement sections may be used in lieu of a design report.

1. **Road Paving Policy.** All new highways, roads, and streets shall be paved.
2. **Pavement Design Report.** For all land development approvals that involve a roadway construction of 250' or more, the applicant must provide a preliminary subgrade investigation and pavement-design report that recommends typical pavement structural section based on the known site soil conditions and the valid Traffic Impact Study. The Pavement Design report shall use the Traffic Impact Study to determine equivalent daily load applications (EDLA) or equivalent single-axle loading (ESAL) for the pavements. However, if the EDLA or ESAL from the Traffic Impact Study are less than the EDLA or ESAL shown on Table 4-17, the EDLA or ESAL from Table 4-17 shall be used. For street improvements of 250' or less, the minimum pavement sections may be used in lieu of a design report.
3. **Minimum Pavement Section.** This paragraph provides the minimum acceptable pavement sections for public roadways in Cheyenne. These pavement thicknesses may be used for preliminary planning purposes. Final pavement designs must be based on actual subgrade support test results and the Traffic Impact Study. Table 4-17 lists minimum thicknesses for each roadway classification.

TABLE 4-17: MINIMUM PAVEMENT SECTIONS

Classification	EDLA	ESAL	Composite*		Full Depth Asphalt (Inches)	Portland Cement Concrete (Inches)
			Asphalt (inches)	Base (Inches)		
Principal Arterial	720.0	5,256,000	6.0	8.0	8.0	8.0
Minor Arterial	270.0	1,971,000	5.0	8.0	7.0	8.0
Non-Residential Collector	113.0	821,000	4.0	8.0	6.0	8.0
Residential Collector	113.0	821,000	4.0	8.0	6.0	8.0
Local	5.0	320,850	3.0	6.0	4.5	8.0
Paved Alley	5.0	292,000	3.0	6.0	4.5	8.0

*A composite section can only be used where the R-value of the subgrade soil is 30 or lower or the CBR value is 5 or lower.

- b. **Sidewalks.** The builder on the lot is responsible for sidewalk construction. Where sidewalks are not directly related to a lot, the construction of sidewalks is the responsibility of the developer. A certificate of occupancy will not be issued until sidewalks required by the approved site plan are constructed and approved. Sidewalk construction and removal shall be in accordance with the current *City of Cheyenne and Board of Public Utilities Construction Standards and Specifications*. Sidewalks shall be a minimum of 4 inches thick, except where traversed by driveways, in which case the driveway thickness shall govern.
- c. **Street Lighting.** The City of Cheyenne utilizes the current edition of *the American National Standard Practice for Roadway Lighting*, published by the Illuminating Engineering Society, as its standard for street lighting. The publication includes recommendations for average maintained horizontal illumination for roadway and walkway classifications by type of area. In addition, all street lighting shall meet the intent of any other City lighting standards in effect at the time.
- d. **Traffic Control Devices.** In a subdivision, the developer shall be responsible for the construction of traffic-control devices and street signs. When a development impacts a street or streets to the extent that a traffic signal or other traffic-control devices are necessary, the developer shall pay all or a proportionate share of the installation. Failure by the developer to pay his/her share may result in the City either limiting turning movements at the location to prevent unsafe movements from occurring or taking other actions to provide for safety at the location. The responsibility for traffic-control devices on State Highways is

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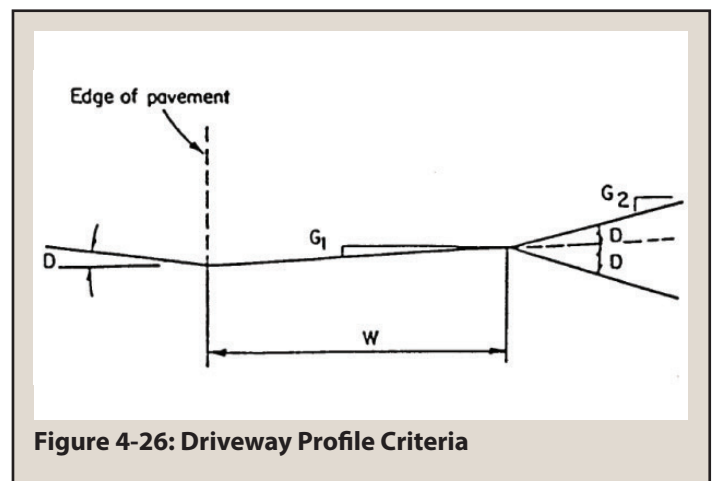
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indicated in the policies of the Wyoming DOT contained in the *MUTCD*.

1. To facilitate striping of new streets or re-striping of existing streets necessitated by a development, striping plans shall be submitted as part of the construction plans for approval. The striping plans shall utilize the lane widths and other requirements set forth in these Standards. In some cases these Standards do not require striping.
2. Traffic-control devices, including signs and pavement markings which are intended for the purpose of traffic control shall conform to the specifications of the *Manual on Uniform Traffic Control Devices*. No sign which in any way resembles or contains parts which resemble any traffic-control device shall be erected, altered, or maintained in any way for any purpose other than traffic control.
3. Stop or yield signs, warning signs, and advisory signs (as required by traffic volume) shall be installed as warranted in the *Manual on Uniform Traffic Control Devices*.
4. Street name signs shall be furnished and installed at all street intersections of the subdivision by the developer. The street name signs shall be designed and installed in compliance with the current *City of Cheyenne and Board of Public Utilities Construction Standards & Specifications*.
5. Street names which duplicate existing street names, or which are likely to be confused with existing street names, or which have difficult or exotic pronunciation shall not be used. Street names shall not consist of initials. Street names shall not contain symbols other than letters of the English alphabet and Arabic numerals. Street names shall be subject to the approval of the City Engineer. Street names in the City of Cheyenne shall also comply with *Cheyenne City Code*. Blank poles are prohibited.
6. Emergency access lanes are required for most large commercial and industrial land uses, and other facilities such as hospitals, schools, and large apartment buildings. Requirements for emergency access lanes are established by the Cheyenne Fire Department. When such lanes are provided, the developer is responsible for the installation and maintenance of the necessary signs and markings to delineate the lanes and prevent parking in them. Signs at spacings not more than 50' indicating "No Parking, Fire Lane" are required.

- e. **Driveway Approach Profiles.** Profiles shall be designed to permit entrance and exit maneuvers at safe speeds and provide sufficient underbody clearance for typical passenger cars. Driveway approach profiles shall be designed with the fewest and least severe grade changes possible.

1. Access approaches in urban areas shall be designed in accordance with the profile limits shown in Figure 4-26.



2. Profile criteria for various driveway and sidewalk crossings configurations are shown in Standard Drawings of the *City of Cheyenne and Board of Public Utilities Construction Standards and Specifications*. These standard drawings incorporate the slope criteria of the *Americans with Disabilities Act (ADA)*. These standard drawings are hereby adopted by reference into these Standards. They are available for public inspection at the City of Cheyenne Construction Department.

Driveway Volume	Classification	Max G-1	Min G-1	Max G-2	Min W	Max D*
Low	Local	+ 4%	+ 2%	± 8%	Per 4.3.6	± 10%
Low	Arterial or Collector	+ 4%	+ 2%	± 8%	Per 4.3.6	± 6%
High	All	+ 4%	+ 2%	± 8%	Per 4.3.6	± 6%

* D is the grade change from G-1 to G-2.

Note: A driveway with peak-hour traffic volume of 30 or more is considered high volume.

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3. *Roadside Topography.* Access approaches shall be designed in accordance with the criteria and procedures described in the most recent release of the *Roadside Design Guide* by the American Association of State Highway and Transportation Officials.
4. *Driveway Approach Construction.*
 - (a) Approaches will be inspected prior to construction. The inspection will determine the proper size of the culvert, if applicable, and the approach grade.
 - (b) Culverts shall have flared end sections at each end.
 - (c) The driveway approach improvement shall extend at least 20' or to the right-of-way line, whichever is greater. In the case of commercial and industrial driveway approaches, permanent pavement is required for at least 50' from the edge of the roadway pavement.
 - (d) The distance from the right-of-way line to the near edge of service pumps, vendor stands, tanks, or private water hydrants shall be a minimum of 15' to permit free movement of large vehicles and to insure that they are entirely off the right-of-way when being serviced.
 - (e) Fixed obstructions shall not be placed within road right-of-way except for approved utility lines and mailbox assemblies or fencing at the right-of-way line. Approach culvert headwalls are prohibited.
 - (f) A complete design of the intersection shall be submitted to the City before a permit is issued.
 - (g) Except as indicated above, curb cuts and driveway approach aprons in the right-of-way shall be constructed of Portland cement concrete of a quality and type which is in accordance with specifications of the City of Cheyenne in effect at the time of such work. Curb cuts shall be permitted only with construction of adjoining Portland cement concrete aprons having a minimum depth of six inches for residential and eight inches for commercial developments.
5. *Reconstruction of Driveway Approaches.* Reconstruction of driveway approaches requires a permit as described in this article. Reconstructed driveway approaches shall conform to current regulations and the provisions of the *Americans with Disabilities Act*.
6. *Traffic Signals.* If the traffic study determines there is sufficient traffic (when the area is completely developed) to warrant installation of a traffic signal, traffic shall be consolidated to a single access which can be signalized. The signal shall meet traffic-signal spacing requirements as specified elsewhere in these Standards.
- f. **Observation and Testing.** The developer or applicant is responsible for observations and testing performed on the roadway during construction. The observation and testing shall be done under the supervision of a qualified civil engineer who will signoff on the project. The testing shall be performed in accordance with the *City of Cheyenne and Board of Public Utilities Construction Standards & Specifications*.
- g. **Record Drawings.** Record drawings shall be submitted in accordance with the *City of Cheyenne and Board of Public Utility Construction Standards and Specifications*. Record drawings are required for all roads, streets, storm sewer structures, detention facilities, and traffic signals. Upon completion and acceptance of construction, the developer shall provide record drawings to the City showing the as-constructed roads or streets. Record drawings are a requirement of acceptance. The record drawings shall be signed and sealed by a professional civil engineer and contain a statement to the effect that, to the best of the knowledge and belief of the engineer, the record drawings accurately reflect the as constructed facility. If the specifications were materially altered during construction, the submittal of the record drawings shall include revisions to the specifications. Submittal of record drawings or revised specifications does not relieve the developer from building the road or street in accordance with the approved plans. Deviations from the proposed plans and specifications shall be approved in advance by the City, and the developer assumes the risk of the expense of correcting unauthorized changes.
- h. **Pre-Construction Conference.** A pre-construction conference shall be held with the Engineering and Construction Divisions of the City and Board of Public Utilities a minimum of two working days prior to any construction work (including water or sanitary sewer construction work.) The Contractor, Owner, Developer, Project Engineer, assigned City Inspector and assigned supervisory personnel shall attend this conference. A pre-construction meeting shall not be scheduled until construction plans have been approved by the City Engineer and Board of Public Utilities. A traffic control plan

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shall be provided for City approval at this meeting.

- i. **Acceptance.** Upon completion of the road or street, the developer shall request in writing that the road be inspected for acceptance. This request shall include the surfacing material certification, tabulated record of surfacing material delivered to road and invoice of purchased surfacing material. This request shall be made to the City Engineer. The City Engineer will inspect the constructed road for compliance with these Standards. When the City Engineer determines that the road is in compliance, the road will be accepted for maintenance by the City. Note: The street is to remain the responsibility of the developer for maintenance and safety of the street until it is accepted.

4.5.3 Water and Sewerage

Public water and sanitary sewers including fire hydrants shall be designed and constructed in accordance with the City of Cheyenne and Board of Public Utilities Construction Standards and Specifications, current edition. Facilities shall also be built in accordance with the current Wyoming Department of Environmental Quality requirements for water and sewerage systems.

4.5.4 Utilities

Approval of any plat shall be contingent upon a demonstration of adequate utility systems. One factor which shall be considered is a statement from the appropriate utility company regarding the ability to provide services. All utilities including gas, electric, power, telecommunication, and cable shall be located underground and placed in the public right-of-way or alleys wherever possible. If placing the utilities in such locations is not practical or possible, or would require compromising the planning and community design standards of other sections in this Article, easements shall be provided for utilities. Landscape and utility plans shall be coordinated according to the Streetscape Design, Planning, and Maintenance Guidelines in Appendix G, Section G-4.

4.5.5 Innovation, New Technology and Non-typical Design

These Standards are based on current practice and technology. New developments in materials and methods will provide better and more economical designs and practices. Applicants and designers are encouraged to include innovative procedures, new materials, and improved design methods in

facility design. Proposals for innovations and new technology should, when appropriate, be submitted as requests for waivers as described in Article 2. Such requests should include as much documentation as possible of the proposed innovations—including reports of tests, documentation of successful use in other jurisdictions, calculations, publications, and any other information that will assist the City Engineer to determine if the proposal should be adopted.

4.5.6 Upsizing

Whenever any portions of the required public improvements are part of a planned future facility for the City, serving an area larger than the subdivision and its impact, the City and applicant will enter into an upsizing agreement. The City and the applicant shall negotiate the following aspects of the agreement prior to approval of the plat:

- a. The applicant shall construct the facilities as planned by the City for future capacity as part of the subdivision and development process.
- b. The applicant shall be responsible for the portion of the costs required to serve the proposed subdivision based on actual total cost to build the facilities absent any upsizing agreement.
- c. The City shall be responsible for any incremental costs to expand the facility to the planned capacity, beyond the capacity to serve the subdivision. The City's participation may be based by the applicant bidding the project with bid alternates, one alternate to build the minimum required facility to serve the subdivision or development and the second bid alternate being for the upsized facility planned by the City.
- d. The agreement shall be subject to approval by the City Attorney.

4.6 Public Safety Fees

- 4.6.1 Intent
- 4.6.2 Applicability
- 4.6.3 Fees

4.6.1 Intent

It is the Intent of this Section to:

- a. Anticipate and evaluate the incremental and long-term impact of development on broader public and community public safety facility needs.
- b. Identify opportunities to provide public safety services to new development.
- c. Collect fees for the roughly proportional and reasonably related impact of development on the ability to provide adequate public safety.

4.6.2 Applicability

a. General Applicability.

Public Safety fees shall be required for:

- 1. All new construction of the types listed in UDC 4.6.3.
- 2. Additions to existing non-residential increasing a building's square footage by 20% or more. In the case of additions to existing nonresidential buildings, fees shall only apply to the additional square footage added to the existing building.
- 3. Establishment of residential use within a previous non-residential structure.

b. Exceptions.

The following are exceptions to the fee requirement:

- 1. Reconstruction of an existing structure within 12 months of the structure's destruction, either purposefully, by natural disaster, or catastrophe, provided there is no increase in density or square footage. The Director may issue, for good cause shown, a one-time extension not to exceed twelve (12) months.
- 2. Interior building permits when there is no increase, or less than a 20% increase, in building square footage and the building is not being converted from a non-residential use to a residential use.

4.6.3 Fees.

The following fees are hereby established as shown in Table 4-19.

TABLE 4-19 - PUBLIC SAFETY IMPACT FEES

Residential Uses	\$836.88	per unit
Commercial and Service Use	\$531.92	per 1,000 feet of finished floor area
Industrial Uses	\$457.18	per 1,000 feet of finished floor area
Civic and Public Service Uses	\$260.05	per 1,000 feet of finished floor area
Employment, Agriculture, and any Other Uses	\$882.98	per 1,000 feet of finished floor area

- a. **Annual Adjustment.** The fees identified in Table 4-19 shall be adjusted annually in January for inflation utilizing the construction cost index for twenty (20) cities, as issued by the current Engineering News Record. The City shall make these fees available on their City website.
- b. **Calculation and Time of Payment.** Fees shall be calculated per Table 4-19, and subsequent adjustments, and are due at the time of building permit application.
- c. **Limitations of Use.** The Public Safety Fees collected in accordance with the provisions of the is chapter shall be segregated for the purpose of public safety and related infrastructure.
- d. **Public Reporting and Accountability.** At the third regularly scheduled City Council meeting after the end of each fiscal year the City shall present a written report to the City Council with information detailing the balance in the fee account as of June 30th of each and year, fee rates, the source of funds by development type, and any specific projects funded by the account.