1. **Review Design Considerations for the street/corridor**

2. **Identify Proposed Future Street Type**

   - Include details in Scope of Work, RFPs/RFQs for consultant services...

3. **Select appropriate options to layout Roadway & Pedestrian Zones**

4. **Layout design, applying all pertinent Zone Dimensions to selected options**

5. **Utilize Street & Intersection Assemblies to select & place needed elements**

6. **Use Materials & Furnishings Palette to select materials, furnishings, etc**

   - Finally, prepare plans & construction documents, cost estimates, etc. based on...
1. Review Design Considerations for the street/corridor

2. Identify Proposed Future Street Type

Include details in Scope of Work, RFPs/RFQs for consultant services...

Then, project development or scoping phase...

3. Select appropriate options to layout Roadway & Pedestrian Zones

4. Layout design, applying all pertinent Zone Dimensions to selected options

Finally, prepare plans & construction documents, cost estimates, etc. based on...

5. Utilize Street & Intersection Assemblies to select & place needed elements

6. Use Materials & Furnishings Palette to select materials, furnishings, etc
Street Typologies
The second critical dimension for street design is the Roadway Zone width—the distance between the curb face on one side and the curb face on the other—and the resulting width of the Pedestrian Zone on either side of the street.

For the purpose of these standards, zones are organized as follows:

- **Roadway Zone** includes turn lanes, travel lanes, parking lanes, and bicycle lanes. Although parklets function as an extension of the pedestrian zone, they typically occupy space in the parking zone.

- **Pedestrian Zone** includes the curb, stormwater/raingardens, buffer zones, tree belt/furnishing zones, clear sidewalk zones, and frontage zones (special circumstances may call for a cycle track to be incorporated into the pedestrian zone).

In “Roadway & Pedestrian Zone Options” on page 64, the minimum and recommended dimensions for the Roadway and Pedestrian Zones are based on the individual street types described. While there are some outliers due to larger or smaller ROW, in general the application of these standards will result in the following proportions:

- 40' roadway zone yields 13.5' pedestrian zone
- 36' roadway zone yields 15' pedestrian zone
- 35' roadway zone yields 15.5' pedestrian zone
- 30' roadway zone yields 18' pedestrian zone
STREET TYPES BASED ON RESPECTIVE WIDTH OF ZONES

- Commercial Slow Street
  - 66’ ROW, 35’ Roadway, 15.5’ Pedestrian

- Commercial Slow Street- with Transit
  - 66’ ROW, 36’ Roadway, 15’ Pedestrian

- Minimum Commercial Street
  - 66’ ROW, 28’ Roadway, 19’ Pedestrian

- Major Commercial Street
  - 66’ ROW, 40’ Roadway, 13’ Pedestrian

- Special Commercial Street (Main Street)
  - 99’ ROW, 38’ Roadway, 30’+ Pedestrian

- Downtown Residential Street
  - 66’ ROW, 30’ Roadway, 18’ Pedestrian
EXISTING ROADWAY WIDTH (curb-to-curb)

Recommended curb-to-curb widths are based on known design considerations. In Burlington, for downtown commercial streets with building redevelopment of the street, but it should be explored as a starting point in all project design. Where the existing roadway is greater than 50% of the row remains dedicated to the movement of vehicles, transit and bikes. Changing the width of the roadway usually involves moving more than 50% of the row remains dedicated to the movement of vehicles, transit and bikes.

When a project boundary includes an entire block face or more, rebalancing Roadway and Pedestrian Zones. In some cases, utility relocation, for relocating the curb to meet the preferred dimension for design consideration, should be explored as a starting point in all project design. Changing the width of the roadway usually involves moving more than 50% of the row remains dedicated to the movement of vehicles, transit and bikes.

The standards also recommend that where the existing roadway is greater than 35' roadways remain in place. The standards also yield 15.5' pedestrian zones, these standards recommend a dimension on commercial streets. Since the 35' roadway width be insufficient, as they limit what can be accomplished outside faces at the property line, 13' Pedestrian Zones are considered to be rebalanced in the proportion of roadway to usable pedestrian space. Changing curb locations is usually more complex and significantly less costly and challenging than expanding the space for other purposes than vehicular movement, and is to rebalance the proportion of roadway to usable pedestrian space.

Stormwater facilities and utility lines (including, but not limited to, stormwater facilities and utility lines) is an essential design tool in some cases moving the curb location (along with associated stormwater facilities and utility lines). Moving street furnishings within the sidewalk zone. However, moving street furnishings within the sidewalk zone is more costly than merely moving striped lanes within the roadway, or within the Roadway Zone.

ROW.

Balancing Right-of-Way Zones Roadway and Pedestrian Zones. In some cases, utility relocation, for relocating the curb to meet the preferred dimension for design consideration, should be explored as a starting point in all project design.
This section provides cross sections and Pedestrian & Roadway Zone options for the following Great Street types. Each Great Street Type includes a typical cross section, options for the layout of laneways in the Roadway Zone, and minimum and recommended elements within the Pedestrian Zone. The street types are based on the assumption that a typical 66' or 99' right-of-way exits; where the actual right-of-way varies from these dimensions, designers should work with the City to determine the most appropriate way to allocate the right-of-way between the Roadway and Pedestrian Zones.

Options for these zones have been provided based on the standard zone dimensions for "Roadway Zones" on page 96 and "Pedestrian Zones" on page 99. Selection of these options should be informed by the design considerations found in Chapter 2, or by the outcome of a scoping study or other project development process.

Commercial Slow Street (66' row, 35' Roadway)
Commercial Slow Street with Transit (66' row, 36' Roadway)
Minimum Commercial Street (66' row, 28' Roadway)
Major Commercial Street (66' row, 40' Roadway)
Special Commercial Street (99' row, 38' Roadway)
Downtown Residential Street (66' row, 30' Roadway)

### PROPOSED ROADWAY WIDTH BASED ON STREET TYPE

The map illustrates the proposed roadway widths based on the street type and the existing curb-to-curb dimensions. Each color represents a different width category:

- Less than 30'
- 30'
- 35'
- 36' - 39'
- 40'
- More than 40'

Designers should work with the City to investigate opportunities for relocating the curb to meet the preferred dimension for Roadway and Pedestrian Zones. In some cases, utility relocation, cost, or other unique constraints may prevent the complete redevelopment of the street, but it should be explored as a starting point in all project design.

Changing the width of the roadway usually involves moving the curb and gutter and its associated systems. The curb location usually determines, or at least indicates, other critical locations such as underground utilities which run parallel to the roadway, and their junctions with "lateral" lines which connect services to adjacent private property. The curb also typically establishes the location for the gutter, storm drains, and sewer system. Changing curb locations is usually more complex and costly than merely moving striped lanes within the roadway, or moving street furnishings within the sidewalk zone. However, in some cases moving the curb location (along with associated stormwater facilities and utility lines) is an essential design tool to rebalance the proportion of roadway to usable pedestrian space for other purposes than vehicular movement, and is significantly less costly and challenging than expanding the ROW.

When a project boundary includes an entire block face or more, designers should work with the City to investigate opportunities for relocating the curb to meet the preferred dimension for Roadway and Pedestrian Zones. In some cases, utility relocation, cost, or other unique constraints may prevent the complete redevelopment of the street, but it should be explored as a starting point in all project design.

Recommended curb-to-curb widths are based on known design considerations. For those streets for which a unique master plan is recommended, the recommended roadway width may be subject to change.
Great Street Types

This section provides cross sections and Pedestrian & Roadway Zone options for the following Great Street types. Each Great Street Type includes a typical cross section, options for the layout of laneways in the Roadway Zone, and minimum and recommended elements within the Pedestrian Zone.

The street types are based on the assumption that a typical 66' or 99' right-of-way exits; where the actual right-of-way varies from these dimensions, designers should work with the City to determine the most appropriate way to allocate the right-of-way between the Roadway and Pedestrian Zones.

Options for these zones have been provided based on the standard zone dimensions for "Roadway Zones" on page 96 and "Pedestrian Zones" on page 99. Selection of these options should be informed by the design considerations found in Chapter 2, or by the outcome of a scoping study or other project development process.

- Commercial Slow Street (66' row, 35' Roadway)
- Commercial Slow Street with Transit (66' row, 36' Roadway)
- Minimum Commercial Street (66' row, 28' Roadway)
- Major Commercial Street (66' row, 40' Roadway)
- Special Commercial Street (99' row, 38' Roadway)
- Downtown Residential Street (66' row, 30' Roadway)

Balancing Roadway & Pedestrian Zones

In Burlington, for downtown commercial streets with building faces at the property line, 13' Pedestrian Zones are considered to be insufficient, as they limit what can be accomplished outside of the Roadway Zone. Therefore, these standards propose that 15' pedestrian zones should be considered the desirable dimension on commercial streets. Since the 35' roadway width yields 15.5' pedestrian zones, these standards recommend that existing 35' roadways remain in place. The standards also recommend that where the existing roadway is greater than 35' wide, it be narrowed in order to achieve this preferred dimension. While this strategy does narrow the Roadway Zone, more than 50% of the row remains dedicated to the movement of vehicles, transit and bikes.

Changing the width of the roadway usually involves moving the curb and gutter and its associated systems. The curb location usually determines, or at least indicates, other critical locations such as underground utilities which run parallel to the roadway, and their junctions with "lateral" lines which connect services to adjacent private property. The curb also typically establishes the location for the gutter, storm drains, and sewer system. Changing curb locations is usually more complex and costly than merely moving striped lanes within the roadway, or moving street furnishings within the sidewalk zone. However, in some cases moving the curb location (along with associated stormwater facilities and utility lines) is an essential design tool to rebalance the proportion of roadway to usable pedestrian space for other purposes than vehicular movement, and is significantly less costly and challenging than expanding the ROW.

When a project boundary includes an entire block face or more, designers should work with the City to investigate opportunities for relocating the curb to meet the preferred dimension for Roadway and Pedestrian Zones. In some cases, utility relocation, cost, or other unique constraints may prevent the complete redevelopment of the street, but it should be explored as a starting point in all project design.

Recommended curb-to-curb widths are based on known design considerations. For those streets for which a unique master plan is recommended, the recommended roadway width may be subject to change.
COMMERCIAL SLOW STREET

- 66' ROW, 35' Roadway, 15.5' Pedestrian
COMMERCIAL SLOW STREET- with TRANSIT

- 66' ROW, 36' Roadway, 15' Pedestrian
MINIMUM COMMERCIAL STREET

- 66' ROW, 28' Roadway, 19' Pedestrian
MAJOR COMMERCIAL STREET

- 66' ROW, 40' Roadway, 13' Pedestrian
DOWNTOWN RESIDENTIAL STREET

- 66’ ROW, 30’ Roadway, 18’ Pedestrian
Zone Dimensions
The second critical dimension for street design is the Roadway Zone width—the distance between the curb face on one side and the curb face on the other—and the resulting width of the Pedestrian Zone on either side of the street.

For the purpose of these standards, zones are organized as follows:

- **Roadway Zone** includes turn lanes, travel lanes, parking lanes, and bicycle lanes. Although parklets function as an extension of the pedestrian zone, they typically occupy space in the parking zone.

- **Pedestrian Zone** includes the curb, stormwater/raingardens, buffer zones, tree belt/furnishing zones, clear sidewalk zones, and frontage zones (special circumstances may call for a cycle track to be incorporated into the pedestrian zone).

In “Roadway & Pedestrian Zone Options” on page 64, the minimum and recommended dimensions for the Roadway and Pedestrian Zones are based on the individual street types described. While there are some outliers due to larger or smaller ROW, in general the application of these standards will result in the following proportions:

- 40’ roadway zone yields 13.5’ pedestrian zone
- 36’ roadway zone yields 15’ pedestrian zone
- 35’ roadway zone yields 15.5’ pedestrian zone
- 30’ roadway zone yields 18’ pedestrian zone

**LAYING OUT THE ROADWAY & PEDESTRIAN ZONES**
## ESTABLISHES MINIMUM & PREFERRED DIMENSIONS

<table>
<thead>
<tr>
<th>Zone</th>
<th>Dimensions</th>
<th>Considerations</th>
<th>Add'l Info</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking Lane</strong></td>
<td>Parallel Parking: 7.5' x 20'</td>
<td>• A 20' minimum no parking zone should be established from a crosswalk to the first parking stall at intersections.</td>
<td>App. A-1</td>
</tr>
<tr>
<td></td>
<td>Angled Parking: 9' x 18' (length measured perpendicular to curb when stall is at 60 deg. angle)</td>
<td>• A 30' minimum no parking zone should be established from a crosswalk to the first parking stall at approaches to a signalized intersection.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bumpouts may be utilized within this required setback distance.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>VTrans ref. dwg. Standard E-193 Pavement Marking Details</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Parking Stall Markings Section 3B.19</td>
<td></td>
</tr>
<tr>
<td><strong>Travel Lane</strong></td>
<td>10' minimum; 10.5' minimum on transit/truck routes</td>
<td>• Wider travel lanes (11' to 12') are appropriate in locations with high volumes of heavy vehicles.</td>
<td>App. A-1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Travel lane widths of 10' generally provide adequate safety in urban settings while discouraging speeding. City may choose to use 11' lanes (10.5' min.) on designated truck and bus routes.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>VTrans ref. dwg. Standard E-193 Pavement Marking Details</td>
<td></td>
</tr>
</tbody>
</table>
### ESTABLISHES MINIMUM & PREFERRED DIMENSIONS

<table>
<thead>
<tr>
<th>Zone</th>
<th>Dimensions</th>
<th>Considerations</th>
<th>Add'l Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear Sidewalk Zone</td>
<td>5' width minimum</td>
<td>The Sidewalk Zone should be clear of any obstructions including utilities, traffic control devices, trees, and furniture. While these guidelines prescribe more generous preferred Sidewalk Zone widths, they also establish a total minimum sidewalk width of 5' for all Street Types. The ADA minimum walkway width is 4', with a 5' width every 200'; this may be applied when severe dimensional constraints exist upon approval of the City Engineer.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Preferred with varies by street type; see street types</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slab thickness:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5&quot; residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8&quot; commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compressive Strength:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>When reconstructing sidewalks and relocating utilities, all utility access points and obstructions should be relocated outside of</td>
<td></td>
</tr>
<tr>
<td>Tree Belt/Furnishing Zone</td>
<td>6' minimum</td>
<td>Maximize the Tree Belt/Furnishing Zone to provide as much of a buffer as possible between the Sidewalk Zone and adjacent street traffic; however do not reduce the Clear Sidewalk Zone beyond the minimum recommended widths. When space is limited at the surface, resulting in a Tree Belt/Furnishing Zone of less than 8', the soil volume for trees can be achieved by encroaching under the Buffer Zone, Clear Sidewalk Zone, and, if applicable, Raised Cycle Track.</td>
<td>page 154</td>
</tr>
<tr>
<td></td>
<td>8' preferred</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>For new developments and where opportunities are available to create a consistent setback, designs should accommodate wider sidewalks with generous Tree Belt/Furnishing Zones. Consider traffic calming elements, such as curb extensions or chicanes where on-street parking is present, to provide more space for street furniture, trees, and other amenities.</td>
<td></td>
</tr>
</tbody>
</table>
Option for accommodating grade changes within a wide Pedestrian Zone, utilizing a tree belt zone that is planted or pavered.

Option for accommodating grade changes within a narrow Pedestrian Zone, utilizing either pavers or tree grates.
Siting Considerations
PLACEMENT & SPACING REQUIREMENTS FOR ELEMENTS

MIDBLOCK
PLACEMENT & SPACING REQUIREMENTS FOR ELEMENTS
PLACEMAKING OPTIONS

Public Placemaking & Gathering

Building Great Streets: Public Placemaking

The creation of active, successful public places—public placemaking—usually occurs in or along publicly owned spaces or rights-of-way: parks, plazas, streets, walkways. These are places which allow not just free public movement, but stopping and gathering for a variety of purposes. This may be as simple as a single person finding a place to sit and enjoy the view or observe passersby, to larger groups gathering to talk, socialize, eat, drink, and share the outdoor setting.

On a typical street, this gathering can generally occur in one of four locations:

1. in a so-called sidewalk “Frontage Zone” adjacent to abutting private property and buildings;
2. in the “Tree Belt/Furnishing Zone” along the sidewalk next to the roadway curb or edge;
3. at an intersection on a so-called “Bumpout” (also sometimes referred to as a “Bulb-Out” or “Curb Extension”), which is an intentional widening of the sidewalk to provide more space for furnishing and/or activities; and
4. on a newer form of public space known as a “Parklet,” which is a temporary or permanent construction in a parking space to create an occupiable public place.

These Standards establish guidelines for the design of these four areas with enough flexibility to respond to adjacent private uses, which may change over time.

All of these public spaces can function to some extent on their own, independent of private property and private places. But along most great streets, these horizontal public places interact harmoniously with the vertical facades and features of private buildings and spaces. Burlington’s PlanBTV Downtown Code, in its section on “Frontage Types,” encourages active physical frontage and uses along the sidewalk; a well-designed sidewalk helps facilitate that symbiotic relationship. Though they are driven by different rules and considerations, when public space and adjacent private activity work together, the result is usually a more vibrant public environment.

The Downtown Code describes three street types in downtown: “core,” “center” (the ring around the core), and “residential” (see Zoning map). The public placemaking described in these Standards is primarily intended for “core” and “center” streets which have commercial or cultural activity predominating the street level, not residential uses. Public gathering is not intended along blocks or in front of properties which are entirely residential.

- **Frontage Zone** (directly along property line)
- **Tree Belt/Furnishing Zone** (along curb)
- **Bumpouts** (usable extension into roadway)
- **Parklets** (designated usable space within curb parking lane)
To review these details in advance of December meeting:

greatstreetsbtv.com/downtown-standards

Chapter 3: Street Types & Dimensions