b City of Burlington Downtown Street Design Standards
The Great Streets Initiative is a Joint Project of the Community & Economic Development Office (CEDO) and the Department of Public Works (DPW).

Mayor of Burlington—Miro Weinberger

Acknowledgments

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This document is best viewed in spreads using two-page view.
The Appendix should be viewed as single pages.
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New Page

DRAFT DOCUMENT FOR DISCUSSION
What is a Great Street?
A GREAT STREET IS...

A Great Street is built to endure many decades and reflect Burlington's values—values which have been articulated in community plans such as planBTV Downtown & Waterfront, Burlington Transportation Plan, planBTV Walk/Bike and many others. According to these plans, a Great Street is truly transformative, and is:

- **WALKABLE AND BIKEABLE**, safe for all modes and levels of accessibility
- **SUSTAINABLE**, both environmentally and in long-term durability
- **VIBRANT**, to support downtown's diverse range of public and private facilities
- **FUNCTIONAL**, serving all users, flexible, maintainable and affordable

Burlingtonians have said they’d like to see improvements on the street and these are the zones where those improvements can happen.
Why Great Streets for Burlington?

Through the Great Streets Initiative, the City of Burlington has established the goal of creating “great streets” in downtown wherever possible. Every roadway, passage, walkway, sidewalk, bumpout, and crosswalk within the right-of-way is part of downtown’s public street system—which comprises 33% of all of the land in downtown Burlington. Burlington recognizes its street system not merely as roadways for vehicles, but as the backbone of its collective public space, which reflects the values, identity, and character of Burlington. A “great street” system for downtown Burlington will merge seamlessly with public parks and plazas within it, and blend harmoniously with pathways and open spaces on adjacent private property. Together these integrated paths and places will create the setting for a downtown that is welcoming to all, socially vibrant, environmentally sustainable, and economically prosperous.

A great street system for downtown Burlington will also restore a balance among all of the users and uses within the public realm. Throughout most of urban history, walking has been the primary form of movement on city streets. But over the past 100 years, the growing demands of the automobile for ever more space to move and to park have tended to overwhelm all other users, not least the pedestrian. Burlington intends for these standards to correct that imbalance by once again placing the needs and experience of the pedestrian first, while ensuring that all other users and uses are accommodated in a delicate balance.

These standards build upon the principles for the design and function of the public realm found in dozens of plans, studies and design guides prepared by the City, and in some cases state and national organizations. Rooted in these plans, the standards detail both the basic requirements and options for transforming this street network by:

- addressing all features of the public right-of-way, including sidewalks, buffer areas, parking and travel lanes, bicycle lanes and medians.
- supporting roadway types that address and provide adequate access for all modes of travel, including people walking, biking, using transit, or driving.
- implementing complete streets, increasing the availability and utilization of sustainable transportation options, and achieving the “vision zero” principles to eliminate traffic-related fatalities.
- designing streets that are responsive to and encourage vehicular travel at appropriate volumes and speeds based on their surroundings in residential, commercial or mixed-use districts.
- developing a strong connection between public rights-of-way and the buildings and structures that line them.
- reducing quantity of stormwater runoff and heat island effect, and improving quality of stormwater runoff.

Streets take up around 45 acres—33% of downtown land—making them an important zone for investment.
**Great Streets for Downtown Burlington: What is a Great Street?**

**Burlington’s Previous Planning Efforts & Studies**

- **Burlington Transportation Plan**: A broad policy document that supports the Great Streets philosophy. Complete Street initiatives, and improved walking, biking, and transit; anticipates the new transit center on St. Paul.
- **Plan BTV Downtown & Waterfront**: Extensive, long-term, citywide effort that provides the vision and direction for downtown as a livable, walkable, sustainable, transit-oriented district.
- **Plan BTV Walk Bike (Draft)**: Provides detailed guidance on pedestrian and bike improvements that directly affect downtown streets.
- **Burlington Form Based Code (Draft)**: Provides a dramatically new approach to citywide zoning which supports more housing, mixed-use and transit within downtown.
- **Downtown Tax Increment Finance (TIF) Plan**: Provides the basis for funding streetscape and public realm improvements, especially within downtown.
- **Plan BTV Burlington Parks, Recreation & Waterfront Master Plan**: Positions City Hall Park within a linked system of parks, open spaces, and waterfront provides reference for City Hall Park and downtown waterfront park areas.
- **City Hall Park Concept Design**: Provides an advanced conceptual redesign of the park, with strong community input and support; critical link between College and Main.
- **Re-Imagining City Center**: A new initiative to revitalize the mall, including the redesign of Pine and St. Paul segments on Pine and St. Paul.
- **VAT Town Road and Bridge Standards**: Establishes state standards that may apply to some segments of the downtown grid.
- **NACTO Urban Street Design Guide**: An influential national document that provides the policy support and detailed design guidance on creating urban streets that serve multiple users and purposes.
- **Complete Streets - A Guide for Vermont Communities**: Establishes statewide standards and policy support, critical for the Complete Street segments in downtown.
- **Burlington Street Design Guidelines**: Defines and designates the street typologies for downtown: Transit, Complete, Bike, and Slow, and Pedestrian.
- **College Street Stormwater Basin - Opportunities Toolkit**: Provides a strong vision and range of tools for stormwater management on College that is widely applicable throughout downtown.
- **Main Street Scoping Study**: A current initiative looking at different roadway configurations for Main Street to accommodate all users, including bicyclists.
- **Residential Parking Plan**: A plan that considers permit parking in residential neighborhoods to protect them from downtown visitor overflow.
- **Burlington Electric Department Street Light Policy**: The citywide policy basis for improving the quality and efficiency of downtown street lighting within the new design and construction standards.

The Great Streets Initiative draws upon local, state and national plans and guidance, including, but not limited to previous Burlington efforts and studies.
Why Great Streets for Burlington?

Great Streets for Downtown Burlington: What is a Great Street?

A VISUAL LANGUAGE THAT IS UNIFIED, NOT UNIFORM

An additional goal of these standards is to create a visual language for downtown that emphasizes the roles of both the public and private realms in communicating its character. The urban cores of most cities have a kind of visual or formal language that is expressed in the design of their streets and buildings. This language may be manifest in construction materials and colors, vegetation, furnishings, or signage. It may emerge organically, such as from tradition or economic patterns, or, it may be propelled by "standards" which specify a particular character for the public environment based on a variety of considerations.

Burlington has many aspects of its own language, which has evolved over nearly 200 years. Perhaps the most distinctive feature of downtown's language is its historic buildings, particularly the ornamented brick and stone facades of multi-story commercial structures. Overlaid on these are a more recent series of public investments, such as ornamental street lighting, decorative paving on Church, stormwater gardens, sidewalk bumpouts, and a wayfinding system with distinctive color and form.

But these characteristics are not cohesive throughout downtown, and are weakened by areas with no distinctive language. These standards are intended to create a coherent language for the streets of downtown—to help unify downtown without making it uniform. The standards provide a set of common street materials and elements that recognizably belong to Burlington, are elegant to look at and use, support environmental sustainability, and are affordable to construct and maintain.

In general, the standards are not intended to distinguish one street from another (with the exception of Church Street), or one part of downtown from another (with the exception of primarily residential blocks). Downtown is too small for such variation, and it is more costly and difficult to maintain such a variety of elements. Instead, the standards, as they are implemented, should yield a fundamentally unified public space.

But diversity and variety in the visual environment is also important; they give expression to the diverse individual and group sensibilities and interests of Burlington residents. These standards are premised on the principle that for downtown Burlington, diversity is best expressed, and should most often be provided, by the adjoining buildings, shops, signs, spaces, and furnishings on the private property which abuts the public realm. Some cities insist on uniform architecture and signage. While Burlington's zoning rules require certain underlying principles of transparency and street activation, there is a wide range of possibility for architectural expression. Questions of aesthetics and visual language are ultimately mediated by the design review bodies, which determine where projects should fall on the spectrum from conforming to eccentric. While this document is about unity in the public realm, it encourages diversity along the private edges to give full expression to the character of Burlington as a place and as a community.

Once adopted, these standards should be used to guide the reconstruction and replacement of materials and infrastructure in the public realm of the next several decades. Achieving this unified visual language will come as individual streets and blocks are rebuilt, and as infrastructure and furnishings throughout downtown reach the end of their useful life and need to be replaced. This will be a big investment, and it will not happen all at once. This incremental transformation of the public realm underscores the importance of a commitment to these common materials and elements. Without this palette, individual street segments will continue to be designed as a reflection of the era in which they were built, and will continue to pose visual and functional challenges in the cohesion and maintenance of downtown's public streets.
Great Streets for Downtown Burlington: What is a Great Street? Why Great Streets for Burlington?

**Burlington Street Design Principles**

- Presence of windows, doors, storefronts, awnings along sidewalks
- Local sources, durable, handsome
- Use of Silva Cells or structural soils for new trees in paved areas
- Major increase in trees, foliage, and shade from an approved list of species
- Landmarks recognized and features with view corridors, special lighting
- Unique installations at key locations
- Special emphasis on safe and easy street crossing with wide, distinctive crosswalk treatments
- Careful sidewalk design to accommodate snow plowing and storage

- Efficient and updated lighting for sidewalks and roadways
- Innovative handling of stormwater to slow and penetrate
- Investments in protected bike lanes along key routes
- More efficient on-street parking spaces and better use of existing off-street parking facilities
- Working with CCTA, integration of shelters and signage into the sidewalk landscape
- Widening and improving sidewalks throughout downtown
- Special paving and bollards for places where vehicles and pedestrians share the space
- Investments in protected bike parking and bike hubs

Palette of elements and materials for downtown Burlington

Downtown Street Design Standards

City of Burlington
REFRAMING THE “CENTER” OF DOWNTOWN

Part of Burlington’s overall vision for downtown is to reconnect Church Street, City Hall Park and the lake through a series of investments in the public and private realms. To this end, a final goal of these standards is to invest in quality materials and furnishings throughout downtown that will help spread commercial vibrancy and social activity beyond the Church Street Marketplace.

The earliest plans for Burlington show not only a chessboard of buildable blocks, but an open public square on one of the more central blocks. Such squares, often designated as the location for the main courthouse, were a common feature of new American cities with gridiron plans. Burlington’s center was indeed dubbed Courthouse Square and the city’s first courthouse was constructed there.

An open square within a grid tends to convey special importance on the four streets which adjoin it, which form a kind of pinwheel. In downtown Burlington, College, Main, St. Paul, and Church Streets have greater prominence due to their adjacency to the square. These four streets bordering the square were the primary commercial addresses during the city’s early decades. The square was a relatively utilitarian space, with roadways, places to hitch horses, and a relatively small oval lawn in the center. The open design of the square exposed the adjoining buildings on all sides except the east, where civic buildings were erected between the square and Church Street.

As the urban park movement took hold in the 1850s, Courthouse Square was redesigned as an ornamental park for strolling, sitting and leisure—this became an early iteration of what we now know as City Hall Park. The introduction of trees and landscaping had the effect of separating the sides of the square. In a somewhat unusual and awkward relationship, the civic buildings had their primary facades and entrances on Church Street, all but leaving their backs to the face the park.

During a period of commercial expansion in the 1880s, more and more businesses migrated away from the streets around the park, relocating to instead to Church Street. Church eventually became the de facto “main street,” meeting the key criteria for a traditional American main street: it was nearly level and lined with nearly continuous building storefronts and doorways, both essential for commercial activity. Church Street’s prominence was cemented in the 1980s with the banning of vehicular traffic and the creation of Church Street Marketplace. The street’s success has been key to the revitalization of downtown Burlington in the ensuing three decades.

By contrast, both City Hall Park and its surrounding commercial streets have experienced ups and downs since the early days of Courthouse Square. The park has been redesigned several times, and in its most recent form has benefited from the arrival of the Saturday farmers market during the summer and fall. During that event and others, the park (and to some extent the surrounding streets) reclaim its role as the most central and vibrant location in downtown. But at other times the square can seem relatively empty and inactive, particularly in comparison to Church Street. These two versions of the park—one as the bustling center of activity and the other as an empty space in poor condition—have simultaneously led to its degradation through overuse, and to its isolation and chronic challenges with behavior and petty crimes.

With Church Street and City Hall Park at its core, these standards will guide public investments in surrounding streets that will improve the quality and connectivity of downtown as a whole. While there has not been an explicit master plan guiding these investments, decades of improvements to the Church Street Marketplace, the recent reconstruction of blocks of lower Church and St. Paul Streets, additional plans for St. Paul Street approved in two separate approvals by Burlington voters, the stormwater plan for College Street, and the Great Streets master plan for Main Street are all key to achieving this goal. These improvements envision urban activity “pinwheeling” around City Hall Park along two pairs of streets in particular—St. Paul and Church, and College and Main—and further activating downtown as a whole.
Great Streets for Downtown Burlington: What is a Great Street?

The Pinwheel

The Pinwheel: recentering downtown Burlington streets around City Hall Park and connecting to Lake Champlain
Using this Document
These Standards DO:
- Identify a common palette of materials and furnishings that will provide for unity and visual integrity as downtown’s streets are redeveloped over time
- Compliment Church Street’s beloved visual character and high level of investment, without replicating it wholesale throughout downtown. Create a public realm that is complimentary of current and future private development, and which showcase building facades, signage, etc. as the unique and authentic aesthetic elements of downtown
- Draw upon city and state standards regarding the design and construction of the right-of-way as applicable, and includes all critical required elements/dimensions in a comprehensive document
- Include preferred and alternative materials/fixtures for the elements within the public right of way to allow flexibility to adapt to unique street conditions, project budgets, or other constraints
- Take precedence over existing City policies/documents regarding the design and construction of elements within the public right-of-way that existed prior to the most recent date of adoption by Council (unless otherwise noted)

These Standards DO NOT:
- Mandate the immediate reconstruction of all streets or replacement of individual elements within the row; instead, the standards should be applied to streets as they are redeveloped in a significant way, and guide the replacement of furnishings when they reach the end of useful life
- Provide specific designs for each street in downtown Burlington; some streets will require corridor-specific master plans to identify future design/transportation system goals
- Inventory all conditions that may exist within the City’s public rights-of-way, particularly unknown conditions such as locations of abandoned utilities, contaminated soils, etc.

Who Should Use this Document?

These standards will guide the design and construction of projects within the public right-of-way, and will be used by anyone involved with transforming streets in downtown Burlington. This includes:

- People who are planning or managing projects in the right-of-way, such as city officials and staff from departments such as Public Works, Parks & Recreation, Community & Economic Development, Planning & Zoning, Police, Fire, and Electric, as well as outside agencies, such as transit and private utility providers who operate in the public right-of-way
- People who are professional street designers who are working on projects within the downtown right-of-way, including urban designers, landscape architects, civil engineers, transportation planners and engineers, lighting and utility designers, public art consultants and designers, environmental systems designers, etc.
- People who experience these streets—whether by foot, bike, bus or car—as they live, work, shop, dine, socialize, run a business or manage property in downtown Burlington.
## How to Use this Document

<table>
<thead>
<tr>
<th>Step</th>
<th>Section Title</th>
<th>Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Design Considerations for Street Corridors</td>
<td>Consult &quot;Design Considerations for Street Corridors&quot; on page 34 to understand current and future land uses, transportation, utility, and other factors that influence the design of the street corridor and the specific project within it.</td>
</tr>
<tr>
<td>2</td>
<td>Future Street Type</td>
<td>After reading about the design influences for the particular street corridor, locate the proposed Future Street Type in the street's chart of Character/Uses.</td>
</tr>
<tr>
<td>3</td>
<td>Roadway &amp; Pedestrian Zone Options</td>
<td>Flip to the corresponding Street Type in &quot;Roadway &amp; Pedestrian Zone Options&quot; on page 78. Identify the most appropriate options for the project's roadway and pedestrian realm based on the street's design considerations.</td>
</tr>
<tr>
<td>4</td>
<td>Standard Zone Dimensions</td>
<td>Once the preferred options for the pedestrian and roadway zones have been determined, review all of the pertinent standards for dimension, location, etc of these elements according to &quot;Standard Zone Dimensions&quot; on page 60.</td>
</tr>
<tr>
<td>5</td>
<td>Street &amp; Intersection Assemblies</td>
<td>Utilize &quot;Street &amp; Intersection Assemblies&quot; on page 94 to guide the selection and placement of appropriate furnishings for the project. For situations in which the required standard street dimensions do not allow for the placement of an element in the preferred location, consult the &quot;Placemaking Options&quot; section for guidance on alternative arrangements for some of these elements.</td>
</tr>
<tr>
<td>6</td>
<td>Materials &amp; Furnishings Palette</td>
<td>Finally, use the &quot;Materials &amp; Furnishings Palette&quot; on page 251 to select specific furnishings, tree species, etc to finalize the plans for the project and to prepare cost estimates and other specification documents.</td>
</tr>
</tbody>
</table>
Downtown Street System
The Boundaries of Downtown

For the purposes of these standards, the downtown is defined as a 6 x 6 block grid bounded by Pearl and Maple Streets to the north and south, and Battery and Union Streets to the west and east.

Because of downtown's varied terrain and organic development, its apparent boundaries have shifted over time. While Battery on the West and Pearl on the North have remained clear edges, to the south and east the boundary has slowly expanded and fingered into residential districts. On the south, most of Main Street was a clear edge until commercial activity spread further south to King and Maple to take advantage of flat waterfront frontage. On the east, Winooski formed a sharp boundary due to the ravine; but as bridges were built and the ravine was eventually filled in, the downtown core gradually expanded westward towards Union as important links developed uphill to the university.

If the geometry of the downtown grid were a perfect 6 x 6 checkerboard, this would create 84 individual street segments. However, over time some short street segments (such as Center) were added, and other street segments (such as Bank, St. Paul and Pine) were removed during redevelopment in the 1970s, leaving approximately 82 individual street segments, including the planned restoration of a block segment on each St. Paul and Pine Streets between Cherry and Bank Streets.

Since many street design projects affect only a single street segment, or a small group of segments, these standards are likely to be applied over an extended period of time on a large number of individual construction projects. The standards are intended to be strong enough to create a discernible visual integrity to downtown's public space, but flexible enough to allow for change over time, as individual projects are realized. Furthermore, these standards apply to all streets throughout the downtown except for Church Street; their application may be further limited or modified as noted in the design considerations for each individual corridor.
Standards to guide the transformation of Burlington's existing rights-of-way into “Great Streets.”

The goal of this document is to set a direction for the future of downtown Burlington’s public realm and help guide it towards the development of Great Streets through the dimensions and assemblies documented here. This section contains information on how to transform rights of way within the downtown core into complete streets. In particular, this section provides the minimum required and preferred dimensional standards for all of the “zones” of the right-of-way, and draws on both state and local requirements as well as industry guidance and best practices. This section should be consulted as the starting point for any construction project within Burlington's downtown rights of way, in order to ensure project design meets all required standards. This section also provides guidance for options when the right-of-way is constrained, thus making it difficult to incorporate the preferred dimensions for each of these zones. A summary chart of the existing and proposed ROW and curb-to-curb conditions for all of the streets within the downtown core is provided on page 54 for quick reference.
Modal Hierarchies

Modal hierarchies should be outlined to inform design and operation decisions in the public right of way. Modal hierarchy will influence cross-sections, intersection design, signal timing, maintenance scheduling, and other City department operations. The design of pedestrian friendly streets should be prioritized while improving the quality of space for all modes. The walking public should be given primacy in the design and operation of all downtown projects. Two possible default hierarchies for downtown Burlington include:

**Pedestrian** > **Bicycle** > **Transit** > **Automobile** along a bicycle priority street with bikeways or a bike corridor

**Pedestrian** > **Transit** > **Bicycle** > **Automobile** along a major transit corridor

**Pedestrians**
Most trips begin and end on foot and great street design should embrace this notion. Pedestrians are the life of city streets. Downtowns, with their shopping districts, entertainment areas, and civic institutions typically bring high volumes of pedestrian activity and require high quality walking environments to go with them. All street design, even in cases where pedestrians are not the predominant user, should provide for quality space where people can walk, stroll, or simply sit. People walking are extremely vulnerable to injury when sharing space with vehicles and the design and operations of streets and intersections must protect them. Sidewalks, crosswalks, pedestrian signals, and other pedestrian facilities must accommodate pedestrians of all abilities and comply with the Americans with Disabilities Act (ADA).

**Bicycles**
Like pedestrians, bicyclists are vulnerable users of public space who benefit from reduced traffic speed and dedicated facilities. However, bicyclists are significantly different from pedestrians. They travel faster than pedestrians but more slowly and less visibly than automobiles. Their skill level varies greatly, resulting in a wide range of speeds and behaviors. Also, bicycling is a social activity, and people often ride side-by-side or in groups. Bicycle facility selection requires an understanding of the street condition; bicycle usage, volumes, speeds and routes; and automobile volumes and speeds.

**Transit**
Buses extend the range of activity for Burlington residents and visitors. They provide access to essential services, jobs, housing and recreation and reduce the demand for automobile trips. Buses are a critical element of street design given their size and operational characteristics. The consequences for street design include lane width, intersection design, signal timing (often adjusted to give transit an advantage, transit-signal priority), pedestrian access (street crossings at bus stops), sidewalk design (making room for bus shelters), and bus stop placement and design (farside/nearside at intersections, bus pullouts, or bulb outs).

**Automobiles**
Private automobiles are an integral part of Burlington’s circulation system. Even though they have been placed fourth in the modal hierarchy, they still must be accommodated, within the constraints of lower speeds and more prudent driving. Commercial vehicles will be given more leeway, as the efficient delivery of goods and services is paramount to supporting a healthy economy and meeting needs of local businesses.
ROADWAY AND PEDESTRIAN ZONES

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. If the right-of-way is like an outer lining, the roadway width is the inner lining, and the relationship of the two determines the proportion of roadway space for vehicles in relation to the pedestrian space for everything else.

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

- The **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 therefore, standards/dimensions for those will be included here.
- The **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 the “Street Types and Zone Options” section, 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
- 37’ roadway zone yields 14.5’ pedestrian zone
- 35’ roadway zone yields 15.5’ pedestrian zone
- 30’ roadway zone yields 18’ pedestrian zone
Narrowing Roadway Zone to Widen Pedestrian Zone

According to planBTV Downtown & Waterfront, the “pedestrian is king.” The philosophy of these standards is to ensure that the safety and comfort of pedestrians is, in fact, king while also balancing the many uses in the public ROW. In Burlington, for downtown commercial streets with building faces at the property line, 13’ pedestrian zones are to be considered substandard, as they severely limit what can be accomplished outside of the roadway. These standards propose that 15.5’ pedestrian zones should be considered the minimum 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 40’ wide, it be narrowed to 37’ (for thoroughfare/transit streets) or 35’ (for typical commercial streets) in order to achieve this preferred dimension.

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 public 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 project design.

Curb-to-Curb: Existing

Curb-to-Curb: Recommended

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.
Typical Commercial Street (66’ ROW)

MIDBLOCK
Typical Commercial Street (66' ROW)

CROSS INTERSECTION