I hereby certify this to be a true and correct copy of the original Ordinance to be considered for passage at the regular meeting of Borough Council on Thursday January 16, 2025.

John S. Carnes Jr., Esq., Solicitor for the Borough of Parkesburg

ORDINANCE NO. 2024-564
BOROUGH OF PARKESBURG
CHESTER COUNTY, PENNSYLVANIA

AN ORDINANCE OF THE BOROUGH OF PARKESBURG, CHESTER COUNTY, PENNSYLVANIA, AMENDING THE PARKESBURG SUBDIVISION AND LAND DEVELOPMENT ORDINANCE TO PROVIDE FOR A "DESIGN PACKAGE" TO ACCOMPANY A TRADITIONAL NEIGHBORHOOD DEVELOPMENT ("TND") IN THE R-2 ZONING DISTRICT PERMITTED BY CONDITIONAL USE TO BE ATTACHED AS APPENDIX "K" TO THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

WHEREAS, the Borough of Parkesburg (hereinafter the "Borough") is a municipality of the Commonwealth of Pennsylvania, maintaining an office at 315 West First Avenue, Building # 1, Parkesburg, Chester County, Pennsylvania 19365; and,

WHEREAS, the Borough has determined that it is in the best interests of the Citizens of the Borough to have the Subdivision and Land Development Ordinance revised to provide a "Design Package" added as Appendix "K" thereto, to be utilized with a recent amendment of the Borough's Zoning Ordinance permitting a Traditional Neighborhood Development (TND) by conditional use in the R-2 Zoning District; and,

WHEREAS, the Borough is authorized to amend its Subdivision and Land Development Ordinance under the Pennsylvania Municipalities Planning Code, Act 247, as amended., 53 P.S. § 10101 et seq.(the "MPC"); and,

WHEREAS, the Borough, after receiving appropriate reviews from the County Planning Commission and the Borough Planning Commission and after a public hearing and consideration of comments of the public in full compliance with all the requirements of all the MPC is amending the Parkesburg Subdivision Land Development Ordinance to add Appendix "K" thereto, providing "Traditional Neighborhood Development Written and Graphic Design Guidelines."

NOW, THEREFORE, in consideration of the foregoing, and the authority of the Borough Code and Article V of the Pennsylvania Municipalities Planning Code, be it ENACTED and ORDAINED by the Borough Council of the Borough of Parkesburg, Chester County, Pennsylvania that the Parkesburg Subdivision and Land Development Ordinance is amended to provide a "Design Package" to direct the development of a Traditional Neighborhood Development (TND) by conditional use in the R-2 Zoning District by the addition of a new Appendix "K" thereto, providing "Traditional Neighborhood Development Written and Graphic Design Guidelines" in substantially the form as set forth below in Exhibit "A":

ORDAINED and ENACTED by the Parkesburg Borough Council this 16TH day of January, 2025.

PARKESBURG BOROUGH COUNCIL

By: _____
Todd Brade, President

ATTEST:

_____
Wanda Harner, Secretary

Approved:

_____
John P. Hagan, II Mayor

Parkesburg Borough, Chester County, PA

Traditional Neighborhood Development (TND)

Written and Graphic Design Guidelines

Appendix K

ADOPTED
JANUARY 16, 2025

Contents

Prepared by the Chester County Planning Commission
December 2024

Overview & Intent

Parkesburg Borough is committed to quality of design in its built environment.

Quality design of new development is characterized by context sensitivity and the thoughtful arrangement of details that define streets, public spaces, and communities. Ultimately, quality design improves a community's function and appearance by unifying diverse elements.

The intent of the guidelines is to:

- Guide appropriate TND development in the R-2 District
- Foster new development that is compatible with community and historic character
- Protect residential neighborhoods from adverse impacts
- Encourage walkability and alternative modes of transportation
- Protect and restore the environment

Aerial view of Parkesburg's downtown area.

Vision for Traditional Neighborhood Development

The following illustration depicts a concept for how future development is envisioned through implementation of the TND regulations in the R-2 District along with consistency with these Design Guidelines.

Concept Plan for TND development prepared by Chester County Planning Commission.

Illustrative view of housing developed in accordance with TND guidelines prepared by the Chester County Planning Commission.

Building Character

Quality building design supports a vibrant urban environment and contributes to the creation of a cohesive, distinctive, and active public realm. This section provides guidance on how the design of new buildings should relate to their surrounding context and engage people in the streetscape.

Location

Buildings located close to the sidewalk provide a sense of enclosure, which supports walkability, street level activity, and retail vibrancy. Acknowledging historic context, defining a visual and pedestrian connection to the street, clustering stand alone buildings, and careful landscaping can successfully integrate new development.

Place buildings close to the street
Buildings should be located at the sidewalk or set back slightly to accommodate outdoor dining, public amenities (plazas, seating, landscaping, etc.) and/or entrance features (porches, stoops, recessed entryways).

Orient buildings toward the street
Buildings should be oriented with primary entrances and windows facing the street. Buildings that face more than one street should provide pedestrian friendly building design features such as windows, doors, and walkways along both streets.

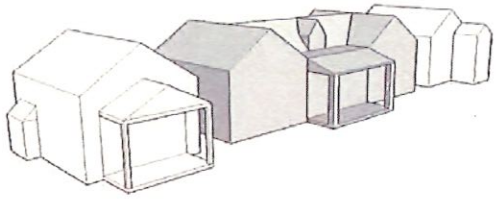
BUILDING CHARACTER

Scale, Rhythm, and Form

A building's character is expressed through scale, rhythm, and form. How these features are designed for new buildings plays a key role in maintaining the historic character of Parkesburg and contributing to a high-quality built environment.

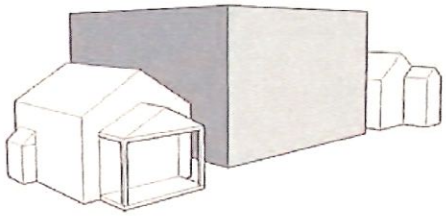
Scale

✓ RECOMMENDED



Relate the size and proportion of new buildings to the scale of adjacent buildings. Although the highlighted building is larger in square footage than existing adjacent buildings, this illustration demonstrates that the existing scale of the area is maintained.

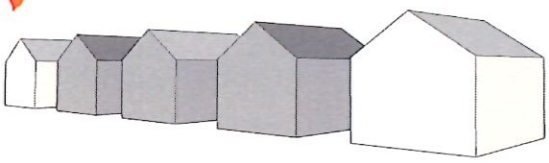
⊘ NOT RECOMMENDED



Avoid monolithic, uniform buildings that in height, width, or mass sharply contrast with the scale of existing adjacent buildings.

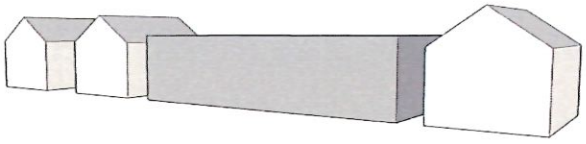
Rhythm

✓ RECOMMENDED



New buildings should relate to the predominant vertical expression of neighboring buildings. Larger buildings can relate by interrupting the facade to depict smaller masses.

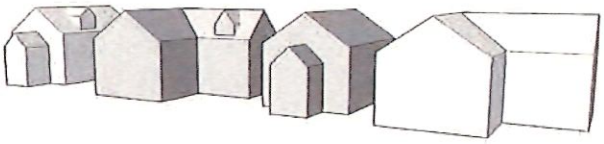
⊘ NOT RECOMMENDED



Avoid new buildings that do not relate to the rhythm of existing adjacent buildings such as the building above, which has a long horizontal facade that is out of place.

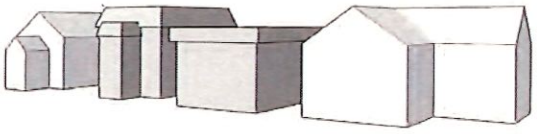
Form

✓ RECOMMENDED



Relate roof forms of new buildings to those existing in the area. The shape of windows, doors and other design elements should also have characteristics that complement surrounding building forms.

⊘ NOT RECOMMENDED



Avoid introducing roof shapes and pitches not traditionally used in Parkesburg.

BUILDING CHARACTER

Roofs and facades

New buildings that complement historic building characteristics can contribute to an attractive street appearance. Historic buildings in downtown areas typically have short facade widths. Dividing large buildings into smaller, identifiable pieces avoids visual monotony and makes them compatible with existing historic buildings.

Use variable roof forms
Avoid a boxy appearance of buildings by incorporating pitched roofs, changes in roof heights, offsets, change in direction of roof slope, dormers, etc.

Minimize the bulk of buildings
Limit building footprint and length or incorporate changes in roof form and height and design horizontal and vertical breaks to help break the building into smaller discrete masses.

Differentiate first floor facades for visibility
Have a greater percentage of window openings on first floor facades for visibility and display purposes.

Create a cohesive development identity
For multiple-building commercial development, including pad site buildings, use similar building materials and architectural details to create unified and harmonious building compositions.

Emulate historic buildings
Facade design should emulate historic building forms which typically included relatively short individual facade lengths, such as small retail stores or public buildings along a traditional main street, either attached or detached, so they appear as sections or smaller buildings.

Facade variation
Long continuous building facades should not be permitted or should be broken up though facade variation (articulation including, but not limited to, protruding vertical elements at regular intervals such as pillars).

BUILDING CHARACTER

Height

Multi-story buildings are encouraged, but the height of new buildings should match or gradually transition from the existing scale and unique characteristics of nearby properties. Once a building reaches a certain height, upper story setbacks can ensure that light and air can reach the sidewalk below and that the building more fully matches historic character.

Minimize height discrepancies
Infill buildings should not be significantly shorter or taller than adjacent buildings to minimize awkward height discrepancies and transitions.

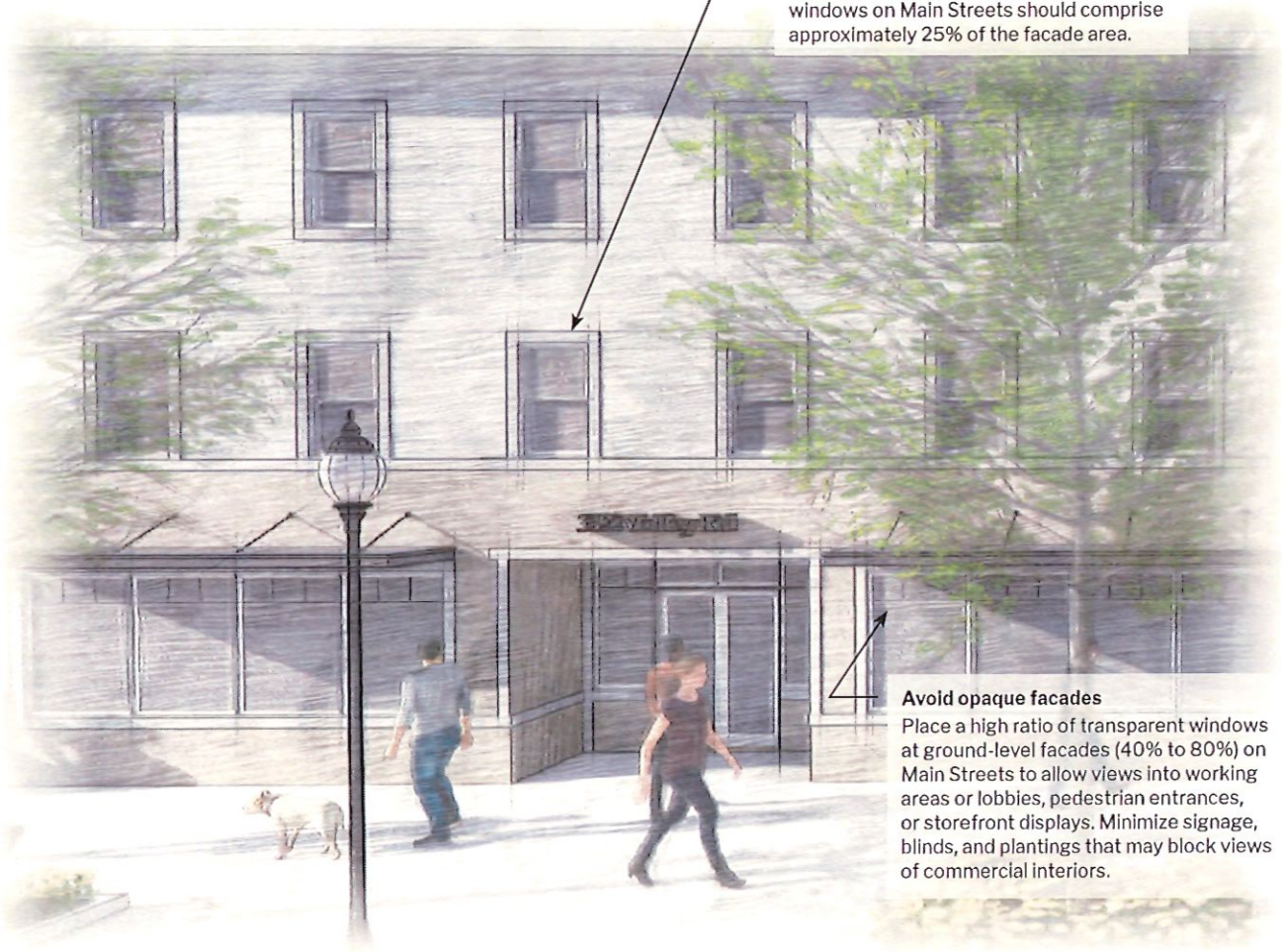
Use stepbacks and stepdowns
Large structures may take the approach of stepping in their side or rear elevations to gradually reach their desired height while still respecting the buildings in their immediate vicinity.

BUILDING CHARACTER

Windows

A visual connection between a public street and commercial interiors encourages customers to stroll from one business to the next and to support multiple businesses during a shopping trip.

Commercial Building Windows



Balance window placement
Balance the placement of windows and doors on building facades. Upper floor windows on Main Streets should comprise approximately 25% of the facade area.

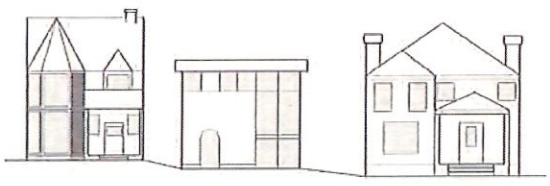
Avoid opaque facades
Place a high ratio of transparent windows at ground-level facades (40% to 80%) on Main Streets to allow views into working areas or lobbies, pedestrian entrances, or storefront displays. Minimize signage, blinds, and plantings that may block views of commercial interiors.

Residential Building Windows

✓ RECOMMENDED

Relate new window and doorway systems with the proportion, scale, and amount in nearby historic buildings.

⊘ NOT RECOMMENDED



Avoid introducing incompatible window patterns that contrast the number and size of windows found in existing surrounding historic buildings.

BUILDING CHARACTER

Entrances

A main building entrance facing a primary street provides a key visual connection between the public and private realm. In downtowns, a clearly visible and easily accessible main building entrance attracts customers.

Commercial Building Entrances

Entryways and windows on corner buildings should address both streets. One option to articulate corner entryways is to cut the building at 45 degree angle, or a similar curved dimension.

Entryways and building entrances should consider shelter for pedestrians, including but not limited to porches, stoops, recesses entryways, or awnings.

Residential Building Entrances

Multi-family buildings in downtowns and residential neighborhoods should have primary entry doors or a common entrance oriented to the primary street or a public space. Entrances should also be covered and/or recessed behind the building facade.

Residential neighborhood buildings on corner lots should visually address both street frontages. The primary facade should include the front entry as a dominant feature. The secondary street-facing facade should include articulation, such as a porch. Street-facing porches are a traditional residential building feature and encourage interaction between neighbors and help establish connected communities.

BUILDING CHARACTER

Uses

A variety of commercial uses (retail, service, office, medical, restaurant, entertainment, etc.) can expand economic opportunity, promote a sense of community, and enhances the vitality of existing urban neighborhoods. A variety of housing types mixed with commercial businesses can support housing choices, accommodate a diverse population, and provide residents greater non-vehicular access to commercial establishment and services.

Promote multi-story mixed use buildings
Multi-story mixed use buildings (e.g., offices over commercial or residential over commercial) enhances the vitality of urban neighborhoods.

BUILDING CHARACTER

Signs

Signs help convey an image and communicate a message for businesses. They also contribute to the character and visual harmony of communities. Pedestrian-scaled signs with artistic qualities are appropriate in Parkesburg. Internally-illuminated box signs transmit a great degree of glare and are inconsistent with traditional sign characteristics. The appropriate location, scale, height, and style of signs should be considered early in the design process of new development.

A. **Avoid plastic signs**
Acceptable primary signage materials include wood, metal, stone and solid plastic/ composite. Translucent plastic is not an acceptable sign material. Three-dimensional and relief signage is encouraged.

B. **Use dark backgrounds**
Dark backgrounds, such as black, or forest green, provide good contrast to lighter color lettering and symbols and make it easier to read signs, such as this hanging sign.

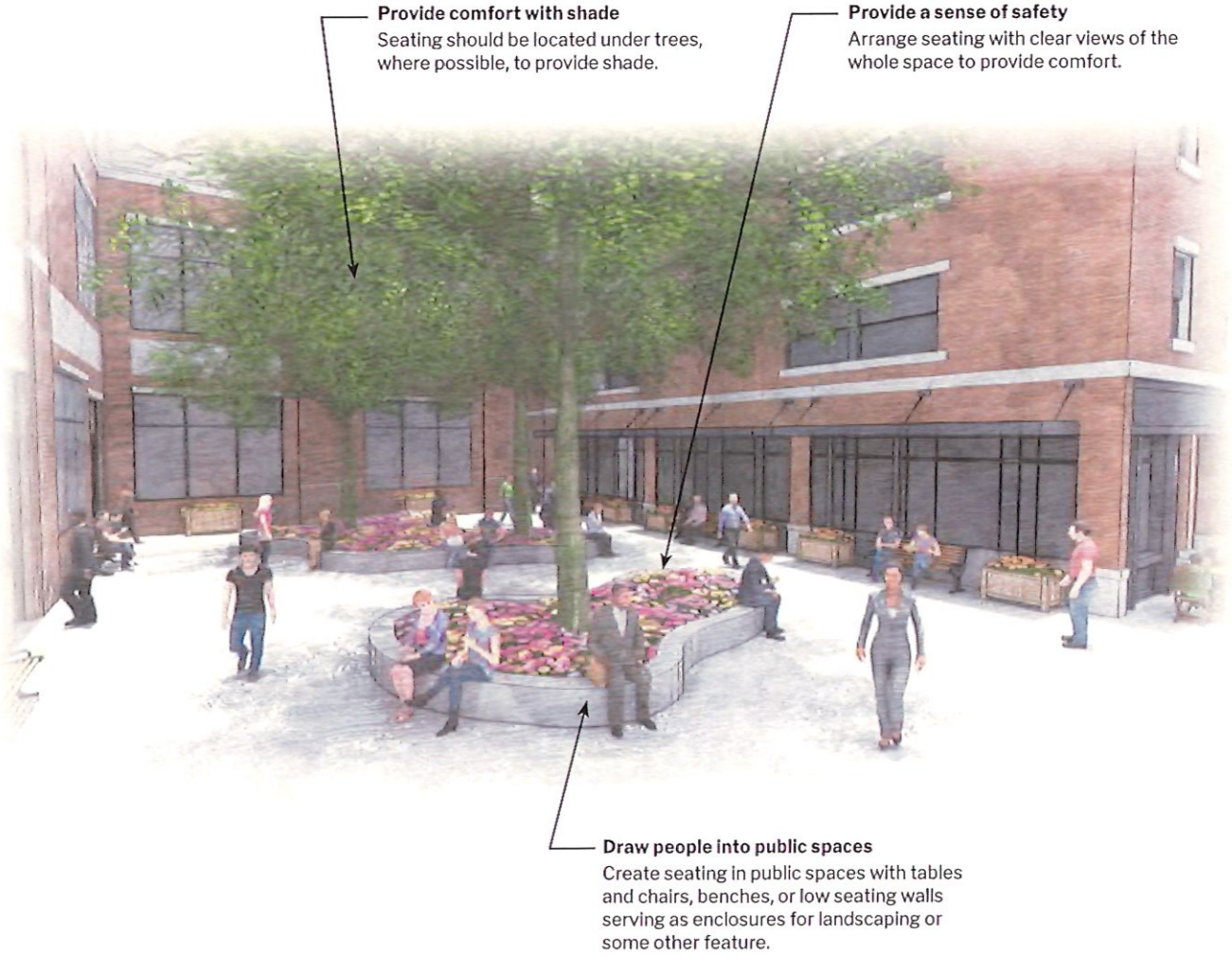
C. **Use a size and shape complementary to associated buildings**
Signs should enhance the design of the associated building. Hanging signs and monument signs are preferred over signs mounted on single poles.

Site Amenities

Site amenities enable social interaction, create inviting, equitable, and accessible public spaces, and promote environmental sustainability. This section provides guidance on the site amenities that add to the function and vitality of the human environment.

Open Spaces

Open spaces in an urban context may vary from woodlands, meadows, or larger parks to smaller pocket parks and hardscaped areas such as plazas or courtyards. These spaces create opportunities for people to rest, socialize, read, or people watch. Public open spaces with ample seating are more age-friendly and make commercial and retail business areas more inviting.



SITE AMENITIES

Streetscape Amenities

Attractive and inviting streetscaping through a unified strategy for landscaping, street furnishing, and wayfinding signage can enhance safety, provide greater mobility and access to transportation choices, and create visual interest and expression of community character.

Bike racks
Bike racks may be stand alone items bolted into the surface of the sidewalk or roadway (bike corral) or they may be integrated with other streetscape features, such as street light poles and planters. The visibility of the rack determines its usefulness to cyclists.

Coordinate with pedestrian movement
Position lighting, street furniture, and signage on the street edge, or amenity zone, of sidewalks to help separate pedestrians from vehicle travel lanes.

Enhance the pedestrian experience
Place furnishings on streets with high levels of pedestrian activity.

SITE AMENITIES

Green infrastructure

Green infrastructure design mimics nature and uses vegetation to help mitigate the stormwater management impacts of impervious surfaces. Integrating green infrastructure into the built environment helps preserve ecological function, manage stormwater, reduce the heat island effect, provide wildlife habitat, create a more beautiful landscape, and act as an amenity for users.

Green infrastructure tools

Green roofs
Vegetated roofs that help detain, filter, and absorb rainfall. They protect the underlying roof, reduce solar gain during the summer months, and provide habitat for wildlife. If located on a lower roof of the building, they can also be a visual amenity to higher floors or adjacent developments.

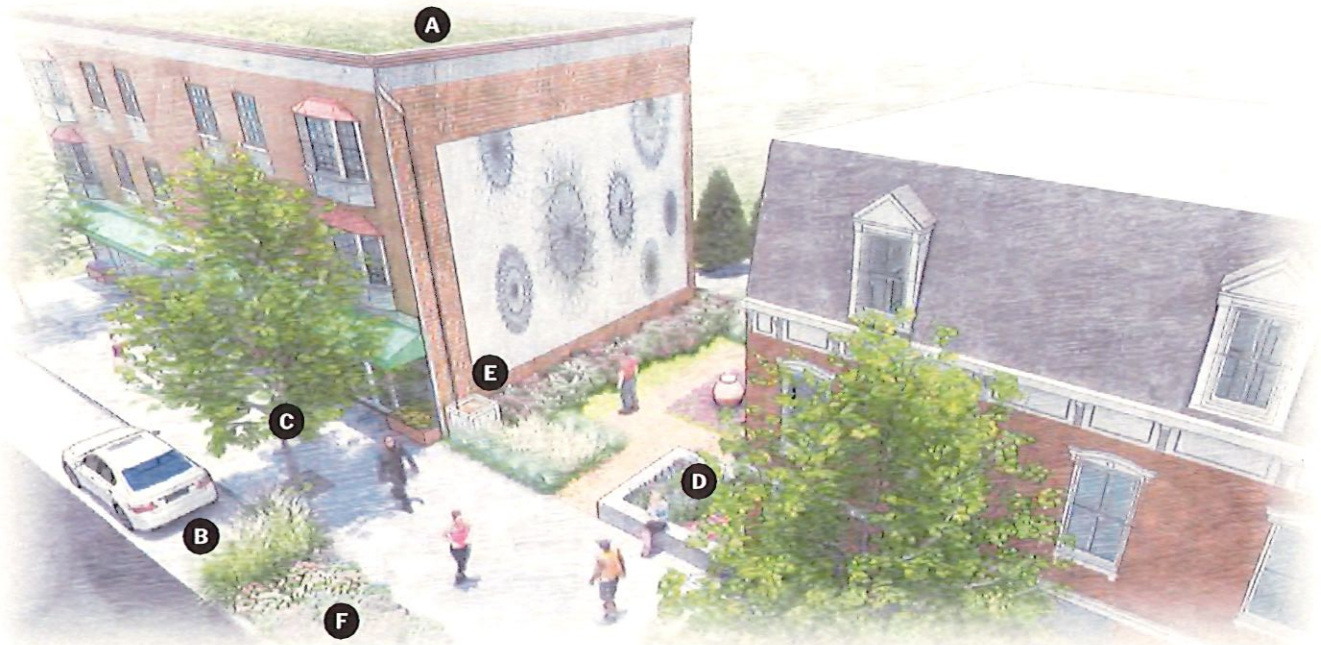
Permeable pavement
Paved surfaces specially designed to allow water to soak through the surface and into the ground. This replenishes aquifers, filters out pollutants, and helps keep street trees healthy.

Stormwater trees
Street trees planted in specially designed stone pits to hold excess water during intense rainstorms or as snow melts. Trees also reduce stormwater runoff through evapotranspiration.

Rain gardens
A shallow depression filled with a soil bed and planting materials to absorb and filter runoff. These gardens are suitable for many types of developments.

Rain barrels and cisterns
Containers that capture and store stormwater for non-potable uses, such as irrigation. Rain barrels are typically located adjacent to buildings at single downspout locations. Cisterns may be located above or below ground and usually receive stormwater runoff from multiple downspout systems.

Stormwater bump-out
A vegetated curb extension either mid-block or at an intersection that collects stormwater through an inlet or curb-cut, where it is stored, infiltrated, and taken up by plants via evapotranspiration.



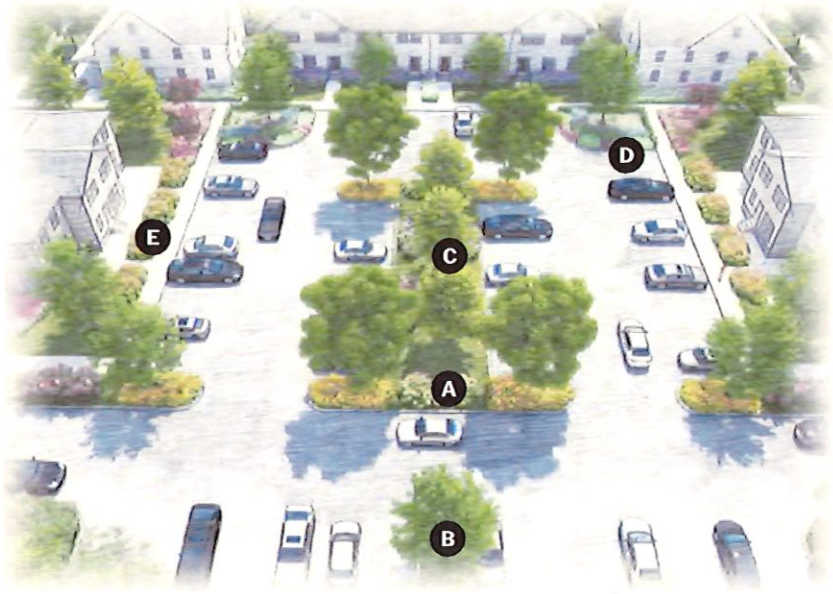
Encourage the use of green infrastructure for new development and to meet stormwater regulations. Green infrastructure reduces stormwater discharges, which reduces potential combined sewer overflows, lowers pollutant loads, decreases flood risks, and improves water table replenishment. The vegetation used in green infrastructure also helps reduce ozone and particulate pollution levels that cause respiratory ailments. The economic benefits of green infrastructure can include lower development capital costs, construction and maintenance job creation, and increased property values.

SITE AMENITIES

Parking Lot Landscaping

In addition to stormwater management benefits, extensive landscaping in and around parking lots can soften the appearance of large structures, assist in energy conservation by reducing heat gain by buildings adjacent to large asphalt areas, and make walking around the site a more pleasant experience for pedestrians.

Interior Parking Lot Landscape



A. **Landscape islands at ends of rows**
Terminate parking rows with a parking lot island or landscaped area.

B. **Landscape islands within long rows**
Provide a parking island between at least every 10 parking spaces.

C. **Landscape islands with generous width**
Provide parking lot islands that are the same dimension or greater than the parking stalls to support sufficient growing space.

D. **Strategically located shade trees**
Provide a minimum of one shade tree for every parking lot island or landscaped area. Plant large canopy tress to provide maximum shade. In addition, plant shrubs, ground cover, perennials, or ornamental grasses on a minimum of 60% of every parking lot island.

E. **Use native landscape material**
To reduce watering and maintenance needs, use native plants for all new ornamental landscape trees, shrubs and perennial plants.

Perimeter Parking Lot Landscape

A. Plant a hedge or a mix of shrubs, perennials, and native grasses.

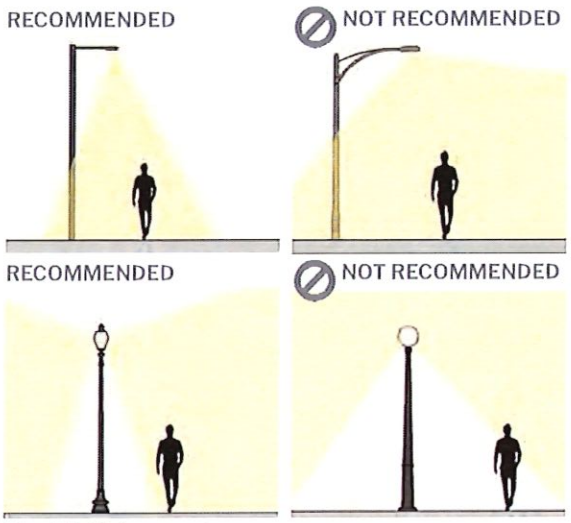
B. Provide shade trees and/or multiple ornamental trees at least every 50 linear feet.

C. In business districts, install a decorative wall or fence a maximum of four feet high along the perimeter of parking lots abutting a public right-of-way.

SITE AMENITIES

Street Lights

Street lighting that minimizes light trespass is critical to the safety and security for all users within the street, including pedestrians, bicyclists, and drivers. Their location, scale, height, visibility, and design detailing all impact the legibility, functionality, and aesthetic of the sidewalk. The decorative quality of street lighting contributes to a community's distinctiveness and visual appeal.



Direct light downward
Choose light fixtures that direct light downward to avoid excessive light producing glare, light trespass, and sky-glow.

Design for pedestrian volumes
Base the design of light levels on land use activity level (i.e. higher light levels in retail areas, lower light levels in residential areas).

Contribute to cultural character
Ensure lighting fixture styles contribute to local character and cultural values.

Accommodate accessories
Consider incorporating artwork, banners, and hanging planter baskets on pole lights.

SITE AMENITIES

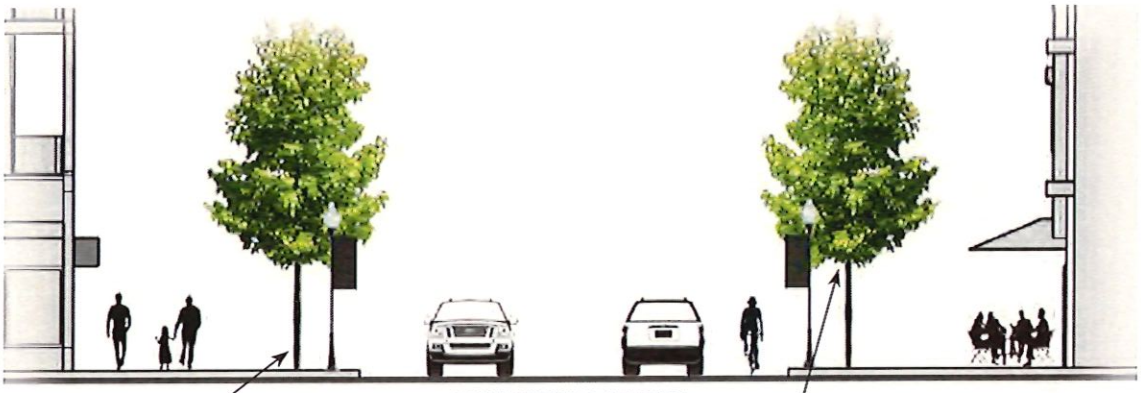
Street Trees

A dense street canopy enhances walkability by protecting pedestrians from heat and sun and providing enclosure and comfort. Street trees also increase property value, improve community image, filter urban pollutants, and capture rainwater runoff.

Help manage stormwater
Continuous planting strips are typically more appropriate in lower density neighborhoods and can be tied into local water management strategies.

Help cool the streetscape
Plant large shade trees, where space allows, to create a more dense canopy.

RESIDENTIAL STREET



COMMERCIAL STREET

Plant for long-term growth
Plant trees in a planting strip between sidewalk and the street in order to allow for healthy root growth and to provide continuous definition and shade for both street and sidewalk. If sub-grade conditions restrict the adequate depth for planting trees, consider raised planters.

Carefully select tree species
How a mature tree canopy may affect street lighting, overhead utilities or views of signage and building fronts should be considered in the street tree species selection and spacing. Columnar shaped trees may be more appropriate on commercial streets.

Transportation

A safe, comfortable, and efficient transportation network incorporates design that reinforces walkability, enhances connectivity, and improves the quality of life for users. This section provides guidance on the design of elements supporting pedestrian safety, multimodal accessibility, and the use of public transportation.

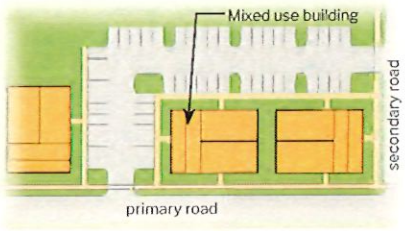
Off-Street Parking

Locating parking areas at the side or rear of residential, commercial, industrial, or institutional uses improves the pedestrian experience along public frontages, fits with historic and residential characteristics better, and improves the appearance of a development viewed from the public right-of-way. When site constraints prevent positioning parking at the side or rear, parking lots in the front should have attractive landscaping to screen views of parked vehicles from the public right-of-way.

Non-residential Parking Location

Locate parking lots behind or to the side of buildings. An open parking lot adjacent to and visible from a street or public space creates a void in the built street edge that decreases pedestrian comfort and weakens historic character and sense of place. Parking lots placed in front of buildings (right) reduces the pedestrian experience because the parking lot has to be crossed to get to the building entrance. Parking lots behind or to the side of buildings minimizes its impact on street frontage and pedestrian experience.

RECOMMENDED



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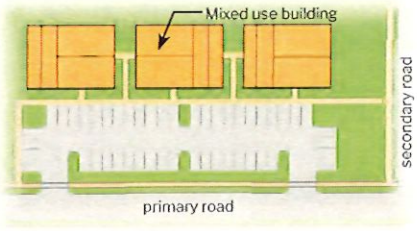
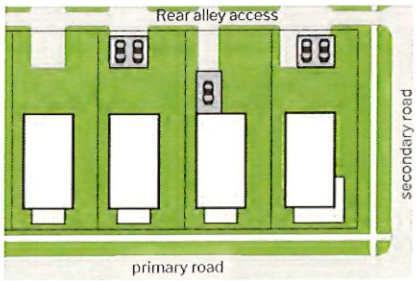


Residential Parking Location

Use alleys, where possible
Rear alley access eliminates the need for driveway entrances from the street, which creates greater walkability. Attached and detached rear-loaded garages allow more usable home interior living space.

Minimize impacts of front-loaded garages
Garages that are set back from the front facade, accessed by single-width driveways, or side-loaded consume less front yard space, which allows more space for street trees and landscaping and greater walkability.

RECOMMENDED



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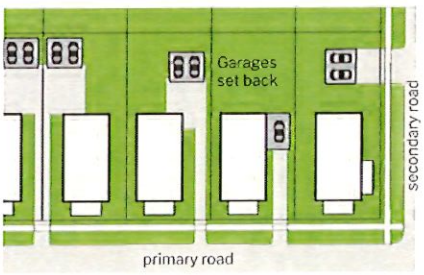


TRANSPORTATION

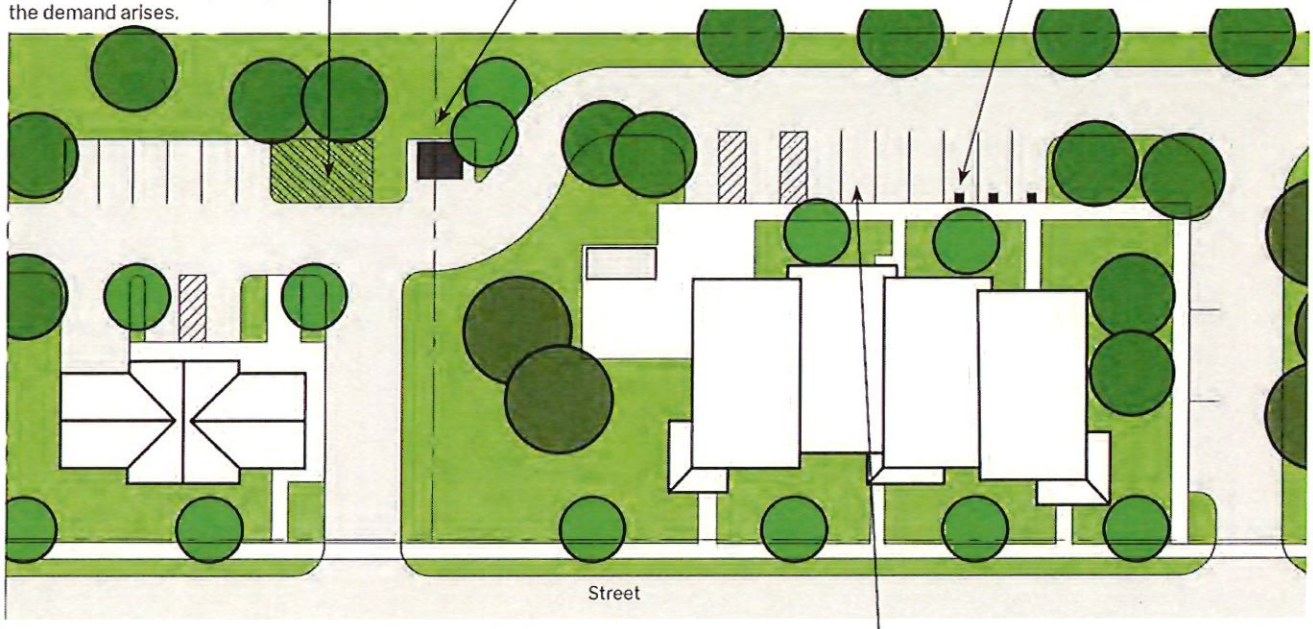
Interconnected Parking Lots

Interconnected parking lots in mixed use areas allows for drivers to move from one property to the next and reduce traffic on adjacent streets. Common driveways can improve traffic and pedestrian safety and reduce potential traffic congestion but must take into account sufficient distances from street intersections and sight distances.

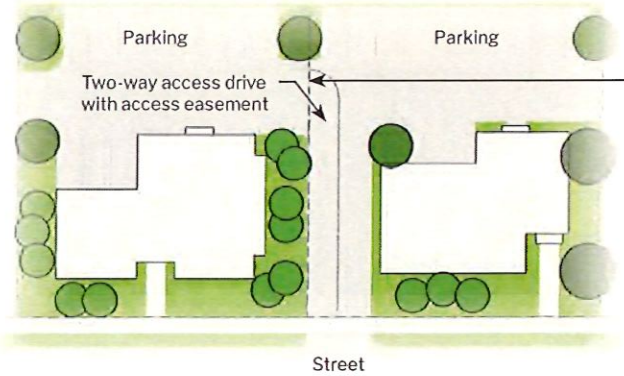
Minimize parking extents
Commercial development should not exceed parking requirements. Consider landscape reserves that can be converted into parking if the demand arises.

Coordinate service areas between adjacent sites
Provide coordinated areas and access for service and refuse collection.

Plan for and/or install EV charging stations
Consider providing electric vehicle charging stations in parking areas.



Share parking
Share parking where adjacent buildings have interior uses which offset each other in their use of the parking lot.



Connect to adjacent lots
Planning for future connections to adjacent properties allows for drivers to move from one property to the next and reduce traffic on adjacent streets.

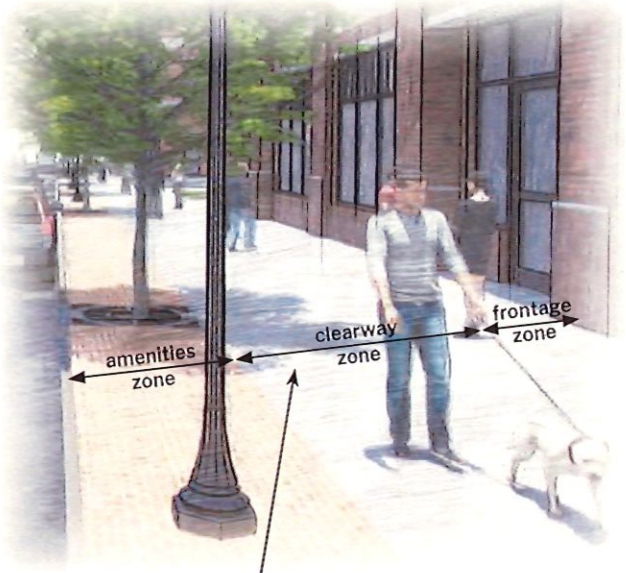
Share access
Share access points and circulation patterns to adjacent parking lots to minimize curb cuts and increase land-use efficiency.

TRANSPORTATION

Sidewalks and Pathways

Sidewalks and pathways play a critical role in the character, function, and accessibility of neighborhoods and downtown destinations. Sidewalks and pathways provide safe transportation options between local destinations, encourage healthy lifestyles, and enhance the quality of life with a community.

DOWNTOWN SIDEWALK



RESIDENTIAL AREA SIDEWALK

Shape the pedestrian experience

Acknowledge the existence of "zones" within the total sidewalk width that can accommodate different activities and furnishings. Low-speed activities can occur in the "amenities zone," next to the curb, or in the "frontage zone" by the building wall, while foot traffic can still occur along the "clearway zone".

Directly connect to amenities

Sidewalks should connect directly to front building entrances, bus shelters, and bicycle racks.

Establish safe pedestrian crossings

Where pedestrian circulation paths cross vehicular routes, provide a change in paving materials, textures or colors to emphasize the conflict point, improve visibility, enhance safety and add aesthetic appeal. Install and maintain continental crosswalk striping to promote driver compliance.

Create a continuous pedestrian network

Establish clearly visible and direct pedestrian paths between neighboring buildings, between buildings and outlying parking areas, and between buildings and other public spaces.

TRANSPORTATION

Crosswalks

Crosswalk are used as a guide for pedestrians and a way to communicate crossings to motorists, increasing safety at intersections and other street crossings. Crosswalks should be designed so that they are highly visible to increase motorist awareness and to maximize pedestrian visibility, which may include manually or automated signals, vertical elements (bollards), or in conjunction with curb bump-outs.

Use traffic calming measures
Consider curb bump-outs at intersections to slow traffic, shorten crossing distance, and enhance pedestrian visibility.

Design comfortable and safe routes
Consider the potential for more direct and pleasant pedestrian connections when development opportunities arise.

Provide safe street crossings
Install crosswalks at signalized intersections and key crossings in neighborhoods with designated school walking routes, and at certain types of uncontrolled crossings. Crosswalks should be used with signing to provide maximum instruction and/or warning to motorists.

TRANSPORTATION

Curb Bump-outs

Where feasible, curb bump-outs reduce crossing width and increase the safety and visibility of pedestrians. Curb bump-outs also protect and define on-street parking and provide space for landscaping and stormwater management facilities.

Balance function and aesthetics

Curb bump-outs may have hardscape, landscaping, and amenities which may include handicapped accessible crossing, additional seating, benches, or bike racks, and stormwater management features (permeable pavement, rain gardens, etc.).

Use stormwater bump-outs

Vegetated curb bump-outs can serve as storm water management facilities. An inlet or curb-cut directs runoff into the bump-out structure where it is stored, infiltrated, and absorbed by the plants..

TRANSPORTATION

Traffic Calming

Traffic calming measures to help reduce traffic speed and enable safe and effective pedestrian travel while increasing the visibility of pedestrians and cyclists to vehicular traffic.

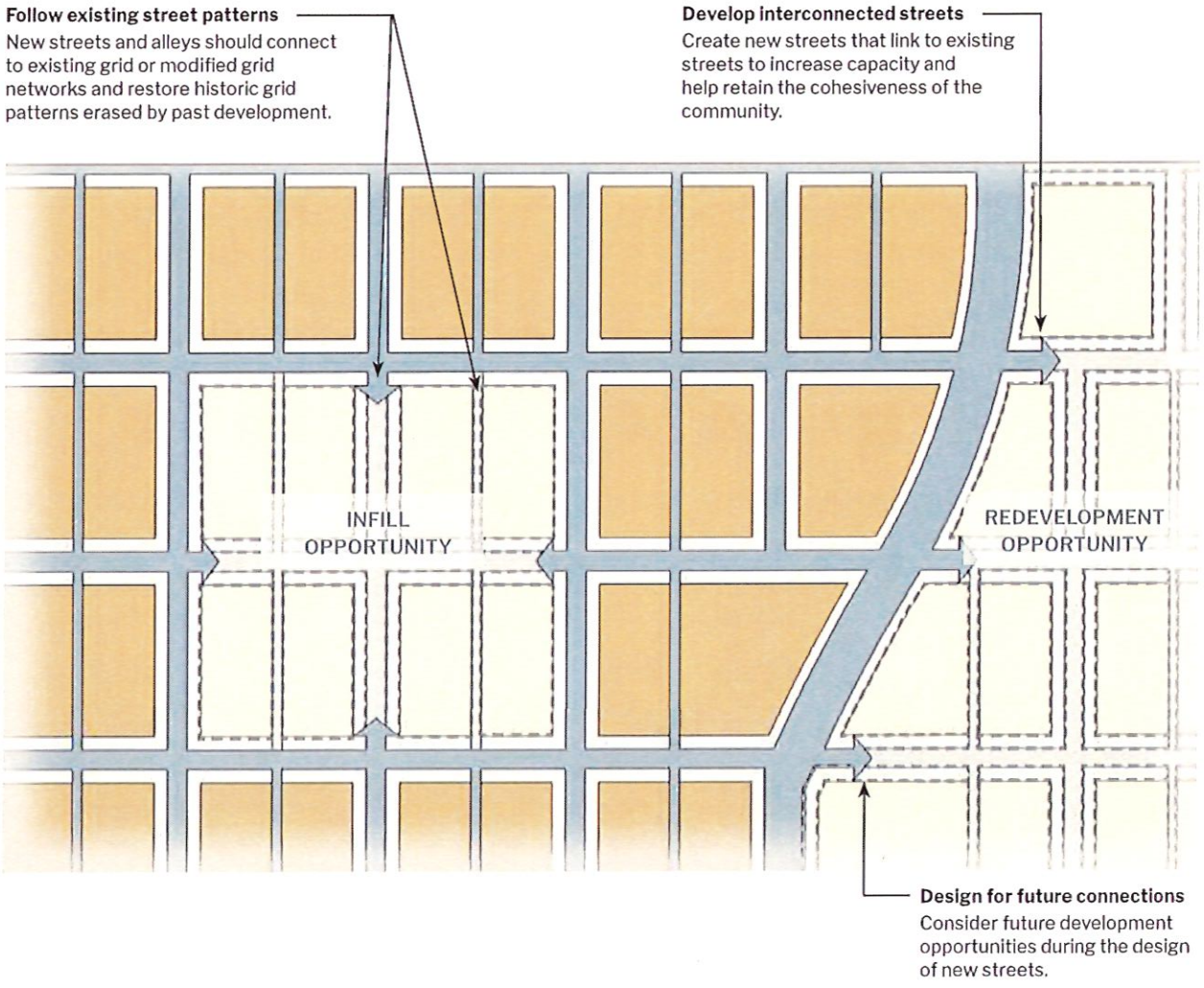
Consider direct traffic calming measures
Consider incorporation of both "horizontal deflection" (e.g. on-street parking, curb bump-outs) and "vertical deflection" (e.g., speed bumps/humps).

Consider indirect traffic calming measures
Locate buildings, street trees, street lights, and other streetscape elements (trash receptacles, benches, etc.) close to the roadway to create "friction" that helps slow traffic and increase pedestrian safety.

TRANSPORTATION

Street Pattern

A rectilinear, or grid, street pattern increases multimodal connectivity. For pedestrians, the grid creates a walkable environment and lessens conflicts with vehicles which move slower due to frequent intersections. For drivers of motor vehicles, the grid makes navigation easy and disperses traffic. It also provides efficiency for deliveries and services like snow plowing, street cleaning, and trash collection. Lanes and alleys provide a place for utilities and waste and recycling pickup and offer opportunities for green stormwater infrastructure. Common driveways reduce curb cuts and offer the ability to share maintenance.



TRANSPORTATION

Access Management

Designing and operating roadways and rights of way with all users in mind creates a safer and more efficient transportation network. Minimizing access points reduces motor vehicle-related crashes and pedestrian and bicyclist risk.

Clearly identify access points
Control and define access points with clear signage and pavement markings.

Minimize interference with street traffic
Locate driveways as far away as possible from street intersections and minimize access points to reduce congestion and conflicting traffic movements to increase safety for both automotive and pedestrian traffic.

Maximize use of alley and side streets
Maximize connections between off-street parking areas and use of alleys and side streets for access to reduce access points on primary streets.

Reduce potential conflicts at driveways
Minimize pedestrian exposure during street crossings by shortening the crossing distance and maximizing visibility of pedestrians before crossing.

Design streets according to expected traffic volume and type
Relate street design to traffic that will actually use the street and the expected long-term traffic demand.

TRANSPORTATION

Alleys

Alleys create improved access and walkability. Alleys provide access to private spaces for waste and recycling pickup services and for utilities. Rear alley access eliminates the need for a driveway entrance from the street, which allows for narrower lots, greater density, less disjointed frontages, and greater walkability.

Integrate rear-loaded alley systems
Alleys can provide rear access to parking lots and parking garages in downtowns or commercial areas. In residential settings, alleys can provide access for rear-loaded garages (as well as for accessory dwelling units) to open up front yard areas for landscaping and street amenities. Alleys should be narrower than streets.

Use alleys when feasible
The use of alleys should be incorporated to the extent possible for new developments. When an infill development or addition to a building is proposed, if a rear or side alley exists adjacent to the lot, or an existing alley can feasibly be extended, it should be used as access for any new driveway, off-street parking lot, or vehicle garage.

COMMERCIAL ALLEY

RESIDENTIAL ALLEY

Create green alleys
Integrate stormwater management opportunities, such as pervious pavement.

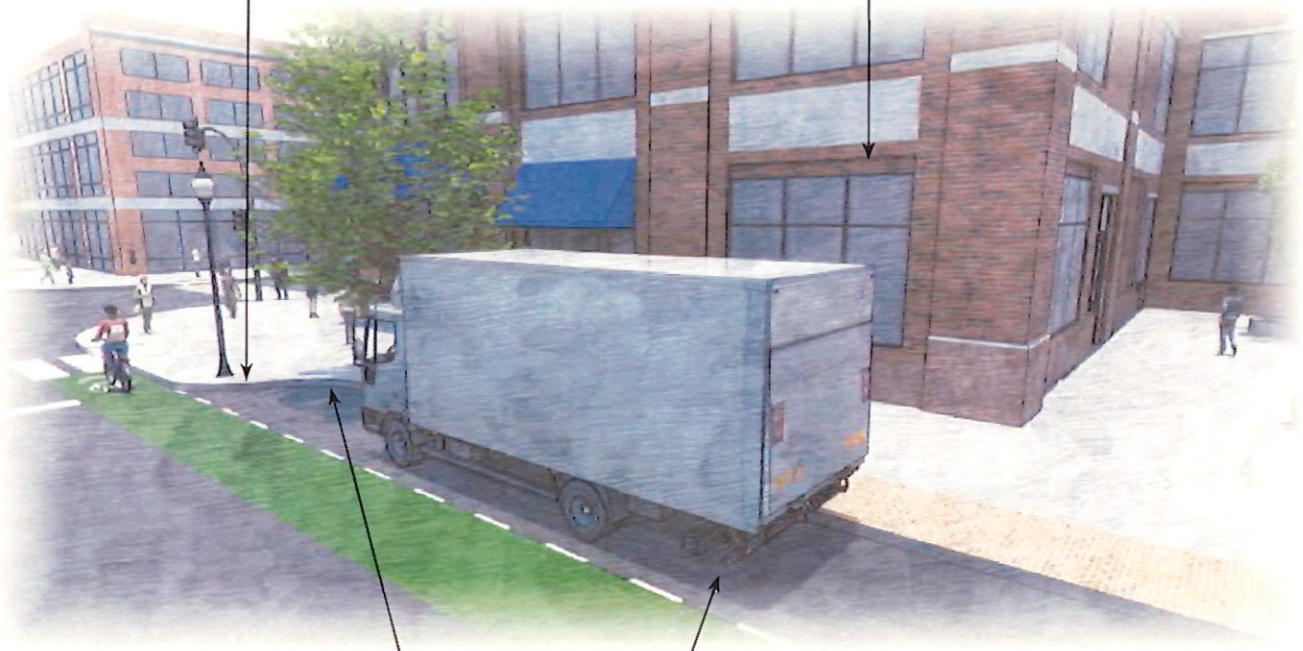
TRANSPORTATION

Loading Facilities

The vitality of urban areas depends, in part, on the transport, delivery, and pick-up of all kinds of goods—packages, supplies, and groceries—at homes, offices, and businesses. Strategically placed on-street delivery facilities aid in a more orderly flow of traffic and improve conditions related to safety and convenience.

Provide for convenient use
End of block loading zones are conveniently located near curb ramps.

Reduce delivery truck traffic
Consider encouraging storage lockers in building lobbies to minimize truck dwell times.



Allow for efficient flow and operations
Dedicate curb space for loading and unloading to allow commercial vehicles to park close to their destination and eliminate the need for double parking or circling the block.

Right-size according to context
Size loading zones to accommodate single or more vehicle occupancy.