Draft Sample Zoning and Subdivision Regulations for Connecticut Municipalities

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Zoning Samples

General:

All development (the entire development) shall be designed to provide for safe and convenient pedestrian and bicycle access to all uses within the development, connections to existing and planned public pedestrian and bicycle facilities, and connections to adjacent properties.

All site plans shall clearly show how the site's internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.

Pedestrian Design Standards:

1. Unless modified in accordance with this section, pedestrian access to the lot and along all street frontages, sidewalks, and to and from and in-between individual buildings within the site shall:

    a. Be provided from all building entrances to existing or planned public sidewalks or pedestrian/bike facilities, and

    b. Be incorporated into landscaping plans for any site development plan or parking area in accordance with the standards set forth below.

2. Such pedestrian ways and sidewalks shall:

    a. Be at least five (5) feet in width except if located perpendicular to parking spaces in which case it shall be:
        i. at least six (6) feet in width; or
        ii. protected by concrete wheel stops or other methods to ensure that a four (4) foot clear width is maintained.

    b. Provide safe separation or delineation from motor vehicle traffic through the use of raised sidewalks and/or landscaping between sidewalks and parking spaces and/ or driving aisles except that such pedestrian ways and sidewalks may be flush with adjacent pavement where necessary to facilitate wheelchair and shopping cart access if concrete wheel stops or traffic control devices including line striping and signage are provided;

    c. Be constructed of concrete or other decorative-type paving material except bituminous materials, except that stone dust and bituminous concrete pavement may be used as part of an existing multi-shared use path or any immediate connection to any such path;

    d. Be connected to the public sidewalk at the street or street right of way;

    e. Be designed, constructed, and maintained to accommodate disabled individuals per the Americans with Disabilities Act (ADA) requirements;

f. Provide wherever possible for connections to adjacent lots, neighborhoods, or public or private way that accommodates pedestrian traffic; and

g. Include pedestrian warning signs and adequate lighting, where appropriate.

3. Pedestrian crossings shall be distinguished from driving surfaces to enhance pedestrian safety through the use of raised pavers, textured concrete, pavement markings, in conjunction with pedestrian warning signs, and lighting.

4. Plantings, benches, and lighting shall be provided along walkways and at pedestrian crossings.

   a. The development shall provide exterior pedestrian furniture in appropriate locations at a minimum rate of one (1) seat for every 5,000 square feet of gross floor area.

   b. For individual retail stores of 20,000 sq. ft. or greater, the retailer shall provide interior pedestrian furniture in appropriate locations at a minimum rate of two (2) seats for every 5,000 square feet of gross floor area. Seating in food service areas, or other areas where food or merchandise purchasing activities occur shall not count toward this requirement. A minimum of four (4) of the required seats shall be located within the store with a clear view through exit doors to a passenger pickup or dropoff area.

5. The maintenance of public sidewalks, including the clearing of snow, ice, sand, or ashes, is the responsibility of _____ (See _____of the _____ Town Code).

6. For pedestrian traffic, the Commission, after considering the potential impact on abutting lot owners may:

   a. Require extension of walkways to nearby residential areas, and/or;

   b. Require walls, fences or similar architectural elements to be installed to prevent pedestrian traffic from cutting through adjacent residential properties.

Bicycle Parking Standards:

1. Bicycle parking facilities shall be provided as part of any new construction, changes of use, or substantial improvements for the following:

    a. Multi-dwelling unit developments of four (4) dwelling units or more;

    b. Development within business, industrial, municipal community facilities, and any special use or special design districts;

    c. Transit oriented development, transit transfer stations, park-and-ride lots; and

    d. New development that are within 1,000 feet of a greenway, recreational trail, cross state bike route, or other regional bicycle route.

2. Bicycle parking facilities as part of any new construction, changes of use, or substantial improvements, shall be provided in the ratio of 1 bicycle parking place for every 20 parking spaces required under _____.

3. One indoor bicycle storage space shall be provided for every two dwelling units in townhome and apartment residential uses, unless individual garages are provided for every unit. This may be reduced if indoor storage facilities are available to all residents.

4. When provided, bicycle parking spaces shall:

    a. Provide a convenient place to lock a bicycle, and shall be at least six (6) feet long, two (2) feet wide, and shall provide at least seven (7) feet of vertical clearance, unless a bicycle locker is provided;

    b. Provide a secure and appropriate bar or similar surface area to which most bicycle locks may be attached;

    c. Be capable of supporting the bicycle frame in an upright position and be securely anchored to a supporting surface;

    d. Not interfere with pedestrian circulation and shall be separated from automobile parking;

    e. Located within view of building entrances or in view of windows (visible from the interior of the building), but in no case shall such parking be located greater than 50 feet from the building entrance.

    f. Be located at least three (3) feet from any wall or obstruction; and

    g. Be illuminated for safety and nighttime use.

5. For any use where bicycle parking is required, if the vehicular parking is covered or partly covered, the bicycle parking spaces will be covered at the same ratio.

6. Bicycle parking spaces shall be located near each main building entrance, and in an area that is highly visible.

7. When provided, bicycle parking shall be accessible by safe and convenient connections to and from the street, sidewalk, trail or other public or private way which accommodates such traffic.

Subdivision/ Public Improvement Samples

General on Street Bike Facilitation:

Lane Widths - Motor vehicle lanes shall be striped at a width of no greater than 11', Depending on the context, lane striping shall be done so as to maximize the widest portion of pavement shoulder without such shoulder serving or being mistaken as additional motor vehicle lane.

Outside lane width (pavement shoulder) shall be incorporated into the design of all new and/or improved arterial streets. Bicycle lanes and/or wide outside lanes shall be incorporated in the design of all minor collectors. On local streets low traffic speeds and volumes allow bicyclists and motorists to safely share the road. Sidewalks are not acceptable as substitutes for bike lanes. (See BLOS)

Cul-de-Sacs and Accessways

A. Cul-de-sacs or permanent dead-end roads may be used as part of a development plan; however through roads are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting roads infeasible. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-desacs to each other, to other roads, or to neighborhood activity centers.

B. Accessways for pedestrians and bicyclists shall be at least 10 feet wide and located within a 20-foot-wide right-of-way or easement. If the roads within the subdivision are lighted, the accessways shall also be lighted. Stairs or switchback paths may be used where grades are steep.

C. Accessways for pedestrians and bicyclists shall be provided at midblock where the block is longer than 600 feet.

Sidewalks

Sidewalks shall be required on both sides of the street. Sidewalks shall be a minimum of five (5) feet wide when adjacent to curbs and a minimum of four (4) feet wide when separated from the curb by a landscaped area.

Street Patterns

Street patterns in residential neighborhoods shall be designed for the needs of the bicyclist, pedestrian and motor vehicle alike:

A. The circulation plan for a subdivision shall be designed to incorporate and tie into existing or proposed pathways and to take into account design restrictions on abutting parcels caused by the surrounding topography, parcel lines or other features.

B. Streets should be designed to convey residents conveniently throughout the neighborhood, and to the parks, schools, and shopping areas of the neighborhood and to adjacent neighborhoods. When a subdivision is designed or constructed in conjunction with another use (such as retail, office, apartments, park or school) of a neighborhood

scale, the local and/or collector road system should be designed to provide roadway connections between the various uses.

C. A free flow of pedestrian and vehicular traffic through local neighborhoods is encouraged. Pedestrian traffic shall be accommodated on, local roads or on pathways, in cases where the roadway network is inadequate for this purpose. Connectivity with adjacent parcels and subdivisions shall be included where it is reasonable to expect the adjacent parcel development utilizing the connections for local traffic. Except for designated connector and arterial streets, connectivity shall be designed to discourage cut through traffic while allowing flow of local traffic without accessing the connector-arterial network.

D. The design of local streets shall provide for non-motorized travel and encourage slow auto speeds. A variety of traffic calming strategies, such as reduced rights-of-way, chokers, traffic circles and chicanes (as described in the _____ Traffic Calming Policy/ Bicycle Pedestrian Transportation Plan) may be employed in order to achieve this objective. However, traffic calming devices such as speed-bumps which can significantly impede the response of, or possibly damage emergency vehicles, are not allowed.

Street Design, General:

Streets, alleys and bikeways shall be designed to provide efficient and economical travel ways, including pedestrian and bicycle travel, and create a safe and pleasant environment for the citizens of Spokane. An effective design shall consider the location of facilities in relation to land use, pedestrian and bicycle safety, adequate right-of-way width, traffic standards and safety, landscaping, drainage facilities, ease of maintenance, and the ability to provide effective and efficient public services.

Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles and emergency services.

Curb Ramps

A. At all intersections where new curbs, sidewalks or both are to be constructed, curb ramps are to be placed and constructed as shown on the standard plans. Where a ramp is built on one corner of an intersection, a ramp shall also be provided at a corresponding location on the opposite corner of the intersection.

B. Not less than two curb ramps per lineal block shall be constructed on or near the crosswalks at intersections or other convenient locations approved by the director of engineering services.

C. Installation of curb ramps shall also be required on existing sidewalks whenever curbing is replaced.

D. Proposed curb ramps at locations other than intersections must be approved by the _____ prior to construction.

Street Lighting

A. For arterial streets, lighting plans shall be provided to the department of engineering services for review and acceptance prior to construction. At a minimum a street light shall be provided at every arterial intersection.

B. Where street lighting is implemented on local access streets, a plan must be submitted and accepted by the director of engineering services. The lighting proposal will be reviewed for lighting type, spacing, and location.

C. Street lights on new local access streets shall be operated and maintained by a homeowners' association.