

# **Character Area Plan Examples**

## ■ Rural Places

### Narrative

Rural Places are characterized by a balance between the natural environment and human uses with low density residential, farms, forests, outdoor recreation and other open space activities. Commercial uses should be small in scale to provide convenience services to the rural neighborhood. Industrial uses will generally be those that are related to and dependent on natural resources such as agriculture, timber or minerals. Home-based businesses are encouraged throughout the rural area provided they do not adversely affect the surrounding residential uses.

Much of Cherokee County’s identity is tied to its rural and small town heritage. Although large-scale farms are not a major use within the county, many homesteads and “estate farms” still exist. Land within this Character Area is typically cultivated as pasture, farmland or woodlands under forestry management, or sparsely settled, homes on individual tracts and with large lot subdivisions. Areas of sensitive natural resources that require protection but are not Natural Preserves are found in this Character Area.

### Intent

The intent of this Character Area is to provide an agricultural-residential community, which benefits from its scenic rural landscape while accommodating limited residential growth. Large-scale suburban development is not compatible within this Character Area due to conflicts such as agricultural smells or other forms of pollution resulting from raising animals, and dust and chemical drift from agricultural operations.

- Allow open space, the natural landscape and vegetation to predominate over the built environment;
- Foster traditional rural lifestyles, rural-based economies and opportunities to both live and work in rural areas;
- Provide visual landscapes that are traditionally found in rural areas and communities;
- Minimize the conversion of undeveloped land into extensive residential developments;
- Encourage and accommodate the further development of existing estates, homesteads and farms which comprise the overall fabric of the area.
- The uses and building scale of new development should maintain the character of the rural environment and surrounding area developments.
- Residential developments should use design elements or features such as meadows, woodlots, existing vegetation, mature landscaping and historic farm sites in order to maintain rural characteristics.

### Elements

<b>Future Development</b>	<p><u>Primary Land Uses</u>                      Active farming, timbering and conservation uses                      Wholesale nurseries and commercial green houses                      Homesteads on individual lots                      Large lot single-family residential development                      Conservation subdivisions</p> <p><u>Secondary Land Uses</u>                      Semi-public and institutional uses                      Outdoor recreation</p>
---------------------------	--

<b>Transportation</b>	High Level Of Service on roads within the Character Area Low local connectivity Properties accessed by individual easements and private drives or driveways are common Roads characterized by grassy swales and narrow travel lanes
<b>Infrastructure</b>	Public water may be available Sewer is generally not available or planned
<b>Greenspace</b>	Conservation areas Greenspace in this Character Area is primarily privately-owned, borrowed “views” where the owners of property share in the provision of such greenspace. The continued existence of greenspace in this Character Area is dependent upon the discretion of each property owner.
<b>Other</b>	
<b>Suggested Zoning Districts</b>	AG

### Development Strategies

Strategies for future development within this character area should include or consider:

- Active agricultural uses and residential development live side-by-side within this Character Area. To prevent incompatible uses, appropriate transitions between existing and newer developments should be provided;
- Nonresidential uses should be developed at a low intensity so that the natural landscape dominates the view of the buildings and parking;
- Alternatives to traditional impervious surfaces are encouraged;
- Provide a level of service appropriate to the pattern of development, in terms of transportation and sewer improvements, in order to maintain and protect the rural character and low intensity of development;
- There should be an emphasis on creating a sense of visual focus while protecting and enhancing the historic qualities of the community;
- Signs should be complementary to the historic and rural character and scale of the Character Area in the use of graphic symbols, lighting and natural materials;
- Retailing and wholesaling of agricultural products raised on nearby farms is allowed;
- Outdoor recreation should utilize open space and not be intrusive to the residential nature of surrounding residences.

### Implementation Measures

- Develop a Greenspace / Land Conservation Plan and program for the preservation of critical sensitive lands or habitat which considers acquisition of land, use of conservation easements or other measures;
- Investigate methods and funding to encourage the continued existence of homesteads on large acreage, farms and forested areas.
- Encourage farming activities in the area (ie. crop production, animal / livestock raising, equestrian related uses), and appropriate accessory uses such as barns, corrals, grazing areas, stables and similar structures, and equestrian-related commercial usage such as equestrian centers, boarding stables, riding academies and tack shops.

# 5. Planning Sub-areas

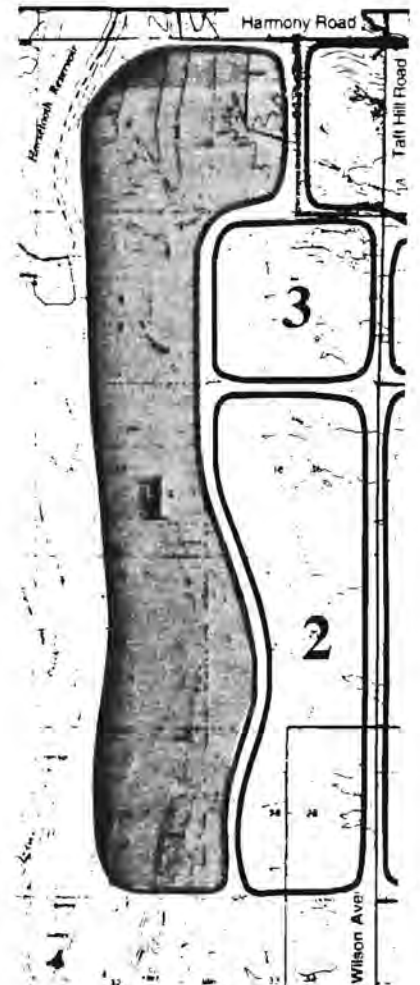
The following is a summary of recommendations for each of the 22 sub-areas in the Planning Area. An overall map of the planning sub-areas is contained at the end of this chapter.

## Subarea 1 - East Face of Hogback

**Description:** This area extends from the ridgeline to the foot of the Dakota Hogback, and from Harmony Road on the northern limits to 57th Street on the southern limits of the study area.

- Objectives:**
- **Protect important visual resources**
  - **Identify and preserve significant natural areas**
  - **Limit physical and visual impacts of development**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Provide linkages between existing public lands  Protect ridgelines and fragile landscape	Limited development (35 ac.+ parcels only)	Large lot zoning to match land capability  Acquire key parcels through fee simple or development rights acquisition
Alternatives		Some additional development through clustering w/ significant open space requirement	Zoning overlays to protect sensitive areas

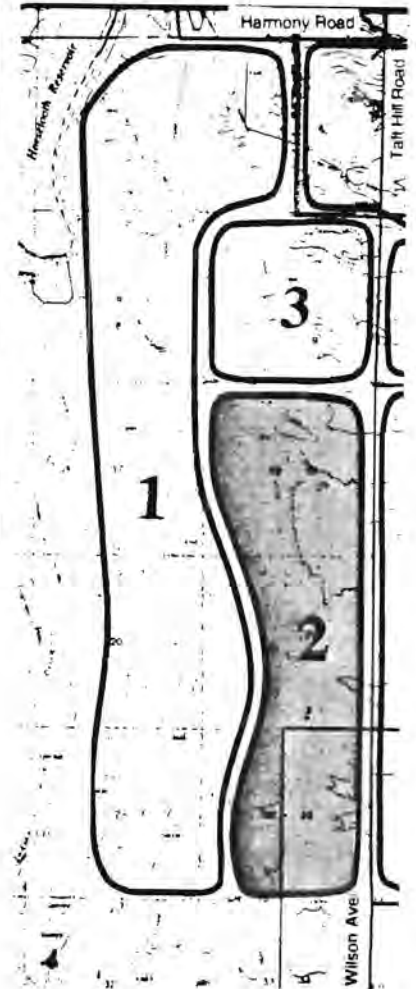


## Subarea 2 - East of Hogback

**Description:** This area extends from the foot of the Dakota Hogback east to Taft Hill Rd./ Wilson Avenue, and from Trilby Road on the north to the southern boundary of the study area at 57th Street. Most of this area is currently used for dryland farming.

- Objectives:**
- **Protect views to foothills**
  - **Preserve rural character**
  - **Maintain sense of separation between communities**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Explore opportunities to retain agricultural production or restore to natural prairie	No additional development	Purchase fee simple or development rights
Alternatives	Protect drainages and view corridors as part of development pattern	Clustered development with drainages and view corridors protected	Clustered development with retained open space  Setbacks along Taft Hill Rd. to preserve views

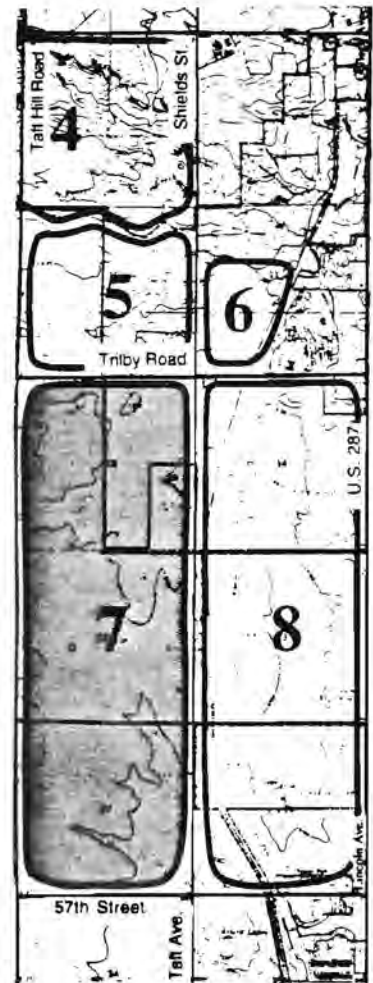


## Subarea 7 - Area between Taft Hill/Wilson and Shields/Taft

**Description:** This area extends from Taft Hill Road/Wilson Avenue (County Road 19) to Shields Street/Taft Avenue (County Road 17), from Trilby Road on the north to 57th Street on the south. Most of this area is currently used for dryland farming, although there are several areas of development on 5± acre lots south of Trilby Road.

- Objectives:**
- **Protect views to foothills**
  - **Preserve rural character**
  - **Maintain sense of separation between communities**
  - **Maintain County Road 17 and 19 as free-flowing arterials**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Protect drainages and view corridors as part of development pattern north of CR32</p> <p>Explore opportunities to retain agriculture in areas south of CR32</p>	<p>Cluster development on areas south of Trilby Road and north of CR32 that are within the Fort Collins UGA; areas south of CR32 kept open</p>	<p>PUD with drainages and view corridors retained as open space</p> <p>Purchase development rights or properties fee simple to retain agricultural activities</p>
Alternatives	<p>Protect drainages and view corridors as part of development pattern</p>	<p>Clustered development to areas with services, with drainages and view corridors protected.</p>	<p>PUD with drainages and view corridors retained, and significant open space requirements</p>

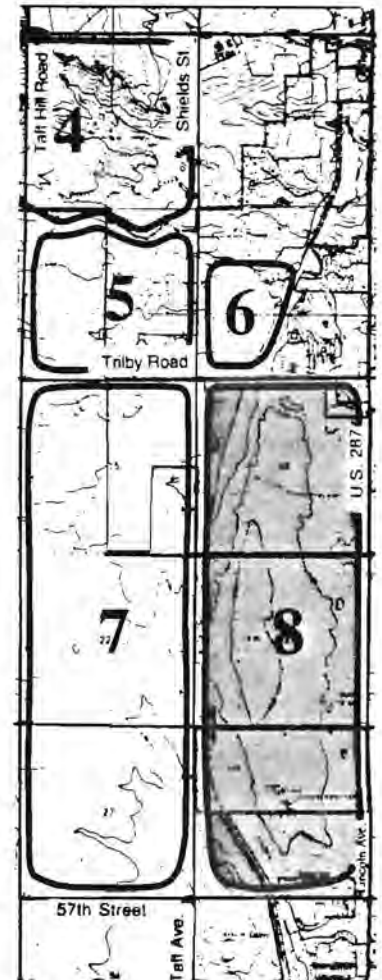


## Subarea 8 - Area between Shields/Taft and Highway 287

**Description:** This area extends from Shields Street/Taft Avenue (County Road 17) to State Highway 287 from Trilby Road on the north to 57th Street on the south. The northern section of this subarea is within the City of Fort Collins, and is master-planned for a mixed-use development. The southern section of this subarea is within the City of Loveland. An active railroad line is located along the west edge of this area, at the foot of a steep bluff which runs parallel to County Road 17.

- Objectives:**
- **Preserve sense of openness along 287 and CR 17**
  - **Maintain County Road 17 and Highway 287 as free-flowing arterials**
  - **Maintain sense of separation between communities**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Preserve bluff between CR 17 and the railroad tracks.</p> <p>Center section kept open to preserve rural character</p> <p>Maintain open views along 287</p>	<p>Mixed use in northern and southern sections, in master-planned campus setting</p> <p>Agriculture or restored prairie in center section</p>	<p>PUD controls w/ bluff preserved as open space</p> <p>Fee-simple purchase or Transferable Development Rights (TDR) for center section</p> <p>Setback controls along 287 and CR17.</p>
Alternatives		Rural residential in center section	



## District 4: Yellowstone District

**EXISTING CHARACTER:** The Yellowstone District links Cody's downtown to the rural lands and Yellowstone National Park to the west. The majority of development is concentrated on the "West Strip," an important corridor for tourist attractions and activities – including the Buffalo Bill Cody Stampede Rodeo, Old Trail Town, and a number of hotels and motels. Residential neighborhoods sit on the bench above the West Strip (to the south) and along the South Fork Highway. A number of newer businesses and development, including Cody Laboratories and the Cathcart Medical Center, provide employment opportunities and contribute to the diversification of Cody's economy.

## DESIRED FUTURE CHARACTER:

As the first or last impression of Cody for Yellowstone National Park tourists, the Yellowstone District should be exciting and memorable. Signage, lighting, fencing, landscaping, building form and architecture, and other design elements should reflect Cody's historic character and western culture in a way that is genuine and attractive. A balanced mix of retail, restaurant, entertainment, office, and artisan-type light industrial uses should be encouraged. Pedestrian and bicycle infrastructure and streetscape features could be cohesive with the downtown area and provide connectivity to other parts of the city. Industry clusters near Cathcart and similar large employers should be promoted, as they contribute to a forward-thinking, year-round local economy. In residential areas, neighborhoods should continue to expand to offer additional rural, estate, and low and medium density housing options.



*Existing gateway to Cody from the west, coming from Yellowstone National Park.*

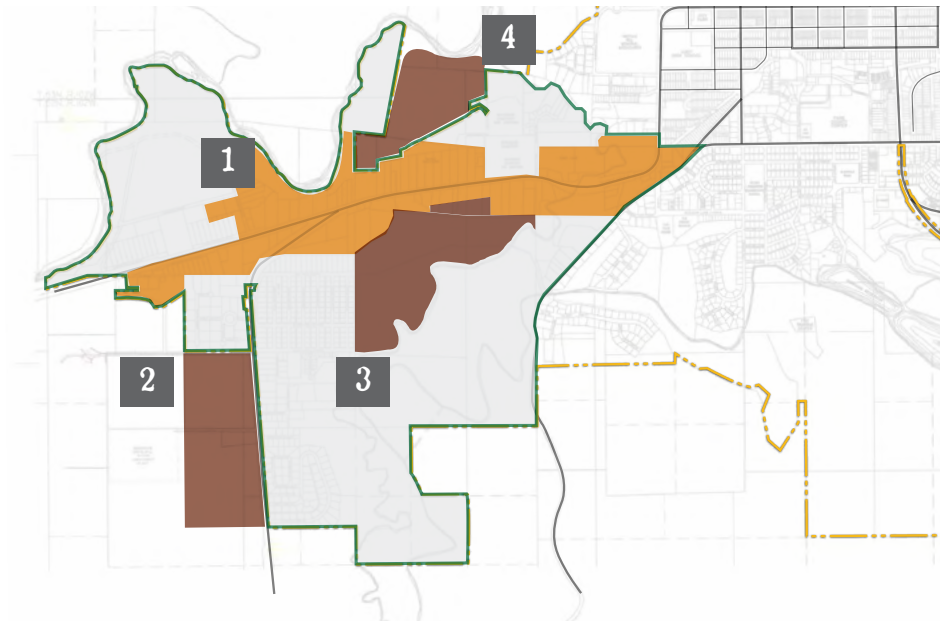


*Aesthetic enhancements of the scenic gateway to Cody, coming from Yellowstone National Park.*





Entry to Cody, coming from Yellowstone National Park.



**Character Defining Areas**

- 1 Commercial Corridor Enhancement
- 2 Rural Neighborhood Expansion
- 3 Single-Family Neighborhood Expansion
- 4 New Neighborhood with Open Space Protection



**Preservation**



**Transition**



**Change**



*Enhancement of the western corridor approaching downtown Cody.*





# River Subdistrict

A redeveloping mix of uses bridging the Historic Core Subdistrict's pedestrian-oriented character with industrial heritage, while emphasizing connection to the Poudre River

## Existing Character

The River Subdistrict reflects the entire history of Fort Collins from first settlement to transformative development projects in progress at the time of this writing.

The military outpost in the Colorado Territory known as Camp Collins became the original townsite of Fort Collins, which is known as the River District today. A short stretch of the Overland Trail stagecoach route known as the Denver Road became Jefferson Street, which was the main street through the original townsite and is now the edge of the River District.

The arrival of the Union Pacific railroad in 1910 changed the area from a central town neighborhood with houses, businesses and hotels along Jefferson Street to a peripheral industrial area and dumping ground along the river, as the town began to grow to the south away from the river. Jefferson Street and the railroad tracks came to represent a physical and psychological barrier, with Jefferson Street as an edge.

Starting in the 1970s, with rising consciousness about environmental damage and concerns about the quality of urban growth, the River Subdistrict has been a major subject of public discussion. A steady sequence of community planning initiatives has transformed the area with major cleanup, infrastructure upgrades and community support leading to burgeoning redevelopment and rehabilitation of historic buildings.

A number of historic structures remain, including the town's first grain mills, a freight depot, agriculture-related supply buildings and small wood houses. Recent redevelopment emphasizes a contemporary interpretation of the area's ag-industrial character.

This formerly peripheral area contains two homeless shelters, and the river corridor landscape, bridges, railroad rights-of-way, and other public spaces are frequented as living space for people experiencing homelessness. As new urban design enhancements, buildings, and economic activities extend into the area, the redevelopment highlights the challenge to coexist in an atmosphere of mutual tolerance, respect, and understanding.

### Planning and Improvements in the River Subdistrict:

**2000** Downtown River Corridor Implementation Program

**2008** River District Streetscape Improvements Project

**2014** Poudre River Downtown Master Plan

**2014** Design Guidelines for the River Downtown Redevelopment zoning district

## Future Character

The area will continue to offer opportunities for more intensive redevelopment with mixed uses that complement the retail/entertainment core. Examples of core-supportive uses include residential units, workplaces, live/work buildings, special attractions, educational and recreational uses, and neighborhood-serving commercial uses.

Public improvements and redevelopment projects will reinforce the connection of Old Town Square to the river and to destinations in the Innovation Subdistrict across the river.

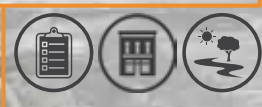
New development will be integrated and compatible with the preservation of historic structures. New buildings will complement and reinforce the area's character with architecture that responds to the historic setting, including use of brick, local stone, and metal in contemporary interpretation of the area's historic vernacular ag-industrial character.

Streetscapes and other urban design features will be incorporated into projects to highlight aspects of the area's history.



Note: This is an illustration, not a photo. Some detail may be missing.

Enhance the Fort Collins Heritage Park to include more native landscaping, gathering spaces and opportunities to enjoy the natural setting along the river, while keeping active recreational space



Celebrate the history of Fort Collins' birthplace through signage, design and creation of a heritage trail.



Identify and remediate (if necessary) brownfield properties that may impact public health or limit redevelopment opportunities.



Enhance connections to the Poudre River.

Mitigate potential flood risk with storm sewer improvements along Jefferson and Willow Streets. Combine with streetscape improvements.



Establish public-private partnerships to test and demonstrate innovative and sustainable projects.



Promote building and site design character that expresses agricultural and industrial heritage.



Develop a parking structure to serve the subdistrict.



Improve intersections on Jefferson at Mountain and Linden to further support pedestrian crossings.

Develop opportunities for artist live/work, fabrication and artist retail within existing buildings on the north side of Jefferson Street.



Expand mid-block pedestrian network along former alley and street rights-of-way.



Implement the adopted Jefferson Street design to make the area more inviting through landscaping and pedestrian improvements.



College

Linden

Willow

Jefferson

Lincoln

### River Subdistrict

Future character: A mix of uses bridging Downtown with our agricultural and industrial heritage, while emphasizing connection to the Poudre River





CORONA / SOUTH TEMPE

CHARACTER AREA

8

Character Area planning  
is more of a circular,  
iterative process  
than just something  
that happens from the  
top-down or the bottom-up.

December 2014



The Corona / South Tempe Character Area Plan was developed during a year-long process from January through December 2014. There was a series of five meetings with the residents and businesses from Corona / South Tempe, with each meeting or workshop providing participation and input. In all, over 300 persons attended the five meetings during the year. Character is that thing that lets you know you're there when you arrive - that sense of place. Character Areas look at the common elements of neighborhoods or segments of the city. While these can be used to distinguish one character area from another, the Character Areas also reflect the people who live there and what is important to them about this place they call "home".

**PURPOSE**

To distinguish the Tempe community, recognize and build upon what makes neighborhoods special

**GUIDANCE FOR DESIGN AND DEVELOPMENT REVIEW**

- To consider the desires of the character area, to identify desired activities, aesthetics and inter-relationships when new development is proposed
- To be able to recognize the local landmarks, neighborhood gathering places or hot-spots, or how to best integrate development within the community
- To focus on design of streets, streetscapes, neighborhoods or commercial buildings, as well as local goods and services needed in the area

**ROADMAP FOR THE FUTURE**

- The way to assess where we are today and navigate toward where we want to be tomorrow
- Opportunity for residents, workers, students + businesses to define / preserve / enhance / celebrate their qualities
- Character Area plans provide a community-driven process to develop a plan to preserve and enhance their area

CORONA / SOUTH TEMPE  
**CHARACTER AREA 8**



# CORONA / SOUTH TEMPE



## CHARACTER-DEFINING ELEMENTS

Character-defining elements are the terms used to describe a wide range of qualitative themes where we live including social aspects, design aesthetics, or the built environment. These elements include aspects we like now and want to preserve, and / or how we want it to be in the future. From the Character Area Workshop on June 5, 2014 participants identified eleven (11) key character defining elements. These are the elements we heard that best describe the **Corona / South Tempe** Character Area.

### Livable

restaurants, good shopping, balanced with young families, schools and great parks, affordable

#### ATTRIBUTES

- Good public schools supported by the residents
- Great mix of public parks, paths, Ken McDonald Golf Course, supplemented by private HOA open space and facilities
- Support and patronage for our local businesses
- Mix of retail from local favorites (restaurants, shops and cinema)
- Excellent access to variety of grocery stores
- Build on our uniqueness, large lots, equestrian amenities, ASU Research Park employment center

### Friendly

neighbor, family, age, retirement senior, tech-business, and equestrian-friendly

#### ATTRIBUTES

- Great that neighborhood is all ages and is getting youthful renewal as seniors move to age in place nearby
- Neighborhood feel there's enough of what we need
- Equestrian culture: Circle G, Calle de Caballos, Tally Ho, Sun Burst Farms and Buena Vista Ranchos
- Local neighborhood traditions, parties, bazaars and events

### Limited Density

low density, open, suburban-rural feel, diverse housing, large lots pristine, casual

#### ATTRIBUTES

- Mix of townhome, family, executive + luxury homes
- Many large residential lots with trees / grass + horse properties
- "Ranchette" character is very unique in an urban environment
- Patio, cottage or guest (mother-in-law) housing options for new residents possible because of prevailing large parcels

### Energetic

vibrant populace, outdoor-oriented, actively engaged with ASU

#### ATTRIBUTES

- Outdoor enthusiasts
- Well used access to walking, jogging + equestrian trails, fishing (at private lakes) + golf
- ASU employment hub with technology businesses – good jobs locally
- Opportunity area for entrepreneurship supported and business incubators
- Active neighborhoods

### Social

social-center, community gathering places, inclusive, engaging, historic

#### ATTRIBUTES

- Active farmers market at Warner / McClintock
- Organize to improve neighborhoods
- One historic property – Lowell Redden House (1920)
- HOA, Neighborhood Association and neighborhood activist involvement
- Connected to ASU as institution and neighbor (ASU Research Park)

### Refined

neighborhood beauty, design-focused, attractive, maintained streets, curb appeal, manicured

#### ATTRIBUTES

- New / newer homes in attractive / maintained neighborhoods
- Neighborhood entrance signs make a statement
- Support for area to remain well-designed, attractive and well-maintained
- Streets that reflect a comfortable, green and shaded character

### Accessible

multi-modal, connected, convenient, equestrian, bus-pullouts

#### ATTRIBUTES

- Great access to all major freeways (I-10, US-60 and Loop 101 + 202)
- Rural and McClintock are prime transit streets
- Bus routes (though limited) connect to downtown Tempe and employment centers
- Residents use light rail for events

### Walkable/Bikeable

walk-friendly, bike-friendly

#### ATTRIBUTES

- Access to Western Canal / Sun Circle Trail, Kyrene Canal, ASU Research Park paths
- Freeway path crossings connect to city and larger region
- Multiple bike routes
- Pedestrian activated (HAWK) crossings are valued

### Sustainable

environmentally responsible, solar-power supported, shaded, leafy, green

#### ATTRIBUTES

- Wonderful tree-lined streets make walking comfortable
- Tree canopy is good (highest percentage of shade in Tempe)
- Parks collect and use rain water
- Gasca Community garden located at Rural / Warner
- Kyrene Schools utilize solar energy

### Safe

law enforcement, well-lit

#### ATTRIBUTES

- Low crime – good law enforcement
- Lighting that supports safe neighborhoods

### Peaceful

quiet, restful

#### ATTRIBUTES

- Quiet neighborhoods
- Comfortably away from the hustle + bustle of downtown

# AREA PRIORITIES

This list of area priorities evolved through a series of workshops in April, June and August 2014. Area priorities are those ideas and projects which **Corona / South Tempe** stakeholders identified as most important to address in the Character Area.

## DEVELOPMENT

<b>HOUSING OPTIONS</b>	Keep "development" density low
	Multi-generational housing design options for aging in place. Small patio homes or cottage housing for seniors to downsize and live independently
	Preference for single-family residential expressed by some residents
<b>DESTINATIONS + PLACEMAKING</b>	Bikable and walkable destinations
	Attract a mix of businesses to create activity levels and destinations
	Create unique destination in empty parts of malls; food trucks would be a great addition to existing events like a farmer's markets [i.e. beer garden and rotating food truck]
	Increase destination restaurants and variety of ethnic restaurants
	More places that attract businesses so we're not always going out of Tempe. More neighborhood-based or mom and pop restaurants and specialty retail shops
	Identifiable theme for the major arterial intersections that could include color of street signs, lighting color or character area signage
	Low signage at corners -- keep signage so visibility is not impaired; keep business signage small to keep residential character
	Clear and enforceable design guidelines to be developed with area input

## COMMUNITY + CULTURE

<b>COMMUNITY GATHERING SPACES</b>	Community center, meeting rooms or small branch library potentially in vacant commercial space or within public park / school to serve as gathering place for education, culture and community use
	Emphasize addition of places to gather with event space for music, art or festivals
	Local interest in entertainment venues includes dinner theater, concert venue or comedy theater
<b>EDUCATIONAL OPTIONS</b>	City / school district partnership to use schools in evening hours for library, arts and technology, education or for other public services
	Support public schools; keep them as a key element of neighborhoods
	Multi-generational park amenities to address need of users
<b>RECREATIONAL OPTIONS</b>	Include public neighborhood parks and open space in new residential development
	Location for a dog park within the character area
<b>LOCAL BUSINESS + EMPLOYMENT</b>	Provide entrepreneurial support within the character area
	Monitor and encourage business / growth within <b>South Tempe Tech Corridor</b> along Loop 101
<b>EQUESTRIAN CULTURE / CHARACTER</b>	Preserve and celebrate equestrian culture: Circle G, Calle de Caballos, Tally Ho, Sunburst Farms and Buena Vista Ranchos, recognizing the ranchette character is very unique in an urban environment

## CONNECTIVITY

<b>ARTERIAL STREETS</b>	Improvement to block walls, sidewalks and landscape treatments along main arterial streets
	Maintain the streets: street edge and median landscape to be code-compliant, weeds to disappear, potholes repaired, and ensure utilities repair or replace damaged landscape areas
<b>NEIGHBORHOOD BUS CIRCULATOR</b>	Neighborhood circulator bus [ORBIT] to key destinations, such as Mill Ave, Town Lake, ASU, Tempe Library Complex; provide comfortable bus stops at key locations
<b>BIKE ROUTE NETWORK</b>	Create a neighborhood greenway / bike route system to connect into the canal path system as well as feeds to <b>ASU Research Park</b> and <b>Discovery Business Campus</b> employment centers
	Provide collector street improvements to encourage biking, such as shade, signage and traffic calming
	Provide pedestrian activated HAWK signals for enhanced safety at arterial crossings
	Provide signs throughout the path that list places of interest [wayfinding]
	Provide restrooms, drinking fountains, shade and rest stops periodically along the canal
<b>VEHICLE TRAFFIC</b>	Provide continuity for bike lanes that end abruptly in several areas
	Traffic impacts need to be considered [i.e. near <b>South Tempe Technology Corridor</b> ], as they affect the character of the area
	Traffic noise has an impact on neighborhood and should be considered when road widening improvements proposed

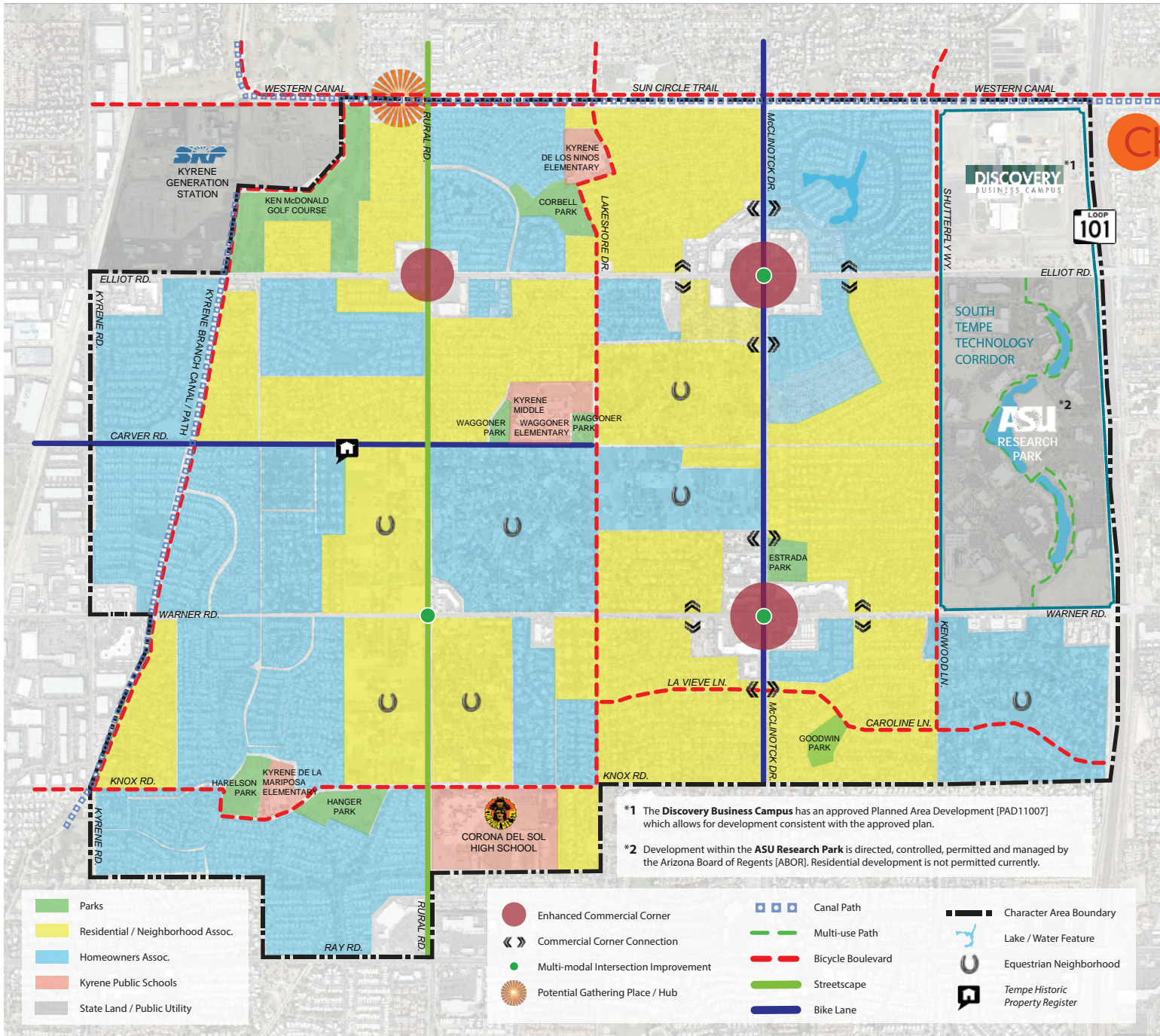
## ENVIRONMENT

<b>SHADE + PEDESTRIAN COMFORT</b>	Tree-lined streets to neighborhood based destinations that encourage walking
	Walking / biking routes with shade and lighting
	Collector streets improvements that enhance sidewalks to encourage walking
	More shade and less concrete to reduce effects of urban heat island
	Green-up strip malls with more trees and shade
	Provide tree shade and bus stop shade on arterial streets
<b>SUSTAINABLE ACTIONS</b>	Maintain tree canopy and replace lost trees
	Continue green waste separation
	More local education / emphasis on solar for homes
	Solar panels on parking structures at developments to produce dual benefits
	Access to grey water use and distribution in neighborhoods and homes, as allowed by law

December 2014



# CORONA / SOUTH TEMPE CHARACTER AREA 8



\*1 The Discovery Business Campus has an approved Planned Area Development [PAD11007] which allows for development consistent with the approved plan.

\*2 Development within the ASU Research Park is directed, controlled, permitted and managed by the Arizona Board of Regents [ABOR]. Residential development is not permitted currently.

## DEFINITIONS

### Commercial Corner Connection:

Crossing improvements to enhance pedestrian or bicycle connection and access to commercial corners. These may include mid-block crossings, median refuge area, extended signal timing, pedestrian or bicyclist activated signals and high visibility crosswalk markings.

### Multi-modal Intersection Improvement:

Mobility improvements to intersections that may include bicycle lane markings, extended signal timing for pedestrians, curb extension or median refuge, or high visibility crosswalk markings.

### Bike Boulevard:

Bike boulevards are streets and pathways optimized for bike traffic. They are along multi-use pathways and low-volume, low-speed local streets with traffic calming enhancements such as speed humps, traffic circles, and grade separated crossings or bicycle activated signals at arterial street crossings. Vehicles share the street but the bicycle and traffic calming enhancements are meant to make bike boulevards more comfortable for travel.

### Streetscape:

Improvement to the roadway environment for drivers and bicyclists and improvement of the experience for pedestrians, to enhance the corridor for those using the street and to stimulate walkable streets. Streetscape elements may include street trees and other landscape elements, benches, planted medians, enhanced street lighting, curb bump-outs, pedestrian curb ramps, pedestrian / bicycle activated crossing signal and improved bus stop waiting areas.

