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This booklet assesses street design, urban design and land uses as interconnected aspects of the public realm for the Commercial-Vista Corridor Plan. What makes it “public” is that it is experienced by all users of the roadway, as well as businesses, customers and residents. Assessing opportunities and potential enhancements will help initiate community discussion about a vision for the future of the study area as more attractive, more engaging for pedestrians and cyclists, and more memorable as a place to be rather than only as a way to go places. The vision and opportunities will be guiding principles for the development of alternative concepts for street designs and land use.
THE PUBLIC REALM

The public realm of the Commercial-Vista Study Area is comprised of roadway facilities, streetscape amenities, walkways and bicycle paths, and transit stops within public right-of-way, as well as the site design and buildings for the land uses fronting the streets. Improving any of those elements should be approached with the overall goals of better placemaking, balancing transportation choices and providing a more attractive “address” for businesses, customers and residents.

EXISTING CONDITIONS

The Commercial-Vista Study Area evolved as auto-oriented for understandable reasons. The existing image is a place designed around cars. The roadways, moving vehicles and nearly continuous parking areas are dominant. Most of the buildings and windows are set back a significant distance from the street with large business signs designed for driver visibility. There is a mix of building design and setbacks that evolved over time in this commercial corridor.

Wedged between this environment of “cars to left, cars to the right” is a fair to poor walking and biking environment. There are also significant gaps in the sidewalk system for the local connecting streets and along one section of Commercial Street SE (see Draft Commercial-Vista Traffic Operations and Safety Analysis). Functionally, the existing sidewalks are mostly curb-tight, providing no buffer from moving vehicles other than bike lanes where they exist. They are constrained or sub-standard in width (see Sidewalk Corridor Design page 8). Conditions of the sidewalks vary, offering no visually unifying design treatments, and are interrupted by frequent driveways which leave little or no level walking surface.

Walking Environment Constrained and Dominated by Cars
The Public Realm

The bicycle environment suffers from significant gaps in facilities, even on streets where the volumes of traffic and speed differential between cars and bikes warrant a marked lane. Bike facilities do exist on Commercial Street SE, but there is a lack of bike parking facilities. The biking environment is also functionally impacted by the numerous driveways, which create conflict points with vehicles.

For many pedestrians and cyclists, the negative cognitive impact from the dominance of cars is likely to be exacerbated by the visual clutter of a streetscape of street light and utility poles, pole-mounted signs, overhead utilities, and relatively little public landscaping. For them, what is missing are pedestrian-scale elements such as street trees and landscaping, bike racks and benches, and small gathering spaces next to the street.

Public Realm Enhancement Opportunities

There are four opportunity areas for public and private investment in enhancing the public realm of the Commercial-Vista Study Area. Strategic public actions and investments will help realize the potential of each opportunity.

Roadway design addresses everything between the curbs or shoulders of the street and must safely accommodate vehicle, bike and transit travel.
Sidewalk corridor design addresses the area between the curb and the property line for adjacent development. This is the primary pedestrian infrastructure within the public right-of-way, and a significant opportunity for public sector investment in pedestrian-oriented design.

Activity Centers are also opportunities to highlight pedestrian-oriented design. Located between the sidewalk corridor and building fronts, these distinctive spaces might be as small as 750-square feet and 2,000-square feet. Urban amenities could include seating, shade, attractive hardscape designs, public art, wayfinding signage or temporary food vendors.” The opportunities can be realized through public investment in infrastructure and amenities, and through regulatory guidance of development.

Land uses provide opportunities to address the public realm through the design and location of highly visible elements of the building setback, including on-site parking and circulation, pedestrian and bike facilities, landscaping, signage, outdoor displays of goods and outdoor seating. These elements are typically addressed through regulatory requirements.
Public Realm

Roadway Design

The fundamental elements are travel lanes for vehicles, bicycle facilities, a center median (in some roadway configurations), intersections and places for transit to stop and load/unload passengers. Design changes to these fundamental elements can enhance the overall public realm image of the corridor but must carefully consider transportation functions and safety. Technical examinations of the operational, functional and safety conditions for motor vehicle, pedestrian, bicycle, and transit facilities have been provided in *Draft Commercial-Vista Corridor Plan Traffic Operations and Safety Analysis* memo.

Vehicle Travel Lanes

The opportunity for public realm enhancements could come through a potential reduction in lane widths for Commercial Street SE or a three-lane conversion for Liberty Road S to allow reallocation of existing right-of-way from travel lanes to enhanced sidewalk corridors or enhanced bike facilities. However, the preliminary traffic analysis conducted by DKS does not support a three lane conversion for Liberty Road S.

Bike Facilities

Bicycles are efficient means of transportation and will play an important role in the new transportation balance for study area. For pedestrians on the sidewalk, a bike facility provides an additional buffer between them and moving vehicles. Priority bike improvement projects for the study area are noted in the *Draft Commercial-Vista Traffic Corridor Plan Operations and Safety Analysis*. Opportunities for additional enhancements should be given a fresh examination as part of any alternative facility design that narrows or eliminates travel lanes. Opportunities should be assessed using the bicycle facility types and treatments in the *Draft Bike and Walk Salem Plan (2011)*. As a design protocol, implementing a new or enhanced bicycle facility should never create a substandard condition in the sidewalk corridor.
Landscaped Medians

Landscaped medians can enhance the visual attractiveness of the street, and offer pedestrian/bike refuge at street crossing points without traffic signals. Locations where landscaped medians might be considered include:

- Transit stops located more than 200-feet from a signalized intersection.
- Pedestrian attractors and Activity Centers not accessible from signalized intersections.
- Between signalized intersections more than 500-feet apart.
- Areas where access management is desirable to improve traffic safety or function.

Most of Commercial Street SE includes a striped center median, which is an opportunity to introduce short segments of landscaped median. Liberty Road S is a 4-lane roadway without a center median. Opportunities for landscaped medians would require a conversion to a 3-lane cross-section. Local streets in the study area are not good candidates for landscaped medians unless future traffic studies recommend them as traffic diversion devices. The table recommends minimum widths to provide adequate refuge space and accommodate landscaping.

**Table 1: Median Design Recommendations**

<table>
<thead>
<tr>
<th>Median Option</th>
<th>Minimum Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Refuge</td>
<td>6-foot raised median</td>
</tr>
<tr>
<td></td>
<td>2-feet shy both sides</td>
</tr>
<tr>
<td>Median with Plantings</td>
<td>8-foot raised median</td>
</tr>
<tr>
<td></td>
<td>2-feet shy both sides</td>
</tr>
<tr>
<td>Median with Trees</td>
<td>10-foot raised median</td>
</tr>
<tr>
<td></td>
<td>2-feet shy both sides</td>
</tr>
</tbody>
</table>

**Streetscape and Safety**

**Safer Access to Businesses**
From the perspective of public realm enhancement, intersections are opportunities to emphasize unifying streetscape elements, Activity Centers and neighborhood connectivity. Typical enhancement opportunities include:

**Crosswalks** can be specially paved with durable materials to provide unique texture and color. This treatment is most appropriate at signalized intersections. Special crosswalk treatments can also be considered at pedestrian refuge crossing points. Flashing lights, signage or other devices that also signal the presence of pedestrians should also be considered at these locations.

**Curb extensions** where on-street parking is permitted will shorten pedestrian crossing distances and provide additional sidewalk corridor space for streetscape amenities such as landscaping, pedestrian-scale, lighting, wayfinding signage or bike parking.
PUBLIC REALM

SIDEWALK CORRIDOR DESIGN

At a minimum, enhancement of the Sidewalk Corridor should provide the necessary width for two distinct functional zones: the Through Pedestrian Zone and the Furnishing Zone. A Through Pedestrian Zone is a walking area, and the primary function of the sidewalk. Federal guidelines require a minimum of 4-feet of unobstructed space for this zone, with 5-feet or more preferred. An urban design guideline is the ability of at least two people to walk abreast comfortably.

The Furnishing Zone provides space for visible streetscape elements such as utility and street light poles, landscaping and street trees, benches, bike racks, and bus shelters. This zone also accommodates pedestrian activities such as boarding a bus or securing a bike. The minimum width needed is 6-feet and with optimum widths of 7-feet to 8-feet depending on the land use context and level of pedestrian activity. A Furnishing Zone also provides a welcome buffer between people walking and the moving cars in the roadway.

Based on these functional zones, a sidewalk corridor typology has been proposed to guide development of street design options in later tasks.

**Table 2: Sidewalk Corridor Typology**

<table>
<thead>
<tr>
<th>Corridor Type</th>
<th>Advantage</th>
<th>Disadvantage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Constrained* (8-feet wide)</td>
<td>Minimizes right-of-way and construction cost, minimize impervious surfaces for stormwater management.</td>
<td>Constrained furnishing zone for streetscape elements and transit access and limited pedestrian buffer.</td>
</tr>
<tr>
<td>Standard (12- to 15-feet wide)</td>
<td>Meets City and TSP standards, accommodates trees and landscaping, bus shelters, benches and bike parking.</td>
<td>May require increased or reconfigured right-of-way, higher construction costs.</td>
</tr>
</tbody>
</table>

*Sidewalk corridors less than 8-feet in width are substandard since they provide a minimal Pedestrian Through Zone with no Furnishing Zone. Introducing elements typical of a Furnishing Zone will obstruct the clear walking space and fail to meet federal accessible design guidelines.
Streetscape Amenities

The following are typical enhancement amenities when a furnishing zone is available in the sidewalk corridor. Implementation can be part of street frontage requirements or capital improvement projects.

Street trees and landscaping are opportunities to establish visual continuity and identity within the project area. Trees can become a dominant vertical element for the street. Additional landscaping can be added in individual tree wells or continuous planter strips. A minimum 6-foot Furnishing Zone is required for trees, with 7- to 8-feet preferred.
**Public Realm**

**Pedestrian-scale lighting** will be second only to street trees as an attractive vertical element in the street right-of-way. This lighting option can provide distinctly decorative elements when selecting luminaries and poles. However, application of pedestrian-scale lighting may be limited by the average illumination requirements for wider roadways. One potential scenario is to limit the placement of pedestrian-scale lights to key intersections (as an ornamental feature in addition of high-mounted roadway lights), Activity Centers and small gathering places.

**Bicycle parking** is essential to encouraging more work and shopping trips by bike. The lack of a secure parking space keeps many people from using their bikes for basic transportation. Outdoor installation of secure bike racks in the sidewalk furnishing zone or at Activity Centers can also be an attractive and creative design element in the streetscape. Within the sidewalk corridor, a minimum of 4- to 6-feet of area will be required, depending on the design and the number of racks provided.

**Public art** can create a more memorable experience of the Commercial-Vista Study Area. It adds vitality and helps create the experience of interconnected and pedestrian-scale places. The best locations for art may be the at key intersections within sidewalk furnishing zones, Activity Centers and transit stops.

**Informational or wayfinding signs** are opportunities to promote businesses, strengthen the sense of identity, and to encourage bicycle, pedestrian and transit travel. As with public art, ideal locations may be key intersections, Activity Centers and transit stops. Signs can be part of a comprehensive wayfinding program that includes kiosks, streetscape features, and printed media.

**Transit stops** are a unique architectural and urban design opportunity within the Sidewalk Corridor. Enhancements should focus on the passenger. As a minimum, there should be a shelter with seating, system and route signage, schedule and a waste receptacle. Additional enhancement can be achieved through a unique architectural design for the shelters in the Commercial-Vista Study Area.
Sidewalk Corridor Design Matrix

The following matrix illustrates design opportunities for the Sidewalk Corridor Typology. Feasibility is based on functional requirements of the amenity and the width of the furnishing zone. The furnishing zone of most sidewalks in the study area are sub-standard or constrained. Few segments of standard width sidewalks were observed.

**Table 3: Design Matrix**

<table>
<thead>
<tr>
<th>Design Enhancement or Amenity</th>
<th>Constrained SW Corridor</th>
<th>Standard SW Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Trees</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landscaped Planter Strip</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Specially Paved Furnishing Zone</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Pedestrian-scale Lighting</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Bike Parking</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Public Art</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Informational or Wayfinding Signs</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Transit Shelters</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
</tbody>
</table>

*feasible to implement*
**PUBLIC REALM**

**GREEN STREET FACILITIES**

The concept of improving the ecological function of community streets through Green Street facilities for stormwater management has gained considerable public and agency support throughout the Pacific Northwest. These facilities are an alternative to conventional street drainage systems that have historically been designed to quickly collect stormwater and put it “out of sight and out of mind” beneath the street. By utilizing facilities such as bioswales and flow-through stormwater planters the collection and treatment of rain fall is made more visible and more closely resembles natural hydrological processes.

In elegant and attractive ways, Green Streets can integrate goals of livability, multimodal transportation choices, and innovative stormwater management. They can and should become familiar as an attractive and functional element of the street. They provide public opportunities to appreciate the hydrological cycle and the importance of stormwater treatment. A potential physical constraint lies in the narrow sidewalk widths or missing sidewalks of the study area. Where continuous sidewalks are present or new sidewalks are planned, widths less than 12-feet make it difficult to construct a facility of sufficient size and still maintain an adequate pedestrian through zone for walking.
Future development also provides opportunities to realize a new vision and new balance for the Commercial-Vista Study Area. In connecting people to places, it provides the places. Successfully capturing opportunities will involve both public sector and private sector actions over time, along with a strong financial market, a real estate market favorable to the desired uses and willing property owners. Primary opportunities are in the development of more neighborhood-serving commercial uses that encourage walking and biking trips, creating Activity Centers and changes in the design character of building setbacks and site development.

Reinvestment Potential

As a starting point, we identified four Opportunity Study Areas with multiple parcels in each area (Figure 2). The study areas include properties in highly visible locations with potential for higher intensity of uses, access from Commercial Street SE or Liberty Road S and transit service. Within each study we anticipate that further assessment will identify parcels that meet the following criteria:

- Improvement-to-land value ratio (I:L) where the value of the structure is 20% or less of the land area (0.2).
- Size of at least 0.9 acres.
- Configuration of roughly 200 linear feet of street frontage and 200 feet of depth (to allow flexibility in size/location of building footprint and size/location of parking areas).
- Proximity to key intersections, typically signalized.
- Ownership to remain private and not owned by a public agency or used for a public purpose.

Redevelopment Study Areas 1 and 2 assume the possibility of vacating the street right-of-way for Triangle Drive and creating new east-west connections between Liberty Street S and Commercial Street SE.

Potential Barriers to Reinvestment

Typical barriers for new development in a commercial corridor are physical, regulatory, market and financial. Fully addressing each of them is beyond the scope of this project, but some light can be shed on potential barriers in the Commercial-Vista Study Area. Achieving a desired land use vision will require more than identifying the barriers. What is needed are specific solutions to each barrier that reflect financially realistic development expectations, prioritized infrastructure investments and a thoughtful implementation strategy.
Land Use

A good starting point for understanding development barriers is the regulatory context. Development regulations can challenge redevelopment if they increase the cost of development and/or make it difficult or infeasible from a design or other perspective. Following is a brief summary of potential code-related issues associated with reinvestment. Existing City requirements do not appear to be significant barriers to reinvestment.

- **Strict design guidelines** that are very prescriptive design standards or guidelines are often provided to ensure a minimum level of architectural or urban design. While helping achieve community livability and aesthetic objectives, they also can add to the cost of development. Currently, the City of Salem does not have any specific commercial development design standards or a design review requirement for retail or commercial uses in the CR or CG zones.

- **Floor area ratio requirements** sometimes require that development meet a minimum “floor area ratio” (the ratio of building space to lot area) to ensure or promote denser or taller development. These code provisions may act as an impediment to development if the market will not support this intensity of development. Currently, the City does not have any minimum lot coverage or FAR requirements for the CR or CG zones.

- **Off-street parking requirements** to parking ratios for the entire, combined redeveloped site can make it difficult to accommodate additional development on an existing site. Currently, the City’s code requires that off-street parking requirements be met for all new uses, changes in use where the new use will require more parking than the old use or an expansion or intensification of existing uses. This may represent a barrier to redevelopment. Required off-street parking ratios also may represent a barrier to redevelopment. Current provisions for off-street parking require a “suburban” level of parking at about four (4) parking spaces per 1,000 square feet (sf) of development for most retail uses and two (2) to three (3) spaces per 1,000 sf for most personal and financial service uses.

- **Location of required parking** with flexibility in the location of the parking can provide redevelopment applicants with some flexibility in how they meet off-street parking requirements. Allowing for shared or joint parking between adjacent uses also can provide flexibility and reduce overall parking needs, making some development more financially feasible. Currently the City’s Code allows for off-street parking to be located within 500 feet of the associated use in a non-residential zone. The City also allows for joint or shared parking agreements.

Activity Centers

Activity Centers are activity friendly areas adjacent to the sidewalk corridor on private property in visible and accessible locations. They can integrate the public realm of land uses with the visible infrastructure of the street. They will complement pedestrian-oriented development within the corridor. Activity Centers
should offer good pedestrian and bike connectivity and high-quality urban design and amenities that support lingering and conversations. Key characteristics include:

- Proximity to an existing or potential signalized intersection or protected pedestrian crossing.
- Proximity to a transit stop.
- Adjacent to land uses that support and activate an activity-friendly area.
- A usable space of at least 1,000 square feet is available.
- A space clearly distinguished by materials, landscape, and lighting.
- Screening or other boundary features that define the space without creating unsafe environments.
- Fronts of adjacent buildings are located within 50-feet from the sidewalk.

Given the importance of the adjacent land uses, a preliminary assessment of opportunity areas for Activity Centers was integral with identification of Opportunity Study Areas. Reinvestment in these areas may provide the best opportunities to create well-designed and well-developed Activity Centers, especially new commercial uses with a retail or restaurant focus attractive to nearby neighborhoods. Development could also be in the form of a cluster of smaller-scale and connected commercial uses. Infill multi-family housing may also be included. With these considerations in mind, two potential Activity Centers have been identified (Figure 2):

**Commercial Street and Fairview Avenue** which links two Opportunity Study Areas and includes the triangular piece of landscaped right-way at the intersection of Commercial Street SE and Liberty Road S. Fairview and Alice Avenue are primary neighborhood connections into the activity center at a signalized intersection.

**Commercial Street and Salem Heights Avenue** which also links two Opportunity Study Areas at non-signalized intersection of primary neighborhood streets Salem Heights Avenue and Ratcliff Drive SE. As part of redevelopment, the intersection should be considered for signalization or a high-quality protected pedestrian crossing refuge.

Activity Centers can be implemented as public projects within existing or acquired public right-of-way or through a combination of public and private actions. Those actions might include updated Development Code requirements and limited public financial support for Activity Centers outside the public-right-of-way. It will be important to ensure that the City’s Development Code allows and supports these unique public realm spaces. Code-related issues and observations include the following:

- Public plazas or “Activity Centers” are not currently listed as an allowed “structure” or use within the setback area. The code may need to be updated to ensure that it allows for these features.
The current code requires minimum setbacks of 5 feet; with no maximum setbacks. This provides a lot of flexibility for placement of Activity Centers between the sidewalk and existing or future buildings.

The code requires that setback areas be landscaped. Some refinements to the code may be needed to ensure that landscaping is defined to include a combination of vegetation, “hardscaping” and other pedestrian amenities.

The City may want to require future developments of a certain size or character to incorporate these types of features into the development. If so, changes to the code would be needed.

Site Design Considerations

The Building Setback

Building setbacks play a major role in defining the character of an area. In the Commercial-Vista Study Area, setbacks are currently 30’ to 100’, contributing to the suburban strip commercial image of the corridor. The current code prescribes a minimum 5’ setback and no maximum. As the corridor grows with higher densities and wider transit options, a more pedestrian scale environment may evolve through reducing the buildings setback. Given the size and design of the roadway and the nature of surrounding development, a 5’ setback is not excessive for this area and may provide opportunities to support an enhanced streetscape environment. However, it may be appropriate to establish a maximum setback to ensure that future development is located relatively close to the sidewalk area.

Strategic actions to consider include:

• Establish a maximum setback with pedestrian-oriented design and Activity Centers in mind.
• Consider designating minimum (5’) setback areas as public easements to provide an opportunity to widen the combined sidewalk travel and furnishing zones.
• Incentives to encourage that a minimum percentage of a building façade be built to the minimum setback line.
• Allow for, encourage or require other portions of the setback area to include courtyards, small plazas or other gathering places.
• Update landscaping requirements, as needed, to allow for a combination of vegetation and hardscaping in the front setback area, as well as other amenities found in plazas and Activity Centers.
• Consider refinements to current standards for fences or walls in the setback to ensure that they are compatible with goals for Activity Centers and the design of the corridor as a whole.
• Increase the minimum setback to more than 5’, so that there is an opportunity to do better landscaping and place larger trees.
**LAND USE**

**Bicycle Parking**

As noted previously, providing bicycle parking will help encourage people to travel by bike for basic transportation. Outdoor installation of secure bike racks in the sidewalk furnishing zone or at Activity Centers can also be an attractive and creative design element in the streetscape. Use of covered bicycle parking is particularly helpful during the majority of the year in our rainy Pacific Northwest climate. Current Development Code regulations require bicycle parking for most new non-residential uses and for multi-family uses in the corridor. The code specifies minimum requirements for the size of bicycle parking areas. However, it does not address covered bicycle parking.

Strategic actions to consider include:

- Incentives for covered bicycle parking for uses over a certain size and update the City’s public works or engineering standards to provide guidance on specifications and installation.
- Alternatively, consider requiring a certain percentage of bike parking over a certain number of spaces to be covered and vary it by use.
- Update the development code to ensure that bicycle parking is an allowed element of courtyards, plazas or other Activity Centers and can be located within front setback areas.
- Incorporate public art, wayfinding and other pedestrian amenities into covered bicycle parking facilities.

**Vehicle Parking**

Parking visually dominates the streetscape. The availability and, to some extent, visibility of parking is vital for the commercial livelihood of the area. However, there is an opportunity to mitigate the visual impact and defining role that parking plays in the corridor.

Current standards for off-street parking require a “suburban” level of parking at about four (4) parking spaces per 1,000 square feet (sf) of development for most retail uses and about three (3) spaces per 1,000 sf for most personal and financial service uses. The City’s Development Code currently allows parking to be located in the area between a building and the sidewalk for new development. It also requires parking lots to be buffered from the sidewalk by a landscaping area, including a berm, change in elevation or drainage swale. Parking directly adjacent to structures also must be buffered from the building by landscaping. Parking lots with 5,000 sq. ft. or greater in size must include landscaping per the City’s landscaping requirements.
**Land Use**

Strategic actions to consider:

- Review parking landscaping standards, possibly limiting the number of possible adjacent stalls, requiring landscape islands between back to back stalls, if needed or otherwise enhancing landscaping standards for parking areas.
- Explore reduction of current (suburban) parking ratios.
- Encourage connections between separate parking lots so parking can be shared between uses.

**Connectivity**

Two types of connectivity are important considerations for the connecting people to places with multimodal transportation choices. The first consideration is the connection of surrounding neighborhoods to the business areas of the Commercial-Vista Study Area. East-West connectivity from the neighborhoods is constrained by fragmented street patterns, widely spaced intersections and a lack of safe pedestrian crossings for Commercial Street SE and Liberty Road S. There are facilities gaps in the sidewalk and bicycle systems. Issues related to neighborhood connectivity have been addressed in the first section of this booklet and in the *Draft Commercial-Vista Corridor Plan Traffic Operations and Safety Analysis*.

The second consideration is the connectivity between larger commercial and office buildings within the business areas of the corridor. The City does not appear to have any code requirements for direct connections from buildings to an adjacent sidewalk, including through parking areas. Similarly, the City does not appear to require cross-easements or connections between adjacent properties.

Strategic actions to consider:

- Complete planned projects for sidewalk infill in the neighborhoods.
- Improve the walking and biking environment of Commercial Street SE and Liberty Road S.
- Add protected pedestrian crossings between intersections.
- Consider updating the Development Code to require direct connections between buildings and the public realm, including pedestrian pathways or connections through parking areas of a certain size for new developments.
- Consider updating the Code to require cross-easements or connections between adjacent properties to reduce conflicts between drivers and pedestrians and improve the pedestrian environment.
Figure 2