

# Auto-centric suburban style development

The current ordinance has a set of rules that apply to new development and redevelopment such as minimum setbacks. This Ordinance has promoted **auto-centric development** by encouraging the use of the car, separating the buildings from people discouraging walkability.

## Less buildable Area

Because of the parking requirements and the minimum building setback, the buildable area of a site is reduced which encourages single uses instead of mixed uses with higher density.

## Large Building Setback

## Sidewalk Interruption

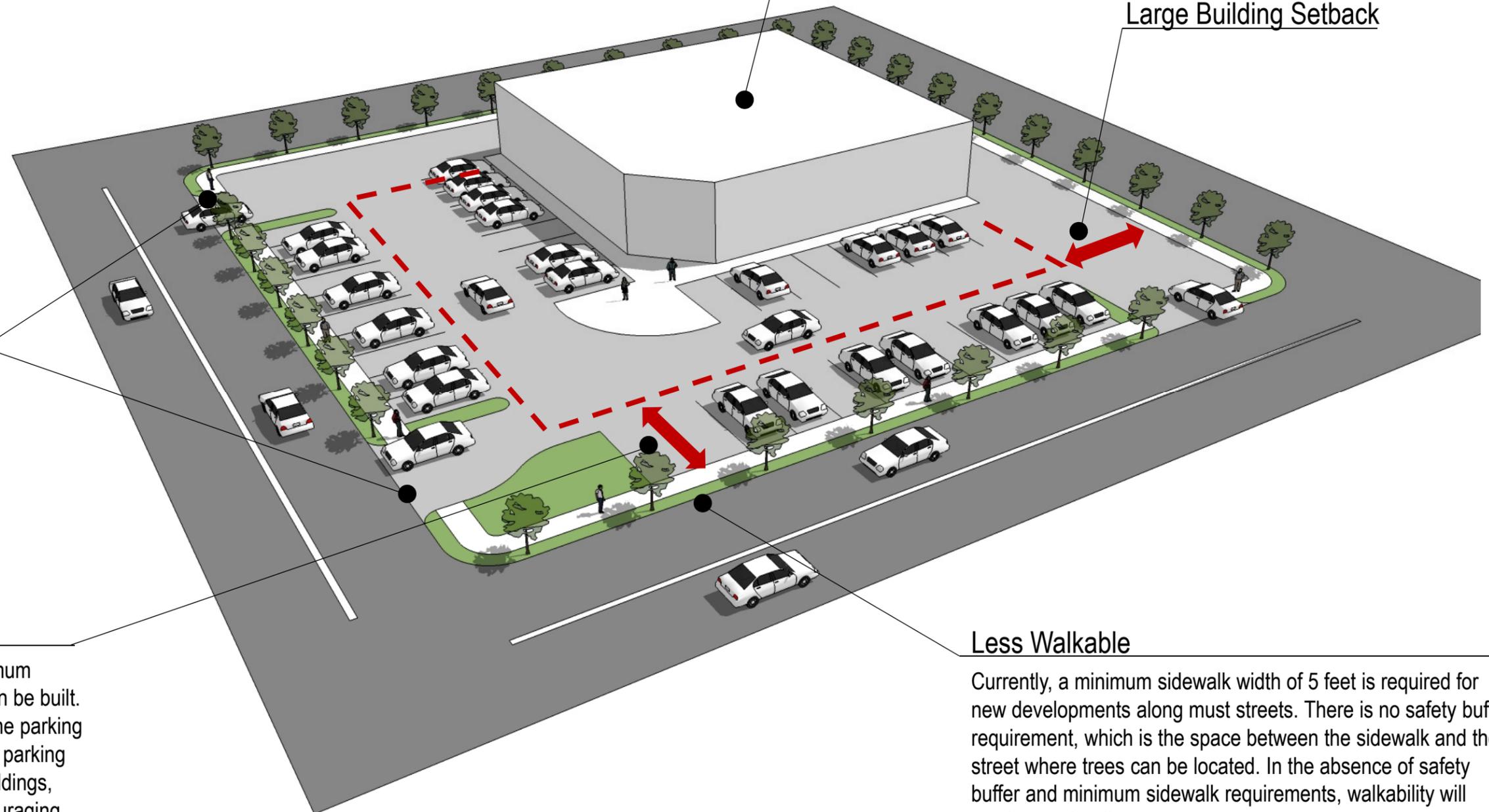
Because of the minimum requirements for curb cuts location and width, the sidewalk along a street or block is frequently obstructed by cars creating unsafe situations for pedestrians.

## Large Building Setback

The current ordinance requires a minimum building setback where no structure can be built. This requirement in combination with the parking requirements encourages to locate the parking area between the sidewalk and the buildings, promoting the use of the car and discouraging walkability.

## Less Walkable

Currently, a minimum sidewalk width of 5 feet is required for new developments along most streets. There is no safety buffer requirement, which is the space between the sidewalk and the street where trees can be located. In the absence of safety buffer and minimum sidewalk requirements, walkability will continue to be discouraged.



# Pedestrian Friendly Urban Development

**Walkable Places & Transit Oriented Development** Ordinances are tools that create new rules to promote pedestrian friendly development along designated streets. These rules are designed to encourage **higher density, mixed uses, walkability** and **multimodal transportation**.

## Promotes Higher Density and Mixed Uses

Both ordinances allow the building to be built closer to the street to have more buildable area for the development. This encourage higher density and mixed uses.

## Reduces Sidewalk Interruptions & Obstructions

By reducing the number of curb cuts and their width along a street or a block, the interaction between cars and people is reduced. By requiring an unobstructed sidewalk, there will be no obstructions for pedestrians such as fire hydrants and light poles. This encourages walkability.

## Promotes Multimodal Transportation

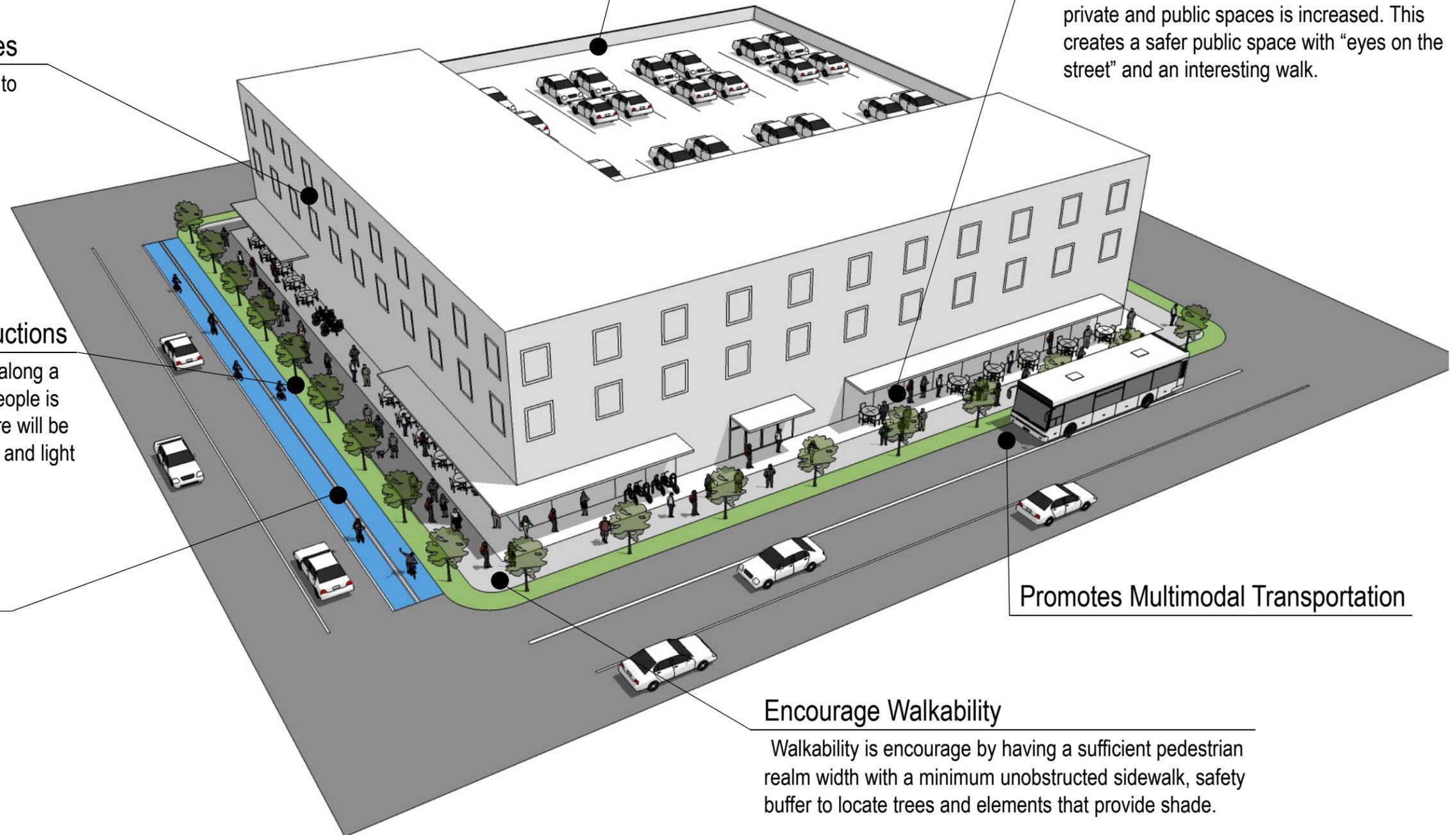
With the Walkable Places elements, multimodal transportation is more likely to happen.

## Priority to People

By having the parking area on the back, the separation between the sidewalk and the building is reduced. This encourages direct pedestrian access from the building to the sidewalk giving priority to people over cars.

## Create Interesting & Safer Walk

By having a minimum requirement for openings and windows on the ground floor and a minimum number of doors that connect to the sidewalk, the interaction between the private and public spaces is increased. This creates a safer public space with "eyes on the street" and an interesting walk.



## Promotes Multimodal Transportation

## Encourage Walkability

Walkability is encourage by having a sufficient pedestrian realm width with a minimum unobstructed sidewalk, safety buffer to locate trees and elements that provide shade.