



POLICY CLARIFICATION

To: Development Community and Consultants
Date: September 18, 2020
Re: Variance Request for Engineering Criteria Manual

OVERVIEW:

This clarification seeks to document the policy for using flares/curbs as part of the curb ramp adjacent to acceptable amenity zone.

DETAILS:

Amenity zone is the portion of public right-of-way located between the back of curb and the sidewalk and is outside the pedestrian access route (PAR), which introduces streetscape elements such as street furniture, landscaping (including decorative concrete) and/or street trees.

Curb ramp may utilize an 18-inch wings or curbing, adjacent to the amenity zone provided the amenity zone has the following components:

- 1) The amenity zone is comprised of non-traversable surface such as landscaping material (e.g. rock, grasses, or native plants per the Landscape Design Manual) or planters.
- 2) The amenity zone is comprised of a hard surface:
 - a. Where an obstacle is adjacent to the wing and would prohibit the amenity zone being used as a walk way.
 - b. The hard surface is mounded and colored to prohibiting the surface as being used as a walk way.
 - c. The hard surface is composed of a pattern and color distinguishable as different from a PAR (sidewalk), such as deep grooves placed at 2 foot by 2 foot colored concrete or a widely spaced flagstone (greater than 2-inches).
 - d. Approved by the City Engineer.

Amenity zones in high density, pedestrian-orientated areas such as downtown, shall not have a slope from the sidewalk to the back of curb greater than 7-percent when comprised of a hard surface. Amenity zones in residential areas (often considered a tree lawn or parkway) the slope from the edge of sidewalk to the back of curb shall be $\frac{1}{4}$ to $1\frac{1}{2}$ per foot (2 to 12.5 %) as per Section 509.03 F of the City Standard Specifications.