



APPENDIX A: Street Zone Standards

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NATURAL FOOD

A STREET ZONE STANDARDS

PURPOSE AND APPLICABILITY

This appendix outlines regulatory street zone standards for new developments. The vehicle travel zone, bicycle zone, and parking zone are roadway zones that work together to ensure safe and efficient roadway travel. The pedestrian amenity zone, pedestrian sidewalk zone and activity zone are sidewalk public spaces that front a building and allow for safe and pleasant pedestrian travel and social gathering.

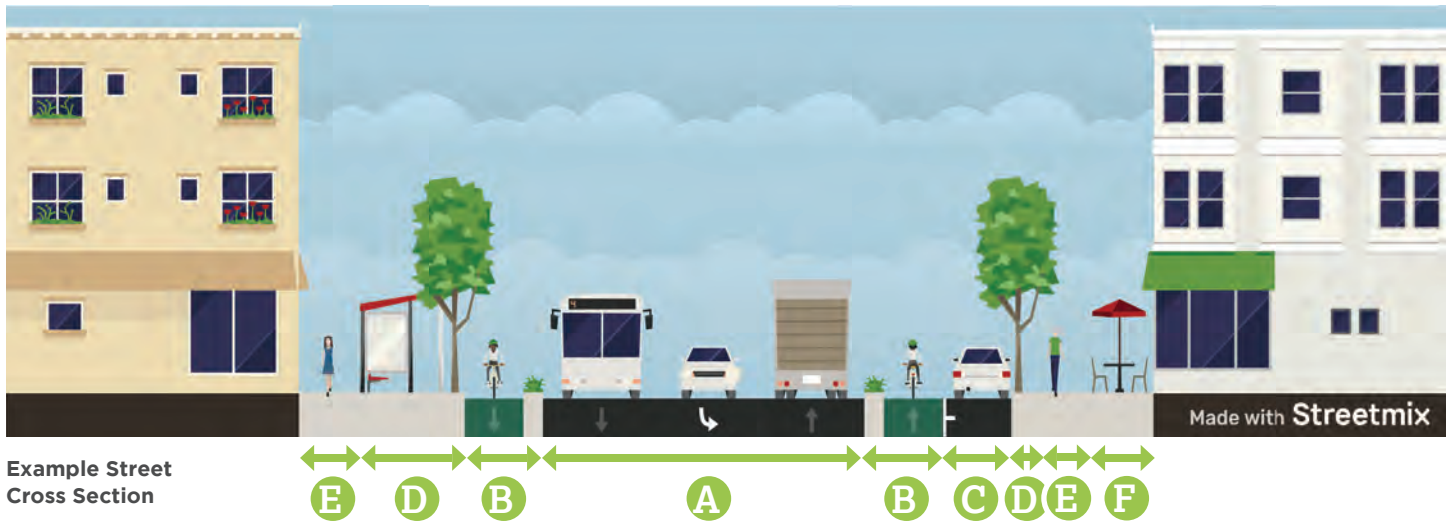
Street zone standards are provided for Multimodal Corridors, Active Connectors, Main Streets, and Local Residential Streets. These four street types are part of Santa Cruz County's layered transportation

network which prioritizes certain user types on specific streets. Street types are designated by the Access and Mobility chapter of the Santa Cruz County General Plan. Street zone standards are different for each street type based on the users prioritized for that street type and the associated street frontages and streetscape character.

The street zone standards are crafted to ensure that the resulting public realm is functional, attractive, and supportive of the County's sustainability goals. These standards should be used in conjunction with the General Plan, County Code, and Design Criteria for streets and frontages.



Street Zones Overview

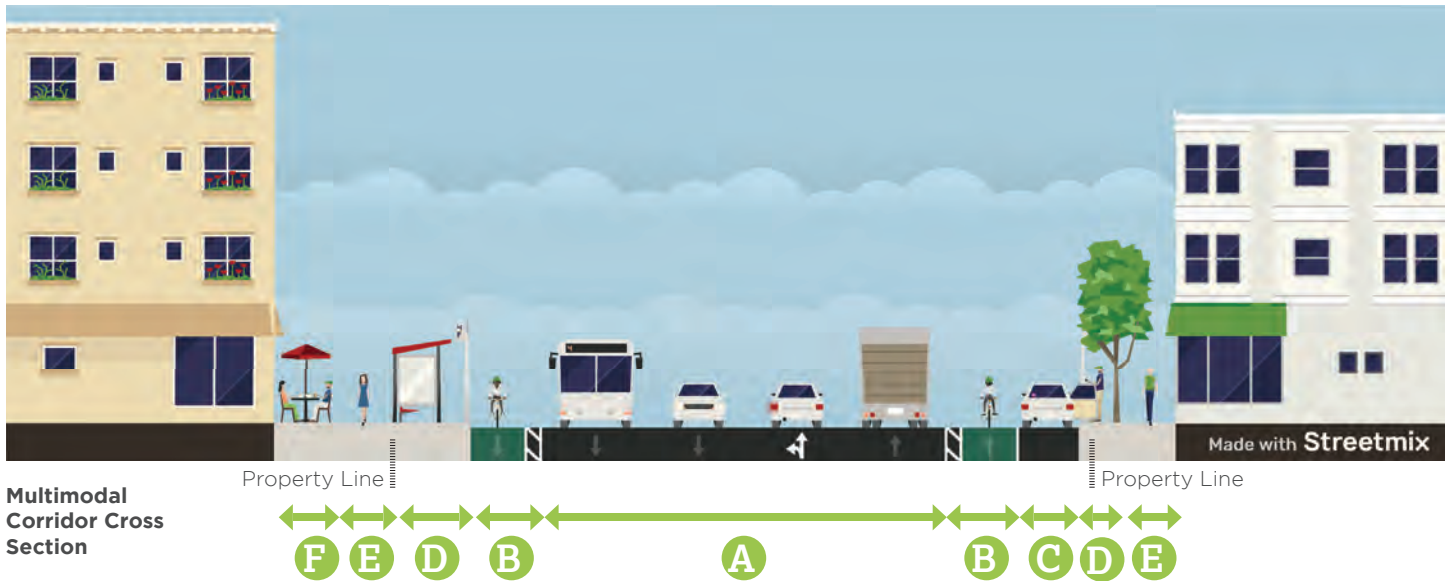


Street Zones

- A** The **Vehicle Travel Zone** provides standard-width lanes for cars and wider lanes for shared use by cars and buses. Turn lanes and traffic lights are provided as needed to avoid traffic congestion in this zone.
- The **Bicycle Zone** provides designated bicycle travel facilities in the form of either Class I facilities (separated bicycle paths), Class II facilities (designated bicycle lanes), or Class IV facilities (protected bikeways as shown in the illustration). On roadways where there is not space to accommodate a bicycle zone, there may be Class III bicycle facilities (bicycle routes where signage is used to indicate that bicycles and vehicles should share the vehicle travel zone).
- B**
- C** The **Parking Zone** contains street parking for vehicles. It may be appropriate for parking to be parallel or diagonal to the building frontages. In some cases, it may be appropriate to allocate space for drop-off zones or parklets, or remove street parking from one or both sides of the street.
- The **Pedestrian Amenity Zone** contains landscaping (trees and planting) and street infrastructure such as lighting, parking meters, and utilities. In some cases, the Amenity Zone may also contain seating and art elements. This design of this zone must incorporate accessibility and shall not block access to bus stops, on-street parking, intersections and street crossings.
- D**
- E** The **Pedestrian Sidewalk Zone** is a contiguous uninterrupted pathway allowing flow of pedestrian movement and full accessibility along the sidewalk.
- The **Activity Zone** provides space for activities such as outdoor dining in front of commercial uses and a landscaped buffer for ground floor residential uses. The Activity Zone must be designed to incorporate accessibility requirements.
- F**

Building and Site Design Related to Street Zones

The pedestrian amenity zone, pedestrian sidewalk zone, and activity zone may be located within the right of way or within public property, dependent on property line location. In areas where the sidewalk width is constrained, buildings should be set back far enough from the street to accommodate these zones, and dedication of these zones may be offered to the County. Other aspects of building and site design should also relate to the street type and street zone configuration, such as upper floor setbacks, ground floor height and transparency, pedestrian and vehicular access, and open space design.



Multimodal Corridor Objective

Multimodal Corridors like Soquel Drive and Capitola Road prioritize transit, specifically bus rapid transit (BRT) and other long distance modes of travel. To encourage more people to walk, bike and take transit, new developments along multimodal corridors allow a wide variety of uses that are complimented with pedestrian and transit friendly design elements.

Multimodal Corridor Street Zone Standards Table

Vehicular Zone	11'-0" maximum width inside vehicle travel lanes and 12'-0" maximum width outside vehicle/bus travel lanes	A
Bicycle Zone	6'-0" minimum width buffered or 8'-0" unbuffered Class II bike lanes	B
Parking Zone	8'-0" maximum width when parking zone is provided. Parking may be removed to prioritize bicycle and transit infrastructure (left side of cross section illustration) or drop-off zones (right side of cross section illustration).	C
Pedestrian Amenity Zone	4'-0" minimum width, 5'-0" minimum width for transit shelter	D
Pedestrian Sidewalk Zone	5'-0" - 6'-0" clear pathway	E
Activity Zone	Varies; activity zones are not always appropriate along multimodal corridors.	F

Land Use Considerations

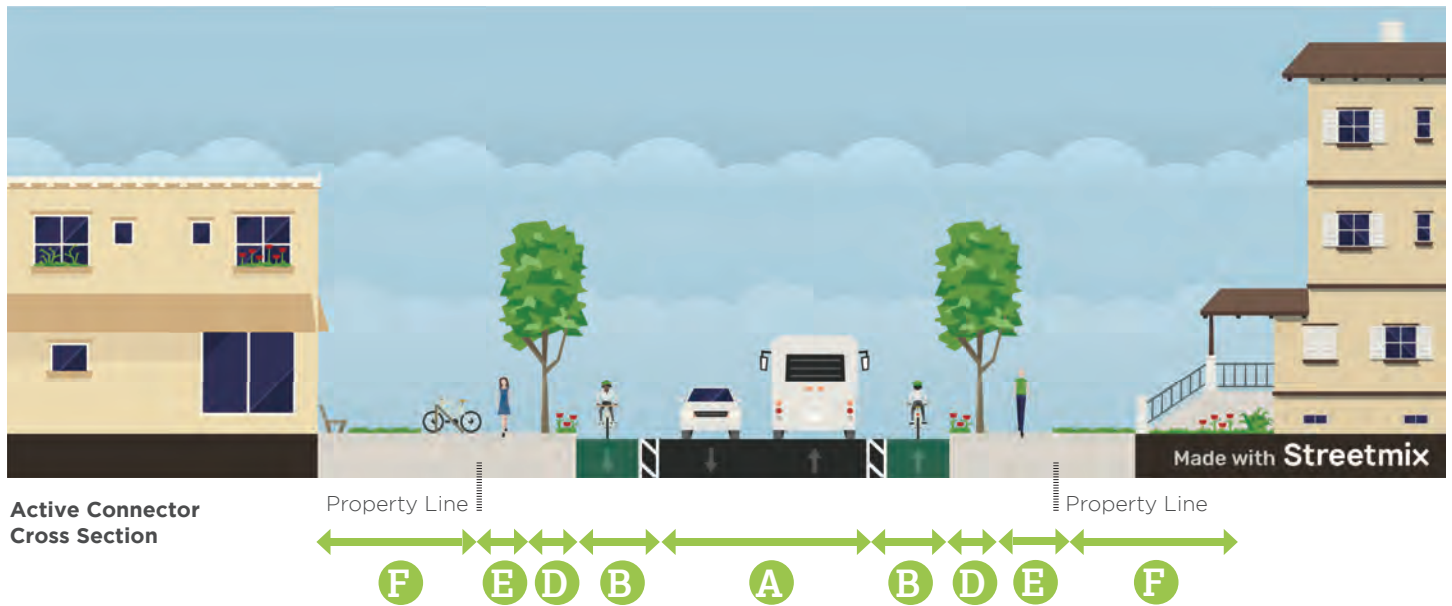
Along Multimodal Corridors, high building intensity residential and commercial land uses are appropriate, including compact housing options, mixed-use development, and diverse employment opportunities to support more frequent and convenient transit service.

Building and Site Design Considerations

Existing Multimodal Corridor right of ways in Santa Cruz County are not wide enough to accommodate pedestrian and activity zones. Therefore, regardless of minimum setback requirements for a given zone district, buildings should be set back far enough from property lines to accommodate pedestrian amenity, pedestrian sidewalk, and activity zones as appropriate, as shown in the cross section.

New buildings should be multiple stories. Ground floor spaces should contribute to activation of the streetscape. Building entries should be located along the corridor street frontage. Vehicular access should be via two-way driveways, designed at least 100 feet apart if possible to avoid interruptions to transit, bicycle, and pedestrian travel along the corridor. Vehicular access from side roads should be provided on corner lots.

Street Zone Standards: Active Connector



Active Connector Objective

Active Connectors like Brommer Street prioritize walking, biking and transit. New infill developments allow a wide variety of uses that are complimented with safe, comfortable and dedicated pedestrian and bike facilities that provide critical first and last mile connections to transit, neighborhoods, and major destinations.

Active Connector Street Standards Table

Vehicular Zone	10'-0" maximum width travel lanes (1 lane in each direction)	A
Bicycle Zone	6'-0" minimum width buffered or unbuffered Class II bike lanes	B
Parking Zone	Parking zone is not recommended for active connectors	C
Pedestrian Amenity Zone	4'-0" minimum width	D
Pedestrian Sidewalk Zone	6'-0" minimum clear pathway	E
Activity Zone	Varies; activity zones are not required on Active Connectors	F

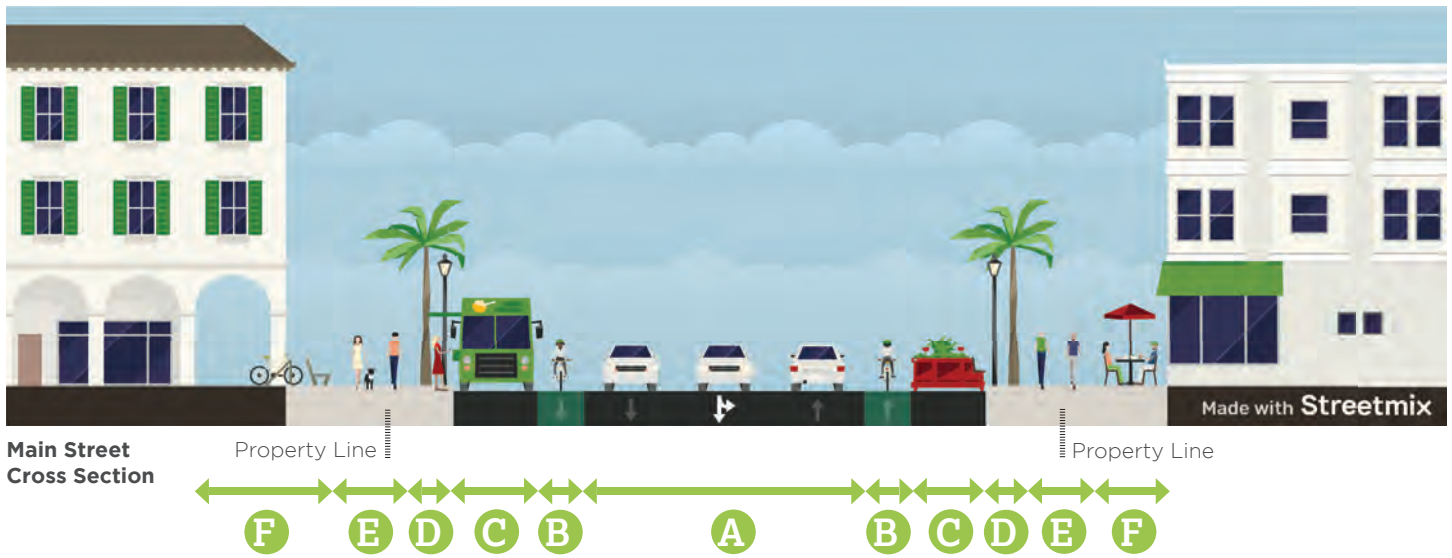
Land Use Considerations

Along Active Connectors where pedestrians and bicycles are prioritized, encourage land uses to facilitate neighborhood trips and "last mile" commutes. Diverse housing options, neighborhood commercial and personal services, and small office uses are appropriate, as well as community facilities such as schools, religious institutions and parks.

Building and Site Design Considerations

Existing Active Connector right of ways in Santa Cruz County are generally wide enough to accommodate pedestrian zones but not activity zones. Within front yard setback areas, property owners may choose to provide private activity zones using design elements such as landscaping and porches, as illustrated in the right side of the cross section; or public activity zones using design elements such as bike racks and benches, as illustrated in the left side of the cross section.

New buildings should be multiple stories. Especially at street corners, consider ground floor spaces that contribute to activation of the streetscape. Building entries should be located along the corridor street frontage. Vehicular access should be via two-way driveways, designed at least 100 feet apart if possible to avoid interruptions to transit, bicycle, and pedestrian travel along the corridor. Vehicular access from side roads should be provided on corner lots.



Main Street Objective

Main Streets like Portola Drive are pedestrian oriented destination streets. To encourage more people to walk, bike, shop and socialize, new developments allow a wide variety of uses with a strong emphasis of street-activating ground floor uses. Street trees, landscaping and wide sidewalks with activity zones help strengthen the destination character.

Street Standards Table

Vehicular Zone	10'-0" maximum width travel lanes	A
Bicycle Zone	5'-0" minimum width Class II bike lanes	B
Parking Zone	8'-0" maximum width. Parking may be removed to prioritize pedestrian amenities such as drop-off zones, parklets (right side of cross section illustration), and food trucks (left side of cross section illustration).	C
Pedestrian Amenity Zone	4'-0" minimum width	D
Pedestrian Sidewalk Zone	6'-0" - 10'-0" clear pathway	E
Activity Zone	10'-0" - 15'-0" width	F

Land Use Considerations

Along Main Streets where pedestrians are prioritized, encourage ground floor retail, restaurant, and other "active" commercial land uses that serve to enliven pedestrian activity. Encourage infill mixed-use development to increase building intensity and support economic vitality of Main Street businesses.

Building and Site Design Considerations

Existing Main Street right of ways in Santa Cruz County are generally not wide enough to accommodate the extra wide sidewalks required to support the pedestrian and activity zones that are important to the success of this street type. Buildings should be set back from property lines to accommodate these zones as needed. In some cases, design elements such as second floor overhangs or arcade buildings (left side of cross section illustration) can serve to provide activity zone space within the building footprint.

New buildings should be multiple stories and ground floor spaces should have large window areas and entrances that activate of the streetscape. Vehicular access should be via two-way driveways, designed at least 100 feet apart if possible to avoid interruptions to transit, bicycle, and pedestrian travel along the corridor. Vehicular access from side roads should be provided on corner lots.

Street Zone Standards: Local Residential Street



Local Residential Street Cross Section



Objective

Local Residential Streets like Felt Street provide access to residential neighborhoods. These low-speed and low-traffic streets are shared by pedestrians, bicyclists and vehicles and allow for a wide mix of residential developments including both single and multifamily development uses.

Street Standards Table

Vehicular Zone	10'-0" maximum width travel lanes (1 lane in each direction)	A
Bicycle Zone	Shared Class III bikeways	B
Parking Zone	8'-0" maximum width	C
Pedestrian Amenity Zone	2'-0" minimum width	D
Pedestrian Sidewalk Zone	6'-0" minimum clear pathway	E
Activity Zone	10'-0" minimum width for multifamily developments	F

Land Use Considerations

Along Local Residential Streets, encourage a variety of single and multifamily residential development, including infill development that respects the surrounding neighborhood character.

Building and Site Design Considerations

Typical existing Local Residential Street right of ways in Santa Cruz County are wide enough to accommodate vehicular and parking roadway zones and pedestrian amenity and sidewalk zones. Within front yard setback areas, property owners may choose to provide activity zones using design elements such as landscaping and porches, as illustrated in the cross section. Activity zones should be provided for multifamily developments.

Vehicular access should be via one or two-way driveways. Street parking should also be provided to conveniently accommodate guests and deliveries.