



POLICY CLARIFICATION

Date: Revised May 7, 2021
Re: Amenity Zone Clarifications

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. large landscape 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 located adjacent to the wing and would prohibit the amenity zone being used as a PAR.
 - b. The hard surface is composed of a pattern and color concrete distinguishable as different from the PAR, such as the City Standard indicator of a no traversable surface, running bond brick patterned colored “Springs Brown” concrete.
 - c. 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 and shall meet the requirements of cross slope and running slope in the vicinity of an accessible parking meter.

Amenity zones in residential areas (often considered a tree lawn or parkway) shall have a slope from the edge of sidewalk to the back of curb of $\frac{1}{4}$ to $1\frac{1}{2}$ per foot (2 to 12.5 %) as per Section 509.03 F of the City Standard Specifications.