ATTACHMENT B

GREEN TAPESTRY PERFORMANCE STANDARDS

Design of the Green Tapestry is guided by the following goals:

Goal #1: **Building Social Fabric**. Provide places for people to gather, stroll, roll, and interact with friends and the outdoors. Placemaking is essential to fostering a sense of belonging among community members and improving emotional well-being.

Goal #2: Addressing Park Inequities. Provide attractive, park-like spaces that evoke pride and identity for Pomona residents. Equitable distribution of park land throughout the city is critical environmental justice concern.

Goal #3: **Improving safety and Strengthening Social Networks**. Lower the speed of vehicles to 25 mph or less on Green Tapestry Streets to maximize safety and place-making. Studies repeatedly demonstrate the safety of slower speeds and the impact of noise and higher-speed traffic on limiting social networks and connections.

Goal #4: **Inclusive design**. Create opportunities for all ages, genders, and abilities to be safe, comfortable, and autonomous, without the need for assistance or supervision. Building infrastructure that provides parents and caregivers with a sense of safety, is critical to ensuring use of the facilities.



Illustration of Green Tapestry based on design goals.

In light of these goals, the following performance standards should be used as a guide for development of the Green Tapestry. It is recognized that site conditions, technological and social innovations, and applicable laws in effect at the time of development may alter the specific design standards used, however the city shall use the above-stated goals as a guide in making any modifications.

1.0 Vehicular Infrastructure Standards

Vehicular infrastructure should focus on minimizing hazards and adverse impacts associated with vehicular traffic, while still providing safe and efficient travel for city residents. This is achieved by street design and traffic control that limit vehicular speeds to 25 mph or less. Standards should include:

1.1 No more than one traffic lane in each direction.

1.2 Traffic lanes should be striped, and limited to 10' wide, unless designated bus or truck traffic dictates the need for lanes up to 11' in width.

1.3 Parking lanes should be maintained along Green Tapestry streets where needed and practical, and should be 7-8' wide.

1.4 Designs should seek to provide no more than ½ mile of uninterrupted length for vehicles. Interruptions may include traffic control devices, such as stop signs or signals, or design devices such as roundabouts, mini traffic circles, neck-downs, or vertical, or horizontal deflection strategies.

2.0 Bicycle Infrastructure Standards

Bicycle infrastructure should focus on providing safe travel for all ages, genders and abilities, with particular attention paid to riders who are particularly vulnerable due to their age or ability. For this reason, infrastructure design should target lower design speeds and practices of young, senior, novice or pleasure riders. Standards should include:

2.1 The preferred bicycle infrastructure is a 10-12'-wide, two-way cycle track, elevated above the street curb, level with pedestrian traffic.

2.2 The preferred cycle track alignment is along a single side of the street, with landscaped parkways separating the track from the street and adjacent pedestrian sidewalks. In locations where insufficient space is provided, detectable warning surfaces should be provided between cycle tracks and pedestrian paths.

2.3 Bicycle speed limits along the Green Tapestry should be 10 mph.

3.0 Pedestrian Infrastructure Standards

3.1 Pedestrian sidewalks should have an unobstructed width of 6-8', separated from street traffic by landscaped parkways and separated from adjacent cycle tracks by landscaped parkways or detectable warning surfaces.

3.2 Sidewalks should be placed at or near the edge of the public right-of-way to delineate the public space, provided such a location does not conflict with utilities.

4.0 Typical Green Tapestry Sections

Green tapestry performance standards should be implemented along all portions of the designated public right-of-way that are at least 65' wide. Segments narrower than this standard will need to be evaluated to determine the optimum treatment, taking into consideration factors such as Green Tapestry continuity, adjacent uses, and connections to critical destinations.

Public rights-of-way greater of 65' in width should incorporate the preferred elements described in section 1.0-3.0, seeking to provide additional planting areas, gathering spots, and separation between uses. The following sections illustrate a continuum of designs from 65' wide to greater than 90' in width.

5.0 Intersections along the Green Tapestry

Intersection designs will based on local conditions, traffic speed and volume of intersecting streets, bicycle and pedestrian infrastructure of intersecting streets, and best practices at the time of development, to limit vehicle speeds and ensure safe crossings for bicycles and pedestrians. Standards may include:

5.1 The use of curb extensions to reduce crossing widths and increase visibility for pedestrians and bicyclists.

5.2 Marked crosswalks, which may include elevated design where appropriate.

6.0 Placemaking and Wayfinding

6.1 Common design materials, amenities, and other elements should be used throughout the Green Tapestry to provide distinction and identity.

6.2 Benches, other seating opportunities, and other amenity furnishings should be provided throughout the Green Tapestry, particularly near intersections and along median parks.

6.3 Public art should be used consistently throughout the Green Tapestry, including sculptural elements at landmark locations, and murals in conjunction with signage, crosswalks or other site amenities.

6.4 Consistent wayfinding signage should be developed that identifies the Green Tapestry, parks, and other critical destinations.

7.0 Landscape Design and Management

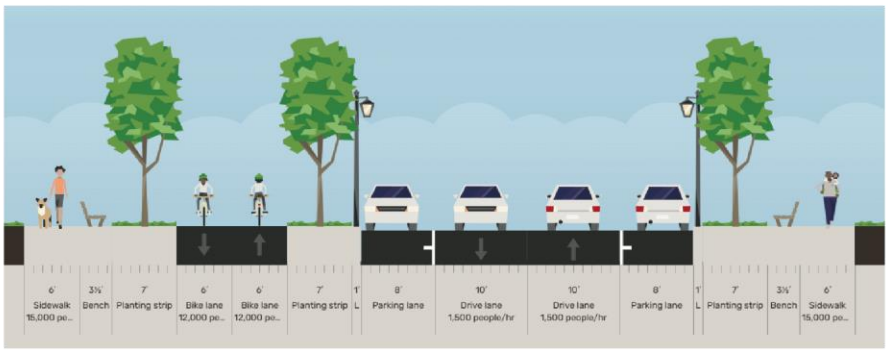
7.1 Planted Parkways and planting areas should be planted with Trees, shrubs and herbaceous material that are "Low" or "Very Low" in terms of water needs. Turf-grass should not be used.

7.2 Planted Parkways and planting areas should be irrigated and maintained by the city (or affiliated non-profit), to ensure park-like quality. Non-vehicular acreage should be designated as park land.

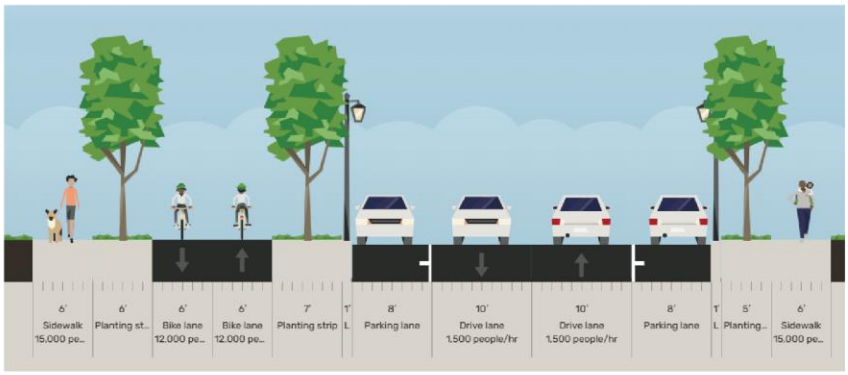
7.3 Where appropriate, planted parkways and planted areas should incorporate stormwater treatment.

PUBLIC RIGHT-OF-WAY WIDTH

WIDER

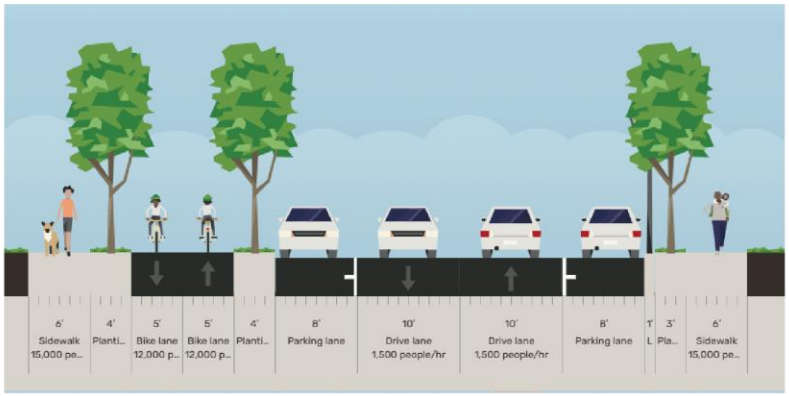


Typical Green Tapestry Street - 90' Public Right-of-Way

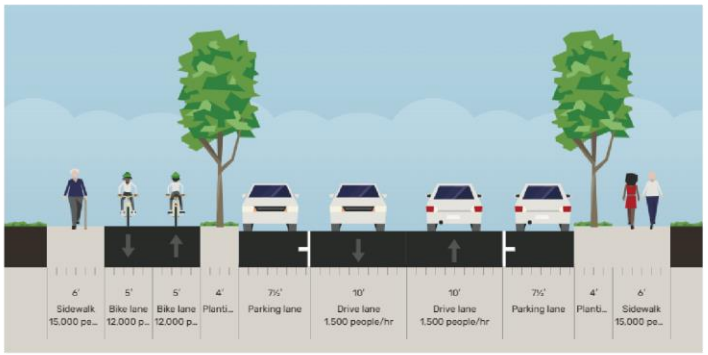


Typical Green Tapestry Street - 80' Public Right-of-Way

As the right-of-way width increases, planted parkways and buffers between cycle track and sidewalk are widened. Benches and other park elements are incorporated.



Typical Green Tapestry Street - 70' Public Right-of-Way



Typical Green Tapestry Street - 65' Public Right-of-Way

As the right-of-way width narrows, planted buffers between cycle track and sidewalk are replaced with tactile warning surface.

NARROWER