



Summary LDR Revisions 2014-7-24

LDR Section 3.2.3 Standards for **Site Plan** and/or Plat Actions

Separation of different forms of transportation shall be *mandatory* (as opposed to encouraged)

LDR Section 4.3.4 Base District **Development Standards**

Special setbacks to provide for preservation of area for streetscape beautification, increased sidewalk width or bike lanes as established in the Adopted Pedestrian and Bicycle Masterplan. Require use of private land for the Required Improvements where the public Right-of-Way does not have adequate width or area

LDR Section 5.3.1 (C) **Streets** (Rights-of-Way)

Standard Improvements to be accommodated in streets right-of-way

- Pedestrian ways
- Bicycle lanes or paths where appropriate , as required in the City's Pedestrian and Bicycle Master Plan (incorporated into LDRs by reference)

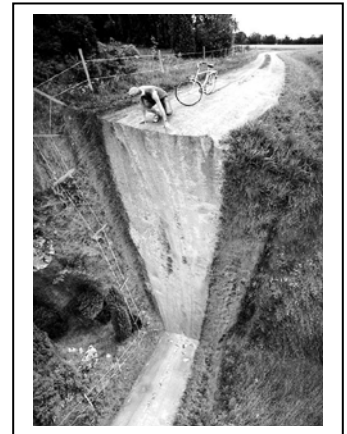
Any project unable to meet ped/ bike requirements will have the option to partake in in-lieu programs for an Alternative Human Powered Transportation Fund

LDR Section 6.1.3 **Sidewalks**

Needs total rethinking for design flexibility which encourages pedestrianism and parklets, especially in mixed use spaces. Should be tied to bike-ped Master plan and participation in in-lieu programs if unable to meet criteria

LDR Section 6.1.7 **Bicycle Trails**, Paths, and Lanes

When a development is located between improved portions of a bicycle trail system, provisions shall be made for the completion of any unimproved linkage, even if not abutting



Delray Beach Sidewalk Deferral

LDR Section 4.6.9 (C) 1 c **Bicycle Parking**

Bicycle parking shall be provided in a designated area per “bicycle space” defined as a 3’ x 5’ area with a stationary bike rack that allows the bicycle to be secured. Spaces must be close to the building entrance

LDR Section 4.4.5 (l) (1) (g) **Low Density Residential** (RL) District Performance Standards

Performance standards regarding pedestrian and bike networks and interconnections should also apply to higher density residential or commercial developments seeking higher density.

LDR Section 4.6.9 (E) (3) (c) **In-Lieu** Fees

No waivers to be granted, instead developers shall

- Pay in-lieu fee for reduced parking, 50% “in lieu” to be devoted to bike-ped facilities
- For non-compliance with bike and ped LDRs, 100% “in lieu” fee towards bike-ped fund

Triggering Application of LDR Requirements

Class 3 developments shall trigger application of LDR requirements