

SIDEWALK INSTALLATION POLICY

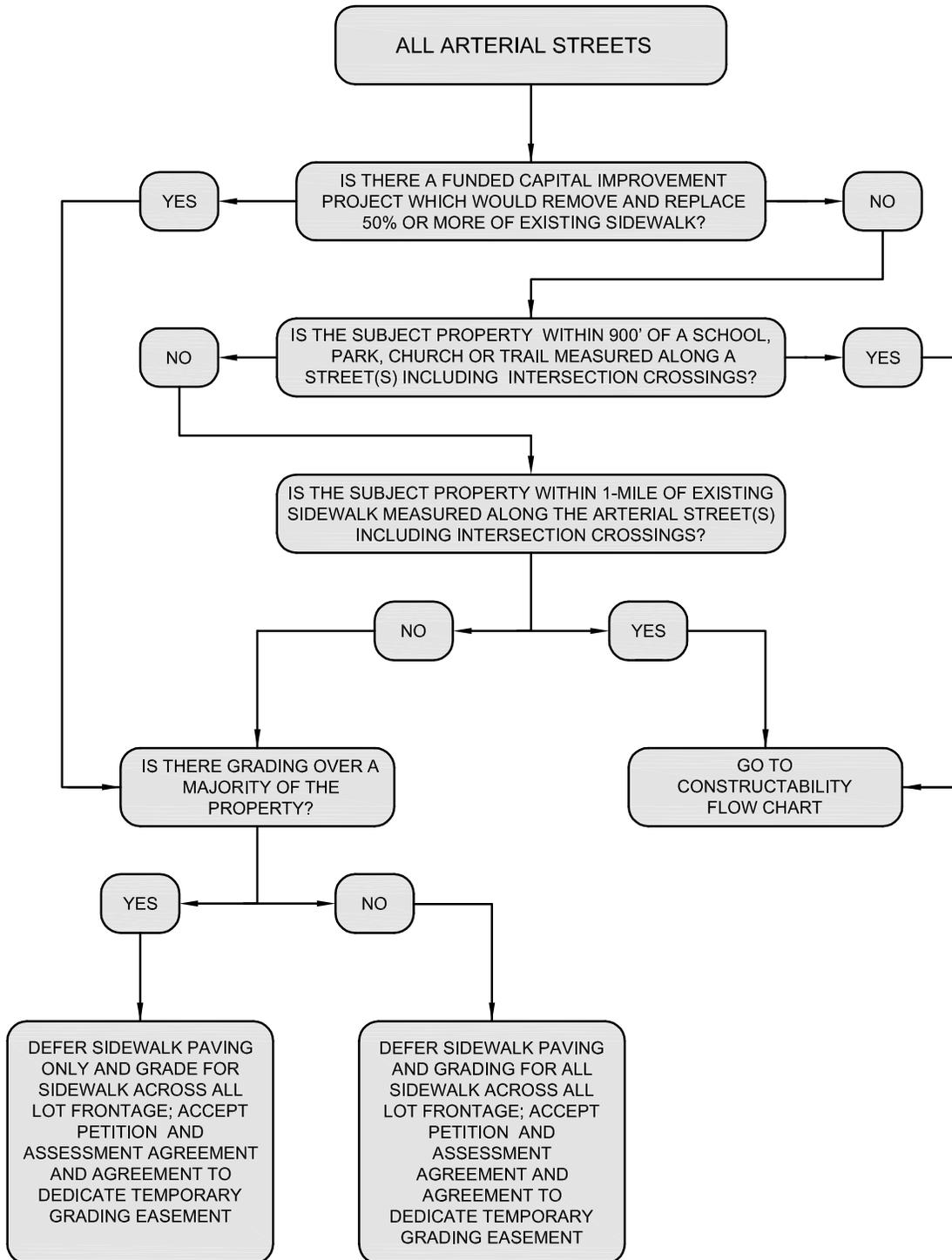
February 2012

1. The installation of Portland cement concrete sidewalks is required along the frontages of public and private streets adjoining all development and redevelopment by any of the following means including, but not limited to:
 - Rezoning, subdividing or Site Development Plans (excluding Conditional Use Rezoning)
 - Construction of new building structure greater than 1,000 SF.
 - Construction of building additions where footprint of additions exceeds 25% of the existing footprint.
 - Parking facilities with an increase of 25% or more new spaces being added and total parking spaces being added is greater than 10 spaces
 - Building improvements with value greater than 50% of the current building value (based on the City Assessor's valuation).
2. Sidewalks shall be installed along frontage roads along the side opposite the adjoining public street.
3. This policy does not address private driveways and / or internal drives for manufactured homes sites. The site plan approval process will determine sidewalk needs for these locations.
4. For sites where retaining walls are being installed along or adjoining public or private streets, grading for future sidewalks (in accordance with City Standards) is required.
5. Sidewalk installation is required with development along newly constructed urban streets except for within Industrial zoned areas (in which case the flow chart for Industrial zoned areas on existing streets shall apply on newly constructed streets).
6. Upon subdividing, any lot designated for public purposes shall have sidewalk built concurrent with the subdivision improvements.
7. Deferment allowed for sidewalk conflicting with temporary turnarounds.
8. There may be some instances when deferring paving and/or grading of required sidewalks on existing streets is appropriate. The attached flowcharts shall be used to determine if deferring sidewalk will be allowed. Street classification is defined by the current City Major Street Right-of-way Resolution or current Linn County Regional Planning Commission Transportation Plan whichever shows the highest classification.
9. Appeals to sidewalk installation for individual sites are not allowed. Only appeals to the sidewalk policy can be brought to City Council.
10. SIDEWALK POLICY DEFINITIONS:
 - A. EXISTING STREET: a street constructed prior to adoption of Subdivision Ordinance No. 49-98 (July 29, 1998).
 - B. PUBLIC STREET: a roadway owned and maintained by the City of Cedar Rapids, providing frontage for (a) parcel(s) of property as set forth in the City Zoning regulations.
 - C. PRIVATE STREET: a privately owned and maintained roadway established by final platting or otherwise established as approved by the City of Cedar Rapids, providing frontage for (a) parcel(s) of property as set forth in the City Zoning regulations.
 - D. FRONTAGE ROAD: a privately owned and maintained roadway established by final platting or otherwise established as approved by the City of Cedar Rapids located with portions adjoining arterial streets and located within a reservation or easement area.
 - E. DRIVEWAY: a paved entrance road or drive into a property with a connection to a public or private street.
 - F. RURAL ROADWAY SECTION: a roadway without curbs and with roadside ditches.
 - G. URBAN ROADWAY SECTION: a roadway with curbs and storm sewer and without roadside ditches.
 - H. BUS STOP: a scheduled stop for a public bus, with a minimum of concrete pad at said location.

CITY OF CEDAR RAPIDS, IOWA

SIDEWALK INSTALLATION POLICY – FLOW CHART

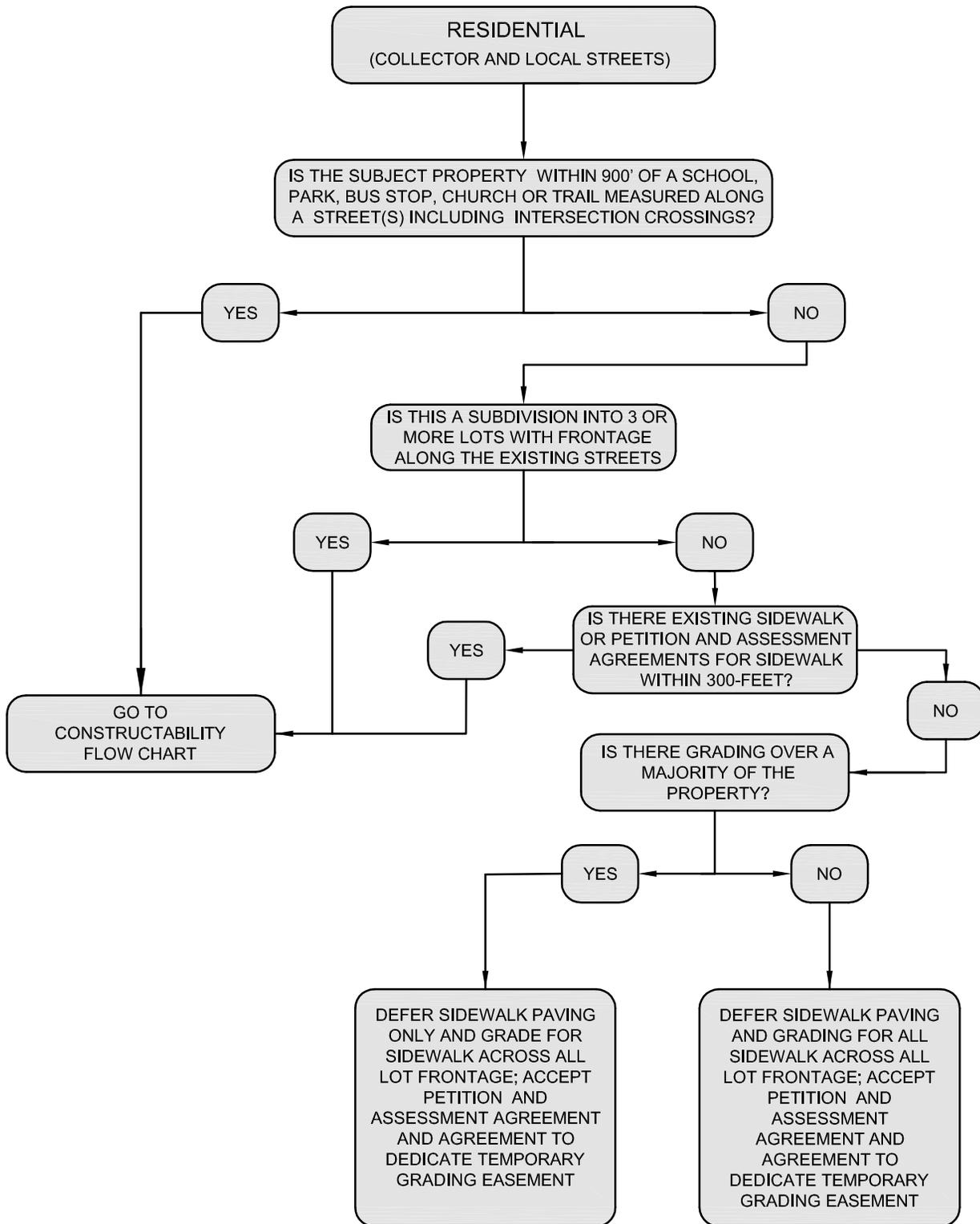
EXISTING STREETS



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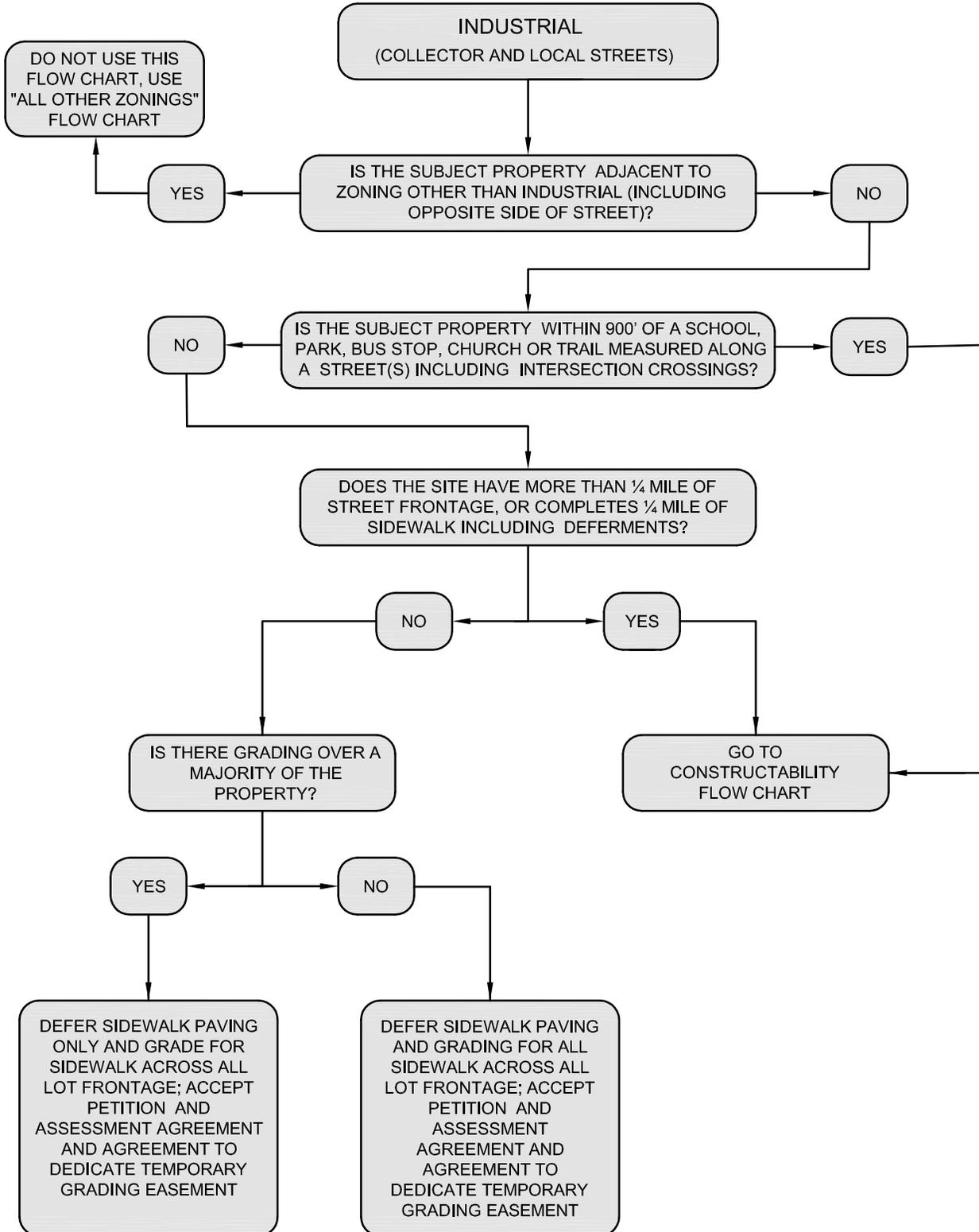
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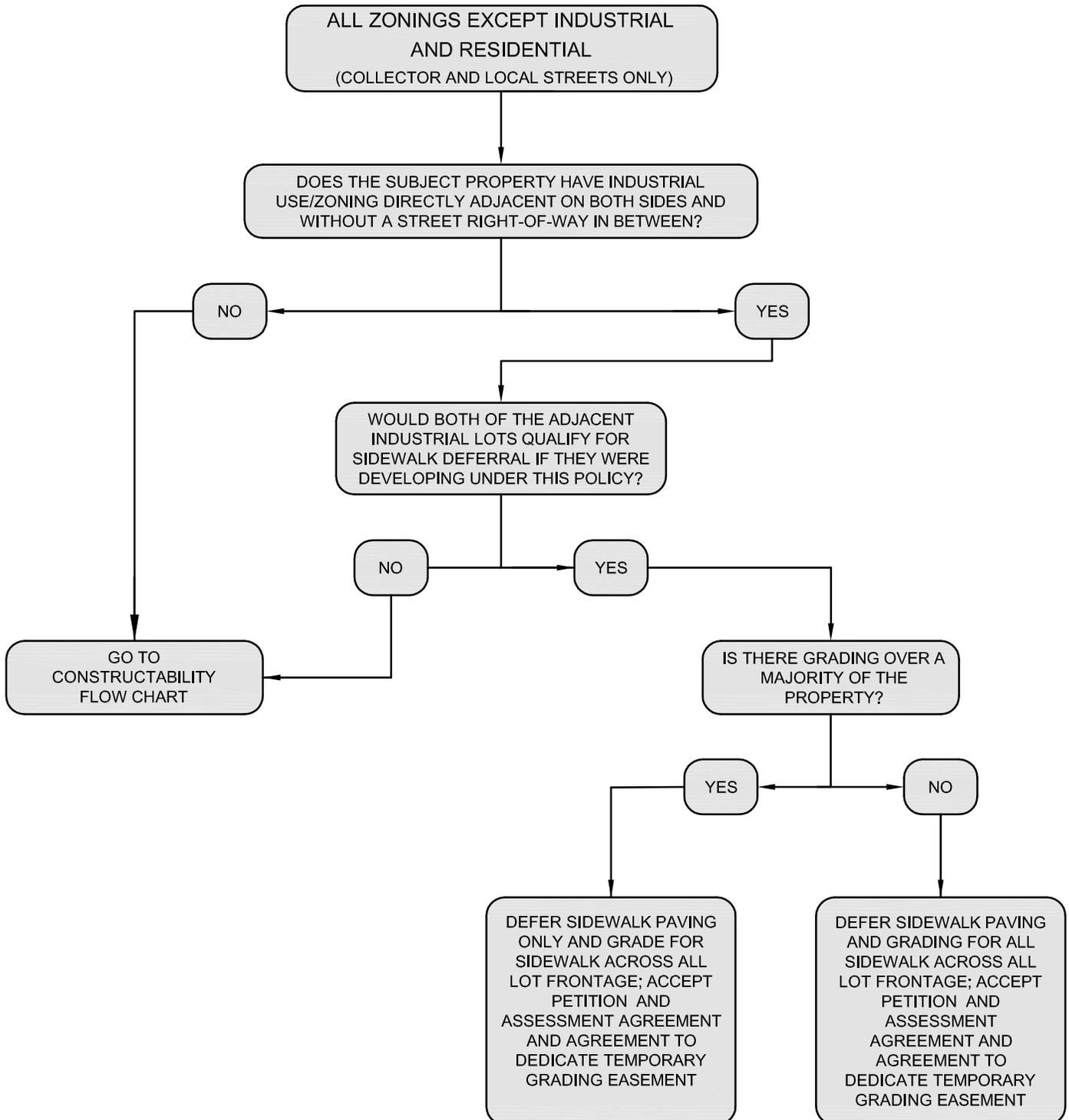
EXISTING STREETS



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SIDEWALK INSTALLATION POLICY – FLOW CHART

EXISTING STREETS



CITY OF CEDAR RAPIDS, IOWA

CONSTRUCTABILITY FLOW CHART

(USE ONLY WHEN REFERRED FROM OTHER FLOW CHART)

