

### PSPR25-0003 Farmin Flats Buildings 1 & 2 Now Downtown Church Street Multifamily)

- Request developer ensure full, well lit, pedestrian access to living units from front sidewalk. For Phase 1 specifically, consider pedestrian access from sidewalk not through the commercial area. Access needs to be and to feel safe day and night.
- Bike parking recommendations: add bike parking to building 1 similar to what is visible in building 2 site plans. Optimal bike parking would be inside the building, first floor, lockable to building, separate from trash space, and easily accessible with an outside entry and inside entry. Recommend offering 1 bike space in these parking areas per living unit (many people without cars have multiple bikes); and, furthermore, ensure that 1 in 5 spaces are extra wide to accommodate e-bikes. Encourage space for lockers or storage in bike parking areas, and wide enough doorway entry/access for ancillaries like panniers, baskets, and bike trailers.

### Brewery on North Boyer

- On city's website, 5th document posted is original "N Boyer Building Permit Review." This document has a full paragraph on "Sidewalks" (Page 3, section 5), which spells out Boyer sidewalk requirement and the previous PAC's recommendations for pedestrian access. Since this project seems to be continuing off 2008 approvals and plans, the Bike-Ped Committee would like to see this paragraph implemented and sidewalks built on west side of Boyer now that the project is resuming.

### PSPR24-0003 Boyer Meadows Industrial Park

- Recommend inclusion of bike parking in plans, as this site plan seems to have total parking capacity of more than 20 cars.

### PSPR24-0001 Milbrath Multi-Family *(currently in re-design process?)*

- Ensure robust buffer to bike path from shared driveway, with a paved walk/bike entry to/from the bike path from each unit and the driveway.
- It appears trash area is located adjacent to Dover public pathway. It needs to be moved or well-buffered.
- Need to show doorway connections to frontage street sidewalks -- each unit in building 3 only has driveway and pathway access. Make the latter access robust and direct.
- Sidewalk at south end of Florence connects directly to curb and looks to be a snow storage issue (which will turn into a bike path access issue in certain seasons). Redesign recommended. (Pp. 9, 10)
- Minimize driveway width on Florence for traffic calming.
- Add amber LED lights at intersections for better visibility, reduced glare, and Dark Sky compliance.

### GN Commerce Subdivision - 1266 Woodland Dr

- Require curb ramps in both directions at south side of corner of Woodland and new N/S road.
- Require curb ramps in both directions at two internal T intersections, with the ability to cross the N/S and E/W streets with ramps at the corner and across the street without a corner.
- Provide a minimum 6' wide pedestrian/bicycle connection to the new trunk roadway in the phase two subdivision between lots 6 and 7 in phase 1 and proposed lots 20-21 in phase two, or a nearby couplet.
- Require a 5' planting strip/snow storage between roadway and sidewalk.
- After construction on any lot, which will include driveway cut, ensure sidewalk still meets all city

standards and require repair if not.

- Require buildings have direct connections to sidewalks, not in driveways.
- Require bicycle parking at each building, convenient to main entrance (or inside for employees) not allowing parked bikes to intrude on pedestrian access.