

- A clearly marked threshold when entering or leaving the woonerf.
- Different paving materials and pavement elevation changes (elongated speed bumps) to clearly signal that automobile traffic proceeds at a very slow pace in the woonerf.
- Parking areas alternating with substantial planted areas and/or seating areas.
- Robust street furniture such as benches, planters with seating edges, bollards to delineate seating areas and lighting standards.
- These measures, complemented by canopy trees and imaginative landscaping, create a local street atmosphere that is conducive to pedestrian uses for residents and passers by.
- The detailed design and layout of each woonerf will be unique for each distinct section and will reflect the preferences and activities of the local residents and property owners.

Even though each woonerf is uniquely adapted to local preference and circumstance, they do share similar characteristics:

- lack of separated raised pavements
- a variety of surface treatments suited to a pedestrian environment
- use of trees, plantings and street furniture to define and screen parking
- use of bollards and street lighting to define space
- use of simple "gateways" at the entry points
- organic design that introduces uncertainty into the roadway
- low car speeds - 16 kph (10 mph)

These variable design features shall be submitted to staff for approval prior to granting a woonerf/living street waiver:

- (a) The maximum street width for two-way motorized traffic with parking on both sides shall be 28 feet.
- (b) The minimum street width for two-way traffic without parking shall be 16 feet. Eight foot wide "No Parking" pull-over bays must be placed every 50 feet.
- (c) All pedestrian crosswalks, including entrances to woonerf areas, shall be raised to the level of the connecting sidewalks.