

- b. The location of the Outdoor Dining Area is not located adjacent to a major street.
- c. The strict application of the required sidewalk width would result in denial of the application.

**3. Paving of Lawn Park Areas.** Paving of the lawn park area may be permitted when it meets the following standards:

- a. The paving has been approved by the Committee on Public Works.
- b. The paved lawn park area is conditioned upon removal and restoration of the lawn park area to prior conditions upon discontinuance of the Outdoor Dining Area.

**Q. Other Codes.** Permits issued hereunder are conditioned upon compliance with the Building, Health, Fire and Zoning Codes, and inspections, licenses, approvals and permits thereunder, which may be applicable.

**R. Penalty.** Any person, party, firm or corporation who violates any provision of this Ordinance shall, upon conviction, forfeit not more than Five Hundred (\$500.00) Dollars, plus the cost of prosecution. Each day of violation shall be deemed a separate offense.

## 5.05 CONSTRUCTION OF SIDEWALKS AND DRIVEWAY APPROACHES

### A. Specifications, Materials, Dimensions. (See §66.615 Wisconsin Statutes.)

- 1. Materials and construction methods used shall be as per specifications on file at the office of the Director of Public Works. Provisions of this Chapter will be enforced by the Director of Public Works.
- 2. Variances in line and grade due to trees and other obstructions, shall be approved by the Board of Public Works.

### B. License and Permit.

**1. License Required.** No person, party, firm or corporation shall construct, modify, destroy, remove or repair any sidewalk or driveway approach in a public right-of-way without first obtaining a license to do so from the Director of Public Works.

There shall be a fee for such license for the first year and an annual renewal fee thereafter. The Common Council will, from time to time, by Resolution, establish the Permit Fee. All fees shall be paid to the City Clerk and all licenses shall expire on the April 30th following the issuance thereof, unless renewed. Should any work be commenced prior to the issuance of a permit, the fee shall increase to five (5) times the amount of the fee established by the Common Council by Resolution.

An owner of property improved by a one-family home who resides therein or intends to reside therein in the future for a period of not less than one year may, in his/her own person, construct, modify, destroy, remove or repair a sidewalk or driveway approach in the public right-of-way abutting their property without such license but shall, nevertheless, be required to furnish an "owners' bond" as provided in **2.** below and obtain a permit as provided in **4.** and/or **5.** below.

**2. Bonds Required. Contractor's Bond.** Every person, party, firm or corporation engaged in the business of constructing, modifying, destroying, removing or repairing sidewalks or driveway approaches, before the issuance of the above license, shall give a surety bond to the City of Kenosha in the penal sum of Ten Thousand (\$10,000) Dollars, which bond shall guarantee that all work is performed in accordance with this and other Ordinances of the City of Kenosha and laws, rules and regulations of the State of Wisconsin and which will indemnify the City for any damage to or obstruction of its public right-of-way, including its sanitary and storm sewers and water mains.

**Owner's Bond.** Any person constructing, modifying, destroying, removing or repairing a sidewalk or driveway approach abutting their one-family home shall furnish a surety bond similar to the above, except that the bond shall be only in the penal sum of Two Thousand (\$2,000) Dollars. No bond is required when sidewalk work involves less than one hundred (100) square feet of area and when driveway approach work involves less than twenty (20) square feet of area.

**3. Insurance.** A condition of such license shall be the furnishing of a Certificate of Insurance, containing a provision that the Director of Public Works must be notified twenty (20) days in advance of the effective date of any termination or cancellation thereof, which Certificate shall indicate that there is, in full force and effect, a policy of public liability insurance and motor vehicle liability insurance for each motor vehicle used in conjunction with the licensed activity, issued by an insurance company licensed to do business in the State of Wisconsin, in the amount of Three Hundred Thousand (\$300,000) Dollars protecting against claims involving death, personal injury or property damage.

**4. Permit Required. Sidewalk.** No person, party, firm or corporation may construct, modify, destroy, remove or repair a particular sidewalk within the City, even though licensed to do so, without first receiving a Sidewalk Permit. A Sidewalk Permit shall be issued by the Director of Public Works to anyone having a license, bond and insurance as herein required for a new sidewalk, sidewalk repair or mudjacking, parkway walk and/or walk grade for building construction. The Common Council will, from time to time, by Resolution, establish the Permit Fees. Should any sidewalk work be commenced prior to the issuance of a permit, the fees shall increase to five (5) times the amount of the fee established by the Common Council by Resolution.

**5. Permit Required. Driveway Approach.** A permit to construct, modify, destroy or remove a driveway approach is also required pursuant to **§5.085** of the Code of General Ordinances.

**6. Revocation of License.** The Director of Public Works, following notice and an opportunity to be heard, may suspend or revoke any license or permit of any holder thereof who violates this or any other relevant City Ordinance or State law, rule, regulation or any order of the Director of Public Works.

**C. Public Sidewalks Required.**

**1. Definition.**

a. **"Building"** shall include any structure occupied or used for dwelling, industrial or commercial related purposes.

b. **"Rural Type Section"** shall mean a roadway with pavement and roadside ditch.

2. Every owner of property which is presently improved by a building shall construct public sidewalks at their own expense in the public right-of-way abutting said property. Such sidewalks shall meet the requirements of **§5.05 A.** above on petition of the property owner in cases where the public safety and welfare does not require strict compliance therewith. The Common Council, in its discretion, may modify the sidewalk construction specifications contained in **§5.05 A.** on petition of the property owner in cases where the public safety and welfare does not require strict compliance therewith. Any petition for modification granted by the Council pursuant to this Section shall, in no way, prohibit corrective orders relative to the width, placement and construction specifications of said sidewalk where the public safety and welfare shall require it.

3. Every property owner who shall hereafter improve their property with a building shall construct public sidewalks in the public right-of-way abutting said property immediately after the completion of construction of such building. Such sidewalks shall meet the requirements of **§5.05 A.** above. A Certificate of Occupancy shall not be granted to the owner or proposed occupier of a building within the City, and for which a Certificate of Occupancy was applied, unless a sidewalk shall have been installed or unless an agreement guaranteeing performance as evidenced by a performance bond, irrevocable letter of credit or escrow of money shall have been furnished to the City, and approved as to form by the City Attorney. Said guaranty agreement shall provide for the earliest feasible installation of a sidewalk with due consideration to seasonal weather conditions and to the general development of the area in, about and abutting the building for which a certificate of occupancy has been applied, as determined by the Director of Public Works or designee thereof.

4. In a rural type section every property owner who shall hereafter improve their property with a building shall be required to construct public sidewalks when the roadway is improved to an urban type section. In such event, the sidewalk shall be constructed at the time of installation of the new pavement, curb and gutter.

5. The Common Council may, in its discretion, at any time, order the construction of, repair of, or replacement of public sidewalks at the expense of the abutting property owner whether the property is improved by a building or not, when deemed necessary to serve the public safety or convenience.

6. Special assessments may be utilized to recover the cost of sidewalk construction, repair or replacement subject to the following procedure:

a. Written notice of the proposed construction, repair or replacement of a public sidewalk has been sent by 1st Class United States mail to the last recorded address of the abutting property owner or has been served upon the person of the abutting property owner.

b. The abutting property owner has been permitted the opportunity to be heard before the Board of Public Works on the necessity for the proposed construction, repair or replacement. The abutting property owner shall be given the opportunity to appear, with or without counsel, examine all written reports, call witnesses and submit written reports. The findings of the Board of Public Works shall be reduced to writing and submitted to the Common Council for approval.

c. The Common Council must approve the necessity for the proposed construction, repair or replacement of public sidewalks by Resolution after giving the abutting property owner and the public the opportunity to be heard, and after reviewing the report of the Board of Public Works.

d. The Common Council must approve, by Resolution, the amount of special assessment to be imposed upon the benefited property after the final determination of charges has been made. Appeal from this final determination shall be pursuant to the procedures outlined in §66.60 (12), Wisconsin Statutes.

**7. Sidewalks shall not be required:**

a. Within the City of Kenosha Industrial Park.

b. Within Industrial Parks of over twenty (20) acres upon application for an exception to the Common Council and approval thereof, when and for so long as not deemed necessary.

c. Within the Planned Development Overlay-PDO-District, as defined in §3.22 of the City of Kenosha Zoning Ordinance, upon application for an exception to the Common Council and approval thereof.

d. In the public right-of-way of property owned by the City of Kenosha. Exceptions in **Subsections b. and c.** may be granted for all or part of the area sought to be excepted. Exceptions may be denied where a public sidewalk is deemed necessary to serve the public safety and convenience.

**8. Sidewalk Requirement-Deferral.** No property owner shall have the sidewalk requirement of this Ordinance deferred unless it is recommended by the Board of Public Works and approved by the Common Council, and then only pursuant to the following criteria:

a. On boundary streets with an adjoining town or village, where the City limits are so irregular as to make it impractical to require the property owner within the City to have sidewalks constructed until the property abutting and remaining in the town or village shall have sidewalks constructed thereon.

b. On property zoned "Business (B-2)" which abuts a major State trunk highway.

**5.051 LAWN PARK AREAS**

**A. Definitions**

1. **Lawn Park** shall mean the area between the public sidewalk and the curblin of the street. Where there is no sidewalk, Lawn Park shall mean the area between the property line and the curblin of the street.

2. **Sidewalk** shall mean the area within a street or highway right-of-way used or reserved for pedestrian traffic.

3. **Improve** shall mean to plant with grass suitable for local growing conditions; to plant with trees subject to species and spacing recommended by the City Forester; or to plant with other plantings which are approved by the City Forester as to suitability, species and spacing. In approving other plantings, the City Forester shall consider vision clearance, maintenance and compatibility with the site and the neighborhood.

4. **Maintain** shall mean:

a. free from debris.

b. decorative stone, bark or mulch to be contained so as not to scatter on sidewalk or street.

c. grass, trees and plantings to be in a healthy condition and trimmed so as not to constitute a public or private nuisance.

d. grass not to exceed eight (8") inches in height.

e. area to be made as safe as its nature will reasonably permit.

f. area to be kept in compliance with the Ordinances which regulate exterior maintenance of abutting premises.

**B. Purpose.** The purpose of this Ordinance is to encourage a natural and aesthetically pleasing

requiring two-way traffic because of space layout, the drive aisle shall be either eighteen (18') feet in width or that which is called for in **Tables 1** and **2**, whichever is greater.

5. The location of parking spaces, direction of traffic and notation of two- way and one-way traffic shall be clearly marked in a highly visible manner.

6. Driveway entrances and exits shall be in accordance with the requirements of **Tables 1** and **2** and shall be at the location specified in a Driveway Approach Permit.

7. Surface water must not be permitted to drain upon any abutting property without the written consent of such landowner.

8. The surface of the Parking Facility shall be permanently improved with Portland Cement concrete, paving brick or with bituminous concrete pavement and must be maintained in a dust free condition to the extent possible.

9. No parking space shall extend closer than two (2') feet to any abutting property line or to the line of any right-of-way and a substantial and permanent bumper shall be placed so as to separate motor vehicles from abutting property lines or from the line of any street right-of-way so as to prevent the motor vehicle from crossing said lines.

10. No parking stall shall be located so as to require a vehicle, upon exiting, to back into any public right-of-way, except alleys may be used for ingress and egress into the Parking Facility provided the setbacks as established in **Tables 1** and **2** are complied with.

11. The internal traffic circulation of a Parking Facility shall be such that vehicles are not required to back up, except for exiting a parking stall.

12. Illumination of a Parking Facility shall be such as not to cast light rays directly onto any public right-of-way or adjacent property. Illumination shall be in accordance with specifications on file in the Office of the City Department of Public Works.

13. Conformance with specifications therefor on file in the Office of the City Department of Public Works.

14. Any other design requirement imposed by the Director of Public Works.

**(See Appendix - Table 1)**

**(See Appendix - Table 2)**

**D. Penalty.** Any person, party, firm or corporation who shall violate this Ordinance, shall upon conviction thereof, forfeit not more than Five Hundred (\$500) Dollars, plus the cost of prosecution. If such forfeiture and costs are not promptly paid, the violator shall be imprisoned in the County Jail for a period not to exceed ten (10) days. Each day of violation shall be a separate offense.

### **5.085 DRIVEWAY APPROACHES**

**A. Definitions.** For purposes of this Ordinance, the following words shall have the meaning thereafter provided:

1. **Class I Driveway Approach** shall mean a driveway approach which serves a Type "A" site or a single parcel of property located in a residential zoning district or business zoning district which is used for residential purposes.

2. **Class II Driveway Approach** shall mean a driveway approach which serves property located in a business zoning district or in an institutional park zoning district which is not used primarily for residential purposes.

3. **Class III Driveway Approach** shall mean a driveway approach which serves business or manufacturing property and which is primarily used by buses or semi-trailer trucks.

4. **Curb Cut** shall mean that section of concrete curb removed to permit the entrance and exit of vehicles from adjacent property and shall be measured at the entrance width plus the allowable flare.

5. **Director of Public Works** shall include designees thereof.

6. **Driveway** shall mean every way or area in private ownership used for vehicular travel back of the street right-of-way line.

7. **Driveway Approach** shall mean an area within a public right-of-way which is improved for motor vehicle traffic and which connects a private road or driveway to a portion of a public right-of-way which is improved for motor vehicle traffic.

8. **Entrance** shall mean the point at which a driveway abuts the driveway approach.

9. **Flare** shall mean the portion of a driveway approach which is wider at the street curb line than at the entrance.

10. **Intersection Turning Area** shall mean the part of the street intersection included between the radius line used to connect the curb lines and the intersection of the curb lines, if extended.

11. **Type "A" Site** shall mean property in a residential zoning district containing a single residential structure of one or two dwelling units having fewer than five (5) off-street parking spaces.

12. **Type "B" Site** shall mean all property, whether one or more contiguous lots or parts of lots, which does not meet the definition of a Type "A" site.

#### **B. Driveway Approach Permits.**

1. **Permit Requirement.** No person, party, firm or corporation may construct, modify, destroy or remove a driveway approach within the City or cut into any curb within the City for the purpose of constructing a driveway approach, without first having obtained a Driveway Approach Permit from the Director of Public Works. A Driveway Approach Permit shall only authorize such work to be done at a specified location, during a specified period of time, and it shall not be a substitute for a license under **§5.05 B.**, Ordinances, where one is required.

2. **Permit Application.** Applications for a Driveway Approach Permit shall be made on City authorized forms and filed with the Director of Public Works. Application forms shall be signed by the owner(s) of the land to be served by a driveway approach. Where land was sold under a land contract, only the buyer need sign the application form. Attached to an application form for a Class II or Class III Driveway Approach Permit shall be a plan on a single sheet of paper drawn to a scale of one (1") inch equals twenty (20') feet, indicating the proposed driveway approach, including the flare thereof, any existing driveway approach, the property lines of applicant's property and any building or structures thereon, any private designated traffic lanes on applicant's property with markings showing the direction of traffic flow, the width of the abutting public right-of-way and the width of any portion thereof reserved for motor vehicle traffic, the location of any intersecting streets or alleys within three hundred (300') feet of the driveway approach, the location of driveway approaches on abutting property, the surface treatment of the driveway approach, the rate of slope or grade of the driveway approach, the location of utility poles, fire hydrants, trees and other structures or obstructions within the portion of the public right-of-way abutting applicant's property which is not used or to be used for motor vehicle traffic.

3. **Permit Fee.** The Common Council will, from time to time, by Resolution, establish the Permit Fees for new Driveway Approaches and the repair or widening of existing Driveway Approaches, which shall be payable upon application and nonrefundable. Should any such work be commenced prior to the issuance of a permit, the fee shall increase to five (5) times the amount of the fee established by the Common Council by Resolution.

4. **Permit Duration.** Permits granted shall be in effect for six (6) months, during which time all proposed work must be completed. A three (3) month extension of said time may be procured for good cause if an application for an extension therefor is applied for before the original permit expires.

#### **C. Permit Conditions and Criteria.**

1. Discontinued driveway approaches must be removed and curb and gutter installed in place thereof.

2. A driveway approach serving a Type "B" site will be approved only if the driveway approach can be used as such without motor vehicles being necessitated to be backed into any arterial or collector street.

3. The Director of Public Works must be notified of the completion of the construction of any driveway approach within two (2) working days thereafter, for the purpose of the inspection thereof.

4. The number of driveway approaches shall be limited as follows:

**CODE OF GENERAL ORDINANCES, 2015 - KENOSHA, WISCONSIN**

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a. A maximum of two (2) driveway approaches shall be permitted to a Type "A" site.

b. A maximum of two (2) driveway approaches from each of any one or two abutting streets shall be permitted to a Type "B" site or to a Type "A" site where more than two (2) separate buildings containing dwelling units are located on the same site.

c. However, the Director of Public Works may, when there is no adverse effect upon traffic on abutting streets as determined by the Traffic Engineer, authorize additional driveway approaches, subject to the following guidelines:

(1) One (1) additional driveway approach along a continuous site frontage in excess of six hundred (600) feet or two (2) additional driveway approaches along a continuous site frontage in excess of twelve hundred (1,200) feet.

(2) One (1) additional driveway approach from each of not more than two (2) abutting streets where continuous frontage is less than six hundred (600) feet; provided that such additional approach(es) be used exclusively as a service drive for the purpose of loading or unloading materials or merchandise, and which drive is physically separate from other off street vehicle facilities and not available to customers thereof through the use of a six (6") inch high raised rolled asphalt, or poured in place concrete, curb or a guardrail erected eighteen (18) inches in height to the center measured from the paved parking surface.

(3) One (1) or two (2) driveway approaches per additional abutting streets.

5. The location of driveway approaches shall be subject to the following:

a. No entrance shall be closer than fifteen (15') feet to the right-of-way line of an intersecting street, provided that no part of any driveway approach shall encroach on any intersection turning area (curb radius). Alleys shall be exempt from this provision and may be defined as "approaches," provided that the total maximum dimensions shall not exceed those permitted for other "approaches" in the same class. Where the alley is not included, the entrance must be a minimum of five (5') feet from the nearest boundary line of the alley.

b. No entrance shall be closer than one-half (1/2) foot to an abutting property line. This requirement shall not apply when adjacent property owners sign a joint application for a Driveway Approach Permit to service abutting driveways.

c. Any two (2) entrances to the same lot shall be at least ten (10') feet apart.

d. All driveway approaches shall be so located as to provide adequate sight distance in both directions along the street for safe access to the street without interfering with vehicular and pedestrian traffic on the street or sidewalk.

6. The maximum and minimum specifications for driveway approaches shall be as follows:

**a. Class I**

Maximum permitted width of entrance .....	20 feet
Minimum permitted width of entrance.....	8 feet
Maximum permitted curb cut .....	25 feet
Minimum permitted curb cut .....	13 feet
Maximum flare. ....	25 feet

**b. Class II\***

Maximum permitted width of entrance.....	30 feet
Minimum permitted width of entrance.....	18 feet
Or two entrances of 10 feet minimum under one-way operation.	
Maximum permitted curb cut .....	40 feet
Minimum permitted curb cut .....	28 feet
Maximum flare. ....	5 feet

**c. Class III**

Maximum permitted width of entrance.....	40 feet
Minimum permitted width of entrance.....	35 feet
Maximum permitted curb cut .....	70 feet
Minimum permitted curb cut .....	65 feet
Maximum flare. ....	15 feet

\*Minimum permitted entrance width is ten (10) feet when serving twelve (12) or fewer vehicle parking spaces at a multiple-dwelling unit facility.

7. An application for a Class III driveway approach may be approved only if plans are submitted by the applicant showing that the requested driveway approach will be used nearly exclusively by semitrailers and/or buses serving the site, and that other driveway approaches intended for the exclusive use by smaller vehicles will not be used by semi-trailers and/or buses, and, further, that the use of the property is for business, industrial or manufacturing purposes.

8. The following special design features may be permitted at high-volume driveway approaches, if approved by the Director of Engineering Services/City Engineer and City Traffic Engineer:

a. One (1) or more driveway approaches may be replaced by a street-type entrance. The cost of additional drainage structures necessitated by such entrance(s) shall be borne by the permittee.

b. One (1) or more driveways to a major traffic generator may be replaced with special geometrically designed approaches and entrances where such generated traffic volumes and turning movements are in such numbers as to significantly reduce the capacity of the adjacent street and/or pose a hazard to through traffic on the adjacent street. These special geometrically designed approaches and entrances include, but are not limited to, speed change lanes, median crossovers, traffic islands and special driveway approach design treatments. The owner of the traffic generator shall be financially responsible for the cost of the special geometrically designed approaches, street lighting, traffic signals, and conduit necessitated at such approaches and entrances.

c. Right-of-way areas adjacent to driveway approaches shall be left undisturbed. A drawing accompanying the application shall show exactly how encroachment on such adjacent areas is to be prevented. If encroachment develops a need for additional protection, it shall be provided promptly by the permittee.

9. Permittee shall have the obligation to maintain any driveway approach constructed and shall assume all liability arising out of the construction and maintenance thereof and shall indemnify and hold harmless the City and its officers, employees and agents from and against any liability, loss, damages, claims, judgments, court costs or attorneys fees which they may sustain or incur should any person or party suffer or sustain death, personal injury, or property damage therefrom.

10. The construction of the driveway approach shall not interfere with or obstruct any public right-of-way without a Street Encroachment Permit first having been obtained to do so as provided by Ordinance.

11. All work done relative to any driveway approach shall be at permittee's expense.

12. The permit may specify drainage requirements.

13. Driveway approaches must be paved, prior to use or occupancy of the property served, in accordance with specifications therefor on file in the Office of the City Department of Public Works. If the abutting portion of the right-of-way reserved for use by motor vehicles is not permanently improved, then this requirement is deferred until such time as such permanent improvements are completed.

14. The permit may be conditioned upon the Permittee, at his expense, placing conduit for traffic control or street lights under the driveway approach, pursuant to the specifications on file in the Office of the City Department of Public Works.

15. Driveway approaches shall be a sufficient distance from a controlled intersection so that the use thereof will not interfere with vehicular traffic within or approaching such intersection. Driveway approaches for parking facilities where large volumes of traffic enter or exit at one time shall be a minimum distance of one hundred twenty-five (125) feet from the crosswalk of any intersection.

16. No driveway approach for a Type "B" site shall be located within the right-of-way lines extended at the top of a "T-Intersection".

17. No driveway approach shall be located at the terminal end of a marked or unmarked crosswalk.

**D. Denial of Application.** An application for a Driveway Approach Permit may be denied where street access is prohibited to and from a parcel of land through a Subdivision Plat, Certified Survey Map, Condominium Plat, Development Agreement, Master Plan or deed restriction.

**E. Special Assessments Where Street Access Denied.** Where all access to and from a parcel of land is denied or prohibited to a certain street ("street" includes highway), the property abutting such street shall not be specially assessed for street grading and paving due to lack of benefit. Notwithstanding the above, sidewalk special assessments are permitted. Sanitary sewer, storm sewer and water services are not governed by this Section.

The Director of Public Works shall keep a record of the amount of the special assessment which would have been levied against the abutting property had the property benefitted from the street by having access thereto.

Should the property later obtain street access, a Driveway Approach Permit shall be conditioned upon payment of the amount of the unlevied special assessment.

**F. Penalties.** Any person, party, firm or corporation, who violates any provision of this Ordinance shall be subject to, upon conviction, a maximum forfeiture of Five Hundred (\$500) Dollars, plus the costs of prosecution. If such forfeiture and costs are not promptly paid, the violator shall be imprisoned in the County Jail for a period not to exceed ten (10) days. Each day of violation shall be deemed a separate offense.

## 5.09 INSTALLATION OF MODERN (ORNAMENTAL) LIGHTING

### A. Definitions.

**1. Modern Lighting.** As designated by the City of Kenosha, is synonymous with Ornamental Lighting, as designated by the Wisconsin Electric Power Company.

**2. Luminaires.** Are the light producing elements.

**3. Brackets.** Are the fixtures mounted on the poles for the suspension of the luminaires.

**4. Lighting District** is a thoroughfare or a group of thoroughfares to be lighted.

**B. Categories.** The modern lighting requirements of the City of Kenosha are to be divided into four categories:

1. Thoroughfares through F Commercial areas.
2. Main thoroughfares for the rapid movement of traffic.
3. Newly widened or repaved main thoroughfares
4. Lighting districts as established under **§5.09 F.** shall include other streets, areas, sections, or districts of the City of Kenosha not included in **1.**, **2.** and **3.** above.

**C. Thoroughfares running through F Commercial areas** are designated as the following lighting districts:

**1. Lighting District Number One (1):**

- 6th Avenue from 55th to 59th Street.
- 6th Avenue "A" from 59th Street to 59th Place.
- 7th Avenue from 55th Street to 59th Place.
- 56th Street from 5th Avenue to 8th Avenue.
- 55th Street from 5th Avenue to 8th Avenue.
- 57th Street from 5th Avenue to 8th Avenue.
- 58th Street from 5th Avenue to 8th Avenue.
- 59th Street from 5th Avenue to 8th Avenue.
- 8th Avenue from 52nd Street to 59th Street.
- 5th Avenue from 55th Street to 59th Street.

**2. Lighting District Number Two (2):**

- 22nd Avenue from 60th Street to Roosevelt Road.
- 63rd Street from between 23rd and 24th Avenues to 20th Avenue.
- Roosevelt Road from between 23rd and 24th Avenues to 20th Avenue.

**3. Lighting District Number Three (3):**

- 55th Street from 8th Avenue to Sheridan Road.
- 56th Street from 8th Avenue to Sheridan Road.