

STREETS

CHAPTER 170 – ARTICLE IV – SECTION 27 SIGNIFICANT CODE IMPROVEMENTS

- Intents:
 - Minimize speed limits, street lengths, and street widths
 - Maximize tree and vegetation planting, social interaction, and interconnection with adjacent streets and neighborhoods
 - Address on-street parking specific to the subdivision plan while minimizing street widths
 - Promote and encourage the increased use of pedestrian and bicycle movement
- Standards:
 - No residential, secondary, or main thoroughfare streets shall be designed for passing
 - Interconnection to existing residential, commercial and/or industrial areas will require average daily traffic calculations from the Developer and utilized in coordination with the City Engineer to determine the need for traffic calming measures.
 - Interconnection encouraged – cul-de-sacs and T-turnarounds discouraged
 - Turning loop (with large diameter center islands) added to standards
 - Street width standards depending upon density of development – less than 4 units/acre = 20' wide streets – greater than 4 units/acres = 26' wide
 - 20' wide street require no-parking on one (1) side of the street
 - 8' wide planting areas and 5' wide sidewalks required on both sides of streets
 - Residential streets = 20 miles per hour standard
 - Permeable pavement standards added along with traditional pavement standards – will require preliminary permeability testing of underlying soils
- Guidelines:
 - Encourage consideration of transit services, EV charging stations, and pull-over space for shared vehicles

