ARTICLE 13

STREETS

13.1 General

Streets should be designed to suit their functions. Many streets, especially local ones, have purposes other than vehicular traffic. As an alternative to current N.C. Department of Transportation road standards, the following street standards are provided for non-state maintained streets within the Town of Marshville and for streets within the Extraterritorial Zoning Jurisdiction that will be maintained by the Town upon annexation. Streets built to the standards identified in this section are eligible for Town maintenance.

Streets in Marshville should be inviting public space and integral components of community design. A hierarchical street network should accommodate a variety of uses, including bicycle, pedestrian, motor-vehicle and transit routes. All streets should connect to help create a comprehensive network that enables the free movement of automobiles, bicyclists, and pedestrians. In order for this street network to be safe for motorists and pedestrians, design elements must consistently be applied to calm automobile traffic.

Where discrepancies occur between the text of this Ordinance and the Town of Marshville Technical Standards and Specifications Manual, the Technical Standards and Specifications Manual shall prevail.

13.2 Street Standards

Streets in the Town of Marshville shall:

13.2-1 Interconnect. Interconnect within a development and with adjoining development. Cul-de-sacs shall be allowed only where topographical and/or lot line configurations offer no practical alternatives for connections or through traffic. The location of streets as shown in the *Town Plan* shall govern connectivity designs. Street stubs shall be provided within developments adjacent to open land to provide for future connections except where environmentally sensitive areas such as wetlands, creeks, steep slopes and conservation areas are vulnerable to harmful impacts by the extension of the street.

13.2-2 Pedestrian Scaled. Be designed as the most prevalent public space of the Town and, thus, scaled to the pedestrian.

13.2-3 Bordered by Sidewalks. Be bordered by sidewalks with a minimum width of five (5) feet on both sides, with the exception of rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways. Sidewalks are not permitted in the

Agricultural District (AG) to protect water quality, except as provided in Section 13.6-1. Sidewalks may be located in the street right-of-way, on private or public property, or in common areas. All sidewalks not located within the public right-of-way shall have a public access easement permitting public use of the sidewalk.

13.2-4 Street Trees. Be lined with street trees located on both sides, with the exception of rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways. Street trees along streets shall be located in a planting strip as per the standards set forth in Subsection 11.6-3 and the Town of MarshvilleTechnical Standards and Specifications Manual.

13.2-5 Public Streets. Streets shall be public. Private streets are permitted on a limited basis only in accordance with standards set forth in Subsection 2.2(C) of this Ordinance and when constructed in accordance with the standards set forth in the Town of Marshville Standards and Specifications Manual. Alleys will be classified as public or private depending on function, according to the street acceptance policy.

13.2-6 Focus for Buildings. All principal buildings should front on public streets as dictated by the lot and building type standards of Article 9

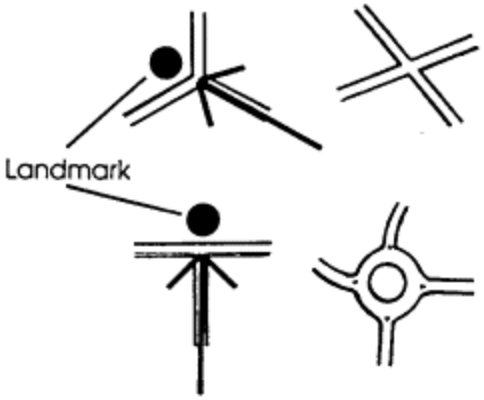
13.2-7 Street Lights. Be illuminated by street lights located on at least one side and at all intersections, with exception of rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways. Street lights along streets shall be located in a planting strip as per standards set forth in the Town of MarshvilleTechnical Standards and Specifications Manual. Maximum spacing of street light fixtures shall be 120 linear feet measured along the street centerline. The maximum height of street light fixtures shall be 14 feet in residential areas. Street light fixtures shall not produce direct light into adjacent properties at a height above 6 vertical feet at the building setback line of residential districts. Street lights within mixed use districts shall not produce a direct light into adjacent properties at a height above 16 vertical feet at the building setback line. Street lights within non-residential districts shall not produce a direct light into adjacent residential properties at a height above 6 vertical feet at the property line. Residential streets shall utilize the Open Traditional design on a 12’ black finished type “A” fiberglass pole.

13.3 Intersections

Segments of straight streets should be interrupted by intersections designed to:

13.3-1 Reduce Speed. Disperse traffic flow and reduce speeds, thereby eliminating the creation of de facto collector streets with high speed, high volume traffic; and

13.3-2 Terminate Vistas. Terminate vistas with a landmark such as a significant natural feature, a building, a small park, or other public space.



Other traffic calming measures such as neck-downs, chicanes, mid-block diverters, intersection diverters, curb bulbs, serial hill crests, and related devices will be considered on a case by case basis, based on safety and appropriateness in the proposed location.

13.4 Blocks

Street blocks defined by public streets are the fundamental design elements of traditional neighborhoods. The location of streets as shown in the *Town Plan* shall govern block size design. In urban conditions, any dimension of a block may range from 250 to 500 linear feet between cross streets. In major subdivisions the dimension of blocks may not exceed 800 linear feet between cross streets. Within subdivisions with average lots exceeding one acre in size, the blocks may be up to 1500 feet. The block pattern should continue to establish the development pattern at the project edge. Where a longer block will reduce the number of railroad grade crossings, major stream crossings, or where longer blocks will result in an arrangement of street connections, lots and public space more consistent with this Article and Article 11 of this ordinance, the Technical Review Committee may authorize greater block lengths at the time of subdivision preliminary plat review and approval.

13.5 Street Plan

The layout of streets should provide structure to the neighborhoods. The location of streets as shown in the *Town Plan* shall govern the location of street design. The formality of the street plan will vary depending upon site conditions and topography. Unique site conditions should be used to create special neighborhood qualities. The street plan for new developments should reflect the character of the Town of Marshville and comply with the standards set forth in section 13.2 above.

13.6 Street Design

Designs should permit comfortable use of the street by motorists, pedestrians, and

bicyclists. The location of streets as shown in the *Town Plan* shall govern the level of service and design of streets. Pavement widths, design speeds, and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building types as shown in Article 9 which have frontage and the relationship of the street to the overall Town street network. The following specifications apply to street design:

13.6-1 Street trees and sidewalks are required on both sides of public streets except rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways except that sidewalks on one side of the road directly abutting residential lots of less than 1.2 acres may be permitted in the Agricultural District (AG) to protect water quality. The street tree planting strip shall be a minimum of 8' in width and sidewalks shall be a minimum of 5'-0" in width unless otherwise provided. On commercial streets, sidewalks should be a minimum of 6'-0" in width. A 12'minimum width sidewalk with tree grates or cut-outs is required on Main and Unionstreet segments illustratedby the *Town Plan* in the Main Street District (MS). Generally, canopy trees shall be planted at a spacing not to exceed 40' on center. Where overhead utility lines preclude the use of canopy trees, small maturing trees may be substituted, planted 30' on center.

13.6-2 On-street parking is recommended where building type and use will generate regular parking use. Occasional on-street parking can be accommodated without additional pavement width. For streets that serve workplace and storefront buildings, on-street parking lane(s) are required and should be marked as such. An on-street parking lane on at least one side of the street is recommended on streets serving attached houses and detached houses with lots 60' or less in width. On-street parking must also be provided on specific street segments as shown in the *Town Plan* and on one side of any street adjacent to a square, park or other Urban Open Space. Parallel on-street parking width is 7' - 8' except as shown in street segment cross-sections specific to certain street segments shown within the *Town Plan*. On-street parking should be parallel; angled parking is only permitted as an intentional design element along the main street(s) of the retail centers.

13.6-3 Design speeds should not exceed 30 miles per hour on any neighborhood street. Only arterials and Town boulevards may exceed this design speed.

13.6-4 Traffic control plans showing signage and pavement markings shall be prepared in accordance with the guidance of the Manual on Uniform Traffic Control Devices. The developer is responsible for the initial installation of the devices or markings and the maintenance thereof until the public accepts the street for maintenance.

Design standards and specifications for Town streets are set forth in the Town of Marshville Technical Standards and Specifications Manual. The street specifications

in this manual may only be varied in accordance with the design principles set forth above and as approved by the Technical Review Committee during the site plan or subdivision plat review process.

13.6-5 Cul-de-sacs shall have a minimum 5’ pedestrian access easement, and should have paved pedestrian connections, where practicable to encourage pedestrian access connectivity. See additional cul-de-sac standards in Article 16.2-7, Street Design.