

15-03-09 Traditional Neighborhood Development

K. Streets and Pedestrian Ways

1. Streets. All accesses within a Traditional Neighborhood Development (TND) shall have connectivity with existing and future street patterns. A grid street pattern or modified grid pattern is required where practically possible. Cul-de-sac streets will not be approved unless it can be demonstrated that no other practical way exists to make connectivity. In order to uphold and enhance traditional neighborhood development principles, private streets are highly discouraged and gated communities are prohibited.

2. Widths. Street widths shall be determined during site plan review as may be recommended by the City Transportation Engineer and approved by the Planning Commission. In general, streets shall be designed to meet the level of travel and service, while incorporating principles of traffic calming and pedestrian compatibility, i.e. tree lined streets with pedestrian ways and linkages, decreasing the need for pavement width by spreading traffic through a grid or modified street hierarchy system.

3. Sidewalks and Walkways. The design of pedestrian ways may include a solitary meandering pathway or trail, or other possible designs as may be approved by the Planning Commission. Choice of appropriate pedestrian access will be made based upon the scale and type of the TND project being proposed. The standard nine foot cross-section (five foot parkstrip, four foot sidewalk) is a minimum, while a wider parkstrip and/or sidewalk may be required depending upon the desired effect.

4. Crosswalks. Extensive use of crosswalks shall be incorporated within the project, at intersections, within parking lots, or other needed pedestrian connections. Crosswalks shall be so configured to be a design feature of the development, i.e. heavy painted lines, pavers, edges, and other methods of emphasizing pedestrian use. Bulb-outs and other pedestrian design shall be used to shorten walking distances across open pavement. Medians shall be used in appropriate areas to encourage walking and to act as a 'refuge' for crossing pedestrians.