

ARTICLE IV

STREETS

401.00 STREET REQUIREMENTS

- 401.01 Single Family Dwellings: All single-family detached dwelling unit sites shall have frontage on existing city or state maintained public streets or streets approved and bonded to be constructed to a standard acceptable for addition to the city or state system. The amount of frontage shall be established in accordance with the appropriate regulations for the zoning district as set out in the Zoning Ordinance.
- 401.02 Direct Access to Arterial Roads: Residential, commercial, institution and industrial building sites or lots are to be designed so that the sites or lots will not have direct access to any arterial road unless deemed necessary by the Director, by reason of an unusual natural topographical or pre-existing condition, or unless the shape or size of the tract would preclude other methods of providing access.
- 401.03 Townhouses, Apartments, and Condominiums: Townhouses, apartments, and condominium developments must have access to the city or state maintained roads. This access may be via private streets provided that:
- A. All lot owners are assured perpetual right of access to the city or state-maintained road;
 - B. An automatic homeowners association is established and given the responsibility of ownership and perpetual maintenance of the private roadways. The homeowner's association documents shall be established and reviewed prior to Final Plan approval;
 - C. No private roadways carry in excess of seven hundred (700) vehicles per day;
 - D. Public agencies including police and fire departments are assured a suitable access easement to allow them to carry out their duties;
 - E. All permitted private roadways and parking areas in commercial, multi-family, townhouse, apartment, and condominium developments are designed and constructed in accordance with the appropriate

standards in this manual,

- F. No perpendicular parking shall be permitted on private streets carrying in excess of four hundred and twenty (420) vehicles per day.

- 401.04 Construction of Streets to Property Line: All streets shall be constructed to the property line if eligible to be accepted into the city or state system. If the developer is unable to obtain off-site easements necessary to construct streets to the property line, it is permissible to stop the street construction a distance from the boundary line, dedicate the undeveloped street and provide an escrow agreement for future completion of the street to the boundary line. In these cases it may also necessary to obtain off-site grading easements for future completion of the street when the off-site area is developed. All construction of the private streets, parking bays, common sidewalks and associated drainage facilities shall be included in the completion bond for the project.
- 401.05 Access to Adjoining Property: Streets shall be provided to give access to adjoining acreage to the satisfaction of the Director. Also, streets shall be provided to connect with appropriate highways and with appropriate streets in adjoining subdivisions. All right-of-way shall conform to the standards as set forth in this manual.
- 401.06 Subdivision Blocks: Subdivision blocks should be spaced so as to provide traffic circulation within and between existing or anticipated subdivisions.
- 401.07 Construction in Accordance with Standards: All streets shall be constructed and surfaced in accordance with the standards set forth in this Manual as well as the requirements of the latest edition of VDOT subdivision street requirements. Where conflicts might exist, the more stringent case shall apply.
- 401.08 Frontage Improvements: When a subdivision abuts one side of any street which has been included in the city or state system of highways and will add substantial traffic to this facility, the subdivider shall, to the extent commensurate with the additional traffic generated, be required to dedicate one-half of the proposed right-of-way or more if necessary to improve the horizontal alignment or meet the minimum design standards for that street. Also, the subdivider may be required to be responsible for such

grading, widening or surfacing, curbing, drainage and provision of sidewalk along such street as may be deemed necessary by the City or Virginia Department of Transportation (VDOT) to meet minimum safety and/or design standards.

401.09 Frontage on Major Arterials: Whenever a subdivision abuts a road which is included in the state system of primary highways, a service drive extending for the full length of the subdivision along such road, and providing limited access thereto, shall be provided except when both of the following conditions are met:

- A. A reverse frontage concept is utilized such that no lot has direct ingress or egress to the arterial or primary highway;
- B. Sufficient setback is provided to permit the ultimate section of the arterial to be constructed; Service drive construction shall conform to the standards as set forth in this Manual.

401.10 Connections to Divided Highways: Subdivision street connections made to existing or future divided highways shall whenever possible be located at existing crossovers or approved locations that meet all design criteria for crossover locations.

401.11 Reverse Frontage: It is the intent of this Manual to provide access to individual residential lots only from local and collector classifications of streets. The Director shall require a reverse frontage or service drive concept for streets which (1) carry in excess of five thousand, five hundred (5,500) vehicles per day and are categorized as thoroughfare or arterial highways; or (2) for streets which the comprehensive plan or existing zoning regulations indicate will carry in excess of five thousand, five hundred (5,500) vehicles per day.

In the event that the Director finds that there will be in excess of three thousand (3,000) vehicles per day, he may require a traffic study and, where projections exceed 5,500 require a reverse frontage or service drive concept.

401.12 Curb, Gutter, and Sidewalk Requirements: Urban section streets including curb, gutter must be provided in all subdivisions. Sidewalks on each side of the street are required in residential areas. Sidewalks in non-residential areas are based on need as recommended by staff.

- 401.13 Standard Landings at Intersections: Wherever a minor street intersects a major street, construction of a standard landing will be required on the minor street.
- 401.14 Emergency Access Island: In any occupancy or use group that has vehicle parking in an area adjacent to the structure without separation from that structure by means of a fire lane, an emergency access space shall be installed at the main entrance to each structure or at locations as directed by the Fire Marshall to provide reasonable access to the facility.
- 401.15 Service and Emergency Vehicle Traffic: All through subdivision streets and cul-de-sacs shall be designed in such a manner to incorporate good traffic design providing ease of access for domestic service and emergency vehicular traffic. Excessively long blocks or cul-de-sacs are discouraged.
- 401.16 Street Intersection Spacing: Subdivision streets intersecting an existing or future street, not directly opposite another existing or future street, must have a minimum spacing of 200 feet between their centerlines.
- 401.17 Conformance with Comprehensive Plan: The arrangement, character, extent, grade and location of all streets shall conform to the Comprehensive Plan of the City.
- 401.18 Street Lighting:
- A. Street lighting, including related wiring and easements shall be provided in all new developments. Street lighting easements (may be included in Common Service Easements) shall be provided along the frontage of all lots in a residential development.
 - B. In residential developments, minimum requirements for street light locations include street intersections, permanent cul-de-sacs and all entrances to the development. Other lighting locations shall be coordinated with the City Engineer.
 - C. Street lights shall be provided at the entrances of commercial and industrial development where the entrance carries more than 400 vehicles per day.
 - D. All street lighting shall be installed, owned and maintained by the supplying utility company.

- E. The developer shall pay for the cost of installation.
- F. Bonding for the cost of installation shall be required.
- G. The street light plan shall be shown on the site plan or construction plans and coordinated with the City Engineer.
- H. Street light installation shall be in conformance with VDOT specifications. The style shall be approved by the City Engineer.

402.00 INFORMATION TO BE PROVIDED ON CONSTRUCTION PLANS

402.01 Curb-Cut Ramps:

- A. Policy on Ramps for the Handicapped.
 - 1. All residential developments shall provide standard curb-cut ramps located to conform to VDOT Standards or this Manual.
 - 2. In parking lots for commercial and industrial site plans, standard curb-cut ramps shall be located at the major crosswalks. Where site plan sidewalks are constructed at various vertical elevations, a curb cut ramp shall be installed at each entrance elevation.
 - 3. Churches, schools, and appropriate public facilities site plans shall provide standard curb-cut ramps as required by the Director.
 - 4. All ramps shall be designed in accordance with and Sections 315.00 and 615.00 of the Virginia Uniform Statewide Basic Building Code. VDOT Road and Bridge Specifications.
- B. Location of Ramps for the Handicapped.
 - 1. Indicate locations of curb-cut ramps for handicapped persons as specified by the VDOT standards.
 - 2. At entrances utilizing a CG-10A entrance, the sidewalk may be ramped down to the travelled way.
 - 3. A CG-9D commercial entrance may be utilized in lieu of the CG-10A entrance. This standard raises the entrance to the level of the sidewalk, and allows the passage of pedestrians