

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12' maximum for a minimum distance of 150'. Beyond the 150' the island may increase to a maximum width of 30'.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

7207 LOCAL STREETS

7207.1 General

The primary function of a local street is to serve adjacent property. Adjacent property will usually have unrestricted access to the street and ADT will typically be less than 2,000. Access to local streets is generally unrestricted, except near intersections.

7207.2 Development Requirements

7207.2.1 Adjacent or Internal Streets

The developer is responsible for improving all local street frontages adjacent to the development site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

All utility relocation costs associated with improving street frontages adjacent the site shall be borne by the developer.

The District requires dedication of additional right-of-way without compensation to provide the minimum requirements according to District standards.

7207.2.2 Required Improvements

1. Adjacent Streets (Existing or New)

Required improvements to an adjacent local street shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

2. Internal Streets (Existing or New)

Required improvements to an internal local street shall consist of a

complete street section with curb, gutter, and sidewalk (minimum 5-feet) on both sides of the roadway.

7207.2.3 Off-site Streets

Local Streets with less than 400 VTD (existing + proposed)

If the proposed development is not served by a public street with at least 24-feet of pavement then the developer shall pave the street or widen the existing pavement to provide 24-feet of pavement with 3-foot gravel shoulders from the site to a public street specified by the District.

Local Streets with 400 to 1,000 VTD (existing + proposed)

If the proposed development is not served by a public street with at least 30-feet of pavement, then the developer shall pave the street or widen the existing pavement to provide a minimum 24 to 30-feet of pavement as determined by the District, with 3-foot gravel shoulders from the site to a public street specified by the District.

Local Streets with greater than 1,000 VTD (existing + proposed)

If the proposed development is not served by a public street with a minimum of 30-feet of pavement, then the developer shall pave the street or widen the existing pavement to provide 30-feet of pavement with 3-foot gravel shoulders from the site to a public street specified by the District; OR shall provide 24-feet of pavement with 3-foot gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility from the site to a public street specified by the District.

All Local Streets

Alternatives to pavement widening include sidewalks, pathways, or other proposals such as passive traffic calming measures or mitigation through design elements, may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating site specific criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); number of pedestrians (existing and projected); location of pedestrian “attractors” and “generators” (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

7207.2.4 Continuation of Streets

1. Consideration for Future Development

The street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements as described in this sub-section.

The District will consider the following items when determining when to require a stub street:

- Property size and configuration of current application
- Property size and configuration of adjacent parcels
- Potential for redevelopment of adjacent parcels
- Location of vehicular and pedestrian attracting land use (i.e. schools, neighborhood commercial, etc.)
- Comprehensive Plan and Zoning designations
- Needs of the emergency service providers
- Location of existing stub streets
- Location of canals and necessary crossings
- Cost vs. benefit of requiring canal crossing
- Functional Classification of adjacent and nearby roadways (i.e. will requiring a stub street achieve the District's Access Management goals by reducing the potential need for additional connection to a classified roadway)
- The Master Street Map

Benefits of Connectivity and Stub Streets include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail, and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

2. Existing Adjacent Development

An existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities.

3. Stub Streets

Stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that "THIS ROADWAY WILL BE EXTENDED IN THE FUTURE."

In addition, a stub street must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water toward that intersection; unless an alternative storm drain system is approved by the District.

- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.
4. Temporary Dead End Streets
- The design and construction requirements for cul-de-sac streets shall apply to temporary dead end streets. The developer shall construct a temporary cul-de-sac. The temporary cul-de-sac shall be paved and shall meet the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

7207.3 Traffic Considerations

7207.3.1 Average Daily Traffic (ADT)

ADT on new and existing local streets should typically be less than 2,000. This ADT applies to both existing and new streets. For new streets that are stubbed to connect to adjacent land that is not fully developed, the allowable ADT for the new street will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and size of the adjacent undeveloped land. When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT.

In developed areas where streets already exceed 2,000 ADT or are close to exceeding 2,000 ADT, the Commission may grant approval to exceed the 2,000 ADT based on existing zoning of undeveloped properties or infill development. The Commission may also consider the need for additional roadway improvements or traffic calming to mitigate the additional traffic if necessary.

The ADTs listed above are desirable planning thresholds for local streets, not roadway capacities. Actual roadway capacities are much higher than the planning thresholds.

7207.3.2 Vehicle Access

Direct lot access to local streets from adjacent property is permissible.

7207.3.3 Maximum Traffic on One Access

If a proposed development only has one access to a public street that is a local street, or if it proposes to extend public streets from existing development with only one local street access to the public street system, the maximum forecast ADT to be allowed at any point on the local street access is 1,000 and is subject to fire department requirements for the provision of a secondary access. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum