

ARTICLE 13

STREETS

13.1 General

Streets shall be designed to suit their functions. Many streets have purposes other than vehicular traffic. As an alternative to current N.C. Department of Transportation (NCDOT) road standards, the following street standards are provided for non-state maintained streets within the Town of Stallings and for streets proposed to be maintained by the Town upon annexation. Streets built to the standards identified in this section are eligible for consideration by the Town Council for acceptance into Town maintenance.

Streets in Stallings are public spaces and integral components of community design. A hierarchical street network accommodates a variety of uses, including bicycle, pedestrian, motor-vehicle and transit routes. All streets shall connect to help create a comprehensive network that enables the efficient movement of automobiles, bicycles, and pedestrians. In order for this street network to be safe for motorists, bicyclists and pedestrians, design elements must consistently be applied to calm vehicular traffic throughout the Town.

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

13.2 Street and Associated Infrastructure Standards

Streets in the Town of Stallings shall:

- 13.2-1 Interconnect. Interconnect within a development and with adjoining development. Cul-de-sacs shall be allowed only where topographical configurations offer no practical alternatives for future connections or through traffic. The location of streets as may be shown in the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance, 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.

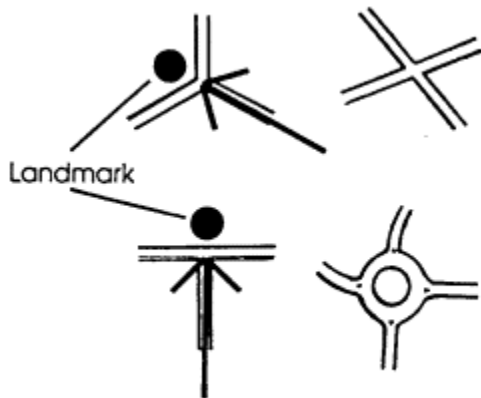
- 13.2-2 Pedestrian Scaled. Be designed as the most prevalent public space of the Town and, thus, scaled to the pedestrian harmonious with bicycles and motor vehicles.
- 13.2-3 Bordered by Sidewalks. Be bordered by sidewalks with a minimum width of five (5') feet on both sides of the street, with the exception of rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways. Sidewalks are not required in the Agricultural District (AG) to protect water quality, except as provided in Sub-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 Sub-section 11.6-3 and the Town of Stallings *Technical Standards & Specifications Manual*.
- 13.2-5 Public Streets. Be public. Private streets are permitted on a limited basis only in accordance with standards set forth in Sub section 2.2(C.) of this Ordinance and when constructed in accordance with the standards set forth in the Town of Stallings *Technical Standards & Specifications Manual*. Alleys will be classified as public or private depending on function, according to the street acceptance policy.
- 13.2-6 Orientation of Buildings. Provide access to principal buildings. The principal building shall front on public streets as specified by the lot and building type standards of Article 9 of this Ordinance.
- 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 Stallings *Technical Standards & Specifications Manual*. Maximum spacing of street light fixtures shall be one hundred and eighty (180') linear feet measured along the street centerline. The height of street light fixtures shall be fourteen (14') vertical feet in residential areas. Street light fixtures shall not produce direct light into adjacent properties at a height above four (4') 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 sixteen (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 six (6') vertical feet at the property line. Residential streets shall utilize the "Open Traditional" design on a black finished type "A" fiberglass pole as provided locally by Duke Energy or equivalent.

13.3 Intersections

Segments of straight streets shall 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 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 may be specified on a case-by-case basis, based on improving traffic safety and functional appropriateness in the proposed location.

13.4 Blocks

Street blocks defined by public streets are the fundamental design elements of neighborhoods. The location of streets as may be shown in the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance, shall govern block size design. Block size and configuration shall

be in accordance with the provisions of Sub-section 16.2-3(I.) of this Ordinance. 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 *Development Administrator* may approve greater block lengths.

13.5 Street Plan

The layout of streets should provide structure to the neighborhoods. The location of streets as may be shown in the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance, 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 shall reflect the character of the Town of Stallings and comply with the standards set forth in Section 13.2 above.

13.6 Street and Associated Infrastructure Design

Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. The location of streets as may be shown in the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance, 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 street network. The following specifications apply to street design:

- 13.6-1 Street Trees and Sidewalks. 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 for sidewalks on one side of the road directly abutting residential lots of less than one and two tenths (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 eight (8') feet in width and sidewalks shall be a minimum of five (5') feet in width unless otherwise provided. On commercial streets, sidewalks should be a minimum of six (6') feet in width. A fourteen (14') foot

minimum width sidewalk with tree grates or cut-outs is required on “Main Street” type street cross sections where buildings are constructed adjacent to the public right-of-way, or within locations specified to be developed in accordance with an Area Plan adopted by the Town Council. An eight (8) foot minimum width sidewalk with tree grates or cut-outs is required on the first fifty (50%) percent of side streets intersecting the “Main Street” segment described above, as illustrated by the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance in the Town Center (TC) District. Generally, canopy trees shall be planted at a spacing not to exceed fifty (50’) feet on center. Where overhead utility lines preclude the use of canopy trees, small maturing trees may be substituted, planted not more than thirty-four (34’) feet on center.

13.6-2 On-Street Parking. On-street parking is required where building type and use will generate regular parking use and where 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 required on streets serving attached houses and detached houses with lots less than fifty (50’) feet in width. On-street parking must also be provided on specific street segments as may be shown in the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance and on one side of any street adjacent to a square, park or other Open Space. Parallel on-street parking width is seven to eight (7’ - 8’) feet except as may be shown in street segment cross-sections specific to certain street segments shown within the *Comprehensive Land Use Plan* and adopted area plans, per Section 1.5 of this Ordinance. 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. Design speeds shall not exceed thirty (30mph) miles per hour on any neighborhood, mixed-use, and/or non-residential street. Only arterials and Town boulevards may exceed this design speed. Design speeds for non-residential streets shall not exceed thirty (30mph) miles per hour on any internal circulation street. Petitioners for acceptance by the Town for public maintenance shall include a request for designation of not more than twenty-five (25mph) miles per hour.

13.6-4 Covenants and Restrictions. Covenants and restrictions made a part of development shall not restrict vehicle types in conflict with adopted Town

policies.

13.6-5 Traffic Control Plans. 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 a public agency (i.e., Town or NCDOT) accepts the street for maintenance.

Design standards and specifications for Town streets are set forth in the Town of Stallings *Technical Standards & 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 Town during the site plan or subdivision plat review process appearing in Article 7 of this Ordinance.

13.6-6 Cul-de-sacs. Cul-de-sacs shall have a minimum ten (10') foot wide pedestrian access easement connecting to the nearest public space, street right-of-way, or common open space, and have paved pedestrian connections, where practicable, to provide pedestrian access connectivity. See additional cul-de-sac standards in Article 16.2-7, Street Design of this Ordinance.