

**Town of Kittery
 Planning Board Meeting
 June 23, 2016**

Town Code Amendments – Table 1 – chapter 16.8, Article IV – Design and Construction Standards for Streets and Pedestrian Ways

Action: Hold a public hearing; Recommend to Town Council. The proposed amendment eliminates the requirement for secondary access for secondary collectors street to be for emergency use only.

PROJECT TRACKING

REQ'D	ACTION	COMMENTS	STATUS
YES	Initial Planning Board Meeting	3/24/2016	HELD
NO	Secondary Planning Board Meeting	4/28/2016; 5/26/2016	HELD
NO	Joint Workshop with Town Council	5/16/2016	HELD
YES	Public Hearing (special notice requirements)	4/28/2016	Scheduled for 6/23/2016
YES	Review/Approval/Recommendation to Town Council		TBD

Review

Attached for the Board’s consideration is an amendment to eliminate “can be emergency only” from the second access standard for secondary collectors. Standards for emergency access only roads do not currently exist in the code. Requiring secondary access roads will define snow removal and general maintenance responsibilities.

The amendment also includes the removal of “primary collectors” from Class III private streets. The minimum ADT for primary collectors exceeds them maximum ADT for Class III private streets.

UPDATE: The attached amendment includes changes (highlighted in yellow) since the most recent review with the Planning Board on 5/26/2016 and include the removal of Cul-de-sac standards for secondary collector streets. Title 16.8.4.2.C states “Any development expected to generate average daily traffic of two hundred one (201) or more trips per day is to have at least two street connections with existing public street(s).” A secondary collector is defined as any street with an average daily trip count of 201-800. Therefore, a cul-de-sac should not be permitted on a secondary collector.

In addition to the changes mentioned staff recommends changing the word “desirable” with “required”. Though Minor Streets is identified as supporting up to 200 average daily trips, a development with upwards of 20 houses seems it might be appropriate to have a second access if there was an opportunity to do so.

After reviewing previous revisions of Town Code, it appears the second access standard was not intended to be a substandard of a cul-de-sac, but rather a standard in itself. Staff recommends a separation of these standards in order to avoid confusion between cul-de-sac and street access.

It appears after a cursory review of the *AASHTO Geometric Design of Highways and Streets*, the town’s street standards should be reviewed and determine if they are adequate (more or less than what is needed) for the town.

Recommendation

If the Planning Board is amenable to the proposed amendments and/or along with any revisions they find is warranted, the Board can...

... move to recommend to Town Council adoption of Town Code Amendments, Table 1 – chapter 16.8, Article IV – Design and Construction Standards for Streets and Pedestrian Ways

RECODIFICATION - ORDAINMENT - 07/26/2010

(With amendments Ordained 9/26/11; 1/23/12; 5/30/12; 9/24/12; 3/25/13; 6/10/13; 1/27/14; 1/28/15; 9/28/15; 10/14/15; 10/26/15)

Table 1 - Chapter 16.8, Article IV

DESIGN AND CONSTRUCTION STANDARDS FOR STREETS AND PEDESTRIAN WAYS										
Page ONE	PUBLIC STREETS					PRIVATE STREETS				
Design and Construction Standards	Arterial Highways	Secondary Highways	Commercial Light Industrial Mixed Use Developments	Primary Collectors	Secondary Collectors	Minor Streets	Class III	Class II	Class I	
Average Daily Trips (ADT)	9,001 or more	3,001 to 9,000	ADT and Peak	801 to 3,000	201 to 800	35 to 200	72 to 800	35 to 71	12 to 35	
Street Width Design:							Same standards as public streets (Primary collectors, secondary collectors, and minor streets)			
a. Right-of-way				60'	60'	60'		40'	40'	
b. Travel Pavement				22'	22'	20'		20'	18' gravel	
c. Sidewalk/Pedestrian way			Commercial, light industrial and mixed use development(s) streets shall be constructed to no less than secondary collector standards and may be subject to higher standards depending upon the traffic generation and use(s) intended.	6'	6'	5'		5'	5'	
d. Paved Shoulder		Streets in this classification will generally be affected by development rather than constructed, and may require drainage, soil, use, traffic safety, and impact studies beyond the scope of this title for required improvements and/or construction.		2' walk side 8' opp. Side	2' walk side 8' opp. Side	2' walk side 8' opp. Side		N/A	N/A	
e. Gravel Shoulder				2' opp. Side	2' opp. Side	2' opp. Side		both sides	N/A	
f. Enclosed Drainage				sidewalk side	sidewalk side	Not required		N/A	N/A	
g. Parking				one side	emergency	emergency		emergency	No	
Street Gradients:										
a. Longitudinal (Min. to Max)				.05% to 6%	.05% to 7%	.05% to 8%	calculated from the latest edition of the ITE Codes.	.05% to 9%	1.0% to 10%	
b. Slide Slope (horiz. to vert.)				3 to 1	3 to 1	3 to 1		2 to 1	2 to 1	
c. Road Crown				1/4" per ft	1/4" per ft	1/4" per ft		1/4" to 1/2" per ft	1/4" to 1/2" per ft	
Cul-de-sac:										
a. Street Length to Radius				N/A	1,500' N/A	1,200'		600'	400'	
b. Boundary Radius				N/A	65' N/A	60'		50'	50' or 40 X 40 turn tee	
c. Paved Radius				N/A	50' N/A	50'		40'	gravel 40' or 18' X 18'	
Second Access				Yes	Yes, can be emergency-only	Not desirable required		Not Allowed	Not Allowed	