

6.21 STREETS

6.21.1 PURPOSE AND INTENT

It is the intent of this section to protect and promote the public health, safety, and general welfare by requiring the uniform construction of streets. Street rights-of-way are designed and developed to serve several functions: (i) to carry motor vehicle traffic, and in some cases, allow on-street parking; (ii) to provide a safe and convenient passageway for pedestrian traffic; and (iii) to serve as an important link in the town's drainage system.

6.21.2 APPLICABILITY

New streets will generally be dedicated to the town or NC Department of Transportation. Private streets are generally only permitted in minor subdivisions and some developments where land ownership is not defined by the vehicle circulation system (apartment complexes, shopping centers or office parks). Allowable private streets are also regulated by this section.

6.21.3 DESIGN STANDARDS – PUBLIC STREETS

- 6.21.3.1** New public streets in the city limits must meet the Town of Hillsborough's *Standard Specifications for Street Construction* and Acceptance Procedures in the *Checklist and Approval Requirements for Utility Projects*.
- 6.21.3.2** Public streets in developments in the Town's extraterritorial zoning jurisdiction must be approved and accepted by the NC Department of Transportation.
- 6.21.3.3** Minimum ~~right of way~~ right-of-way widths ~~by public street type~~ for public streets are as follows:
- ~~6.21.3.3.a~~ Arterial Streets shall provide 100 feet of public right of way
 - ~~6.21.3.3.b~~ Collector Streets shall provide 70 feet of public right of way
 - ~~6.21.3.3.c~~ Local Streets shall provide 60 feet of public right of way
 - ~~6.21.3.3.d~~ Cul de sacs shall provide 50 feet of public right of way

<u>Minimum Right-of-Way (ROW) Widths by Public Street Type</u>		
<u>Public Street Type</u>	<u>Minimum ROW Width (ft.)</u>	<u>ROW Reduction Allowed</u>
<u>Arterial Street</u>	<u>100' (standard) or 150' (multi-lane boulevard)</u>	<u>No</u>
<u>Collector Street</u>	<u>70' (standard) or 120' (multi-lane boulevard)</u>	<u>New commercial/industrial streets only</u>
<u>Local Street</u>	<u>60'</u>	<u>New commercial/industrial streets only</u>
<u>Cul-de-sac</u>	<u>50'</u>	<u>No</u>

- 6.21.3.4** In some cases, minimum right-of-way widths for new commercial/industrial streets may be reduced. Proposed cross-sections and dimensional standards must be submitted to the town for review and approval. A right-of-way reduction shall be granted only under the following conditions:

6.21.3.4.a The proposed street is either a commercial/industrial local street or a commercial/industrial collector street as defined in the town's Street Manual;

6.21.3.4.b On-street parking is omitted from the proposed street design;

6.21.3.4.c The right-of-way is reduced by no more than the width of the omitted on-street parking; and

6.21.3.4.d The right-of-way reduction does not impact any other design elements required in the Street Manual, including but not limited to minimum width requirements for travel lanes, planting strips, and/or sidewalks.

~~6.21.1.16~~21.3.5 Additional street right-of-way may be required in cases ~~were~~where underground public utilities, sidewalks, and drainage facilities cannot all be located within the minimum stated above.

~~6.21.1.26~~21.3.6 Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at an angle less than sixty (60) degrees.

~~6.21.1.36~~21.3.7 The proposed street layout shall be coordinated with the existing street system of the surrounding area and with the Hillsborough Thoroughfare Plan. Where possible proposed streets shall be the extension of existing streets. Modification of the existing grid pattern may be allowed to accommodate site topography.

~~6.21.1.46~~21.3.8 To maximize connectivity for public safety and avoid the requirement for additional right of way width improvement and dedication, block lengths will generally not exceed 400 feet and there will be two points of access for any street containing 30 or more dwellings not equipped with individual sprinkler systems.

~~6.21.1.56~~21.3.9 All permanent dead-end streets (as opposed to temporary dead-end streets or stub-outs) shall be developed as cul-de-sacs in accordance with the standards set forth in the North Carolina Fire Prevention Code. To avoid the requirement of additional right of way width improvement and dedication, dead-end streets may not exceed 400 feet in length.

~~6.21.1.66~~21.3.10 Cul-de-sacs shall not be used to avoid connection with an existing street or to avoid the extension of an important street.

~~6.21.1.76~~21.3.11 Whenever possible, proposed intersections along one side of a street shall coincide with existing or proposed intersection on the opposite side of such street. In any event, where a centerline offset (jog) occurs at an intersection, the distance between centerlines of the intersecting streets shall be not less than 150 feet.

~~6.21.1.86~~21.3.12 Except when no other alternative is practicable or legally possible, no two streets may intersect with any other street on the same side at a distance of less than 400 feet measured from centerline to centerline of the intersecting street. When the intersected street is an arterial, the distance between intersecting streets shall be at least 1,000 feet.

~~6.21.1.96~~21.3.13 The permit issuing authority may require the applicant to extend a right of way, build the street, and/or provide a temporary cul-de-sac in order to stub out streets that should be connected to existing or proposed streets outside the subdivision.