

## Amendment #A17

### Revision of Appendix A, Section A.1(c)(1)(i)(C) Design Standards for Streets, Sidewalks and Bikeways – Local Residential Street Design Standards

### Revision of Appendix A, Section A.1(c)(1)(ii)(B)(3) Design Standards for Streets, Sidewalks and Bikeways – Local Residential Street Design Standards

### Revision of Appendix A, Section A.1(d)(1)(i)(C) Design Standards for Streets, Sidewalks and Bikeways – Local Non-Residential Street Design Standards

## Revision of Appendix A, Section A.7

Text to be added shown in **BOLD** and text to be removed shown in ~~strikethrough~~

#### APPENDIX A. STREET STANDARDS

Sec. A-1. Design standards for streets, sidewalks and bikeways.

(a) *Purpose and intent.*

...

(c) *Local residential street design standards.*

(1) Residential streets provide direct access to residential dwellings and other allowed uses. They should be designed for this intended function and exhibit characteristics which contribute to a safe and attractive living environment. This can be achieved by providing a diversity of street types, each serving a specific role. Right-of-way and pavement widths less than the general standard should provide acceptable levels of access, safety and convenience for all users, including emergency service providers, while enabling enhanced site design and creation of attractive streetscapes. Subdivision layouts should avoid the creation of pass through routes for external traffic while allowing local drivers to move easily to and from higher order streets.

(i) The design standard for a typical residential street shall be as follows:

(A) *Right-of-way:* Fifty (50) feet wide;

...

(C) *Turnarounds:* Terminal streets shall have a turnaround at the closed end **that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed** with an outside right-of-way diameter of **less than** ninety-four feet and a roadway pavement diameter of seventy-six (76) feet **unless otherwise authorized by the Fire Official and approved by the Director of Public Works;**

(D) *Drainage:* Curb and gutter system;

...

(ii) In place of the typical residential street, a request may be submitted at the time of preliminary plat review for approval of one or more of the following alternative streets:

(A) A residential feeder will be considered or may be required when one or more of the following conditions exist: 1) the intended use and adjacent zoning allows duplex or multi-family dwellings; 2) the expected average daily traffic (ADT) exceeds five hundred (500); or 3) the street collects localized traffic within a subdivision and leads to a collector or arterial street. A residential feeder shall conform to the following design standards:

...

(B) An access street will be considered when all of the following conditions exist: 1) the intended use and adjacent zoning is single-family detached dwellings; 2) the street is no longer than seven hundred fifty (750) feet; and 3) the expected ADT is less than two hundred fifty (250) feet. An access street shall conform to the following design standards:  
1) Right-of-way: Forty-four (44) feet wide;

...

3) **Turnarounds:** Terminal streets shall have a turnaround at the closed end **that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed** with an outside right-of-way diameter of **less than** ninety-four (94) feet and a roadway diameter of seventy-six (76) feet **unless otherwise authorized by the Fire Official and approved by the Director of Public Works;**

4) **Sidewalks:** Same as a residential street, except sidewalks shall not be required on cul-de-sacs less than two hundred fifty (250) feet in length;

...

(d) *Local non-residential street design standards.*

(1) A non-residential street is a low volume, low speed street which provides access to commercial, industrial, institutional, and other intensive land uses. Generally, only two (2) travel lanes are needed. In some cases, these streets may carry considerable truck traffic, require wider driveways for access to loading docks, and have a need for on-street parking. Direct connections to collector and arterial streets are essential.

(i) The design standard for a non-residential street shall be as follows:

(A) *Right-of-way:* Sixty-six (66) feet wide;

...

(C) **Turnarounds:** Terminal streets shall have a turnaround at the closed end **that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed** with an outside right-of-way diameter of **less than** ninety-four (94) feet and a roadway diameter of seventy-six (76) feet **unless otherwise authorized by the Fire Official and approved by the Director of Public Works;**

(D) **Sidewalks:** Five (5) feet wide on both sides constructed one foot inside the right-of-way;

...

Sec. A.7. Terminal streets.

Terminal streets shall ~~also~~ have a turnaround at their closed end **that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed**

with **less than a seventy-six (76) foot** ~~an outside roadway diameter of at least seventy-six (76) feet~~ and a right-of-way diameter of ~~at least ninety-four (94) feet~~ **unless otherwise authorized by the Fire Official and approved by the Director of Public Works.**

Sec. A.8. Alleys.

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