

ARTICLE 13

Streets

*[Amended September 20, 2016 Ordinance 2016-O-18]
[Amended June 1, 2021 per Ord. 2021-O-10, ZTA-2021-02]*

13.1 General

Streets should be designed to suit their functions. Many streets, especially local ones, have purposes other than vehicular traffic. The following street standards, based on “NC Department of Transportation Standard Specifications For Roads and Structures” and recommendations found in “A Policy on Geometric Design of Highways and Streets” (AASHTO “green book”), are provided for streets within the City of Creedmoor that will be maintained by the City.

Streets in Creedmoor should be inviting public space and integral components of community design. A hierarchical street network should accommodate a variety of uses, including bicycle, pedestrian, motor-vehicle and transit routes. All streets should connect to help create a comprehensive network that enables the free movement of automobiles, bicyclists, and pedestrians. In order for this street network to be safe for motorists and pedestrians, design elements must consistently be applied to calm automobile traffic.

Where discrepancies occur between the text of this Ordinance and the City of Creedmoor Technical Standards and Specifications Manual, the Technical Standards and Specifications Manual shall prevail.

13.2 Street Standards

- 13.2-1 INTERCONNECTION. Interconnection is required within a commercial development and with adjoining development. Residential cul-de-sacs shall be allowed only where topographical and/or lot line configurations offer no practical alternatives for connections or through traffic. Street stubs are strongly recommended on the periphery of 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. Streets are designed as the most prevalent public space of the City and, thus, shall be scaled to the pedestrian.
- 13.2-3 BORDERED BY SIDEWALKS. All streets shall be bordered by sidewalks with a minimum width of five (5) feet on both sides, with the exception of cul-de-sacs, alleys, and the undeveloped edge of neighborhood subdivisions. Cul-de-sacs within residential subdivisions require sidewalks only on one side of the street. Sidewalks shall be located in the street right-of-way, or on public property.
- 13.2-4 RESERVED.
- 13.2-5 PUBLIC STREETS. All new subdivision streets shall be public. Alleys will be classified as public or private depending on function, according to the street acceptance policy.
- 13.2-6 FOCUS FOR BUILDINGS. All principal buildings, except for single family or two family residential structures, shall front on public streets as dictated by the lot and building type standards of Article 9. *[Reference G.S. 160D-702]*
- 13.2-7 STREET LIGHTS. Streets shall be illuminated by street lights located on at least one side and at all intersections. Street lights along streets shall be located in a minimum 5’ landscape planting strip adjacent to the sidewalk. Illumination standards are specified in the Technical Standards and Specifications Design Manual. The maximum height of street light fixtures shall be 14 feet in residential areas. Street light fixtures shall not produce direct light into adjacent properties at a height above 6 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 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 6 vertical feet at the property line.

13.3 Intersections

Segments of straight streets should be interrupted by intersections designed to:

- 13.3-1 REDUCE SPEED. Disperse traffic flow and reduce speeds.
- 13.3-2 TERMINATE VISTAS. Terminate vistas with a landmark such as a significant natural feature, a building, a small park, or other public space.
- 13.3-3 CALM TRAFFIC. Other traffic calming measures are encouraged, and will be considered on a case by case basis, based on safety and appropriateness in the proposed location.

13.4 Blocks

Street blocks defined by public streets are the fundamental design elements of traditional neighborhoods. In urban conditions, any dimension of a block may range from 500 to 1,000 linear feet between cross streets.

13.5 Table of Street Classifications

	Collector	Local Street	Alley
Design Volume (ADT)	2,500 +	Under 2,500	N/A
Design Speed	35 MPH	25 MPH	10 MPH
Number of Travel Lanes	2 Typical	2 Typical	1 to 2
On Street Parking	As warranted by traffic volume & safety criteria	As warranted by traffic volume & safety criteria	N/A
Lane width average	12 feet	11 feet	8 feet
Minimum Pavement Width	30 feet	22 feet	16 feet
Right of Way width	60 – 100 feet	60 feet	20 feet

13.6 Street Design

Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Pavement widths, design speeds, and the number of motor travel lanes should be determined by anticipated traffic volume and primary use in order 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 City street network. The following specifications apply to street design:

- 13.6-1 On-street parking is recommended where building type and use will generate regular parking use. Occasional 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 recommended on streets serving attached houses and detached houses with lots 60' or less in width. Parallel on-street parking width is 7' - 8'. On-street parking should be parallel; angled parking is only permitted as an intentional design element of retail centers.
- 13.6-2 Traffic control plans showing signage and pavement markings shall be prepared in accordance with the guidance of the U.S. Department of Transportation Manual on Uniform Traffic Control Devices (MUTCD). The developer is responsible for the initial installation of the retroreflective signage or markings and the maintenance thereof until the public accepts the street for maintenance.