

Land Development Regulations and Design Guidelines

Activities in February – March 2008

In the last issue, we reported that the Advisory Committee had been considering recommendations received in December from Farr & Assoc. regarding conservation open space, subdivision types, and administrative procedures. Subsequently, the Advisory Committee provided many comments to Farr & Assoc. suggesting revisions. Farr & Assoc. and staff will continue to refine and evaluate these matters with the committee as documents are revised.

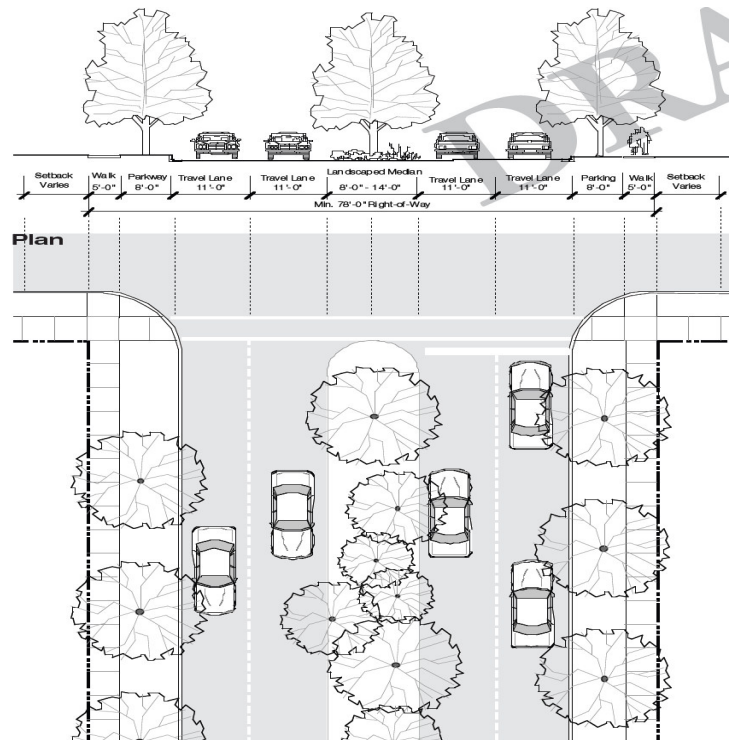
Since that time, staff has been working on several items to assist in preparing the next set of recommendations, which may include street types, building types, zoning districts, permitted land uses, and other matters. Farr & Assoc. will be visiting the Advisory Committee again in March, 2008 on those issues.

Street type example

One issue which may be submitted in March by Farr & Assoc. may be a street-type hierarchy, suggesting how to classify existing and new low, medium, and high capacity streets, generally similar to those already located on the Comprehensive Plan Land Use Plan. These could be called boulevards, avenues, scenic corridors, connectors, and local neighborhood streets. There would be design requirements for each such street type throughout the City.

As land developers, or the City, builds streets the design requirements would be followed as closely as possible. The accompanying figure is an example one street type, called a boulevard.

A boulevard would most closely resemble the newer built portion of Canada Road (south of I-40), although future segments may or may not have curbs and gutters, etc., which Canada Road does not currently have. A boulevard may be recommended to be 4 lanes, and may also be the most likely street type for Chambers Chapel Road in the future. Although the southern portion of Canada Road is posted at 45 mph today, its design can



encourage drivers to exceed 50 mph. The newer designs being contemplated for boulevards may result in somewhat slower actual speeds for those road segments.

Creating new street types does not mean that there is an imminent project to change existing roads. Instead, it means that if development occurs along that road, one or more variants of this road configuration could be considered, or in some cases, the road could be left in place similar to its current configuration. Other than the boulevard street type, preliminarily it appears that all of the other street types (avenues, connectors, scenic corridors, and neighborhood streets) would be recommended for only up to 2 automobile travel lanes (excluding existing Highways which are already 4 to 7 lanes, such as I-40, Hwy 64, Hwy 70, etc.). At the same time, new requirements for street connections throughout the City would work with the proposed street types to aid in minimizing the need to increase the size of existing or new 2-lane streets. The new designs would also allow for the extension of our pedestrian and bike network, with a combination of in-street bike lanes, and trails or walks alongside on many streets.

Parking may be optional for a boulevard street, while it may be required for some other types of new streets. Parking options would be chosen at the time of approval of the street design. Street trees or streetside tree buffers have been required on streets already, and these design standards would carry that forward, providing more specifics.

This above concepts may soon be under consideration, but neither it nor any other street design has been approved. The street type recommendations would proceed thru public processes before they could be approved.

It should also be mentioned that there is a specific context sensitive design project being contemplated for New Canada Road (north of I-40). This project would be another public process that may consider these or other options. This article is not meant to address that project directly.

Next steps

In the April – June timeframe, the Planning Department will be sponsoring several initiatives to further spread the word about proposals to date. This will include meetings with some boards and commissions who may impact the new regulations, scheduling another meeting for the general public, scheduling a meeting with builders and developers, beginning a weekly Q & A time where Planning staff will be available to answer questions about the project, and more.

Please stay tuned to the City Website, “Planning” pages, as we will periodically be providing preliminary drafts of some of the documents the Advisory Committee is working on, and other project information.

Announcements about website publication of documents, Q&A meeting times, and Public Meetings will be placed on monthly Municipal Planning Commission agendas, which are posted and distributed by various means. The Qnet email system may be

employed to announce upcoming meetings as well, subject to the discretion of the editors of Qnet.