

## **ARTICLE VI STREETS AND SIDEWALKS**

### **Section 1. Street Classification**

1. In all new subdivisions, streets that are dedicated to public use shall be classified as provided in Subsection 2.
  - a. The classification shall be based upon the projected volume of traffic to be carried by the street, stated in terms of the number of trips per day;
  - b. The number of dwelling units to be served by the street may be used as a useful indicator of the number of trips but is not conclusive;
  - c. Whenever a subdivision street continues an existing street that formerly terminated outside the subdivision or it is expected that a subdivision street will be continued beyond the subdivision at some future time, the classification of the street will be based upon the street in its entirety, both within and outside of the subdivision.
2. The classification of streets shall be as defined in Article II of these Regulations.

### **Section 2. Access to Lots**

Every lot shall abut an approved public road that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use. The Planning Commission shall have the right to approve or disapprove any point of ingress or egress to any lot, tract, parcel or development from any street or highway. In approving ingress or egress from any State highway the Commission can only approve those access points that are not in conflict with safety standards of the State Highway Administration or with the right-of-way or through the highway line of a limited or denied access highway.

### **Section 3. Access to Arterial Streets**

Whenever a major subdivision that involves the creation of any new streets borders on or contains an existing or proposed arterial street, no direct driveway access may be provided from the lots within this subdivision onto this arterial street.

### **Section 4. Entrances to Streets**

All driveway entrances and other openings onto streets within the Town's planning jurisdiction shall be constructed so that:

1. Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles travelling on abutting streets, and
2. Interference with the free and convenient flow of traffic on abutting or surrounding streets is minimized.
3. The maximum permitted slope on driveways is ten (10) percent.

## **Section 5. Coordination with Surrounding Streets**

1. The street system of a subdivision shall be coordinated with existing, proposed, and anticipated streets outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, "surrounding streets") as provided in this section.
2. Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.
3. Sub-collector, local, and minor residential streets shall connect with surrounding streets where necessary to permit the convenient movement of traffic between residential neighborhoods or to facilitate access to neighborhoods by emergency service vehicles or for other sufficient reasons, but connections shall not be permitted where the effect would be to encourage the use of such streets by substantial through traffic.
4. Whenever connections to anticipated or proposed surrounding streets are required by this section, the street right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. In addition, the Town may require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles. Notwithstanding the other provisions of this subsection, no temporary dead-end street in excess of 500 feet may be created.
5. Planning for conflicting traffic or land use. Whenever the proposed subdivision contains, or is adjacent to a railroad right-of-way, arterial or expressway rights-of-way, or conflicting changes in land uses, the Planning Commission shall require marginal access streets, reverse frontage lots, lots with rear service, or other such treatment as may be necessary for protection of abutting properties and to afford separation of conflicting types of traffic or land use.

## **Section 6. Relationship of Streets Topography**

1. Streets shall be related appropriately to the topography. In particular, streets shall be designed to facilitate the drainage and storm water runoff objectives set forth in the Elkton Stormwater Management Ordinance, and street grades shall conform as closely as practicable to the original topography.
2. The maximum grade at any point on a street constructed without curb and gutter shall be 6 percent. On streets constructed with curb and gutter the grade shall not exceed 6 percent unless no other practicable alternative is available. However, in no case may streets be constructed with grades that, in the professional opinion of the highway engineer, create a substantial danger to the public safety.

## **Section 7. Street Width, Sidewalk, and Drainage Requirements in Subdivisions**

1. 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 serve as an important link in the town's drainage system. In order to fulfill these objectives, all public streets shall be constructed to meet the standards of the Town of Elkton's Standard Specifications, Construction Details, and

General Conditions for Construction Contracts, as amended.

2. Except as otherwise provided, all streets shall be constructed with curb and gutter and shall conform to the requirements of the Town of Elkton's Standard Specifications, Construction Details, and General Conditions for Construction Contracts, as amended. Street pavement width shall be measured from flowline to flowline where 90 degree curb is used, and from the center of the curb where roll-type curb is permitted.
3. Sidewalks are required in all subdivisions on both sides of all streets, except alleys. Sidewalks shall be dedicated as part of the right-of-way of all streets.
4. Sidewalks are required to connect the street frontage to all building entrances, parking areas, open space, and any other destination that generates pedestrian traffic.
5. Sidewalks shall connect to existing sidewalks on abutting parcels.
6. The sidewalk material shall continue across driveways.
7. The sidewalks required by this section shall be at least five (5) feet in width and constructed according to the specifications set forth in the Town of Elkton's Standard Specifications, Construction Details, and General Conditions for Construction Contracts, as amended.
8. Whenever the Town finds that a means of pedestrian access is necessary from the subdivision to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer shall be required to provide sidewalks and/or reserve an unobstructed easement of at least 10 feet in width to provide such access.

**Section 8. General Layout of Streets**

1. The arrangement of streets shall conform to the Transportation Element of the Comprehensive Plan.
2. Streets in new developments should maintain the existing street grid where present, and restore any disrupted street grid where feasible.
3. The orientation of streets should enhance the visual impact of common open spaces and prominent buildings create lots that facilitate passive solar design, and minimize street gradients. All streets shall terminate at other streets or at public land, except local streets may terminate in stub streets when such streets act as connections to future phases of the development. Local streets may terminate other than at other streets or public land when there is a connection to the pedestrian and bicycle path network at the terminus.
4. Loop streets are encouraged so that through traffic on residential streets is minimized. Similarly, to the extent practicable, driveway access to collector streets shall be minimized to facilitate the free flow of traffic and avoid traffic hazards.
5. Cul de sac streets shall be discouraged but may be permitted by the Planning Commission where no practical alternatives exist. Where permitted, such streets may not extend more than 300 feet

(measured to the center of the intersection to the center of the turnaround). Longer cul-de-sacs may be permitted because of unusual topographic or other conditions and, in such cases, the Planning Commission may require additional paving width if necessary to prevent overloading of street capacity. Temporary turnarounds may be required at the end of stub streets as long as it is retained within the street right-of-way.

6. Half streets (i.e., streets of less than the full required right-of-way and pavement width) shall not be permitted except where such streets, when combined with a similar street, developed previously or simultaneously, on property adjacent to the subdivision, creates or comprises a street that meets the right-of-way and pavement requirements of this chapter. When streets are constructed adjacent and parallel to an adjoining property, the right-of-way shall be established at the common property line. Reserve strips shall be prohibited.
7. Streets shall be laid out so that residential blocks do not exceed 1,600 feet, unless no other practicable alternative is available.
8. Roads serving development shall be located to avoid disturbance to Habitat Protection Areas as described in the Elkton Critical Area Program. When no alternative exists and such infrastructure must cross or be located in Habitat Protection Areas, the developer shall demonstrate how impacts to Habitats have been minimized and that no feasible alternative location for such infrastructure exists.
9. Where a major subdivision plat includes only part of the tract owned by the developer, sketch plat layout of proposed streets and roads, if applicable, for the entire tract shall be submitted.
10. A cul-de-sac street that ends within 100 feet of an adjacent collector, arterial or major thoroughfare street shall provide a 5 feet wide sidewalk in a 10 feet wide easement connecting the sidewalk on the cul-de-sac to the sidewalk on the adjacent collector, arterial or major thoroughfare street.
11. Dead-end roads and alleys are prohibited.
12. Intersections connecting alleys with other alleys are prohibited.

## **Section 9. Street Intersections**

1. Streets shall intersect at right angles, and no two streets may intersect at less than 90 degrees. Not more than two streets shall intersect at any one point, unless the Town Engineer certifies that such an intersection can be constructed with no extraordinary danger to public safety.
2. Whenever possible, proposed intersections along one side of a street shall coincide with existing or proposed intersections on the opposite side of such street. In any event, where a centerline offset (jog) occurs at an intersection, the distance between centerline of the intersecting streets shall be not less than 150 feet.
3. 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 and in conformance to Maryland

State Highway Administration Criteria. Developments abutting a State Highway must obtain access approval from the State Highway Administration prior to receiving final approvals from the Planning Commission.

4. Maximum grade through an intersection is five (5%) percent.
5. Multiple intersections involving junction of more than two (2) streets shall be avoided.
6. The roadway edge at street intersections shall be rounded by a tangential arc with a maximum radius of 15 feet for local streets and 20 feet for intersections involving collector or arterial streets. The intersection of a local street and an access lane or alley shall be rounded by a tangential arc with a maximum radius of 10 feet. In a case where more width is deemed necessary to provide safe sight distance or for traffic channelization, the Planning Department shall specify a greater radius than normally cited above.
7. Intersections with State Highways shall be located not less than seven hundred and fifty (750) feet apart; measured from centerline to centerline. Intersections with County arterial roads shall be located not less than four hundred and fifty (450) feet from centerline to centerline, as determined by the Official County Road Map.

#### **Section 10. Construction Standards and Specifications**

1. Construction and design standards and specifications for streets, sidewalks, and curbs and gutters are contained in the Town of Elkton's Standard Specifications, Construction Details, and General Conditions for Construction Contracts, as amended. Town Road Ordinance and all such facilities shall be completed in accordance with these standards.
2. The developer shall be required to repair damage to town roads, drainage facilities, curbs, gutters and sidewalks as a result of grading or construction activities in his or her subdivision.
3. If the proposed road involves a highway under the jurisdiction of the State Highway Administration, it shall be the responsibility of the developer/owner to obtain all necessary permits from that agency.

#### **Section 11. Public Streets in Subdivisions**

1. Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street at least to the extent necessary to comply with the access requirement set forth in Article VI, Section 2. For purposes of this subsection, the term "public street" includes a preexisting public street as well as a street created by the subdivider that meets the public street standards of this chapter and is dedicated for public use. Unless the recorded plat of a subdivision clearly shows a street to be private, the recording of such a plat shall constitute an offer of dedication of such street.
2. The approval of a final subdivision plat shall not be deemed to constitute or imply the acceptance by the Town of any street shown on said plat. Acceptance of streets by the Town of Elkton occurs only after all public improvements have been completed in accordance with the requirements of the Mayor and Commissioners as expressed in Town of Elkton's Standard Specifications, Construction Details, and General Conditions for Construction Contracts, as

amended.

3. Dedication of Public Way. Whenever a tract to be subdivided adjoins or embraces any part of a highway, major road, or other public way so designated in the Transportation Plan section of the Town's Comprehensive Plan, such part of said public way shall be platted and dedicated by the subdivider in the location and at the width indicated on the plan.

## **Section 12. Road and Sidewalk Requirements in Un-subdivided Developments**

1. Within un-subdivided developments, all private roads and access ways shall be designed and constructed to facilitate the safe and convenient movement of motor vehicle and pedestrian traffic. Width of roads, use of curb and gutter, and paving specifications shall be determined by the provisions of the Zoning Ordinance dealing with parking (Article XVII) and drainage. To the extent not otherwise covered in the foregoing articles, and to the extent that the requirements set forth in this article for subdivision streets may be relevant to the roads in un-subdivided developments, the requirements of this article may be applied to satisfy the standard set forth in the first sentence of this subsection.
2. Whenever a road in an un-subdivided development connects two or more sub-collector, collector, or arterial streets in such a manner that any substantial volume of through traffic is likely to make use of this road, such road shall be constructed in accordance with the standards applicable to subdivision streets and shall be dedicated. In other cases when roads in un-subdivided developments within the Town are constructed in accordance with the specifications for subdivision streets, the Town may accept an offer of dedication of such streets.
3. In all un-subdivided residential development, sidewalks shall be provided linking dwelling units with other dwelling units, the public street, and on-site activity centers such as parking areas, laundry facilities, and recreational areas and facilities
4. Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from an un-subdivided development to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the roads, the developer shall be required to reserve an unobstructed easement of at least 10 feet to provide such access and construct sidewalks within the easement.
5. The sidewalks required by this section shall be at least five (5) feet wide and constructed according to the Town of Elkton's Standard Specifications, Construction Details, and General Conditions for Construction Contracts, as amended.

## **Section 13. Attention to Handicapped in Street and Sidewalk Construction**

1. Whenever curb and gutter and/or sidewalk construction is used on public or private streets per Section 12. above, wheelchair ramps for the handicapped shall be provided at intersections and other major points of pedestrian flow. Wheelchair ramps and depressed curbs shall be constructed in accordance with published standards in the latest version of the Americans With Disabilities Act Standards for Design.

## **Section 14. Street Names and House Numbers**

1. Street names shall be assigned by the developer subject to the approval of the Town. Proposed streets that are obviously in alignment with existing streets shall be given the same name. Newly created streets shall be given names that neither duplicate nor are phonetically similar to existing streets, regardless of the use of different suffixes (such as those set forth in Subsection 2.). All street names shall be approved by the Cecil County Department of Emergency Services
2. Street names shall include a suffix such as the following:
  - a. Circle. A short street that returns to itself.
  - b. Court or Place. A cul-de-sac or dead-end street.
  - c. Loop. A street that begins at the intersection with one street and circles back to end at another intersection with the same street.
  - d. Building numbers shall be assigned by the Town.

#### **Section 15. Bridges**

All bridges shall be constructed in accordance with the standards and specifications of the Maryland Department of Transportation, except that bridges on roads not intended for public dedication may be approved if designed by a licensed engineer.

#### **Section 16. Utilities**

1. Utilities installed in public rights-of-way or along private roads shall conform to the requirements set forth in Article XV of the Elkton Zoning Ordinance and the Town of Elkton's Standard Specifications, Construction Details, and General Conditions for Construction Contracts, as amended.
2. Where topography or other conditions are such as to make impractical the inclusion of utilities or drainage facilities within the street right-of-way, perpetual unobstructed easements for such utilities shall be provided across property, outside street right-of-way, of at least ten (10) feet in width.

#### **Section 17. Requirements for Development Adjoining Existing Roadways**

Whenever a subdivision is proposed abutting an existing public roadway that does not meet the right-of-way and pavement width standards contained herein for the functional classification of the street, and the Planning Commission finds that development of the subdivision will increase the volume of traffic on such street to a significant degree, the following requirements shall apply:

1. The developer shall be required to dedicate right-of-way along the entire street frontage to a width that will provide one-half the total right-of-way width necessary to comply with the standards contained herein. It is assumed that the same right-of-way dedication will be required on the opposite side of the roadway at such time as that property develops, thereby providing the full necessary right-of-way width.
2. Roadway widening improvements (including paving, curb, gutter, and sidewalk where

appropriate) shall be required as necessary to bring the roadway up to the full cross section requirement so contained in this Ordinance. The physical construction of such improvements by the developer shall be required; however, in certain cases, the Town Commissioners may require a cash payment or letter of credit in lieu of construction if recommended by the Planning Commission.

3. The maximum liability of any developer under this Section shall not exceed right-of-way and improvements as for collector streets contained herein. In cases where the ultimate proposed cross section would be a four-lane arterial highway, developers may be required to dedicate excess right-of-way above the collector standard. In consideration of such dedication, widening improvements usually shall not be required in such cases for full road frontage, but, rather, improvements such as turn lanes shall generally be required in association with new intersecting streets or other access points when necessary to provide as safe situation as possible under the circumstances.

## **Section 18. Traffic Calming.**

1. Traffic calming features such as curb extensions at intersections and mid-block, traffic circles, and medians may be used to encourage slow traffic speeds.
  - a. Speed Humps. Roadway design in residential developments shall incorporate speed humps as traffic calming features in accordance with the following guidelines and the Standard Specifications, Construction Details, and General Conditions for Construction Contracts for the Town of Elkton:
    - (1) Speed humps shall be provided for roads with posted speed limits of 30 mph or less;
    - (2) Speed humps are to be placed 300 feet apart and a minimum of two-hundred (200) feet from intersections. Cul-de-sacs and roads less than five-hundred (500) feet long do not warrant speed humps;
    - (3) Speed humps are to be continuous across all lanes of traffic to discourage erratic driving;
    - (4) Speed humps are to be located mid-block along a property line whenever possible;
    - (5) Speed humps shall be placed adjacent to street lights whenever possible;
    - (6) Speed humps are not to extend into bicycle lanes or drainage gutters;
    - (7) A minimum of twelve (12) inches along curb lines and edge of pavement is to be maintained clear of the speed hump and taper;
      - (a) Speed humps shall not be placed in the following locations:
      - (b) Grades steeper than 8%,



- (c) Adjacent to driveways and catch basins,
  - (d) Directly over utility lines, utility service lines (water service and sanitary laterals), manholes, and water valves,
  - (e) Within a horizontal curve with a radius less than three-hundred (300) feet;
- (8) Speed hump warning signs are to be placed one-hundred twenty-five (125) feet in advance of the hump.