

Sec. 29-100. Definitions.

"Complete street" is defined as a design principle to promote a safe network of access for bicyclists, pedestrians, transit users, and motorists of all ages and abilities.

(Ord. No. 490, 10-14-11)

Sec. 29-101. New construction or reconstruction of streets.

All new construction or reconstruction of any street in the city, including the opening of any new street, shall be done in accordance with this article.

(Ord. No. 490, 10-14-11)

Sec. 29-102. General requirements.

(a)

The city will plan for, design, and construct all transportation improvement projects, both new and retrofit activities, to provide appropriate accommodation for bicyclists, pedestrian, transit users, and motorists of all ages and abilities in accordance with city pedestrian and bike plans. In furtherance of that policy:

(1)

The city pedestrian and bike plans shall be referenced and their implementation considered prior to construction or re-construction within city rights-of-way.

(2)

All street plans will include, at a minimum, accommodations for accessibility, sidewalks, curb ramps and cuts, trails and pathways, signage, bike lanes, and shall incorporate principles of complete streets and maximize walkable and bikeable streets wherever feasible within the city.

(3)

The accommodations shall also be designed and built using guidance from the most recent editions of the American Association of State Highway Transportation officials (AASHTO) Guide for Development of Bicycle Facilities, the Michigan Manual on Uniform Traffic Control Device (MMUTCD) (MDOT, and the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.

(b)

Exceptions. Facilities for bicyclists, pedestrians, transit users, and motorists of all ages and abilities are not required to be provided in instances where a documented exception is recommended by the city manager and granted by the city commission based on findings of one (1) or more of the following conditions:

- (1) Where their establishment would be contrary to public health and safety;
- (2) When the cost would be excessively disproportionate to the need for probable use;
- (3) When the cost would result in an unacceptable diminishing of other city services;
- (4) Where there is no identified long-term need;
- (5) Where the length of the project does not permit a meaningful addition to the nonmotorized network; or
- (6) Where reconstruction of the right-of-way is due to an emergency.

(c) The arrangement, character, extent, width, grade, and location of all streets shall conform to the master plan and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and their appropriate relation to the proposed uses of the land to be served by such streets.

(d) Where such is not shown in the master plan, the arrangement of streets in a subdivision shall either:

- (1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
- (2) Conform to a plan for the neighborhood approved by the commission to meet a particular situation where topographical or other conditions make conformation to existing streets impracticable.

(e) Minor streets shall be laid out that their use by through traffic will be discouraged.

(f) Where a subdivision abuts or contains an existing or proposed arterial street, the commission may require marginal-access streets, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with near service alleys, or such other treatment as may be necessary for adequate

protection of residential properties and to afford separation of through and local traffic.

(g)

Where a subdivision borders on or contains a railroad right-of-way or limited-access highway right-of-way, the commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts, or for commercial or industrial purposes in appropriate districts. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

(h)

Half-streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with the other requirements of this chapter and where the commission finds it will be practicable to require the dedication of the other half when the adjoining property is subdivided. Wherever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract.

(i)

Where the plat submitted covers only a part of the subdivider's plat, a sketch of the prospective future system of the unsubmitted part shall be furnished; and the street system of the part submitted shall be considered in the light of adjustments in connection with the street system of the part not submitted.

(j)

Where the parcel is subdivided into larger tracts than for building lots, such parcels shall be divided so as to allow for the opening of major streets and the ultimate extension of adjacent minor streets.

(Ord. No. 490, 10-14-11)