

**CHAPTER 1181  
Vehicular and Pedestrian Circulation**

1181.01	Conformity to Development plans, Zoning, and Engineering Standards.	1181.05	Street Names.
1181.02	Street Layout.	1181.06	Street Lights.
1181.03	Street Design.	1181.07	Access Management.
1181.04	Street Trees.	1181.08	Private Streets.
		1181.09	Sidewalks, Walkways and Bikeways.

**1181.01 CONFORMITY TO DEVELOPMENT PLANS, ZONING, AND ENGINEERING STANDARDS.**

- (a) The arrangement, character, extent, width and location of arterial, collector and local streets or highways shall conform with the Thoroughfare Plan for the City, which is part of City of Wooster Comprehensive Plan, current edition and is on file in the office of the Zoning Administrator, and with the provisions of the Regulations in this Chapter. Streets not contained in the Official Thoroughfare Plan should conform to the recommendation of the Commission based on existing and planned streets, topography, public safety and convenience and proposed uses of land.
- (b) In addition, no final plat of land within the area in which an existing zoning ordinance is in effect shall be approved unless it conforms to such ordinance.
- (c) Any plans or documents submitted for subdivision or development plan approval shall conform with the following:
  - (1) The Engineering Construction Standards, current edition;
  - (2) The Erosion and Stormwater Runoff Control Manual for Development and Improvement, current edition; and
  - (3) Any other policies or procedures promulgated by the City Engineer regarding the construction of public improvements.
- (d) The specifications of the City shall in all respects govern all construction work. The work shall be done under City supervision and inspection. It shall be completed within the time fixed or agreed upon by the City Engineer.

**1181.02 STREET LAYOUT.**

- (a) Street Classification and Design. Each public street in a proposed development shall be classified as an arterial, collector, or local street. In classifying streets, the City shall consider projected traffic demands after the completion of the entire development. Streets shall be designed according to the following:

- (1) Arterial Street. Arterial streets shall not bisect residential neighborhoods but act as boundaries between them. Abutting residential properties shall not face on the roadway unless separated from it by a service road. Access onto arterial streets shall be limited pursuant to the standards in the State of Ohio Department of Transportation State Highway Access Management Manual, current edition and the City of Wooster Engineering Standards. On-street parking shall be prohibited and traffic regulation shall be accomplished by traffic control devices and channelization.
  - (2) Collector Street. A collector street shall be permitted to have direct, managed access to abutting properties. Regulation of traffic between a collector street and other street types shall be accomplished by traffic control devices. On-street parking may be permitted.
  - (3) Local Streets. Direct access to abutting properties shall be permitted from local streets. On-street parking may be permitted.
- (b) Level of Service Requirements. No development shall be approved if such development, at ultimate build out, will result in or increase traffic on the arterial or collector street to which it is connected, so that the arterial or collector street functions at an average daily traffic Level of Service (LOS) “D” or worse as described in the Highway Capacity Manual” prepared by the Transportation Research Board. The applicant shall mitigate the impacts from the proposed development to ensure adequate roadway capacity at an average daily traffic LOS “C” or better.
- (c) General Street Layout.
- (1) Access to Adjoining Property. Where it is necessary for the orderly extension of the City’s transportation system to provide for street access to adjoining property, proposed streets shall be constructed and dedicated to the boundary line of such property.
  - (2) Access to Public Street. Every subdivision and every lot shall have access to a public right of way, unless the Planning Commission authorizes alternative access.
  - (3) Half Streets. Dedication of new half streets shall not be permitted. Where a dedicated or platted half street or alley exists adjacent to the tract being subdivided or developed, the other half shall be platted, if deemed necessary by the Commission.
  - (4) Dead-End Streets. Permanent dead-end streets shall not be permitted. Where a subdivision adjoins un-subdivided land, a temporary turn-around shall be provided for each street more than 200 feet in length if lots front thereon, and provisions shall be made for future extension of the street and utilities and reversion of the excess right-of-way to the abutting properties and the same shall be so noted on the final plat. The temporary turn-around shall conform to the Engineering Construction Standards, current edition.

- (5) Location. When a proposed development is adjacent to or contains a State highway, the developer and the Planning Commission should seek information from the Ohio Department of Transportation as to the status of such highway in reference to width and direction and also to access of such highway.
- (6) Coordination of Streets With Existing and Anticipated Streets. The arrangement of streets in new subdivisions shall make provisions for the continuation of the principal existing streets in adjoining areas, or their proper projection where adjoining land is not subdivided, insofar as they may be deemed necessary for public requirements.
  - A. Arterial, collector, and local streets shall be respectively extended as such.
  - B. The street arrangement shall be such as to not cause a future hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it.
- (7) Residential Streets. Residential streets shall be designed to discourage through traffic that may otherwise use collector or arterial streets and whose origin and destination are not within the subdivision. However, offset streets should be avoided. Residential streets extending for a considerable distance, parallel to any collector or arterial street, should be avoided.
- (8) Streets for Multi-Family Developments. Dedicated streets for multi-family developments shall be planned to connect with arterial or collector streets so as not to generate large volumes of traffic on local residential streets.
- (9) Streets for Commercial and Industrial Developments. Dedicated streets for commercial and industrial developments shall be planned to connect with arterial streets so as not to generate traffic on local residential streets. The Planning Commission may require the dedication and improvement of service roads along arterial streets.
- (10) Relationship of Streets to Topography. Streets shall be related appropriately to the topography:
  - A. A subdivision/development shall be planned so that as many lots as possible will be above the street grade.
  - B. On irregular topography, streets shall be designed to avoid extensive cuts and fills and to comply with grading standards hereinafter established for streets.
  - C. Streets approximately parallel to contour lines shall be adjusted so that the lots on one side of the street will not be excessively below the street grade.

- D. Street grades shall conform as closely as practicable to the original topography.

**1181.03 STREET DESIGN.**

(a) Minimum Street Right-Of-Way, Pavement Widths and Curb/Gutters.

- (1) The minimum right-of-way and pavement width of public streets shall conform to the width designated in **Table 1181.03(a)**. The Planning Commission in their review of the proposed subdivision or development plan may vary this width when an increased width is recommended in the Comprehensive Plan, or necessary to accommodate a boulevard, or a reduced width is permitted for a Cluster Residential Development.
- (2) Right-of-way widths for public streets in Planned Development Overlay Districts shall be subject to the approval of the Planning Commission, with review and recommendation from the City Engineer. The Planning Commission shall use these standards as a guide for determining the appropriate width.
- (3) Whenever there exists a dedicated or platted portion of a street adjacent to the tract to be subdivided or to the proposed site for development, the applicant shall dedicate by subdivision plat additional right-of-way so that such streets will have a minimum right-of-way width shown in **Table 1181.03(a)** or that shown on the Thoroughfare Plan.
- (4) If the existing rights-of-way within a subdivision are not as specified in **Table 1181.03(a)** below, the subdivider shall dedicate additional right-of-way by subdivision plat so that such streets will meet the standards of this Chapter.
- (5) Portland cement curbs and gutters or vertical curbs, conforming to the specifications of the City Engineer, shall be provided on both sides of all streets within the corporation limits, provided that the Planning Commission may waive curb requirements within the three-mile area of jurisdiction beyond the corporation limits, in a Cluster Residential Development as provided for in sub-section **1134.08 (b)(3)** and in a Planned Development as provided for in sub-section **1191.05, Modifications to Requirements in Title Five.**
- (6) The minimum pavement widths for public streets, measured from back of curb to back of curb and installed at the applicant’s expense, shall be as set forth in **Table 1181.03(a)** below.

<b>Table 1181.03(a)</b> <b>Minimum Pavement and Right-of-Way Widths for Public Streets</b>		
<u>Street Type</u>	<u>Right of Way Width</u>	<u>Pavement Width<sup>a</sup></u>
Arterial, and highways	Variable <sup>b</sup>	Variable <sup>b</sup>
Collector	80 feet	37 feet
Local - Residential	60 feet	27 feet
Local - Commercial	80 feet	37 feet
<p><u>Notes to Table 1181.03(a):</u></p> <p>a. See also Subsection (8) below for additional width requirements for on-street parking.</p> <p>b. Shall conform to applicable cross sections of the Engineering Construction Standards, as determined by the City Planning Commission and the City Engineer.</p>		

(7) A parking lane at least eight (8) feet wide on one or both sides of the street and paved in accordance with the current specifications may be required by the City Engineer, and such requirement may be in addition to the necessary number of lanes for moving traffic.

(b) Construction of Public Streets. All public streets shall be constructed in accordance with Engineering Construction Standards, current edition, except where the City Engineer determines that a higher standard is warranted due to unusual conditions.

(c) Cul-de-sacs.

(1) A cul-de-sac street shall have a maximum length of 1,000 feet measured from the centerline of the nearest street intersection to the center of the cul-de-sac turnaround.

(2) For residential, local streets, each cul-de-sac shall be provided with a turnaround having a minimum pavement radius of forty-five (45) feet measured from face of curb and a minimum right of way radius of sixty (60) feet.

(3) The standards for streets in commercial and industrial developments shall be determined, by consulting with the City Engineer and the Planning Commission, at the time of preliminary plat review or during development plan review.

(d) Street Intersections.

- (1) The angle of intersection between local streets and arterial streets should not vary by more than ten degrees from a right angle. All other streets should intersect each other as near to a right angle as possible. Property line radius at intersections shall be not less than twenty-five feet.
- (2) Not more than two streets shall intersect at any one point, unless the City Engineer advises the Planning Commission that such an intersection can be constructed with no extraordinary danger to public safety.
- (3) 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 centerlines of the intersecting streets shall be not less than 200 feet on local streets and 400 feet on collector and arterial streets.
- (4) Street curb intersections shall be rounded by a minimum radius of 25 feet on local streets and a minimum radius of 35 feet on collector streets and arterial streets.
- (5) Intersections of two local residential streets should be designed to maintain suitable traffic volumes and speeds.

(e) Street Grades and Curvature.

- (1) Maximum Grade. Street grades shall not exceed the following percentages set forth in Table 1181.03(e), with due allowance for reasonable vertical curves. The Planning Commission may permit deviations from these requirements where the topography is such that these standards are not practical:

<b>Table 1181.03(e) Maximum Grade of Streets</b>	
<b>Type of Street</b>	<b>Maximum Grade (percent)</b>
Arterial Streets	5
Collector Streets	7
Local Streets	9
Cul-de-sacs	10

- (2) Minimum Grade. The minimum street grade shall be one (1) percent in order to provide adequate surface drainage.
- (3) In no case shall streets be constructed with grades that, in the professional opinion of the City Engineer, create a substantial danger to the public safety.
- (4) Streets shall level off to a grade not exceeding 2 percent for a distance of not less than 50 feet from each side of an intersection.

**1181.04 STREET TREES.**

Trees shall be provided and installed by the applicant, at the applicant's expense, in tree lawns in all subdivisions where curbs, gutters and sidewalks are required in accordance with standards and specifications of the Shade Tree Commission. The trees shall be species that are resistant to damage and disease and which do not cause interference with underground utilities, street lighting or visibility at street intersections. The street trees shall also comply with the regulations in Chapter 1165, Landscaping and Land Use Buffers. Existing trees should be retained in new subdivisions and developments, whenever possible.

**1181.05 STREET NAMES.**

- (a) Establishing Names for New Streets. Street names shall be selected that will not duplicate or be confused with the names of existing streets in the City of Wooster and in Wayne County irrespective of modifying terms such as street, avenue, boulevard, etc. Streets that are or will eventually be continuations of existing or platted streets shall be named the same. Street names shall be included on the preliminary plan and final plat.
- (b) Street Name Signs. Street name signs shall be constructed and installed by the applicant at the applicant's expense. The applicant shall design and install these signs in accordance with the City of Wooster Engineering Construction Standards, current edition.

**1181.06 STREET LIGHTS.**

- (a) The developer shall indicate on his plans where electric street lighting service shall be installed in the development. The developer shall provide streetlights in all major subdivision, and the electric services shall be underground. The developer shall submit two sets of preconstruction drawings to the electric utility company, who shall return one copy of their street lighting recommendations to the City Engineer prior to final acceptance of the preconstruction drawings for the development by the Engineer.
- (b) The developer shall bear the cost of trenching and any special backfilling required for the installation of streetlights. Underground conduits for streetlights shall be installed at the same time the street is constructed, and shall be installed according to the plans developed by the electric utility company. The developer shall be responsible for furnishing the required easements and such easements shall be shown on the final plat.
- (c) In addition, the developer shall bear the cost difference between a normal street light installation and shall bear the cost difference of operating the more aesthetic installation for a period of twenty-two years. Such cost differences shall be paid in an

advance lump sum payment according to the schedule on file in the City Engineer's office.

### **1181.07 ACCESS MANAGEMENT.**

Improvements and roadway access required as the result of site development shall be located; designed; and constructed to provide safe access to property and enable safe traffic flow throughout the City. It is recognized that land use and site planning issues are directly related to the capacity of roadways to efficiently move traffic through an area and provide safe access to adjoining property. It is also recognized that achieving an appropriate balance between roadway access to adjoining property and the ability of roadways to carry through traffic will not only reduce future congestion and accident rates, but will also enhance emergency vehicle response times.

- (a) State Access Management Standards. In reviewing development projects adjacent to arterial and collector streets, the Planning Commission and the City Engineer shall require adherence to the State of Ohio Department of Transportation State Highway Access Management Manual, current edition, as well as the City's Engineering Construction Standards for access management, current edition.
- (b) Other Access Management Standards.
  - (1) The minimum distance between non-residential access drives, on adjacent parcels, shall be as set forth in the Ohio Department of Transportation, State Highway Access Manual, current edition, for all parcels located on state routes within the City's corporation limits. The minimum distance for non-residential drives on other City Streets shall be as set forth in the Engineering Construction Standards, current edition. The Planning Commission, upon a recommendation from the City Engineer, may grant an exception to the regulations in this sub-section when the Commission determines that reduced spacing will not impair public safety or the management of traffic on abutting roadways. In granting this exception, the Planning Commission may require the property owner to enter into a recorded agreement with the City that pre-existing access points to the site will be closed and eliminated after the completion of a joint access driveway with an adjacent parcel.
  - (2) Adjacent commercial properties that generate 100 trips or more per day according to the Institute of Transportation Engineer's Trip Generation Manual, shall provide a cross access drive to allow circulation between sites. The Planning Commission, upon the recommendation from the City Engineer, may modify or waive the requirements of this sub-section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.
  - (3) A system of joint use driveways and cross access easements shall be established along all streets designated as collector or greater and the building site shall incorporate one or more of the following:

- A. Service drive connections or cross access corridors between sites preferably visible from the street; a design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
  - B. Stub-outs and other design features to show that the abutting properties may be tied in to provide cross access via a service drive;
  - C. A unified access and circulation system plan that includes coordinated or shared parking areas is provided;
- (4) To effectuate A. – C., record an easement allowing cross access to and from other properties to be served by the joint use driveways and cross access or service drive. Record an agreement with the City that remaining access rights along the public road will be dedicated to the City and pre-existing driveways will be closed and eliminated after completion of the joint use driveway. Record a joint maintenance agreement defining maintenance responsibility of adjoining property owners. The Planning Commission, upon the recommendation from the City Engineer, may modify or waive the requirements of this sub-section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

(c) Traffic Impact Studies

- (1) A Traffic Impact Study shall be required whenever a subdivision, development, or rezoning request meets the development intensity thresholds listed below:
  - A. Generates or has the potential to generate traffic volumes equal to or exceeding 100 vehicle trip ends (total of entering and exiting vehicles for the proposed development at full twenty (20) year build out and occupancy) during the highest peak hour of the development or land use;
  - B. A turn-lane warrant analysis may be required by a development or land use generating less than 100 vehicle trip ends in the peak hour.
  - C. Proposed access within a location identified by the City Engineer as a safety problem or accident location.
- (2) For the submission requirements for a Traffic Impact Study, see Chapter 1115.
- (3) The Traffic Impact Study shall outline recommended mitigation measures, including but not limited to roadway widening, turn lane geometries, changes to signalization, elimination or combination of access points, or reduction in the proposed intensity of use, demonstrate any changes to the level of service achieved by these measures, and describe any alternatives or

suggested phasing of improvements. The responsibility for construction and timing of roadway improvements shall be described.

- (d) Turn Lanes. Turn lanes shall be provided on all existing arterial and collector streets adjacent to a proposed major subdivision. The Planning Commission may waive this requirement based on a recommendation from the City Engineer.
- (e) Traffic Control Devices. The developer, at his/her expense, shall install traffic control devices within the subdivision and where subdivision streets connect with existing streets in accordance with the recommendations of the traffic impact study. These devices shall meet all applicable standards in the City of Wooster Engineering Construction Standards, current edition.

**1181.08 PRIVATE STREETS.**

- (a) Private streets shall not be permitted except as follows:
  - (1) As permitted in Chapter 1134, Cluster Residential Development Regulations;
  - (2) As permitted in Chapter 1145, Planned Development Overlay District; and,
  - (3) When the private street is 500 feet or less in length and only serves to provide access to a multi-family development, provided such private street shall not be planned or be expected to extend to serve property outside the multifamily development and the design and layout of the private street(s) shall provide adequate and safe access to the intended units, as determined by the Wooster Police and Fire Departments. Such private street shall be constructed in accordance with Engineering Construction Standards, current edition.
- (b) Whenever a private street is included in a Cluster Residential Development or a Planned Development, deed restrictions shall be required which shall specifically include the following language, “The undersigned grantee(s) hereby acknowledge(s) that (he, she, they) understand that the premises described herein is located upon a non- dedicated, private street. And further, the grantee(s) understands that no government body is responsible for care and maintenance of said private street.”

**1181.09 SIDEWALKS, WALKWAYS AND BIKEWAYS.**

Sidewalks, walkways and bike lanes shall be provided as necessary to provide safe, convenient and efficient transportation.

- (a) Location criteria.
  - (1) Development Plan Approval. Sidewalks shall be provided along all parts of a site abutting a developed public street, where such sidewalks do not exist as of the date of the application for development plan approval.

- (2) Subdivision Approval. Sidewalks shall be constructed on both sides in the right-of-way of all public streets. Sidewalks shall connect with existing sidewalks on streets adjacent to or within the land subdivided, and shall be placed to enable the eventual continuation with proposed or future sidewalks in the vicinity of the land subdivided. At their own discretion, the Planning Commission may waive sidewalk requirements where lot widths are more than 100 feet.
- (b) Design standards.
- (1) For residential developments, sidewalks shall be a minimum of four (4) feet in width, except on arterial and collector streets where a minimum of five (5) feet shall be required. For all commercial/industrial developments, sidewalks shall be a minimum of five (5) feet in width.
  - (2) A planting strip shall be required between the curb and the sidewalk as required in the Engineering Construction Standards, current edition.
  - (3) Sidewalks, walkways, and bikeways shall be designed with a maximum grade of 8 percent, unless sidewalks include steps and handrails of an acceptable design.
  - (4) Sidewalks and walkways for places of public accommodation and commercial facilities shall be designed and constructed to be readily accessible to persons with disabilities in accordance with the Americans with Disabilities Act (ADA).
  - (5) Bike lanes should be installed along City streets in accordance with the adopted Wooster Comprehensive Plan and to provide connections to all parks, schools, adjacent neighborhoods, etc., as approved by the Planning Commission.
- (c) Access to Open Space and Public Facilities. In order to facilitate pedestrian access from the streets and sidewalks to schools, parks, playgrounds, open space, or other nearby streets, the Planning Commission may require public rights-of-way or easements with a minimum width of 30 feet to ensure the perpetual unobstructed access to such facilities. Such easements shall be indicated and dedicated on the subdivision plat.