## DIVISION 3.6 TRANSPORTATION AND CIRCULATION

**Sections:**



### 3.6.1 Master Street Plan — N.A.

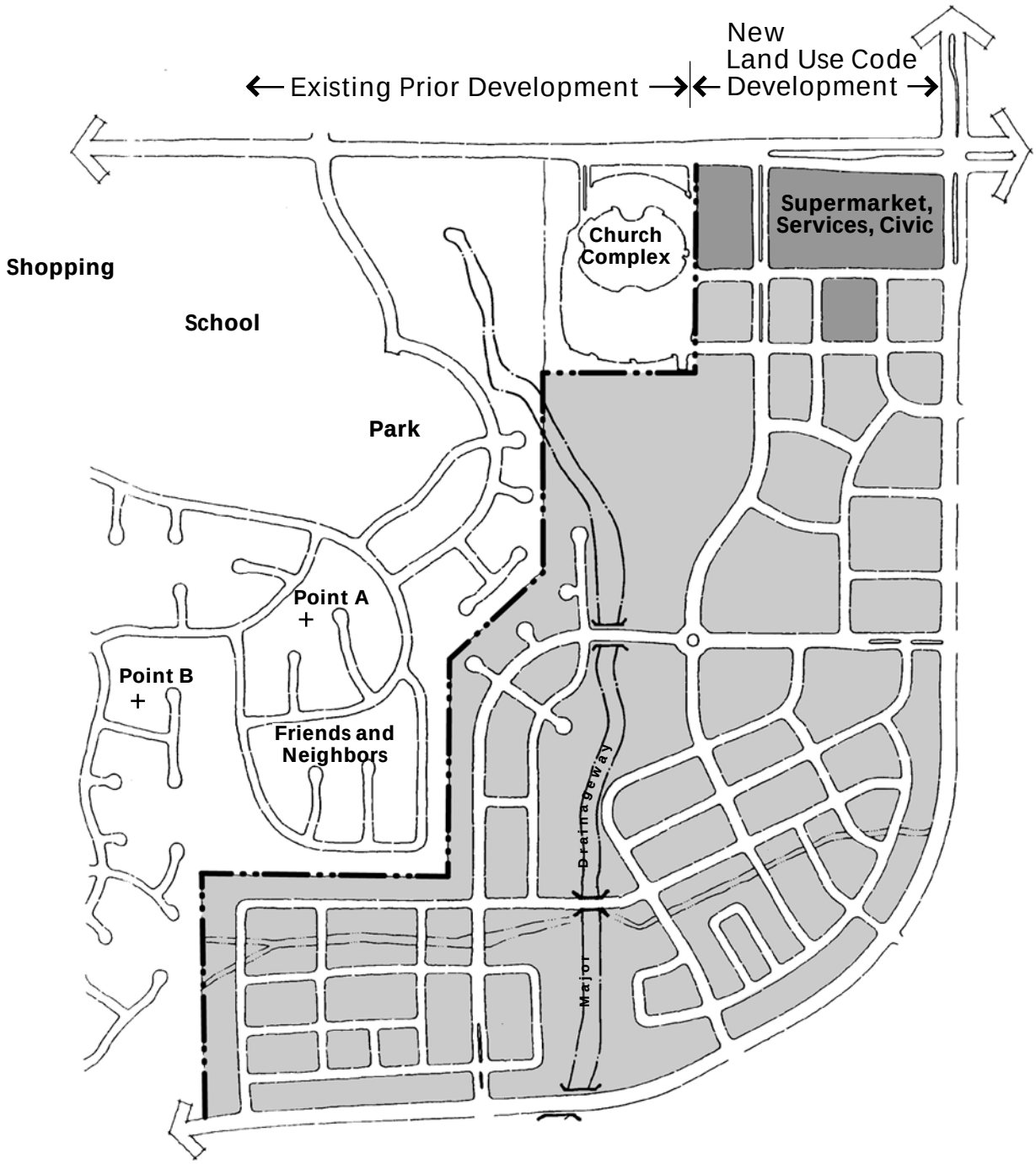
### 3.6.2 Streets, Streetscapes, Alleys and Easements — N.A.

### 3.6.3 Street Pattern and Connectivity Standards

**(A) Purpose**. — **N.A.**

(B) **General Standard.** The local street system of any proposed development shall be designed to be safe, efficient, convenient and attractive, considering use by all modes of transportation that will use the system, (including, without limitation, cars, trucks, buses, bicycles, pedestrians and emergency vehicles). The local street system shall provide multiple direct connections to and between local destinations such as parks, schools and shopping. Local streets must provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them. The street configuration within each parcel must contribute to the street system of the neighborhood.

***Examples & Explanations***




*In the existing prior development above, a city street pattern was allowed to form nearly a mile-long barrier. The complicated, disconnected layout thwarts movement and way-finding within the development as well. A premise of the Code is that traffic can be tamed in other ways which better support personal mobility.*

*In the Land Use Code development above, a major drainage channel creates some disconnections, but otherwise the plan forms a simpler, more interconnected network. Varied dwellings, services, businesses, and spaces will be linked along shared streets. Two bike paths will follow small drainageways across the line between developments, but otherwise there is no way for many people to easily access the park, school, shopping, services, or friends' homes across the line. The Code would call for many street connections along this line today.*

# Street Pattern and Connectivity

The Land Use Code calls for fairly frequent, direct street connections—more than have typically been provided in recent developments. Streets are what first makes a city. Their importance is a powerful theme threaded through *City Plan*.

A simple, connected pattern provides short, direct, highly visible routes. This is crucial for people who walk, bike, use a wheelchair, etc. It allows them to use their time more efficiently. The city is more memorable and familiar. Choices are multiplied. Shorter blocks help with speeding. Traffic is distributed fairly and evenly, making it less likely that single streets will be overburdened by excess traffic. The City's attention is shifted toward making ***all*** streets safe for ***all*** residents.

This looks like a more sustainable approach that makes better use of land than disconnected patterns do.

A disconnected pattern discourages pedestrians with excessive distances and few choices of routes. Finding the way is more complicated. By dictating non-directional travel to get from points A to B, the pattern effectively dictates motor travel for many everyday trips and visits. Local trips within the district are forced out onto arterials. Kids within a few hundred yards of friends, schools, or stores often must be driven.

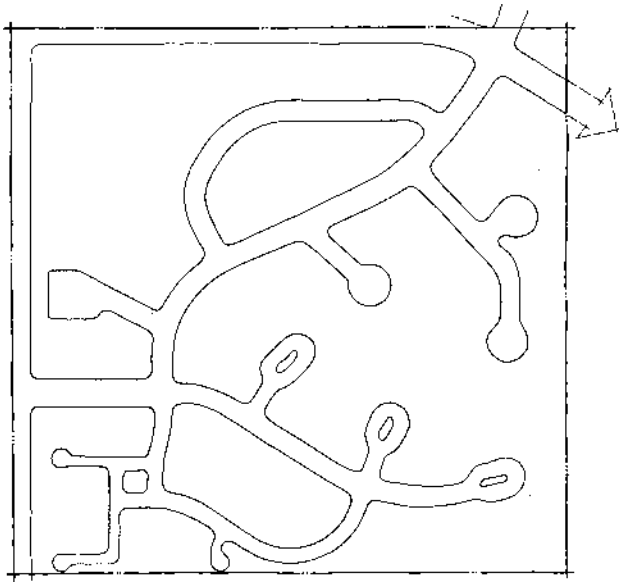
Many individual developers and home buyers say they want only minimum access and cul-de-sacs in their individual real estate developments. The disconnections are to avoid car traffic. Planning is simpler and thus cheaper.

But the dysfunction is systemic. It maximizes overall traffic, with a whole bunch of implications for a city. The pattern expresses a paradox: most of us have been willing to ***do more driving*** *and* ***depend entirely on cars*** to ***get away from all the traffic***. This will be difficult to turn around and confront. But disconnection does not look like the way to ensure good long-term performance of the city street system.

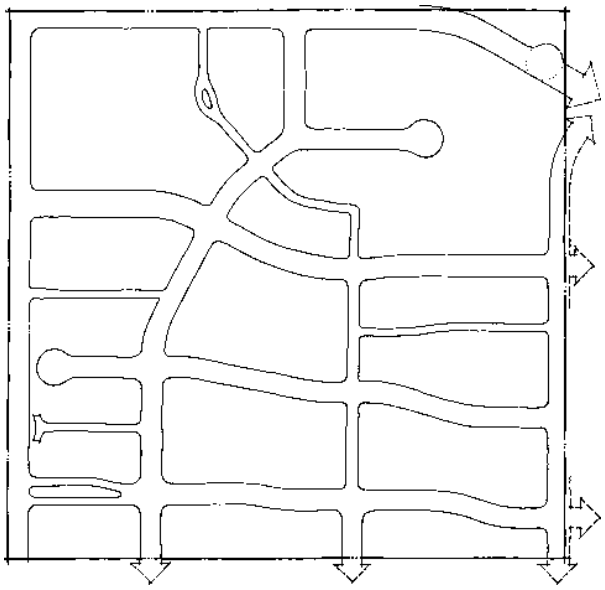
To make a connected pattern more desirable, the streets themselves need to be designed to be safe, interesting, and comfortable for pedestrians. Special traffic calming features may be needed.

Building standards for residential and commercial development, in Section 3.5, are integral with this section. So also are engineering street standards, which are not part of the Land Use Code.

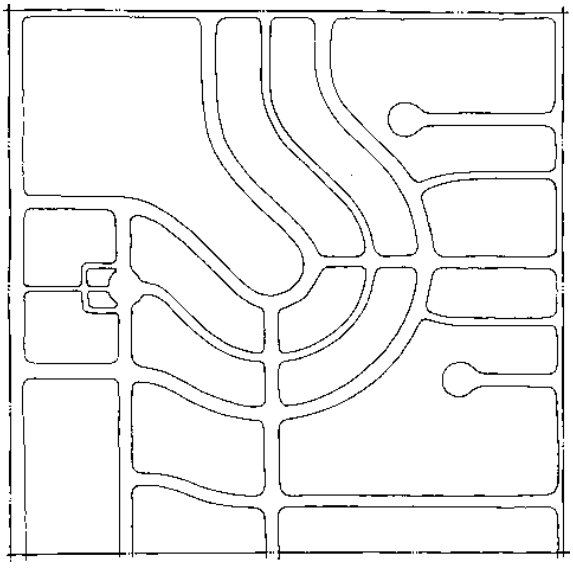
*A street diagram of 40 acres of mixed neighborhood development in Fort Collins that would not meet the standards. Movement is thwarted or blocked in every direction. The standards would have required at least one connection on each side of the square, at the mid point. (Each side is 1/4 mile, 1320 feet, and a connection is required at least every 660 feet along a parcel boundary.)*



*A basic study of an alternative street layout that would meet the standards.*



*A more elegant, whole demonstration of the standards and the purposes behind them. This plan study beautifully explored the possibilities for walkable neighborhoods under the standards.*



*Design by Vaught-Frye Architects*

## End Examples and Explanations for 3.6.3

(C) ***Spacing of Full Movement Collector and Local Street Intersections With Arterial Streets.***
**Covered by annotation under (B) General Standard.**

(D) ***Spacing of Limited Movement Collector or Local Street Intersections With Arterial Streets.***
**Covered by annotation under (B) General Standard.**

(E) ***Distribution of Local Traffic to Multiple Arterial Streets.***
**Covered by annotation under (B) General Standard.**

(F) ***Utilization and Provision of Sub-Arterial Street Connections to and from Adjacent Developments and Developable Parcels.***
**Covered by annotation under (B) General Standard.**

(G) ***Gated Developments.***
**Covered by annotation under (B) General Standard.**

(H) ***Alternative Compliance.*** — **N.A.**

**3.6.4 Transportation Level of Service Requirements — N.A.**

**3.6.5 Transit Facilities Standards — N.A.**

**3.6.6 Emergency Access — N.A.**

## DIVISION 3.7 COMPACT URBAN GROWTH STANDARDS — N.A.

**Sections:**

3.7.1 General
3.7.2 Contiguity
3.7.3 Adequate Public Facilities

## DIVISION 3.8 SUPPLEMENTARY REGULATIONS — N.A.

**Sections:**

3.8.1 Accessory Buildings, Structures and Uses
3.8.2 Family-Care Homes
3.8.3 Home Occupations
3.8.4 Child Care Center Regulations
3.8.5 Small Animal Veterinary Clinic and Hospital Regulations
3.8.6 Group Home Regulations
3.8.7 Signs
3.8.8 Lots
3.8.9 Yards
3.8.10 Single-Family and Two-Family Parking Requirements
3.8.11 Fences and Walls
3.8.12 Adult-Oriented Uses
3.8.13 Wireless Telecommunication
3.8.14 Preemptive Uses
3.8.15 Housing Model Variety
3.8.16 Increasing the Number of Unrelated Persons
3.8.17 Building Height
3.8.18 Residential Density Calculations
3.8.19 Setback Regulations
3.8.20 Expansions and Enlargements of Existing Buildings
3.8.21 Organic Soil Amendments