

Article VIII — Streets, Curbs, and Sidewalks

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Article VIII — Streets, Curbs, and Sidewalks

§ 22-801 General Street Requirements.

(a) Proposed streets shall be properly related to the road and highway plans of the state, county, and Borough. Streets shall be designed to provide adequate vehicular access to all lots or parcels and with regard for topographic conditions, projected volumes of traffic, and further subdivision possibilities in the area.

(b) The street system of a proposed subdivision or land development shall be designed to create a hierarchy of street functions which includes collector and local streets.

(c) The street system of a proposed subdivision or land development shall be designed so as to minimize street intersections and pedestrian-vehicular conflict points.

(d) Proposed local streets shall be designed so as to discourage through traffic and excessive speeds. However, the developer shall give adequate consideration to provision for the extension and continuation of arterial and collector streets into and from adjoining properties.

(e) Where, in the opinion of the Planning Commission, it is desirable to provide for street access to adjoining property, streets shall be extended by dedication to the boundary of such property. Distances between access points to adjoining property shall be based on block length standards set forth in § 22-702(b) (relating to Block Length).

(f) Where a subdivision or land development abuts an existing street of improper width or alignment, the Planning Commission may require the dedication of land sufficient to widen the street or correct the alignment.

(g) If the lots in the development are large enough for resubdivision, or if a portion of the tract is not subdivided, suitable access and street openings for such an eventuality shall be provided.

[Ord. 415 10-29-2003]

§ 22-802 Street Right-of-way and Cartway Widths.

Street right-of-way and cartway widths in proposed subdivisions shall conform to the following standards:

(a) Except as provided in subsection (c), the minimum right-of-way width shall be sixty (60) feet.

(b) Except as provided in subsection (c), the minimum cartway width shall be forty (40) feet. Paved street sections, including parking lanes or shoulders, shall be centered within the street right-of-way. Paved parking lanes and/or shoulders may be required by Council when warranted based on traffic volumes, sight distances, geometric configurations, a capacity analysis, or other engineering and traffic considerations.

(c) A street within a development which includes two-family detached dwellings (twins) and/or of single-family attached dwellings (townhouses) may be reduced to a minimum right-of-way width of fifty-two (52) feet and a minimum cartway width of thirty-two (32) feet if:

(1) there are at least two (2) off-street parking spaces provided on each building lot within the development;

(2) for each block of the street (or portion of the block which is within the Borough):

(A) the total number of off-street and on-street parking spaces provided on that block of the street and on building lots which front on that block of the street is greater than or equal to the product of three and one-half (3.5) multiplied by the total number of building lots which front on that block of the street;

(B) both sides of the street abut property within the development for the entire length of the block (or portion of the block within the Borough);

(C) at least fifty percent (50%) of the lots which abut that block of the street (or portion of the block within the Borough) are improved or to be improved with two-family detached dwellings (twins) and/or single-family attached dwellings (townhouses); and

(D) none of the lots which abut that block of the street (or portion of the block within the Borough) are used for any commercial, industrial, or institutional purpose (except permitted accessory uses to a residential use); and

(3) there is no parking on at least one side of the street.

(d) For purposes of subsection (c):

(1) each full space in a garage which is reserved for parking purposes shall be considered one required off-street parking space;

(2) each driveway which is at least forty (40) feet long from the garage to the edge of the sidewalk closest to garage shall be considered two required off-street parking spaces, and each other driveway which is at least twenty (20) feet long from the garage to the edge of the sidewalk closest to the garage shall be considered one required off-street parking space if the width of the driveway is less than seventeen (17) feet at any point, and shall be considered two (2) required off-street parking spaces if the width of the driveway is at least seventeen (17) feet at all points. In the absence of sidewalk, the preceding sentence shall be modified by replacing the term "edge of sidewalk" with "street right-of-way line" each time the former appears therein;

(3) each on-street parking space which is adjacent to another parking space at the front end of the parking space and also adjacent to another parking space at the back end of the parking space shall have a minimum length of twenty-two (22) feet, and each other on-street parking space shall have a minimum length of twenty (20) feet;

(4) no portion of any parking space may extend into an area where parking is prohibited by law or ordinance; and

(5) no portion of any on-street parking space may extend along any portion of the curb (or edge of cartway) which is within a Protected Mail Zone. For purposes of this paragraph (5), there shall be one Protected Mail Zone for each mailbox (individual or cluster) which is accessed by the United States Postal Service from the street. Each Protected Mail Zone shall extend twenty (20) feet along the curb (or edge of cartway) of the street, and the mid-point of the

Protected Mail Zone shall be that point along the curb (or edge of cartway) which is closest to the center of the mailbox.

[Ords. 415 10-29-2003, 445 06-28-2006]

§ 22-803 Horizontal Curves.

(a) Whenever street center lines are deflected more than five degrees (5°) within five hundred (500) feet, connection shall be made by horizontal curves.

(b) Horizontal curves shall be designed to produce the following minimum sight distances:

- (1) Local streets, two hundred (200) feet.
- (2) Collector streets, three hundred (300) feet.

(c) A minimum tangent of one hundred (100) feet shall be required between reverse curves on collector and minor arterial streets, and a minimum tangent of fifty (50) feet shall be required between reverse curves on local streets. Measurements shall be made on the center line of the intersecting streets.

[Ord. 415 10-29-2003]

§ 22-804 Vertical Curves.

(a) Vertical curves shall be used in changes of grade exceeding one percent (1%).

(b) Vertical curves shall be designed to produce the following minimum sight distances:

- (1) Local streets, one hundred fifty (150) feet.
- (2) Collector streets, three hundred (300) feet.

[Ord. 415 10-29-2003]

§ 22-805 Street Grades.

(a) There shall be a minimum center line grade on all streets of seventy-five hundredths percent (0.75%), unless otherwise permitted by the Planning Commission.

(b) Unless approval is obtained from the Planning Commission upon recommendation from the Borough Engineer, center-line grades shall not exceed the following:

- (1) Local streets, ten percent (10%).
- (2) Collector streets, seven percent (7%).

(c) Intersections shall be approached on all sides by leveling areas. Such leveling areas shall have a minimum length of seventy-five (75) feet (measured from the intersection of the center lines), within which no grade shall exceed a maximum of four percent (4%).

(d) Cross-slopes for roadways and parking lanes shall be two percent (2%) and cross-slopes for shoulders shall be six percent (6%).

[Ord. 415 10-29-2003]

§ 22-806 Street Intersections.

(a) Streets shall intersect at right angles whenever practicable. Where local streets intersect collector or arterial streets, the angle of intersection at the street center lines shall in no case be less than seventy-five degrees (75°). No two (2) streets shall intersect at an angle of intersection at the center lines of less than sixty degrees (60°).

(b) Multiple intersections involving the junction of more than two (2) streets shall be prohibited.

(c) Two (2) streets intersecting a third street from opposite sides shall either intersect with a common center line or their center lines shall be offset according to the following standards:

(1) The two (2) streets shall be separated by a distance of one hundred (100) feet between center lines, measured along the center line of the street being intersected, when all three (3) streets involved are local streets.

(2) The two (2) streets shall be separated by a distance of two hundred (200) feet between center lines, measured along the center line of the street being intersected, when one (1) or more of the streets involved is a collector or minor arterial street.

(d) Street curb intersections shall be rounded by a tangential arc with a minimum radius of:

(1) Twenty (20) feet for intersections involving only local streets.

(2) Twenty-five (25) feet for all intersections involving a collector and minor arterial street.

(e) Street right-of-way lines, whenever possible, shall be parallel to (concentric with) curb arcs at intersections.

(f) Street right-of-way lines at intersections shall be rounded by a tangential arc with a minimum radius of fifteen (15) feet.

(g) Clear sight triangles shall be provided at all street intersections. Within such triangles no object greater than two and one-half (2 1/2) feet in height and no other object that would obscure the vision of the motorist shall be permitted. Such triangles shall be established as measured from road center lines a distance of:

(1) Seventy-five (75) feet from the point of intersection of the center lines of two (2) streets where both are local streets.

(2) One hundred (100) feet from the point of intersection of the center lines of two (2) streets where one is a collector or minor arterial street.

(h) Wherever a portion of the line of such triangles occurs within the proposed building setback line, such portion shall be shown on the final plan of the subdivision and shall be considered a building setback line.

[Ord. 415 10-29-2003]

§ 22-807 Cul-de-sacs.

(a) Dead-end streets are prohibited unless designed as cul-de-sac streets or designed for future access to adjoining properties.

(b) Any dead-end street which is constructed for future access to an adjoining property or because of authorized stage development, and which is open to traffic and exceeds two hundred (200) feet in length, shall be provided with a temporary all-weather turnaround. The turnaround shall be completely within the boundaries of the subdivision and the use of the turnaround shall be guaranteed to the public until such time as the street is extended.

(c) Cul-de-sac streets, permanently designed as such, shall not exceed six hundred (600) feet in length and shall not furnish access to more than twenty-five (25) dwelling units.

(d) All cul-de-sac streets, whether permanently or temporarily designed as such, shall be provided at the closed end with a fully paved turnaround. The turnaround may be offset to the left or right.

(1) If parking will be prohibited on the turnaround, the minimum radius to the pavement edge or curblin shall be forty (40) feet, and the minimum radius of the right-of-way line shall be fifty (50) feet.

(2) If parking will be permitted on the turnaround, the minimum radius to the pavement edge or curblin shall be fifty (50) feet, and the minimum radius of the right-of-way line shall be sixty (60) feet.

(e) The center-line grade on a cul-de-sac street shall not exceed ten percent (10%), and the grade of the diameter of the turnaround shall not exceed five percent (5%).

[Ord. 415 10-29-2003]

§ 22-808 Street Construction Specifications.

(a) **In General.** Streets shall be graded to the full width of the right-of-way, surfaced and improved to the grades and dimensions shown on the plans, profiles, and cross sections submitted by the developer and approved by the Planning Commission.

(b) **Subgrade.** Subgrade construction and preparation shall basically be performed in accordance with current Pennsylvania Department of Transportation Form 408, Section 210, for all classifications of streets.

(c) **Subbase and Underdrain.** Prior to laying of street surface, adequate subsurface drainage for streets and underground utilities shall be provided and installed by the developer. Subgrade conditions may require the installation of subbase and/or underdrain; the extent of this

work shall be as specified by the Borough. Work shall basically be as stipulated in current Pennsylvania Department of Transportation Form 408 for subbase and underdrain for all classifications of streets.

(d) Base Course (Roadway).

(1) Local Streets: six-inch minimum compacted depth of crushed aggregate base course as specified in current Pennsylvania Department of Transportation Form 408.

(2) Collector Streets: eight-inch minimum compacted depth of crushed aggregate base course as specified in paragraph (1).

(3) Alternative Use of Bituminous Concrete. The Borough may approve the use of an equivalent depth bituminous concrete base course in lieu of the above-specified crushed aggregate base course. The bituminous concrete base course shall be as specified in current Pennsylvania Department of Transportation Form 408.

(e) Surface Course (Roadway). The surface course for all classifications of streets shall consist of a one and one-half inch (1.5") minimum compacted depth of an ID-2A binder course and a one inch (1.0") minimum compacted depth of an ID-2A wearing course, as basically specified in current Pennsylvania Department of Transportation Form 408.

(f) Other Standards: PennDOT Requirements. In all respects in which standards for required improvements are not set forth herein, the applicable standard requirements of the Pennsylvania Department of Transportation shall govern, and all work shall be performed in the manner prescribed in the standard specifications for road construction of the Department.

[Ord. 415 10-29-2003]

§ 22-809 Street Rights-of-way Reservation.

At the request of the Borough Engineer, the Planning Commission and/or Council, any subdivider may be required to dedicate land, in addition to that required under § 22-802 (relating to Street Right-of-way and Cartway Widths), to the Borough for future street widening, if either:

(a) Vehicular traffic generated by the subdivision will cause congestion or safety hazards on existing streets; or

(b) Such street widening is in accordance with Borough and/or regional Comprehensive Plans.

[Ord. 415 10-29-2003]

§ 22-810 Street Names.

Proposed streets which are in alignment with others already existing and named shall bear the names of the existing streets.

[Ord. 415 10-29-2003]

§ 22-811 Street Signs.

Street name signs shall be installed at all street intersections. The design and placement of such signs shall be subject to approval by Council.

[Ord. 415 10-29-2003]

§ 22-812 Streetlights.

In accordance with the conditions to be agreed upon by the developer, Council, and the appropriate public utility, streetlights are to be installed in subdivisions and land developments.

[Ord. 415 10-29-2003]

§ 22-813 Curbs and Sidewalks.

(a) **Required.** Curbing and sidewalks are required along both sides of all streets in proposed subdivisions.

(b) **Curb Installation.** Curbs shall be installed in accordance with Chapter 56 (relating to Curbs, Sidewalks, and Walkways).

(c) **Sidewalk Installation.** All sidewalks shall be installed in accordance with Chapter 56 (relating to Curbs, Sidewalks, and Walkways).

[Ord. 415 10-29-2003]

§ 22-814 Street Trees.

(a) Where no existing trees are retained along street rights-of-way, or where the existing trees are more than fifty (50) feet apart, trees shall be planted at intervals of fifty (50) feet.

(b) Trees shall be retained or planted behind the sidewalk.

[Ord. 415 10-29-2003]

§ 22-815 Unique or Unusual Conditions.

Where unusual or unique conditions prevail with respect to prospective traffic and/or safety of pedestrians, different standards of improvements from those set forth in the previous sections may be required. Crosswalks may be required when deemed necessary by the Planning Commission.

[Ord. 415 10-29-2003]