

BOROUGH OF SEWICKLEY HILLS

ORDINANCE No. 2-2015

AMENDING ORDINANCE No. 1 OF 1990 Subdivision and Land Development Regulations

AN ORDINANCE AMENDING SUBDIVISION AND LAND DEVELOPMENT REGULATIONS ORDINANCE NO. 1 OF 1990 BY AMENDING PART 5 GENERAL DESIGN PRINCIPLES PROVIDING FOR THE REQUIREMENTS OF STREETS AND CURBS.

THE COUNCIL OF THE BOROUGH OF SEWICKLEY HILLS, ALLEGHENY COUNTY, PENNSYLVANIA, HEREBY ORDAINS AS FOLLOWS:

BE IT ORDAINED AND ENACTED BY THE BOROUGH COUNCIL OF THE BOROUGH OF SEWICKLEY HILLS, COUNTY OF ALLEGHENY PENNSYLVANIA, AND IT IS HEREBY ORDAINED AND ENACTED BY IT WITH AUTHORITY OF THE SAME:

Ordinance No. 1 of 1990, Subdivision and Land Development Regulations is hereby amended as follows:

SECTION A: Part 5, Section 503 Street Systems Section 10 shall be replaced as follows:

- 10 All streets shall have a uniform width throughout their respective lengths except where otherwise required by §504 Street Design.

SECTION B: Part 5, Section 504 Street Design shall be amended in its entirety as follows:

§504. Street Design.

1 Street Classification.

A Three (3) functional classifications are hereby established for the streets and roads in the Borough.

- 1) Arterial. Serves major centers of activity, and/or serves the highest traffic volume corridors, and to serve the longest trip destinations; and carries a minimum of 6,000 Average Weekday Daily Traffic (AWDT) (2-way) with 2% or more trucks. Generally, these highways should accommodate operating speeds of 35 to 55 miles per hour and are normally county and state roadways
- 2) Collector. Provides access to abutting land uses and distributes traffic between local, arterial and other collector streets, and carries a maximum of 6,000 AWDT (2-way) with truck usage limited to those trips serving abutting land uses and/or intersecting streets. Generally, these highways will accommodate operating speeds of 35 miles per hour.

- 3) Local. Serves abutting homogeneous land uses and connections to collector streets, and carries a maximum of 2,000 AWDT (2-way). Roads provide for no truck usage except for local deliveries, low traffic volume and short travel distances. These streets and roads should be designed for operating speeds of 25 miles per hour or under.
2. Layout.
- A. Streets shall be planned to conform to the layout of existing and planned streets and so located as to allow proper development of surrounding properties.
 - 1) Local streets shall be laid out so as to discourage through traffic.
 - 2) Collector streets should be designed to provide adequate flow of traffic from local streets to major community facilities and to arterial streets.
 - B. Alleys and Driveways.
 - 1) Alleys are prohibited in residential development except Residential D District
 - 2) Driveways serving adjacent properties to an intersection shall be offset from the intersection of the curb line a distance not less than the required setback dimension.
3. Intersections
- A. Intersections involving the crossing of more than two (2) streets shall be prohibited.
 - B. Local streets shall not intersect with collector or arterial streets on the same side at intervals of less than eight hundred (800) feet as measured from centerline to centerline.
 - C. Opposing offsets of less than one hundred-fifty (150) feet shall not be permitted, unless directly opposite.
4. Topography
- A. Proposed streets shall be planned to conform to the contour of the land, to provide buildable lots, to have a suitable alignment and grade to allow proper drainage.
5. Grading, Slopes and Traffic Guide Rails.
- A. The shoulders shall be graded to the full width of the right-of-way, and provisions shall be made for protection of slopes beyond the right-of-way.

- B. Where the grade of the street is three (3) feet or more above the grade of the adjacent land, guide rails shall be built to protect travel if recommended by the Borough Engineer.

6. Street Grades.

- A. Minimum and maximum grades shall be provided on all streets in accordance with the design standards specified in the Street Design Standards of this Chapter.
- B. Grades shall be measured along the center of the street.
- C. Vertical curves shall be used in changes of grade exceeding one percent (1%) and should be designed in accordance with the Street Design Standards of this Chapter.
- D. Within fifty (50) feet of all sides of an intersection, no grades shall exceed the design standards specified in the Street Design Standards of this Chapter. The grade of actual intersections shall not exceed one percent (1%) in any direction.

7. Right-of-Way and Cartway Paving Widths.

- A. Minimum right-of-way and cartway paving widths shall be provided in accordance with the design standards specified in the Street Design Standards of this Chapter. All streets shall be paved in accordance with Borough's Construction Standard Details.

8. Additional Right-Of-Way and Cartway Paving Widths.

- A. The Borough may request additional right-of-way and cartway paving widths where necessary for public safety and convenience, for the roadway expansion, for parking in intensive use areas and for existing roads that do not comply with current standards. The land development plan's approval, however, shall not be conditioned upon dedication of the additional right-of-way.

9. Cul-De-Sacs.

- A. The Borough will not approve a cul-de-sac when a through street is practical. A cul-de-sac shall not be more than nine hundred (900) feet in length without providing an intermediate turnaround every nine hundred (900) feet, unless the Borough Council grants a modification to this requirement. A cul-de-sac or intermediate turnaround shall have a minimum right-of-way radius and an outer minimum paving radius as specified in the design standards.

10. Temporary Turnarounds.

- A. The Borough may require a temporary turnaround where a road is constructed to an adjoining property line or where a developer and/or landowner proposes to phase street construction within a development. The right-of-way width required for a

temporary turnaround shall be a minimum of sixty (60) feet and the outer paving radius of the temporary turnaround shall be twenty-five (25) feet.

11 Visibility.

A. No fence, hedges, shrubbery, walls, planting (other than trees and grass) or similar obstructions shall be located within the right-of-way; no such obstruction shall obscure visibility at any intersection.

B. A clear sight triangle, as per Design Standards, shall be maintained free of any obstructions at intersections. The sides of the clear sight triangle shall be measured along the center line of the intersecting streets and shall meet the minimum standards specified.

12. Street Names.

A. All new street names shall be approved by the Borough Police Chief and Fire Marshall. Names of new streets shall be sufficiently different in sound and spelling from names of existing Borough streets so as not to cause confusion.

B. A Street that is planned as a continuation of an existing street shall bear the same name.

13 Islands

A. No entrance island, cul-de-sac island or other architectural feature shall be permitted within the right-of-way of any public street unless approved as per Borough Standards. Borough shall not assume future responsibility for the island's maintenance unless agreed upon under the conditions of a developer's agreement.

14 Borough Street Design Standards (Do not apply to County or State Roads)

	TYPE OF STREET*		
	Arterial	Collector	Local
Design speed (MPH)	35-55	35	25
Min. Right of Way Width (feet)	80-120	62****	50
Cul-de-sac Right of Way Radius (feet)	NA**	NA**	50
Angle of Street Intersection (degree)	90	90	75-90 (60 with local road)
Min. Cartway Paving Width-gutter to gutter (feet)	Lower of ***** or 46	Lower of ***** or 30	22
Cul-de-sac Paving Radius (feet)	NA**	NA**	40

	TYPE OF STREET*		
	Arterial NA**	Collector NA**	Local 250
Min. Cul-de-sac Length (edge of intersection to center of cul-de-sac) (feet)			
Min. Tangent Street Grade (%)	1.0	1.0	1.0
Max. Tangent Street Grade (%)	7.0	7.0	12.0
Max. Leveling Grade (25 ft before right-of-way of intersection) (%)	3.0	3.0	4.0
Max Cul-De-Sac Grade (%)	NA**	NA**	5.0
Curb Return Radius (feet)	35	35	25
Clear Sight Triangle for Road and Non-Residential Driveways (feet)	***** or 75 min	***** or 75 min	***** or 75 min
Horizontal Curves			
Min. Centerline Radius (feet)	300	300	125
Desired Centerline Radius (feet)	510	510	275
Vertical Curve Length (feet)	100	100	250
Intersection Min Curve Radius	25	25	25 except 20 with Local Roads

Notes:

- * See definitions of streets in Section 504.1.
- ** NA = Not Applicable
- *** Comparable hammerhead design also permitted.
- **** Right-of-way width must include cartway, the curb and 12 feet on each side of road
- ***** As determined by traffic study reviewed and approved by the Township Traffic Engineer.
- ***** As required by the Pennsylvania Department of Transportation Design Manual No.2 or publication 441.

15. Cartway Pavement.

A. Design.

- 1) All streets intended to be dedicated for public use shall be paved to full cartway width as shown on the final plat.
- 2) In all cases, paving materials and workmanship shall conform to any and all Borough standards and in accordance with Pennsylvania Department of Transportation Specification Form 408, latest edition.

3) See construction details and specifications on file with the Borough.

B. Construction.

1) Subdivision Asphalt Road Construction.

a. Asphalt roads in a subdivision shall be initially prepared as per construction details and specifications.

b. After ninety (90) percent of the homes are occupied in all phases planned, if construction is in phases, the initial wearing course shall be milled and replaced as per construction details and specifications.

c. The Borough may choose to agree to assume snow removal, at the Developer's sole cost only, of the roads after the initial wearing course has been installed and occupancy of homes in the plan has been established. Cost of snow removal to remain the responsibility of the Developer until final acceptance of the roads by the Borough.

d. After the final asphalt wearing course has been applied and the roads inspected by the Borough engineer, the road, if desired by the Developer, and constructed in accordance with this Ordinance and any other applicable Ordinance, Law, Rule or Regulation may be accepted by the Borough.

C. Acceptance.

1) Roads not constructed in accordance with this Ordinance and with construction details and specifications on file with the Borough shall not be accepted by the Borough.

SECTION C: Part 5, Section 505 Curbs shall be amended in its entirety as follows:

§505. Curbs.

1. Locations.

A. Curbs shall be provided on all streets and parking compounds located within multi-family and apartment building developments.

B. Curbs shall be required on new streets in subdivisions or land developments in which the average lot width of interior lots at the required building setback line is one hundred (100) feet or less.

C. Curbs may also be required in any subdivision in which the lot areas or lot widths exceed the above minimum, when the center line street grade of any street exceeds three (3) percent.

D. In such cases, curbs or other drainage controls shall be installed to properly control surface drainage and protect the streets from erosion. The requirement of the curbs may be waived at the discretion of the Borough Council.

2. Design Standards.

A. Curbs shall be either 1) vertical-type, Portland cement, concrete or 2) wedge-type, rolled, continuous-pour, bituminous asphalt.

B. See construction details and specifications on file with the Borough.

SECTION D: All ordinances or parts thereof in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict. Should any part of this Ordinance be declared unlawful, unconstitutional or invalid, such unlawfulness, unconstitutionality or invalidity shall not affect or impair the remaining portions of this Ordinance

SECTION E: This Ordinance shall become effective immediately.

ORDAINED AND ENACTED into Law by the Borough Council of Sewickley Hills, this 25th day of August, 2015

ATTEST:

BOROUGH COUNCIL

Ariana Steele

Secretary

Cynthia A. Phillips

President

Approved and accepted this 25 day of August, 2015

Dan Mahf

Mayor