

Sec. 14-64. Street design standards.

The council shall consider the following when reviewing private ways proposed for acceptance:

1. The land subdivision ordinance's street construction and design objectives and standards which are currently in effect;
2. The street design approved by the planning board and any waivers that may have been granted;
3. The deviation between the current standard and the built condition;
4. The ability to provide public services along and within the private way such as school bussing, trash pick-up, emergency services and plowing;
5. E911 street addressing conformance; and
6. Street connectivity. Street connectivity may be required for streets not yet approved by the planning board as of May 23, 2005. The town council shall review the proposal against the following standards:
 - a. Reduction of costs to provide waste collection, snowplowing, public transit and school-related transit including decrease in travel time and mileage,
 - b. Shortening of emergency access response times and the provision of alternative routes;
 - c. Diffusion of traffic and reduction of traffic impacts and congestion on public roadways and intersections;
 - d. Connectivity between residential and commercial developments;
 - e. Trail, bike and pedestrian connections; and
 - f. Future connections to new developments.
7. Minimum thresholds required. Minimum thresholds required are:
 - a. For private ways serving residential development, certificates of occupancy have been issued for a minimum of sixty-five (65) percent of the approved units, with rounding to occur to the next highest whole number.
 - b. For streets in commercial developments, certificates of occupancy have been issued for a minimum of sixty-five (65) percent the number of lots or buildings whichever is greater, with rounding to occur to the next highest whole number.

(Ord. of 7-12-2010)