



*Town of Milton*

115 Federal Street, Milton, Delaware 19968

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**ORDINANCE NO. 2022-005**

**AN ORDINANCE TO AMEND CHAPTER 188 OF THE TOWN CODE, ENTITLED "SUBDIVISION AND LAND DEVELOPMENT," REGARDING STREET DESIGN**

**WHEREAS**, the Charter of the Town of Milton vests power in the Mayor and Town Council to provide for and preserve the health, peace, safety, cleanliness, ornament, good order and public welfare of the Town and its inhabitants; and

**WHEREAS**, the Mayor and Town Council of the Town of Milton have previously enacted an ordinance governing Subdivision of Land, codified as Chapter 188 of the Town Code; and

**WHEREAS**, the Mayor and Town Council held an open meeting on the 2nd day of May 2022, to consider amendments to Chapter 188;

**NOW THEREFORE, BE IT ENACTED AND ORDAINED**, by the Town Council of the Town of Milton, a majority thereof concurring, that the following revisions hereby be incorporated into Chapter 188 of the Town Code:

Section 1.

§ 188-22. Street design.

Streets shall be designed to conform to the design standard set forth in this chapter and shall be paved in accordance with specifications for the paving of the streets established by the Town. The requirements for street designs shall be as follows:

A. The arrangement of streets shall be such as to provide for the appropriate extension of existing streets.

B. The design of subdivision streets shall be in accordance with the latest standards published by the American Association of State Highway and Transportation Officials, the DelDOT Division of Highways Rules and Regulations for Subdivision Streets, DelDOT Development Coordination Manual (<https://deldot.gov/Business/subdivisions/>), and this chapter. However, if after sufficient studies and information are submitted and approved by the Town Engineer, the Town Council may consider and approve a lesser pavement standard.

C. Traffic controls and pavement markings shall conform to the specifications of the most current edition of the Delaware Manual for Uniform Traffic Control Devices (DEMUTCD) Department of Transportation Bureau of traffic Signing and Striping Guidelines. Any deviation shall be considered and possibly approved by the Mayor and Town Council with consult from the Public Works Staff.

D. Entrances onto existing state-maintained and Town-maintained streets shall be designed in accordance with the DelDOT Division of Highways Standards and Regulations for Access to State Highways, latest edition.

E. Minor streets shall be designed to discourage through traffic.

F. Subdivisions abutting arterial streets shall provide a service street, and reserve frontage with a buffer strip for planting, or some other means of separation of through and local traffic as the Town may determine appropriate.

G. The minimum right-of-way shall be measured from lot line to lot line, and measured in accordance with the following schedule:

- (1) Arterial streets: 120 feet;
- (2) Major collector streets: 80 feet;
- (3) Minor collector streets: 60 feet;
- (4) Minor streets: 50 feet;
- (5) Interior streets: 25 feet.

H. The Town assumes, while retaining all controls over the dedicated rights-of-way, no responsibility for:

- (1) Maintenance of the dedicated portion of the right-of-way beyond the back of curb or present edge of pavement where no curb exists.
- (2) Cutting of grass in any portion of the right-of-way.

I. Minimum street widths within a subdivision shall conform to the following:

- (1) Minor streets shall be 32 feet wide from back of curb to back of curb with Integral PCC Curb and Gutter, Type 3, required.
- (2) Minor collector streets shall be 40 feet wide from back of curb to back of curb with Integral PCC Curb and Gutter, Type 3, required.
- (3) Major collector streets shall be divided and a minimum of 24 feet wide from back of curb to back of curb per direction of travel with Integral PCC Curb and Gutter, Type 3. A landscape island a minimum of eight feet in width shall separate travel lanes. PCC Curb, Type 1, or Integral PCC Curb and Gutter, Type 3, shall be required for the island.
- (4) Arterial street widths will be considered carefully by the Town Council and will be determined after conferring with other outside agencies.
- (5) Alleys to be dedicated to the Town shall be 16 feet wide inside curb to inside curb with either Integral PCC Curb and Gutter, Type 2 or Type 3.

J. Integral PCC Curb and Gutter, Type 3, curbs shall be placed on both sides of the street in accordance with specifications of the Town.

K. Horizontal curves on minor streets shall have a minimum radius of 150 feet and a minimum sight distance of 150 feet. Minor collector streets shall have a minimum radius of 300 feet and a minimum sight distance of 200 feet. Major collector streets shall have a minimum radius of 500 feet and a minimum sight distance of 225 feet.

sight distance of 200 feet. Major collector streets shall have a minimum radius of 500 feet and a minimum sight distance of 225 feet.

L. Subdivisions that adjoin or include existing streets that do not conform to the street requirements of this section shall dedicate additional width along either or both sides of the street.

M. Grades of arterial and collector streets shall not exceed 4%. Grades on other streets shall not exceed 10%. No street shall have a minimum grade of less than 3/10 of 1%.

N. Street intersections shall be as nearly at right angles as possible and in no case be less than 60°. The block corners at intersections shall be rounded at the curb line with the curb having a radius not less than 25 feet.

O. Street jogs with center-line offsets of less than 125 feet shall be prohibited.

P. A tangent of at least 100 feet long shall be introduced between reverse curves.

Q. When connecting street lines deflect from each other at any one point by more than 10°, they shall be connected by a curve with a radius of not less than 100 feet for minor streets and 300 feet for arterial and collector streets.

R. All changes in grade shall be connected by vertical curves of sufficient length.

S. Culs-de-sacs shall not be longer than 800 feet and shall provide a turnaround at the end with a minimum paving radius of 40 feet. If a street is of a temporary nature, a similar turnaround shall be provided and provisions made for future extension of the street and reversion of the excess right-of-way to the adjoining properties.

T. The maximum length of a dead-end street (as measured from the nearest approved turn-around area) shall not exceed 300 feet without an additional alternative turnaround as approved by the Delaware State Fire Marshal's Office.

U. No street shall have a name that will duplicate or so nearly duplicate as to be confused with the existing streets. Continuation of an existing street shall have the same name. ~~A street name sign identical to those already established in the area or of a design and material specified by the Town shall be installed in a base at each street intersection in accordance with the specifications of the Town. All street signage, traffic control signage, devices, and pavement markings shall be in accordance with the specifications of the most current edition of the Delaware Manual for Uniform Traffic Control Devices (DEMUTCD). Any deviation must be considered and approved by the Mayor and Town Council for good cause shown following consultation with the Town Public Works staff.~~

V. Sidewalks shall be placed on both sides of the street and separated from the curb by a grass strip or landscaped buffer area of at least three feet in width on minor streets, at least four feet in width on minor collector streets and at least six feet in width along major collector streets and installed in accordance with the specifications of the Town for design and material.

W. Street lighting shall be installed at street intersections, on curves, and at the end of dead-end streets and shall be spaced a maximum of 300 feet apart along a straight street. The cost of the installation of the streetlights shall be borne by the developer. All electric lines shall be located underground. The

developer shall pay the cost of the electricity for the streetlights until final construction of streets is completed and the street is accepted by the Town.

X. Shade trees are to be located in back of the curb line so as not to interfere with the utilities, sight lines, sidewalks or driveways.

Y. Where buffer yards are required or proposed, they shall be planted with growth of such type and quality to produce from time of planting a screening hedge of such density and height to effectively perform its purpose the year round. Such proposed planting should be reviewed by the Town prior to approval of the subdivision.

Section 2. This Ordinance shall become effective on July 1, 2022.

I, **JOHN R. COLLIER**, Mayor of the Town of Milton, hereby certify that the foregoing is a true and correct copy of the Ordinance adopted by the Town Council of the Town of Milton at its meeting held on the 2<sup>nd</sup> day of May, 2022, following a duly noticed public hearing, at which a quorum was present and voting throughout and that the same is still in full force and effect.



**MAYOR**

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*SYNOPSIS*

This ordinance amends the Town Code's subdivision ordinance. Specifically, it allows for consistency in traffic control devices enabling uniform replacement costs across all subdivisions. It also corrects a spelling error.