

SECTION 16.2 STREET TYPES

16.20 Street Types and Location – Specific street types are allowed within the Form-Based Districts (FBD) as identified on Table 16.2.0. Table 16.2.0 indicates the street types permitted with a short description of the intent and criteria for each. These street types shall comply with the design standards in Figure 16.2.1 and the Town of Amherst Landscaping Guidelines.

Table 16.2.0 – Street Types for Form-Based Districts (FBD)

<i>Street Type</i>	<i>Intent and Criteria</i>	<i>NAVC</i>	<i>AC</i>	<i>R-VF</i>	<i>ED-F</i>
Commercial/ Civic Street Type	This street type is intended to encourage vitality, better organize vehicle flow and parking, provide for a flexible range of facilities for current and future public transit, and improve the pedestrian and bicycling infrastructure in the village centers. The purpose of the street type is to create a local slow-movement street suitable to a walkable pedestrian-friendly center with on-street parking, traffic calming, frequent crosswalks, pedestrian spaces, street trees and high density uses. Street frontages are defined by buildings that provide a mix of uses with shops, offices, civic uses and homes and provide screened off-street parking that is located to the rear of any given site. These streets create a safe and walkable environment with raised curbs, storm drain inlets, mid-street dividers or pedestrian islands where feasible, public transit stops and related facilities, and delineated on-street parking. Trees shall define the edge of the street, provide shade, and include native species appropriate to the site and complementary to the heritage of Amherst. Trees planted in regular intervals along the street allow for adequate space for street furniture and other sidewalk amenities.	X			
Commercial Street Type	This street type is intended to encourage economic, social, and cultural vitality, better organize vehicle flow and parking, improve pedestrian and bicycling access, increase attractiveness, and provide traffic calming for a commercial roadway. The purpose of this street type is to create a local moderate-movement street that buffers pedestrian and bicycles from traffic with street trees and a landscaped planted area at the street edge, while providing convenience and storefront visibility for commercial uses. These streets are intended to create a safe and walkable environment with raised curbs, storm drain inlets, mid-street dividers or pedestrian islands where feasible, and public transit stops and related facilities.	X			
Village Commercial Street Type	This street type is intended to improve pedestrian and bicycle access, provide for a flexible range of facilities for current and future public transit, provide safe pedestrian crossings and landscaped edges along a low density, primarily commercial roadway. This street type intends to create a local moderate-movement street that buffers pedestrian and bicycles from traffic with street trees and a landscaped planted area at the street edge and meandering paths that meet road crossings at strategic intersections.		X		X
Village Residential Street Type	This street type is intended to maintain Amherst’s existing village residential community character while minimizing the impact of vehicular traffic and parking, encouraging pedestrians and bicycle use, and providing a flexible range of facilities for current and future public transit. The purpose of the street type	X		X	

	is to create a local slow movement street suitable to a pedestrian and bicycle friendly residential street with traffic calming, crosswalks, a center traffic divider where feasible, public transit stops and facilities, street trees and low density uses. Street frontages are defined by yards and open spaces that provide an attractive setting for village residential buildings.				
Access Street Type	This street type is intended to create access for sites not located on a public way and intends to be an integral feature of new developments in such locations. The purpose of this street type is to create a local slow movement street that provides vehicular and pedestrian circulation with sidewalks and crosswalks and on-street parking on a tree-lined way that allows public access to the rear of building lots, parking, utility or service areas or otherwise undevelopable site locations. An access road must be used with new development in lieu of any driveway over 100 feet in length, as measured from the edge of the public way, along the centerline of the driveway. The location and orientation of an access street shall be planned in concert with, and as a larger system of, other potential and existing roadways. Access streets shall be developed to the design standards set forth in the Town of Amherst Subdivision Regulations for roadways sufficient to provide legal frontage for building lots. Access streets are intended to create a safe and walkable environment with raised curbs, storm drain inlets, mid-street dividers or pedestrian islands where feasible, and public transit stops and related facilities where appropriate.	X	X	X	
Multi-Purpose Pathway	This street type is intended to create a meandering public path for pedestrian and bicycle use that creates a level of interest and variety in accessing parks, open space and conservation areas. This non-vehicular path runs adjacent to other streets or natural features and connects directly to the sidewalk and bicycle path network that is associated with other street types.	X	X	X	

16.21 Purpose– Street type design regulations established under this Bylaw are intended to govern the design of new or altered property and buildings, as well as street yard areas on private or public property. These regulations establish design and spatial relationships and connections between sites, buildings, and streets which promote the purposes set forth in Section 16.00.

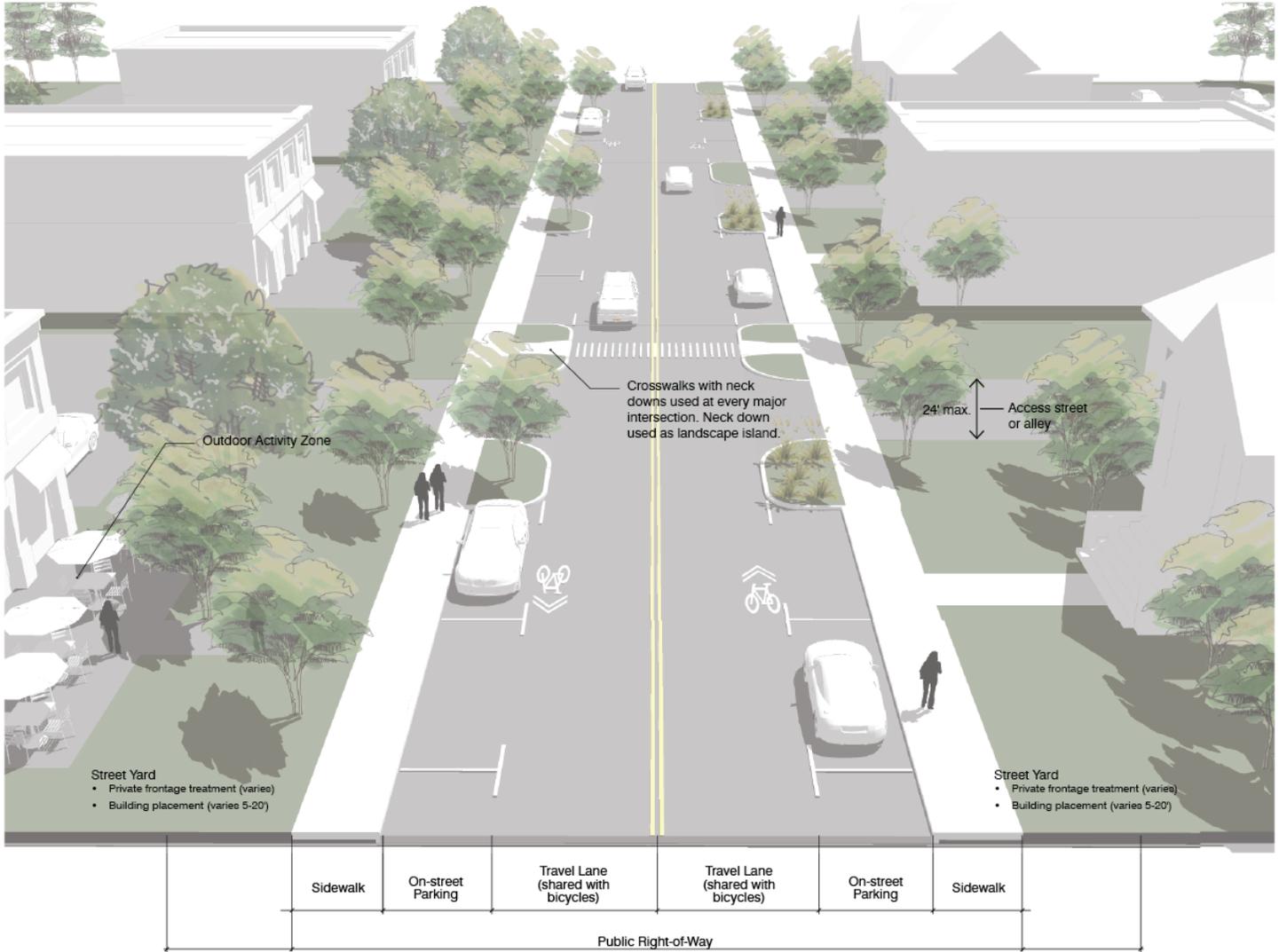
16.210 Public/Private Ways & Jurisdiction – Street type design regulations and graphics illustrating those regulations as they apply within public or private ways are intended to serve as advisory design guidelines offered for the consideration of those public permitting bodies with design control over public ways under state and local law, and are not binding on the decisions of those permitting bodies. These regulations and graphic illustrations are intended to ensure that the design of streets within Form-Based Districts (FBD) is consistent and compatible with the design of future property development governed by these regulations in those same districts.

16.22 Street Networks and Connectivity – Form-Based Districts (FBD) shall have an interconnected network of streets, sidewalks, and pedestrian paths intended to achieve the following transportation objectives:

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- 16.220 The ability to accommodate existing or anticipated public transit improvements and facilities, including but not limited to bus stops, dedicated bus pull-off lanes and turn-arounds. Dedicated bus pull-off lanes for mass transit shall be provided measuring a minimum of 8 feet wide by 50 feet long, to prevent bus stops from occurring in established traffic lanes.
- 16.221 Modes of transportation that offer an alternative to transportation by personal automobile shall be given equal priority in street design including pedestrian, bicycle, and public transportation travel.
- 16.222 All new streets established by street type under these regulations shall be a public way or a private way. The establishment of closed or gated private streets are prohibited.
- 16.223 Sidewalks and rows of street trees must be provided on both sides of all primary streets as described within the street types. To allow healthy tree growth, when street trees will be planted in tree wells or planting strips narrower than 10 feet, the developer shall support the surrounding sidewalk and parking lane with structural soil or provide an equivalent soil volume using a method acceptable to the Amherst Tree Warden, and shall care for newly planted street trees for a period of not less than two (2) years from the date of planting. The provisions of the Town of Amherst Landscaping Guidelines for best practices and species recommendations shall apply to all landscape plantings.
- 16.23 Street Design Standards – The street types shall be designed in accordance with all standards in Table 16.2.0 and Figure 16.2.1. The specific design of each street shall follow the cross-sections illustrated in Figure 16.2.1 for each street type. The right-of-way layout for each street type including various combinations of travel lanes, parking aisles, curbing, planting areas and sidewalks shall supersede any conflicting standards, if so determined by the permitting body or bodies with jurisdiction (see Section 16.210). The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.
- 16.24 Additional Street Types – The defined street types are intended to capture all of the possible variations in street use and type with the Form-Based Districts. Additional street types are not permitted except where the Permit granting Board finds under Section 16.91 that, in addition to meeting the findings already required under that section, a proposal for a different street type or substantial variation in an existing street type is consistent with the purposes and criteria of the street types herein outlined.

FIGURE 16.2.1 - STREET TYPES - COMMERCIAL/CIVIC STREET TYPE

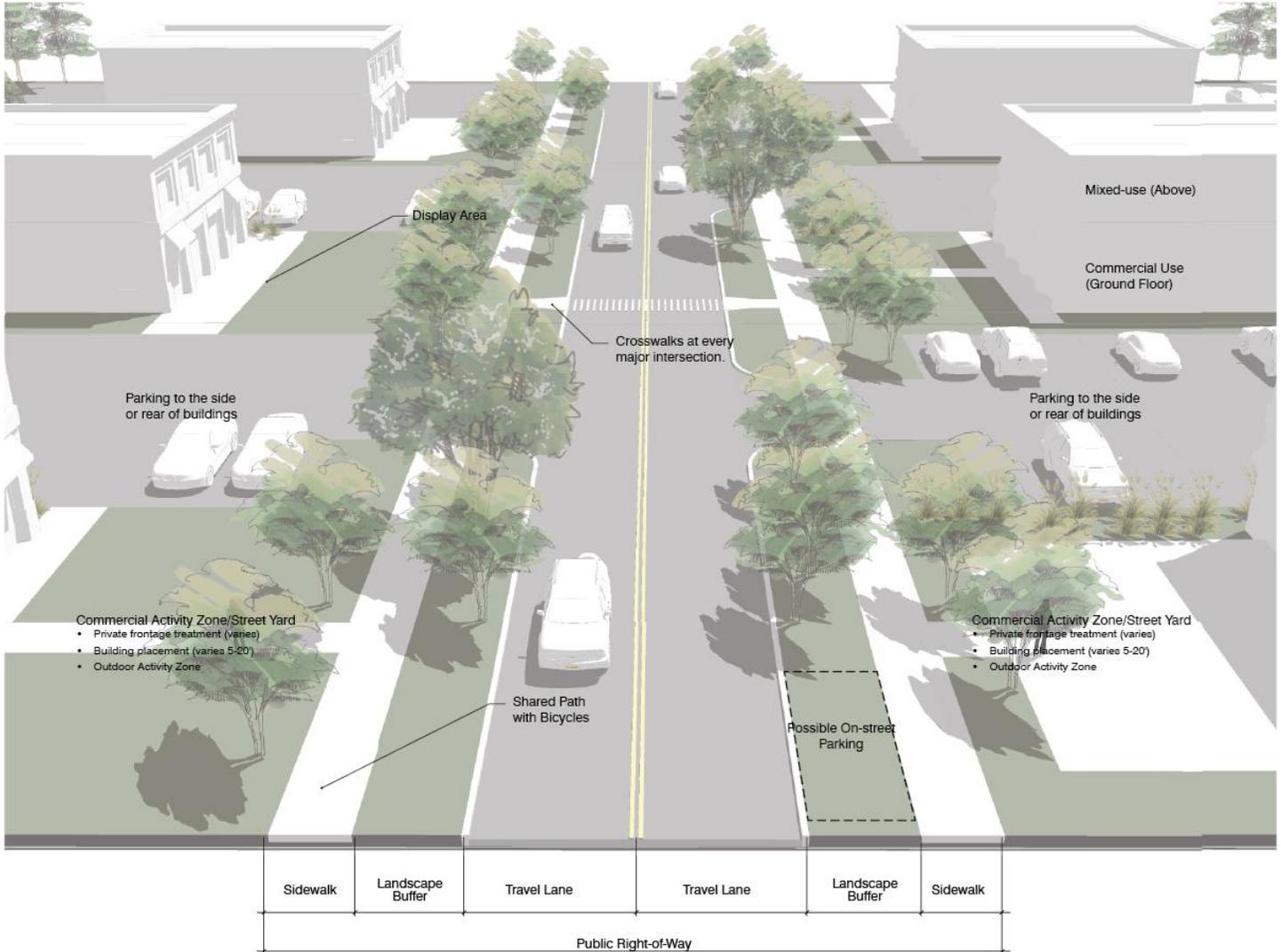
Cross Section/Perspective View



DESIGN CHARACTERISTICS				
<p>Location(s) of Street Type:</p> <ol style="list-style-type: none"> <u>Sunderland Road</u> - south of Mill River to the intersection of Meadow Street and Pine Street. <u>Montague Road</u> - south of Mill River to the intersection of Sunderland Road. <u>Meadow Street</u> - from the west extent of the NAVC Form-Based District to the intersection of North Pleasant Street. <u>North Pleasant Street</u> - from the south extent of the NAVC Form-Based District to the intersection of Meadow and Pine Streets. <u>Pine Street</u> - from the east extent of the NAVC Form-Based District to the intersection of North Pleasant Street. <p>The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact dimensions may vary; proposals shall meet the intent shown. Designs, dimensions and features shown within the public way are intended to serve as advisory guidelines offered for the consideration of those public permitting bodies with design control over public ways under state and local law, and are not binding on the decisions of those permitting bodies.</p>	Movement	Free Movement	Road Edge Treatment	Curb
	Traffic Lanes	Two- 12 feet (maximum)	Planter Strip/ Box Width	NA
	Parking Lanes	Two- 8 feet (maximum)	Planter Type	NA
	R.O.W Width	50 feet	Planting Pattern	NA
	Pavement Width	40 feet	Tree Type	Varied Street Trees
	Traffic Flow	Two ways	Utilities	Below Grade (preferred)
	Curb Type	Raised granite	Street Light Type	Street Scale Ornamental
	Curb Radius	30 feet	Street Light Spacing	30 foot Intervals
	Vehicular Design Speed	40 MPH	Bike Way Type	With flow
	Pedestrian Crossing Time	4 Seconds	Bike Way Width	None
	Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)	Sidewalk Placement	Both Sides
			Sidewalk Width	5 feet public/private extension possible

FIGURE 16.2.1 - STREET TYPES - COMMERCIAL STREET TYPE

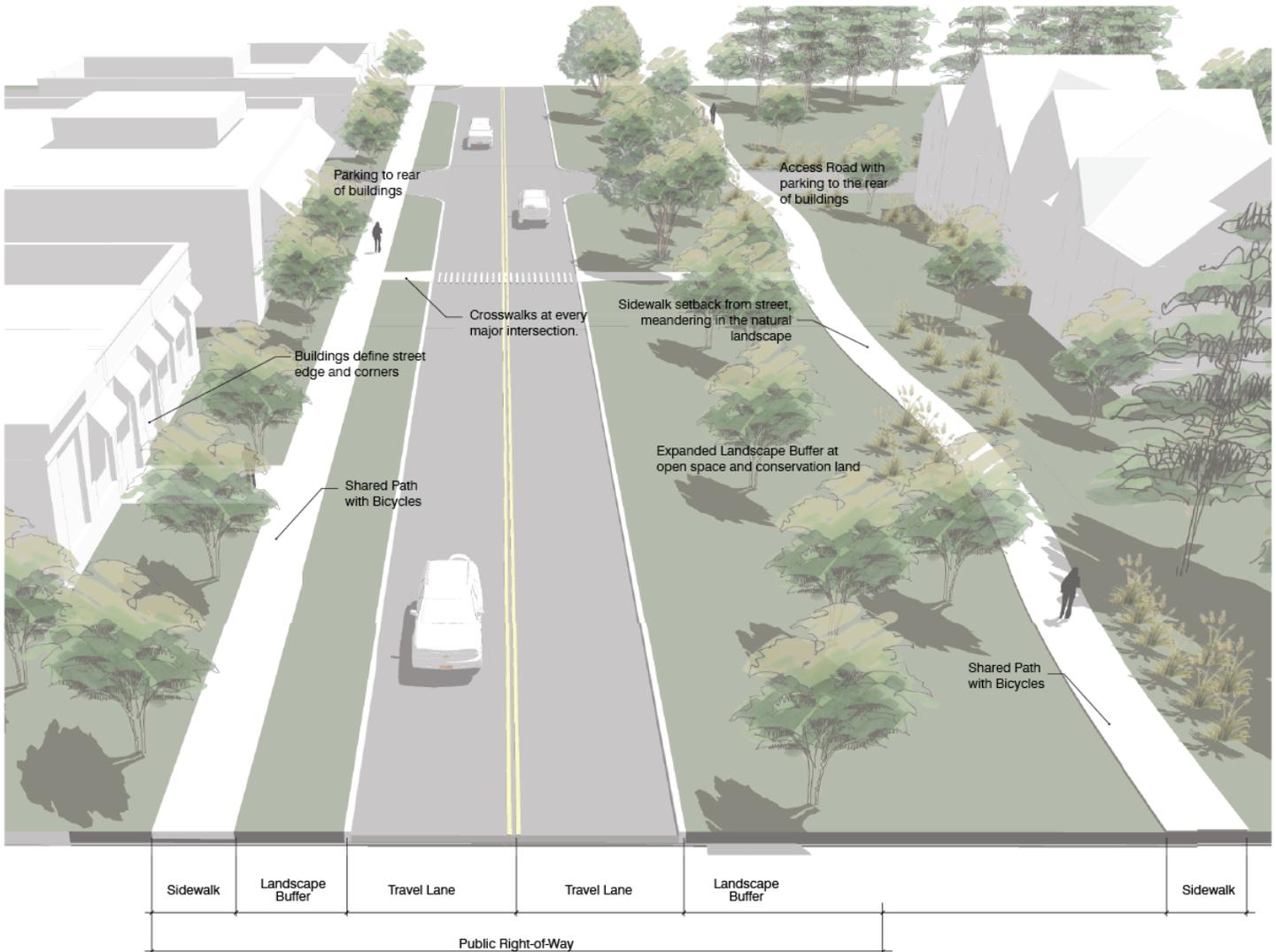
Cross Section/Perspective View



DESIGN CHARACTERISTICS				
<p>Location(s) of Street Type:</p> <ol style="list-style-type: none"> Sunderland Road - north of Mill River to the north extent of the NAVC Form-Based District Cowls Road - from the intersection of Sunderland Road to the east extent of the NAVC Form-Based District. <p>The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact dimensions may vary; proposals shall meet the intent shown. Designs, dimensions and features shown within the public way are intended to serve as advisory guidelines offered for the consideration of those public permitting bodies with design control over public ways under state and local law, and are not binding on the decisions of those permitting bodies.</p>	Movement	Free Movement	Road Edge Treatment	Curb
	Traffic Lanes	Two- 12 foot	Planter Strip/ Box Width	8 feet
	Parking Lanes	NA	Planter Type	Continuous
	R.O.W Width	52 feet	Planting Pattern	Clustered/Irregular
	Pavement Width	24 feet	Tree Type	Selected Street Trees
	Traffic Flow	Two ways	Utilities	Below Grade (preferred)
	Curb Type	Raised granite	Street Light Type	Street Scale Ornamental
	Curb Radius	30 feet	Street Light Spacing	40 foot Intervals
	Vehicular Design Speed	45 MPH	Bike Way Type	Shared-use Sidewalk
	Pedestrian Crossing Time	4 Seconds	Bike Way Width	6 feet (minimum)
	Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)	Sidewalk Placement	Both Sides
			Sidewalk Width	6 feet public/private extension possible

FIGURE 16.2.1 - STREET TYPES - VILLAGE COMMERCIAL STREET TYPE

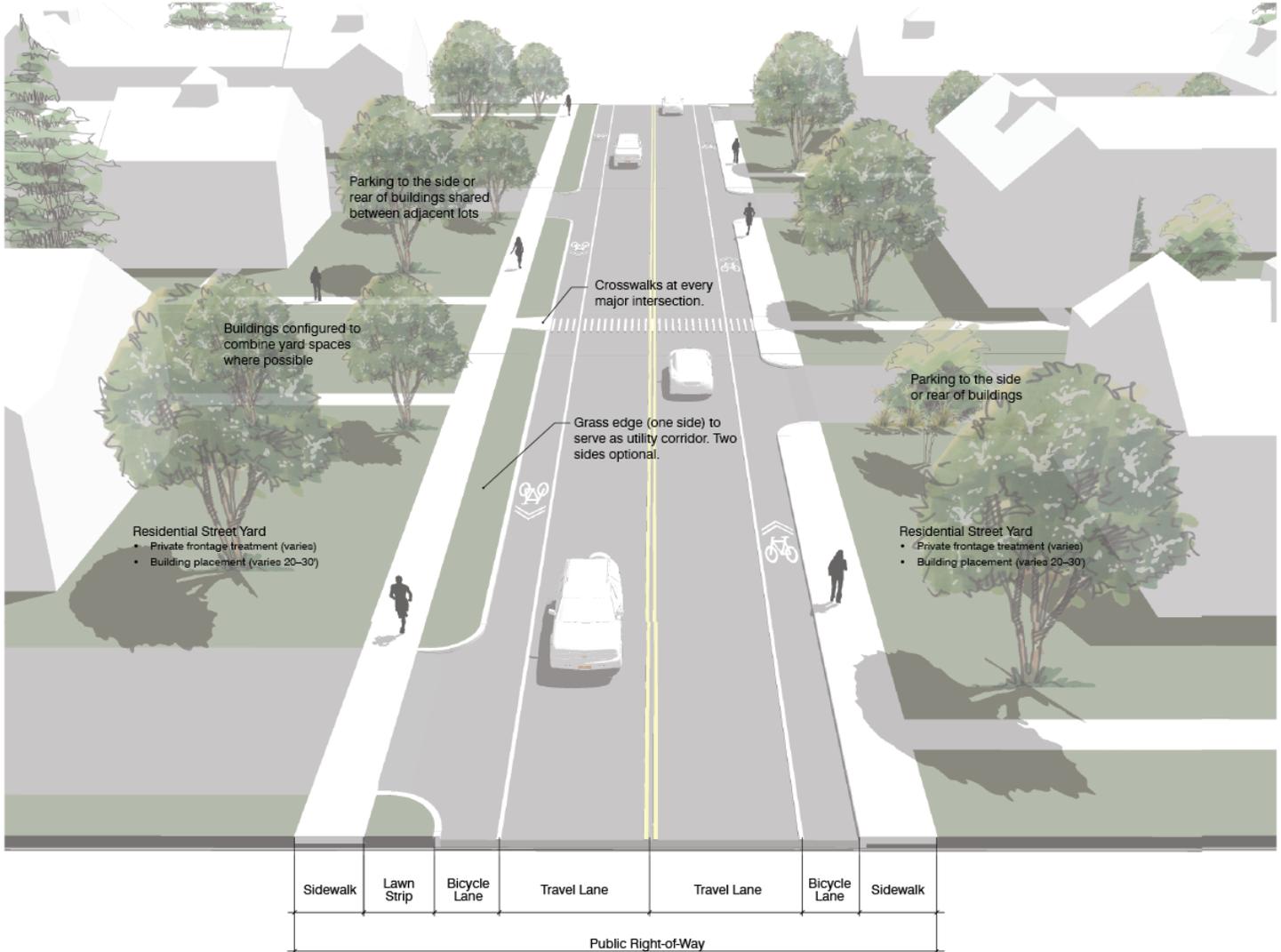
Cross Section/Perspective View



DESIGN CHARACTERISTICS				
<p>Location(s) of Street Type:</p> <ol style="list-style-type: none"> 1. Bay Road - from the east extent of the AC Form-Based District to the intersection of West Street. 2. West Bay Road - from the west extent of the AC Form-Based District to the intersection of West Street. 3. West Street - from the north extent of the AC Form-Based Overlay District to the south extent of the AC Form-Based District. <p>The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact dimensions may vary; proposals shall meet the intent shown. Designs, dimensions and features shown within the public way are intended to serve as advisory guidelines offered for the consideration of those public permitting bodies with design control over public ways under state and local law, and are not binding on the decisions of those permitting bodies.</p>	Movement	Free Movement	Road Edge Treatment	Curb
	Traffic Lanes	Two- 12 foot	Planter Strip/ Box Width	8 feet (minimum), expand at open spaces
	Parking Lanes	NA	Planter Type	Continuous
	R.O.W Width	52 feet	Planting Pattern	Clustered/Irregular
	Pavement Width	24 feet	Tree Type	Selected Street Trees
	Traffic Flow	Two ways	Utilities	Below Grade (preferred)
	Curb Type	Raised granite	Street Light Type	Street Scale Ornamental
	Curb Radius	30 feet	Street Light Spacing	40 foot Intervals
	Vehicular Design Speed	45 MPH	Bike Way Type	Shared-use Sidewalk
	Pedestrian Crossing Time	4 Seconds	Bike Way Width	6 feet (minimum)
	Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)	Sidewalk Placement	Both Sides
			Sidewalk Width	6 feet public/private extension possible

FIGURE 16.2.1 - STREET TYPES - VILLAGE RESIDENTIAL STREET TYPE

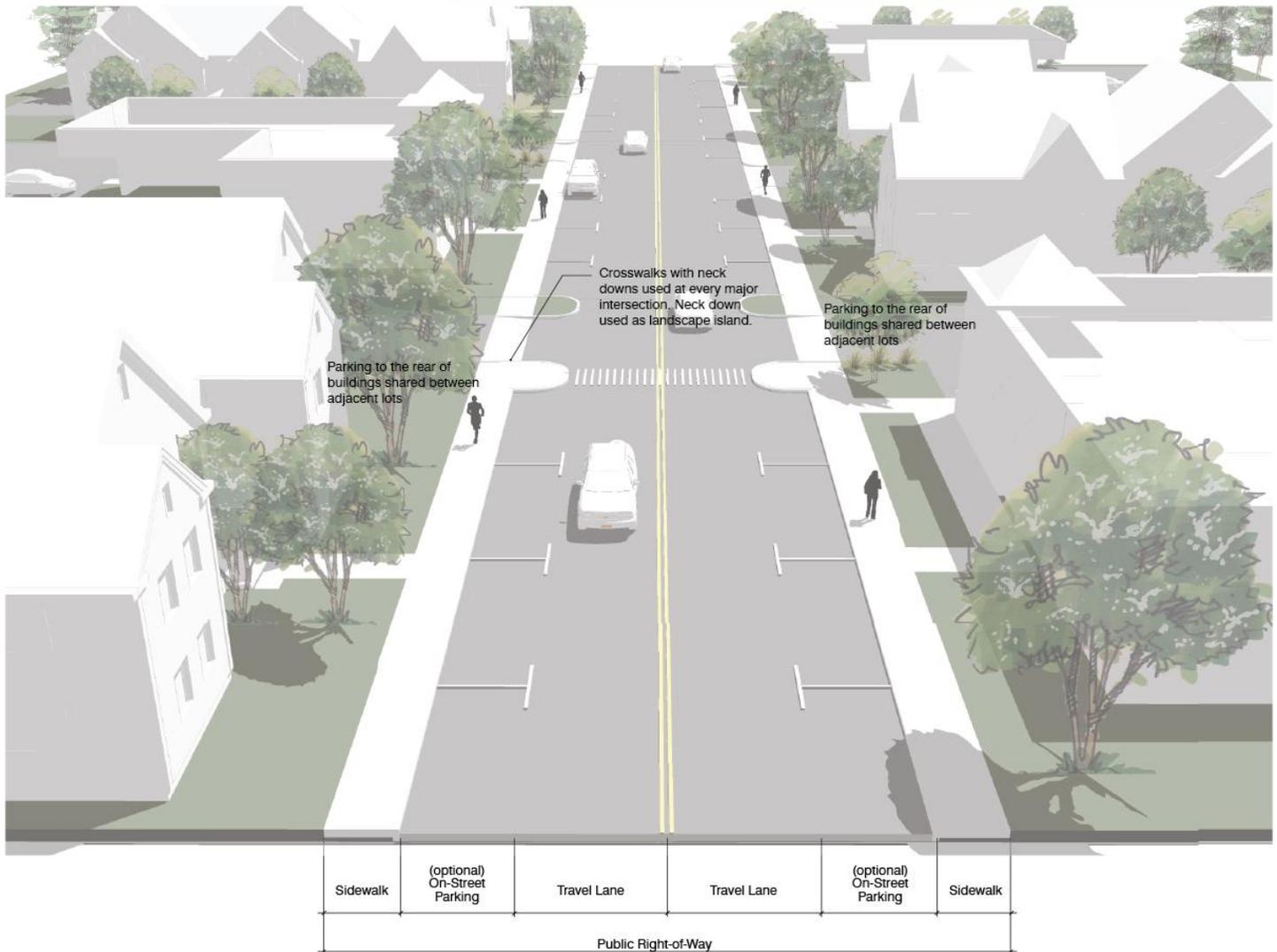
Cross Section/Perspective View



DESIGN CHARACTERISTICS				
<p>Location(s) of Street Type:</p> <ol style="list-style-type: none"> 1. <i>Montague Road</i> - north of Mill River to the north extent of the R-VF Form-Based Overlay District. 2. <i>Cowls Road</i> - from the west extent of the R-VF Form-Based Overlay District to the intersection of Montague Road. 3. <i>Meadow Street</i> - from the west extent of the R-VF Form-Based Overlay District to the west extent of the NAVC Form-Based District. 4. <i>Pine Street</i> - from the east extent of the R-VF Form-Based Overlay District to the east extent of the NAVC Form-Based District. 5. <i>North Pleasant Street</i> - from the south extent of the R-VF Form-Based Overlay District to the south extent of the NAVC Form-Based District. 6. <i>West Street</i> - from the north extent of the R-VC District to the south extent of the R-VC District at the intersection of Country Corners Road. <p>The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact dimensions may vary; proposals shall meet the intent shown. Designs, dimensions and features shown within the public way are intended to serve as advisory guidelines offered for the consideration of those public permitting bodies with design control over public ways under state and local law, and are not binding on the decisions of those permitting bodies.</p>	<p>Movement</p>	Free Movement	<p>Road Edge Treatment</p>	Curb
	<p>Traffic Lanes</p>	Two- 11 foot (maximum)	<p>Planter Strip/ Box Width</p>	5 feet (one side only)
	<p>Parking Lanes</p>	NA	<p>Planter Type</p>	Continuous
	<p>R.O.W Width</p>	45 feet	<p>Planting Pattern</p>	Lawn
	<p>Pavement Width</p>	30 feet	<p>Tree Type</p>	NA
	<p>Traffic Flow</p>	Two ways	<p>Utilities</p>	Below Grade (preferred)
	<p>Curb Type</p>	Raised granite	<p>Street Light Type</p>	Street Scale Ornamental
	<p>Curb Radius</p>	15 feet	<p>Street Light Spacing</p>	30 foot Intervals
	<p>Vehicular Design Speed</p>	30 MPH	<p>Bike Way Type</p>	With flow
	<p>Pedestrian Crossing Time</p>	4.5 Seconds	<p>Bike Way Width</p>	4 feet (maximum)
	<p>Turning Lanes</p>	Not to exceed 10 feet (except at intersections to maintain turning radii)	<p>Sidewalk Placement</p>	Both Sides
			<p>Sidewalk Width</p>	5 feet (maximum)

FIGURE 16.2.1 - STREET TYPES - ACCESS STREET TYPE

Cross Section/Perspective View

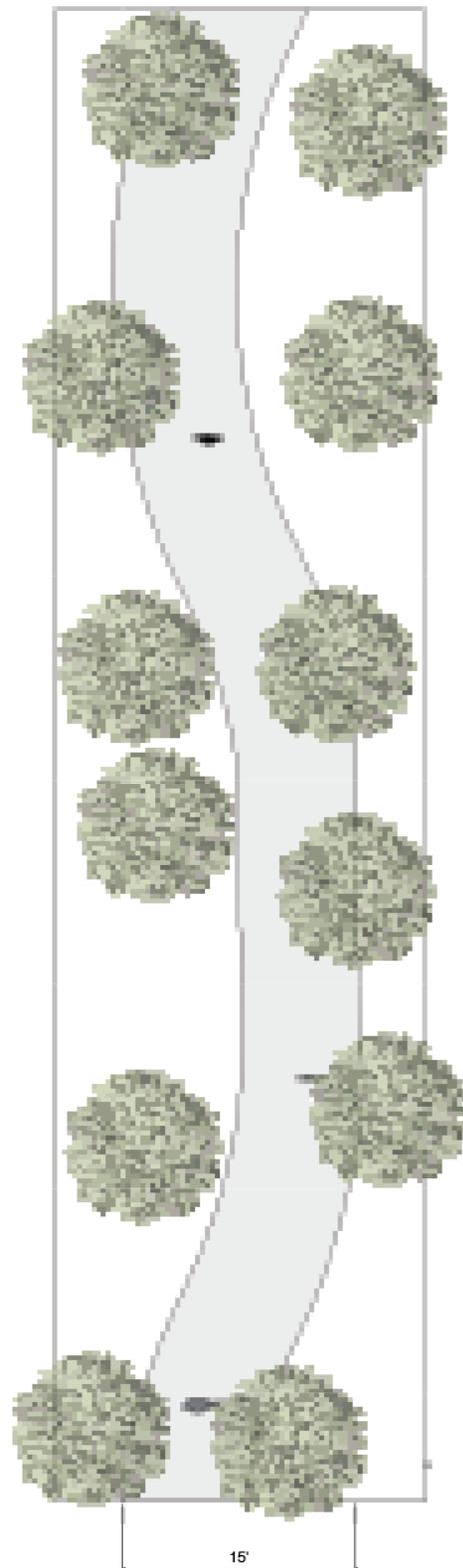
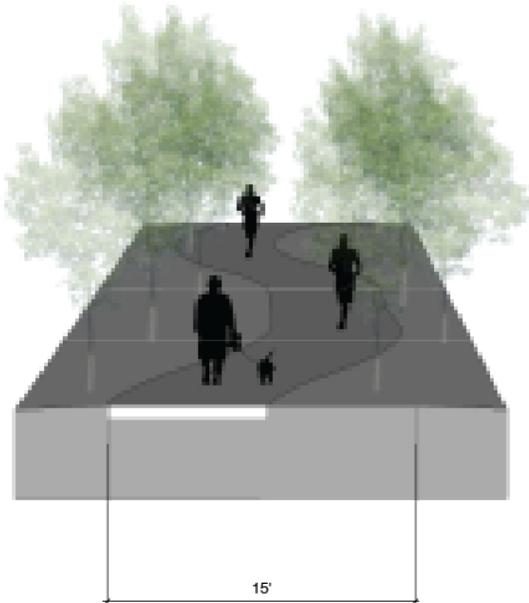


DESIGN CHARACTERISTICS				
<p>Location(s) of Street Type: 1. New roadways associated with interior block development.</p> <p>The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact dimensions may vary; proposals shall meet the intent shown. Designs, dimensions and features shown within the public way are intended to serve as advisory guidelines offered for the consideration of those public permitting bodies with design control over public ways under state and local law, and are not binding on the decisions of those permitting bodies.</p>	Movement	Free Movement	Road Edge Treatment	Curb
	Traffic Lanes	Two- 10 feet (maximum)	Planter Strip/ Box Width	NA
	Parking Lanes	Two- 8 feet (maximum)	Planter Type	NA
	R.O.W Width	48 feet (32 feet minimum)	Planting Pattern	NA
	Pavement Width	38 feet	Tree Type	NA
	Traffic Flow	Two ways	Utilities	Below Grade (preferred)
	Curb Type	Raised granite	Street Light Type	Street Scale Ornamental
	Curb Radius	30 feet	Street Light Spacing	30 foot Intervals
	Vehicular Design Speed	25 MPH	Bike Way Type	Not Dedicated; With flow
	Pedestrian Crossing Time	4 Seconds	Bike Way Width	None
			Sidewalk Placement	Both Sides
			Sidewalk Width	5 feet public/private extension possible

FIGURE 16.2.1 - MULTI-PURPOSE PATHWAY

Cross Section/Perspective View

Plan View



DESIGN CHARACTERISTICS

Movement	Slow Movement
R.O.W Width	15 feet
Pavement Width	8 feet
Traffic Flow	Two Ways
Curb Type	None
Pedestrian Crossing Time	NA
Planter Strip/Box Width	None
Planter Type	Continuous
Planting Pattern	Clustered/Irregular
Tree Type	Variable species
Utilities	Below grade (preferred)
Street Light Type	Pedestrian Scale Ornamental
Street Light Spacing	30 foot Intervals
Bike Way Type	Shared-use Sidewalk
Bike Way Width	8 feet
Sidewalk Placement	Varies
Sidewalk Width	8 feet public/private extension possible

Location(s) of Street Type:

1. New pedestrian access to locations independent of roadways. For example, walkways at Mill River.

The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.