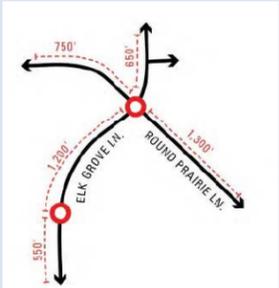
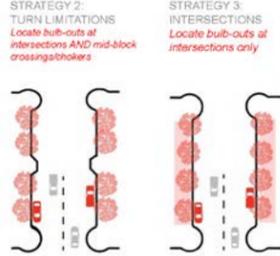


# Neighborhood Design Strategy Advisory Group Meeting

Advisory Group In attendance: Will Russell, Jeff Cheney, Bobby Roberti, Bob Allen, Rob Cox, Sean Merrell

October 12, 2016

	Roundabouts	Cul-de-sac	Curvilinear Streets	Zipper Streets	Residential Collector	Entry Termination	Gifts to the Street	Utilization of Topography
<b>Comments</b>	<ul style="list-style-type: none"> <li>Likes Baseline Strategy: roundabouts allow longer streets</li> <li>Likes the idea of requiring them at entrances to neighborhoods</li> <li>Roundabout should be located a minimum distance from major thoroughfare.</li> </ul>	<ul style="list-style-type: none"> <li>Want more cul-de-sacs.</li> <li>Developers might do more if they could be smaller</li> <li>Opinion 1: Willing to require sprinklers to reduce fire hazard.</li> <li>Opinion 2: Uncomfortable with the fire risk.</li> <li><b>CITY: Fire Marshal John Gillette gave a presentation on cul-de-sac fire hazards.</b></li> <li><b>Cul-de-sacs need to accommodate trash trucks as well as fire trucks</b></li> </ul>	<ul style="list-style-type: none"> <li>Does not like long, straight blocks of homes facing each other.</li> <li>Wants to avoid grid.</li> <li>Wants to avoid too many turns to reach your home</li> <li><b>CITY: Curvilinear streets are allowed under current City standards, but are not required. How do we define a required amount of "curvilinear-ness"?</b></li> </ul>	<ul style="list-style-type: none"> <li>Do not like the tightness of the streets.</li> <li>Worried may hit cars.</li> <li>Cannot see kids.</li> <li>Don't like trees in the bulb outs.</li> <li><b>CITY: Gives natural friction and slows traffic.</b></li> </ul>	<ul style="list-style-type: none"> <li><b>CITY: Wider collectors result in speeding. Wider collectors could be used to provide bike lanes.</b></li> <li>AG prefers not to add bike lanes.</li> </ul>	<ul style="list-style-type: none"> <li>Many entry streets are too short and terminate at front of houses.</li> <li>Allow houses to front entry boulevards, which should be 20' wide max (to avoid wasted space).</li> </ul>	<ul style="list-style-type: none"> <li>Okay to have 55 ft lots front entry.</li> <li>No snout houses</li> <li>Love front porches</li> <li><b>CITY: Form Based Code already requires garages to be setback 20' from front of house/porch.</b></li> <li><b>For 55' to 60' lots, we could create a larger backyard to accommodate pushing the garage away from the street by requiring a deeper lot and a larger rear setback.</b></li> </ul>	<ul style="list-style-type: none"> <li>Do not like developments removing all trees.</li> <li>Vertical curvature of streets can provide the desired curvilinear effect.</li> <li>Developers should take advantage of topography rather than leveling everything out.</li> </ul>
<b>Consensus</b>	<ul style="list-style-type: none"> <li>Continue to use Baseline Strategy, plus:</li> <li>Require primary neighborhood entrance to have one of the following:               <ol style="list-style-type: none"> <li>Roundabout</li> <li>Boulevard</li> <li>Curvilinear street</li> </ol>               (See Entry Termination Column)             </li> </ul> 	<p>Cul-de-sacs are a priority for the AG, but not at the expense of safety. Can consider requiring sprinklers or building less homes on cul-de-sac to increase fire safety.</p> <p>Need to see effect on ISO rating and a visual comparison of different sizes of cul-de-sacs.</p> <p>(See attached comparison)</p>	<ul style="list-style-type: none"> <li>Want to avoid monotonous gridded neighborhoods. Curvilinear streets on grid layout is acceptable.</li> <li>Strategy may include requiring a certain amount of streets to be built curvilinear depending on size and shape of development.</li> <li>Minimum definition should include not being able to see to the other end of the street.</li> <li>Regardless of gridded or curvilinear streets, we should require a limit of 4 or 5 turns to reach your home.</li> </ul>	<p>Zipper streets should not be used on a single family residential street.</p> <p>Where traffic calming is needed, strategic bulb outs can be placed at intersections or mid-block locations:</p> 	<ul style="list-style-type: none"> <li>Continue current strategy of having narrower collectors (except in front of parks and schools)</li> <li>Bike lanes are not necessary on residential collectors (unless part of a system with a destination).</li> </ul>	<ul style="list-style-type: none"> <li>Primary entry should never be a short "T".</li> <li>Entry streets shall not terminate into the front of a lot. They can terminate into open space, an amenity center, or the sides of lots with proper screening.</li> </ul>	<ul style="list-style-type: none"> <li>Snout houses should be discouraged</li> <li>Front porches should be encouraged.</li> </ul>	<p>Do not want developers to level and strip sites of all natural amenities. Topography should guide the creation of curvilinear streets to create a unique street layout. This can include vertical curvature.</p>
<b>Neighborhood Examples</b>	<ul style="list-style-type: none"> <li>Phillips Creek Ranch</li> </ul>		<ul style="list-style-type: none"> <li>Hunter's Creek</li> </ul>	<ul style="list-style-type: none"> <li>Grayhawk</li> </ul>				

# Cul-de-sacs in Frisco Installed in the Last 10 Years by Year and Radius Size

October 2016

