Option #1: Cul-de-sacs not expressly prohibited

Proposed Added Text   ~~Proposed to be Removed~~

Existing:

119-52.
M.
Cul-de-sac streets.
(1)
To the greatest extent possible, through streets shall be provided. The feasibility of a through street will be based on the physical features of the tract proposed for development and/or adjoining lots, the potential for extension of the street to adjoining lands based on existing development patterns, restrictions imposed by other government regulations and other recorded documentation, and the ability of the design to meet all other requirements of this chapter. ~~When cul-de-sac streets are proposed, the application shall be accompanied by a written analysis of the merits of the design and the reasons that a through street would not be feasible~~.

Option #1 Proposed:
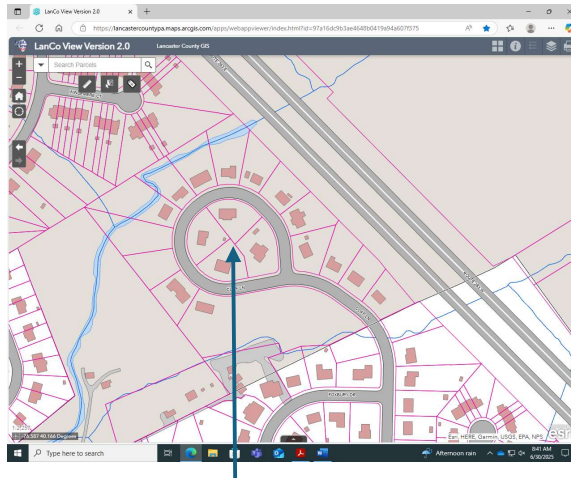
119-52.
M.
Cul-de-sac streets.
(1)

To the greatest extent possible, through streets shall be provided.

> (a) Written analysis. When through streets are not proposed, the application shall be accompanied by a written analysis of the merits of the design and the reasons that a through street would not be feasible.

>> 1. The feasibility of a through street will be based on the physical features of the tract proposed for development and/or adjoining lots, the potential for extension of the street to adjoining lands based on existing development patterns, restrictions imposed by other government regulations and other recorded documentation, and the ability of the design to meet all other requirements of this chapter.

>> 2. Primary Alternative: The written analysis shall also include an assessment of constructing either a one-way closed loop road (see Figure #1) or a one-way full loop road (see Figure #2) as the primary alternative to a cul-de-sac.
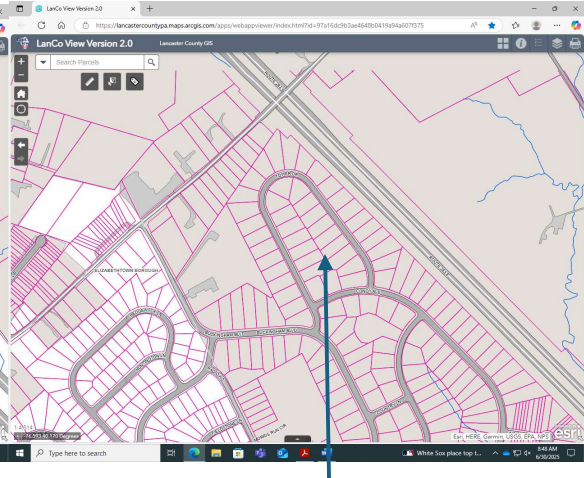
3. Secondary Alternative: A cul-de-sac shall only be permitted if the written analysis proves to the satisfaction of the Planning Commission that neither a through street nor a loop road is feasible.

Figure #1

Figure #2

Closed Loop

Full Loop

Option #2: Cul-de-sacs prohibited

Proposed Added Text   ~~Proposed to be Removed~~

Existing:

119-52.
M.
Cul-de-sac streets.
(1)
To the greatest extent possible, through streets shall be provided. The feasibility of a through street will be based on the physical features of the tract proposed for development and/or adjoining lots, the potential for extension of the street to adjoining lands based on existing development patterns, restrictions imposed by other government regulations and other recorded documentation, and the ability of the design to meet all other requirements of this chapter. ~~When cul-de-sac streets are proposed, the application shall be accompanied by a written analysis of the merits of the design and the reasons that a through street would not be feasible.~~

**Option #2 Proposed:**

119-52.
M.
Cul-de-sac streets.

(1)
To the greatest extent possible, through streets shall be provided. Cul-de-sac streets shall be prohibited unless a written analysis proves to the satisfaction of the Planning Commission that neither a through street nor a loop road is feasible.

   (a) Written analysis. The application shall be accompanied by a written analysis of the merits of the design and the reasons that neither a through street nor a loop road would be feasible.

   1. The feasibility of a through street will be based on the physical features of the tract proposed for development and/or adjoining lots, the potential for extension of the street to adjoining lands based on existing development patterns, restrictions imposed by other government regulations and other recorded documentation, and the ability of the design to meet all other requirements of this chapter.

   2. The written analysis shall also include an assessment of constructing either a one-way closed loop road or a one-way full loop road as the primary alternative to a cul-de-sac.

   3. If the Planning Commission agrees with a written analysis that a through street is not feasible, the Commission shall consider a loop road to be the preferred alternative to a cul-de-sac.

Figure #1   Figure #2
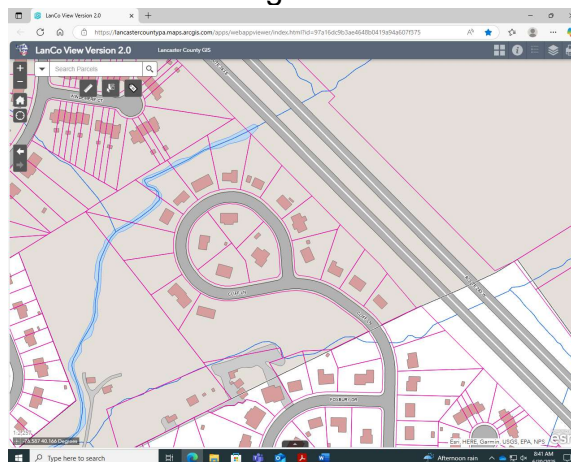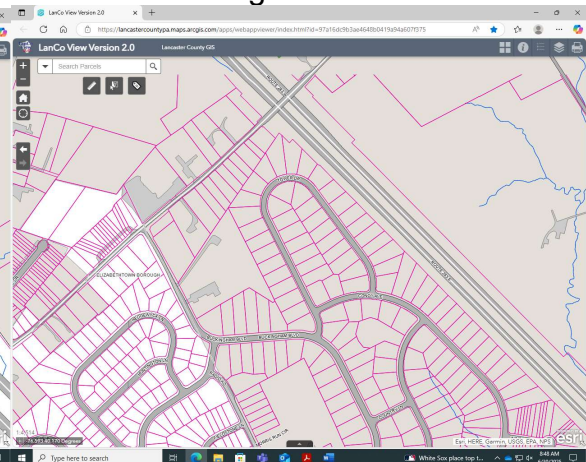
Closed Loop   Full Loop

** We need a standard for one way road cartway width. The Township code does not currently address this. An alley is required to have 20 ft.