

TIA and the City Engineer by submitting an application to the Building and Streets Standards Board of Appeals.

2.1.4 Connectivity

Circulation Plans shall achieve internal street connectivity by providing multiple connections to the existing city street network wherever possible. Whenever cul-de-sac streets are created, at least one eight-foot-wide pedestrian access easement shall be provided, to the maximum extent practicable, between each cul-de-sac head or street turnaround and the sidewalk system of the closest adjacent street or pedestrian sidewalk or pathway. In addition to the internal street connectivity, Circulation Plans shall maintain external street connectivity in accordance with the standards set forth in the Zoning Ordinance. To encourage shared access points on public streets, Circulation Plans prepared for all new attached residential, nonresidential, and mixed-use development shall also facilitate cross access between adjacent land uses.

2.1.5 Private Streets

Private streets serving more than one lot shall be built to the same standards as required for public streets and shall be located in a public utility drainage and access easement (PUDAE)

2.1.6 Applicability

In the event of conflict or overlap with the street design requirements in this document and the requirements in the latest edition of the Subdivision Regulations, Zoning Ordinance or Major Thoroughfare Plan, the standards and specifications in this document shall control.

2.2 Street Classification and Right-of-Way

2.2.1 General

Listed below are the classifications of public streets used in the City. These classifications primarily provide different levels of emphasis in regard to traffic movement versus direct access to property. Transportation improvements developed in accordance with the street classification system will help to discourage through traffic from using local neighborhood streets, and local traffic from congesting regional travel facilities. This will not only improve the efficiency of the transportation system in the City, but will also maintain the livability of its neighborhoods.

The City Major Thoroughfare Plan specifically identifies all streets classified as Freeways, Expressways, Arterials and Collectors in the City. Streets without one of these classifications shall normally be considered a Local street. However, the City Engineer shall have the authority to verify all street classifications for the purpose of applying street design standards.

2.2.2 Street Classifications

(1) Freeways and Expressways

A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is rigorously controlled and intersection grade separations are usually required. All freeways and expressways in the City are anticipated to be owned and designed by the Tennessee Department of Transportation (TDOT).

(2) Arterial Streets

Arterial streets are intended to primarily serve moderate to high traffic speeds and volumes within and through the City. Arterial streets may provide some access to abutting property, but only as it is incidental to the primary functional responsibility of travel service for major traffic