

Article 27-1800. East Billings Urban Revitalization District Code

(h) Neighborhood Street.

- (1) Intent. The Neighborhood Street is a low capacity street designed for slow speeds with a standard right-of-way. It primarily serves those residences or businesses directly adjacent to it. Refer to the typical plan and section, Figure 27-1817(h)-1.
- (2) General Requirements. The Neighborhood Street shall be developed using the guidelines in Table 27-1817(h)-1.
 - a. The Department of Public Works, Engineering Division, may require additional right-of-way, pavement width, or street elements depending on specific site characteristics.

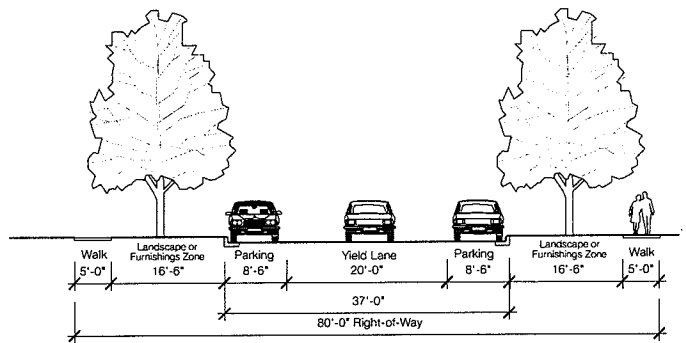
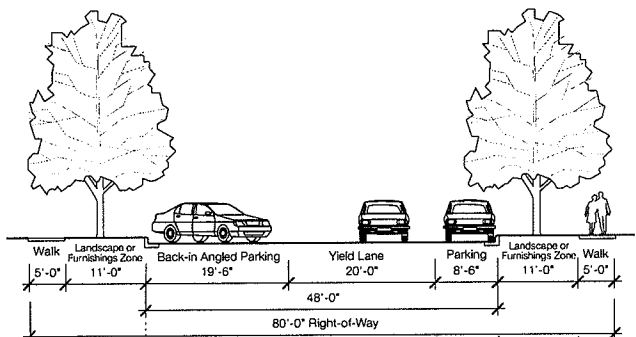


Figure 27-1817(h)-2: Alternative Sample Neighborhood Street.

Section



Plan

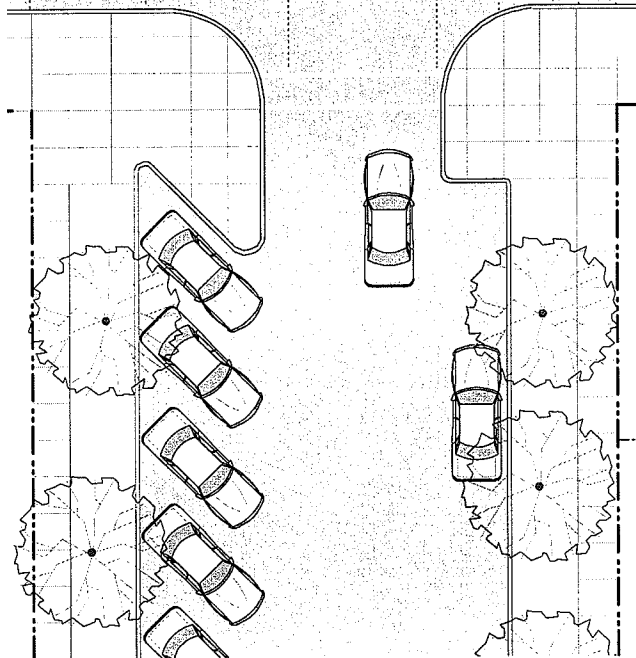


Figure 27-1817(h)-1: Typical Sample Neighborhood Street.

Neighborhood Street Guidelines

Location	Permitted adjacent to all districts
Typical Right-of-Way Width	80'
a. Vehicular Realm	
Travel Lanes	1 yield lane
Lane Width	20' (two way yield)
Allowable Turn Lanes	Permitted in place of parking and bulb out at intersections
Parking Lanes ¹	Parallel or back-in diagonal on both sides
Pavement Width	37'-48'
Curbs	Vertical
Median	Prohibited
Bicycle Facilities ²	Shared
b. Pedestrian Realm	
Pedestrian Facilities	Minimum 5 feet wide clear sidewalk on both sides with bulbouts
Buffer	Minimum 11' wide Planting Zone or Furnishings Zone both sides (refer to BMCC Sec. 27-1817((b)(4)b).

¹Reference BMCC Sec. 27-1817(c)(7) for on-street parking requirements

²Reference BMCC Sec. 27-1817(c)(5) for bicycle facility types and requirements

Table 27-1817(h)-1: Neighborhood Street Guidelines.

Article 27-1800. East Billings Urban Revitalization District Code

(i) Connector Street.

(1) Intent. The Connector Street is a medium capacity Street for slow speeds with a standard right-of-way. It primarily serves as a through street within the neighborhood and connects Neighborhood Streets to Avenues or Boulevards. Refer to the typical plan and section, Figure 27-1817(i)-1.

(2) General Requirements. Connectors shall be developed using the guidelines in Table 27-1817(i)-1.

a. The Department of Public Works, Engineering Division, may require additional right-of-way, pavement width, or street elements depending on specific site characteristics.

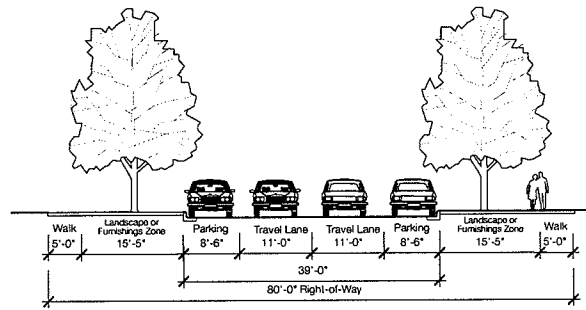
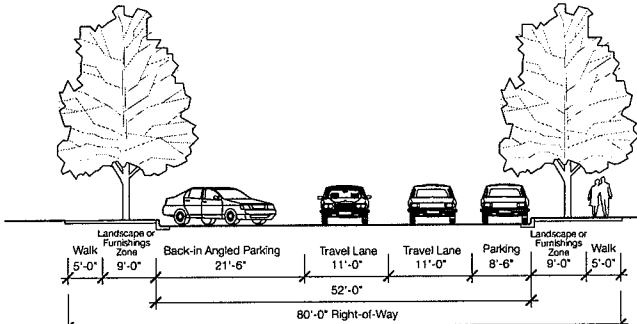
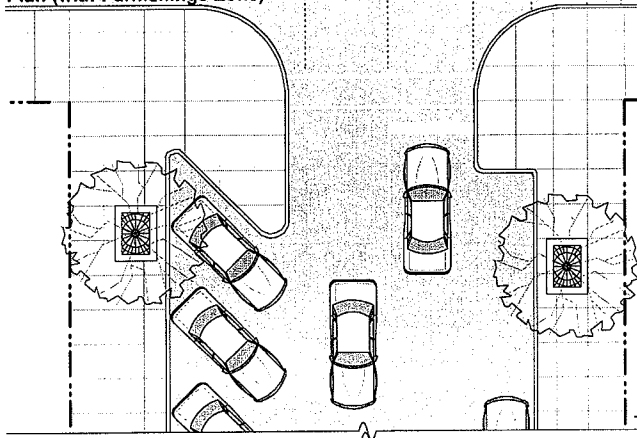


Figure 27-1817(i)-2: Alternative Sample Connector

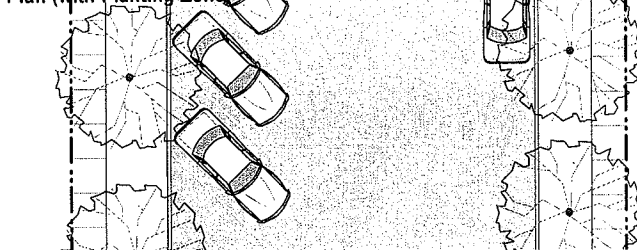
Section



Plan (with Furnishings Zone)



Plan (with Planting Zone)



Connector Street Guidelines

Location	Permitted adjacent to all districts
Typical Right-of-Way Width	80'
a. Vehicular Realm	
Travel Lanes	1 lane in each direction
Lane Width	11'
Allowable Turn Lanes	Permitted in place of parking and bulb out at intersections
Parking Lanes ¹	Parallel or back-in diagonal both sides
Pavement Width	39'-52'
Curbs	Vertical
Median	Permitted
Bicycle Facilities ²	Shared, Designated Shared, Dedicated Lane, or Cycle Track
b. Pedestrian Realm	
Pedestrian Facilities	Minimum 5' wide clear sidewalk on both sides with bulbouts
Buffer	Minimum 9' wide landscape zone or furnishings zone, both sides (refer to BMCC Sec. 27-1817((b)(4)b)

¹Reference BMCC Sec. 27-1817(c)(7) for on-street parking requirements

²Reference BMCC Sec. 27-1817(c)(5) for bicycle facility types and requirements

Figure 27-1817(i)-1: Typical Sample Connector.

Table 27-1817(i)-1: Connector Guidelines.

Article 27-1800. East Billings Urban Revitalization District Code

(j) **Avenue.**

- (1) **Intent.** The Avenue is a high capacity street for higher speeds with a wider right-of-way. It serves all types of development and provides crosstown connections. Refer to the typical plan and section in Figure 27-1817(j)-1.
- (2) **General Requirements.** Avenues shall be developed using the guidelines in Table 27-1817(j)-1.

a. The Department of Public Works, Engineering Division, or Montana Department of Transportation, may require additional right-of-way, pavement width, or street elements depending on specific site characteristics.

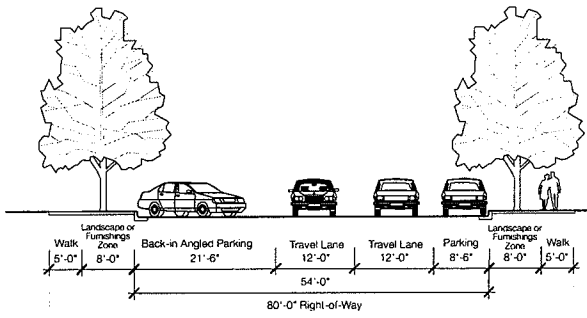
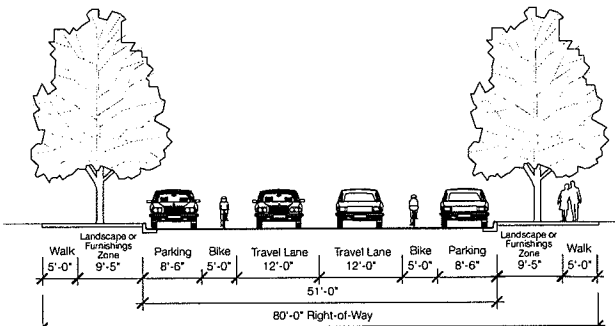


Figure 27-1817(j)-2: Alternative Sample Avenue.

Section



Plan

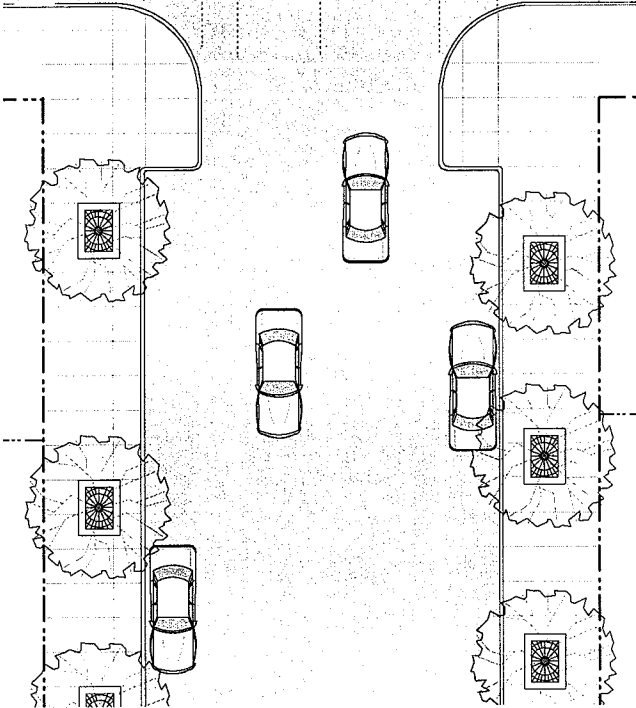


Figure 27-1817(j)-1: Typical Sample Avenue.

Avenue Guidelines

Location Permitted adjacent to all districts

Typical Right-of-Way Width 80'

a. Vehicular Realm

Travel Lanes Per the Department of Public Works, Engineering Division, or Montana Department of Transportation

Lane Width Maximum 12'

Allowable Turn Lanes Permitted in place of parking at intersections

Parking Lanes¹ Parallel or back-in diagonal both sides

Pavement Width 41'-54'

Curbs Vertical

Median Permitted

Bicycle Facilities² Designated Shared, Dedicated Lane, or Cycle Track

b. Pedestrian Realm

Pedestrian Facilities Minimum 5' wide clear sidewalk on both sides with bulbouts

Street Buffer Minimum 8' wide landscape or furnishings zone, both sides (refer to BMCC Sec. 27-1817((b)(4)b)

¹Reference BMCC Sec. 27-1817(c)(7) for on-street parking requirements

²Reference BMCC Sec. 27-1817(c)(5) for bicycle facility types and requirements

Table 27-1817(j)-1: Avenue Guidelines.

Article 27-1800. East Billings Urban Revitalization District Code

(k) Boulevard.

- (1) Intent. The Boulevard is a high capacity street for higher speeds with a wider right-of-way, one way only in this case. It serves all types of development and provides crosstown connections. Refer to the typical plan and section, Figure 27-1817(k)-1.
- (2) General Requirements. Boulevards shall be developed using the guidelines in Table 27-1817(k)-1.
 - a. The Department of Public Works, Engineering Division, or Montana Department of Transportation, may require additional right-of-way, pavement width, or street elements depending on specific site characteristics.

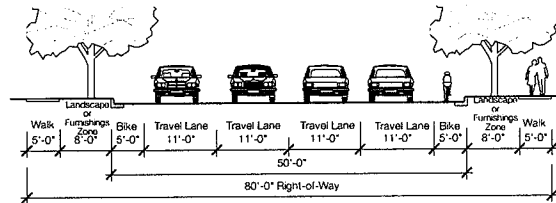


Figure 27-1817(k)-2: Sample Two Way Boulevard

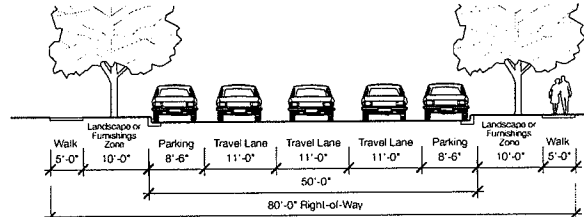


Figure 27-1817(k)-4: Sample One Way Boulevard

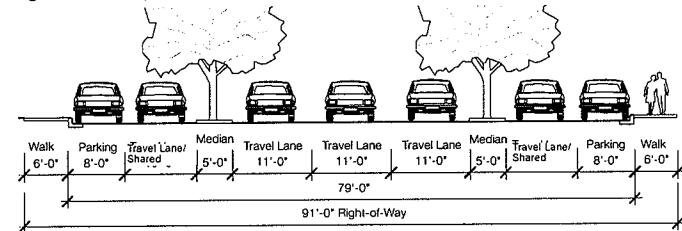


Figure 27-1817(k)-5: Sample One Way Blvd w/Access Rd

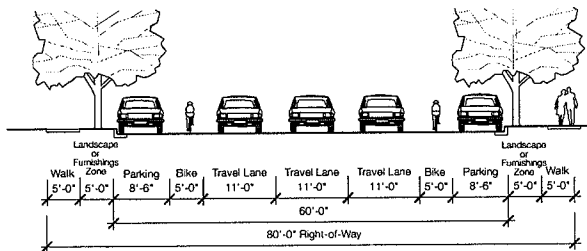


Figure 27-1817(k)-3: Sample One Way Boulevard - 4th Street

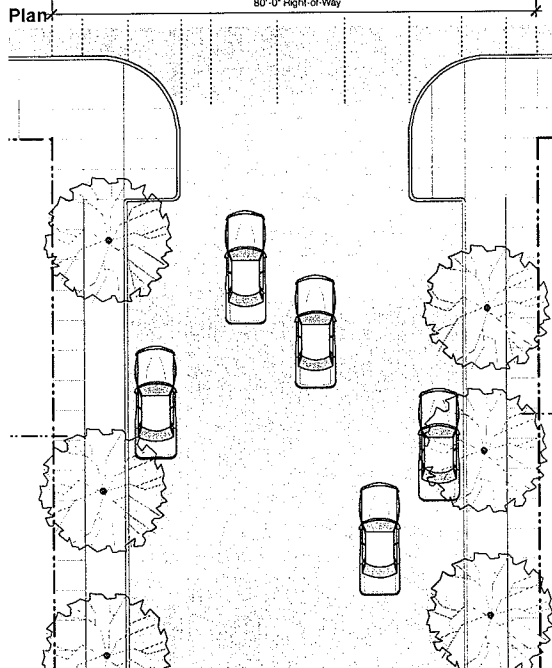
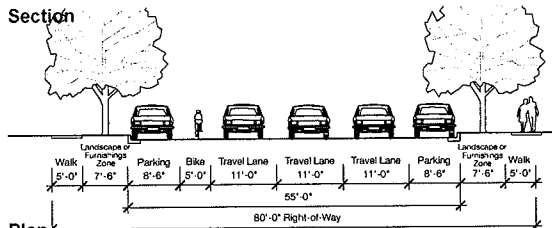


Figure 27-1817(k)-1: Typical Sample One Way Boulevard - 6th Street & Portions of 1st Street

Boulevard Guidelines

Location Permitted adjacent to all districts

Typical Right-of-Way Width 80'

a. Vehicular Realm

Travel Lanes	Per the Department of Public Works, Engineering Division, or Montana Department of Transportation
Lane Width	11'
Allowable Turn Lanes	Permitted in place of parking and bulb out at intersections
Parking Lanes ¹	Both sides, parallel only
Pavement Width	50'-60'
Curbs	Vertical
Median	Permitted, minimum 5' wide, preferably 9' wide
Bicycle Facilities ²	Designated Shared, Dedicated Lane, or Cycle Track

b. Pedestrian Realm

Pedestrian Facilities	Minimum 5' wide clear sidewalk on both sides with bulbouts
Buffer	Minimum 5' wide landscape zone or furnishings zone, both sides (refer to BMCC Sec. 27-1817(b)(4b))

¹Reference BMCC Sec. 27-1817(c)(7) for on-street parking requirements

²Reference BMCC Sec. 27-1817(c)(5) for bicycle facility types and requirements

Table 27-1817(k)-1: Boulevard Guidelines.