

5-3 ACCESS AND CONNECTIVITY

5-3(A) PURPOSE

This Section 14-16-5-3 is intended to improve connectivity in existing and future development areas by:

- 5-3(A)(1) Encouraging transportation connections consistent with long-range system maps.
- 5-3(A)(2) Providing adequate street connectivity.
- 5-3(A)(3) Supporting a multi-modal transportation network.
- 5-3(A)(4) Ensuring convenient and efficient access to current and future neighborhoods.
- 5-3(A)(5) Mitigating the traffic impacts of new development.
- 5-3(A)(6) Reducing vehicle miles traveled.
- 5-3(A)(7) Increasing the effectiveness of local service delivery and reducing emergency response times.

5-3(B) APPLICABILITY

- 5-3(B)(1) The design standards in this section are minimum standards. The City may impose more restrictive standards if necessary to comply with applicable engineering standards, design standards, DPM standards, or other standards in this IDO.

Part 14-16-5: Development Standards

5-3: Access and Connectivity

5-3(C): General Access and Circulation

5-3(C)(1): Americans with Disabilities Act (ADA)

- 5-3(B)(2) Standards in Subsection 14-16-5-3(C) (General Access and Circulation) and Subsection 14-16-5-3(D) (Pedestrian Circulation) apply to all site development and new subdivisions, unless explicitly exempted elsewhere in this IDO.
- 5-3(B)(3) Standards in Section 14-16-5-3(E) (Subdivision Access and Circulation) apply to all new subdivisions, unless explicitly exempted elsewhere in this IDO.

5-3(C) GENERAL ACCESS AND CIRCULATION

5-3(C)(1) Americans with Disabilities Act (ADA)

- 5-3(C)(1)(a) All “places of public accommodation,” as defined in the federal Americans with Disabilities Act (42 USC 12101 et. seq.) shall