

Street Standards Ordinance

1. Requires that shared private drives (new driveways serving 2 – 6 lots) be built to City street standards as found in Table 6.B.1 (20 feet of pavement and curbs on both sides)
2. Allows the Planning Commission to approve improvements to existing streets that do not currently meet code utilizing alternate improvement standards such as chip sealing or other alternative standards. (Current code requires any improvement to meet full City Street Standards)
3. Inserts Table 6.B.1 into the City Code so that City Street Standards are easily identifiable.
4. Clarifies that shared private drives may serve up to six tax lots and no more.
5. Shared private drives shall have street signs that read, “Private Drive, Not City Maintained”. Signage shall be the responsibility of the private land owners and not the City.
6. Clarifies that the City is not responsible for private drives or private storm drain.
7. Requires that partitions creating new lots on pre-existing shared private drives shall only be approved if the pre-existing shared private drive is brought up to current City street standards.

TABLE 6.B.1 – Right-of-Way and Street Design Standards

Type of Street	Ave. Daily Tips (ADT)	Right of Way Width	Curb-to-Curb Pavement Width	Within Curb-to-Curb Area			Curb on both sides	Planting Strip on both sides	Sidewalks on both sides
				Motor Vehicle Travel Lanes	Bike Lane on both sides	On Street Parking			
Arterial Streets Boulevards: 2-Lane Boulevard	8,000 to 30,000 ADT	61'-87'	34'	11'	2 at 6" each	8' bays	6"	7'-8' ¹	6'-10' ²
Avenue: 2-Lane Avenue	3,000 to 10,000 ADT	59'-86'	32-33'	10'-10.5'	2 at 6' each	8' bays	6"	7'-8'	6'- 10'
Collector Streets Residential	1,500 to 5,000 ADT								
No Parking		49'-51'	22'	11'	NA ³	None	6"	8'	5'-6'
Parking One Side		50'-56'	25'-27'	9'-10'		7' lane	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'		7' lanes	6"	7'-8'	5'-6'
Commercial:									
Parallel Parking One Side		55'-65'	28'	10'		8' lane	6"	7'-8'	6'-10'
Parallel Parking Both Sides		63'-73'	36'	10'		8' lanes	6"	7'-8'	6'-10'
Diagonal Parking One Side		65'-74'	37'	10'		Varies	6"	7'-8'	6'-10'
Diagonal Parking Both Sides		81'-91'	54'	10'		Varies	6"	7'-8'	6'-10'
Local Residential Streets ⁴	Less than 1,500 ADT								
Parking One Side		47'-51'	22'	15'		One 7'	6"	7'-8'	5'-6'
Parking Both Sides		50'-57'	25'-8'	11'-14' Queuing		Two 7' lanes	6"	7'-8'	5'-6'
Alleys	NA	16'-20'	12'-16' paved width, 1'-2' strips on both sides	NA	NA	none	none	none	none
Accessways & Multi-Use Paths	NA	10'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	none	none	none	none
Private Drives serving 2-6 lots	NA	NA	20'	NA	NA	NA	6"	None	None

¹ Hardscape planting strip with tree wells shall be used in commercial and mixed-use development areas (where on-street parking is provided);

² 5'-6- Sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas;

³ Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 25 mph) streets;

⁴ Option for residential street with 22-feet of pavement width, and 4-foot wide sidewalks or pathways, separated from roadway by drainage swale (no curb).

[Sidewalks may not be required on some existing local streets when existing and future traffic volumes are low; e.g. less than 500 ADT, or 10 dwellings].