

19.04

Complete Streets Standards

Unified Development Code

Title 19





19.04

Complete Streets Standards

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STREET CONNECTIVITY**19.04.010**

The purpose of this Chapter is to set forth requirements for achieving a connected transportation system as outlined in the City's General Plan to provide a safe and accessible environment for a variety of transportation modes and users. The connectivity standards set forth in this Chapter shall apply to all development projects whether utilizing public streets, private streets and or private drives, unless otherwise provided.

All proposed development shall be designed in a manner that provides for and facilitates the logical overall design, placement and continuity of streets with respect to adjacent land parcels, and in accordance with the City's Master Plan of Streets and Highways and LVMC Title 13.

ROADWAY NETWORK**19.04.020**

- A.** The roadway network of the City shall generally be laid out as depicted in Figure 1 and outlined below:
1. Arterials shall follow section lines unless otherwise addressed in Title 13.
 2. Major collector road spacing shall be of at distances not exceeding 2,640 feet (1/2 mile) from an arterial or another major collector;
 3. Minor collector road spacing shall be of at least every 1,320 feet (one-quarter mile) from an arterial or major collector;
 4. Residential and Local Street spacing shall be at intervals of no more than 660 feet.
 5. High Density Residential or Mixed-Use Development shall provide street connections at intervals of no more than 330 feet.

**PEDESTRIAN AND VEHICLE
CONFLICT POINTS****19.04.030**

Pedestrian and vehicle conflict points shall be minimized. Sidewalks shall be required adjacent to public streets in accordance with City standards. The City may require sidewalks adjacent to private streets and drives to separate pedestrian and vehicular movements along higher traffic volume roadways, such as private drives into shopping center sites.

**TRAFFIC AND TRANSPORTATION
PLAN (TTP)****19.04.040**

- A.** As set forth in Table 1, all proposed development required to provide a TTP shall demonstrate that the proposed system of streets provides access to and from the development, as well as, access to all existing and future development within the TTP Area.

Table 1

# of acres to be developed	TTP Required	TTP Requirements
Less than 10 acres	No	Proposed development shall be designed to connect to existing linkages on adjacent development or in accordance with a previously approved TTP for the TTP Area; or If no TTP has been approved for the TTP Area, the development shall demonstrate to the satisfaction of the Director of Public Works that the proposed development will provide adequate linkage to the nearest right-of-way that appears on the Master Plan of Streets and Highways.
10 or more acres	Yes	A TTP as set forth in Section B of this Subchapter shall be submitted as a part of a Site Development Plan Review, or the Tentative Map, whichever is submitted first. The project area and the linking to the nearest Master Planned Street shall be as illustrated in Figure 3.

B. Traffic and Transportation Plan Content

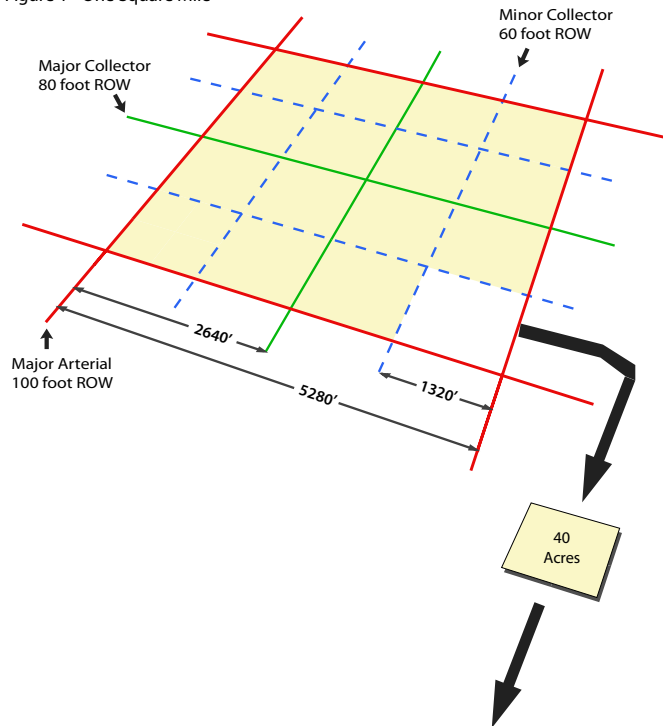
1. The TTP shall be a plan sheet or sheets, produced separately from the site plan that shows all proposed subdivision roads for the project and demonstrate how they link to a Planned Street. The proposed traffic circulation region shall be known as the TTP Area.
2. The TTP shall be produced at a scale sufficient



Illustrations & Graphics 19.04.040

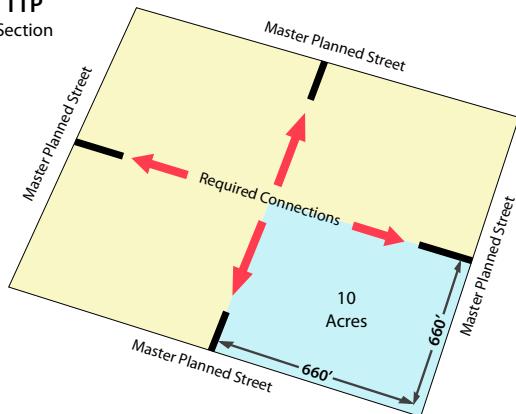
Master Planned Streets

Figure 1 - One Square Mile



Default Base - TTP

Figure 2 - 40 Acre Section



to provide information on how the proposed development's roadway network will be linked to surrounding existing or proposed development and the overall TTP Area transportation network. The Director of Public Works may require additional information, as necessary.

3. The TTP shall identify linkages of residential and local streets to minor collectors and Higher Order Roads.

C. Default TTP

1. Figure 2 illustrates the Default TTP for a 40 acre TTP Area (1/4 mile section).
2. The intent of the TTP is to demonstrate that a minimum of one complete linkage per every 10 acres of developable land within a square quarter-mile section is provided. In the case of a 40 acre development, there must be linkages to at least four different minor collector or higher order roads which are identified on the Master Plan of Streets and Highways. One such linkage must be situated in each cardinal direction from the 40 acre development.
3. In the absence of site specific TTP, development of less than 40 acres should be designed to meet the objective access pattern of the Default TTP. Such development shall coordinate with City staff and adjacent developments in order to achieve the linkages as described for 40 acres. The linkages may be shown either directly from the development or through connections with adjacent developments within the TTP area, if approved.

D. Waiver

The standards set forth in this Subchapter are minimum requirements. In the event an applicant can not comply with the requirements as stated above due to a hardship that is not self imposed, the applicant may petition for a waiver as part of the development's Site Development Plan Review or separately as provided for in LVMC 19.16.130.

INTRA-CONNECTIVITY

19.04.050

- A. Intra-connectivity is a measure of how efficiently a transportation network provides access between internal and external destinations. It is measured using a Connectivity Ratio.
- B. A Connectivity Ratio shall be used to determine the adequacy of street layout design for all proposed



development.

1. The Connectivity Ratio is calculated as the ratio of the number of street links (road sections between intersections) in the development's street layout divided by the number of street nodes (intersections and cul-de-sac heads). For comparison purposes, a perfect street grid has a Connectivity Ratio over 2.0, while a conventional cul-de-sac subdivision has a Connectivity Ratio of 1.0.
- a. As set forth in Table 1 of this Section, elements of a development's transportation network shall have the assigned value for use in calculating a development's Connectivity Ratio.

Table 1

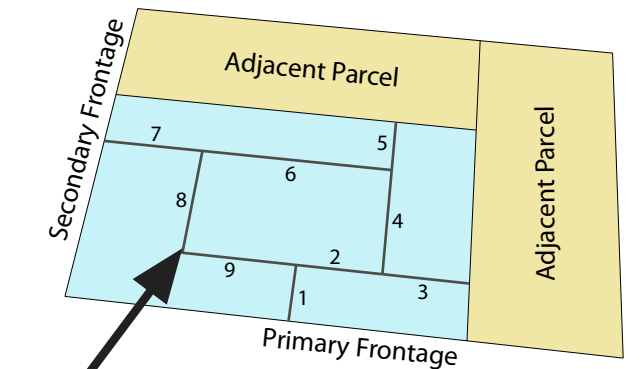
Transportation Network Element	Connectivity Value (Link or Node)
Internal Street	1.0 Link
Intersection – Internal	1.0 Node
Cul-de-sac Terminus	1.0 Node
Intersection – External or Stub Terminus (to future adjacent development)	0.5 Link
Intersection – Stub Terminus (to future adjacent development) with Temporary Turn Around Easements	1.0 Link
Non-vehicular (pedestrian/bicycle) Path – Unrestricted	0.5 Link

- i. Any curve or bend of a street that exceeds 75 degrees shall receive credit as a node. Any curve or bend that does not exceed 75 degrees shall not be considered a node.
- ii. A node (Intersection) with a master planned street providing access to a proposed subdivision shall not be considered in computing the connectivity ratio.
- iii. If a subdivision is planned to be constructed in distinct development phases, then the TTP shall demonstrate that the initial phase individually and in conjunction with all subsequent phases will achieve and maintain the minimum required connectivity ratio.
- iv. Temporary stub-out streets shall be constructed to the property line of the

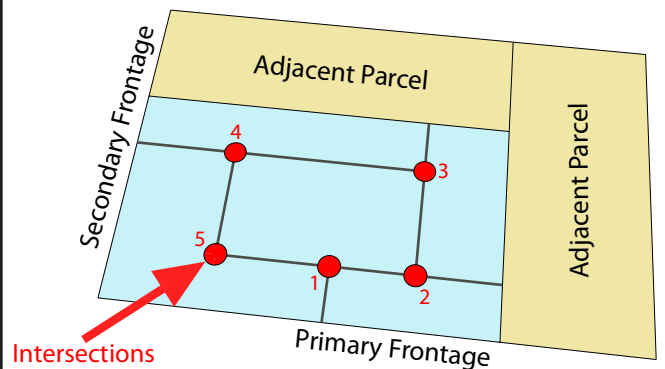
Illustrations & Graphics

19.04.050

How to calculate the Connectivity Ratio for a site



of Links = 9



of Nodes = 5

Connectivity Ratio
Equation = Links/Nodes*

$$9(\text{Links})/5(\text{Nodes}) = \mathbf{1.8}$$

**Only Links and Nodes that are Internal to the site are used in the connectivity equation.*

development or phase to which access is proposed for future development of adjacent lands. In addition, a temporary turn-around must be provided. The additional right-of-way needed to accommodate a temporary turn around shall be provided through a temporary easement which must be clearly labeled on the Final Map.

- v. If the temporary stub-outs street shall ultimately provide connectivity to the adjacent property, the following shall apply:

(A) For all projects where the connection stub street is constructed as part of the initial or only phase of construction, a sign stating "Street Connection to Future Development" shall be installed by the developer at the end of the stub street prior to the first Certificate of Occupancy being issued. Maintenance of the sign shall be the responsibility of the developer until City of Las Vegas, Homeowners Association or other private entity accepts the streets for maintenance.

(B) For projects where the connections are not constructed until future phases, stub streets shall be constructed to extend to the end of the radii at the intersection with the future street. A sign stating "Future Internal Street and Connection to Future Development" shall be installed by the developer at the end of the stub street. The sign shall be placed immediately after the placement of the base paving course. Maintenance of the sign shall be the responsibility of the developer until the City of Las Vegas, Homeowners Association or other private entity accepts the streets for maintenance.

- b. The Final Map shall disclose and identify all stub streets and include any notations of any street stubs which are intended to provide future connection to adjoining future streets or undeveloped property.
- c. In the event, it is determined that the connectivity ratio is impractical to meet due to topographic conditions, environmental constraints, and property shape or accessibility, the Director of Public Works may reduce the Connectivity Ratio index requirement at his discretion.

- 2. The minimum Connectivity Ratio required shall be 1.3 (links/nodes) for all development in R-1, R-CL, R-TH, R-2, R-3 and R-4 zoning districts.
- 3. For developments proposed in zoning districts not identified in Paragraph (2) above, there is no minimum Connectivity Ratio requirement; however, a Connectivity Ratio shall be calculated and submitted with any Site Development Plan Review or Tentative Map submittal.

STREET NAMING AND ADDRESS ASSIGNMENTS

19.04.060

A. The naming of streets and the assignment of addresses and address numbers to building and lots within the City shall conform to the provision of this Subchapter.

B. The intersection of Main and Fremont Streets shall be the initial point of assigning the address numbers to all blocks, lots and building in the City.

C. Street Numbering - East-West Streets

- 1. All buildings or lots that front on east-west streets which intersect or start from Main Street shall be assigned address numbers beginning at that point with the numbers one and zero, and thereafter be numbered progressively through each block. Following each intersection with a numbered street, the numbering shall begin again with the numbers one and zero, with the number of hundreds indicated by the number of the intersecting street.
- 2. All numbers on the east-west streets shall be even on the north side and odd on the south side.
- 3. Where Main Street terminates at Las Vegas Boulevard South, Las Vegas Boulevard South shall be the base line for numbering along east-west streets to the southerly City limits.

D. Street Numbering - North-South Streets

- 1. All buildings or lots that front on north-south streets which intersect or start from Fremont Street (or the northwesterly prolongation thereof, as described in Subsection (B) of this Section) shall be assigned address numbers beginning at that point with the numbers one hundred and one hundred one, and thereafter progressively through each block. Approximately eight blocks shall be assigned per mile; provided, however, that in areas in which other jurisdictions have established a different pattern, the numbers shall be apportioned accordingly.



2. For purposes of Subsection (A) of this Section, the northwesterly prolongation of Fremont Street shall be defined as follows: Commencing at the intersection of the northwesterly prolongation of Fremont Street and that portion of Ogden Avenue located between City Parkway and Main Street; westerly along U.S. Highway 95 to the easterly prolongation of Westcliff Drive, the easterly prolongation of Westcliff Drive, and the westerly prolongation of Westcliff Drive with minor deviations north and south to the intersection with the CC 215 Beltway; Far Hills Avenue and the westerly prolongation of Far Hills Avenue to the intersection of the westerly prolongation of Westcliff Drive; the westerly prolongation of Westcliff Drive to the westerly City limits.
 3. Buildings or lots on north-south streets shall be assigned address numbers that are even on the east side and odd on the west side.
 4. Where Fremont Street intersects Charleston Boulevard, Charleston Boulevard shall become the base line for assigning address numbers along north-south streets to the easterly City limits.
 5. The assignment of address numbers for buildings or lots on north-south streets south of Charleston Boulevard shall begin with one thousand one hundred. Thereafter, the base numbering for each succeeding block shall increase by one hundred over the preceding block's base number.
 6. The assignment of address numbers for buildings or lots on north-south streets north of Charleston Boulevard shall begin with one and zero, and the assignment of numbers up to one hundred shall continue on those streets until their intersection with Sunrise Avenue.
 7. The assignment of address numbers for buildings or lots on north-south streets north of Sunrise Avenue shall begin with two hundred and, thereafter, the base numbering of each succeeding block shall increase by one hundred over the preceding block's base number.
- E. In internal areas of the City in which numbering conflicts with the rules set out in Sections (C) and (D), the assignment of new numbers shall conform to the existing pattern where possible.
- F. That certain document entitled "City of Las Vegas Street Naming and Address Assignment Regulations, 2009 Edition," a copy of which shall be maintained in the office of the City Clerk, is adopted by reference and made a part of this Code as if fully set forth herein.

The provisions thereof, as they may be amended and supplemented from time to time by ordinance or resolution of the City Council, shall govern the naming of streets and other rights-of-way and the assigning of addresses within the City.

- G. The provisions of this Subchapter are minimum requirements for the naming of streets and assignment of addresses within the City. Any request to deviate from these requirements shall be processed by means of a Variance application, which shall be subject to the procedures and standards set forth in Subchapter 19.16.140.
- H. It is unlawful for any person to:
1. Use or display a street name, building number or address number that does not conform to the provisions of this Subchapter;
 2. Display a street name, building number or address number in a manner that does not conform to the provisions of this Subchapter; or
 3. Fail to display a street name, building number or address number in the manner required by this Subchapter.

AMENITY ZONE BOUNDARIES

19.04.070

The Amenity Zone Boundaries are identified by referenced inside and outside delineations in accordance to one of the following cases:

1. **Case (A).** The zone is located fully within the dedicated public right-of-way and is delineated as follows:
 - a. The inside delineation shall be set at the back-of curd, or if there is no curb, then the edge of the paved roadway and
 - b. The outside delineation shall be the right-of-way line.
2. **Case (B).** The zone is located partially within the dedicated right-of-way and extends into the adjacent private property, common element, or open space that has been set aside for landscaping and public pedestrian access and is delineated as follows:
 - a. The inside delineation shall be set at the back-of curd, or if there is no curb, then the edge of the paved roadway and



- b. The outside delineation shall be clearly identified, by a recorded document with appropriate public easements for such purposes.
- 3. **Case (3).** The zone is located fully outside the dedicated right-of-way, as the right-of-way line is at the back of the curb, and is in the adjacent private property, common element, or open space that has been set aside for landscaping and public pedestrian access and is delineated as follows:
 - a. The inside delineation shall be set at the back-of curb, or if there is no curb, then the edge of the paved roadway and
 - b. The outside delineation shall be clearly identified, by a recorded document with appropriate public easements for such purposes.

- 1. An intersection with a public or private street; or
- 2. A cul-de-sac that conforms to Section 19.04.110; and
- D. Be provided with street name signs that bear the words "privately maintained," and are of a color and design established by the City and in conformance with the Manual of Uniform Traffic Control Devices. The color of such a sign shall be brown with white letters.

PRIVATE STREET REQUIREMENTS 19.04.080

Private streets must comply with applicable City standards and with the following requirements:

- A. Private streets shall have the same dimensions as the comparable public streets unless separated by gates.
- B. Private streets shall meet the minimum construction standards for public streets.
- C. Street name signs for private streets shall bear the words "privately maintained," and shall be a color and design established by the City and in conformance with the most recent edition of the Manual of Uniform Traffic Control Devices. The color of such a sign shall be brown with white letters.
- D. Any proposed deviations from the minimum public street standards must be approved by a Waiver and must be separated from abutting standard streets by a gate that meets City standards.

PRIVATE DRIVE REQUIREMENTS 19.04.090

Private drives shall only be permitted in non-residential developments and shall:

- A. Have a minimum pavement width of twenty-four feet;
- B. Be accessible only from a public or private street;
- C. Terminate in:

ALLEY REQUIREMENTS 19.04.100

All alleys constructed after the effective date of this Title shall be private alleys and privately maintained unless otherwise authorized by the Director of Public Works. Where public alleys are to be provided, they shall be paved and have a minimum width of twenty feet and be in accordance with City standards.

CUL-DE-SACS 19.04.110

Cul-de-sacs are discouraged. If approved as part of a Site Development Plan Review or Tentative Map they shall be designed and installed in accordance with City standards. For public streets which terminate other than at an intersection with another public street, and private streets that terminate other than at an intersection with another private or public street, the termination shall be provided by means of a circular cul-de-sac that complies with City standards.

PARTIALLY DEDICATED STREET OR ALLEY 19.04.120

Whenever there exists a partially dedicated street or alley abutting a proposed subdivision, the remainder of the required right-of-way shall be dedicated and improved by the subdivider unless the City approves a plan to vacate the street or alley.

RESIDENTIAL SUBDIVISIONS 19.04.130

A. Interior Blocks Requirements

Within the interior of residential subdivisions:

- 1. Blocks should be approximately six hundred sixty feet in length;
- 2. Blocks shall not exceed one thousand feet in length between intersections, except where topographical or other conditions require longer blocks; and
- 3. Block depths should be designed so as to provide



two rows of lots, except where lots are planned to back on a major highway, drainage channel, shopping center, or common open space area. Nothing in this Subsection, however, is intended to prevent the inclusion within any subdivision plan of blocks of greater depth or of irregular outline, where they are necessary to provide access to central areas within the subdivision.

B. Exterior Blocks Requirements

Along the exterior of residential subdivisions block, lengths shall be consistent with road network spacing standards established by LVMC 19.04.020 or the approved TTP for the area, if a TTP has been approved for the area as provided for in LVMC 19.04.030.

NON-RESIDENTIAL SUBDIVISIONS 19.04.140

Commercial or industrial blocks shall be of a length and width necessary and appropriate for the proposed use with adequate provision for off-street parking and deliveries.

SIGNS IN PUBLIC RIGHTS-OF-WAY 19.04.150

A. Signs Prohibited in Public Rights-of-Way

1. **General Rule.** Signs shall be prohibited in the public right-of-way, except as provided in this Subchapter.
2. **Presumption.** A sign erected or placed in the public right-of-way and containing an individual's name, telephone number, address or identification of a product shall be presumed to have been erected or placed by or at the direction of the person or entity associated with that name, business, telephone number, address or product. That presumption is a rebuttable presumption which the affected person or entity may disprove by competent evidence in any enforcement action or administrative proceeding involving such signs. However, in an administrative proceeding against the affected person or entity, the presumption is not rebutted if the sign was erected or placed by a person or entity who, pursuant to contract or otherwise, is acting on behalf of the affected person or entity.

B. Signs Permitted in Public Rights-of-Way

The following signs may be permitted in the public right-of-way:

1. Public signs erected by or on behalf of a governmental body to post legal notices, identify

public property, convey public information and direct or regulate pedestrian or vehicular traffic;

2. Bus stop signs erected by a public transit company;
3. Informational signs of a public utility regarding its poles, lines, pipes or facilities;
4. Marquee, projecting and suspended signs projecting over a public right-of-way in conformity with the provisions in this Title;
5. Development entry statement signs and interior directional signs may be permitted as provided for in this Title and provided the sign owner(s) enters into an encroachment agreement with the City;
6. Other signs which have been authorized by the City, including but not limited to signs on bus stop shelters, signs permitted by the approval of an encroachment agreement or emergency warning signs erected by a governmental agency, a public utility company or a contractor doing authorized or permitted work within the public right-of-way. Such signs are exempted from all requirements of this Title.

TRANSPORTATION - LAND USE MATRIX 19.04.160

The Transportation - Land Use Matrix, Table 1 of this Section, is intended to demonstrate the inter-connectedness of land use and the adjacent transportation network. As used in this Section, the matrix identifies each zoning district and indicates the compatibility of the that district with the range of streets detailed in this Chapter. As indicated by the matrix key:

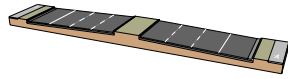
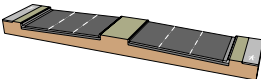
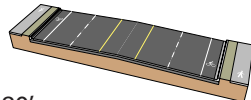
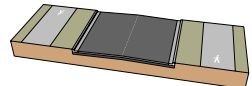
- A. Green identifies compatible street - land use combinations where no mitigation is anticipated;
- B. Yellow identifies compatible street - land use combinations where mitigation may be requested; and
- C. Blue identifies less compatible street - land use combinations where mitigation may be required.

Mitigation may take the form of site orientation considerations, increased perimeter buffer areas, enhanced landscaping or other measures meant to improve the compatibility and connection of development with the adjacent transportation network. Mitigation measures, if any, will be determined on a case-by-case basis as part of the Site Development Plan Review or the Tentative Map review.



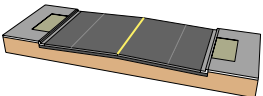
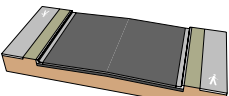
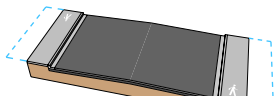
19.04.160

Transportation - Land Use Matrix - Table 1

				
	120' Parkway Arterial Street	100' Primary Arterial Street	80' Major Collector Street	60' Minor Collector Street
U Undeveloped				
R-E Residential Estates				
R-1 Single Family Residential				
R-MH Mobile/Manufactured Home Residential				
R-CL Single Family Compact-Lot				
R-TH Single Family Attached				
R-2 Medium-Low Density Residential				
R-3 Medium Density Residential				
R-4 High Density Residential				
P-O Professional Office				
O Office				
C-1 Limited Commercial				
C-2 General Commercial				
C-M Commercial/ Industrial				
M Industrial				



Transportation - Land Use Matrix - Table 1

 60' Minor Collector Street - w/ On Street Parking	 47' Residential Street	 47' Residential Street - Lot Width Under 40'		MATRIX KEY
			U Undeveloped	Compatible Street - Land Use Combination (No mitigation)
			R-E Residential Estates	
			R-1 Single Family Residential	
			R-MH Mobile/Manufactured Home Residential	
			R-CL Single Family Compact-Lot	Compatible Street - Land Use Combination (Mitigation may be requested)
			R-TH Single Family Attached	
			R-2 Medium-Low Density Residential	
			R-3 Medium Density Residential	Less Compatible Street - Land Use Combination (Mitigation may be required)
			R-4 High Density Residential	
			P-O Professional Office	
			O Office	
			C-1 Limited Commercial	
			C-2 General Commercial	
			C-M Commercial/ Industrial	
			M Industrial	

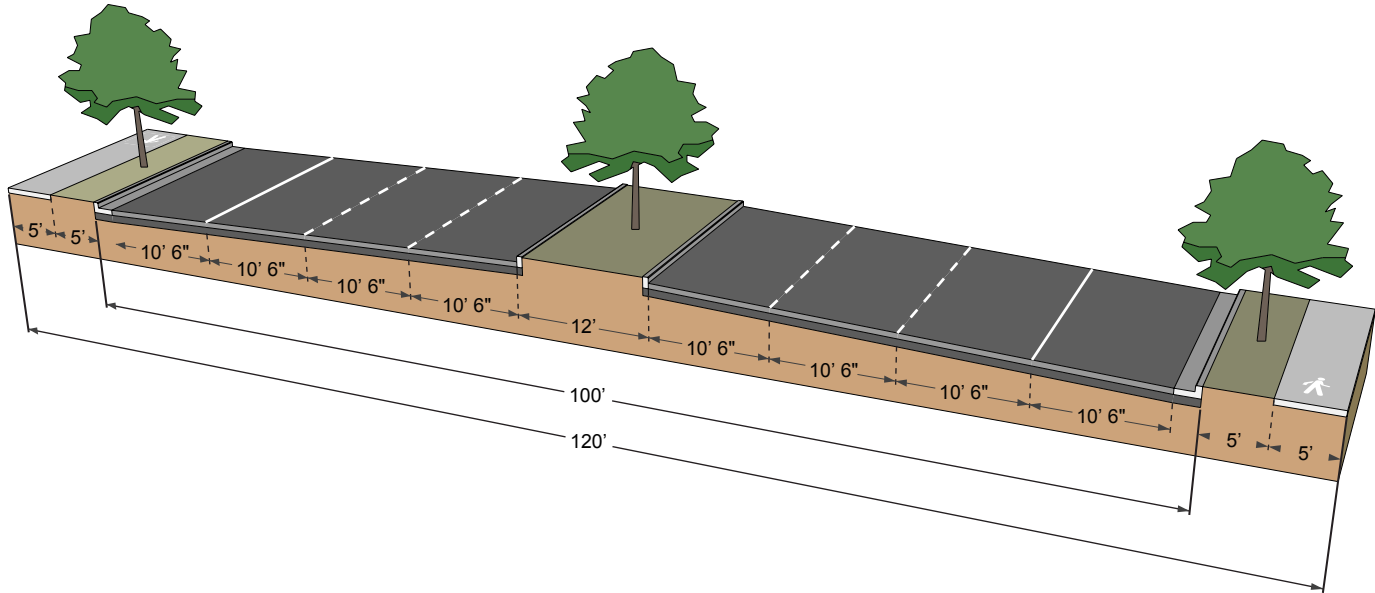
19.04.170

120' PARKWAY ARTERIAL STREET

A street or highway which has a minimum right-of-way width of 120 feet and an existing or potential design capacity of three or more travel lanes of traffic in each direction with 10 feet for an amenity zone and sidewalk on each side and divided by a landscaped median.

Illustrations & Graphics 19.04.170

STREET DIMENSIONS & STANDARDS



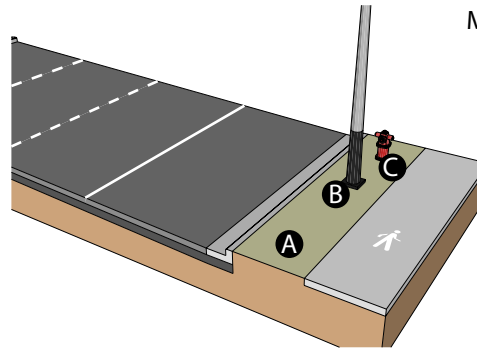
MECHANICAL FEATURES

A. Utility & Mechanical Boxes	Shall be located within the amenity strip
B. Light Posts & Traffic Lights	Shall be located within the amenity strip and meet City Standards for placement and spacing
C. Public Safety	Shall be located within the amenity strip, unless otherwise determined

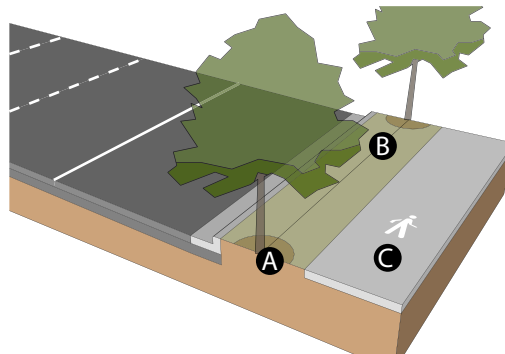
LANDSCAPING

A. Tree Placement	Trees shall be placed within amenity strip to provide maximum shade of sidewalk while providing adequate root growth area
B. Tree Planting Separation	Shall be 20 feet on center
C. Sidewalk	5 foot minimum width

MECHANICAL FEATURES



LANDSCAPING



19.04.180

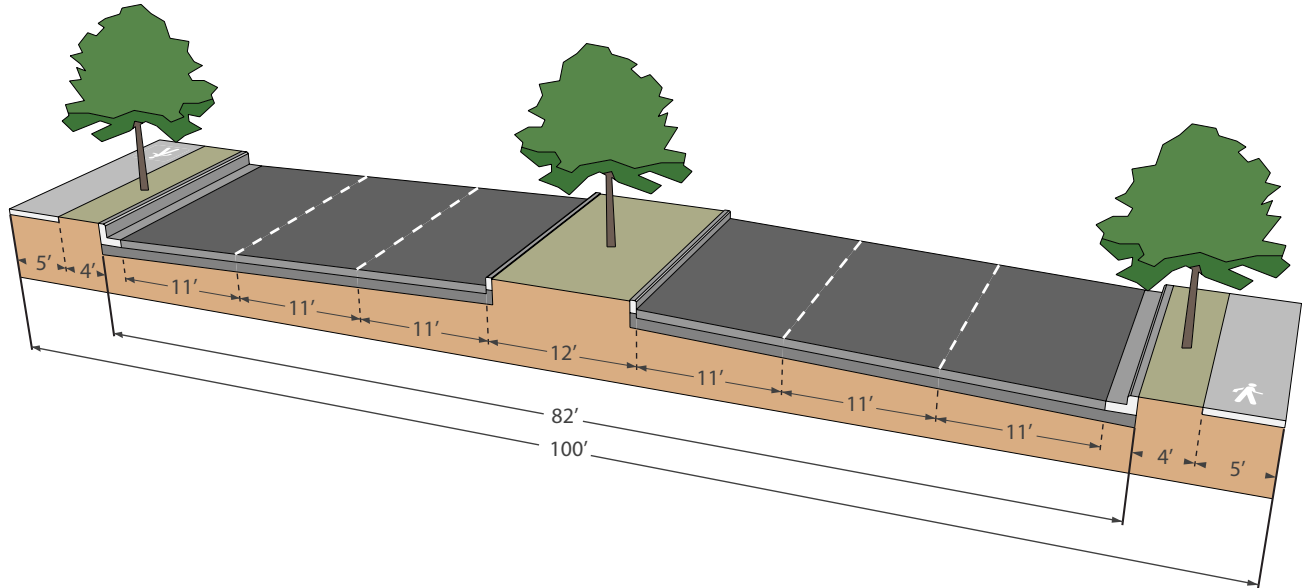
100' PRIMARY ARTERIAL STREET

A street which has a minimum right-of-way width of one hundred feet and an existing or potential design capacity of three or more travel lanes of traffic in each direction, divided by a raised median with left turn pockets.

Illustrations & Graphics

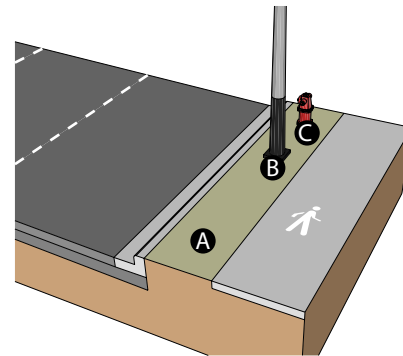
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STREET DIMENSIONS & STANDARDS

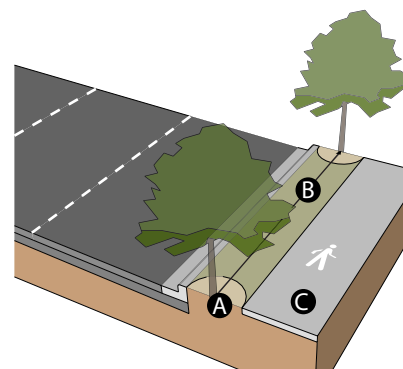


MECHANICAL FEATURES	
A. Utility & Mechanical Boxes	Shall be located within the amenity strip
B. Light Posts & Traffic Lights	Shall be located within the amenity strip and meet City Standards for placement and spacing
C. Public Safety	Shall be located within the amenity strip, unless otherwise determined

LANDSCAPING	
A. Tree Placement	Trees shall be placed within amenity strip to provide maximum shade of sidewalk while providing adequate root growth area
B. Tree Planting Separation	Shall be 20 feet on center
C. Sidewalk	5 foot minimum width



MECHANICAL FEATURES



LANDSCAPING



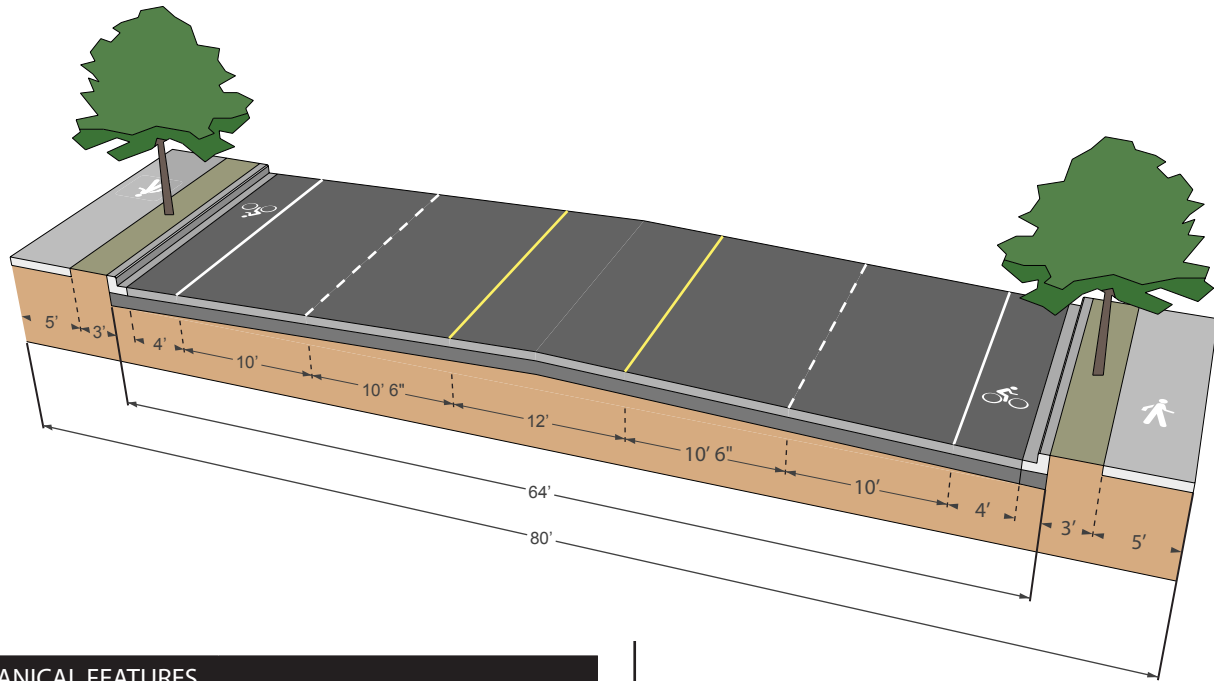
19.04.190

80' MAJOR COLLECTOR STREET

A street which has a minimum right-of-way width of eighty feet and an existing or potential design capacity of two travel lanes of traffic in each direction with a center turn lane or raised median with left turn pockets.

Illustrations & Graphics 19.04.190

STREET DIMENSIONS & STANDARDS

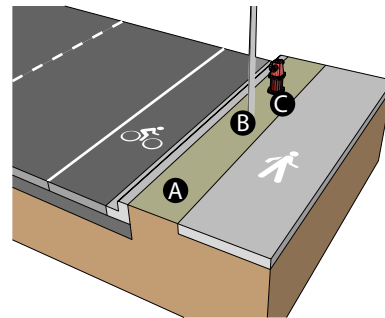


MECHANICAL FEATURES

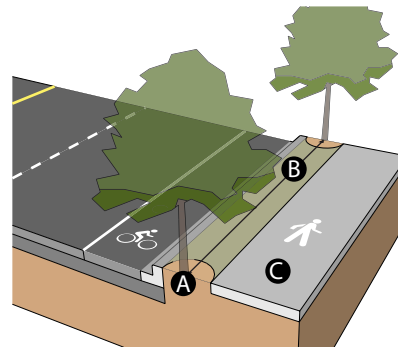
A. Utility & Mechanical Boxes	Shall be located within the amenity strip
B. Light Posts & Traffic Lights	Shall be located within the amenity strip and meet City Standards for placement and spacing
C. Public Safety	Shall be located within the amenity strip, unless otherwise determined

LANDSCAPING

A. Tree Placement	Trees shall be placed within amenity strip to provide maximum shade of sidewalk while providing adequate root growth area
B. Tree Planting Separation	Shall be 20 feet on center
C. Sidewalk	5 foot minimum width



MECHANICAL FEATURES



LANDSCAPING

19.04.200

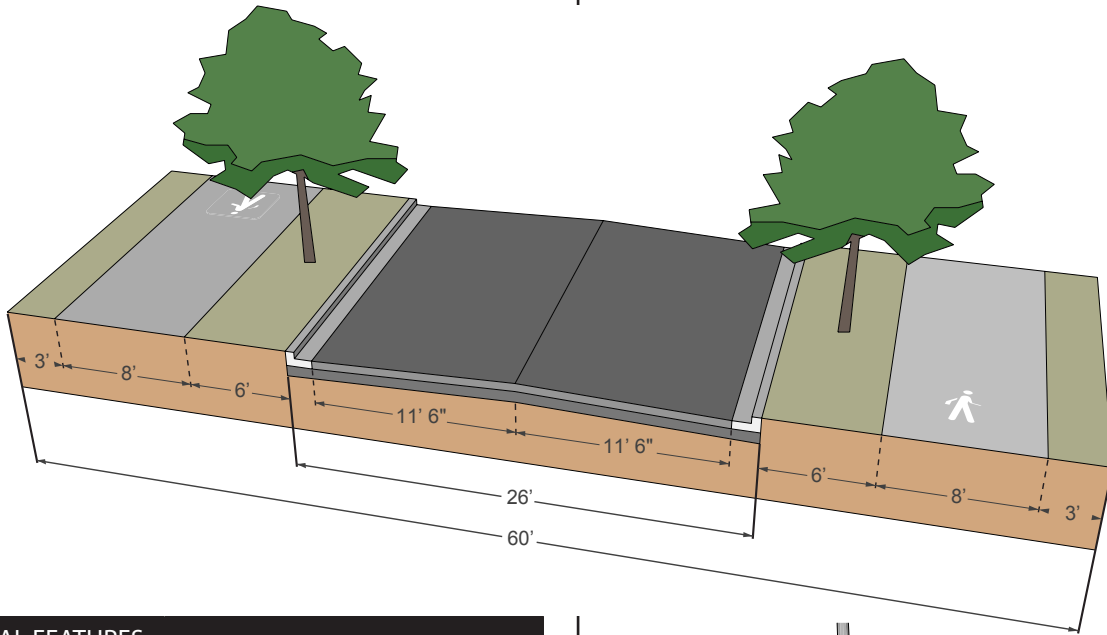
60' MINOR COLLECTOR STREET

A street with a minimum right-of way width of sixty feet which collects traffic from the local streets and distributes them to the major collector or arterial system.

Illustrations & Graphics

19.04.200

STREET DIMENSIONS & STANDARDS

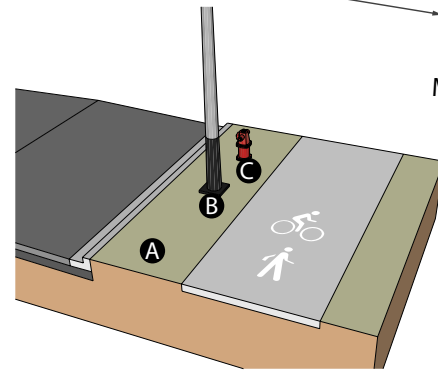


MECHANICAL FEATURES

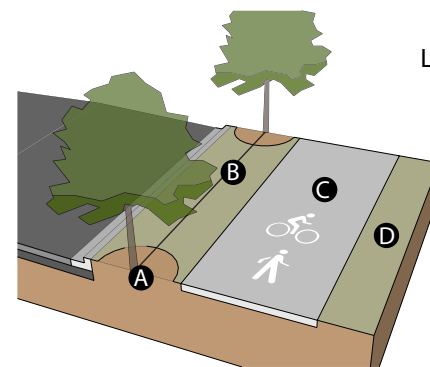
A. Utility & Mechanical Boxes	Shall be located within the amenity strip
B. Light Posts & Traffic Lights	Shall be located within the amenity strip and meet City Standards for placement and spacing
C. Public Safety	Shall be located within the amenity strip, unless otherwise determined

LANDSCAPING

A. Tree Placement	Trees shall be place within amenity strip to provide maximum shade of sidewalk while providing adequate root growth area
B. Tree Planting Separation	Shall be 20 feet on center
C. Sidewalk (Bicycle/ Pedestrian Path)	10 foot width
D. Off-Site Buffer Strip	3 foot width



MECHANICAL FEATURES



LANDSCAPING

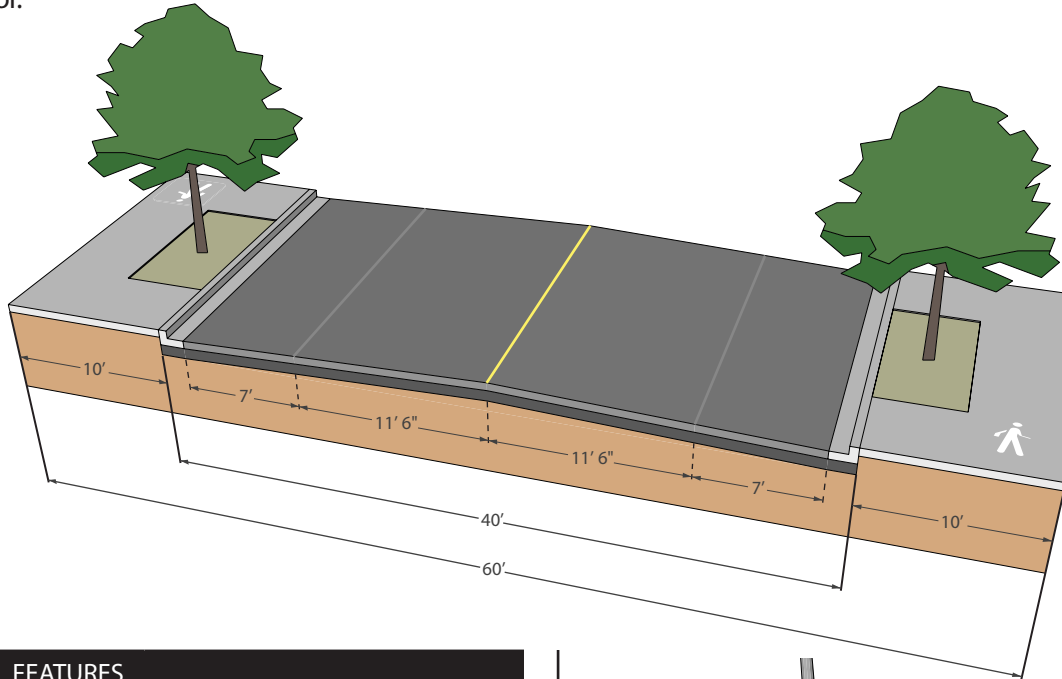
19.04.210

60' MINOR COLLECTOR STREET (URBAN FORM)

A street with a minimum right-of way width of sixty feet which collects traffic from the local streets and distributes them to the major collector or arterial system. This street is intended to include on-street parking unlike the typical minor collector.

Illustrations & Graphics 19.04.210

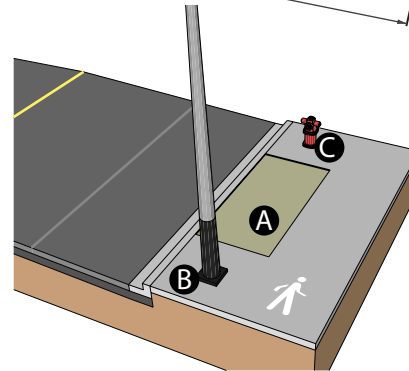
STREET DIMENSIONS & STANDARDS



MECHANICAL FEATURES

A. Tree Well	Shall be free of any mechanical features and be placed every 20 feet
B. Light Posts & Traffic Lights	Shall be located within the five feet of the amenity zone nearest the curb and meet City Standards for placement and spacing
C. Public Safety	Shall be located within the five feet of the amenity zone nearest the curb, unless otherwise determined

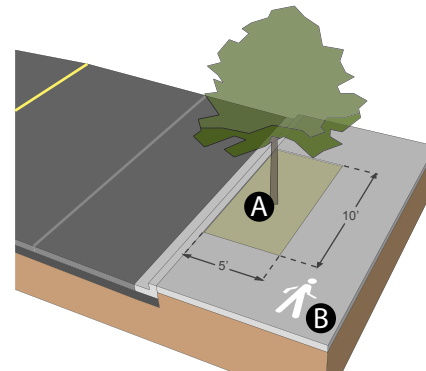
MECHANICAL
FEATURES



LANDSCAPING

A. Tree Well Dimensions and Tree Placement	Tree wells shall be 5 feet wide by 10 feet long with trees placed within the tree well to provide maximum shade of sidewalk while providing adequate root growth area
B. Sidewalk	5 foot minimum width

LANDSCAPING



19.04.220

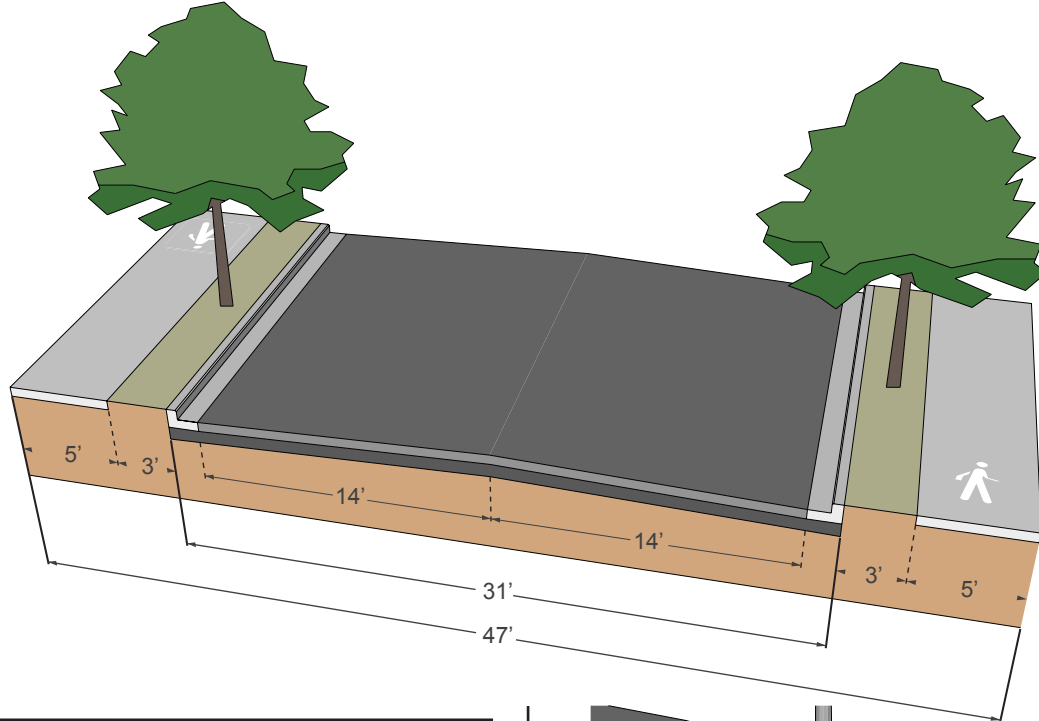
47' RESIDENTIAL STREET

A street with a minimum right-of way width of forty-seven feet which is designed to carry residential traffic between minor collectors and is designed to accommodate on-street parking.

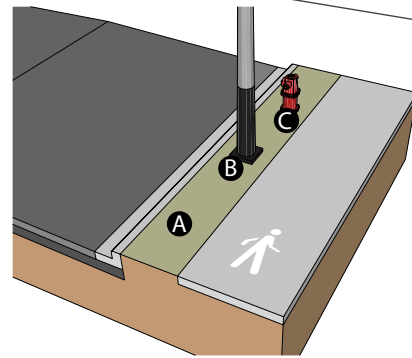
Illustrations & Graphics

19.04.220

STREET DIMENSIONS & STANDARDS

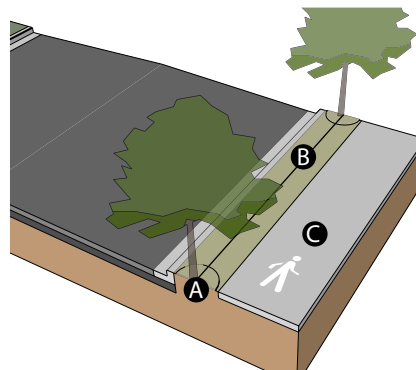


MECHANICAL FEATURES	
A. Utility & Mechanical Boxes	Shall be located within the amenity strip
B. Light Posts & Traffic Lights	Shall be located within the amenity strip and meet City Standards for placement and spacing
C. Public Safety	Shall be located within the amenity strip, unless otherwise determined



MECHANICAL FEATURES

LANDSCAPING	
A. Tree Placement	Trees shall be placed within amenity strip to provide maximum shade of sidewalk while providing adequate root growth area
B. Tree Planting Separation	Shall be 20 feet on center
C. Sidewalk	5 foot minimum width

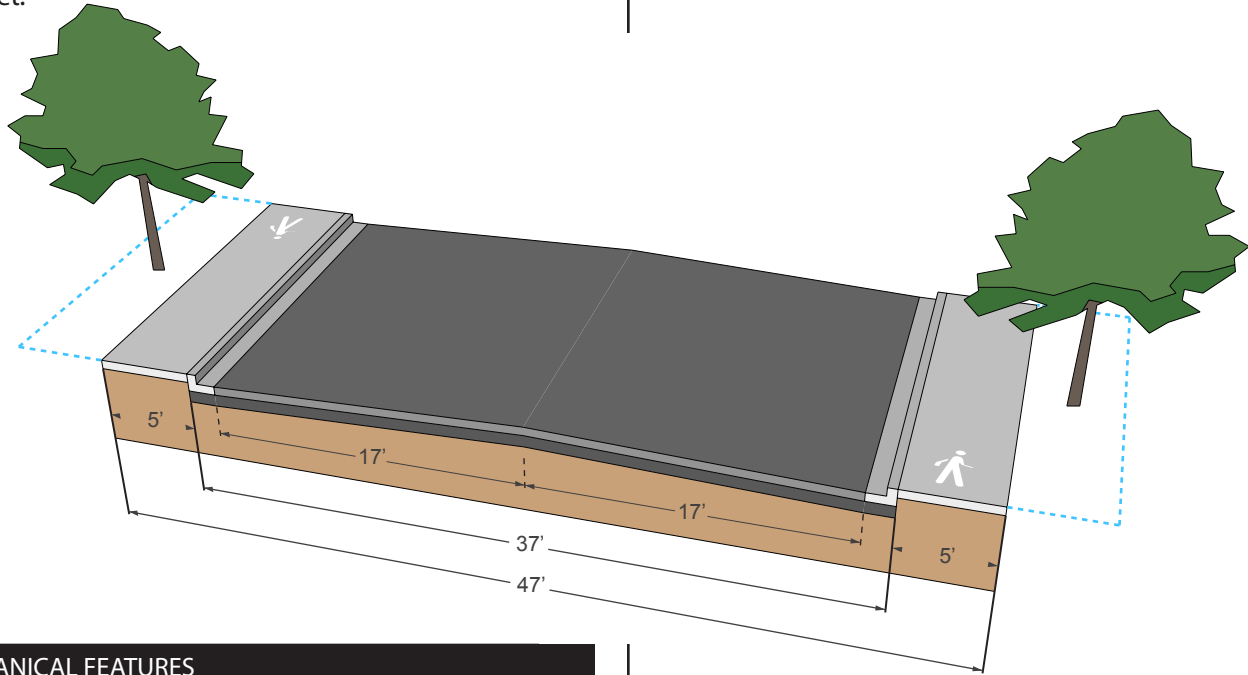


LANDSCAPING

19.04.230

47' RESIDENTIAL STREET (NARROW LOT)

A street with a minimum right-of way width of forty-seven feet which is designed to carry residential traffic between minor collectors and is designed to accommodate on-street parking adjacent to residential lots with lot widths less than forty feet.



MECHANICAL FEATURES

A. Light Posts & Traffic Signage	Shall be located in such a way as to minimize disruption of the sidewalk and meet City Standards for placement and spacing
B. Public Safety	Shall be located in the amenity zone in such a way as to minimize disruption of the sidewalk otherwise determined
C. Tree Planting Zone	An on-site area within the front setback area

LANDSCAPING

A. Sidewalk	5 foot wide concrete path
B. Tree Placement	1 tree per lot placed to provide maximum shade of sidewalk while providing adequate root growth area
C. Tree Planting Zone	5 foot wide planting area adjacent to the front property line

Illustrations & Graphics 19.04.230

STREET DIMENSIONS & STANDARDS

