

DIVISION III. DESIGN STANDARDS

Chapter 17.20

STREETS

Sections:

- 17.20.010 Arrangement to conform to general plan.
- 17.20.020 Consideration of adjacent property.
- 17.20.030 Discouragement of through traffic.
- 17.20.040 Arrangement to anticipate resubdivisions.
- 17.20.050 Turn-arounds.
- 17.20.060 Cul-de-sac
- 17.20.065 Limited Access Cul-de-sac Streets
- 17.20.070 Half streets.
- 17.20.080 Street names.
- 17.20.090 Intersection angles.
- 17.20.100 Centerline offsets.
- 17.20.110 Frontage roads.
- 17.20.120 Double frontage lots.
- 17.20.130 Residential lots - Abutting more than one frontage.
- 17.20.140 Side line angles.
- 17.20.150 Residential lots - Distance from street.
- 17.20.160 Direct driveway access onto major streets.
- 17.20.170 Individual sewage disposal systems.
- 17.20.180 Utility easements.
- 17.20.190 Drainage easements.
- 17.20.200 Right-of-way improvements.
- 17.20.210 Road construction standards.
- 17.20.220 Utility construction standards.
- 17.20.230 Monuments.
- 17.20.240 Marking of corners.
- 17.20.250 Material and workmanship.
- 17.20.260 Plan and profile.
- 17.20.270 Roadways - In general.
- 17.20.280 Roadways -- Inspection requirements.
- 17.20.290 Roadways - Developer's responsibility.

**17.20.010** **Arrangement to conform to general plan.** Arrangements of streets in the subdivision shall conform as nearly as possible to the adopted comprehensive plan, or to any adopted street plan for the city. (Ord. 398 S1 (part), 1981.)

**17.20.020** **Consideration of adjacent property.** Streets shall normally continue as an extension of existing streets, unless good site planning dictates a different solution. Street patterns shall take into consideration access needed to develop adjacent properties presently unsubdivided. Sketches of a proposed street system for adjoining properties may be required if owned by the subdivider, or if the arrangement of the large tracts makes it necessary to provide further access through the property under consideration. (Ord. 398 S1 (part), 1981.)

**17.20.030** **Discouragement of through traffic.** When possible, and when no proposed major streets pass through the subdivision, streets shall be planned so as to discourage through traffic and to conveniently channel traffic onto major and secondary streets. (Ord. 398 S1 (part), 1981.)

**17.20.040** **Arrangement to anticipate resubdivisions.** When a tract is to be subdivided into larger than normal lots or parcels, it should be so arranged as to permit the logical resubdivision and opening of future streets, with provision for adequate utility connections to such resubdivisions. (Ord. 398 S1 (part), 1981.)

**17.20.050** **Turn-arounds.** Where dead-end streets are created by the development of a portion of a larger plat, or because of the desirability of continuing a street into a presently unplatted parcel, a temporary turn-around shall be provided where required by the city engineer or fire marshal. If the turn-around includes some private property, the turnaround shall be protected by an easement, until such time as the street is extended and the need for the turn-around has ceased to exist. (Ord. 398 S1 (part), 1981.)

**17.20.060** **Cul-de-sac.** Cul-de-sac will be permitted where topography or other conditions justify their use. They should normally not exceed three hundred fifty (350) feet. Longer cul-de-sac will be permitted, should an alternate design not be possible. Every cul-de-sac shall have a turn-around at its closed end, with a minimum outside diameter of the right of way of one hundred feet. (Ord. 717, November 2000; Ord. 398 S1 (part), 1981.)

**17.20.065** **Limited Access Cul-de-sac Streets.** A limited access cul-de-sac may be permitted where topography or other conditions justify their use. The cul-de-sac shall not exceed 350 feet in length from the curbing of the connecting collector street to the center of the cul-de-sac radius. Two traffic lanes will be of no less than 14 feet in width including curbing. In addition, a 5' ADA approved sidewalk shall be constructed on one side of the street. On a minimum standard cul-de-sac street, no "on street parking" will be allowed and must be posted at the entrance of the cul-de-sac. Every cul-de-sac shall have a turn-around at its closed end, with a minimum outside diameter of the right-of-way of one hundred feet, shall be

incapable of future extension, and will provide access to not more than twelve (12) residential lots. (Ord. 717, November 2000; Ord. 713, September 2000.)

**17.20.070** **Half streets.** Streets lying along the boundary of a subdivision may require the dedication of the other half when the adjoining property is subdivided; and wherever there exists a dedicated half street of an adjoining plat, the other half shall be dedicated on the proposed plat to make the street complete. To insure that this occurs, a one-foot reserve block shall be required on the subdivision boundary for the purpose of withholding access from the unsubdivided property until such time as a complete street is constructed. This same procedure will also be required when a street deadends at the boundary of any subdivision. (Ord. 398 S1 (part), 1981.)

**17.20.080** **Street names.** Street names shall be in accordance with the adopted street name ordinance or as determined by the city council. (Ord. 398 S1 (part), 1981.)

**17.20.090** **Intersection angles.** Under normal conditions, streets will be laid out so as to intersect, as nearly as possible, at right angles, except where topography or other conditions justify variations. The minimum angles of intersections of streets shall be eighty degrees, unless specifically waived by the city engineer. (Ord. 398 S1 (part),1981.)

**17.20.100** **Centerline offsets.** Residential street centerline offsets of less than one hundred twenty-five feet may not be permitted unless specifically waived by the city engineer. Intersections with one or more major streets shall have no offsets, unless specifically waived by the engineer. (Ord. 398 S1 (part), 1981.)

**17.20.110** **Frontage roads.** Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, or the right-of-way of a limited access highway, freeway, or major street, provision may be required for a frontage road at a distance appropriate to the proposed use of land between the right-of-way and the frontage road. Such distance shall be determined with due consideration to future grade separations and for required lot depth. (Ord. 398 S1 (part),1981.)

**17.20.120** **Double frontage lots.** Lots with double frontage shall be avoided wherever possible, unless otherwise approved after review by the planning commission and city council. (Ord. 398 S1 (part), 1981.)

- 17.20.130**     **Residential lots -- Abutting more than one frontage.** Residential lots having more than one abutting street frontage shall be ten percent larger in area and width than the minimum required by the zoning district in which located, so as to allow for adequate setbacks of a building from such streets. (Ord. 398 S1 (part), 1981.)
- 17.20.140**     **Side line angles.** Side lines of lots should be approximately at right angles to the street in front, or radial to curbed street lines. (Ord. 398 S1 (part), 1981.)
- 17.20.150**     **Residential lots -- Distance from street.** All residential lots shall abut a dedicated street by at least forty-five feet, unless otherwise approved by a variance or planned development permit. (Ord. 398 S1 (part), 1981.)
- 17.20.160**     **Direct driveway access onto major streets.** Lots should not have direct driveway access onto major streets, as indicated in the adopted comprehensive plan. (Ord. 398 S1 (part), 1981.)
- 17.20.170**     **Individual sewage disposal systems.** In developments where septic tanks or other individual sewage disposal systems are to be used, the size of the lots shall be subject to the approval of the Benton-Franklin district health officer. (Ord. 398 S1 (part), 1981.)
- 17.20.180**     **Utility easements.** Land developers should submit proposed preliminary plats to the various utilities prior to submittal to the city, in order to rectify any easement problems that may exist, and to consider any design changes in order to minimize these problems. (Ord. 398 S1 (part), 1981.)
- 17.20.190**     **Drainage easements.** Drainage easements for storm sewers or open-channel ditches may be required where storm drainage cannot practically be carried under the streets or other rights-of-way. Open channel easements may be required where there is evidence of a present or future natural drainage pattern which may carry water at such times as the general water table of the area is raised, or increased runoff will result from altered land use. (Ord. 398 S1 (part), 1981.)
- 17.20.200**     **Right-of-way improvements.** Prior to final plat approval, all public rights-of-way shall be improved in accordance with minimum street requirements, as set forth by this title. Improvements may be greater than the minimum requirements, subject to approval of the city engineer. In lieu of required improvements, a bond, savings account assignment, or escrow must be provided to the full amount of the cost of such work, as estimated and/or approved by the city engineer, including construction inspection costs but in no case less than one thousand dollars. All, or any portion of, the bond, savings account, assignment or escrow shall be released upon acceptance of the improvements by the city engineer, or upon substitution

of another type of approved bond or security. All streets and other public rights-of-way shall be improved within a period of one year after final plat approval in accordance with the approved plans. If after one year all public rights-of-way are not so improved, the city will cause the streets to be improved in accordance with the approved plans, and the costs thereof shall be paid by the bonding company, savings account, or escrow. All security sources or assignments of savings accounts in the full amount of the improvements shall be approved by the city council. (Ord. 398 S1 (part), 1981.)

**17.20.210** **Road construction standards.** All design, construction, or modification of all public roads including those roads within plats, short plats, and binding site plan for public use, shall be performed in accordance with the current edition of the Washington State Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction. (Ord. 886, June 2011; Ord. 398 S1 (part), 1981.)

**17.20.220** **Utility construction standards.** All city utility design and construction pertaining to subdivisions shall be performed in accordance with APWA. Other utilities, to include, but not be limited to, power, telephone, gas, television and irrigation will conform to normally recognized standards of their appropriate industry. (Ord. 398 S1 (part), 1981.)

**17.20.230** **Monuments.** Monuments, frames and covers as approved by the city engineer shall be set at the intersection of the centerlines of all streets, or as designated by the city engineer. (Ord. 398 S1 (part), 1981.)

**17.20.240** **Marking of corners.** Prior to final plat approval, all corners of the area approved for platting shall be marked by a steel rod or iron pin firmly driven into the ground to a depth of at least eighteen inches. The final plat shall indicate that the corners have been staked. Prior to issuance of any building permit for construction within the plat, a certified statement from a professional land surveyor shall be submitted to the building inspector, stating that all corners of the property proposed for construction have been marked by a steel rod or iron pin driven into the ground at least eighteen inches. Nothing in this chapter shall prohibit the staking of all or a portion of the lots at any one time. (Ord. 398 S1 (part), 1981.)

**17.20.250** **Material and workmanship.** Workmanship and materials shall be performed in accordance with the current edition of the Washington State Department of Transportation Specifications for Road, Bridge, and Municipal Construction. (Ord. 886, June 2011; Ord. 398 S1 (part), 1981.)

**17.20.260** **Plan and profile.** A plan and profile of the proposed street showing the following data, shall be submitted to the administrator and engineer for approval prior to preliminary subdivision approval and construction:

A. Plan.

1. Street alignment in stations of one-hundred foot intervals.
2. Bearings on street centerline.
3. Curve data on all horizontal curves.
4. Right-of-way lines and width for proposed streets.
5. All topography within the right-of-way limits, including all utilities.
6. Label all streets and adjoining subdivisions.
7. Typical roadway section of proposed street;
8. Existing and proposed drainage structures (indicate direction of flow).
9. Map size shall be a minimum of twenty-two by thirty-six inches. A two-inch margin shall be provided on the left edge and a one-half inch margin shall be provided on other edges of the map.

B. Profile.

1. Original ground line.
2. Stationing in intervals of one hundred feet.
3. Control elevations on border of sheet.
4. Grade line showing grade percents and vertical curves. (Ord. 398 S1 (part), 1981.)

**17.20.270** **Roadways -- In general.** In general, roadway section conforming to details as shown in Section 12.04.040 will be required. Deviations must be approved by the engineer and the city council.

Utilities: Utility locations shall be as shown in Chapter 17.24. Water lines shall be located on the north and east sides of the street. Whenever feasible, underground utility crossings shall be installed after subgrade has been completed, but before surfacing has been placed. Back filling of trenches shall be in accordance with approved methods as required by the administrator. Stubs for service connections for all underground utilities and sanitary sewers shall be submitted for recording until the plan profile

and roadway section, including construction details for drainage and location of all utility facilities are approved, and construction shall be in accordance with approved plans. Any variations shall be indicated on “as-built” plans. (Ord. 398 S1 (part), 1981.)

**17.20.280** **Roadways - Inspection requirements.** The following inspections may be required on all road construction under the jurisdiction of this title:

- A. Inspection No. 1 will be required following installation of the drainage system, underground utilities and completion of roadway grading to a suitable subgrade.
- B. Inspection No. 2 will be required following placing of gravel ballast, if required.
- C. Inspection No. 3 will be required following placing of crushed gravel surfacing and construction of curbing, if required.
- D. Inspection No. 4 will be required following paving, cleaning of drainage system and all necessary cleanup accomplished.
- E. Inspection No. 5, the final inspection, will be required at termination of maintenance period. (Ord. 398 S1 (part), 1981.)

**17.20.290** **Roadways - Developer's responsibility.** It shall be the responsibility of the developer to notify the administrator, in advance, of required inspections. Failure to comply will necessitate appropriate testing by a materials lab, and/or furnishing certified bills for all materials. In the event this section is necessary, no further work will be performed on the plat until all tests have been completed and all corrections are made to the satisfaction of the administrator. It is recognized that an alternate construction schedule may be necessary in some instances. Any deviation from the above schedule must be brought to the attention of the administrator in sufficient time to arrange appropriate inspections. (Ord. 398 S1 (part), 1981.)