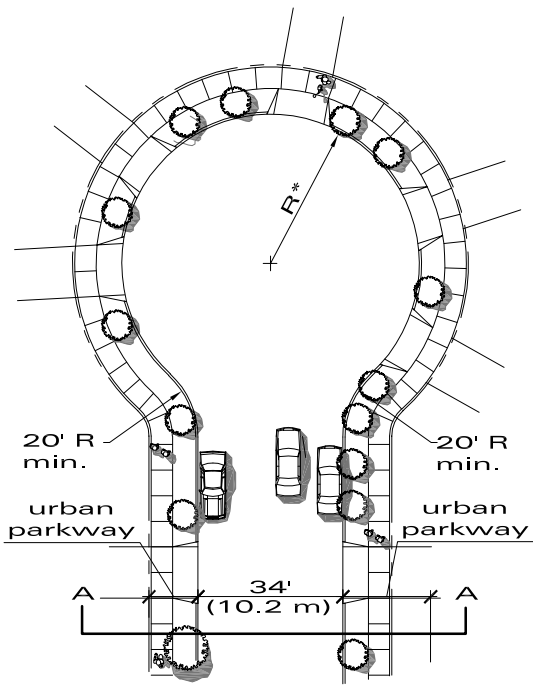


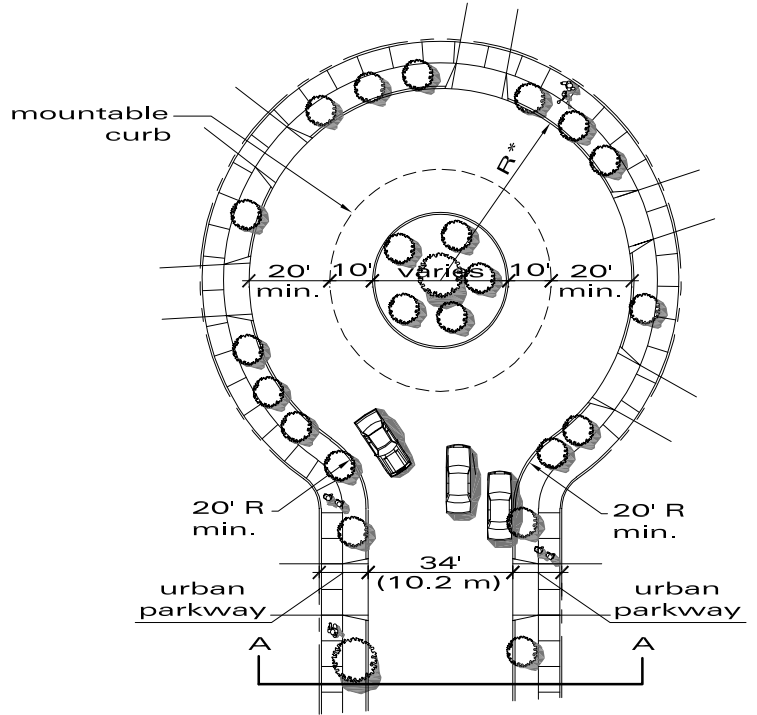
Residential Streets





Cul-de-sac
not to scale

* Refer to Geometric Design, Section E



Enhanced cul-de-sac
not to scale

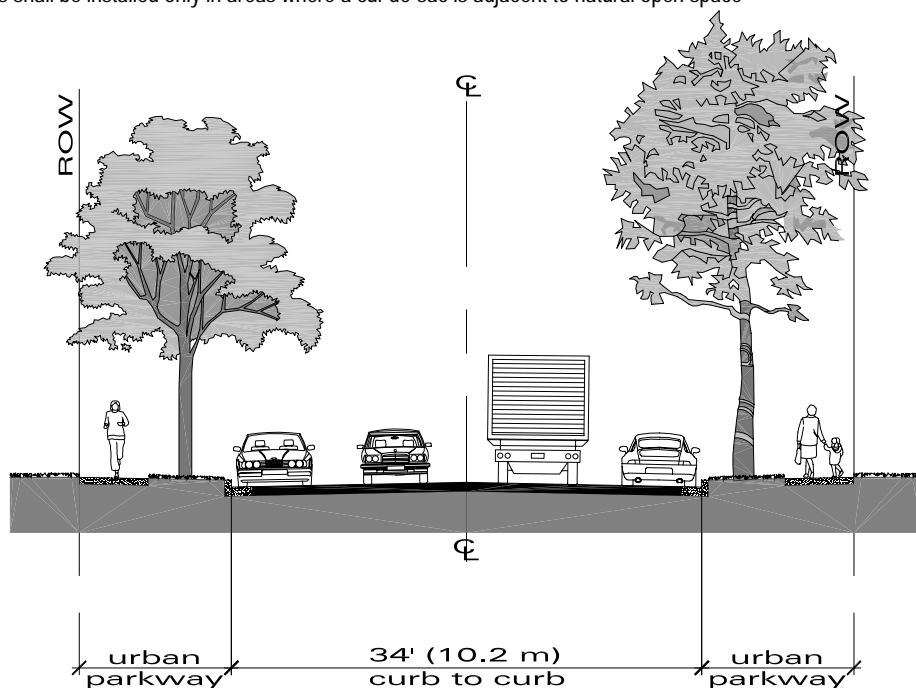
* Refer to Geometric Design, Section E

Note: On-street parking should be prohibited on refuse collection days.

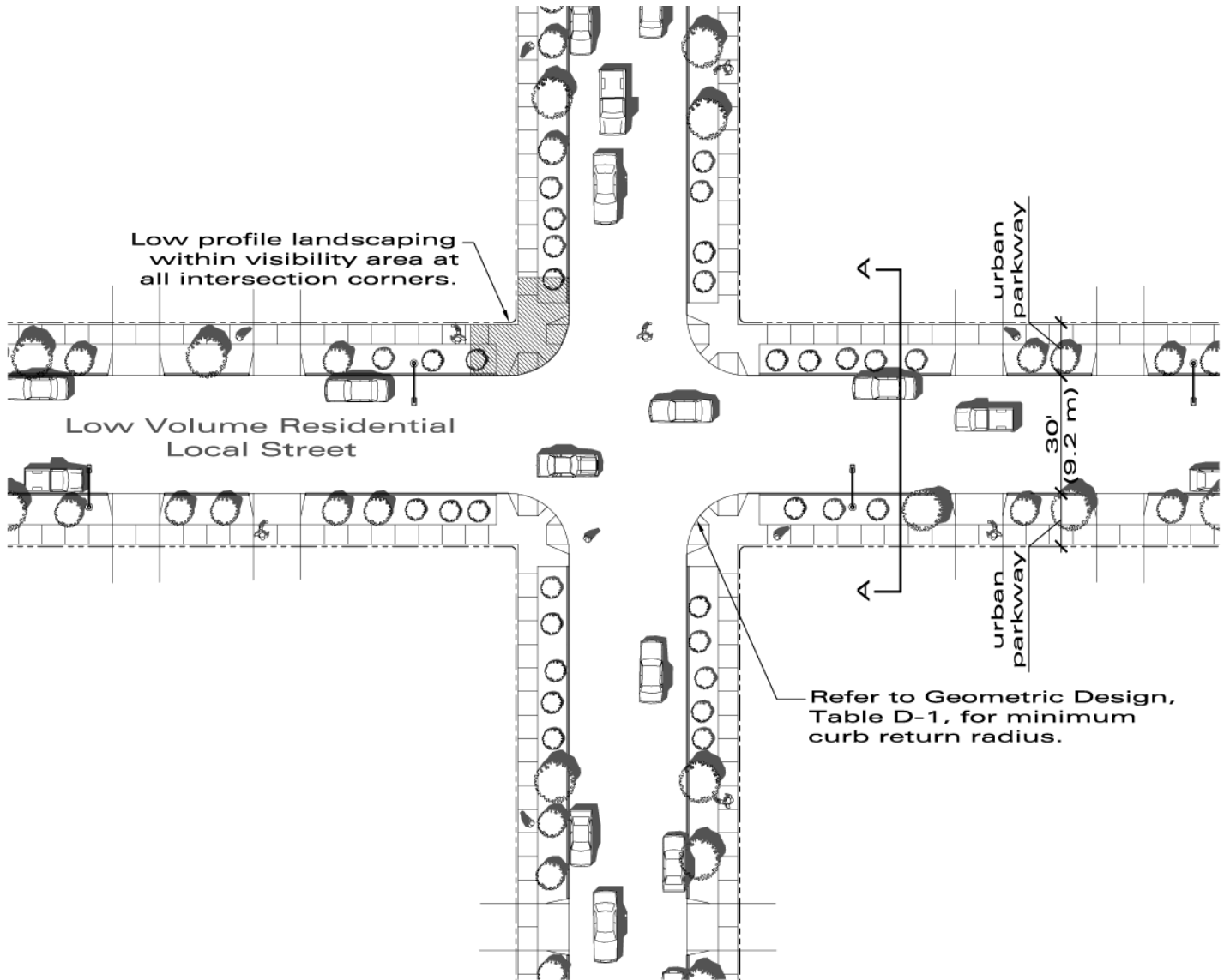
plan (not to scale)

Width, Right-of-Way <ul style="list-style-type: none"> • Reduced Width¹ • Single-loaded² 	54 ft. (16.2 m) – 64 ft. (19.2 m) 52 ft. (15.6 m) – 62 ft. (18.6 m) 48 ft. (14.4 m) – 58 ft. (17.4 m)
Design ADT³	200
Width, Curb-to-Curb⁴ <ul style="list-style-type: none"> • Reduced Width¹ • Single-loaded 	34 ft. (10.2 m) 32 ft. (9.6 m) 28 ft. (8.4 m)
Maximum Grade	15%
Minimum Curve Radius	100 ft. (30 m)
Land Use Parkway Options⁵	Large Lot Single Dwelling Residential, Single Dwelling Residential, Low Density Multiple Dwelling Residential, Open Space-Park U-1; U-3; U-4 (a)
Land Use Parkway	School, Church, or Public Building U-2

- ¹ Reduce width only where cul-de-sac is less than 300 feet (90 m) long and is greater than 600 feet (180 m) from a canyon rim.
- ² Construct sidewalks on both sides of street, including single-loaded cul-de-sacs.
- ³ Refer to Section E, page 117, for cul-de-sacs serving more than 200 ADT.
- ⁴ Within planned residential developments where no on-street parallel parking is allowed, curb-to-curb width may be reduced to 24 feet (7.2 m), provided parking bays are provided at intervals of approximately 200 feet (60 m). At fire hydrant locations, the curb-to-curb width shall be 26 feet (7.8 m), for a distance of 20 feet (6.0 m) on each side of the fire hydrant.
- ⁵ U-1 parkways shall be installed only in areas where a cul-de-sac is adjacent to natural open space



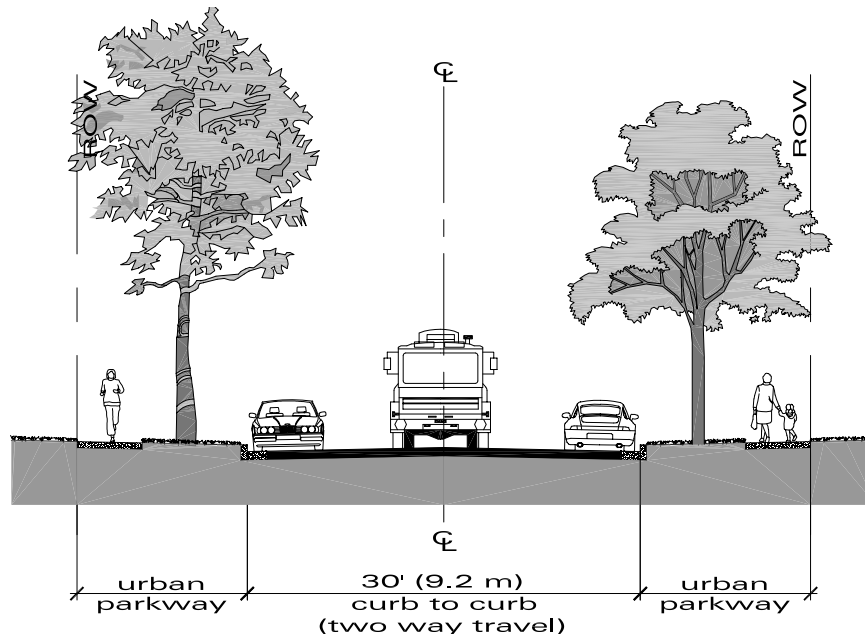
section A-A (not to scale)



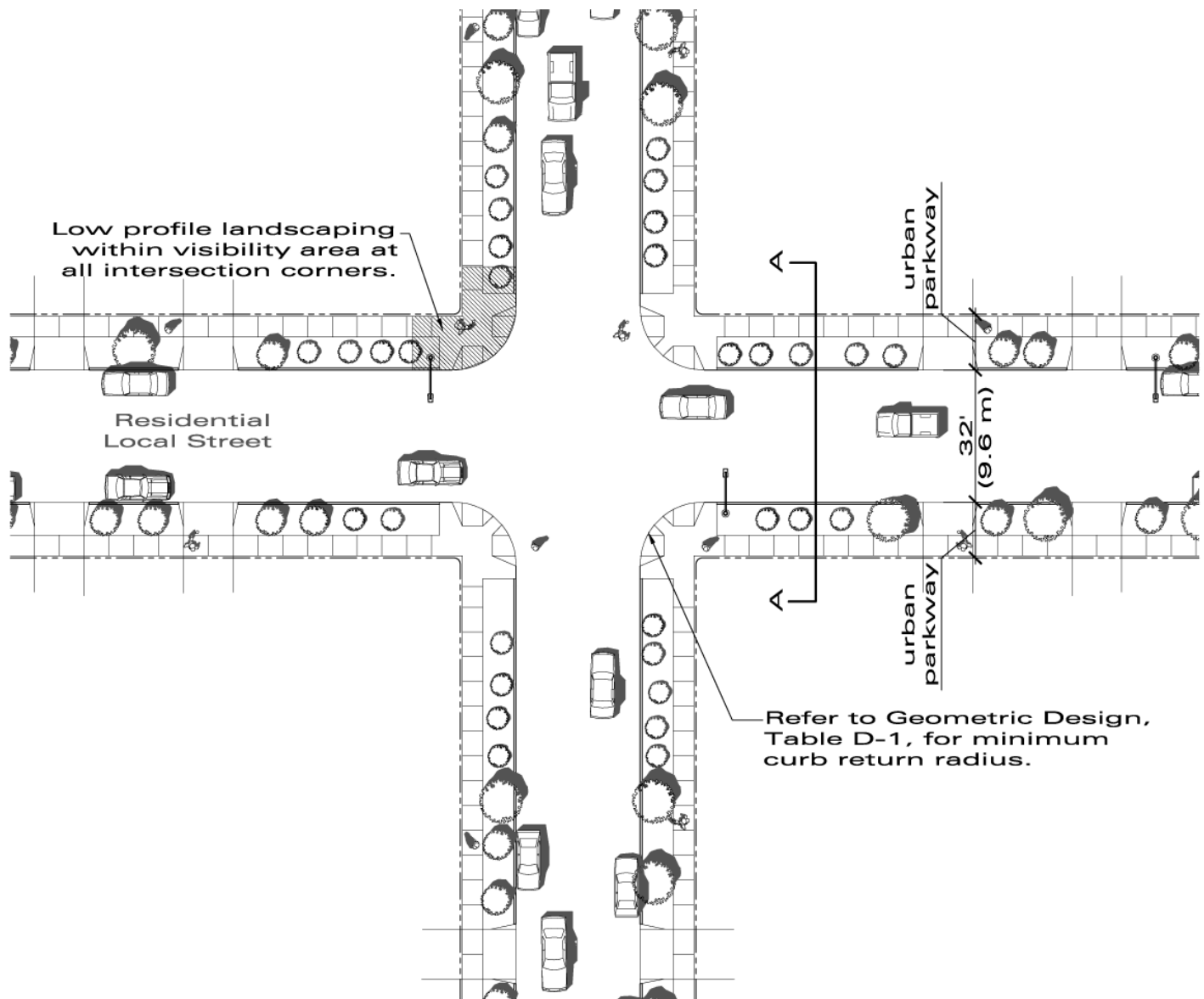
plan (not to scale)

Width, Right-of-Way • Increased Width ¹ • Single-loaded ²	50 ft. (15.2 m) – 60 ft. (18.2 m) 52 ft. (15.6 m) – 62 ft. (18.6 m) 48 ft. (14.4 m) – 58 ft. (17.4 m)
Design ADT	700
Width, Curb-to-Curb ^{3,4} • Increased Width ¹ • Single-loaded	30 ft. (9.2 m) 32 ft. (9.6 m) 28 ft. (8.4 m)
Maximum Grade	15%
Minimum Curve Radius	100 ft. (30 m)
Land Use Parkway Options ⁵	Large Lot Single Dwelling Residential, Single Dwelling Residential, Low Density Multiple Dwelling Residential, Open Space-Park U-1; U-3; U-4 (a)
Land Use Parkway	School, Church, or Public Building U-2

- ¹ Increase width where block is greater than 600 feet (180 m) long, is less than 600 feet (180 m) from a canyon rim, and there is a single access point.
- ² Construct sidewalks on both sides of street, including single-loaded streets.
- ³ Within planned residential developments where no on-street parallel parking is allowed, curb-to-curb width may be reduced to 24 feet (7.2 m), provided parking bays are provided at intervals of approximately 200 feet (60 m). At fire hydrant locations, the curb-to-curb width shall be 26 feet (7.8 m), for a distance of 20 feet (6.0 m) on each side of the fire hydrant.
- ⁴ Where curb-to-curb width is 30 ft. (9.2m), bypass zones of 75 ft. (22.5m) in length should be provided at intervals of 150 ft. (45m) by removal of parking to provide for emergency response vehicles.
- ⁵ U-1 parkways shall be installed only in areas where a street is adjacent to natural open space.



section A-A (not to scale)



plan (not to scale)

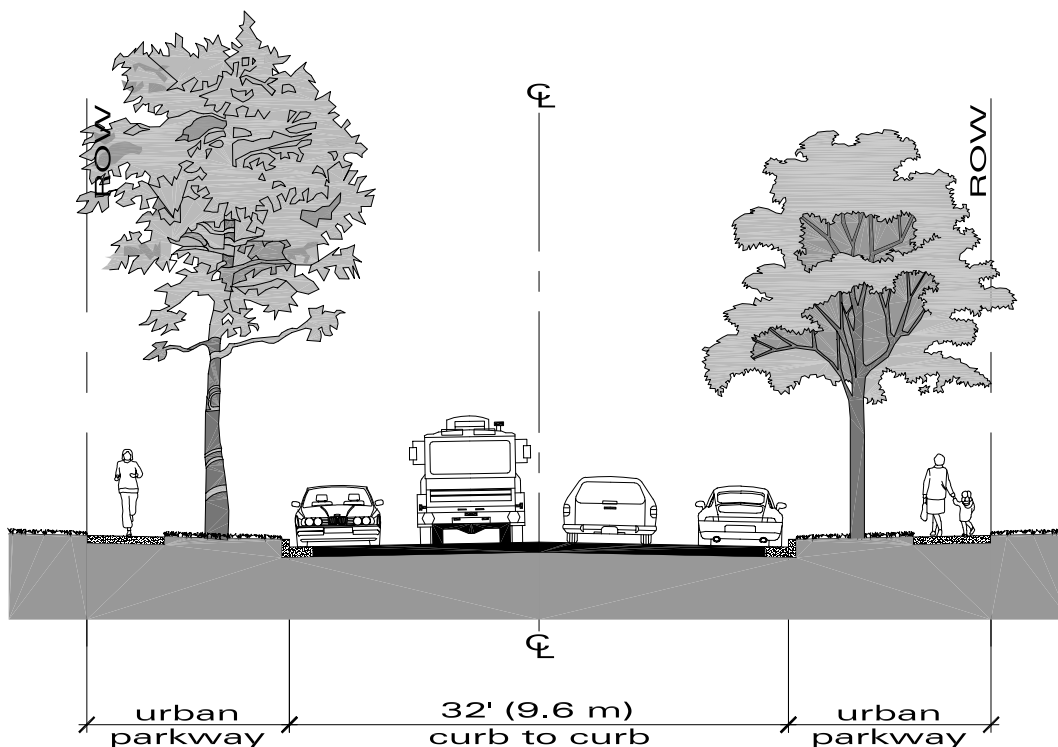
Width, Right-of-Way • Single-loaded ^{1,2}	52 ft. (15.6 m) - 62 ft. (18.6 m) 48 ft. (14.4 m) – 58 ft. (17.4 m)
Design ADT	1,500
Width, Curb-to-Curb ³ • Single-loaded	32 ft. (9.6 m) 28 ft. (8.4 m)
Maximum Grade	15%
Minimum Curve Radius	100 ft. (30 m)
Land Use	Large Lot Single Dwelling Residential, Single Dwelling Residential, Multiple Dwelling Residential, Local Mixed Use, Open Space-Park
Parkway Options ⁴	U-1; U-3; U-4 (a)
Land Use Parkway	School, Church, or Public Building U-2

¹ Single-loaded street not permitted in Medium-to-Very High Density Multiple Dwelling Residential areas.

² Construct sidewalks on both sides of street, including single-loaded streets.

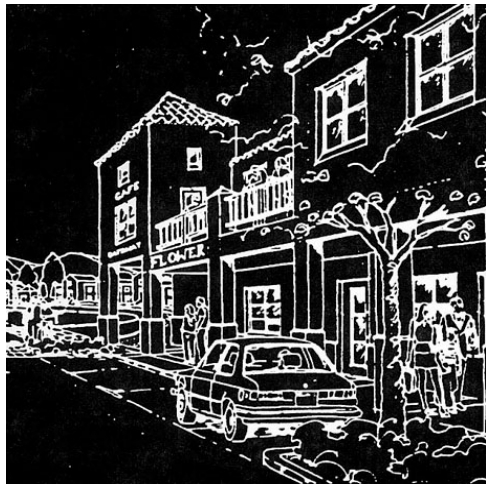
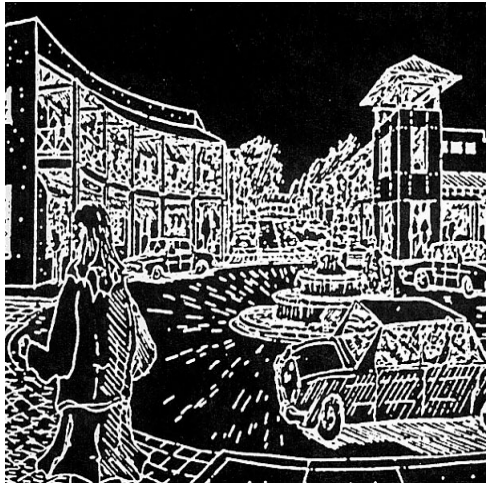
³ Curb-to-curb widths may be increased to 44 feet (13.2 m) to allow for angle parking on one side and parallel parking on the other side of street or 52 feet (15.6 m) for angle parking on both sides of street. Angle parking should be installed in accordance with Council approved traffic engineering policies. Angle parking layout should include provisions that allow access to refuse containers.

⁴ U-1 parkways shall be installed only in areas where a street is adjacent to natural open space.

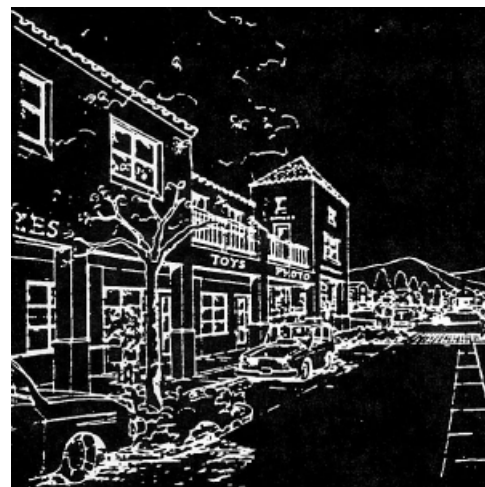


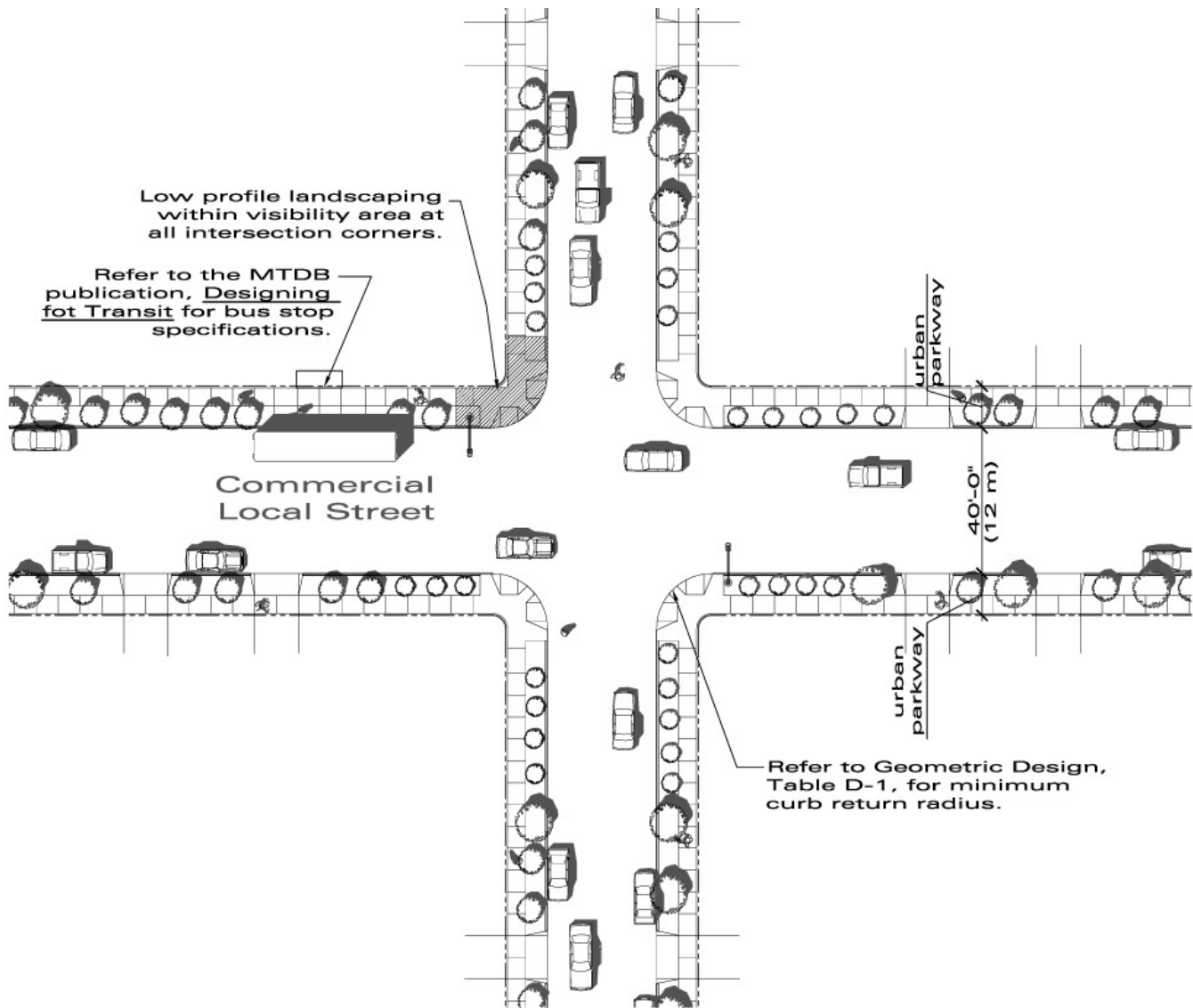
section A-A (not to scale)





Commercial Streets





with parallel parking on both sides

plan (not to scale)

22

urban parkway

U-2

**U-5
a**

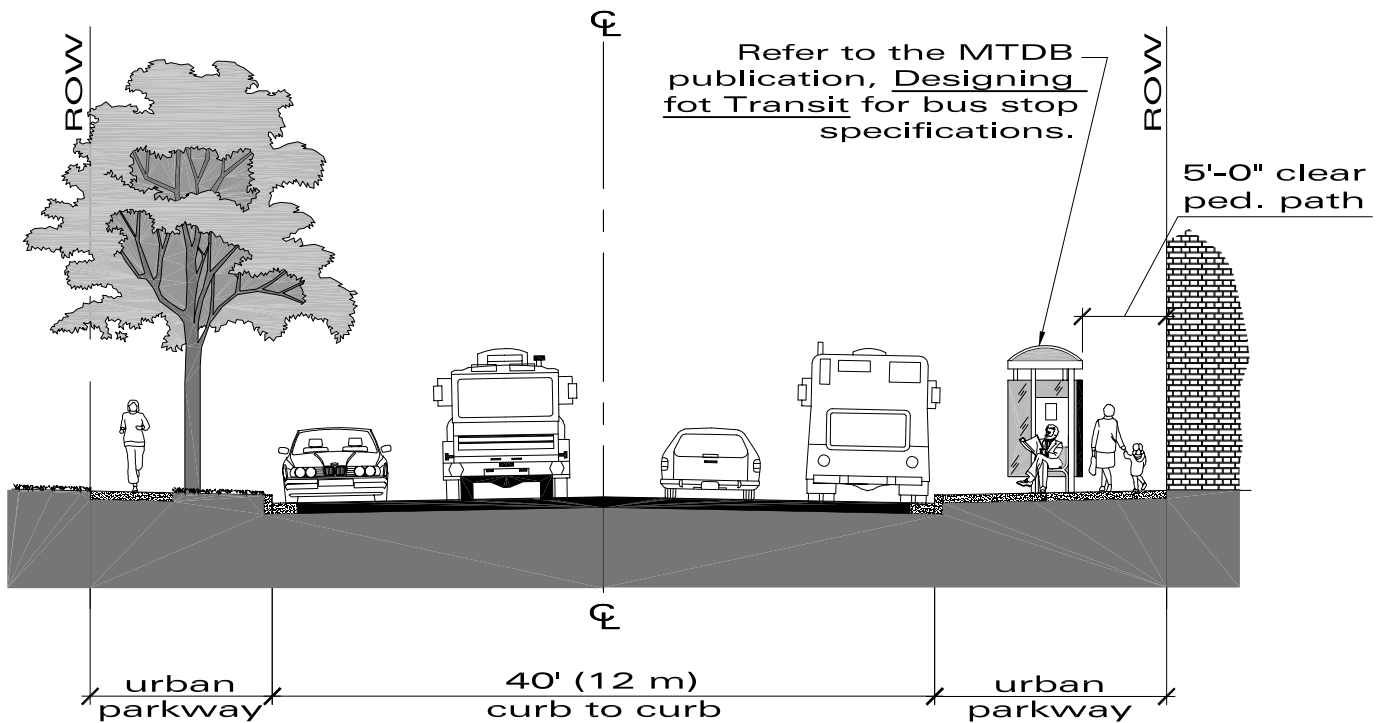
**U-5
b**

**U-6
a**

**U-6
b**

Width, Right-of-Way	60 ft. (18.0 m) - 92 ft. (27.6 m)
Design ADT	2,000
Design Speed	25 mph (40 km/h)
Width, Curb-to-Curb	
• with parallel parking on both sides	40 ft. (12.0 m)
• with parallel/angle parking ^{1,2}	44 ft. (13.2 m)
• with angle parking on both sides ^{1,2}	52 ft. (15.6 m)
Maximum Grade	8%
Minimum Curve Radius	290 ft. (85 m)
Land Use	Commercial, Open Space-Park, School, Church, or Public Building, Scientific Research
Parkway Options	U-2; U-5 (a,b); U-6 (a,b)

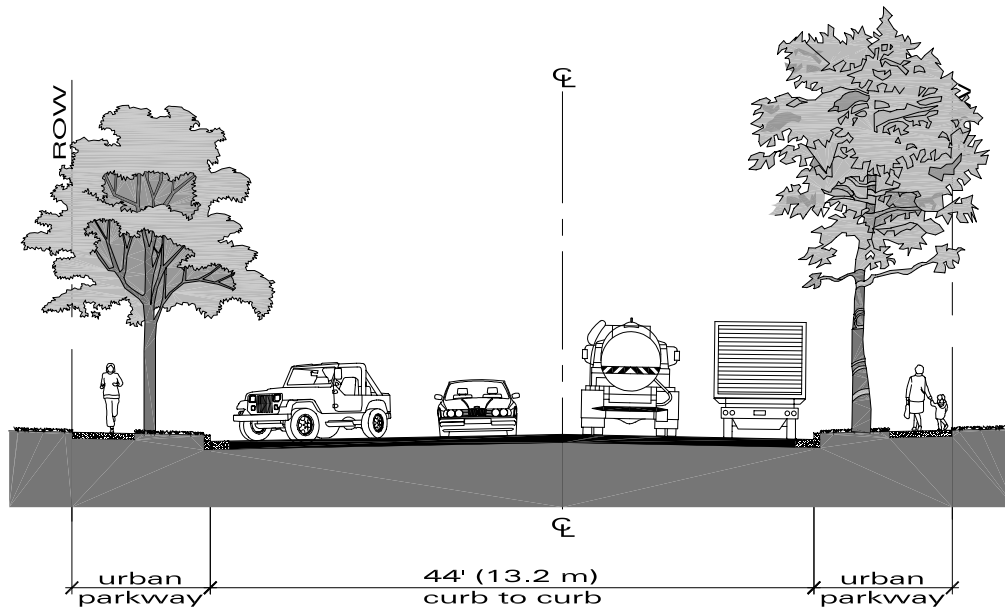
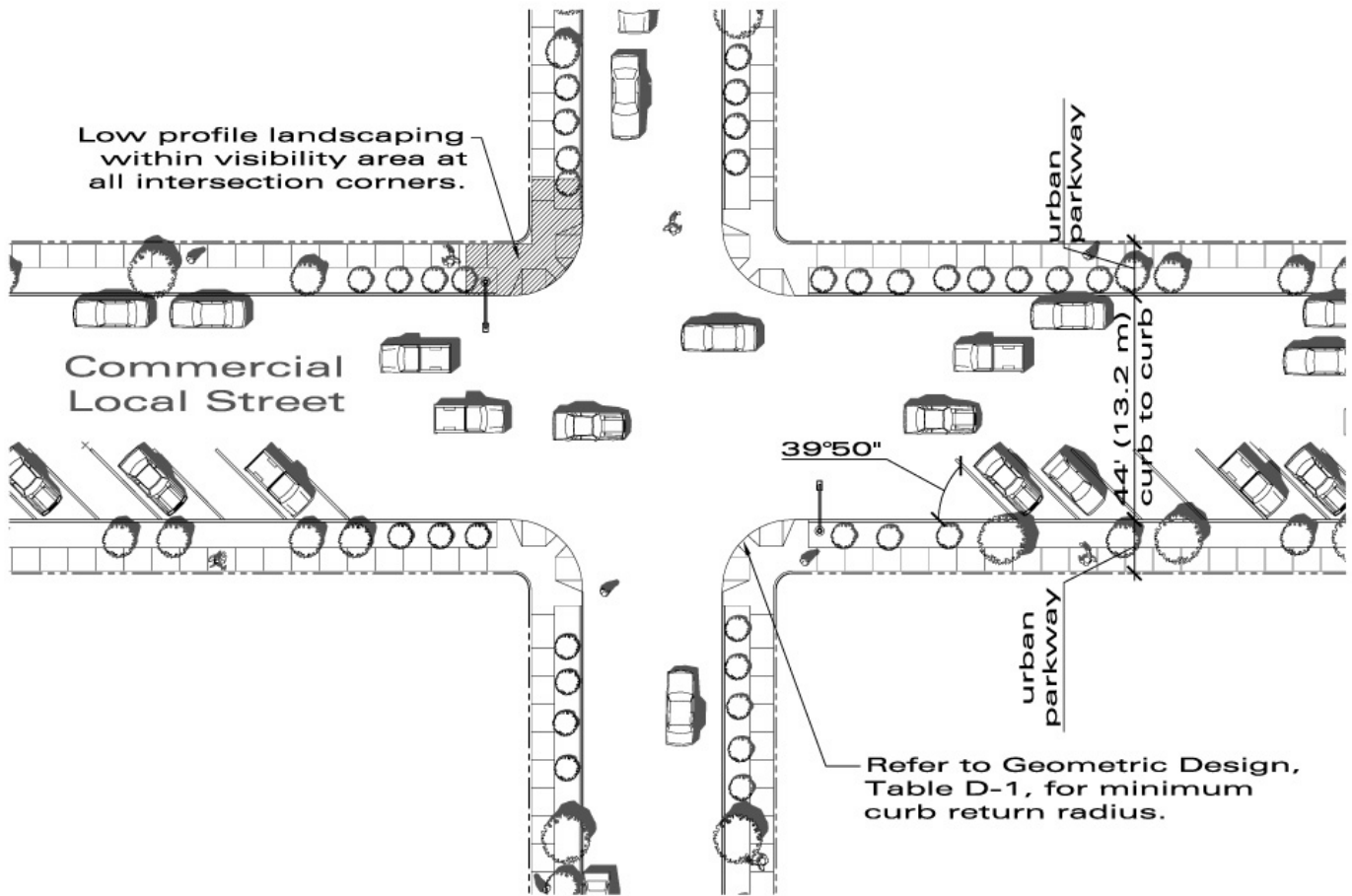
1. Angle parking layout should include provisions that allow access to refuse containers.
2. Angle parking should be installed in accordance with Council approved traffic engineering policies.



section A-A (not to scale)



Commercial Local Street



with diagonal / parallel parking

plan (not to scale)

24

urban parkway

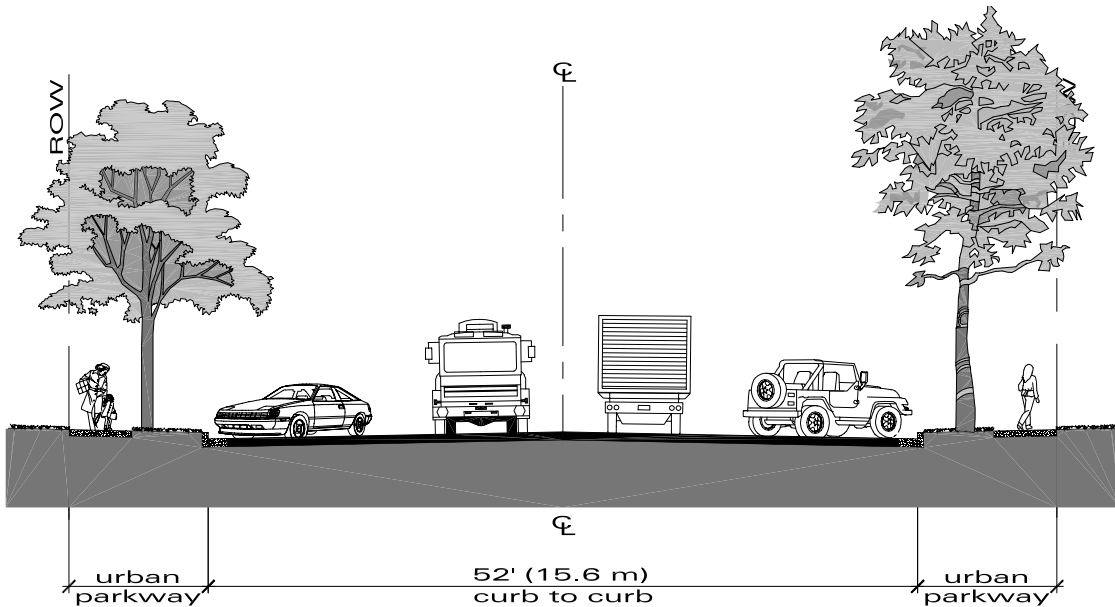
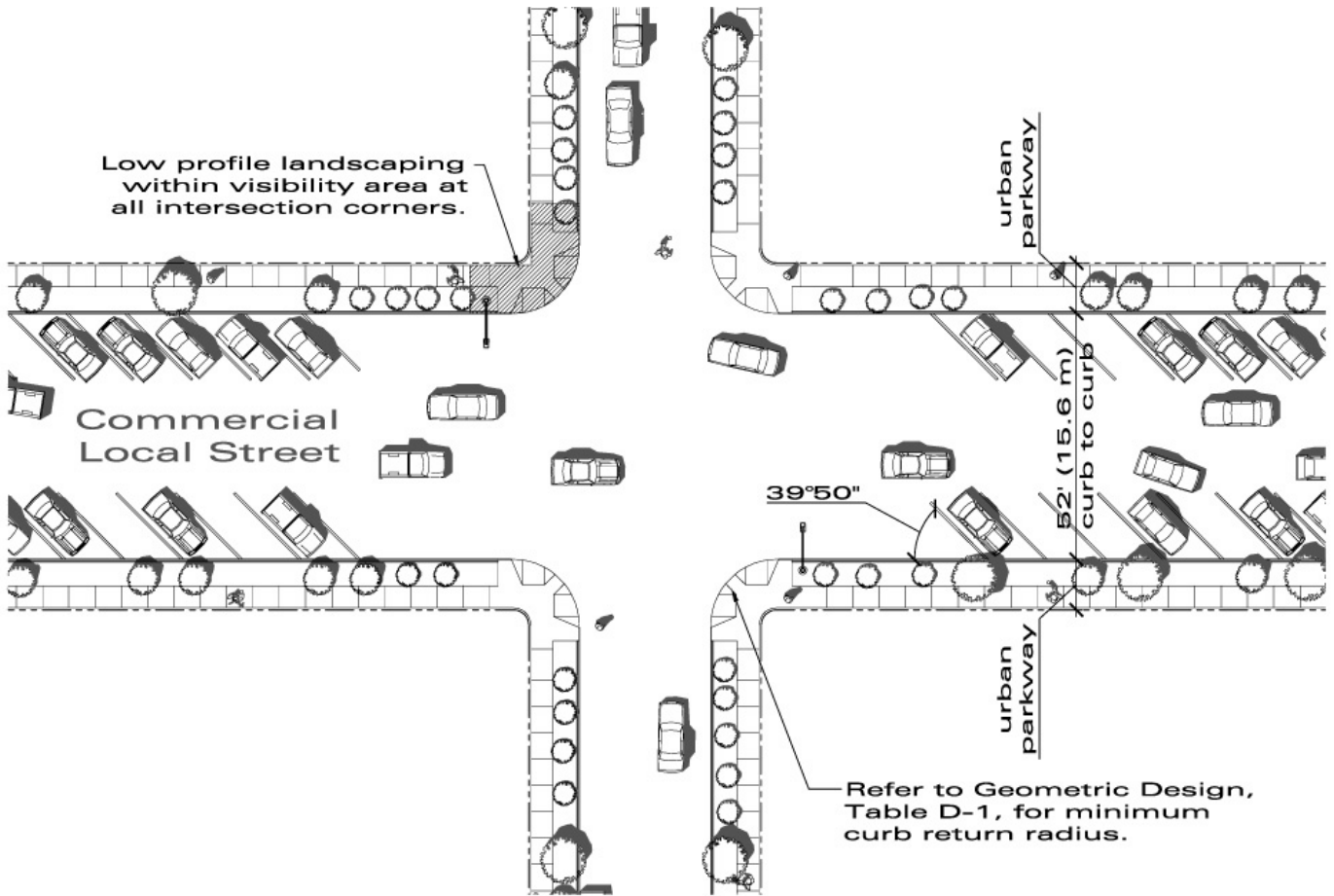
U-2

**U-5
a**

**U-5
b**

**U-6
a**

**U-6
b**



with diagonal parking on both sides

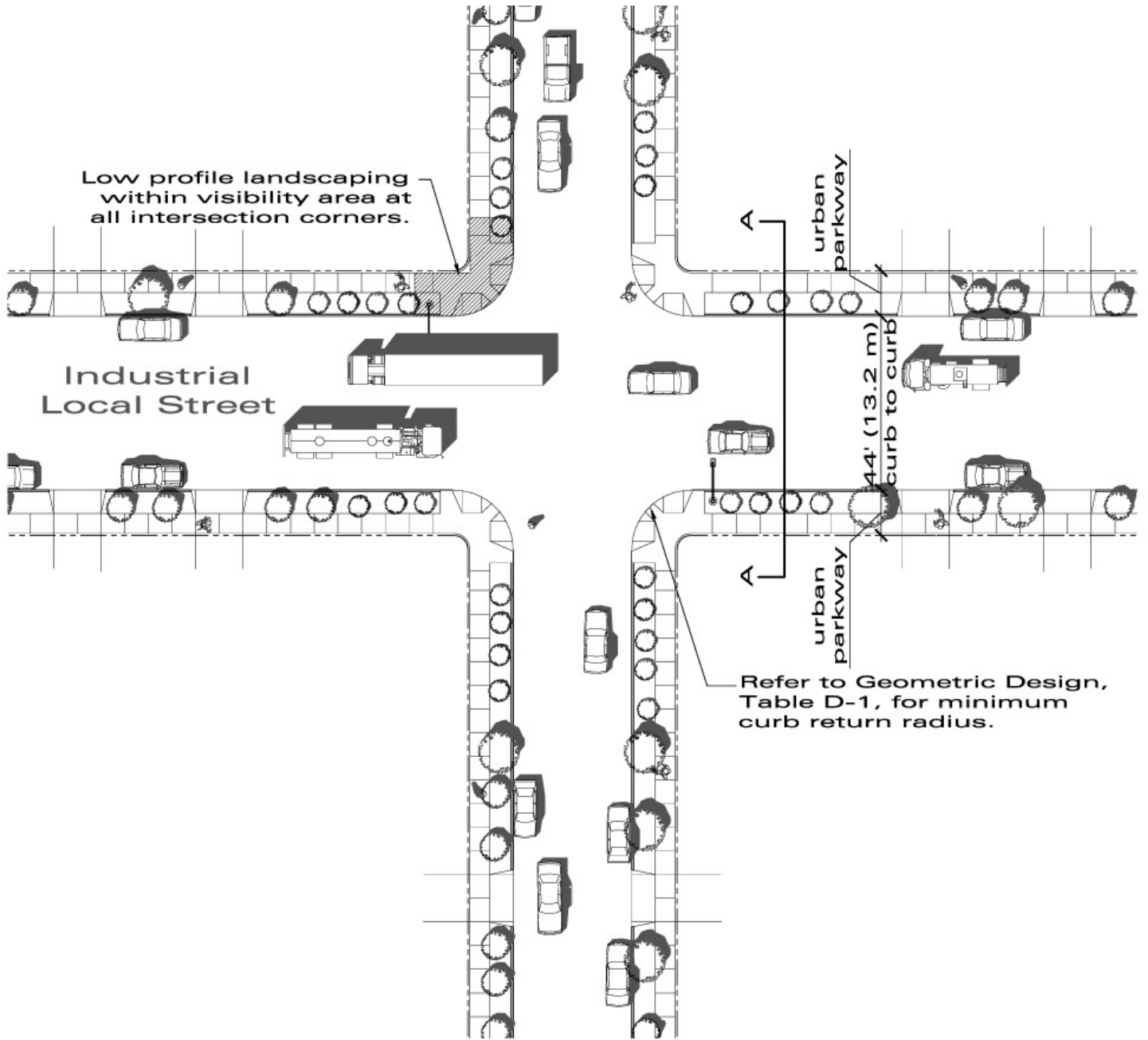
section A-A (not to scale)

traffic calming





Industrial Local Street



plan (not to scale)

26

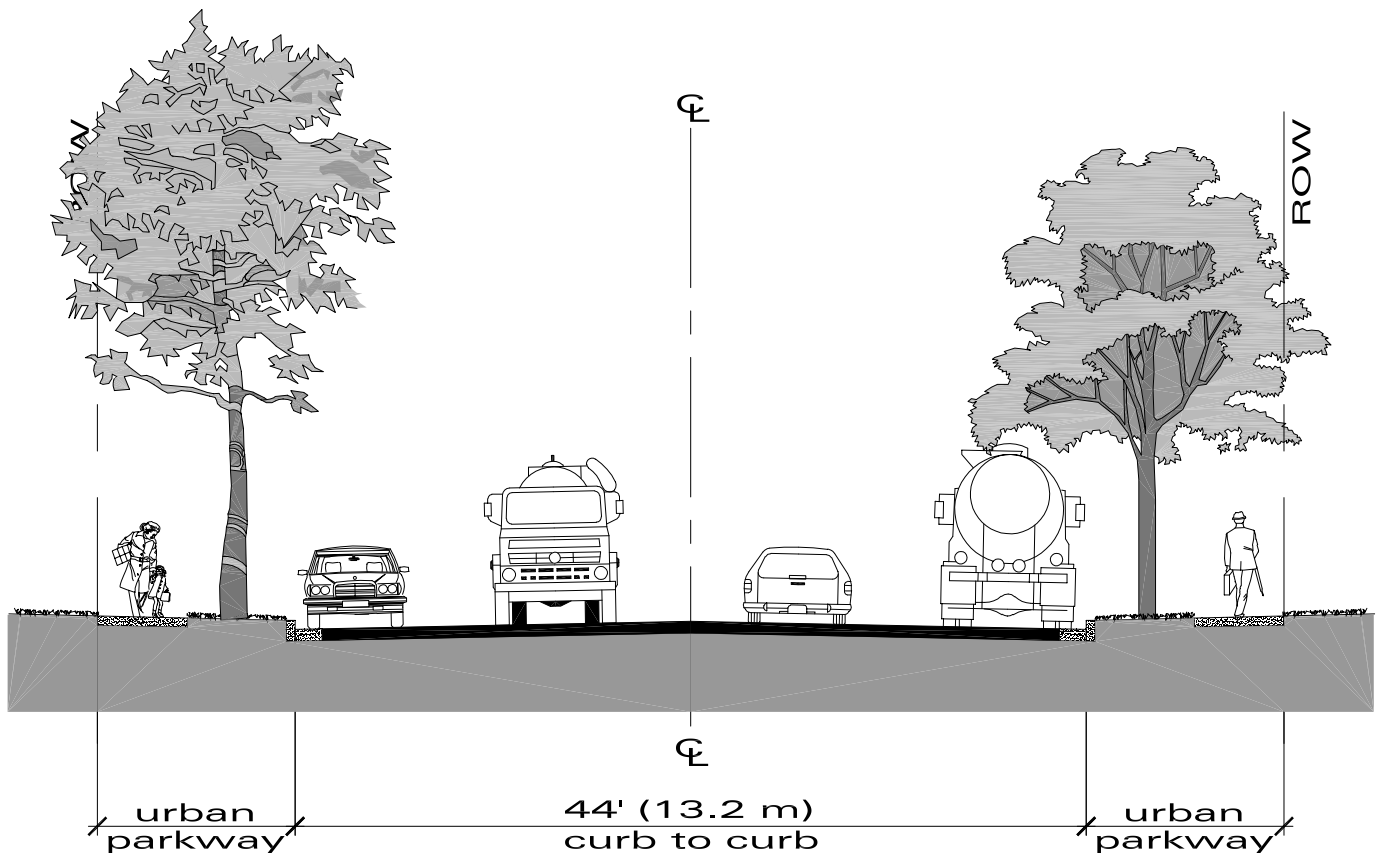
urban parkway

U-2

U-3

U-4
a

Width, Right-of-Way	64 ft. (19.2 m) - 74 ft. (22.2 m)
Design ADT	2,000
Design Speed	25 mph (40 km/h)
Width, Curb-to-Curb	44 ft. (13.2 m)
Maximum Grade	8%
Minimum Curve Radius	290 ft. (85 m)
Land Use	Industrial
Parkway Options	U-2; U-3; U-4 (a)



section A-A (not to scale)

