

ATTACHMENT B TO City of Ferndale DRAFT Housing Element, October 2005

ARTICLE III TRAFFIC DESIGN REQUIREMENTS

§3.01 Streets and Highways

Street and highway design shall conform to the City of Ferndale Standards, any adopted master plan and precise plans approved by the City Engineer. Right-of-way for any such street or highway indicated on the City's General Plan shall be dedicated by the subdivider.

The street and highway design shall generally conform to any proceedings affecting the subdivision which may have been initiated by the City Council or approved by said Council upon initiation by other legally constituted bodies of the City, County or State. If a parcel of land to be subdivided includes a portion of the right-of-way to be acquired for a public freeway or parkway, and the City Council shall determine the boundaries of the right-of-way to be acquired, the subdivider shall either dedicate or withhold from subdivision all the area included in said right-of-way.

If in the opinion of the City Engineer a significant impact shall result from the increased traffic loading, a traffic study shall be performed in conformance with the Caltrans "Highway Design Manual" at the Subdivider's expense and shall be done by a licensed traffic engineer. The result of this study shall be implemented into the improvements plans for the development. Required traffic control devices shall be of a design approved by the City Engineer.

§3.02 General Design Conditions

3.02.1 Alignment

All streets shall, as far as practicable, be in alignment with existing adjacent streets by continuations of the center lines or by adjustments by curves and shall be in general conformity with the General Plan or other approved plan of the City for the most advantageous development of the area in which the subdivision lies.

3.02.2 Intersections

Streets shall be required to intersect one another at an angle as near to a right angle as is practicable in each specific case or the center lines shall be offset at least one hundred twenty feet (120') for minor residential streets, and at least one hundred fifty feet (150') for all other streets.

3.02.3 Future Street Extensions

Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, street rights-of-way, streets, sewers, storm drain lines, water lines, etc., shall be extended to the boundary of the property and the resulting dead-end streets may be approved without a cul-de-sac, provided that control of access across such dead-end street shall be vested in the City. A temporary turn-around may be allowed if approved by the Ferndale Fire Department. In all other cases, a cul-de-sac having a minimum radius of forty feet (40') to the face of curb shall be required.

3.02.4 Intersection Corner Rounding

Whenever a street of State Highway intersects any other street or highway, the property lines at each block corner shall be rounded with a curve having a radius of not less than twenty-four feet (24') at the right-of-way line. On all other street intersections the property line at each block corner shall be rounded with a curve having a radius of not less than twenty feet (20') at the right-of-way line unless otherwise approved by the City Engineer. In either case, a greater curve radius may be required if streets intersect other than at right angles.

3.02.5 Curve Radius

The center line curve radius on all streets and highways shall be dictated by design speed and sight distance and shall be subject to approval by the City Engineer.

3.02.6 Grades of Streets and Highways

No street or highway shall have a grade of more than twelve percent (12%) unless, because of topographical conditions or other exceptional conditions, the City Engineer determines that a grade in excess of twelve percent (12%) may be necessary.

§3.03 Basic Design Standards

The various street classes, geometric cross-sectional requirements, specific design parameters, sidewalk, curb and gutter requirements and other basic design standards for street development within the City are set forth in Article 7 and the Ferndale Standard Plans attached hereto. These basic standards are made a part hereof in their entirety by reference.

§3.04 Streets in Subdivision and Adjoining Unsubdivided Land

3.04.1 Stubbed Streets

Where a subdivision adjoins unsubdivided land, streets, rights-of-way, utilities, and storm drainage facilities, which may be necessary to assure the proper subdivision of the adjoining land shall be provided through to the boundary line of the subdivision.

3.04.2 Half Streets

Where an existing half street is located adjacent and parallel to the boundary line of the proposed subdivision, the subdivider shall dedicate such additional right-of-way and provide such additional improvements as may be necessary to meet the standards prescribed.

§3.05 Street and Highway Right-of-Way and Pavement Widths

The purpose of the Section is to (1) describe how to apply the street standards identified in Articles 7 and 8 and (2) establish minimum standards for private drives.

Increased widths may be required where streets are to serve commercial property or where probable traffic conditions warrant wider widths. The determination on wider widths shall be made by the approving body.

3.05.1 General Standards

A. Natural Features

To enhance the identity of Ferndale, subdividers shall be encouraged to preserve prominent landmarks, steep slopes, natural foliage, landmark trees, streams, and areas of special natural beauty. The subdivider shall be encouraged to accomplish the maximum retention of natural topographic features and to reduce the scarring of the natural landscape.

B. Parking

If permitted or required by the Planning Commission or City Council, parking for residential areas may be required on-site to enable the street section to be reduced where practical. Parking area clusters may also be considered for off-site parking requirements.

C. Right of Way Widths

All rights-of-way shall be at least forty feet (40') in width unless a narrower width is approved by a 4/5's vote by the City Council in accordance with §1805 of the California Streets and Highways Code.

Rights-of-way may be less than forty feet (40') in width in unusual circumstances such as the location of buildings and topography.

3.05.2 High Density Level Land Subdivision Collector Road

The High Density Level Land Subdivision Collector Road is to be applied in the level areas of Ferndale zoned for commercial, industrial, and residential with a density greater than 4 units/acre. The zones with a density greater than 4 units/acre include R1, R2, R3, R4, C1 and C2. These streets should be accepted and maintained by the City. The right-of-way width shall always be at least fifty feet (50') plus any additional width for a slope easement. A five foot (5') wide public utility easement shall also be provided on both sides of the street, if necessary.

3.05.3 High Density Level Land Subdivision Minor Road

The High Density Level Land Subdivision Minor Road is to be applied in residential areas with a density equal to or less than 4 units/acre. The land zones that meet this criterion include R1B2, R1B3, RS and AE.

The High Density Level Land Subdivision Minor Road can also be applied on cul-de-sacs in areas zoned Residential Single Family if there are (1) less than fifteen (15) lots that front on the street and (2) the average lot frontage is greater than one hundred feet (100') for all the parcels on the cul-de-sac. In addition, a cul-de-sac having a minimum radius of forty feet (40') at the right-of-way line shall be required at the end of the street.

No parking signs shall be installed on the side of the street that does not have a parking lane.

The right-of-way width shall be at least forty feet (40'), unless an exception is granted by the City Council. If necessary, a slope easement shall be granted to the City. A five foot (5') wide public utility easement shall also be provided on both sides of the street, if necessary.

3.05.4 Low Density Level Land Subdivision Minor Road

The Low Density Level Land Subdivision Minor Road is to be applied in residential areas with a density equal to or less than 2 units/acre. The land use zones that meet this criterion include R1B3, RS and AE.

The Low Density Level Land Subdivision Minor Road can also be applied on cul-de-sacs in areas zoned Residential Single Family (R1, R1B2, and R1B3) if there are (1) less an eight (8) lots that front on the street and (2) the average lot frontage is greater than one hundred feet (100') for all the parcels that front on the cul-de-sac. In addition, a cul-de-sac having a

minimum radius of forty feet (40') at the right-of-way line shall be required at the end of the street.

No parking signs shall be installed on the side of the street that does not have a parking lane.

The right-of-way width shall be at least forty feet (40'), unless an exception is granted by the City Council. If necessary, a slope easement shall be granted to the City. A five foot (5') wide public utility easement shall also be provided on both sides of the street, if necessary.

3.05.5 High Density Level Land Subdivision Minimum Road.

The High Density Level Land Subdivision Minimum Road is to be applied in residential areas with a density equal to or less than 4 units/acre. The land use zones that meet this criterion include R1B2, R1B3, RS and AE.

The High Density Level Land Subdivision Minimum Road can only be applied in an area where the ultimate length of the street will be 1,000 feet and the maximum density served by the street shall be less than 80 dwelling units. In addition, a cul-de-sac having a minimum radius of forty feet (40') at the right-of-way line shall be required at the end of the street.

The right-of-way width shall be at least thirty-six feet (36') unless an exception is granted by the City Council. If necessary, a slope easement shall be granted to the City. A five foot (5') wide public utility easement shall also be provided on both sides of the street, if necessary. The maximum grade shall be ten percent (10%) unless approved by the City Engineer.

3.05.6 Hillside Subdivision Minor Road and Hillside Subdivision One Way Street

The Hillside Subdivision Minor Road and Hillside Subdivision One Way Street are to be applied in residential areas with a density equal to or less than one (1) unit/acre. The land use zone that meets this criterion includes RS and AE. No parking signs shall be installed where applicable.

Loop and split, one-way street sections and occasional steep street grades may be allowed, subject to approval by the City Engineer, to fit terrain and minimize grading and exposed slopes. Circulation shall, when feasible, be designed to allow for separation of vehicular and pedestrian traffic. Driveways and drives shall be designed to adequate horizontal and vertical curves that will provide the maximum of safety and convenience for vehicular and pedestrian use.

Split streets may be allowed in some circumstances. The split section shall have a pavement width of at least sixteen (16') feet. The median between split streets shall not exceed the slope of two feet (2') horizontal for each one foot (1') vertical, and such median shall be planted by the subdivider and maintained for one year.

The right-of-way width shall be at least forty feet (40'), unless an exception is granted by the City Council. If necessary, a slope easement shall be granted to the City. A five foot (5') wide public utility easement shall also be provided on both sides of the street, if necessary.

3.05.7 Improvement Standards for Private Streets

The following shall be utilized as specific guidelines in reviewing development applications and in requiring the installation of improvements as a condition of project approval for private streets:

A. Subdivisions on New Private Roads

Private drives may be installed in rural areas with a density of less than 2 units/acre (Residential Suburban, Agriculture-Exclusive). The pavement width shall be between twenty (20') to twenty-four feet (24') with two feet (2') of gravel shoulder on either side. The specific width of the road is at the discretion of the City.

Private driveways serving one lot which cannot be split further are to be paved twelve feet (12') wide at a maximum of fifty feet (50') from the major access, public or private.

B. Subdivisions on Existing Private Roads

Subdivision of land along a private right-of-way will be required to install paving. The square footage of paving shall be based on the length of the frontage of the parcel times 20 (i.e., frontage x 20 = square feet of paving to be installed). In addition, parcels not located within the Ferndale Redevelopment Project area shall be required to install an additional 500 square feet of paving for each new vacant parcel.

Each lot (vacant and developed) that does not have at least 60 feet of frontage shall be required to pave an amount equal to the square footage of paving required by Section 3.05.7A.

The paving shall be installed at the beginning of the private road or at the end of any existing paving. The width and location of the paving shall be determined by the City Engineer.

Curbs, gutters, and sidewalks shall be constructed as a condition of issuance of a building permit, unless they are waived by the City Manager.

3.05.8 Flag Lot Subdivisions

The following policies shall be used to determine when exceptions to the sixty foot (60') frontage requirement of §3.47.1 of the Zoning Ordinance may be waived.

A. Application

Flag Lots shall be approved only where required by topographic conditions or where there is no practical design for the development of interior portions of excessively deep parcels. Flag lots shall not be approved where access through the subdivision is required to serve adjoining lands.

B. Number of Parcels

Not more than two flag lots shall be served by a single, private accessway. Each lot created shall have frontage on a public street or a recorded access to a public street.

C. Width of Right of Way

Rights-of-way serving one lot shall be at least twenty feet (20') in width. Rights-of-way serving two lots shall be at least twenty-five feet (25') in width.

D. Length of Accessways

Private drives shall not exceed 200 feet for one lot or 300 feet for two lots. If longer than 150 feet from the public street, an emergency vehicle turn-around shall be provided and approved by the Ferndale Fire Department.

E. Land Use

Flag lot subdivisions approved subject to this policy will be limited to single-family residential developments.

F. Parking

In addition to off-street parking required by the zoning ordinance, at least two additional improved guest parking spaces shall be available for each lot with less than 60 feet of frontage on a road.

G. Consolidation of Access

Private accessways shall be combined wherever feasible.

H. Improvements On Site

The private drive shall be paved to a width of twelve feet (12') to the end of the driveway for a single flag lot and to a width of sixteen feet (16') to the end of the driveway for two flag lots (see figure in Article 8).

The paving shall be extended to and include the driveway when a building permit is issued.

I. Improvements Off Site

Flag lot subdivisions on streets which are not fully developed to the appropriate City standard will be required to provide off-site improvements which, in quantity, equal or exceed the improvements which would be required of a subdivision containing lots with the required minimum frontage. The amount of additional improvements shall be determined by the Planning Commission.

J. Notes on Parcel Map

Any private drive shall be clearly labeled "Non-City Road" on the Subdivision map.

K. Net Lot Area

The net lot area of the flag lot, exclusive of any area to be used for access to said lot, shall equal or exceed the minimum lot area of the Zoning District.

§3.06 Alleys

When any lots are proposed for commercial or industrial usage, alleys at least thirty feet (30') in width may be required at the rear with adequate ingress and egress for truck traffic as part of the overall commercial development design. Where two alleys intersect, the corners shall be cut either on a twenty foot (20') radius to which the lot boundaries are tangent or on a straight line connecting points on both lot lines fifteen feet (15') from the corner of the lot to the intersections of the alleys. The requirement for a curve radius at alley intersections may be waived by the City Engineer.

§3.07 Horizontal and Vertical Curves

The design of all streets shall incorporate horizontal and vertical curves adequate to provide a maximum in vehicular safety. The minimum horizontal curve radius on residential streets shall be one hundred feet (100') and the minimum length of vertical curves shall be one hundred feet (100') where practical. Collector streets and thoroughfares shall be designed to incorporate vertical and horizontal curves greater than the said minimum for residential streets, in order to provide for adequate sight distance.

§3.08 Driveways and Drives

Driveways and drives shall be designed to a grade and alignment that will provide the maximum of safety and convenience for vehicular and pedestrian use and in a manner which will not interfere with drainage or public use of the sidewalk and/or street area.

§3.09 Walkways

Walkways of five feet (5') minimum width shall be provided along or in proximity to all public streets and along private streets as determined by the City Engineer to be necessary. Walkways shall be constructed of concrete as shown on the standard details and shall be located as necessary to provide a maximum of pedestrian safety and a maximum use of the character of the proposed development.

Streetlights, street signs, parking signs, and power poles shall be installed within the five foot (5') public utility easement unless another location is approved by the City Engineer.

§3.10 Street Lighting

All public streets shall be provided with a level of street lighting designed to protect the health, safety and welfare of the public. Street lights shall be mounted on approved electroliers and shall be served by underground wiring. All

electroliers shall be located outside the sidewalk, unless approved by the City Engineer. The location of electroliers shall be determined by the City Engineer, in conjunction with the utility company.

§3.11 Storm Drainage

The design of storm drainage facilities for all street improvements shall insure the acceptance and disposal of storm runoff without damage to the street or to the adjacent properties. Special structures to accept design storm runoff shall be incorporated into the street design where appropriate. All storm drainage design shall be submitted to the City Engineer for review and approval.

§3.12 Curbs and Gutters

Curb and gutter of Portland Cement concrete shall be constructed on both sides of all public streets in accordance with the standard detail. Exceptions to this requirement may be permitted where the City Engineer finds that adequate drainage and traffic control are provided and normal maintenance would not be impaired.