

PROPOSED AMENDMENT TO THE CITY SUBDIVISION ORDINANCE

16.24.060: STREET IMPROVEMENTS: (new wording is underlined)

- A. All streets within the city shall be improved with streetlights and pavements bounded by integral concrete curbs, gutters and sidewalks.
- B. All streets shall be designed in accordance with the city design standards, AASHTO, or other approved standards.
- C. The arrangement of streets in new subdivisions shall make provision for the continuation of the streets in adjoining areas insofar as such continuation of access is determined necessary by the city. All access roads leading to the subdivision shall be improved as required by the city council. Wherever feasible, local streets shall be laid out to discourage through traffic provide connectivity to adjoining residential areas.

Do we need this highlighted item removed from our ordinance??

- D. The owner shall provide traffic control and street name signs, conforming to the city's design specifications and approved by the city.
- E. All subdivision lots shall have frontage on a dedicated public street improved to city standards unless the lot is approved as a flag lot under the city's flag lot ordinance, or is approved by the city council under some other provision. Private streets, alleys, or ways shall not be approved except as may be approved as a part of a planned development project under the city planned development ordinance or when because of hazardous slopes, soils, floodplains, or other conditions that are determined by the city council as to not being in the best interest of the city. The technical review committee (TRC), or the planning commission may recommend to the city council that private roadways, utility improvements, or other improvements be approved. In any event, private streets and any utility construction will conform to the construction standards required for dedicated streets and utilities regarding quality of construction whether dedicated or not.
- F. The arrangement of streets shall provide for the continuation of principal streets between adjacent properties when such continuation is necessary for convenient movement of traffic, effective fire protection, for efficient provision of utilities and where such continuation is in accordance with the general plan. If the adjacent property is undeveloped and the street must be a temporary dead end street, the right of way shall be extended to the property line and a temporary turnaround shall be provided. All permanently dead ended streets shall end in an approved cul-de-sac or other improved turnaround unless otherwise approved by the city council.

G. Intersections shall be designed in conformance with AASHTO standards to provide adequate sight distance and other performance and safety needs as approved by the city.

H. No subdivision shall be approved which does not have access to an improved and dedicated city street. Where a subdivision obtains access from a street which does not meet minimum city standards, the access road shall be improved to a minimum width of twenty five feet (25').

I. Where a subdivision abuts a master planned road, utility or drainage system, the owner shall complete their portion of such improvements the full length of their project in conformance with the official city master plan unless otherwise approved by the city council.