CITY OF SEQUIM

Planning Commission Public Hearing Staff Report
Exhibit B

Ancillary Code Exhibit

THE BELOW OF TITLE 12 IS REVISED AS SHOWN. THE REMAINDER OF TITLE 12 IS UNCHANGED.

Title 12 Streets, Sidewalks and Public Places

Chapters
12.02 Complete Streets
12.03 Street Design Standards
12.04 Sidewalk Structural Attachments
12.08 Sidewalk Construction, Maintenance, and Repair
12.10 Rights-of-Way
12.11 Conversion of Private Streets to Public Streets
12.12 Ditches and Culverts
12.16 Work Obstructing Public Places
12.20 Street Naming and Address Designation
12.22 Street Address Designation Policies
12.24 Parks and Playgrounds
12.25 Trees
12.28 Mapped Streets
12.30 Developer Reimbursement Collection Agreements
12.40 Transportation Impact Analyses

THE BELOW SECTION TITLES OF SMC CHAPTER 17.32 HAVE BEEN MOVED TO NEWLY CREATED CHAPTER 12.03 AS SHOWN.

12.03 Street Design Standards

~~17.32.010 Conformity to roadway functional classification system.~~
~~17.32.020~~12.03.010 Relation to adjoining street system.
~~17.32.030~~12.03.020 Arterials and intersections.
~~17.32.040~~12.03.030 Local roads.
~~17.32.050~~12.03.040 Minimum widths.
~~17.32.060 Topography~~
~~17.32.070~~12.03.050 Full width streets.
~~17.32.080~~12.03.060 Existing streets.

~~17.32.090~~12.03.070 Private streets.
~~17.32.100~~12.03.080 Vertical curves.
~~17.32.110 Two access points required.~~
~~17.32.120 Grades.~~
~~17.32.130~~12.03.090 Centerlines.
~~17.32.140~~12.03.100 Storm Management.
~~17.32.150~~12.03.110 Access to arterials and collectors.
~~17.32.160~~12.03.120 Easements.
~~17.32.170~~12.03.130 Sidewalks.
~~17.32.180~~12.03.140 Street name signs.
~~17.32.190~~12.03.150 Street lighting.

THE BELOW CHAPTER OF SMC 17.32 IS CHANGED AS SHOWN. DELETED SECTIONS HAVE BEEN REPLACED WITH NEW CODES IN FULL TITLE 17 REPLACEMENT. CODES MOVED TO TITLE 12 REMAIN UNCHANGED.

CHAPTER ~~17.32~~12.03 STREET DESIGN STANDARDS

~~**§ 17.32.010. Conformity to roadway functional classification system.**[TS1.1]~~
~~A. The proposed street system of any subdivision shall conform to the roadway functional classification system as adopted by the Sequim comprehensive plan.~~
~~B. In order to provide the most advantageous development of the proposed subdivision and adjacent area, the subdivision shall provide for the continuity of streets and utilities and shall conform to the standard drawings included in the City of Sequim Streets and Utilities Development Regulations (SUDR).Engineering Standards.~~
~~C. Streets shall be constructed consistent with the minimum street design standards identified in the City of Sequim SUDR Detail SQM-R1A, R1B, R2A, R2B and R2C.Engineering Standards.~~
~~(Ord. 98-005 § 4; Ord. 2006-019 § 3)~~

Commented [TS1]: Covered by new 17.20.040 Street Connectivity.

§ ~~17.32.020~~12.03.010. Relation to adjoining street system.

A. The proposed street system shall extend existing streets at the same or greater width, but in no case less than the required minimum width.

1. When existing streets are determined by the public works director to be wider than the required width, and safety concerns can be met, the developer may be permitted to provide for a transition between the "over-wide" street and the new street.

B. Streets shall intersect at right angles, or as nearly so as possible.

C. Intersections of streets shall be designed so as to avoid "dog-legs." The minimum distance between intersections shall be 125 feet unless a different distance is approved by the city engineer.

D. All streets, curbs, trails and sidewalks shall be improved to the full width of the dedication continuing from intersection to intersection. On streets where the dedication does not continue from intersection to intersection, the improvements shall be continuous from intersection to subdivision boundary. On streets where a proposed subdivision adjoins an existing subdivision or existing street dedication in midblock and the existing subdivision or existing street dedication is unpaved, the subdivider shall be responsible for paving that portion of the street within the existing subdivision or street dedication to the next intersection.

E. All dead-end streets or alleys shall terminate in a cul-de-sac having a minimum right-of-way diameter of 100 feet with a 90-foot paved portion. Length of the cul-de-sac shall not exceed 400 feet and shall be measured to the center of the cul-de-sac. Turnarounds may be utilized if designed consistent with WSDOT standards.

§ ~~17.32.030~~12.03.020. Arterials and intersections.

Streets intersecting with minor arterials shall be held to a minimum, subject to review and approval by the public works director.

§ ~~17.32.040~~12.03.030. Local roads.

Local roads shall be so laid out that their use by through traffic will be minimized.

§ ~~17.32.050~~12.03.040. Minimum widths.

A variety of right-of-way and improvement widths are required to address the range of development types and their traffic generation, consistent with the requirements identified in the City of Sequim SUDR Details SQM-R1A, R1B, R2A, R2B and R2C. Widths greater than the minimum widths may be required. In steep hillside areas, the right-of-way width, street widths and sidewalk requirements shall be reviewed and shall be developed as recommended by the appropriate city departments.

~~**§ 17.32.060. Topography.[TS8.1]**~~

~~The placement of streets and lots in relation to topography shall be considered in order to minimize filling, grading or other alterations of existing conditions.~~

Commented [TS2]: Covered by new 17.20.030 Street Design Standards.

§ ~~17.32.070~~12.03.050. Full width streets.

All streets shall be platted at full width, and no boundary streets at less than full width in accordance with the City of Sequim SUDR Details SQM-R1A, R1B, R2A, R2B and R2C.

§ ~~17.32.080~~12.03.060. Existing streets.
Whenever existing opened or undeveloped streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.

§ ~~17.32.090~~12.03.070. Private streets.
Private streets are only allowed in gated communities, and the following criteria shall be met:
A. Overall city-wide circulation would not be adversely impacted;
B. Every subdivision shall provide at least one access to a publicly dedicated street. See SMC § 17.32.110;
C. There shall be no privately owned parcels or rights-of-way which landlock, deny or control access to, or create unrestricted/uncontrolled access to the street system;
D. Public pedestrian access shall be provided by trails or sidewalks;
E. A maintenance agreement for the private street is recorded, consistent with Chapter 17.64 SMC;
F. All private streets shall meet all requirements of public streets; and
G. The subdivision is designed to be a gated community with a human or electronically controlled gate with immediate access provided to all city, garbage, emergency and other official vehicles.

§ 12.03.080~~17.32.100~~. Vertical curves.
All changes in grade shall be connected by vertical curves as required for sight distance by the city engineer and in conformance with AASHTO and WSDOT standards.

~~**§ 17.32.110. Two access points required.[TS13.1]**~~
~~A. In the interest of public safety and street connectivity, each subdivision with 15 or fewer lots requires only a single access point.~~
~~B. Subdivisions of more than 15 lots must provide two separate points of access; each access point must be separated by at least a distance apart equal to but not less than one-half of the length of the maximum overall diagonal dimension of the property, measured in a straight line between accesses. If the required separation distance is not possible, the applicant will have a right to seek a variance in accordance with Chapter 18.72 SMC and heard by a hearing examiner.~~
~~C. In all cases, applicants must demonstrate access point connectivity as part of their transportation impact analysis, if required, or through a narrative submitted with the application, or adequately explain why connectivity is not feasible. For purposes of this section, economic considerations are not considered when reviewing for connective feasibility.~~
~~**§ 17.32.120. Grades.[TS14.1]**~~

Commented [TS3]: Covered by new 17.20.030 Street Design Standards and 17.20.040 Street Connectivity.

~~Street grades shall conform in general to the terrain and shall be consistent with AASHTO and WSDOT standards. Street grades shall be such as to provide natural surface drainage of storm water regardless of the presence or absence of storm sewers. The intent of this section is to avoid creating depressions or inverts which will flood in flash storms and for which storm sewers are inadequate.~~

Commented [TS4]: Covered by new 17.20.030 Street Design Standards.

§ ~~17.32.130~~12.03.090. Centerlines.
Street pavement centerlines shall coincide with the centerline of the right-of-way where practical.

§ ~~17.32.140~~12.03.100. Storm management.
Streets shall have storm provisions for stormwater management and control consisting of the proper size pipe and catch basins or open ditch, consistent with the requirements of SMC Title 13, Division V, Stormwater Management.

§ ~~17.32.150~~12.03.110. Access to arterials and collectors.
Lots adjacent to arterials shall be laid out so as to provide access to streets other than arterials. Lots adjacent to collector streets shall be laid out so as to avoid direct access to the collector, if an access road can be provided. A waiver of direct access shall be required as a condition of approval. If the project proponent presents proof that direct access to such lots from collector streets is essential to facilitate the development of the subject property, and can provide a turnaround on the affected lots to prevent backing out onto collector streets, the city council or director of community development, where applicable, may permit direct access.

§ ~~17.32.160~~12.03.120. Easements.
Areas occupied by road-access easements shall not be included in the computation of the minimum area or the minimum width requirement of the lot.

§ ~~17.32.170~~12.03.130. Sidewalks.
All arterials and collector streets except those located within R-I zones shall have sidewalks with a minimum width of six feet in residential areas or eight feet in commercial or mixed use areas. In any situation where the director of community development, school district, city engineer, public works director or other reviewing agency recommend sidewalks to serve the public interest or obviate a potential safety hazard, the city council or director of community development, as applicable, may require sidewalks to be installed.

A. Off-street walkway systems and/or trails may be considered in lieu of sidewalks as required by this section.
B. Sidewalks shall be located on the public right-of-way contiguous to the property line to prevent interference or encroachment by fencing, walls, hedges, or other planting or structures. Wider sidewalks may be required to match existing development, along arterials and major and minor collectors, and to meet public health and safety concerns.

§ ~~17.32.180~~12.03.140. Street name signs.
A. Street name signs shall be placed at all intersections within or abutting the subdivision. Such signs shall be of a standard type as approved by the city public works director.
B. The subdivider shall reimburse the city for the cost of the street name signs and the installation necessary in the subdivision.
C. Street names shall be approved by the public works, fire and police departments to prevent duplication and facilitate efficient emergency response.

§ ~~17.32.190~~12.03.150. Street lighting.
Additional street lighting may be required by the public works director to address issues of public health and safety.