Proposed Amendment

Modify Section 3.1.2.8 Private Streets on page 33 as per the following highlight text:
Additions are shown with underlined text: example of underlined
Deletions are shown with strikeout text: ~~example of strikeout~~

3.1.2.8 Private Streets

Where residential private streets are approved to be built for single family home subdivisions, they shall be designed and built according to residential public street standards to maintain system integrity, consistency, and driver expectation in all single family home areas of the City. Also, private streets have been a source of complaints by some residents that are left with the cost to maintain the streets while paying the same amount of taxes as all other residents. If a developer chooses to use private streets for single family home developments, it should be provided on some basis other than to lower development costs.

For multi-family and commercial developments, streets and parking access widths may be reduced if it meets the fire code requirements and still adequately provides for stabilized drainage and pedestrian access.

One exception to ~~this~~ the single family home private street requirement is a cross-section for a private residential shared access drive that meets the following parameters:

1. The access is not required for adequate emergency or fire response
2. Using public Street standards does not allow for reasonable development per property zoning

The private shared access drive requirements are:

1. 24-foot wide asphalt, concrete, masonry or equivalent improved drivable surface
2. Signed no parking on one side
3. Concreted curb and gutter is required on both sides when drive is longer than 200 feet except in rural zone. In all cases, it may be necessary to consider drainage improvements such as curb and gutter
4. The gutter is considered part of the drivable surface. A mountable curb is also considered part of the drivable surface
5. To reduce parking problems, vehicle garages shall be setback from alley at least 20 feet, unless an offstreet parking areas is provided within the project

A cross section of this 24 foot shared access drive is shown in Figure 11.