ARTICLE IX

Improvement Standards

Sec. 16-9-10. Purpose and applicability.

The purpose of this Article is to establish site development standards applicable to all development within the City. All development shall comply with the standards of this Article and with the City's construction standards, provided that in portions of the City where there are existing roads, development may be permitted where the road is open and maintained by the City, even though the road is not built to the standards of this Article. (Ord. 03, 2002 §9-11-1; Ord. 2005-07 §1)

Sec. 16-9-20. Road, driveway and sidewalk standards.

(a) Access to Roads. All developments shall have direct access to a public street.

(b) Standards. All public roadways shall be paved, engineered and constructed to comply with the City's street and construction standards.

(c) City Maintenance. Upon acceptance by the City, all public roadways shall be maintained by the City.

(d) Emergency Vehicle Access. The City may require greater widths of roads when needed for movement of emergency and utility vehicles. Such streets shall be clearly identified, and shall be constructed and maintained to allow free movement of emergency and service vehicles at all times.

(e) Driveway Standards.

(1) Proximity to an Intersection. Driveways accessing City right-of-way near an intersection of an arterial street shall be a minimum of fifty (50) feet and for all other street classifications shall be a minimum of thirty-five (35) feet from the intersecting street right-of-way as measured from the nearest edge of the driveway. When this spacing cannot be achieved (for example, due to topography or lot size), effort shall be made to place the entrance as far from the intersection right-of-way as possible as approved by the Public Works Director.

(2) Access to Single-Family. Only one (1) access will be allowed to single-family residences. This access must be located from the alley where alley access is available.

(3) Width of Driveways. Driveway width is measured within City right-of-way from the right-of-way line to the edge of pavement, with an allowable three-foot angled or radial taper. The width of any driveway connecting an off-street parking area with a public street, alley or highway shall fall within the ranges as shown below, as measured within the City right-of-way:

Single-Family homes	9 feet minimum, 16 feet maximum
Duplexes or Multi-Family Units	9 feet minimum, 12 feet maximum (one way), 24 feet maximum (two-way)

Commercial and Business	12 feet (one way), 24 feet (two-way)

(4) Driveway Spacing. No two (2) driveways connecting to a public street, alley or highway shall be within thirty (30) feet of one another measured from edge of driveway to edge of driveway within the City right-of-way. When this spacing cannot be achieved (for example, due to topography or lot size), effort shall be made to place the entrance as far from adjacent driveways as possible as approved by the Public Works Director.

(5) Angle of Intersection. All driveways shall intersect the access street at ninety (90) degrees unless otherwise approved by the Public Works Director.

(6) Grade. Driveways may be up to eight percent (8%) in grade if approval is gained from the Public Works Director.

(7) Exemption and Conformity. Driveways which are to be repaved (existing driveways) can be done to the previous width. Existing gravel driveways which are to be paved shall conform to these requirements.

(f) Street Design Standards.

(1) Street Plan. Streets shall generally conform to the City's transportation plan adopted as a component of the City's Comprehensive Plan and any amendments thereto.

(2) Neighborhood Plan. If a plan has been adopted by the City for the neighborhood of the proposed development, the development's street system shall generally conform to that plan.

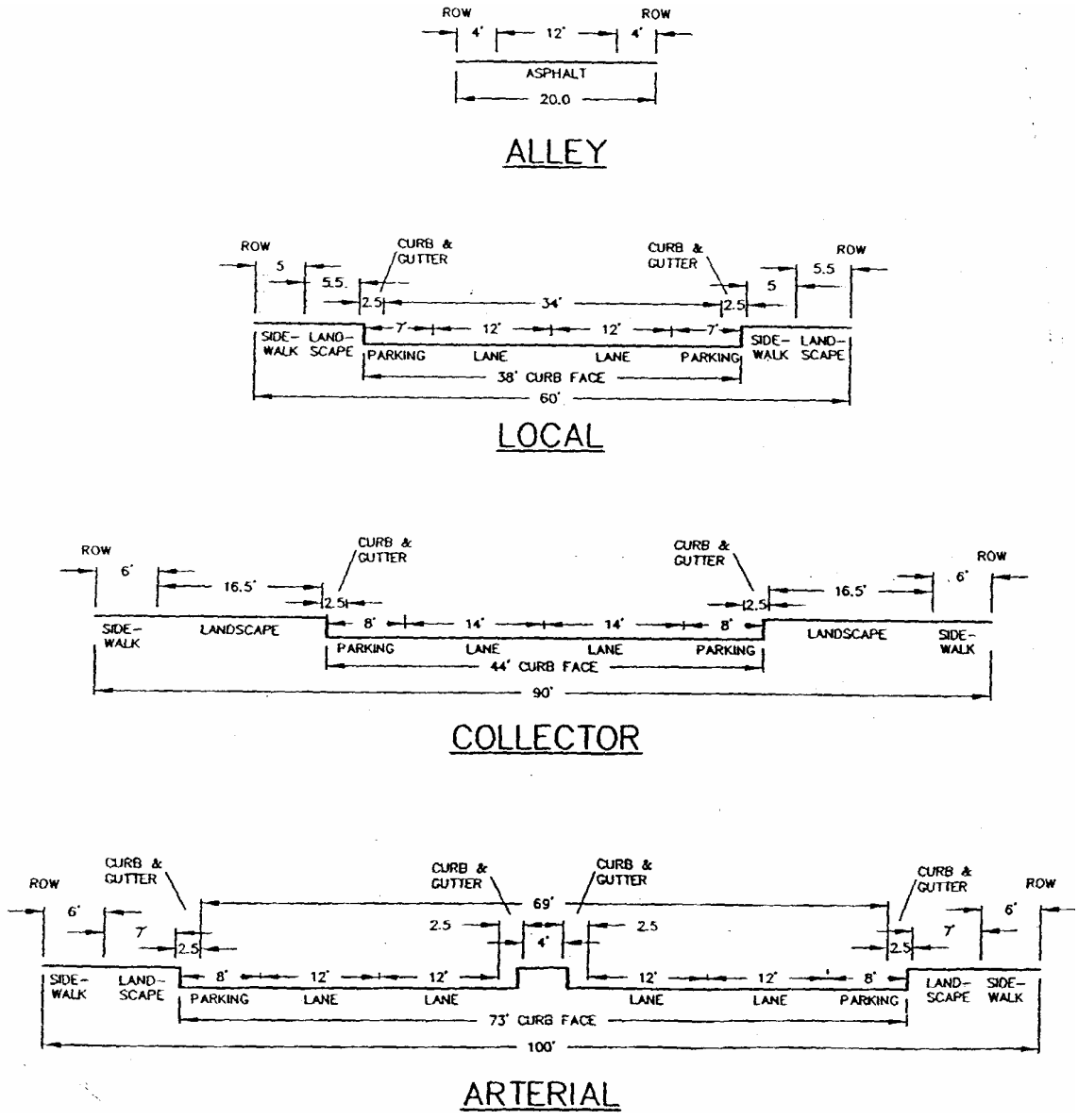
(3) Natural Features. Streets should be located with appropriate regard for topography, creeks, wooded areas and other natural features which would enhance attractive development.

(4) Continue Alignment. Existing arterial and major collector streets, including platted but not developed streets in adjoining territory, shall be in similar alignment by streets proposed in the development unless deviations are approved by the City.

(5) Street Hierarchy. Local and minor collector streets shall be laid out so that their use by major through traffic will be discouraged. Continuation of the existing grid street pattern is encouraged.

(6) Geometry. Street horizontal and vertical geometry shall be in accordance with Table 16-K and Figure 16-1.

FIGURE 16-1
Street Sections



(7) Street Intersections.

a. A proposed street and an existing street which intersect a common third street shall have a centerline no closer than one hundred twenty-five (125) feet from one another.

b. Any two (2) proposed streets which intersect a common third street shall have a centerline no closer than two hundred fifty (250) feet from one another.

c. No more than two (2) streets shall intersect at any point. Intersections shall be as near as practical to ninety (90) degrees. A street shall have a minimum straight distance of one hundred (100) feet from the intersection before it may be curved.

d. The length of local streets between intersections shall be a maximum of four hundred (400) feet.

(8) Street Curves. A straight section of one hundred (100) feet shall be provided between reverse curves on all streets. The minimum radius of curves shall be as specified in Table 16-K.

(9) Cul-de-Sacs. Cul-de-sacs shall not exceed three hundred (300) feet in length, unless it can be shown to the satisfaction of the City that a longer cul-de-sac would not create safety problems. Cul-de-sacs shall have a minimum paved radius of forty-five (45) feet at the closed end. Cul-de-sacs shall be located at least forty (40) feet from intersections.

(10) Temporary Dead-End. Where a street will eventually be extended beyond the development, but is temporarily dead-ended, an interim turnaround should be provided.

(11) Street Names. All street naming shall be subject to approval by the City.

a. Duplicate names. No street name shall be used which will duplicate or be confused with the name of any existing street or development in the City or the County.

b. Street extensions. Streets that are extensions of, or obviously in alignment with, existing streets shall bear the same names as the existing streets.

c. Street name signs. Street name signs which comply with City specifications shall be furnished and installed at the developer's cost.

(12) Street Improvements, Widths and Grades. Streets shall have such curbs, gutters, sidewalks, culverts and lights as required by the City. These improvements shall be constructed by the developer to comply with the City's construction standards. Maximum and minimum street widths and grades shall comply with the design standards specified in Table 16-K.

TABLE 16-K Street Width and Grade Standards					
Street Type	**R.O.W. Width (min.)**	**Paving Width (min.)**	**Curve Radius at Centerline (min.)**	**Grade (max.)**	**Grade (min.)**
Alley	20 ft.	12 ft. ***	100 ft.	5%	.005%
Local	60 ft.	32 ft. * 38 ft. **	100 ft.	7%	.005%
Major and minor collector	90 ft.	54 ft.	300 ft.	5%	.005%
Arterial (no on-street parking)	100 ft.	68 ft.	300 ft.	5%	.005%
Private local	60 ft.	25 ft.	100 ft.	7%	.005%

* without on-street parking ** with on-street parking *** no curb and gutter required

(13) Access to Adjacent Lands. When a development abuts and controls access to public lands or existing streets, access shall be provided in the manner requested by the City. When a development abuts private lands, the City may require the developer to provide access thereto when said access is in conformance with the City's streets plan or is the only reasonable and logical access to the private property.

(14) Street Lights. Street lights shall be provided at a minimum of one (1) light every three hundred (300) feet of street length.

(15) Alleys. Where alleys are used, alleys open at both ends may be required in all zone districts.

(16) Sidewalks.

a. Local streets. A detached sidewalk of at least five (5) feet wide, with a thickness of at least four (4) inches of concrete, shall be installed along both sides of all local streets in a development. Sidewalks along local streets shall be separated by a distance of at least five and one-half (5½) feet from the curb or street pavement edge. Street sidewalk systems shall connect to open space walks, trails and adjacent walks in appropriate places.

b. Collector and arterial streets. Sidewalks along collector and arterial streets shall be separated by a distance of at least four (4) feet from the curb or street pavement edge and shall be a minimum of six (6) feet wide. The width requirements may be reduced with approval from the Administrator within the Hwy 50 Corridor Overlay, if the existing site development is such that the standard sidewalk and parkway width requirement would adversely affect existing required parking or would not fit between the road edge and front of the existing building.

c. Parkway. Where such separated sidewalks are required, the parkway shall be landscaped and maintained by the abutting property owners. Landscaping shall normally be limited to sodding or seeding, except that trees, shrubs or other plant materials may be used, subject to City approval of the location and species of planting materials to be installed in accordance with the Tree Board's *A Guide To Salida Trees*. Within the Hwy 50 Corridor Overlay, parkways shall be finished with stamped

concrete in accordance with the color and pattern detailed in the Highway Corridor Improvement Plan or as approved by the Public Works Director.

d. Ramps. Handicap ramps shall be provided in accordance with the Americans with Disabilities Act.

e. Curb returns. Curb returns shall be provided at all intersections. On arterial streets, the radius shall be twenty (20) feet. On collector and local streets in the established sections of the City, the radius shall be approximately five (5) feet in order to match existing conditions. On collector and local streets in new areas of development, the radius shall be fifteen (15) feet.

(g) Traffic Analysis. The Administrator or Planning Commission (when the proposal is reviewed by the Planning Commission) may require the developer to submit a traffic analysis prepared by a qualified expert, to determine the impacts of a proposed development on surrounding City streets and to evaluate the need for road improvements to be made.

(h) Deviations. Deviations from the Road and Sidewalk Standards may be granted by the City, considering the development's proposed traffic generation, its functional street classification and provisions for pedestrian safety and emergency vehicle access, and the design of its off-street parking and public improvements, including but not limited to water supply, sewage treatment, electricity, irrigation water, solid waste disposal and storm drainage. (Ord. 03, 2002 §9-11-2; Ord. 01, 2005 §1; Ord. 2005-07 §1; Ord. 2006-01 §5; Ord. 2006-08 §10; Ord. 2007-04 §2; Ord. 2007-12 §2)

Sec. 16-9-30. Survey monuments.

(a) Street Intersection. Two (2) concrete survey monuments, at least thirty-six (36) inches in length and four (4) inches square, with a suitable center point, shall be set into the ground at each street intersection on the street right-of-way line.

(b) Boundary Lines. Iron pin survey monuments five-eighths (⅝) inch in diameter and twenty-four (24) inches long shall be placed in the ground at all points on a property boundary line where there is a change in direction, and at all lot corners, before a permit is issued for development. (Ord. 03, 2002 §9-11-3; Ord. 2005-07 §1)

Sec. 16-9-40. Water supply and fire protection standards.

(a) Connect to City System. All development occurring within the City shall be connected to the City's water supply system.

(b) Water Lines. The developer shall be required to provide adequate service lines and stubs to each lot such that street and sidewalk cuts will not be required in order to connect the proposed buildings with the water mains. The tap of the water main shall be made by the City or be accomplished under close City supervision, in conformance with all applicable City standards, including the City's construction standards.

(c) Fire hydrants. The developer shall provide fire flow analysis and provide fire hydrants as required by the City's Fire Code, meeting the City's construction standards. (Ord. 03, 2002 §9-11-4; Ord. 2005-07 §1)

Sec. 16-9-50. Sanitary sewage disposal standards.

(a) Connect to City System. All developments occurring within the City shall be connected to the City's sewage disposal system.

(b) Sewage Collection Lines. The developer shall provide adequate service lines and stubs to each lot in such a manner that street and sidewalk cuts will not be required in order to connect the proposed buildings with the sanitary sewer mains. The actual tap of the sewer main shall be made by the City or be accomplished under close City supervision, in conformance with all applicable City standards, including the City's construction standards. (Ord. 03, 2002 §9-11-5; Ord. 2005-07 §1)

Sec. 16-9-60. Street tree standards.

(a) Applicability. Major subdivision and PD development shall provide trees along all streets within the development.

(b) Design and Standards. Trees will be located within the parkway. At a minimum, there shall be an average of at least one (1) tree planted for every fifty (50) feet on each side of the street. (Ord. 03, 2002 §9-11-6; Ord. 2005-07 §1; Ord. 2006-08 §11)

Sec. 16-9-70. Undergrounding of utilities.

(a) Service Lines Underground. The developer shall install service lines for local utilities underground to the maximum extent feasible, including those for telephone, electricity, natural gas and, if applicable, cable television. If such lines are placed in a street or alley, they shall be in place prior to surfacing.

(b) Extend Full Length of Property. Utility lines, water and sewer lines and storm drainage facilities shall extend the full length of the property.

(c) Easements. Utility easements shall be dedicated at the time of development approval as a condition of obtaining service. Utility easements shall be at least twenty (20) feet wide. (Ord. 03, 2002 §9-11-7; Ord. 2005-07 §1)

Sec. 16-9-80. Stormwater management standards.

(a) Applicability. Stormwater management standards shall apply to commercial developments, multiple family units of four (4) or more and major subdivisions.

(b) Drainage Study. A drainage study for a site which is to be developed shall be prepared and the site's drainage system shall be designed by a registered professional engineer, according to generally accepted storm drainage practices. The plan shall be reviewed and approved by the City Engineer.

(c) Runoff Control Structures. The developer shall provide storm sewers, culverts, bridges and other flood and runoff control structures, as determined necessary by the drainage study, which comply with the City's construction standards.

(d) Historic Runoff. The drainage system shall be designed and constructed so that only historic runoff, not including historic irrigation, shall be released from the site. Drainage flows in

excess of this amount shall be retained, detained or handled in a storm sewer system. The design storm is for the twenty-five-year, twenty-four-hour rainfall. All costs associated with handling runoff generated by a development shall be paid by the developer.

(e) Floodplain. Land located within an adopted one-hundred-year floodplain shall not be used for occupancy, unless the hazards from flooding are mitigated in conformance with the City's floodplain regulations. (Ord. 03, 2002 §9-11-8; Ord. 01, 2005 §1; Ord. 2005-07 §1)

Sec. 16-9-90. Grading and erosion control.

(a) Applicability. Grading and erosion control standards shall apply to minor and major subdivisions.

(b) Grading Plan. The applicant shall submit a grading plan which illustrates the extent of the land disturbance which is to occur on the property. The grading plan shall illustrate existing site features and shall depict existing and proposed contours, using a contour interval of two (2) feet.

(c) Plan Preparation. Preparation of an effective grading plan and execution of proper grading involve certain basic steps pertaining to street layout, block grading and lot grading. The objective is to establish the street grades, floor elevations and lot grades in proper relation to each other and to existing topography, considering property protection, appeal and use. The basic steps are as follows:

(1) Fit to Topography. If the street layout is still subject to design or adjustment, fit it to the topography to obtain the most favorable types of block and lot grading which are compatible with other objectives.

(2) Block and Lot Grading. Determine type of block grading for each block or portion of a block and, if possible, indicate the general lot grading for each lot by drainage arrows.

(3) Easements. Determine any easements and other provisions needed for adequate block drainage and erosion control.

(4) General Limitations. Determine general lot grading limitations for local conditions, such as minimum gradients for grass swales and slopes and maximum for walks and drives.

(5) Specific Limitations. For each type of house and lot, determine the specific lot grading limitations along a typical lot grading control line from the street to the house and determine the minimum street-to-floor rise.

(6) Street Profiles. If the street profiles are to be designed or adjusted, establish them so as to facilitate the provision of good drainage for both the lots and the streets, giving due consideration to existing topography and lot limitations.

(7) Elevations. For each property, determine proposed elevations for key points on the lot and for the building floor, giving due consideration to street elevations, existing topography and lot grading limitations. (Ord. 03, 2002 §9-11-9; Ord. 01, 2005 §1; Ord. 2005-07 §1)