

## 4

# STREET STANDARDS

### 4.1 Purpose

4.1.1 This section aims to establish standards for street components and assemblies that are applicable within the LC Districts. These standards are intended to provide a guideline to establish and reinforce a continuum for infrastructure that enhances mobility and accessibility.

### 4.2 Applicability

4.2.1 The design and construction of new streets within LC Districts shall comply with the Street Standards outlined in this section.

4.2.2 New developments on existing streets within LC Districts shall comply with these street standards.

4.2.3 The Street Standards outlined in this section may be applied to transform existing streets.

4.2.4 In the case of conflict between the Street Standards outlined in this section and any other local land development regulation, these standards shall apply.

4.2.5 To the extent that this section is silent where other land development regulations govern, those regulations shall apply.

### 4.3 General

4.3.1 Streets are intended for use by vehicular and pedestrian traffic and provide access to parcels and open spaces.

4.3.2 Streets consist of pedestrian and vehicular traffic lanes and public frontages.

4.3.3 Streets shall be designed in context with the form through which they pass.

4.3.4 Within the more dense Districts, pedestrian comfort shall be a primary consideration of the street design. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

4.3.5 Only within the Lyon County District shall pedestrian comfort be a secondary consideration of the street design. In these Districts, design conflict between vehicular and pedestrian movement generally shall be decided in favor of the vehicle.

4.3.6 All streets shall terminate at other streets, forming a network. Internal streets shall connect wherever possible to those on adjacent sites.

4.3.7 Each parcel shall abut a vehicular street.

4.3.8 Roadway Classification

- a. *Interstate*. An access-controlled road whose primary purpose is to provide service for long-distance trips and mobility between major urban areas.
- b. *Arterial*. A road whose primary purpose is to provide for moderate to long-length trips and

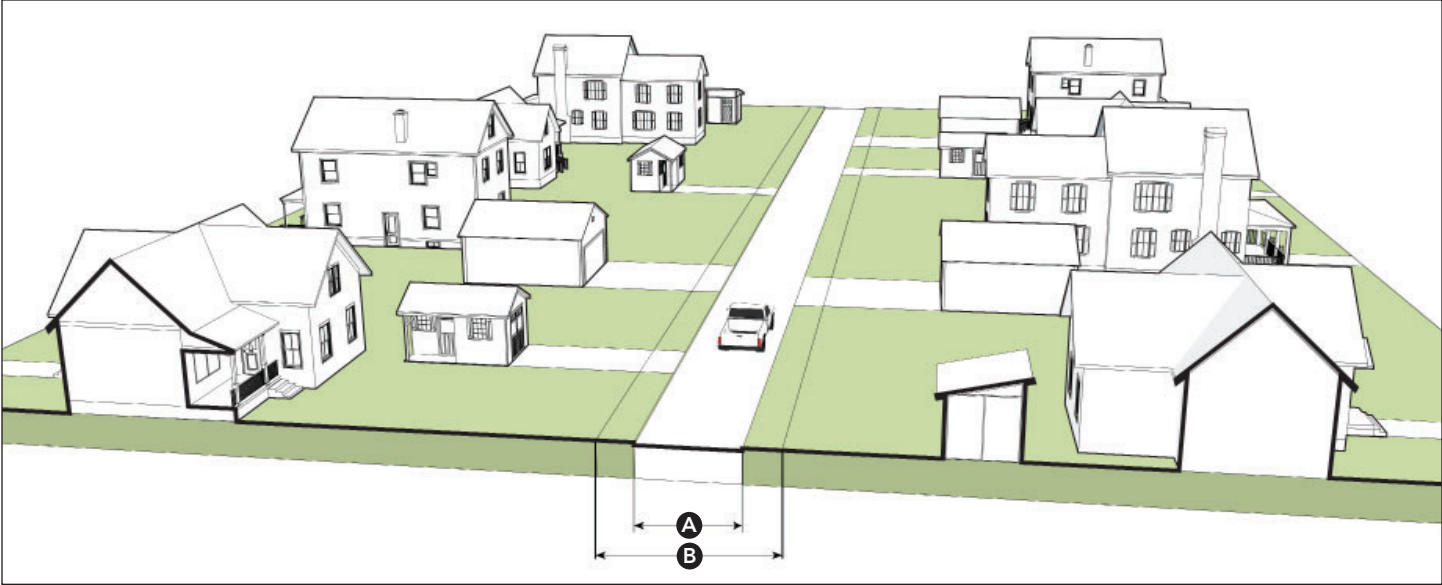
mobility between major activity centers and link users between collectors to higher classification roadways. Basic Standards are dependant on the number of lanes. Two (2) lanes = seventy-one (71') feet minimum, three (3) lanes = eighty-six (86') minimum, and five (5) lanes = one hundred and ten 110' minimum.

- c. *Collector.* A road whose primary purpose is to provide local trips and link users from local roads to higher classification roadways. Basic Standards are dependant on the number of lanes. Two (2) lanes = sixty-one (61') feet minimum, and three (3) lanes = seventy-six (76') feet minimum.
- d. *Corridor.* A road whose primary purpose is to provide commercial and retail areas where on-street parking is not needed. Basic Standards are dependant on the number of lanes. Two (2) lanes = seventy-seven (77') feet minimum.
- e. *Local.* A road whose primary purpose is to provide access between adjacent properties to roads of higher functional classification. Basic Standards are dependant on the number of lanes and use. Residential are two (2) lanes = seventy-three (73') feet minimum and Flex are twp (2) lanes = sixty-three (63') feet minimum, and three (3) Industrial lanes = seventy-eight (78') feet minimum.
- f. *Rural.* A road whose primary purpose is to provide rural trips and link users of rural roads to higher classification roadways.

# ALLEY STREET STANDARDS

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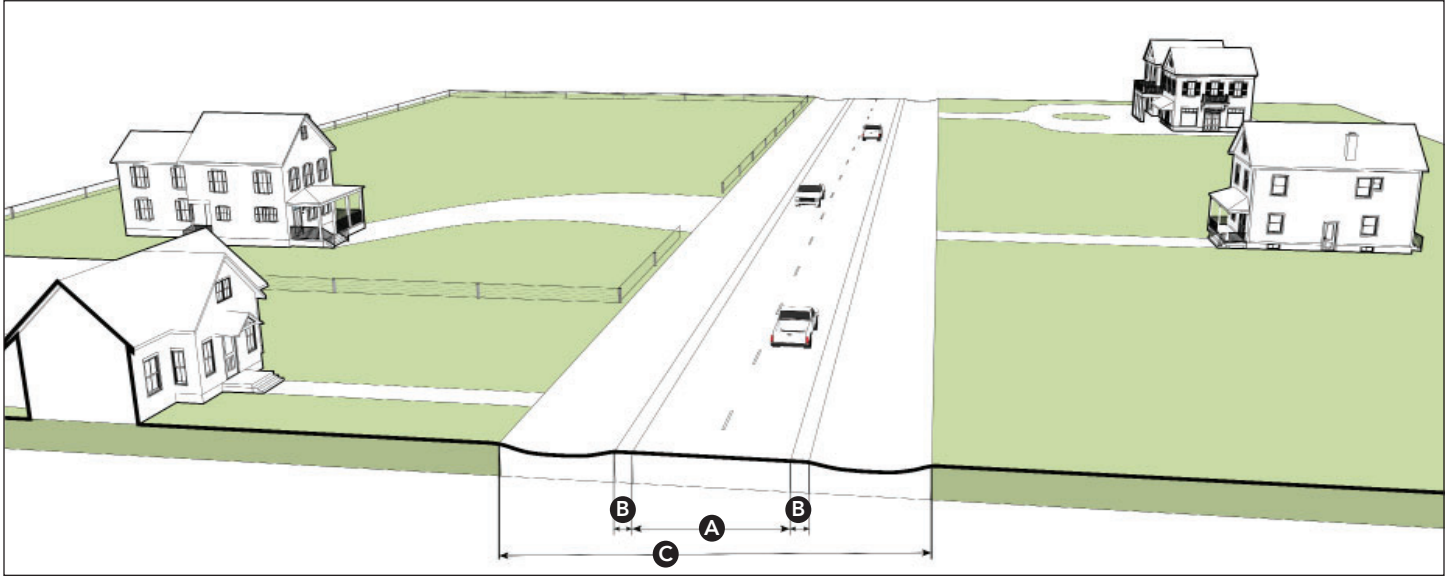


Street		
Travel Lane	14'	A
Right-of-Way	20' minimum	B

### Notes

- All streets shall have a minimum gradient of 1% to ensure positive drainage

# PAVED RURAL STREET STANDARDS



4 - STREET STANDARDS

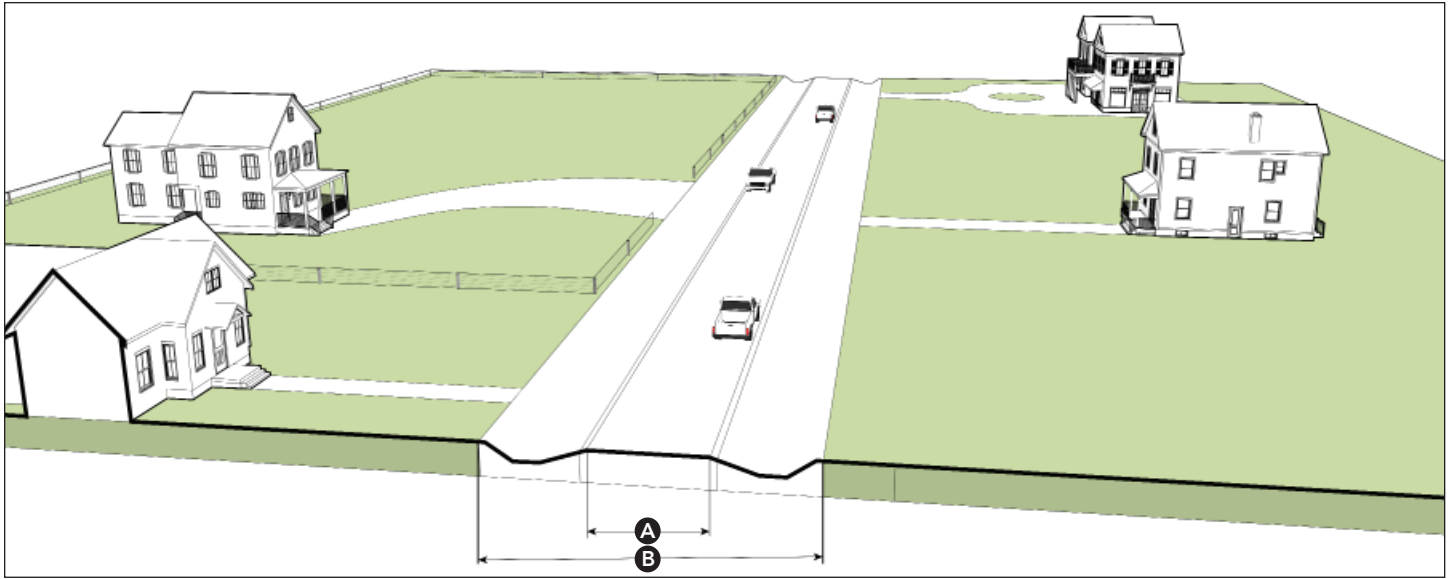
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Street		
Travel Lane	2 @ 12'	<b>A</b>
Shoulder	2.5'	<b>B</b>
Right-of-Way	60' minimum	<b>C</b>

### Notes

- Applicability: Roads in Lyon County outside City Limits
- All streets that are required to, shall be paved and have a minimum gradient of 1% to ensure positive drainage

# GRAVEL STREET STANDARDS



4 - STREET STANDARDS

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Street		
Travel Lane	2 @ 12'	<b>A</b>
Right-of-Way	60' minimum	<b>B</b>

## Notes

- Applicability: May apply to roads in Lyon County outside City Limits as determined by the County Engineer.
- 4" thick crown of 20' sub-grade modification, using 70% aggregate and 30% binder soil
- 3:1 slope for normal fill, and 2:1 slope for widened fill
- All embankments shall be compacted except ditch-plugs and waste berms