

# City of Santa Rosa

## HIERARCHY

### I. Local Streets

Alley	STD under review
Way/Loop (one way)	See STD 200 B
Lane	See STD 200 C
Neighborhood Street	See STD 200 D
Minor Street:	See STD 200 E
Interim	See STD 200 K
Rural/Hillside	See STD 200 L

### II. Transitional Streets

Avenue	See STD 200 F
Main Street	See STD 200 G

### III. Industrial Street

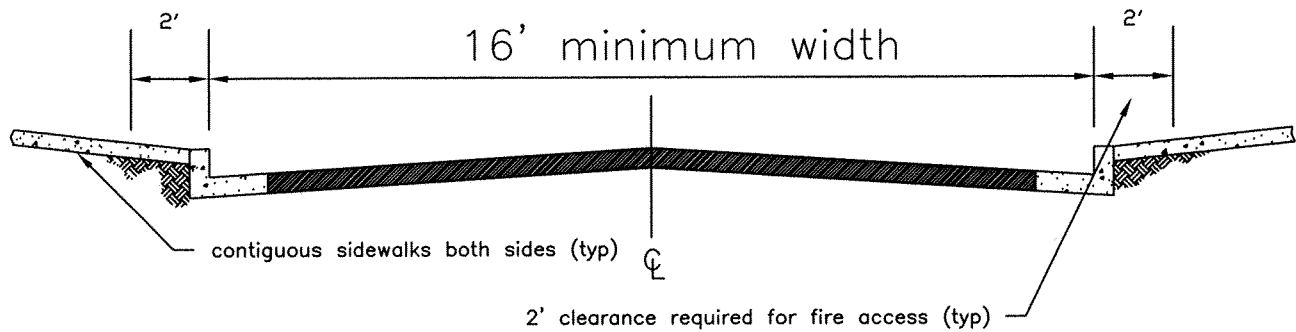
Industrial Street	See STD 200 H
-------------------	---------------

### IV. Regional Streets

Boulevard	See STD 200 I
Parkway	See STD 200 J

CITY OF SANTA ROSA		
STREET HIERARCHY		
Scale: NONE	Date: JAN 2004	
DWN. SCA CHK.	APPROVED <i>Alvarez</i>	FILE NO. STD.- 200A

# ONE-WAY LOOP STREET WITHOUT PARKING



1. Streets are for access to no more than 10 residential units.
2. Street length shall not exceed 200'.
3. Streets shall have contiguous sidewalks on both sides unless otherwise approved (minimum 2' concrete paving required for non-sidewalk side).
4. 16' Streets shall connect to other streets not less than 36' in width.
5. No flag lots shall connect to 16' streets.
6. Minimum distance of garage face to opposite curb face shall be 42'.
7. Street furniture and any other obstructions shall be held back 2' on both sides of streets to allow a total 20' clearance for fire access.
8. Use in special designated fire hazard areas as shown on the "Fire Hazard Zone Map" (on file at the City Clerk's Office) shall be subject to the approval of the Fire Department and the City Engineer.
9. Fire hydrants shall be located at each intersection and shall keep 2' clear from face of curb to hydrant (varies from STD 857).
10. Street lights shall be placed to allow 2' clearance from face of curb (varies from STD 612 & 613).

NOTE: THE USE OF THIS STREET WIDTH WILL ROUTINELY IMPOSE SPECIAL UTILITY DESIGN REQUIREMENTS, INCLUDING SPECIAL PIPE REQUIREMENTS FOR WATER AND SEWER IF LESS THAN 10' SEPARATION IS PROPOSED. PROPOSED USE OF THIS STREET ON A TENTATIVE MAP MAY REQUIRE DESIGN DETAIL BEYOND NORMAL SCOPE OF TENTATIVE MAPS.

CITY OF SANTA ROSA  
16' ONE-WAY STREET  
WITHOUT PARKING

Scale: NONE

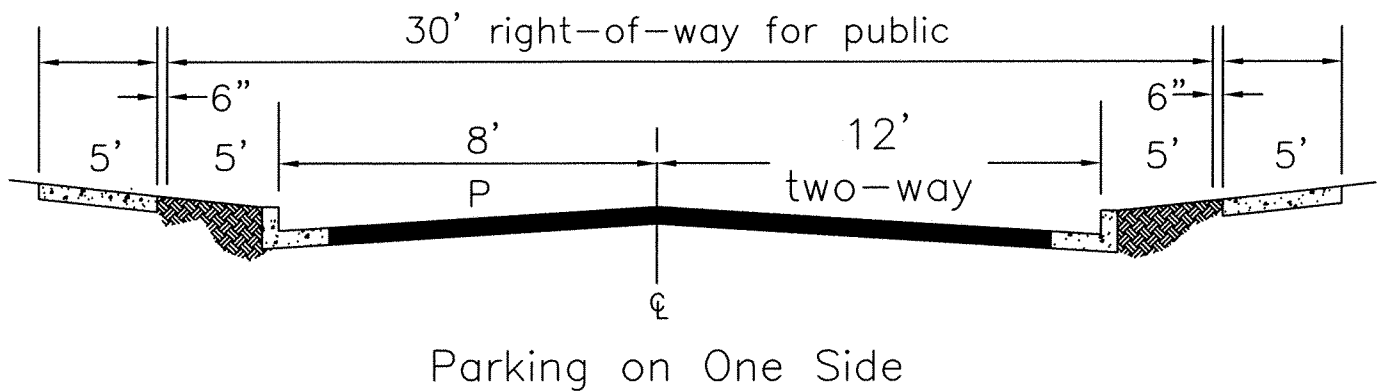
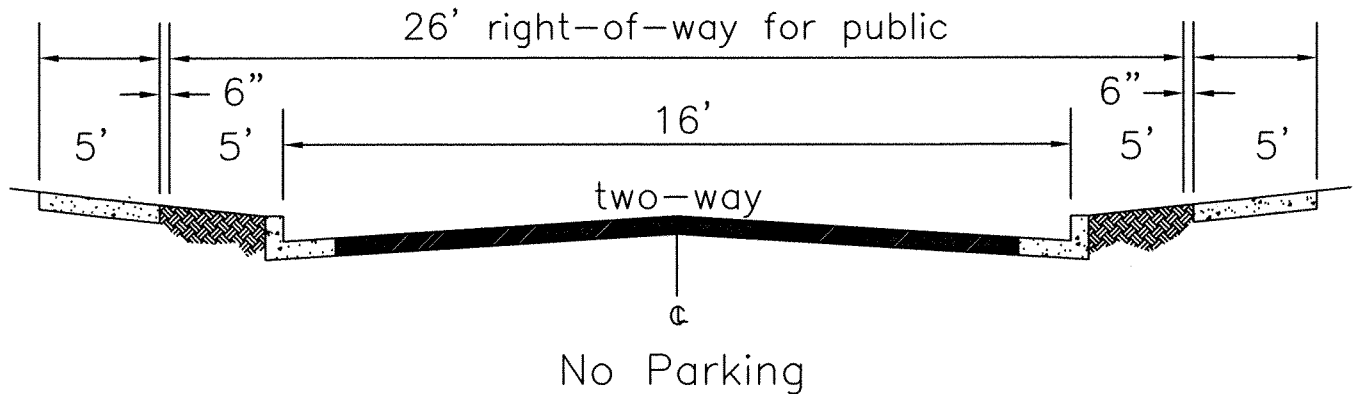
Date: JAN 2004

DWN. SCA  
CHK.

APPROVED  
*Al Cabrera*

FILE NO.  
STD.- 200B

# LANE



1. For through streets, length shall not exceed 300'. For dead end streets, clear width of the lane shall remain at 20' to a point that all points of the 1st floor walls are within 150' of that point.
2. Maximum 10 residential units.
3. No parking shall be allowed for the first 30 feet measured from curb return at the intersection.
4. Adequate backup space is required for garage and perpendicular parking.
5. Non-through Lanes shall provide passenger vehicle turn-around.
6. No publicly maintained manholes shall be allowed on streets less than 20' wide.
7. Streets shall contain residential units only.
8. Lanes shall connect to streets that provide minimum 20 feet clear width.
9. If both water and sewer utilities are contained in the street they shall be private for the no-parking Lane configuration.
10. If Lane is private, access shall be through a Standard 250 A, C, or D curb cut.
11. No sidewalk for up to 4 homes, and 5 feet sidewalk one side minimum for 5 to 10 homes. Right-of-way ends at front of sidewalk.

NOTE: THE USE OF THIS STREET WIDTH WILL ROUTINELY IMPOSE SPECIAL UTILITY DESIGN REQUIREMENTS, INCLUDING SPECIAL PIPE REQUIREMENTS FOR WATER AND SEWER IF LESS THAN 10' SEPARATION IS PROPOSED. PROPOSED USE OF THIS STREET ON A TENTATIVE MAP MAY REQUIRE DESIGN DETAIL BEYOND NORMAL SCOPE OF TENTATIVE MAPS.

CITY OF SANTA ROSA

LANE

Scale: NONE

Date: JAN 2004

DWN. SCA  
CHK.

APPROVED

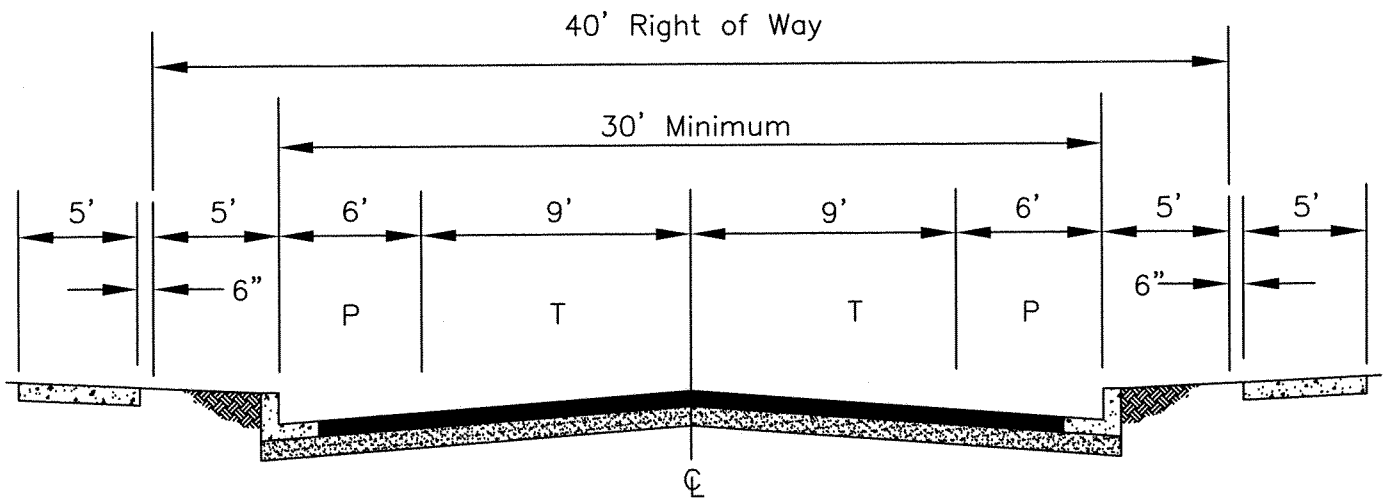
*M. Cabrera*

FILE NO.

STD.-200C

# NEIGHBORHOOD STREET

## PARKING BOTH SIDES



THIS STANDARD MAY BE USED ONLY WHEN ALL OF THE FOLLOWING CONDITIONS ARE MET:

1. Vehicular speeds shall not exceed 25 miles per hour (MPH).
2. Average daily trips (ADT) shall not exceed 1000.
3. Maximum Street length is 1400 feet before intersecting with a street that provides 20 feet clear width.
4. Streets shall have access from two directions (no cul-de-sacs).
5. Streets may neck down to 20' at intersections.
6. Corners may have a 10' radius if without a neck, and a 20' radius if with a neck.
7. Streets shall contain residential units only.
8. This standard shall not apply in special designated fire hazardous areas as shown on the "Very High Fire Severity Zone Map" on file at the City Clerk's office.
9. Sidewalk width is 5 feet and planter strip width is 5 feet from back of curb to front of sidewalk.

*CITY OF SANTA ROSA*

*NEIGHBORHOOD STREET*

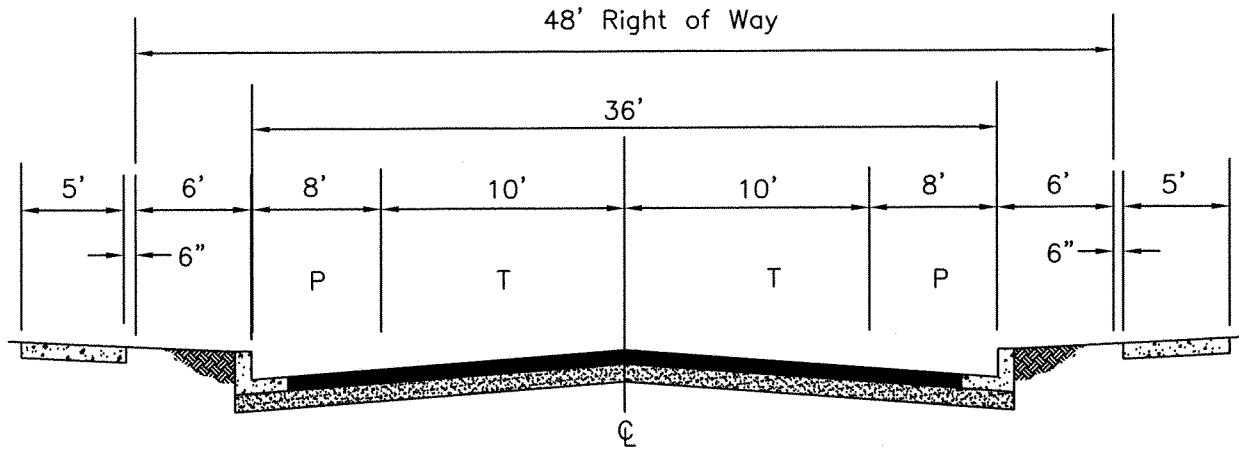
Scale: NONE

Date: JAN 2004

Approval: This standard has been adopted at the direction of the City Council (Resolution No. 25865).

FILE NO.  
STD.- 200D

# MINOR STREET



1. Travel lanes are increased to 12 feet when they are adjacent to curbs (e.g., curb to curb width is 24 feet for no parking and 30 feet for parking on one side only).
2. Sidewalk width is 5 feet and planter strip width is 6 feet measured from back of curb to front of sidewalk.
3. See pages 16 through 17 for street alignment, sight distance, and curb return radii.

CITY OF SANTA ROSA

MINOR STREET

Scale: NONE

Date: JAN 2004

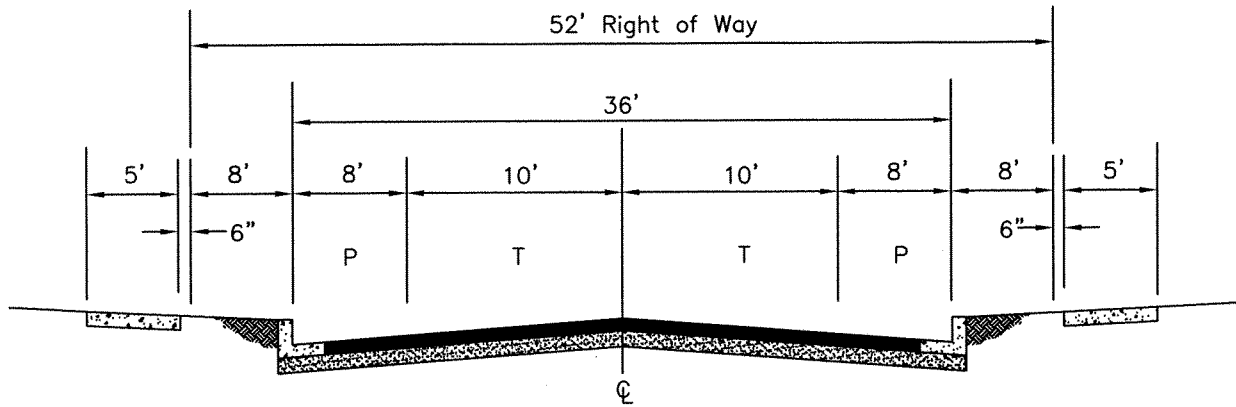
DWN. SCA  
CHK.

APPROVED

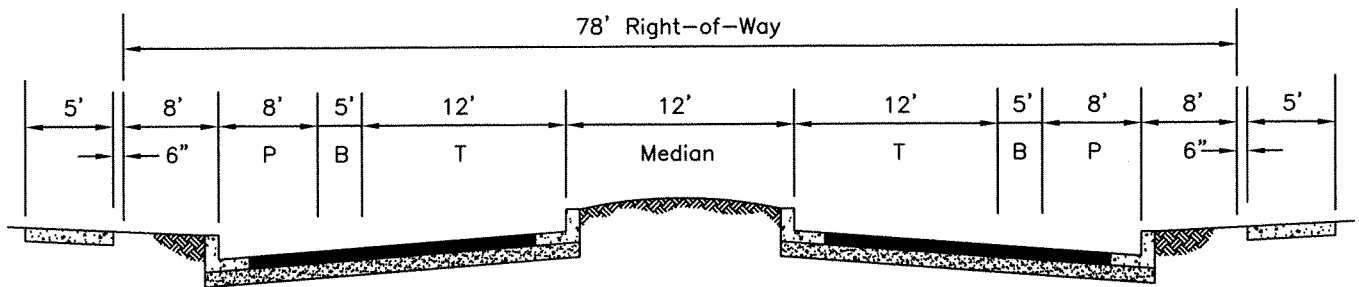
*M. Cabrera*

FILE NO.  
STD.- 200E

# AVENUE



NO MEDIAN OR BIKE LANES

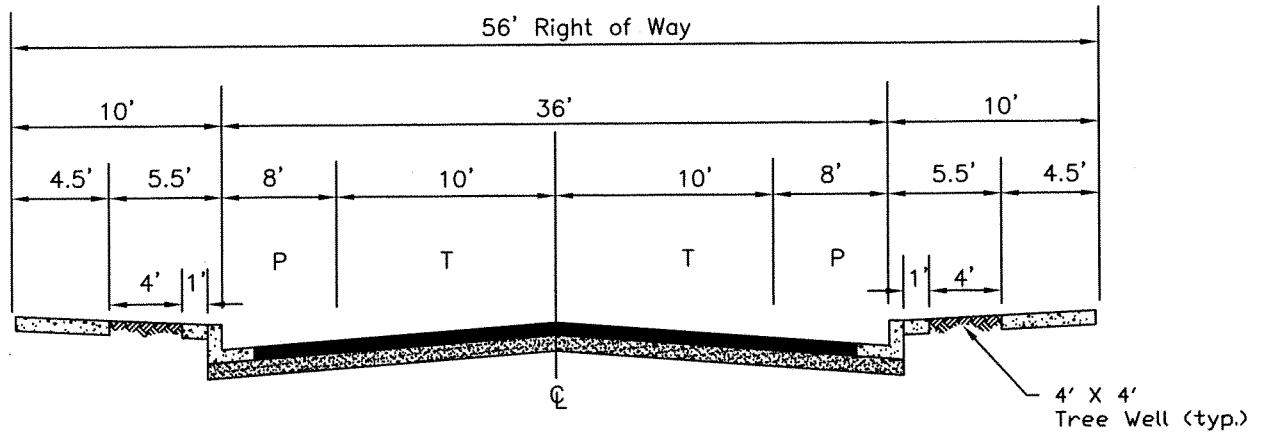


WITH MEDIAN AND BIKE LANES

1. Travel lanes are increased to 12 feet when they are adjacent to curbs
2. Sidewalk width is 5 feet and planter strip width is 8 feet, measured from back of curb to front of sidewalk.
3. See pages 16 through 17 for street alignment, sight distance, and curb return radii.
4. Parking width shown is for parallel parking. Angled parking, if allowed, would require increased parking lane width.

<b>CITY OF SANTA ROSA</b>		
<b>AVENUE</b>		
Scale: NONE	Date: JAN 2004	
DWN. SCA CHK.	APPROVED <i>M. Cabrera</i>	FILE NO. STD.- 200F

# MAIN STREET



1. Travel lanes are increased to 12 feet when they are adjacent to curbs.
2. Sidewalk width is 9.5 to 12 feet with 4 feet by 4 feet tree wells. Right-of-way extends .5 feet beyond the sidewalk or to building face whichever is less.
3. Public Utility easement is typically contained within the sidewalk.
4. See pages 16 through 17 for street alignment, sight distance, and curb return radii.

CITY OF SANTA ROSA

MAIN STREET

Scale: NONE

Date: JAN 2004

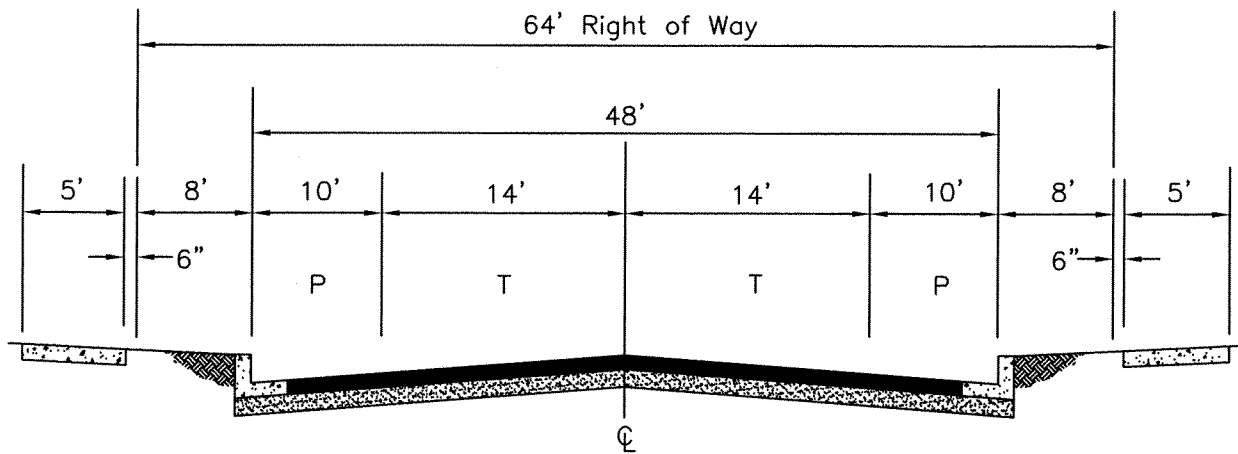
DWN. SCA  
CHK.

APPROVED

*M. Cabrera*

FILE NO.  
STD.- 200G

# INDUSTRIAL STREET



1. Sidewalk width is 5 feet and planter strip width is 8 feet measured from back of curb to front of sidewalk.
2. See pages 16 through 17 for street alignment, sight distance, and curb return radii.

CITY OF SANTA ROSA

INDUSTRIAL STREET

Scale: NONE

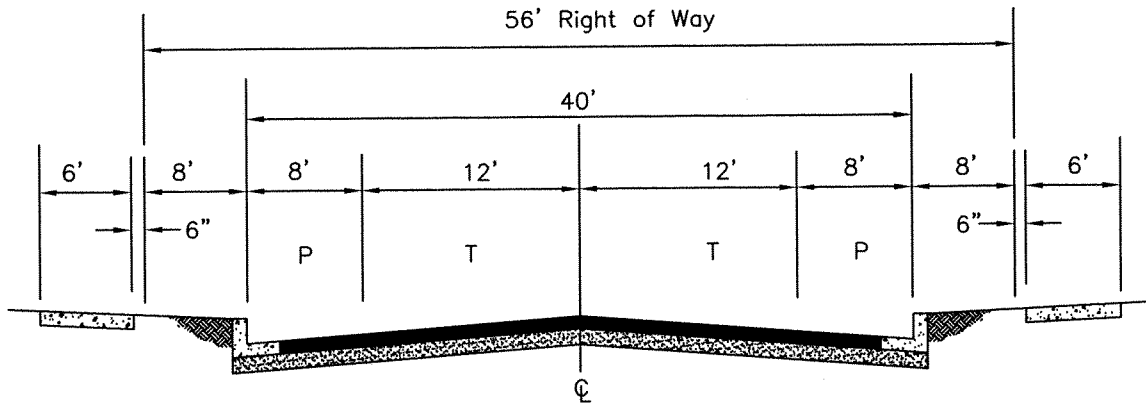
Date: JAN 2004

DWN. SCA  
CHK.

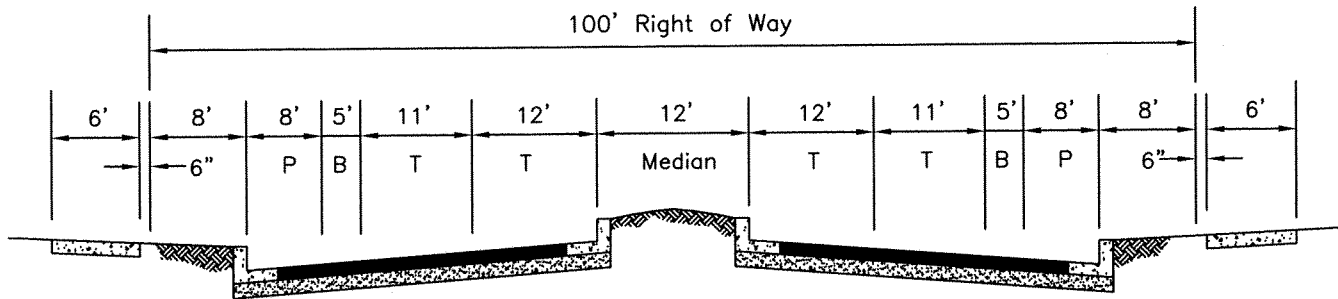
APPROVED

FILE NO.  
STD.- 200 H

# BOULEVARD



SHOWN WITH 2 LANES, NO MEDIAN, OR BIKE LANES



SHOWN WITH 4 LANES, A MEDIAN AND BIKE LANES

1. Travel lanes are 12 feet unless adjacent to a bike lane. Alternate lane configuration is 3 travel lanes – one in one direction and 2 in the opposite. The 2 lane configuration with a median is the same as the 4 lane configuration but without the 11' travel lanes.
2. Sidewalk width is 6 feet and planter strip width is 8 feet measured from the back of curb to front of sidewalk.
3. See pages 16 through 17 for street alignment, sight distance, and curb return radii.

CITY OF SANTA ROSA

BOULEVARD

Scale: NONE

Date: JAN 2004

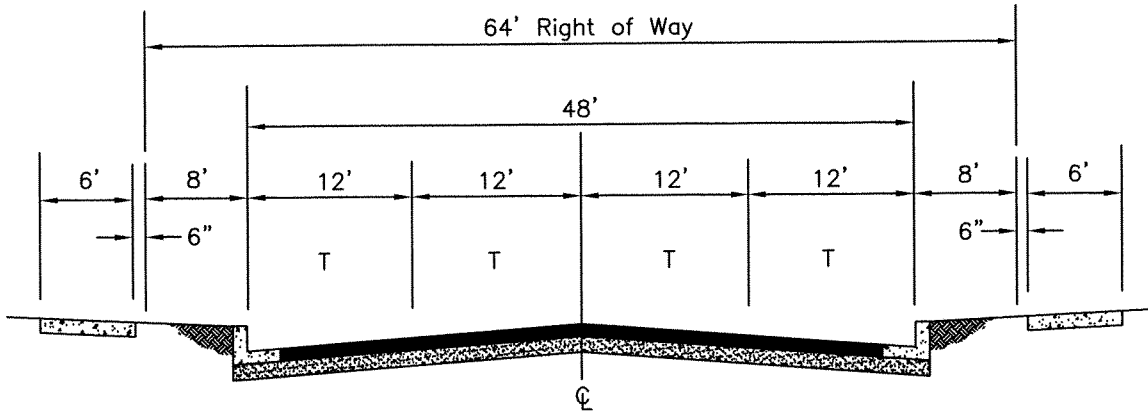
DWN. SCA  
CHK.

APPROVED

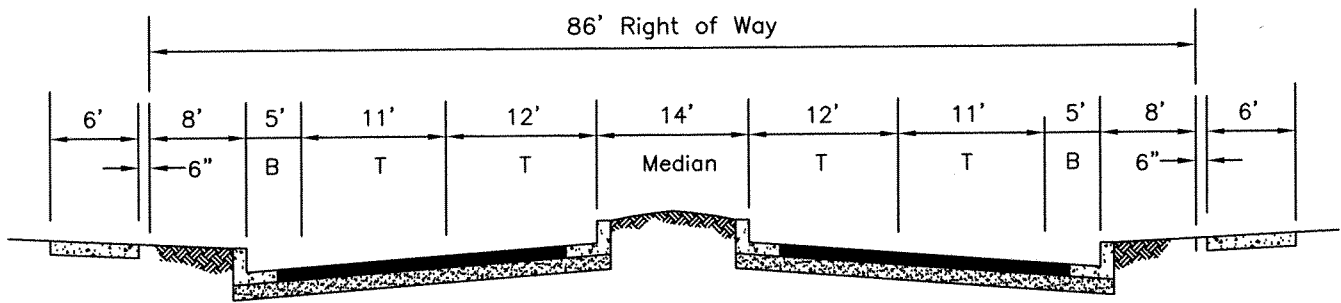
*M. Mabrey*

FILE NO.  
STD. - 2001

# PARKWAY



SHOWN WITH NO MEDIAN OR BIKE LANES

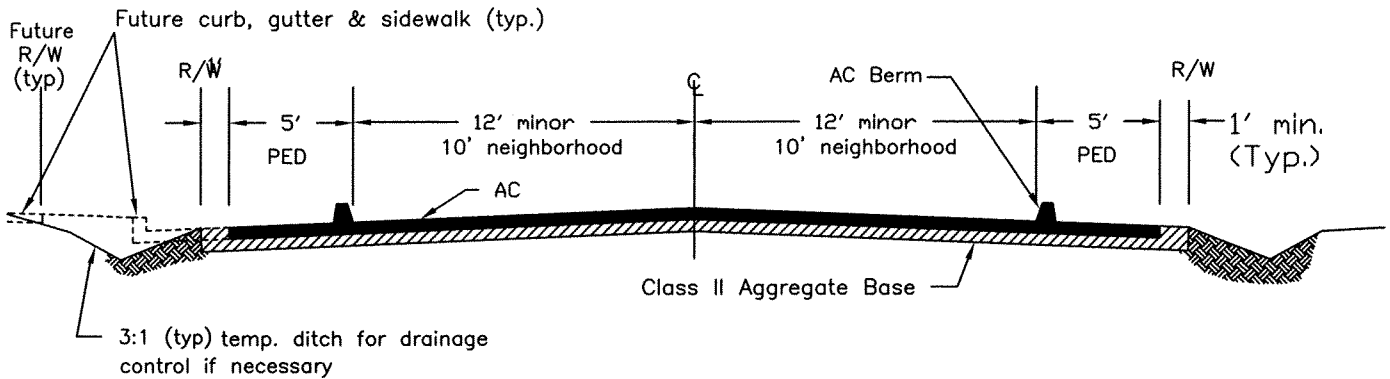


SHOWN WITH 4 LANES, A MEDIAN AND BIKE LANES

1. Travel lanes are increased to 12 feet when they are adjacent to curbs. The 2 lane configuration with a median is the same as the 4 lane configuration shown above, but without the 2 - 11' travel lanes.
2. Sidewalk width is 6 feet and planter strip width is 8 feet measured from back of curb to front of sidewalk.
3. See pages 16 through 17 for street alignment, sight distance, and curb return radii.
4. No parking is allowed.

<i>CITY OF SANTA ROSA</i>	
<i>PARKWAY</i>	
Scale: NONE	Date: JAN 2004
DWN. SCA CHK.	APPROVED/ <i>[Signature]</i>
FILE NO. STD.- 200J	

# INTERIM STREET



1. Full improvements are required if contiguous lots are improved (curb and gutter minimum).
2. Structural pavement section may not be reduced (depth dependent on traffic index).
3. For use in rural unimproved areas and only with the specific approval of the City Engineer.
4. A cash-in-lieu fee shall be paid prior to improvement plans being signed to cover the cost of constructing remaining improvements when adjoining properties are developed or a City project improves the street.
5. Existing conditions may alter the design (no ped path, no AC berm, wider travelways etc), as approved by the City Engineer.
6. Application: a) in-fill in unimproved areas  
b) no parking  
c) on existing streets only (example: Lance Drive between Jennings and College).
7. Street lighting shall comply with City's minimum lighting requirements.
8. Concentrated drainage flows shall be conveyed through a temporary inlet to drainage swales.
9. Future right-of-way shown above is to be irrevocably offered and accepted when ultimate improvements are constructed.
10. See standard 252 for driveway access on interim streets.

CITY OF SANTA ROSA

INTERIM STREET

Scale: NONE

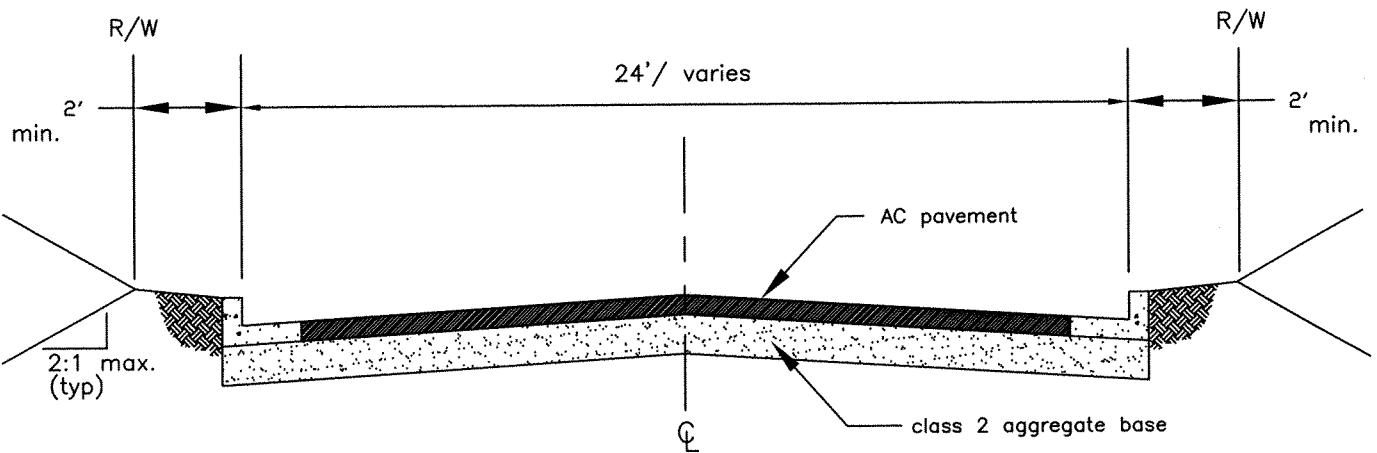
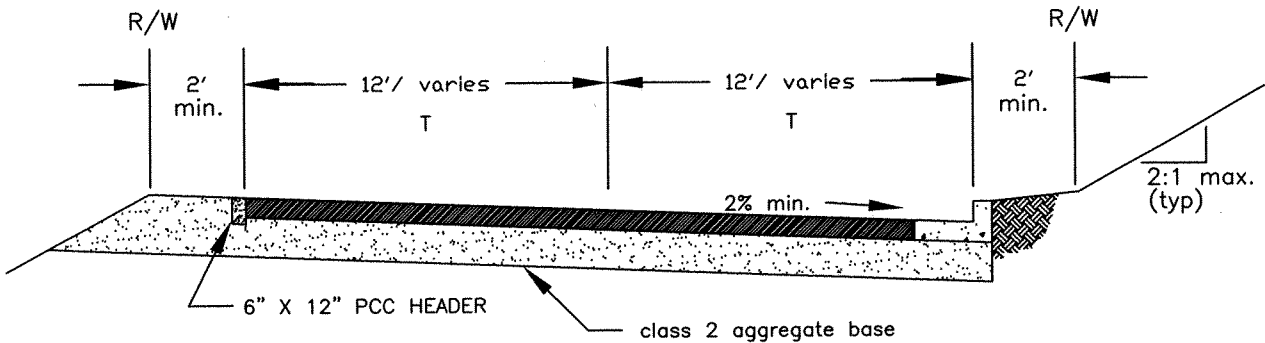
Date: JAN 2004

DWN. SCA  
CHK.

APPROVED  
*M. Cabrera*

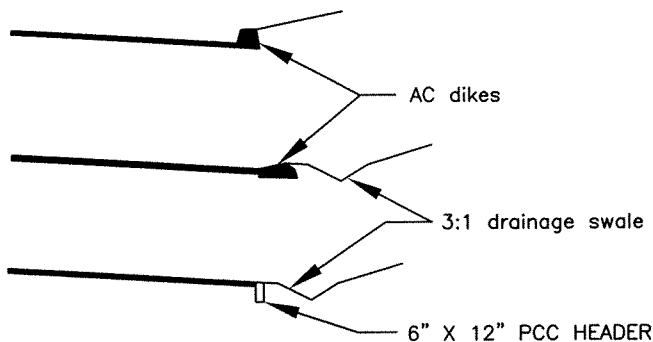
FILE NO.  
STD.-200K

# RURAL/HILLSIDE STREET



1. To be used in cases where a standard street section would require excessive grading and/or tree and natural features removal.
2. Cross sectional transitions shall not allow surface flows to be re-directed across the street.
3. 12 foot travel lanes may be reduced (for short distances) to 10' if required by site topography to avoid trees, rock outcropping, excessive grading, etc with specific approval of the City Engineer.
4. No parking allowed.
5. Sidewalk may be required.
6. Alternate means of edge drainage control (other than standard curb and gutter) may be utilized under the following conditions:
  - a) existing contiguous improvements make curb and gutter impractical or undesirable,
  - b) the City desires to preserve the existing rural nature of street (example: Alta Vista Lane between Montecito and Pine Rock Place, and Newanga Avenue by Spring Lake Park.
  - c) street does not function as major design element of drainage control (minor flows only), and
  - d) only with the specific approval of the City Engineer.
7. See Standard 252 for driveway access across 3:1 drainage swale alternates.

ALTERNATE EDGE DRAINAGE CONTROL (REQUIRES SPECIFIC APPROVAL OF CITY ENGINEER):



CITY OF SANTA ROSA	
RURAL/HILLSIDE STREET NO PARKING	
Scale: NONE	Date: JAN 2004
DWN. SCA CHK.	APPROVED <i>Mabrey</i>
FILE NO. STD.-200L	