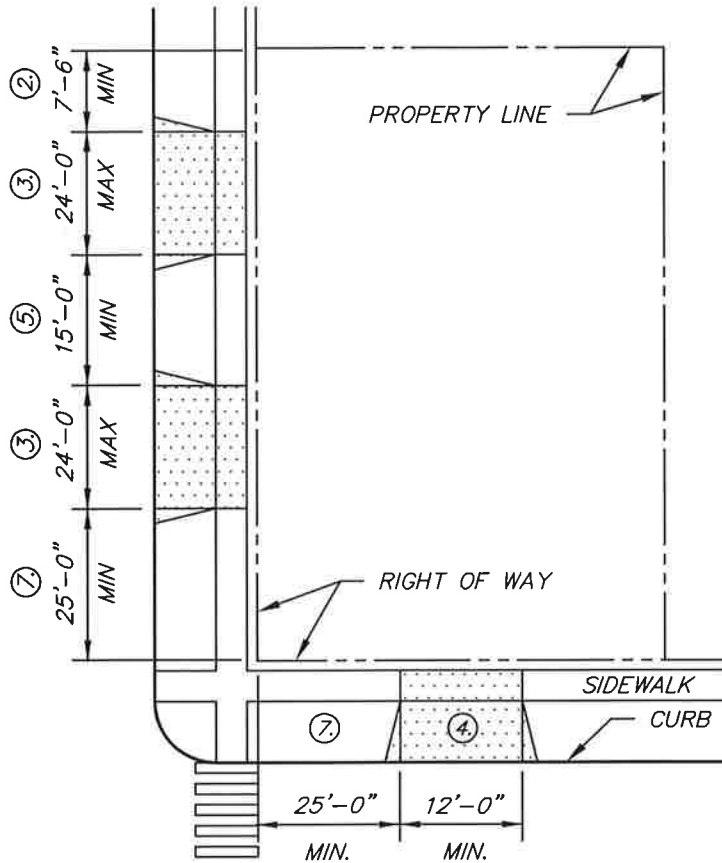




# STANDARD DETAIL



## NOTES:

- ① ALLEY OR NON-ARTERIAL ACCESS IS ENCOURAGED WHERE POSSIBLE.
- ② DRIVEWAYS SHALL BE LOCATED TO AVOID CONFLICT WITH POWER POLES, STREET LIGHTS, FIRE HYDRANTS OR SITUATIONS WHICH MAY RESULT IN UNSAFE CONDITIONS.
- ③ THE MAXIMUM CURBED STREET DRIVEWAY WIDTH SHALL BE 24 FEET EXCEPT THAT IT SHALL BE REDUCED TO 20 FEET WHEN THE LOT FRONTAGE IS 70 FEET OR LESS.
- ④ THE MINIMUM CURBED STREET DRIVEWAY WIDTH SHALL BE 12 FEET. DRIVEWAY SHALL BE PERPENDICULAR TO THE STREET.
- ⑤ WHERE TWO OR MORE ADJOINING DRIVEWAYS ARE APPROVED FOR THE SAME PROPERTY, A FULL CURB HEIGHT SEPARATION BETWEEN EACH DRIVEWAY, OF NOT LESS THAN 15 FEET AT THE CURB, MUST BE PROVIDED.
- ⑥ DRIVEWAY APRONS SHALL NOT EXTEND INTO THE STREET FURTHER THAN THE FACE OF THE CURB.
- ⑦ DRIVEWAY SHALL BE LOCATED AWAY FROM STREET INTERSECTION WHERE POSSIBLE. IN NO CASE SHALL DRIVEWAY BE LOCATED WITHIN 7' 6" OF A PROPERTY LINE, 25 FEET OF A MARKED OR UNMARKED PEDESTRIAN CROSSING, OR 25 FEET OF INTERSECTING RIGHT OF WAY LINES.
- ⑧ COMMERCIAL AND INDUSTRIAL DRIVEWAY LOCATIONS REQUIRE CITY ENGINEER APPROVAL AND SHALL BE SHOWN ON SITE PLAN WITH REQUIRED PARKING LAYOUT.
- ⑨ DRIVEWAYS THAT ARE ABANDONED OR RELOCATED SHALL BE REMOVED, BACKFILLED, AND CURBING REPLACED TO FULL HEIGHT. EXISTING CURB AND GUTTER SHALL BE REMOVED AND REPLACED TO THE NEAREST JOINT EACH SIDE OF ANY APPROVED NEW DRIVEWAY LOCATION.
- ⑩ NEW DRIVEWAYS TO BE CONSTRUCTED TO THE MOST CURRENT CITY STANDARD.

ALL WORK AND MATERIAL TO BE IN ACCORDANCE WITH THE CURRENT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION"

APPROVED BY  
CITY ENGINEER :

FILE NAME: DRIVELC.DWG

DATE : 3/15/06  
REVISED : 1/1/17

CURBED STREET  
DRIVEWAY LOCATION