Town of Casco

Planning Board Meeting Agenda

August 25, 2025 at 6:30 PM

Casco Community Center

First Order of Business

1. Call Meeting to Order
2. Determine a Quorum
3. Review and Approval of the Meeting Agenda
4. Approve Meeting Minutes of July 28, 2025
5. Public Participation for Non-Agenda Items

Old Business

New Business

6. Discuss process for new applications and timelines for professional staff to complete supporting documents and findings of fact and where that is all posted
7. Discuss moving road standards from Shoreland Zoning to performance standards
8. Discuss the safe streets policy relative to updating code
9. Discuss how the Board will approach the coming subcommittee review of Casco Village relative to getting Comprehensive Plan into village ordinance codes
10. Update from Vanessa on code work (this will be a standing item in future agendas)

Adjournment

Reminders to the Attending Public: Planning Board meetings are open to the public, but the public may not speak unless recognized by the Board Chair or Vice Chair in their absence. Except during a public hearing, comment time is limited to 2 minutes per speaker during public participation or on agenda items. Matters related to personnel will not be heard.

Future meeting dates (subject to change)

September 22, 2025, at 6:30 PM

§ 215-9.21. Roads and driveways.

The following standards shall apply to the construction of roads and/or driveways and drainage systems, culverts and other related features.

A. Roads and driveways shall be set back at least 100 feet, horizontal distance, from the normal high-water line of a great pond classified GPA or a river that flows to a great pond classified GPA and 75 feet, horizontal distance, from the normal high-water line of other water bodies, tributary streams, or the upland edge of a wetland unless no reasonable alternative exists as determined by the Planning Board. If no other reasonable alternative exists, the road and/or driveway setback requirement shall be no less than 50 feet, horizontal distance, upon clear showing by the applicant that appropriate techniques will be used to prevent sedimentation of the water body, tributary stream, or wetland. Such techniques may include, but are not limited to, the installation of settling basins and/or the effective use of additional ditch relief culverts and turnouts placed so as to avoid sedimentation of the water body, tributary stream, or wetland. A bond of an appropriate amount must be recommended by the Planning Board and approved by the Selectboard for new roads.

(1) On slopes of greater than 20% the road and/or driveway setback shall be increased by 10 feet, horizontal distance, for each 5% increase in slope above 20%.

(2) This subsection shall apply neither to approaches to water crossings nor to roads or driveways that provide access to permitted structures and facilities located nearer to the shoreline or tributary stream due to an operational necessity, excluding temporary docks for recreational uses. Roads and driveways providing access to permitted structures within the setback area shall comply fully with the requirements of this Subsection A except for that portion of the road or driveway necessary for direct access to the structure.

B. Existing public roads may be expanded within the legal road right-of-way regardless of its setback from a water body, tributary stream or wetland.

C. New roads and driveways are prohibited in a Resource Protection District, except that the Planning Board may grant a permit to construct a road or driveway to provide access to permitted uses within the district. A road or driveway may also be approved by the Planning Board in a Resource Protection District upon a finding that no reasonable alternative route or location is available outside the district. When a road or driveway is permitted in a Resource Protection District the road and/or driveway shall be set back as far as practicable from the normal high-water line of a water body, tributary stream, or upland edge of a wetland.

D. Road and driveway banks shall be no steeper than a slope of two horizontal to one vertical and shall be graded and stabilized in accordance with the provisions for erosion and sedimentation control contained in § 215-9.33.

E. Road and driveway grades shall be no greater than 9% except for short segments of less than 200 feet.

F. In order to prevent road and driveway surface drainage from directly entering water bodies, tributary streams or wetlands, roads and driveways shall be designed, constructed, and maintained to empty onto an unscarified buffer strip at least 50 feet plus two times the average slope in width, between the outflow point of the ditch or culvert and the normal high-water line of a water body, tributary stream, or upland edge of a wetland. Surface drainage which is directed to an unscarified buffer strip shall be diffused or spread out to promote infiltration of the runoff and to minimize channelized flow of the drainage through the buffer strip.

G. Ditch relief (cross drainage) culverts, drainage dips and water turnouts shall be installed in a manner effective in directing drainage onto unscarified buffer strips before the flow gains sufficient volume or head to erode the road, driveway, or ditch. To accomplish this, the following shall apply:

(1) Ditch relief culverts, drainage dips and associated water turnouts shall be spaced along the road or driveway at intervals no greater than indicated in the following table:

Grade	Spacing (feet)
0% to 2%	250
3% to 5%	200 to 135
6% to 10%	100 to 80
11% to 15%	80 to 60
16% to 20%	60 to 45
21% +	40

(2) Drainage dips may be used in place of ditch relief culverts only where the grade is 9% or less.

(3) On sections having slopes greater than 9%, ditch relief culverts shall be placed at approximately a 30-degree angle downslope from a line perpendicular to the center line of the road or driveway.

(4) Ditch relief culverts shall be sufficiently sized and properly installed in order to allow for effective functioning, and their inlet and outlet ends shall be stabilized with appropriate materials.

H. Ditches, culverts, bridges, dips, water turnouts and other stormwater runoff control installations associated with roads and driveways shall be maintained on a regular basis to assure effective functioning.

[Amended 1-18-2022 by Art. 5]

Town of Casco, Maine

Complete Streets Policy

I. VISION

Streets and roadways within the Town of Casco will be safe and accessible for people of all ages and abilities, including pedestrians, bicyclists, motorists, and public transportation users. By improving road design and focusing on safer speeds, the Town of Casco will achieve zero fatal or severe injury crashes.

II. CORE COMMITMENT

DEFINITIONS

Complete Streets – streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Vision Zero – a global strategy aimed at eliminating all traffic fatalities and severe injuries by prioritizing road safety through better design, speed management, and equitable mobility for all road users.

ALL USERS AND MODES

The Town of Casco will develop a safe and well-connected transportation network for all road users, ensuring that streets are inclusive, equitable, and appropriately scaled to meet the needs of the community. A well-designed transportation network must accommodate the diverse needs of all present and future road users.

The Town of Casco is committed to prioritizing equity and inclusivity, particularly for neighborhoods and areas with higher rates of accidents involving vulnerable road users. A vulnerable road user is someone who is at higher risk of injury in a collision, such as pedestrians, bicyclists, motorcyclists, and users of other non-motorized transportation.

ALL PROJECTS

The Town of Casco will approach every transportation and development project as an opportunity to create safer, more accessible streets for all users. These projects include, but are not limited to: planning, programming, design, right-of-way acquisition, construction engineering, construction, reconstruction, operation and maintenance.

Complete Streets Principles and design guidelines will be applied to all Town projects and privately funded developments, and incrementally on existing streets through a series of small improvements and activities over time.

Exceptions and Alternatives

The Town of Casco is dedicated to implementing Complete Streets Principles and design guidelines for all projects, but there are situations where alternatives may be necessary:

1. Where non-motorized use is prohibited by state or federal regulations.
   In this case, alternative facilities and accommodations shall be provided within the same transportation corridor.

2. The existing right-of-way does not allow for the accommodation of all users.
   In this case, alternatives shall be explored such as obtaining additional right-of-way, using revised travel lane configurations, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit riders and persons with disabilities.

3. Where the cost of providing accommodations is excessively high relative to the anticipated need or usage, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.

4. The project faces significant environmental or topographical challenges, including wetlands, floodplains, steep slopes, or other sensitive areas.

In situations where exceptions or alternatives are considered, the project should still attempt to meet Complete Streets Principles and Design Guidelines to the fullest extent practical. The Select Board will determine the decision making process for reviewing and granting/refusing exceptions or alternatives.

III. COMPLETE STREETS PRINCIPLES

ACCESS + MOBILITY FOR EVERYONE

Streets should allow people to travel in a safe, dignified, and efficient manner no matter their age, gender, or level of ability. Streets must allow for harmony between multiple modes — allowing for safe and efficient movement of trucks, public transit, and emergency response vehicles.

ENVIRONMENTAL SUSTAINABILITY

Sustainable streets protect and enhance natural ecosystems with tools like esplanades, pervious pavement, and bioswales that control stormwater. Street trees are a vital part of sustainable streets: they provide shade, filter the air, and slow traffic. Integrating ecological considerations into street design can also ease maintenance costs, as uncontrolled stormwater can damage street surfaces over time.

SAFETY + SECURITY

Streets should be designed to reduce or eliminate traffic-related fatalities or serious injuries. Vehicle speed is one of the most significant factors in crash severity, so controlling speed has a big impact on street safety for everyone. Street safety is also closely connected to public life — streets that encourage walking and biking throughout all hours of the day provide more "eyes on the street," and increase people's sense of security.

CONNECTIVITY

A connected street network helps make walking and biking viable modes of transportation, and disperses traffic across the network. Intersection density is one of the most important ways to create slower, safer streets. A well-connected street network results in fewer fatalities.

The transportation network shall be designed to ensure that common routes that link key destinations within the community can be safely navigated by walking, cycling, driving, and public transit (where applicable). On-road connections will be complemented by off-road paths or trails in appropriate locations. Cul-de-sacs and dead-end streets should offer through connections for biking and walking.

LAND USE CONTEXT

A great land use plan is also a great transportation plan. A good street design is inherently connected to land use — compact land use patterns and connected multi-modal streets support transportation options and reduce demand for drive-alone trips.

Implementation of Complete Streets will vary based on the specific characteristics of an area. Consistent with the Casco Comprehensive Plan, there should be an emphasis placed on connecting the Villages of Casco with safe streets and trails. Projects located closer to the Villages of Casco will prioritize pedestrian infrastructure more heavily than those in less populated areas.

CLIMATE CONSIDERATIONS

Complete Streets should respond to local environmental factors such as climate. Recommendations for improving walking and biking conditions in Casco must embrace the town’s winter climate and integrate best practices for providing safe walking and biking options year-round.

COMFORT

When creating new walk and bike infrastructure, comfort is an important consideration. For example, sidewalks should be made as wide as practical and retrofitted to be fully ADA accessible. Streets should feature amenities such as benches and street trees. Bikeways should be developed to allow cyclists to travel safely with passing motor vehicles.

ECONOMIC DEVELOPMENT

Complete Streets are an economic asset to communities. Well-designed streets have been shown to generate higher revenues for businesses and increase home values. Casco's streets should be designed to support a mix of commercial and cultural activities, and leveraged to attract economic opportunities and talent.

ACTION!

Casco can start improving safety now with low-cost materials. Many Complete Streets projects can be implemented quickly, with little else than paint. For large projects that require significant capital planning and investment, Casco should look for opportunities to use demonstration and/or “pilot” projects to test options and inform public decision-making before committing to big ticket

infrastructure investments. Casco leadership should proactively engage with MaineDOT and neighboring communities on projects of regional scale.

IV. BEST PRACTICES

DESIGN

The Town of Casco will revise existing road construction and design standards and adopt new standards as needed to ensure that all road users are considered during the design process. The Planning Board, Select Board, Public Works Department, and Town Planner will begin developing standards upon the adoption of this policy.

The latest design guidance, standards, and recommendations available will be used in developing these standards, including:

- U.S. Department of Justice
  - Americans with Disabilities Act (ADA) Standards for Accessible Design
- Federal Highway Administration (FHWA)
  - Manual on Uniform Traffic Control Devices (MUTCD)
- National Association of City Transportation Officials (NACTO)
  - Urban Street Design Guide
  - Urban Bikeway Design Guide
  - Urban Street Stormwater Guide

Ideally, the above list shall be updated once every five years. The links provided above are current at the time of adoption.

REGIONAL COORDINATION

Town boards, committees, and municipal staff should actively collaborate with neighboring municipalities, state agencies, and other stakeholders to develop infrastructure and facilities that support Complete Streets. These stakeholders include, but are not limited to:

- MaineDOT
- Regional Transportation Program (RTP)
- Greater Portland Council of Governments (GPCOG)
- Bicycle Coalition of Maine
- Loon Echo Land Trust
- Crooked River Snowmobile Club
- Lakes Region ATV Club

OUTREACH AND EDUCATION

The Town of Casco will actively solicit feedback from the community to assess ongoing needs and the effectiveness of Complete Streets implementation. This outreach will engage residents, businesses, and community groups through various channels, including public meetings, surveys, focus groups, and online platforms. The feedback gathered will inform adjustments to the transportation network, ensuring that it continues to meet the evolving needs of all users.

To complement these efforts, the Town of Casco will develop and implement comprehensive education programs aimed at promoting safe driving, cycling, and walking behaviors. These programs could include:

- **Public Awareness Campaigns:** Regular campaigns utilizing local media, social media, and town events to highlight the importance of road safety and discourage dangerous driving behaviors.
- **Workshops and Training:** Interactive sessions and workshops for residents, schools, and community groups focusing on practical safety tips for all road users.
- **Community Events:** Hosting events such as bike safety rodeos, pedestrian safety workshops, and driver education sessions to engage the public in a hands-on learning environment.
- **School Collaboration:** Partnering with local schools to integrate road safety education into the curriculum, ensuring that young residents are equipped with the knowledge to navigate streets safely.
- **Law Enforcement Partnership:** Collaborating with law enforcement to reinforce educational initiatives with targeted enforcement efforts, creating a culture of safety and compliance.
- **Friends of Casco Safe Streets:** Foster a group of Casco transportation users who strive to improve safety for all road users.

Through these initiatives, the Town of Casco will ensure that all members of the community are informed, engaged, and equipped to contribute to a safer, more accessible transportation network. The town is committed to cultivating an inclusive approach to education and outreach, ensuring that diverse voices are heard and considered in the ongoing development of Complete Streets.

V. IMPLEMENTATION + ADMINISTRATION

MUNICIPAL STAFF, BOARDS, AND COMMITTEES

The Town Manager or his/her designee shall administer this policy. All town boards, committees, municipal staff, and residents share a collective responsibility to actively contribute to the successful implementation of this policy. Each project will be reviewed by the Planning Board to determine the appropriate Complete Streets design elements, based on the project's location and land use context.

The Town of Casco shall work to revise all related procedures, plans, regulations and other necessary processes to adhere to Complete Streets Principles within five years of this policy’s adoption. This includes but is not limited to zoning codes, planning documents, public works standards, and development guidelines. Any new procedures, plans, regulations, and processes developed after the adoption of this policy shall fully adhere to Complete Streets Principles.

The Town of Casco will make Complete Streets practices a routine part of everyday operations, and will approach every project and program as an opportunity to improve streets and the transportation network for all users, working in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets. The Town of Casco shall encourage professional development and training of its staff on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.

The Town of Casco will ensure that this policy stays up-to-date with the latest best practices and guidelines for street planning and design, and continues following the guidelines authored by the National Complete Streets Coalition, by reviewing this policy at least once every 5 years.

CAPITAL PROJECT SELECTION + PRIORITIZATION

When the Town of Casco adopts a project selection and prioritization framework, there shall be certain criteria in this framework that encourage the prioritization of Complete Streets projects. Active transportation projects that broaden access for underserved communities should be prioritized in order to reduce health, safety, and economic disparities.

Examples of Complete Streets Principles for consideration:

- **Access + Mobility for Everyone** – expand infrastructure for modes of transportation other than the car, broadening transportation options for neighborhoods with limited connectivity to community assets, and for individuals who have limited options for connectivity due to socioeconomic status, disability, or other mitigating factors.
- **Environmental Sustainability** – utilizing tools like green spaces, permeable pavement, and bioswales help manage stormwater, while street trees provide shade, clean the air, and calm traffic
- **Safety + Security** – improving safety for all road users through short or long term design changes, implementing traffic calming measures to reduce speeding, re-aligning dangerous intersections, and improving lighting in key areas.
- **Connectivity** – connecting existing infrastructure to existing infrastructure and creating additional connections to community assets (including, but not limited to, businesses, schools, community centers, town hall, medical facilities, parks, trailheads, water access points, voting locations, and libraries)

PERFORMANCE MEASURES

The Town Manager will report to the Select Board on an annual basis regarding transportation projects undertaken in the prior year and those planned for the coming year. The report will evaluate the extent to which these projects have met the objectives of the Complete Streets policy. The report should detail any instances where the Complete Streets policy was not applied to a project, including the reasons for such decisions.

Date: January 7, 2025

Approved by Casco Select Board:

Eugene Connolly, Chair	Grant Plummer, Vice-Chair
Mary-Vienessa Fernandes	Robert MacDonald
Scott Avery	

Addendum A

Additional Resources

- Federal Highway Administration (FHWA)
  - Small Town and Rural Multimodal Networks
- Institution of Transportation Engineers (ITE)
  - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
  - Curbside Management Practitioners Guide
- National Association of City Transportation Officials (NACTO)
  - Don’t Give Up at the Intersection
- MaineDOT
  - Maine DOT Complete Streets Policy
  - MaineDOT Highway Program Design Guidance
- American Association of State Highway and Transportation Officials (AASHTO)
  - Guide for the Planning, Design, and Operation of Pedestrian Facilities
  - Guide for the Development of Bicycle Facilities

Thoroughfares

PURPOSE

1. To ensure the development of a well-connected thoroughfare network, composed of direct & convenient routes that reinforce [NAME OF TOWN / CITY] as a walkable, human-scaled environment.
2. To accommodate multiple modes of transportation.
3. To minimize the use of one-way thoroughfares and infrequent intersections that limit connectivity, discourage walking, induce traffic congestion, and increase vehicular air pollutant emissions by reducing the number of possible routes of travel and add unnecessary distance between destinations.
4. To provide a safe pedestrian environment including safe street crossings by avoiding turning lanes, minimizing lane widths, and providing adequate pedestrian space.
5. To promote streets that increase economic value and attract private sector investment.
6. To ensure safety & convenience for all users and to enhance the travel experience and options for pedestrians and bicyclists.

APPLICABILITY

1. Any project that provides a thoroughfare, regardless of whether it will be

under public or private ownership. 2. Any project that involves the installation

of 3 or more utility poles.

3. Any project that re-constructs any element or feature such as a sidewalk.

THOROUGHFARE TYPES

Footpath

Natural Lane

Paved Lane

Curbed Lane

Crossweave

Yield Street

Neighborhood Street

Commercial Street

Rural Road

GENERAL

1. Thoroughfares must be permanently open and provide public access as part of an overall connected thoroughfare network.
2. All thoroughfares, both privately and publicly owned, must be open to the public,

but may be maintained under either public or private ownership.

3. Gates or other obstacles may not temporarily or permanently impede public access along a thoroughfare, except for on lands actively used for large animal grazing.

THOROUGHFARE TYPES BY DISTRICT

	Footpath	Natural Lane	Paved Lane	Curbed Lane	Crossweave	Yield Street	Neighborhood Street
T1	Permitted	Permitted	Permitted	Permitted	Not Permitted	Special Permit	Not Permitted
T2	Permitted	Permitted	Permitted	Permitted	Special Permit	Permitted	Special Permit
T3	Permitted	Permitted	Permitted	Special Permit	Special Permit	Permitted	Permitted
T4	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
T5	Special Permit	Special Permit	Permitted	Permitted	Permitted	Permitted	Permitted
SD-HWY	Special Permit	Special Permit	Permitted	Permitted	Permitted	Permitted	Permitted
SD-FAB	Special Permit	Special Permit	Permitted	Permitted	Permitted	Permitted	Permitted
SD-CAMPUS	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
SD-CIVIC	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted

DESIGN

1. All thoroughfares must intersect with other thoroughfares, forming a network.

2. To every extent practical, new thoroughfares must align with existing or anticipated thoroughfares on the opposite side of the street to allow for a continuous path of travel.

3. Where development is proposed abutting vacant land, or land that is planned to be redeveloped, new thoroughfares adjacent to the project perimeter must be extended to the abutting property boundaries and connect with any existing roadways, or provide a stub to enable future connection.

4. When required, stub thoroughfares must be provided at intervals no further apart than 1,500 ft.

5. Cul-de-sacs and other dead-end thoroughfares are prohibited unless granted a Waiver on a case-by-case basis to accommodate specific site conditions.

6. Rights-of-way narrower than 40 ft and verge assemblies narrower than 9 ft are exempt from all street planting and street furnishing requirements.

MOVEMENT

1. One-way streets are permitted by waiver and only when:

   a. Available narrow thoroughfare types, including lanes or yield streets, cannot accommodate yield traffic, because of dimensional site constraints and on-street parking needs.

   b. When other street types cannot be wide enough to accommodate two-way

traffic, because of dimensional site constraints and on-street parking needs.

2. When one-way streets are authorized, the standards from the selected thoroughfare type must be met, with the exception of right-of-way and pavement width metrics, which may be adjusted to reflect the lane reduction.

SIDEWALKS

1. Sidewalks must be constructed or reconstructed according to sidewalk standards any time a project proposes new buildings or new uses within existing buildings in T4, T5, or SD-HWY.
2. Sidewalks must be installed, widened, or modified according to Thoroughfares.
3. Sidewalks must be maintained in a state of good repair by the owner of the property fronting any thoroughfare. 4. Sidewalks must be paved with a fixed, non-slip material.
5. Sidewalks must be as straight and direct as possible, except to avoid established trees or unavoidable obstacles.
6. Where sidewalks cross driveways or alleys, the sidewalk must remain level, with no change in cross-slope. The appearance of the sidewalk where it crosses a driveway or alley, including sidewalk material, must be maintained.
7. In T4 and T5, where sidewalks do not exist within the public right-of-way, temporary sidewalks made from gravel or other bituminous materials laid on a stabilized base must be provided on private land to enable safe pedestrian travel.

CROSSWALKS

1. Marked crosswalks are preferred at all intersections and are required at high priority pedestrian street crossing locations, such as at school crossings, or where other significant pedestrian desire lines cross streets, including mid blocks.
2. Shared spaces must be treated as marked crosswalks, requiring vehicles to yield to pedestrians.
3. A marked crosswalk must be at least six feet in width and may be signalized or unsignalized, but it must meet with the applicable standards of the Manual on Uniform Traffic Control Devices
4. At intersections, ADA-compliant curb ramps must be installed to enable persons with special mobility needs to safely enter, cross, and exit a roadway.
5. Curb ramps must align with the crosswalk, consistent with the direction of the user of the ramp.

ON-STREET PARKING

1. Parking stalls may be configured in one of four ways:
   a. Parallel parking stalls located in a single-file line on pavement directly adjacent to the verge, parallel with the movement of the travel lanes.
   b. Perpendicular parking stalls located on pavement directly adjacent to the verge, perpendicular to the movement of the travel lanes.
   c. Angled parking stalls located on pavement directly adjacent to the verge set at an

angle relative to the direction of travel, usually 30,45, or 60 degrees.

d. Opportunistic parking unmarked and located partially or entirely within the verge on a stabilized shoulder.

2. When marked, parking lanes may be distinguished from adjacent travel lanes by painted lines, changes in materials, or a combination thereof.

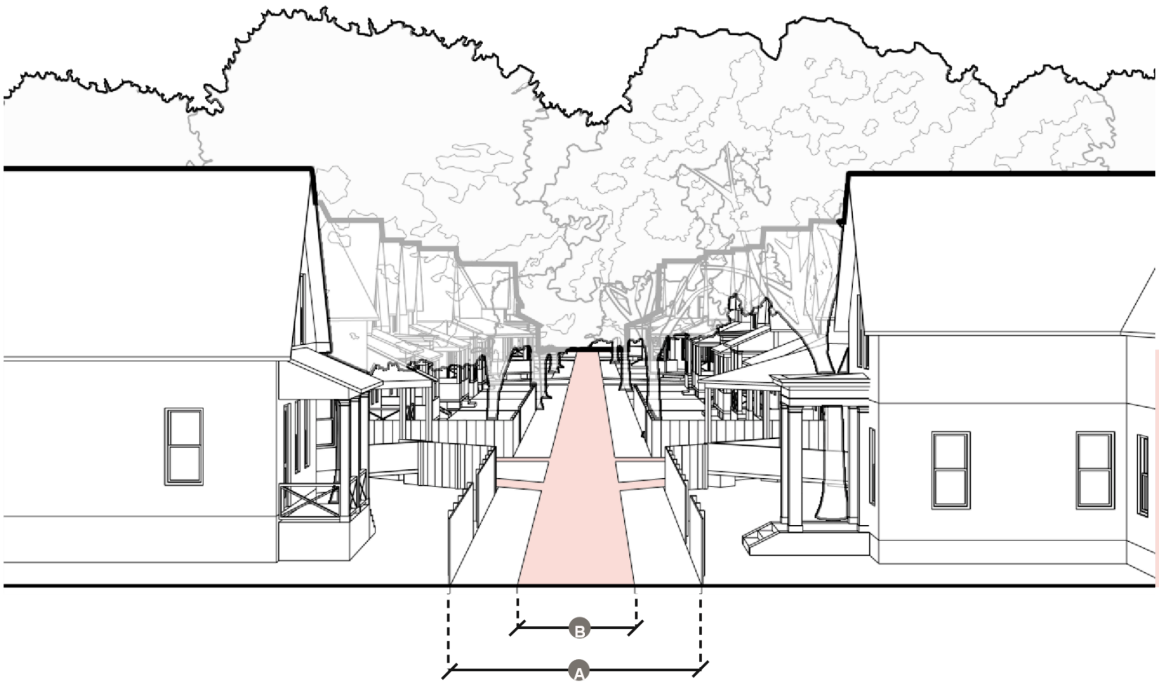
3. Thoroughfares with required parking may drop one or both parking lanes for portions of their length as long as the resulting space is given to the adjacent verge assembly.

4. If perpendicular or angled parking are accommodated, right of way and pavement width may be increased by the additional width required by these parking configurations.

5. When parking meters are proposed, they must be located in the furnishing zone of the adjacent verge assembly.

UTILITY POLES

1. Utility poles must be located along alleys or mid-block when feasible.



Footpath

Description

An unpaved thoroughfare that provides pedestrian access through blocks.

Roadway

Right of Way Width (A)	6 ft min, 15 ft max
Pavement Width	3 ft min (1)
Movement	Pedestrian
No. of Travel Lanes	none
Travel Lane Width	n/a
Parking Lanes	none
Parking Lane Width	n/a
Parking Stall Type	No parking

Curb & Drainage

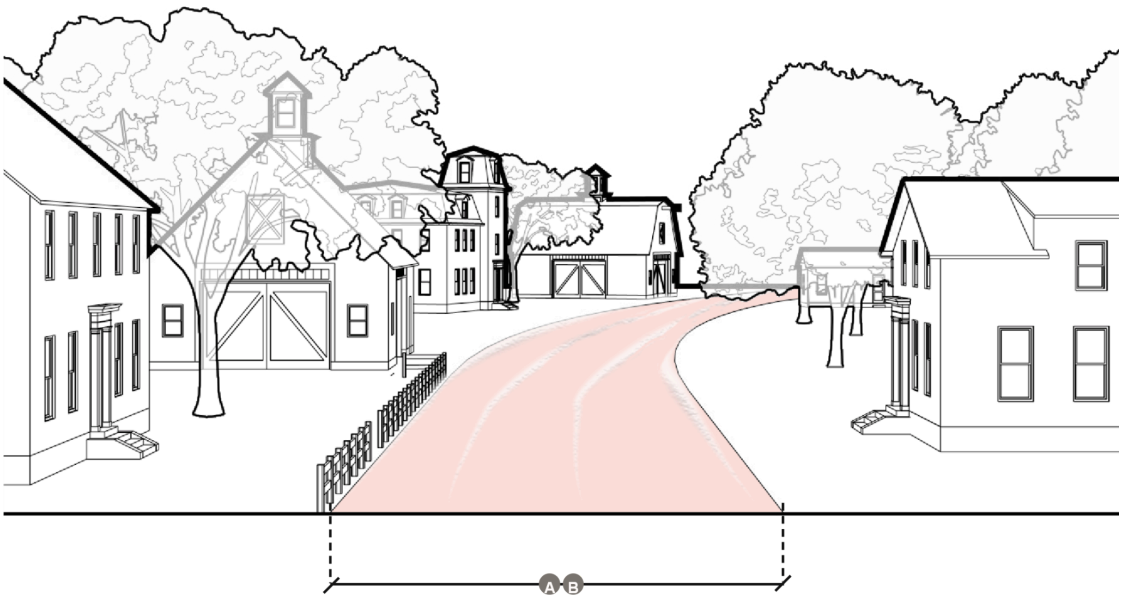
Curb Type	None
Drainage Type	Pervious or bioswale
Curb Radius	n/a

Encroachments

Verge Width	n/a
Walkway Type (B)	6 ft min, 15 ft max
Walkway Width	n/a
Planter Type	n/a
Planter Width	n/a
Furnishing Zone	n/a

Standards

1) Width must provide a 3 ft minimum clearance width of continuous passage
2) Surface may be compacted gravel, but it must be a smooth, durable material
3) Pedestrian thoroughfares without a furnishing zone may accommodate required street furnishings anywhere in the right-of-way.



b. Natural Lane

Description

An unpaved thoroughfare that provides access through blocks and to the front, sides, or backs of residential building types.

Roadway

Right of Way Width (A)	12 ft min, 14 ft max
Pavement Width	8 ft min, 12 ft max
Movement	Yielding
No. of Travel Lanes	1 lane, unmarked
Travel Lane Width (B)	12 ft max with no shoulder. 10 ft max with 2 ft shoulder
Parking Lanes	n/a
Parking Lane Width	n/a
Parking Stall Type	Opportunistic

Curb & Drainage

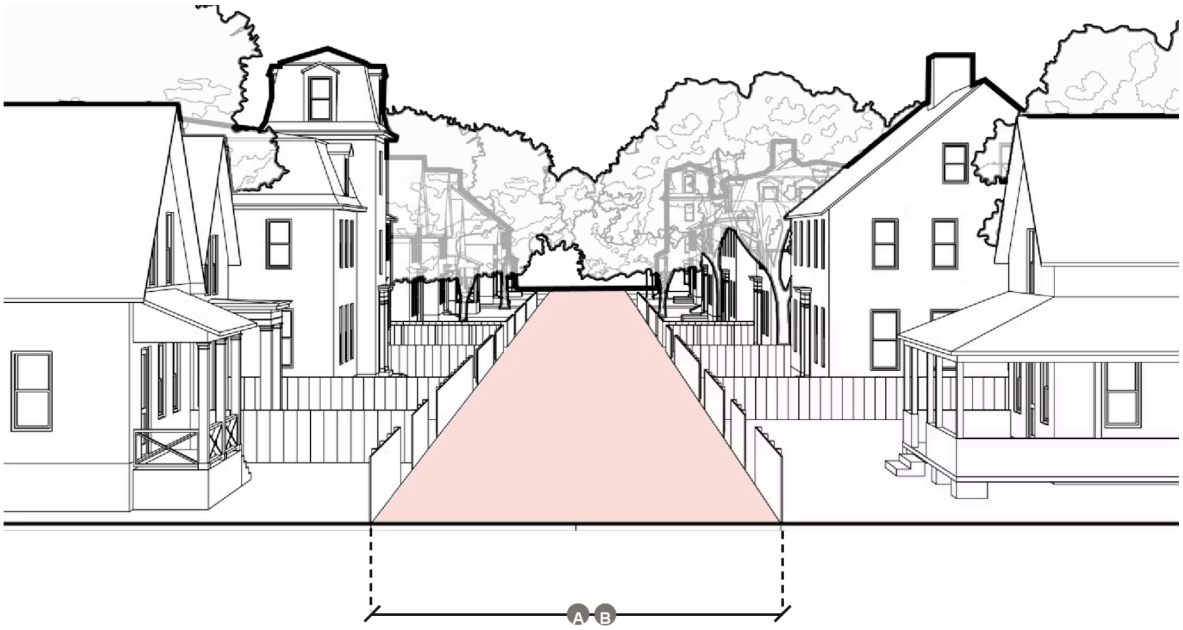
Curb Type	None
Drainage Type	Pervious or bioswale
Curb Radius	n/a

Encroachments

Width	n/a
Walkway Type	none
Walkway Width	n/a
Planter Type	none
Planter Width	n/a
Furnishing Zone	none

Standards

1. Right of way width may be extended to 20 ft max to support fire and EMS equipment.



c. Paved Lane

Description

A paved thoroughfare that provides access through blocks and to the front, sides, or backs of residential building types.

Roadway

Right of Way Width (A)	14 ft min, 24 ft max
Pavement Width (B)	24 ft max
Movement	Yielding or two-way
No. of Travel Lanes	2 lanes unmarked
Travel Lane Width	9 ft min, 18 ft max, unmarked
Parking Lanes	1 side or none
Parking Lane Width	unmarked
Parking Stall Type	Parallel, Opportunistic

Curb & Drainage

Curb Type	None
Drainage Type	Gutter or bioswale
Curb Radius	n/a

Encroachments

Width	none
Walkway Type	shared
Walkway Width	n/a
Planter Type	n/a
Planter Width	n/a
Furnishing Zone	n/a

Standards

None

d. Curbed Lane

Description

A paved thoroughfare that provides access through blocks and to the front, sides, or backs of residential or mixed-use building types.

Roadway

Right of Way Width (A)	18 ft min, 24 ft max
Pavement Width (B)	24 ft max
Movement	Yielding
No. of Travel Lanes	1 lane
Travel Lane Width (C)	9 ft min, 18 ft max, unmarked
Parking Lanes	1 side or none, unmarked
Parking Lane Width (D)	7 ft max
Parking Stall Type	Parallel

Curb & Drainage

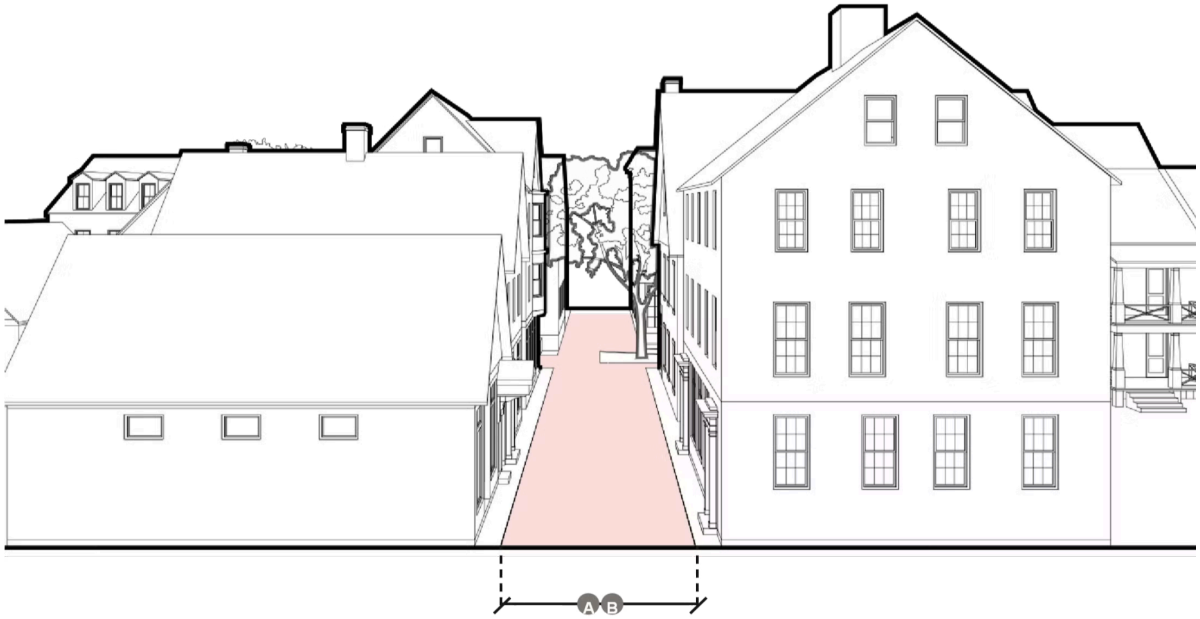
Curb Type	Granite
Drainage Type	Gutter or bioswale
Curb Radius	4 ft max

Encroachments

Width (E)	4 ft min on 1 or 2 sides
Walkway Type	none, or sidewalk on 1 or 2 sides
Walkway Width (F)	4 ft m in
Planter Type	Tree Pits or continuous planter (2)
Planter Width (G)	3 ft min (2)
Furnishing Zone (H)	1 ft min, 6 ft max

Standards

None



e. Crossweave

Description

A paved thoroughfare that provides pedestrian access through blocks.

Roadway

Right of Way Width (A)	12 ft min, 30 ft max
Pavement Width	n/a
Movement	Pedestrian
No. of Travel Lanes	none
Travel Lane Width	n/a
Parking Lanes	none
Parking Lane Width	n/a
Parking Stall Type	No parking

Curb & Drainage

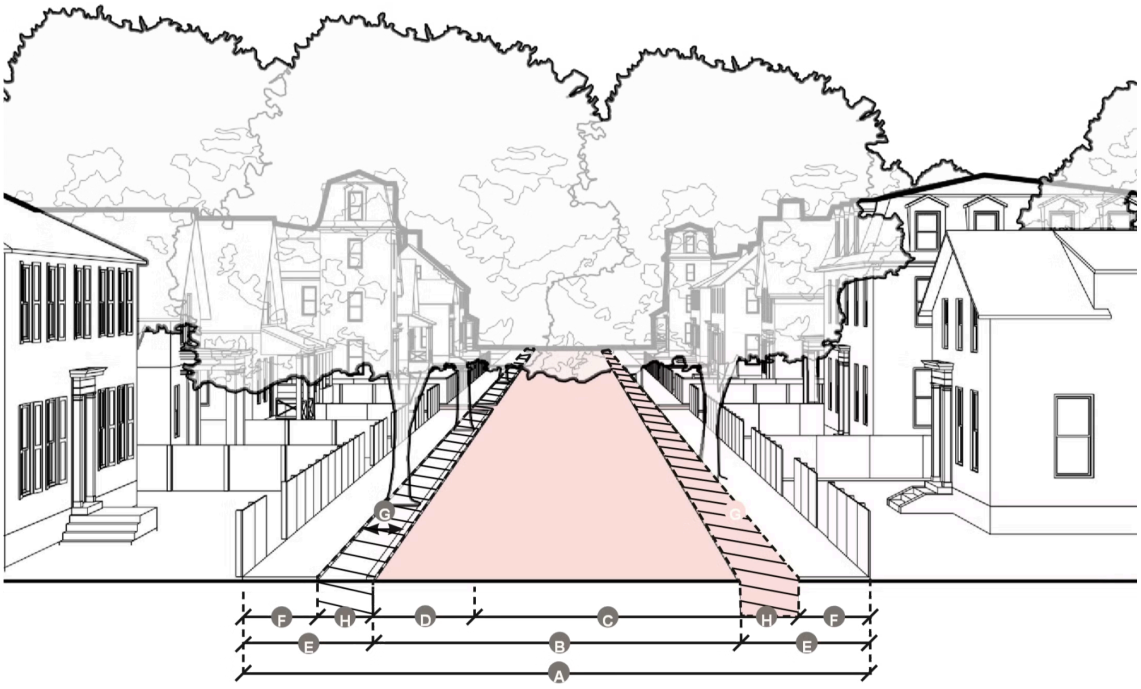
Curb Type	None
Drainage Type	Center drain or gutter, bioswale
Curb Radius	n/a

Encroachments

Width	30 ft max
Walkway Type	shared
Walkway Width (B)	12 ft min, 30 ft max
Planter Type	none
Planter Width	none
Furnishing Zone	none

Standards

1. Pedestrian thoroughfares without a furnishing zone may accommodate required street furnishings anywhere in the right-of-way.



f. Yield Street

Description

A paved thoroughfare that accommodates slow flow traffic for all modes through residential neighborhoods.

Roadway

Right of Way Width (A)	21 ft min, 36 ft max
Pavement Width (B)	14 ft min, 22 ft max
Movement	Yielding
No. of Travel Lanes	1 yield lane, unmarked
Travel Lane Width (C)	18 ft max
Parking Lanes	1 or 2 sides, opportunistic
Parking Lane Width (D)	8 ft max, unmarked
Parking Stall Type	Parallel, Opportunistic

Curb & Drainage

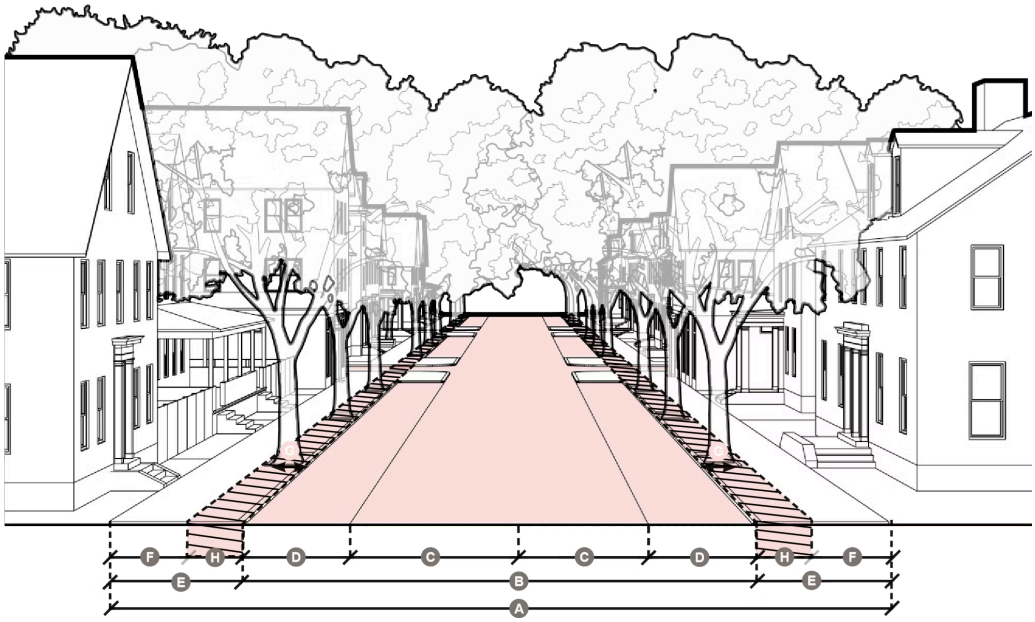
Curb Type	Granite or none
Drainage Type	Gutter or bioswale
Curb Radius	6 ft max

Encroachments

Width (E)	3 ft min, 1 or 2 sides, or none
Walkway Type	none, or Sidewalk on 1 or 2 sides
Walkway Width (F)	4 ft min
Planter Type	none or continuous planter or tree pits
Planter Width (G)	3 ft min
Furnishing Zone (H)	1.5 ft min

Standards

None



g. Neighborhood Street

Description

A paved thoroughfare that accommodates slow flow traffic for all modes through mixed-use neighborhoods.

Roadway

Right of Way Width (A)	44 ft min, 52 ft max
Pavement Width (B)	24 ft min, 36 ft max
Movement	Two-way
No. of Travel Lanes	1 or 2 lanes, unmarked
Travel Lane Width (C)	10 ft max
Parking Lanes	1 or 2 sides
Parking Lane Width (D)	7 ft min, 8 ft max
Parking Stall Type	Parallel

Curb & Drainage

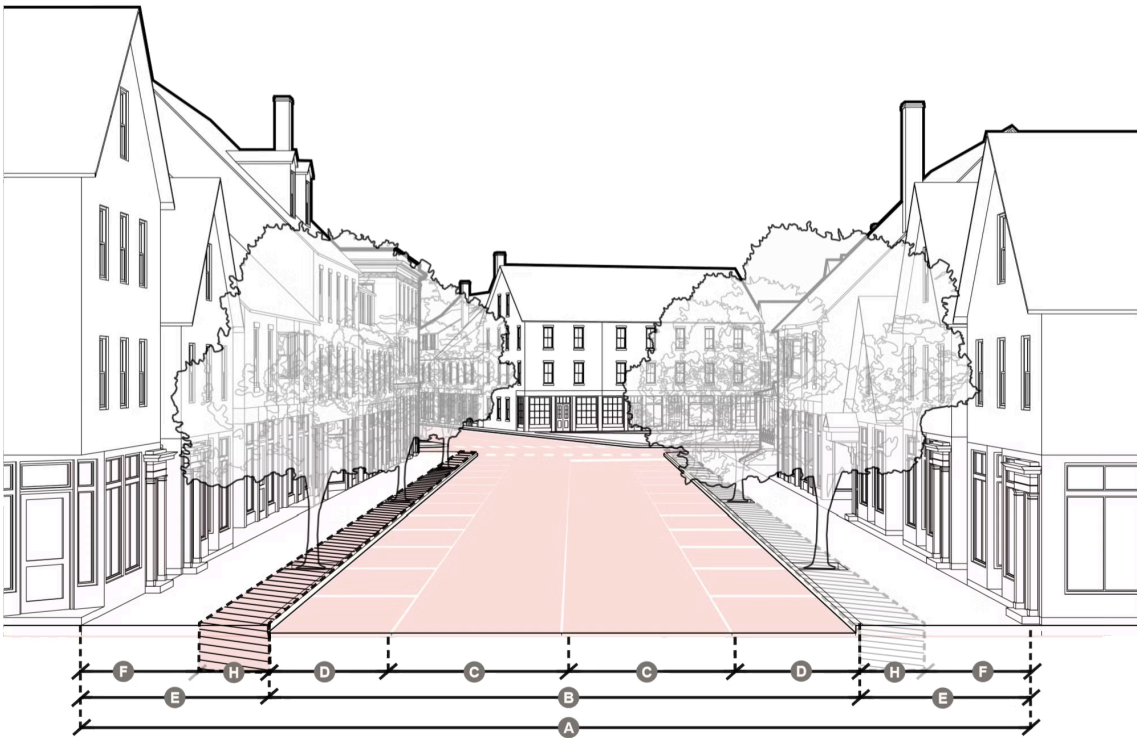
Curb Type	Granite
Drainage Type	Gutter or bioswale
Curb Radius	12 ft max

Encroachments

Width (E)	8 ft min, 2 sides
Walkway Type	sidewalk, 2 sides
Walkway Width (F)	4 ft min
Planter Type	continuous planter or tree pits (2)
Planter Width (G)	3 ft min (2)
Furnishing Zone (H)	1.5 ft min

Standards

1. The thoroughfare may drop one or both parking lanes for portions of its length as long as the resulting space is given to the adjacent verge assembly.
2. Planters are optional on verges less than 9 ft wide.



h. Commercial Street

Description

A paved thoroughfare that accommodates slow flow traffic for all modes through commercial centers.

Roadway

Right of Way Width (A)	50 ft min, 74 ft max
Pavement Width (B)	38 ft max
Movement	Two-way
No. of Travel Lanes	2 lanes
Travel Lane Width (C)	10 ft min, 11 ft max
Parking Lanes	2 sides (1)
Parking Lane Width (D)	7 ft min, 8 ft max
Parking Stall Type	Parallel, Angled (1)

Curb & Drainage

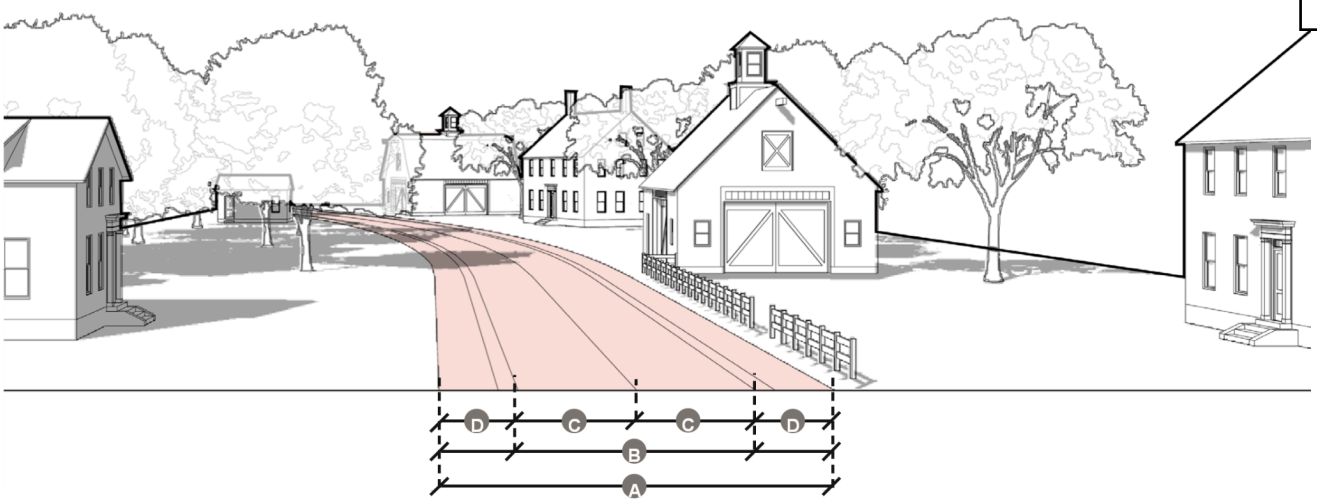
Curb Type	Granite
Drainage Type	Gutter or bioswale
Curb Radius	12 ft max

Encroachments

Width (E)	8 ft min, 2 sides
Walkway Type	Sidewalk, 2 sides
Walkway Width (F)	4 ft min
Planter Type	Tree pits
Planter Width (G)	3 ft min
Furnishing Zone (H)	1.5 ft min, 6 ft max

Standards

1. Angled parking permitted by special permit only.



i. Rural Road

Description

A higher speed road that occurs predominantly within rural areas.

Roadway

Right of Way Width (A)	50 ft max
Pavement Width (B)	26 ft max
Movement	Two-way
No. of Travel Lanes	2 lanes, marked or unmarked
Travel Lane Width (C)	10 ft max (1)
Shoulder Width (D)	3 ft min (1)
Parking Lanes	none
Parking Lane Width	n/a
Parking Stall Type	n/a

Curb & Drainage

Curb Type	none
Drainage Type	pervious or bioswale
Curb Radius	n/a

Encroachments

Width	n/a
Walkway Type	none
Walkway Width	n/a
Planter Type	none
Planter Width	n/a
Furnishing Zone	none

Standards

1. If a rural road provides a 3’ minimum shoulder, it should have a 1’ hatched buffer to the travel lane.