9-6-5(B)		LOCAL RESIDENTIAL STREETS - PUBLIC						
DIST.	LOT SIZE, SF	R.O.W.	CL TO BC	PARKING	CURB	SIDEWALK	WATER MAIN	STREETLIGHT
R1-6 to R1-9	6,000+ to 9,000+	53'	17.5'	Both Sides	2' Roll	~~5'~~ 4' Width, Detached 5'*	1' Behind Curb	4' Behind Curb
R1- 15	15,000+	47'	14.5'	One Side Only	2' Roll	~~5'~~ 4' Width, Detached 5'*	1' Behind Curb	4' Behind Curb
R1-35	35,000+	43'	12.5'	None	2' Roll	~~5'~~ 4' Width, Attached	1' Behind Curb	~~5'~~ 6' Behind Curb
R1-43 to R1-90	43,560+	30'	12.0'	None	3' Ribbon	None	1' Behind Curb	None

*Landscaping shall consist of trees with limited canopies and shrubs selected from the Preferred Desert Uplands Plant List in accordance with Subsection (G)3 of this Section. Fifty percent (50%) of the trees are to be twenty-four-inch (24") box (new or salvage), within the five-foot (5') landscape strip between the curb and sidewalk. Street lighting for the area north of McDowell Road, east of Hawes Road, and west of Usery Mountain Regional Park shall be in accordance with Subsection (D)6 of this section.

Streetlighting for the area north of McLellan Road, west of Ellsworth Road/92nd Street Alignment, south of McKellips Road and east of a north/south line one-quarter mile west of Hawes Road, and the area north of McKellips Road, west of Ellsworth Road/92nd Street Alignment, south of Hermosa Vista Drive, and east of Hawes Road, shall be in accordance with Subsection (D)7 of this Section.

(4233,4513,4570,4766)

Homeowners' associations shall be responsible for maintenance of landscaping between the curb and sidewalk. To avoid damage to landscaping, the covenants, conditions, and restrictions are to require garbage/recycling barrels to be placed in the street adjacent to the curb, not in the landscaped area. (4233)

2. Where topographical conditions warrant, cul-de-sac lengths in excess of four hundred feet (400') may be approved by the City Engineer if an improved turning radius of fifty-five feet (55') is provided to facilitate the turning radius of emergency vehicles. In such situations, however, the Fire Department may require installation of individual protection systems where appropriate. Cul-de-sacs should be designed to serve twelve (12) to fourteen (14) homes maximum, regardless of length. (2474/Reso. 6188,4233)

3. With approval of the Traffic Engineer and City Engineer, the minimum centerline radius may be reduced to two hundred feet (200') and the minimum curve length reduced to seventy-five feet (75') with a twenty-five-mile-per-hour (25 mph) street design (see Figure 26). Local street intersections may vary from ninety degrees (90°) on short street segments, at cul-de-sacs, or at the termination of streets where the traffic speeds and volumes are lower. At "tee" intersections, the intersection tangent length may be reduced to one hundred fifty feet (150') minimum. For twenty-five-mile-per-hour (25 mph) streets terminating at the "tee" intersection, the center line radius shall be no less than a two-hundred-foot (200') radius. For thirty-mile-per-hour (30 mph) streets terminating at the "tee" intersection, the center line radius shall be not less than a three-hundred-foot (300') center line radius. (2474/Reso. 6188,4233)