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cc Randy W Hoskins/Notes@Notes
bcc
Subject Private Roadway Standards

Ray Hill and I met to discuss changing private roadway standards to address conditions under which private roadways are appropriate. Below is a pre
liminary draft of language that I would suggest adding to the private roadway standards to accomplish that.

2.1 Acceptable Locations and Uses for Private Roadways
The subdivision ordinance requires each lot to front upon and have access to a public street. The requirement for a public street may be replaced by platting a private roadway under certain conditions required by the subdivision and zoning ordinances. Private roadways are not appropriate under all circumstances. Private roadways are generally acceptable under the following circumstances:

a. The private roadway meets all the requirements of the subdivision and zoning ordinances.

b. The private roadway will provide access primarily to the lots within the subdivision. Since private roadways are maintained by private owners of the property on which they are located, private roadways should not provide the required access to undeveloped property for future development purposes.The private roadway design should not force the private owners to maintain roadways that provide the only or a primary access for traffic generated outside the development, or force the abutting property to develop with private roadways because no or inadequate access is available to the property to allow platting of public streets.

c. Private roadways shall take access to public streets generally at right angles to the public street. Private roadway extensions from the temporary deadend of a public street are generally not acceptable. The standard permanent termination of a public street per the subdivision ordinance is a cul-de-sac. As a minimum the public street should be extended thru a T-intersection with a private roadway.

Ray and I question whether revising the private roadway standard to only address the "appropriateness question" is the only revision that we should tackle at this time. There are a number of other issues that over time have been discussed for revision but may be controversial and would be major revisions to the private roadway standards. These issues include

a. Paving widths in commercial/ industrial zoning.
b. Paving material, thickness, compaction and quality control standards.
c. Defining setbacks required from private roads.

Please provide Ray and I with some guidance on how to procede.