

Section 5. Thoroughfare Standards

5.10.010 - Applicability of Thoroughfare Standards

The design and construction of a new or reconstructed street or alley shall comply with the standards of this Section applicable to the street type or alley identified on the Thoroughfare Key Map, as determined by the review authority.

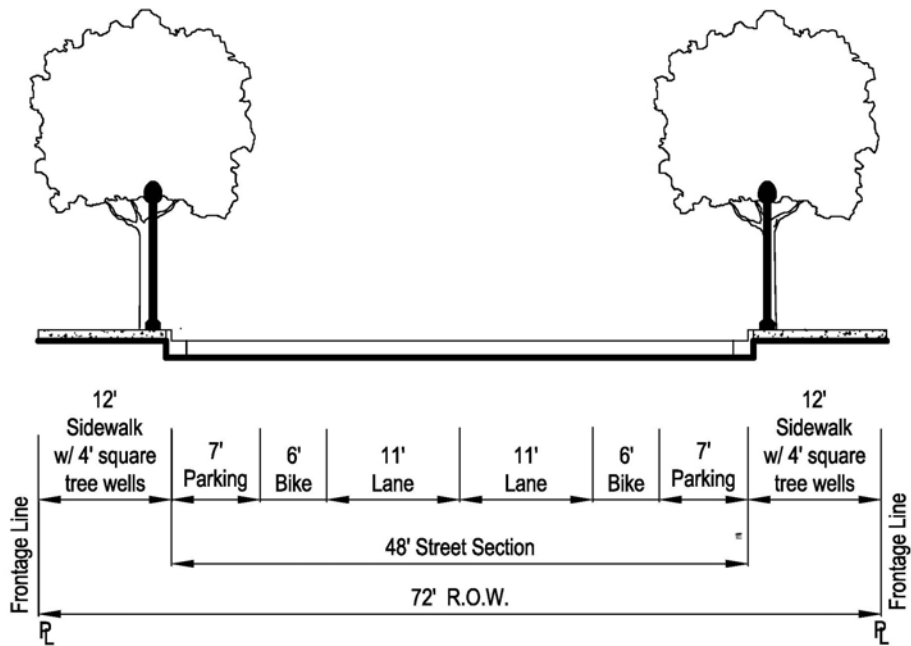
5.10.020 - Street Improvement Requirements

Each approved subdivision or other development shall provide for the "fair share" construction on the site of all portions of streets shown on the Thoroughfare Key Map with required alignments. The relocation of a required street alignment may be allowed through the review of a specific subdivision or parcel development proposal, provided that the alternative alignment and proposed development shall:

- A. Comply with all the standards of this code applicable to the original street alignment (for example, urban standards, architectural standards, landscape standards, and the thoroughfare standards); and
- B. The alternative alignment maintains connections with all other streets that intersected the subject street in its original alignment.
- C. The alternate alignment meets the block perimeter requirements in Section 4.10 (Urban Standards Table).

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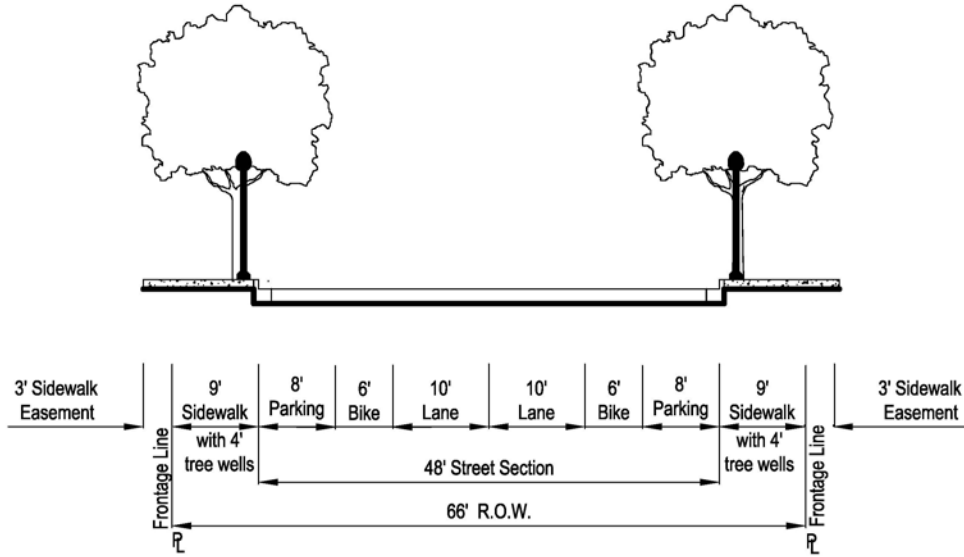


Caulfield Extension

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. max. height

Refer to Section 5.10 —Thoroughfare Standards Key Map
 for the location of this standard

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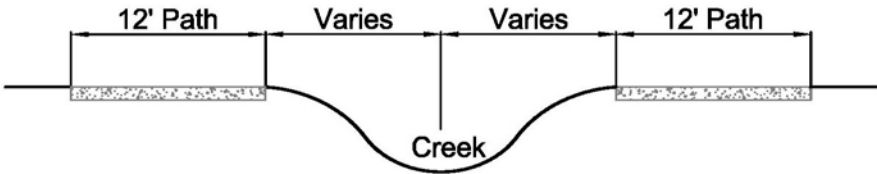
Note: Sidewalk easement applies only to new construction.

D Street

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. max. height

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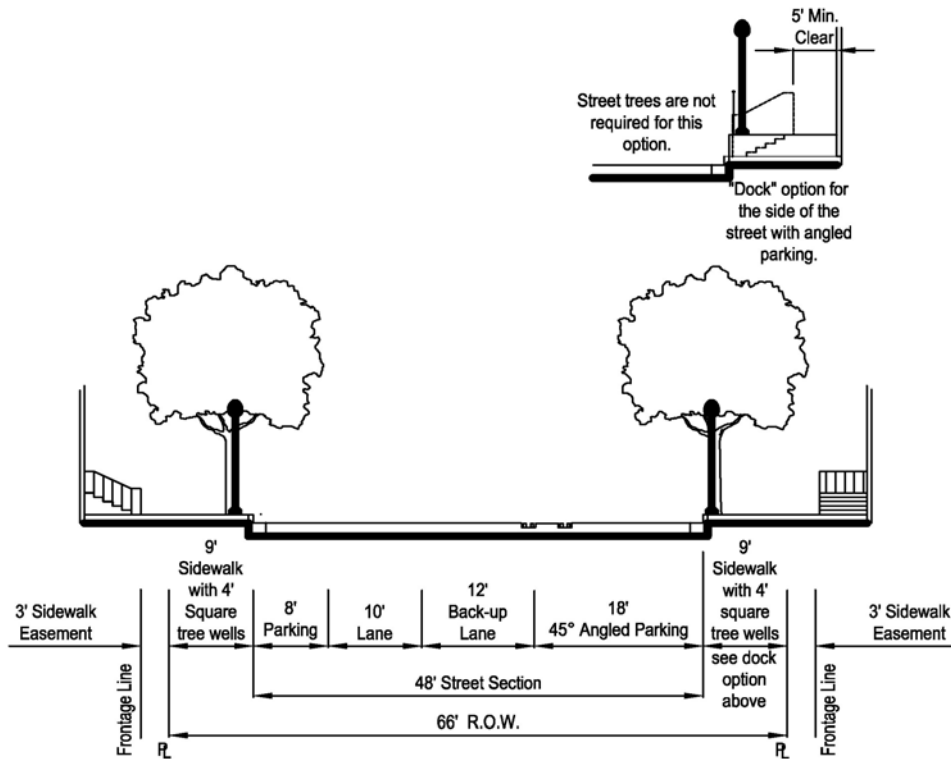


F Street Path

Type	Pedestrian/Bike
Lighting	12 ft. max. height

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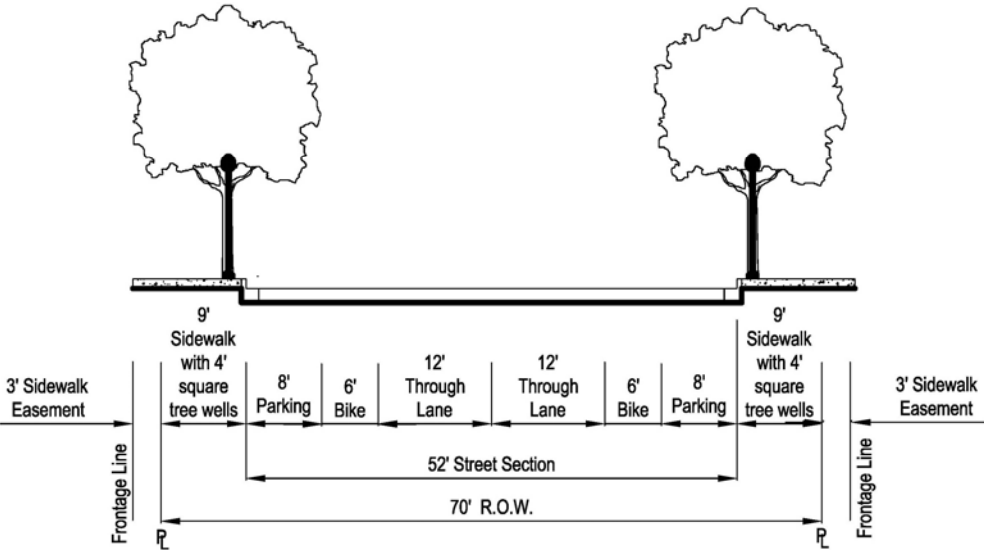
- Notes:
1. Residential stoops and steps can be parallel or perpendicular to the building face.
 2. Commercial uses on first street have the option of having a raised sidewalk ("dock") on the side of the side of the street with angled parking.
 3. Angled parking to be on the north side of the street. (Petaluma River side.)

First Street

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. max. height

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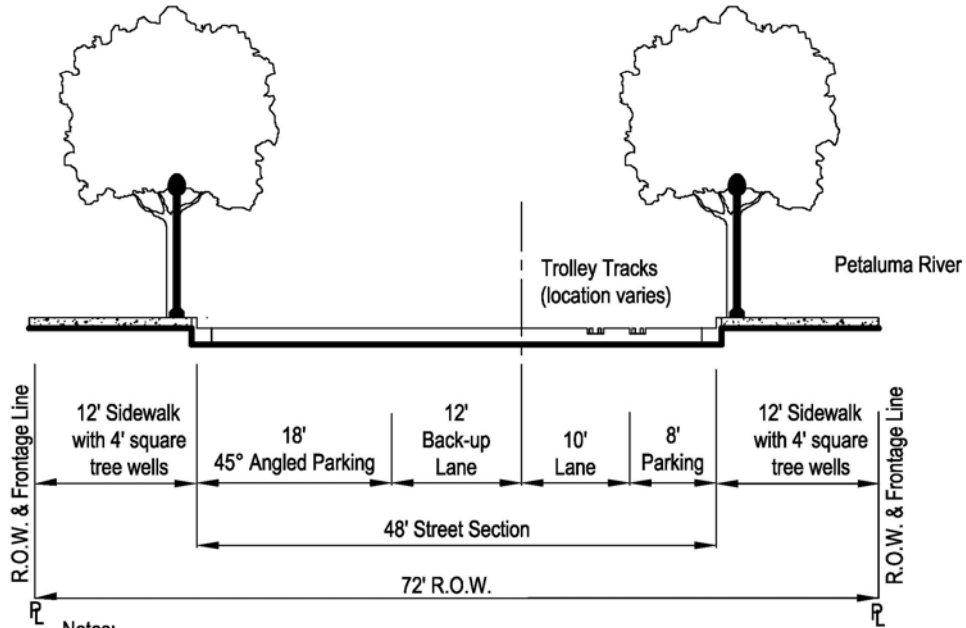


Petaluma Blvd. North & South

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. max. height

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Notes:

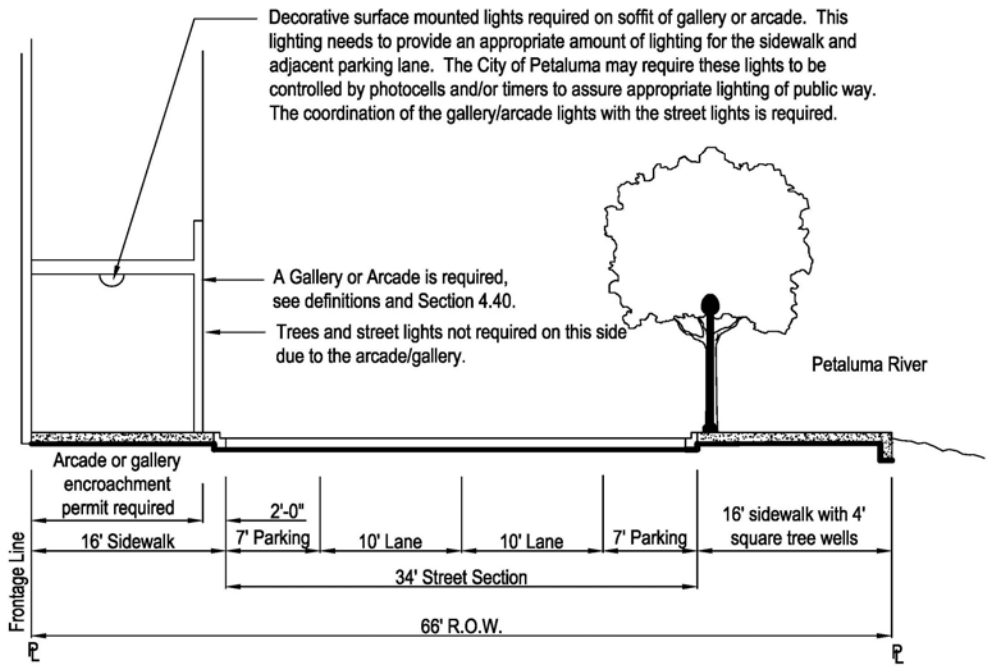
1. In order to accommodate the trolley, parallel parking on the river side may be eliminated in some areas.
2. Street section may be otherwise varied as required to accommodate trolley and existing retaining wall.

Poultry Street (where adjacent to river's edge)

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. max. height

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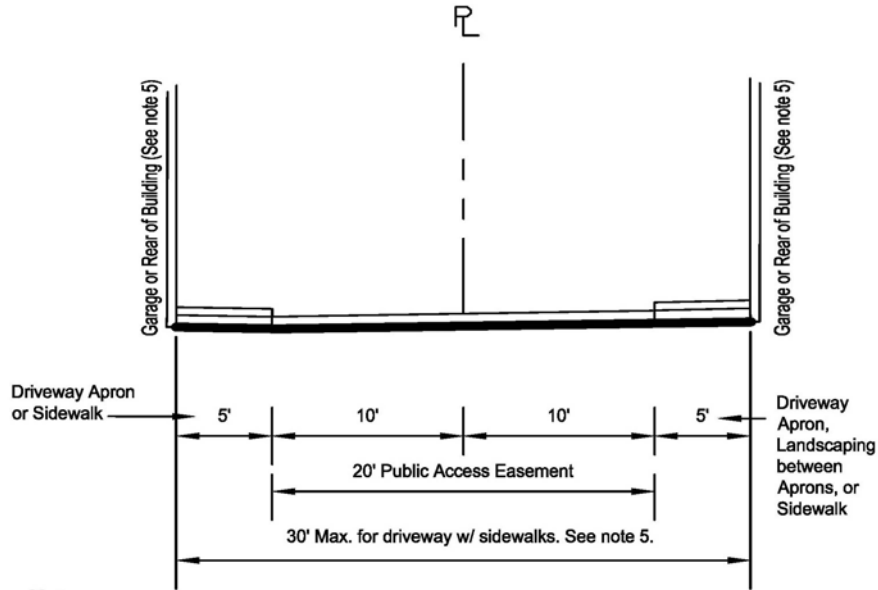


Turning Basin Drive

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. maximum height

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Notes:

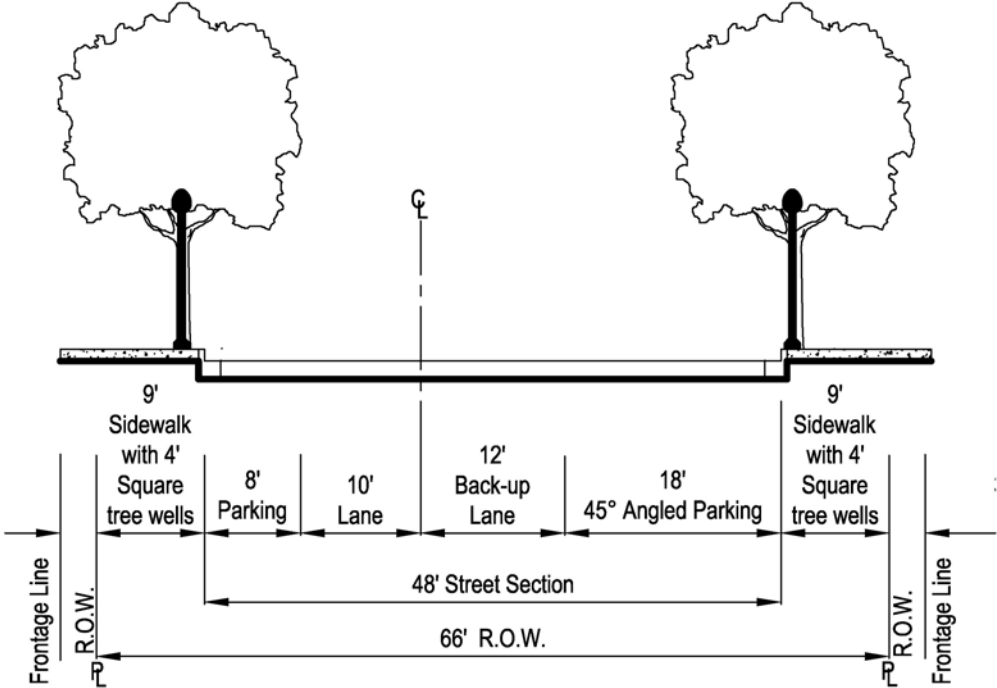
1. Alleys not to exceed 300' in length, without review of the Petaluma fire marshal.
2. Garage attics to be sprinklered.
3. Fire Dept. to review final location of alleys for workable staging areas to be created by painting red curbs as needed.
4. Lighting to be provided by downlights attached to the garages, or by surface lighting in parking areas, if the alley leads to a surface parking lot.
5. Face of building can move as required to allow for surface parking lots between the buildings, in the third layer of the lot.
6. In the first and second layers of the lot, alley to be 20' paved with 5' sidewalks for pedestrian access.

Alley

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum

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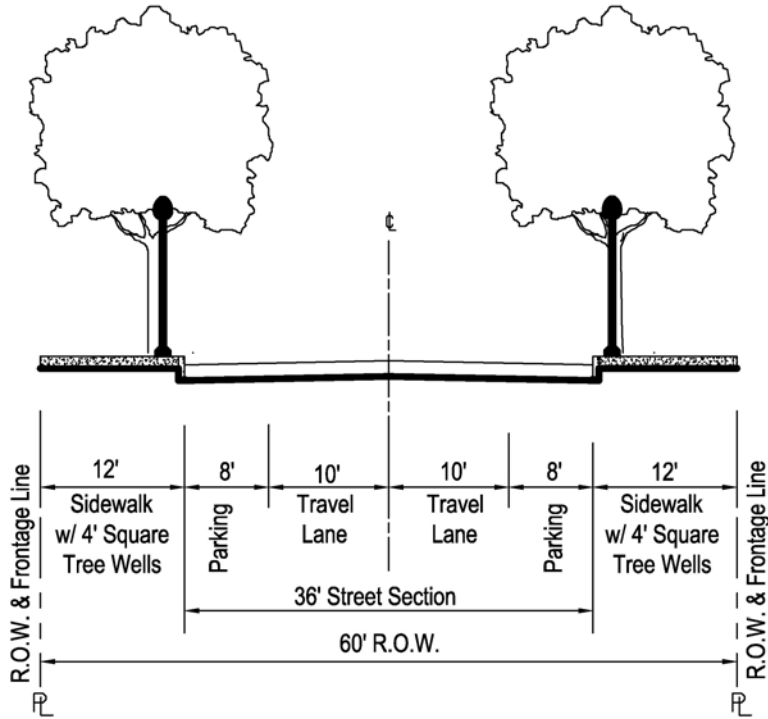
- Notes:
1. Angled parking on east-west streets to be on the north (Petaluma River) side of the street.
 2. Angled parking on north-south streets to be on the west side of the street.

Commercial Street with Angled & Parallel Parking

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. maximum height

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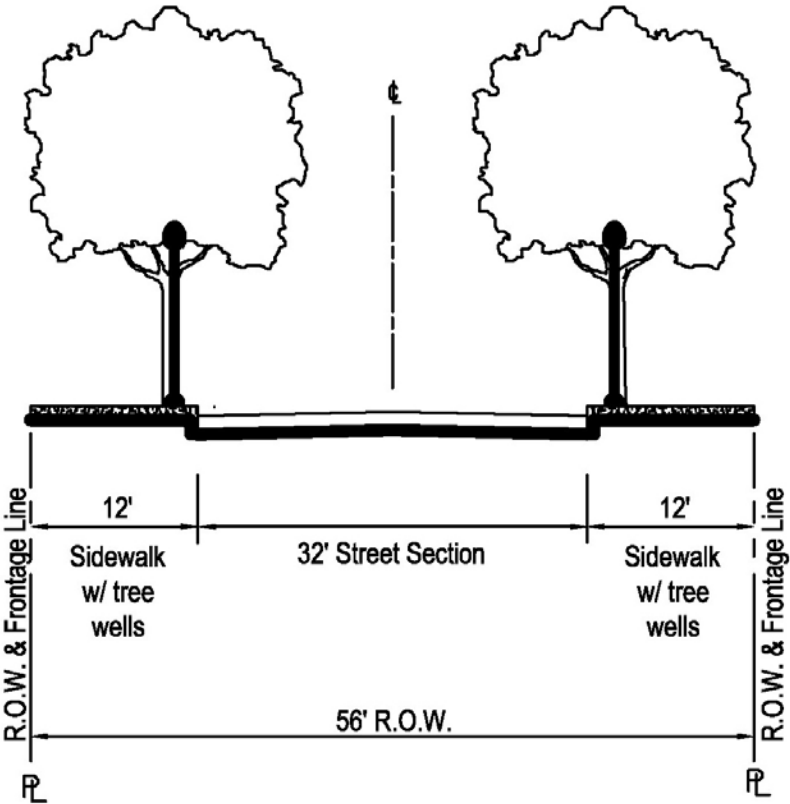


Commercial Street with Parallel Parking

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. maximum height

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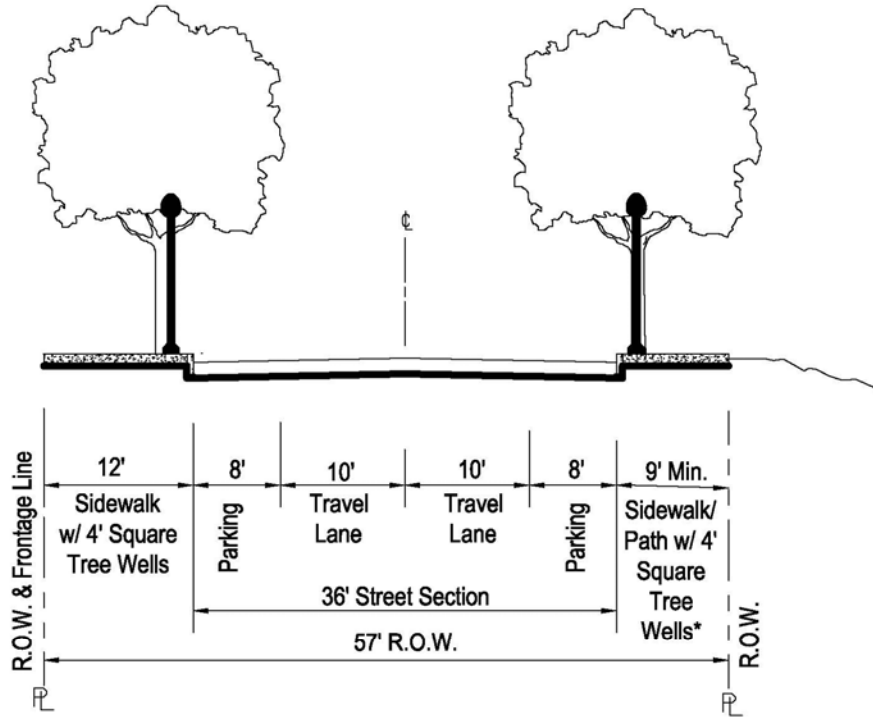


Neighborhood Street

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. maximum height

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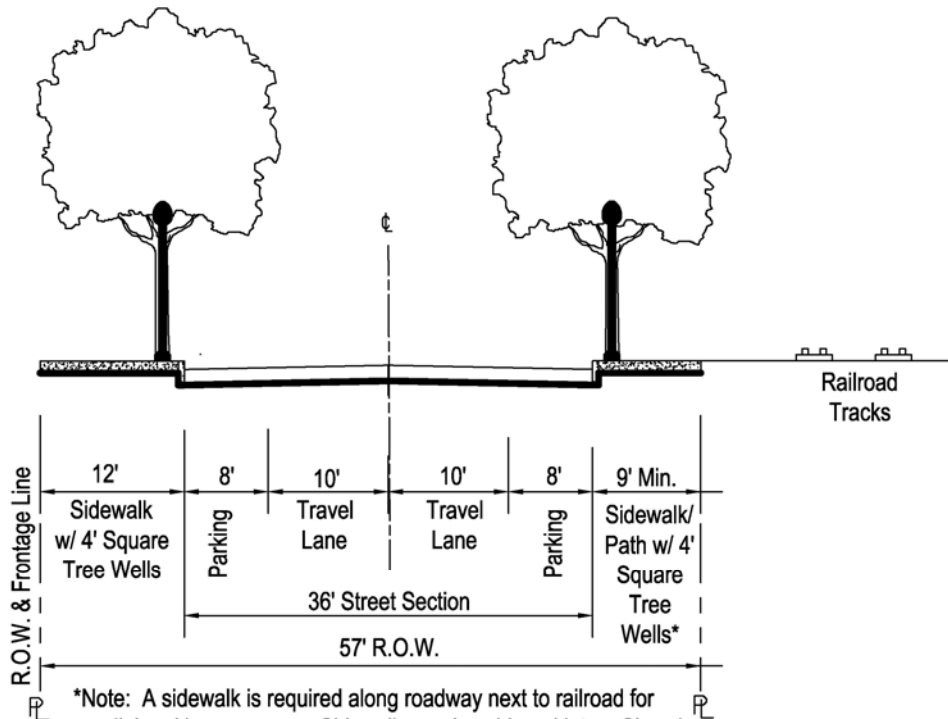
*Note: Sidewalk/path is required along open space side of roadway for parallel parking purposes. It may be widened into a multi-use path and may use an alternate all weather material per the Petaluma River Access and Enhancement Plan. Sidewalk and river access path may also be independent of each other.

Two-Way Edge Drive with Open Space on One Side

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. maximum height

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*Note: A sidewalk is required along roadway next to railroad for parallel parking purposes. Sidewalk may be widened into a Class I bike path and it may use alternate all-weather materials where bike paths are required adjacent to the railroad right-of-way.

Two-Way Edge Drive with Railroad Tracks on One Side

Type	Street
Movement	Free Movement
Vehicular Design Speed	30 mph
Traffic Flow	Two Ways
Curb Radius	15 ft. maximum
Lighting	15 ft. maximum height

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 for the location of this standard