



Illustrated Guide to City of Lynden Street Standards

This document is intended to provide an illustrated guide of the adopted City of Lynden street standards. These standards are adopted through the Engineering and Design Standards Manual which is maintained by the Public Works Department however in addition to the Manual, the Lynden Municipal Code the Transportation Element and applicable Subarea plans of the Comprehensive Plan must be referenced to understand when a specific standard is required.

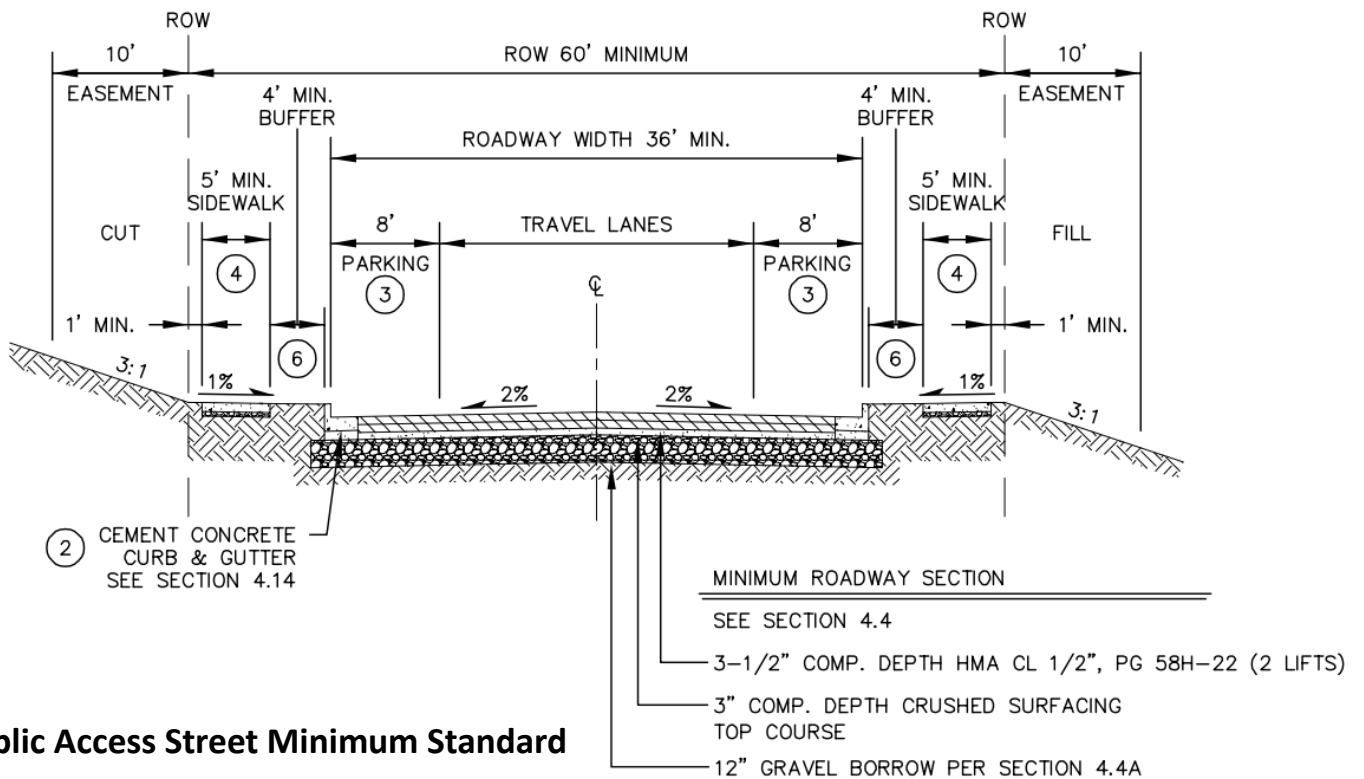
A required standard may be altered by a Variance or through a Planned Residential Development (PRD)



City of Lynden—Public Access Street Minimum Standard



Pictured Example: Aaron Drive



Public Access Street Minimum Standard

City of Lynden—Parkway Standard

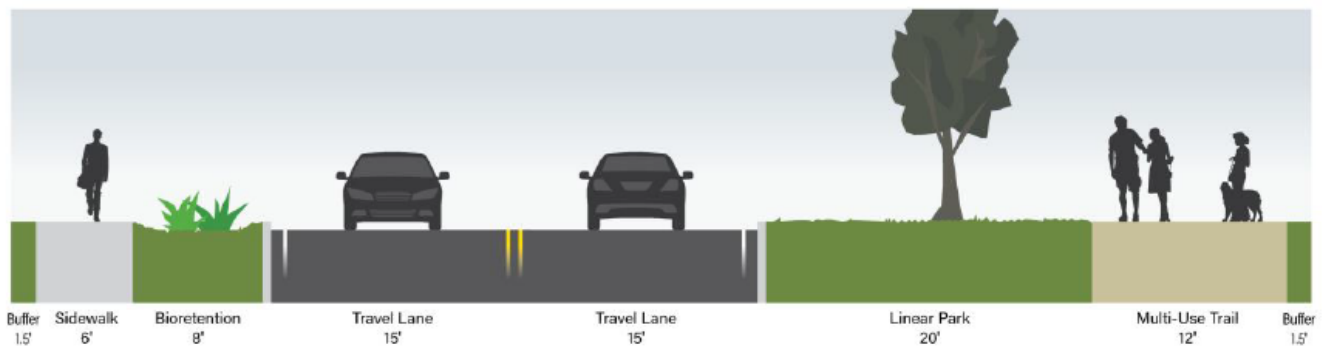


Pictured Example: Riverview Road



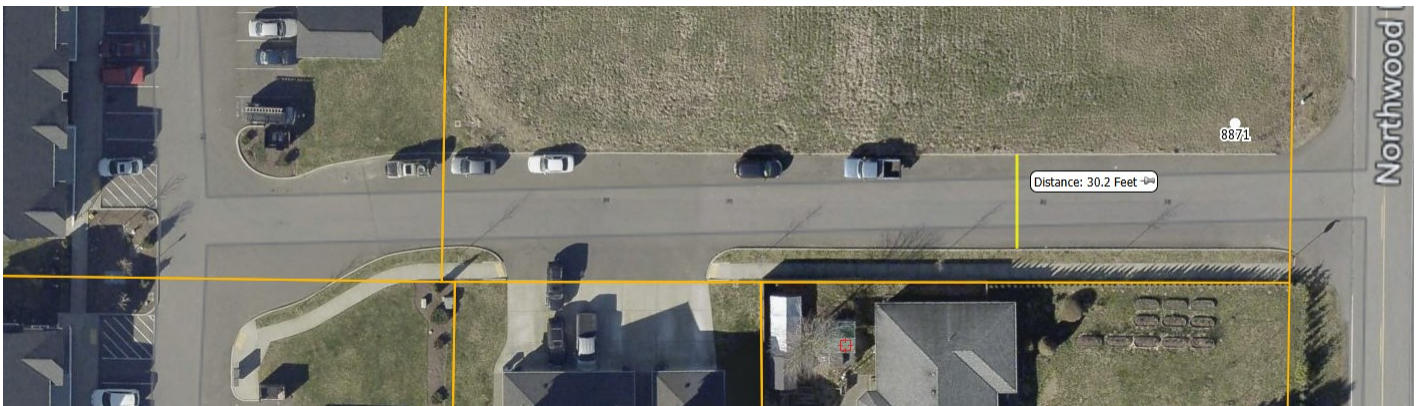
Pepin Creek Parkway

80'

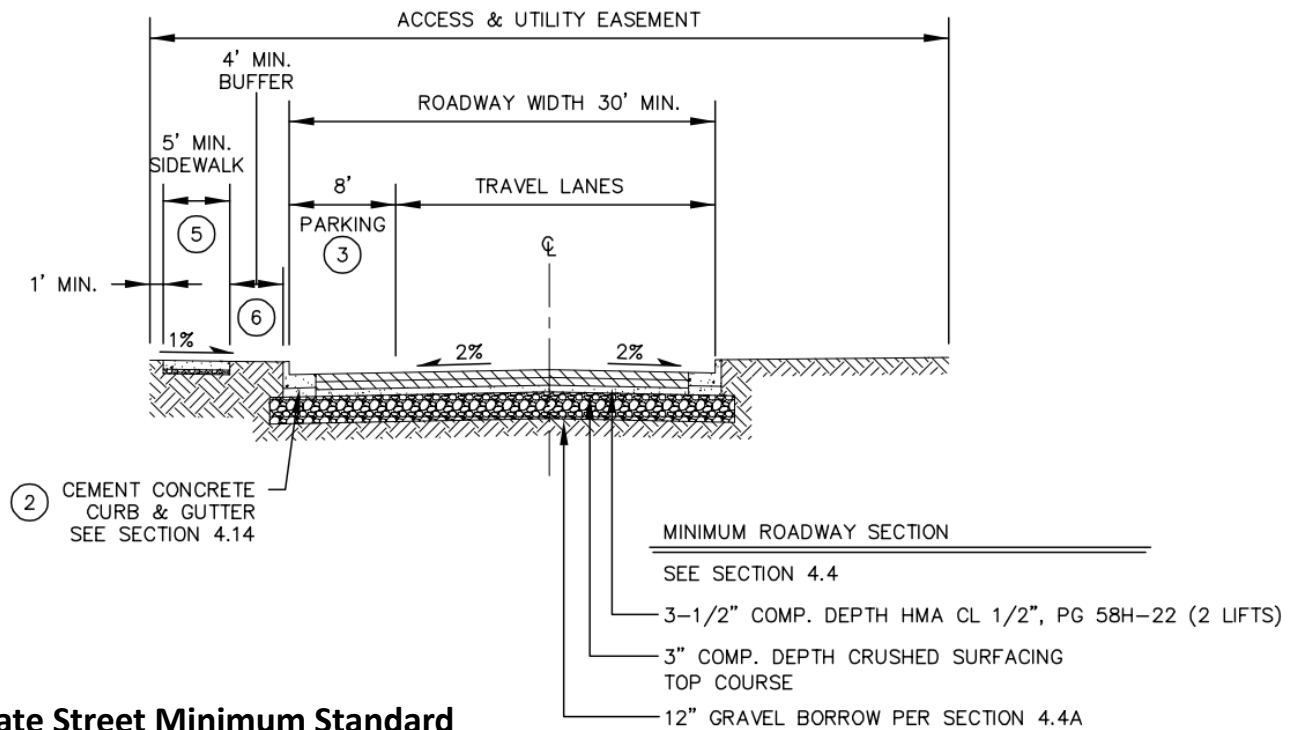


Public Parkway Standard

City of Lynden— Private Street Minimum Standard



Pictured Example: Andress Lane



Private Street Minimum Standard

City of Lynden— Access Easement Minimum Standard



Pictured Example: 1700 block of Main Street

LMC 18.14.080 Access easements

A. Access easements serving up to three single-family lots, or a multi-family development which, per zoning, could not exceed twelve units, may be permitted under the following conditions:

- i. The easement area must be a hardened surface, a minimum of twenty-four feet in width;
- ii. The easement area shall be paved for a minimum of fifty feet from the street and must be paved the entire length of the driveway when serving multi-family development; and
- iii. The proponents shall have a signed and recorded maintenance agreement filed with the city and the county auditor. This agreement shall be referenced by the auditor's file number on the face of the plat.
- iv. An existing easement shall not be expanded to serve additional lots without the written and recorded permission of the grantors or current owners of the property over which the easement runs; and
- v. The location and configuration of the parcel will be considered when allowing an easement to serve more than a single lot.

B. Access to a multi-family development which exceeds, or could exceed twelve units when fully developed, must utilize the private street standard set forth in the city's design and development standards.

C. All easements and private streets must meet the minimum standards for the uniform fire code and design and development standards for the City of Lynden for access and driving surfaces.

D. Use and maintenance of all easements, private alleys, and private streets must be addressed in the easement language or a maintenance agreement which is reviewed and approved at the time of plat or at the time the easement is recorded by separate instrument.

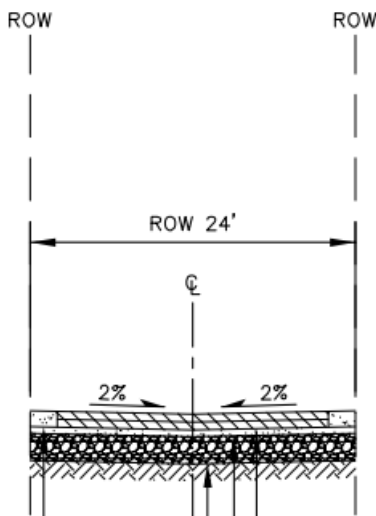
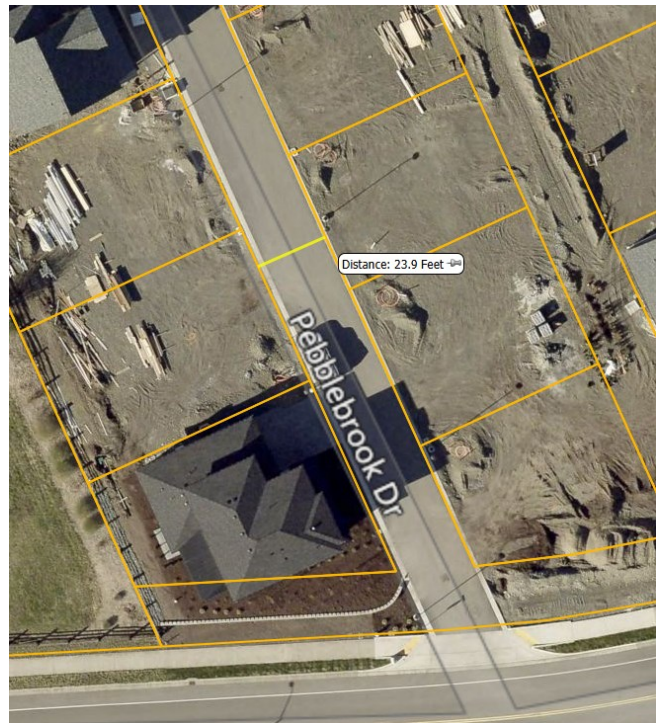
E. Private alleys may be utilized through a planned residential development and associated development agreement. Private alleys may also be utilized in the Pepin Creek Subarea consistent with the city's engineering design standards and the Pepin Creek Design Standards.

Access Easement Minimum Standard

City of Lynden— Private Alley Minimum Standard



Pictured Example: Pepplebrook Drive, Riverwalk Condos



MINIMUM ROADWAY SECTION

SEE SECTION 4.4

3-1/2" COMP. DEPTH HMA CL 1/2", PG 58H-22 (2 LIFTS)

3" COMP. DEPTH CRUSHED SURFACING
TOP COURSE

12" GRAVEL BORROW PER SECTION 4.4A

2' WIDE CRUSHED SURFACING TOP COURSE
SHOULDER, MATCH HMA DEPTH

Private Alley Minimum Standard

City of Lynden— Nonstandard Public and Private Roads

These examples were constructed through approved Planned Residential Development (PRDs)



PRDs allow a developer to seek Council approval for site specific standards. Altered standards could be finalized as either public or private streets.



Nonstandard Public and Private Roads