

Access Standard	City of Lynden Thresholds, Standards, and Examples for Residential Development
Private Parking Lot Standard	<p>Lots that have existing street frontage may create a network of internal access ways even if multiple structures are constructed on that lot. Minimum standard used is the city's parking lot standard.</p> <ul style="list-style-type: none"> • Drive aisles are 24' wide. Sidewalk connections are required per commercial and multi-family design standards. • Examples: apartment or townhome complexes, condo developments divided with condo lots (not subdivided per LMC 18).
Shared Access Easement	<p>When a residential property is subdivided a shared access easement may be used in limited circumstances. No more than 3 <u>single-family</u> homes can depend on the easement for access (and have no street frontage). <u>Multi-family</u> lots utilizing an access easement, together, cannot accommodate more than 12 units at full build-out. Long plats must limit their use of access easements to 1 per every 25 lots or portion thereof.</p> <ul style="list-style-type: none"> • Easement is 24' wide with a hardened driving surface that is 20' wide. The initial 50' of the drive is paved. Must accommodate fire apparatus. Fire turnaround is required if the access is longer than 150'. • Examples: residential short plats
Private Street or Alley	<p>A private street standard is triggered if development is more intense than the threshold described for a shared access easement. That is, more than 3 single-family homes or more than 12 multi-family units will utilize the access. City standards do not include a maximum number of units which may be served by a private street.</p> <ul style="list-style-type: none"> • The city's private street standard requires an easement that is 41' wide to accommodate drive aisles, parking on one side, and one 5' sidewalk divided by the roadway by a 4' planting strip. Curb and gutter are required on both sides. • Per Engineering standards anticipated traffic counts may influence the development standard. Average daily trips (ADT) of over 30 per day trigger sidewalk on <u>both</u> sides. ADT of over 150 per day trigger parking on <u>both</u> sides. • Maintenance agreement language must be included in the easement language for the private street. • Examples: Andress Lane
Public Street or Parkway	<p>A public street or parkway rather than a private street is required when the city's <u>Transportation Element</u> within the Comprehensive Plan identifies a required street connection or extension. A SEPA determination may also call for the use of a public street if impacts of the development warrant a public dedication.</p> <ul style="list-style-type: none"> • Public streets generally require a 60'–80' right-of-way and include sidewalks or pedestrian paths on both sides, planting strips, street trees, and lighting. Public streets may or may not require on-street parking. These elements as well as financial responsibility for construction are identified within the Subarea Plan or Transportation Element of the Comprehensive Plan.