

**Amendment No. 3**  
**Engineering Design Standards – July 2008**  
**City of Ventura**

Approved by:   
Rick Raives, Public Works Director

Date: 3-16-15

The Engineering Design Standards – July 2008 is hereby amended as follows:

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Modify Section 5-8, Local Streets – Slow Streets (Residential), Yield Streets and Lanes as follows:

Local Streets shall be designed to provide two-direction travel as follows:

- a. Typical right-of-way varies from 52-feet to 56-feet in width.
- b. The curb-to-curb width will typically be 28-feet to 40-feet in width depending on certain conditions (i.e. whether all building on the street have fire sprinklers, adequate turnouts/driveways, short blocks, grid street design, etc). Streets with a curb-to-curb width of less than 32-feet shall only be used for minor residential streets not exceeding 800-feet in length and providing access to no more than 40 single-family units or 60 multi-family dwelling units. Curb-to-curb widths narrower than 34-feet may be allowed at the approval of the City Engineer and Fire Chief.
- c. A minimum traffic index of 5.5 shall be used for pavement design.
- d. Parking on both sides shall be provided for streets with a curb-to-curb width of 30-feet or more. Streets with a curb-to-curb width of 28-feet shall have parking on one side only.
- e. Sidewalks shall be separated from the curb by a parkway with a minimum sidewalk width of 6-feet. Parkway widths shall be a minimum of 6-feet (including curb width).
- f. Bike lanes or route signs and designations shall be provided if designated in the Bike Master Plan. The minimum bike lane width shall be 5-foot.
- g. For resurfaced residential streets, the surface cross slope may be up to 3% in the driving lane and 4% in the parking lanes.