



MAJOR THOROUGHFARE PLAN

Adopted by City Commission
On November 21, 2005
Per
Resolution No. 4420

Amendment to the
Comprehensive Community Development Plan



IT ALL HAPPENS HERE.

City of Hobbs

City of Hobbs
MAJOR THOROUGHFARE PLAN

Amendment #1	June 26, 2006	Resolution # 4549
Amendment #2	April 21, 2008	Resolution # 5044
Amendment #3	September 8, 2008	Resolution # 5135
Amendment #4	March 19, 2012	Resolution # 5796
Amendment #5	October 1, 2018	Resolution # 6723

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Date of Edit: October 2018

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CITY OF HOBBS MAJOR THOROUGHFARE PLAN

DEFINITIONS:

(1) **Arterial streets or highways.** Arterial streets are the major thoroughfare streets of the city traffic system, generally located along section lines. The thoroughfare is used primarily for fast and/or heavy traffic moving in large volumes at moderate speed on long intercity or intra-city trips. Arterial streets are divided into Major Arterial Streets designated as A-2 and Minor Arterial Streets designated as A-1.

(2) **Collector Streets.** Collector streets are those which transfer traffic from residential streets or minor commercial centers to arterial thoroughfare streets. Collector streets are designated as Minor Collector Streets designated as C-1 on the Major Thoroughfare Plan or Major Collector Streets designated as C-2. Major Collector Streets shall be required for all Half ($\frac{1}{2}$) Section Line streets in all areas of the City and extra-territorial planning jurisdiction. Minor Collector Streets can be situated as collector streets to serve as residential collector streets within larger development areas, or may be located along half section lines if lower density development is established, and as approved by the City. Residential Collector Streets are also classified to serve as residential feeder streets, more or less on a $\frac{1}{4}$ mile distance basis, but these type streets are not designated on the Major Thoroughfare Plan Map.

(3) **Industrial Street.** Industrial streets are those which provide for safe and efficient travel of heavy (high-tonnage) traffic from industrial areas to the major traffic system of thoroughfares and highways, including the principal entrance streets for circulation in the industrial areas.

(4) **Major Thoroughfare Plan.** A general plan for the roads, streets, and public highways within the city and the Extra-Territorial Planning Jurisdiction. The plan shall designate the type and width of streets and thoroughfares.

(5) **Minor Residential Street.** A Street located to serve primarily residential properties. Streets designated as Minor Residential Street - Urban are intended for higher density developments. Streets designated as Minor Residential Street - Rural are intended for low density developments with large lots in excess of 1/2 acre in size with lot frontages exceeding 120' and generally rural characteristics. The rural design is to be approved only in areas outside the City limits in areas having a distance greater than one mile from the City limit at the time of filing the subdivision. The City of Hobbs may consider a variance to this rule and grant a waiver of the urban street design criteria for areas less than one mile from the City limits if it can be justified that the subdivision has limited probability of annexation to the City. However, the construction of the Urban Design Street Section in the area outside the one mile boundary area may be an option to the developer if desired. The City of Hobbs may require the urban street section in a large development if the size of the entire subdivision will necessitate and justify the installation of curb and gutter to address drainage concerns.

(6) **Private Drive.** A traveled drive, street, road or way located on private property which is intended to serve the private property. Standards for private drives serving multi-family developments such as large residential apartment complexes or mobile home parks are promulgated herein. Private Drives are not intended to be dedicated as a public street, since the construction does not meet City Street Standards.

(7) **Street.** The term "street" shall refer to a dedicated public way, street or alley used for vehicular traffic, however designated.

(8) **Street access.** Each platted tract or lot within the City of Hobbs shall front onto a public street, unless provided for otherwise under provision of the Hobbs Municipal Code or exempted by the City of Hobbs. Regulations for street access to private property are promulgated herein, and the requirements vary depending on the street classification and size of property.

PURPOSE OF THE MAJOR THOROUGHFARE PLAN.

The purpose of this Major Thoroughfare Plan is to establish a general plan for the city and its streets, alleys and public utility facilities, including those which have been or may be laid out, and to establish a general plan for the extension of the city and of its roads, streets and public highways within the city and within the five (5) mile extra-territorial planning area of the corporate limits thereof, due regard being had for access to and extension of sewer and water mains and the instrumentalities of public utilities. Such major thoroughfare plan is in accordance with the comprehensive plan for the purpose of promoting the health, safety, morals and the general welfare of the general public, and has been designed to lessen congestion in the streets and provide safety from fire, panic and other dangers, and provide adequate light and air and prevent the overcrowding of land and to avoid undue concentration of population, and to facilitate adequate provisions for transportation, water, sewage and other public requirements and thereby promote the general good and welfare of the public.

MAP -- ADOPTED; SIGNATURE AND ATTESTATION.

The Major Thoroughfare Plan map of the city is hereby established and adopted and made a part of this article as if the same were set forth herein in detail. An original of each update shall bear the signature of the Mayor and attestation of the City Clerk who shall maintain that original in an ordinance file. A true and correct copy of the Major Thoroughfare Plan shall be maintained in the Planning Division.

Failure to show distances and feet: When definite distances and feet are not shown on the Major thoroughfare plan map, such streets are intended to be along all street, alley or platted lot lines or extensions of the same.

MAJOR THOROUGHFARE PLAN MAP.

The Major Thoroughfare Plan Map is attached hereto. Thoroughfare classifications of various City streets are also included. The Major Thoroughfare Map depicts and defines the location of all Arterial Streets into Major and Minor Arterial Streets and the location and definition of all Collector Streets into Major and Minor Collector Streets. All questions regarding the Major Thoroughfare Plan Map or the interpretation thereof shall be resolved by the City Engineer.

Source: *Planning Division*
Kevin Robinson, Development Director

Engineering Department
Todd Randall, City Engineer

ACCESS POLICY:

TYPE OF STREET

ACCESS POLICY

Minor Residential Street
Alley
Industrial Street
Residential Collector Street
Minor Collector Street

Major Collector Streets

Access to individual properties allowed.
Access to individual properties allowed.
Access to individual properties allowed.
Access to individual properties allowed.
Access at streets, alleys and individual properties.
Access only at City streets, alleys or major commercial centers in new subdivision areas. Access to individual properties will be allowed with appropriate setbacks. Common driveways may be required as determined by the City Engineer.
Access only at City streets or City approved commercial driveway accesses.
Access only at ½ mile and ¼ mile streets. Signalization only at one mile intersections, or ½ mile intersections, if approved by the City Engineer and/or City Commission.

Minor Arterial Street

Major Arterial Street

Note: Existing properties legally subdivided prior to the date of adoption of this Plan will be exempted from the access policies for Major & Minor Arterials if no other alternatives are available to provide access to a property.

AMENDMENT, SUPPLEMENTATION, ETC:

The City Commission may by ordinance, amend, supplement, change, modify or repeal any of the provisions of this article or the Major Thoroughfare Plan map. Any proposed ordinance change to the Major Thoroughfare Plan map shall be made subject to a public hearing and a recommendation from the Hobbs Planning Board.

IMPLEMENTATION:

Implementation of the Major Thoroughfare Plan will be accomplished by the City of Hobbs through a variety of mechanisms including but not limited to right-of-way dedications with new development applications; building setbacks when building permits are issued, combined with a follow-up right-of-way acquisition at a later date; acquisition of right-of-way by the City of Hobbs when projects are funded; acceptance of right-of-way easement until actual dedication can occur; construction of perimeter streets or parts thereof by new developments; etc.

Designating Street Corridors and securing the appropriate rights-of-way will be the first priority actions necessary to ensure implementation of the Plan. The next processes would be to design the facility and establish a funding mechanism with responsible parties to be the public governments, private developers and land owners. Population densities will determine street capacity and right-of-way requirements. The implementation process will also utilize setbacks to eliminate encroachments in the right-of-way. The City Street Access Policy as included herein will be combined with the setback policy to reduce driveway and minor street accesses to major streets, thereby increasing street capacities and reducing traffic hazards. For planned development areas, the City will encourage access from private properties only to residential collectors and minor streets, except in commercial areas.

MINIMUM YARD REQUIREMENTS OR BUILDING SETBACK POLICY:

Minimum Yard Requirements or Building Setback Policy is hereby established for each category of street included in the Major Thoroughfare Plan. These requirements are effective for all new construction and development occurring in the City of Hobbs Planning Jurisdiction after the adoption of this Major Thoroughfare Plan on November 7, 2005. All existing construction and development in the Planning Area are determined to be legal non-conforming use structures where construction has been started prior to the date of adoption of this Plan and those structures are not affected by the terms of this plan. Except that if there is a determination by the City of Hobbs that a non-conforming structure or item in the right-of-way or yard setback area constitutes an imminent threat to the health and safety of residents, the constructed structure or item shall be relocated.

Table 1 on Page 6 provides linear dimensions for minimum front yard and side yard requirements for new construction and new development started after the adoption date of this Plan. In addition, the City has other policies in place to address setback encroachments, such as the clear site triangle policy that is monitored by the City Engineer. Table 1 refers to property in new subdivisions, where the land is being subdivided. Table 2 on Page 8 refers to building on existing lots as of the adoption date of this Plan.

OFF- STREET OR ON-SITE PARKING REQUIREMENTS POLICY:

Minimum Off-Street or On-Site Parking Requirements include a minimum driveway length of 25' measuring from the sidewalk perpendicular to the garage or house, and a minimum driveway width of 20' or 2-10' x 20' minimum improved parking areas wholly located within the boundaries of the site, but outside the envelope of any structure, excluding carports, contained within the site.

**TABLE 1
MINIMUM YARD REQUIREMENTS – SUBDIVISION LOTS
(Building Setback Line - From Street Right-of-Way)**

Type of Street	Minimum Front Yard Dimension From Front Property Line	Minimum Side Yard Dimension From Side Property Line
Major Arterial Street		
Main Building	40'	40'
Attached Garage	NA	NA
Detached Accessory Bldg.	40'	30'
Fence	10'-25'	10'-25'
Landscaping	0	0
Parking / On-Site	5'	0
Minor Arterial Street		
Main Building	35'	35'
Attached Garage	NA	NA
Detached Accessory Bldg.	35'	35'
Fence	10'-25'	10'-25'
Landscaping	0	0
Parking / On-Site	5'	0
Industrial Street		
Main Building	35'	35'
Attached Garage	35'	35'
Detached Accessory Bldg.	35'	35'
Fence	0-25' ⁷	0-25'
Landscaping	0	0
Parking / On-Site	0	0
Major Collector Street		
Main Building	35'	35'
Attached Garage	35'	NA
Detached Accessory Bldg.	35'	35'
Fence	0-25'	0
Landscaping	0	0
Parking / On-Site	0	0
Minor Collector Street		
Main Building	25'	20'
Attached Garage	25'	30'
Detached Accessory Bldg.	25'	0'
Fence	0-25'	0
Landscaping	0	0
Parking / On-Site	0	0
Residential Collector Street		
Main Building	21'	10'
Attached Garage	21'	21'
Detached Accessory Bldg.	21'	0'
Fence	0-25'	0
Landscaping	0 ⁶	0
Parking / On-Site	0	0

TABLE 1, Page 2.

Type of Street	Minimum Front Yard Dimension From Front Property Line	Minimum Side Yard Dimension From Side Property Line
Minor Residential Street⁴		
Main Building	21'	10'
Attached Garage	21'	21'
Detached Accessory Bldg.	21'	0'
Fence	0-21' ⁵	0
Landscaping	0 ⁶	0
Parking / On-Site	0	0
Section Line Street		
Main Building	45'	45'
Attached Garage	45'	NA
Detached Accessory Bldg.	45'	45'
Fence	0 - 25'	0 - 25'
Landscaping	0	0
Parking / On-Site	0	0
½ Section Line Street		
Main Building	35'	35'
Attached Garage	35'	NA
Detached Accessory Bldg.	25'	10'
Fence	0-25'	0
Landscaping	0	0
Parking / On-Site	NA	0

Special Exceptions: Special exceptions such as deviations for planned unit developments, existing commercial areas, the downtown area, etc. may be considered for alternate standards.

¹ Less than 8' height, otherwise 5'

² Less than 6' height, otherwise 3'

³ 15' if entrance is from another direction, Side rear access to 15' rear + 20' side, if side access

⁴ Corner lot 25'

⁵ Fence – 2' at property line to 5' at 25' setback line - straight line ratio.

⁶ Landscaping - Plant height at front property line not to exceed 2' height plants - permanent height; Plants not to exceed 3' in height (permanent height) up to 5' from the property line; and no trees recommended within 10' from the front property line.

⁷ 0-3' height on property line; 25' for 6' height security fence

NA - Not Applicable

Minimum Front Yard Setback at 10' with Rear Access only Lots.

A minimum front yard setback at 10' will be considered for approval on rear access only lots with a rear alley. The following conditions must be met:

- 1. A stand up curb must be constructed in the street.**
- 2. The rear alley must be 24' minimum with a 20' paved surface.**
- 3. The entire block must be designated to be constructed with the same front yard setback for each and every lot.**
- 4. No driveway permits will be issued for lots with front yard setbacks less than 21'.**

Minimum Corner Lot Side Yard Setback at 10'.

A minimum side yard setback on corner lots is permitted at ten (10') feet for Residential Collector and Minor Residential Streets. The City may reduce speed limits and eliminate on- street parking in these areas to promote traffic safety."

TABLE 2
MINIMUM YARD REQUIREMENTS - BUILDING PERMITS
WITHOUT SUBDIVISION OF LAND (UNPLATTED LAND)
Building Setback Lines are noted from Centerline of Existing Road Or Section Line

Type of Street	Minimum Front Yard Dimension From Front Building Setback Line To Center of Street	Minimum Side Yard Dimension From Side Property Line To Center of St.
Major Arterial Street		
Main Building	90'	90'
Attached Garage	NA	NA
Detached Accessory Bldg.	90'	80'
Minor Arterial Street		
Main Building	80'	80'
Attached Garage	NA	NA
Detached Accessory Bldg.	80'	80'
Industrial Street		
Main Building	65'	65'
Attached Garage	65'	65'
Detached Accessory Bldg.	55'	55'
Major Collector Street		
Main Building	75'	75'
Attached Garage	75'	NA
Minor Collector Street		
Main Building	68'	68'
Attached Garage	68'	68'
Detached Accessory Bldg.	58'	NA
Residential Collector Street		
Main Building	51'	45'
Attached Garage	51'	51'
Minor Residential Street⁴		
Main Building	49.5'	43.5'
Attached Garage	49.5'	49.5'
Section Line Street		
Main Building	85'	85'
Attached Garage	85'	NA
Detached Accessory Bldg.	85'	NA
½ Section Line Street		
Main Building	75'	75'
Attached Garage	75'	NA

Major Variance Requests & Procedures

For major variance requests to the standards for Right-of-Way width, Street Standards, Major Thoroughfare Plan Map Amendments, Removal, or addition, removal or modifications to the street locations and classifications on the Plan Map, and other major amendments to the plan:

“In addition to the above requirements, Variance requests to Right-of-Way width, Street Standards, or Major Thoroughfare Plan Map Amendments, the Planning Board will consider these variance requests as modifications or amendments to the Comprehensive Plan. Public Hearing, required publication and other notice procedures must be carried out. The City Commission must also approve all similar variances and or amendments to the Major Thoroughfare Plan that result from these types of requests.”

“In consideration of major variance requests to the Major Thoroughfare Plan, the Planning Board has the right to make subjective decisions to recommend approval or denial of a variance request, based on the sole determination of the Planning Board, based on several factors including historical and projected development trends, existing and projected traffic patterns, restrictive covenants, protest letters or comments, community planning concepts and other considerations. The Planning Board has the right to recommend approval or denial of variances to the Major Thoroughfare Plan regardless of public input and opinions.

Minor Variance Requests & Procedures (Setback Variances)

For **minor** variance requests to the minimum front yard setback and side yard setback dimensions on Minor Residential Streets and Residential Collector Streets for variances involving Attached Additions to Main Structure Including Carports, Extra Rooms, and Detached Accessory Buildings, Detached Carports, etc., the following variance procedure is established to address requests for variances to the Major Thoroughfare Plan.”

Note to the General Public: Each applicant should be aware of the restrictive covenants for the subdivision filing area where the proposed variance is located. All applicants should be made aware not to violate the respective covenants for their subdivision area.

Required Documents To Be Submitted:

1. Letter of application with signature(s) of the property owner requesting the variance with an explanation of the requested item with plans or a description if available, how the proposed improvement is designed, attached or detached, exterior materials, etc. The letter should state the dimensions of the proposed improvement within the setback and the proposed setback requested. The letter should also address the reasons for the request and why the variance is needed.
2. A Sketch Plan of the lot showing the existing improvements and the proposed new construction location. The plan should show the names of all contiguous and adjacent owners within 150 linear feet from the property line on both sides of the street. Notice is not necessary to adjacent parcels to the rear yard, unless a rear or side yard variance is requested. The applicant should obtain the names of record from the Lea County Assessor’s Office and/or the City Planning Office.
3. A copy of the restrictive covenants for the subdivision filing area including the lot of the proposed variance, if any.
4. A signature sheet showing the names and signatures of all owners of record within 150 linear feet of the property line. If an applicant cannot acquire all of the necessary signatures, then the applicant must provide evidence of certified mail notification to out of town property owners.
5. Payment of the application fee for a variance request, if an application fee has been adopted by the City to address processing costs.

Initial Review By City Planning Division:

1. The City Planning Division shall conduct an initial review of all variance requests to the Major Thoroughfare Plan for variances to the front, side or rear setbacks for new carport construction. The factors to be reviewed by the Planning Division include the following considerations:

If granted, does the variance comply with the existing restrictive or protective covenants?

Do any similar structures exist in the “nearby vicinity” of the property line of the lot where the variance is proposed? “Nearby Vicinity” is hereby defined as within one entire

City block regardless of length in feet and including both sides of the street. Does the nearby vicinity include other carports that violate the restrictive covenants?

Are there any traffic safety or other safety considerations impacted by the granting of the variance?

Is there a need in the foreseeable future to acquire additional right-of-way at this location to widen the street?

In the case of a carport, is the structure "open wall" and of non-conspicuous design and appearance.

2. If the City Planning Division determines that the carport construction is consistent with existing development in the nearby vicinity of the property, a written variance shall be issued by the Planning Division to the property owner with a copy to the City Building Official indicating that a variance to the setback provisions has been granted. The Planning Division may approve a variance with conditional approval stating in writing the conditions of the approval. In making this determination, the Planning Division must consider the following:

- a) The property owners are aware of the existing protective covenants.**
- b) The carport design and construction is consistent with existing development in the nearby vicinity of the property.**
- c) No traffic safety or other safety considerations are created by the granting of the variance.**
- d) The City will not need to acquire additional right-of-way at this location to widen the street in the foreseeable future.**
- e) The carport design is "open wall" and of a non-conspicuous design and appearance.**
- f) The use of the property is residential and not commercial.**
- g) No structure shall be permitted within five (5) feet of the front or side property line.**
- h) A variance must not adversely impact neighboring property owners, and must not create any safety problems.**

3. If the Planning Division determines that a variance cannot be issued for any of the above reasons, the variance request must then be referred to the City Planning Board, and notification procedures for a hearing will be required.

Notification and Public Notice Required:

1. The City shall carry out property research and verify to the applicant the names and addresses of all property owners of record within 150 feet of the proposed variance. The City shall also post "Notice Signs" at the location of the intended action with the date of the hearing.

2. The City shall conduct a public hearing of the Planning Board with legal notice publication of the hearing to be published in the local newspaper.

Policy Decisions To Be Considered By City Planning Board:

1. In considering whether to grant approval of a front setback or setback from the side yard or rear yard, the Planning Board should determine the following:

- a) If granted, does the variance comply with the existing protective covenants?**

b) Do any similar structures exist in the “nearby vicinity” of the property line of the lot where the variance is proposed? “Nearby Vicinity” is hereby defined as within one entire City block regardless of length in feet and including both sides of the street.

c) Are there any traffic safety or other safety considerations impacted by the granting of the variance?

d) Is there a need in the foreseeable future to acquire additional right-of-way at this location to widen the street?

e) In the case of a carport, is the structure “open wall” and of non-conspicuous design and appearance.

f) Are there any commercial applications regarding the variance?

2. The Planning Board will consider if granting the variance will adversely affect the interest or rights of persons (both residential and businesses) in contiguous areas. Are there any benefits to the City that would result if the variance proposal is approved? The City must study if there are any negative impacts associated with the variance proposal.

3. The Planning Board has the right to make subjective decisions to grant approval or to deny a variance based on the sole determination of the Planning Board, based on several factors including historical development trends, restrictive covenants, protest letters or comments, and other considerations. The Planning Board has the right to grant approval of variances to the front or side setbacks, even if neighboring property owners are protesting the proposals.

4. The City should determine if additional right-of-way may be needed at this location in the future to widen the street.

5. If a variance is granted, the following rules shall apply:

a) All carports must be designed as “open wall” structures, and designed to be visually inconspicuous as much as possible. Any other structures to be approved with a setback variance with solid walls must be placed in such a manner to not impair traffic safety, to avoid negative impacts to the adjacent property owners, and to avoid any detrimental development that may detract from the nearby vicinity.

b) No structure shall be permitted within five (5) feet of the front or side property line.

c) A variance must not adversely impact neighboring property owners, and must not create any safety problems.

d) All adjacent property owners within 150 feet must have been notified by the applicant with signatures to be submitted. If all signatures cannot be obtained from nearby property owners, notice procedures also include notification with certified letters to be mailed for out of town property owners at least 10 days in advance of the date of the meeting for the proposed action.

e) All variance requests for commercial applications will be studied by the City staff and reported to the Planning Board. Traffic safety considerations and right-of-way requirements will be studied in depth.

f) No detached accessory buildings or walls in excess of 3' in height will be permitted in the front yard setback.

g) The overhang of all carports or other structures shall not exceed 2' from the support beams. No overhang shall be constructed to extend into any right-of-way or onto any contiguous property.

SPECIAL SETBACK CONDITIONS ON 80' R-O-W STREETS

For Residential Lots located on Minor Residential Streets with street-right-of-ways that are 80; width and greater dimensions with an existing City paved street width of 41' measured from back of curb to back of curb, the minimum front yard setback shall be 11' feet from back of property line, instead of 21' feet. The minimum side yard setback for a corner lot street side setback shall be 5' feet.

Front yard fences are permitted up to three (3) feet height at the front property boundary. Front yard fences at (5) feet height are permitted at a front setback of 11' feet. A side yard fence up to 5' feet in height is permitted within 11' feet of the front property boundary.

The following conditions must be met:

- 1. The City Street must be 100% constructed and the City should not have any current or long term plans to widen the street pavements width.**
- 2. The City will not permit any private construction or pavement encroachments in the City right-of-way.**
- 3. The entire block must be designated to be constructed with the same front yard setback for each and every lot.**
- 4. The City may consider even further reductions to the above front yard setbacks, if the street right-of-way is 90' or 100' width on a minor residential street.**
- 5. For Collector Streets with 80' feet right-of-way width, the City may consider reduced setback dimensions on an individual case basis.**
- 6. Corner lot front and side yard fences must not interfere or block the minimum clear site triangle dimensions.**

FENCE POLICY AND FENCE PERMITS

The following standards shall apply to all fences and walls:

A. GENERAL REQUIREMENTS

- 1. A fence Construction Permit is required for all walls and fences constructed in the City of Hobbs. For those fences up to 6' in height, a permit must be obtained from the Planning Division. A City Building Permit issued by the City Building Official is required for walls and fences exceeding 6 feet in height, in conformance with the City of Hobbs Building Code. In addition, all retaining walls must be approved by the City Engineer.**
- 2. The Permit must be obtained prior to start of construction. All fences and walls shall comply with the standards of the Section. The City may require installation of walls and/or fences as a condition of development approval.**
- 3. Fences shall be built only on private property and not in the public street right of way. It shall be the property owner's responsibility and obligation to identify the property line when proposing to construct a fence upon said property line. A property survey may be required.**
- 4. Fences are hereby defined as – a self supporting structure placed on or near a property line, usually for the purpose of delineating one property from another. The fence structure may be designed for decorative, privacy, or security reasons.**
- 5. Fence structures located at least 35' from the property line or driving lane in the front street shall be granted a waiver from the permitting process by the City Planner or designee.**

B. DIMENSIONS & LOCATION

- 1. All fence dimensions shall comply with the fence setback and height limitations in the Major Thoroughfare Plan. The height of fences and walls within a front yard setback in Residential Areas shall comply with the Major Thoroughfare Plan and shall not exceed 2 feet at the property line abutting a thoroughfare as measured from the grade closest to the street right of way.**

C. CONSTRUCTION MATERIALS

- 1. Fences may be constructed of masonry, metal, wire, wood or acceptable materials employed by standard building practice.**
- 2. Barbed wire is not permitted within the City of Hobbs unless it is used a) with grazing livestock; b) for industrial or commercial facilities; or c) on the City limits. When used in industrial or commercial application, barbed wire must be at least six (6) feet in height. Razor wire is only to be installed for industrial or commercial facilities and must be at least six (6) feet in height. Broken glass or any other dangerous or abrasive material is not permitted to be installed on the top of a wall.**
- 3. Fences shall not be made of tires or other salvage materials not originally designed as structural components of fences. All materials used in fence construction must be appropriate to meet the City residential housing appearance standards.**
- 4. Fences shall not be made of living growing vegetation, unless the plant materials and irrigation comply with the City Landscaping Codes.**

5. All newly constructed fences not in compliance shall, within thirty (30) days of notification by the City, be removed by the owner or, upon failure to remove the fence, the City Manager or designee as empowered shall cause the removal of the fence. The expense of the removal process shall be billed to the owner of the property of filed as a municipal lien on the property. All existing fences built prior to September 1, 2008 are exempt from these policies unless the fence is being completely reconstructed.

D. MAINTENANCE

1. For safety and for compliance with the purpose of this Chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner. All maintenance of fence materials must meet the City residential housing appearance standards.

E. CLEAR SIGHT TRIANGLE

2. No signs, structures or vegetations in excess of 24 inches in height shall be placed in the clear "sight triangle." The minimum vision clearance area may be increased by the City Engineer upon finding that more sight distance is required (i.e., due to traffic speeds, roadways alignment, etc.).

FRONT YARD FENCE HEIGHT VARIANCE PROCEDURES

For variance requests to the front yard fence height requirements on Minor Residential Streets for variances involving fencing materials that will not restrict visibility, the following variance procedure is established to address requests for variances to the "Major Thoroughfare Plan."

Note to the General Public: Each applicant should be aware of the restrictive covenants for the subdivision filing area where the proposed variance is located. All applicants should be made aware not to violate the respective covenants for their subdivision area.

Required Documents To Be Submitted:

Letter of application with signature(s) of the property owner requesting the variance with an explanation of the requested item with plans or a description if available, how the proposed fence is designed, attached or detached, exterior materials, etc. The letter should state the location of the proposed fence within the applicant's property. The letter should also address the reasons for the request and why the variance is needed.

A Sketch Plan of the lot showing the existing improvements and the proposed new fence construction location. Signatures of all contiguous and adjacent owners within 150 linear feet from the property line, on both sides of the street, required to be notified. Notice is not necessary to adjacent parcels to the rear yard. The applicant should obtain the names of record from the Lea County Assessor's Office and/or the City Planning Office.

Initial Review By City Planning Division:

The City Planning Division shall conduct an initial review of all front yard fence height variance requests to the Major Thoroughfare Plan. The factors to be reviewed by the Planning Division include the following considerations:

**** Do any similar structures exist in the “nearby vicinity” of the property where the variance is proposed? “Nearby Vicinity” is hereby defined as within one entire City block regardless of length in feet and including both sides of the street. Does the nearby vicinity include other front yard fences that violate the requirements of the Major Thoroughfare Plan?**

**** Are there any traffic-safety or other safety considerations impacted by the granting of the variance?**

**** Is there a need in the foreseeable future to acquire additional right-of-way at this location to widen the street?**

**** Is the new fence structure proposed within the applicant’s property, and is the proposed fence to be constructed of materials designed to not restrict visibility either now or in the future?**

**** Is the property fronting a minor residential street with a right of way at least 80’, and will the fence be located at least 20’ from the back of the curb or edge of the pavement?**

If the City Planning Division determines that the proposed fence is consistent with existing development in the nearby vicinity of the property, a written variance shall be issued by the Planning Division to the property owner with a copy to the City Building Official indicating that a variance to the front yard fence height requirements has been granted.

**MINIMUM REQUIREMENTS FOR STREET CROSS SECTIONS, PLAN & PROFILE:
(See attached drawings for each category.)**

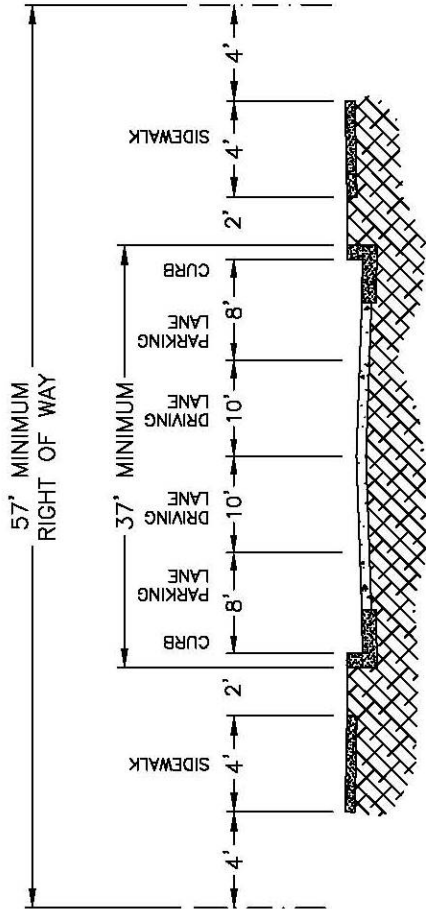
Minor Residential Street (Urban)

Minimum Right-of-Way Required:	57'
Driving Lane Width:	10'
Minimum # of Driving Lanes:	2 Lanes
On Street Parking Permitted:	YES - both sides.
Sidewalks:	4' sidewalks are required on both sides with 2' parkway separation from pavement as one option. The second option is a 5' wide sidewalk to be considered with no parkway.
Utility Corridor:	For subdivision design with no rear alleys, 10' easements are required on each side of right-of-way, unless additional area is required by Utilities. If the subdivision includes rear alleys, then 5' easements are required on each side of right-of-way, unless additional easement width is required for Utilities.
Access Control Policy:	Access to individual properties allowed.
Minimum Pavement Width:	37' Back of Curb to Back of Curb
Min. curve radius - street intersections	25'
Curb & Gutter Design:	Stand-up curb required.


Minor Residential Street (Rural)

Minimum Right-of-Way Required:	60'
Driving Lane Width:	13'
Minimum # of Driving Lanes:	2 Lanes
On Street Parking Permitted:	YES - both sides in swales only.
Sidewalks:	None Required.
Utility Corridor:	10' minimum easements required on each side of right-of-way or additional area as required by City & Private Utilities.
Access Control Policy:	Access to individual properties allowed.
Minimum Pavement Width:	28' Base Course with 26' pavement widths. Additional pavement width may be required if projected traffic flow exceeds 500 ADT.
Curb & Gutter Design:	Ribbon curb recommended, with 17' swales on each side.

Note: This design to be allowed only in specific rural areas of the five mile planning & platting jurisdiction. These are intended to be low density developments with large lots in excess of 1/2 acre in size with lot frontages exceeding 120' and generally rural characteristics. The rural design is to be approved only in areas outside the City limits in areas having a distance greater than one mile from the City limit at the time of filing the subdivision.



LEGEND

-  SIDEWALK
-  CURB & GUTTER
-  PAVED ROADWAY
-  COMPACTED STATE APPROVED BASE COURSE
-  EXISTING SUB-GRADE MATERIAL

NOTES:

Min. Right-of-Way Required: 57'
 Driving Lane Width: 10'
 Min. # of Driving Lanes: 2 Lanes
 On Street Parking Permitted: Yes—both sides
 Sidewalks: 4' sidewalks are required on both sides with 2' parkway separation from pavement as one option. The second option is a 5' wide sidewalk to be considered with no parkway.

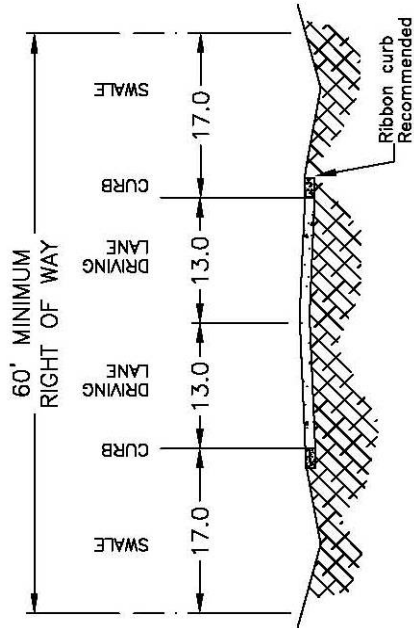
Utility Corridor:

For subdivision design with no rear alleys, 10' easements are required on each side of right-of-way, unless additional area is required by utilities. If the subdivision includes rear alleys, then 5' easements are required on each side of right-of-way, unless additional easement width is required for utilities.


Access Control Policy:
 Min. Back of Curb to Back of Curb: 37'
 Min. Curve Radius—Street Intersections: 25'
 Curb & Gutter Design: 6"x24" Stand Up

Access to individual properties allowed.

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LEGEND

- 
HEADER CURB
- 
CURB & GUTTER
- 
PAVED ROADWAY
- 
COMPACTED STATE APPROVED
BASE COURSE
- 
EXISTING SUB-GRADE
MATERIAL

NOTES:

Min. Right-of-Way Required:
Driving Lane Width:
Min. # of Driving Lanes:
On Street Parking Permitted:
Sidewalks:

60'
13'
2 Lanes
YES - both side in swales only
None required.

Utility Corridor:

10' easements on each side of right-of-way
or as required by City & Private Utilities.
Access to individual properties allowed.
28' Base Course with 26" pavement width.
Additional pavement may be required if
projected traffic flow exceeds 500 ADT.
6"x 18 header curb recommended, with 17' swales
width on each side.

Access Control Policy:
Min. Pavement Width:

Curb & Gutter Design:

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APPROVED BY	MINOR RESIDENTIAL (RURAL) SECTION	PAGE NO. 11

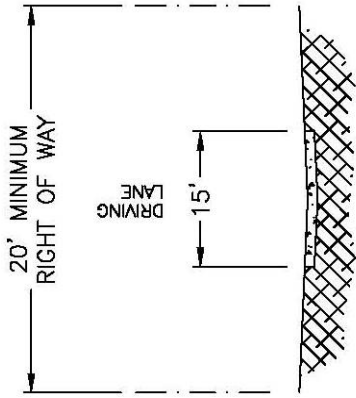
Minimum Requirements For Street Cross Sections - Continued:

Alley (no rear access)

- Minimum Right-of-Way Required:** 20'
- Driving Lane Width:** 15'
- Minimum # of Driving Lanes:** 1 Lane
- On Street Parking Permitted:** NO
- Sidewalks:** NO
- Utility Corridor:** Easements in alley or as required by City & Private Utilities.
- Minimum Pavement Width:** 15' width asphalt recommended, or 15' width of compacted 6" gravel or caliche.

Alley -Rear Access

- Minimum Right-of-Way Required:** 24'
- Driving Lane Width:** 10' (20' clear width)
- Minimum # of Driving Lanes:** 2 Lanes
- On Street Parking Permitted:** NO
- Sidewalks:** NO
- Utility Corridor:** Easements in alley or as required by City & Private Utilities.
- Minimum Pavement Width:** 20' width pavement required - asphalt or concrete.






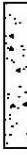
NOTES:

Min. Right-of-Way Required: 20'
 Driving Lane Width: 15'
 Min. # of Driving Lanes: 1 Lane
 On Street Parking Permitted: No
 Sidewalks: No

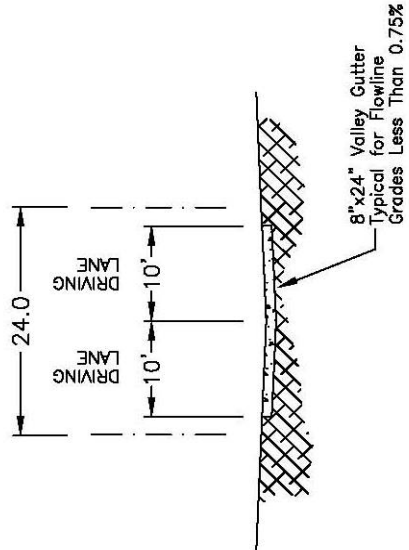
Utility Corridor: Easements in alleys are as required by City & Private Utilities.

Min. Pavement Width: 15' width asphalt recommended, or 15' width of compacted 6" gravel or caliche.

LEGEND

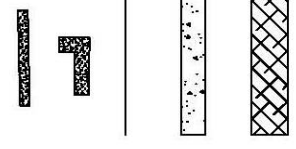
-  SIDEWALK
-  CURB & GUTTER
-  PAVED ROADWAY
-  COMPACTED STATE APPROVED BASE COURSE
-  EXISTING SUB-GRADE MATERIAL

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APPROVED BY	ALLEY (NO REAR ACCESS) SECTION	PAGE NO. 13



LEGEND

- SIDEWALK
- CURB & GUTTER
- PAVED ROADWAY
- COMPACTED STATE APPROVED BASE COURSE
- EXISTING SUB-GRADE MATERIAL



NOTES:

- Min. Right-of-Way Required: 24'
- Driving Lane Width: 10' (20' clear width)
- Min. # of Driving Lanes: 2 Lanes
- On Street Parking Permitted: No
- Sidewalks: No
- Utility Corridor: Easements in alleys are as required by City & Private Utilities.
- Min. Pavement Width: 20' width, pavement required. (asphalt or concrete)

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APPROVED BY	ALLEY (REAR ACCESS) SECTION	PAGE NO. 14

Minimum Requirements For Street Cross Sections - Continued:

Alley Rear Access (Alternative)

Minimum Right-of-Way Required:	Varies 20' width usually with expansion areas to 24' width.
Driving Lane Width:	10' (20' clear width)
Minimum # of Driving Lanes:	2 Lanes
On Street Parking Permitted:	NO
Sidewalks:	NO
Utility Corridor:	Easements in alley or as required by City & Private Utilities.
Minimum Pavement Width:	20' width pavement recommended (asphalt or concrete).

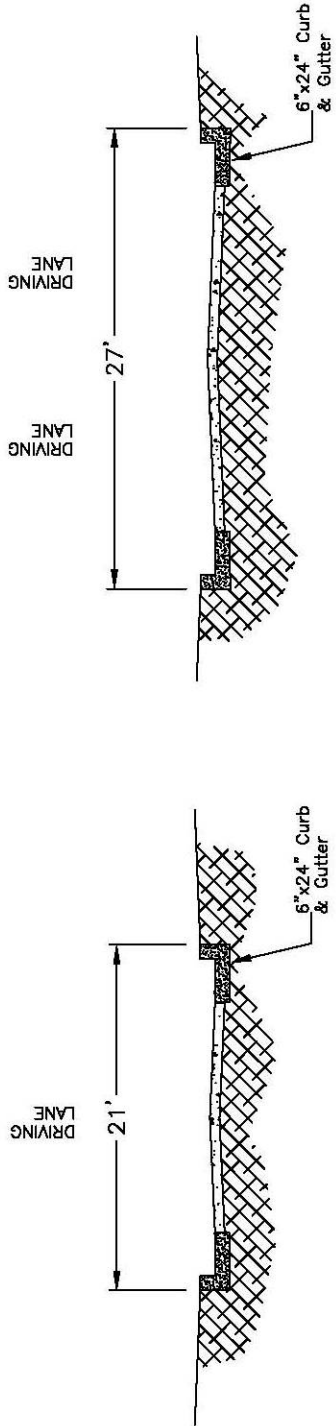
As an alternative for alley design, this alternative includes 20' wide rear access alleys with extra wide 4' depth indentation areas for gas meters, trash receptacles, etc.

NOTE: No drawing is included in the text of the plan for this alternative.

Private Drive

Minimum Right-of-Way Required:	Not applicable.
Minimum # of Driving Lanes:	1 lane or 2 lanes.
Minimum Pavement Width:	21' for One-Way Streets. 27' for Two-Way Streets.
On Street Parking Permitted:	NO. Wider pavement width is required if on-street parking is permitted.
Sidewalks:	Optional. (ADA Compliance)
Utility Corridor:	10' easements in private streets as required by City with permanent easements dedicated to City.
Drainage Requirements:	Consider with drainage plan.

Minimum pavement width shall be increased by 10' if the planned traffic flow (ADT) is projected to exceed 500 ADT.



LEGEND

- PAVED ROADWAY
- COMPACTED STATE APPROVED BASE COURSE
- EXISTING SUB-GRADE MATERIAL

NOTES:

- Min. Right-of-Way Required: 1 lane or 2 lanes.
- Driving Lane Width: 21' for one-way streets, 27' for two-way streets.
- Min. # of Driving Lanes: No. Wider pavement width is required if on-street parking is permitted. Optional (ADA compliance).
- On Street Parking Permitted: 10' easements in private streets as required by City with permanent easements dedicated City.
- Sidewalks: Consider with drainage plan.
- Utility Corridor: Minimum pavement width shall be increased by 10' if the planned traffic flow (ADT) is projected to exceed 500 ADT.
- Drainage Requirements:

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APPROVED BY	PRIVATE DRIVE SECTION	PAGE NO. 16

Minimum Requirements For Street Cross Sections - Continued:

Major Collector Street

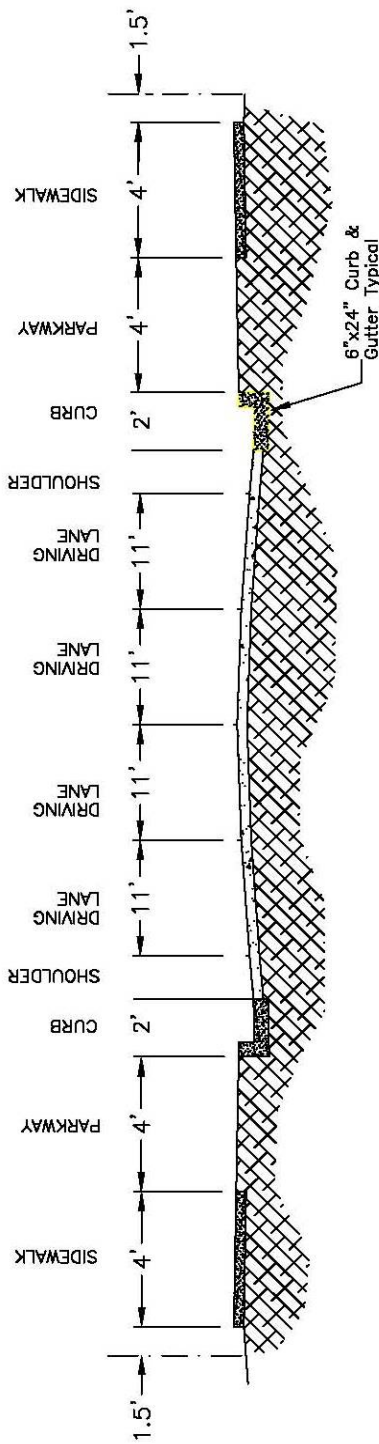
Minimum Right-of-Way Required:	80'
Driving Lane Width:	11'
Minimum # of Driving Lanes:	4 Lanes
Outside (Right) Shoulder Width:	To be determined by City Engineer
Minimum Median Width:	None
Center Turn Lane Width:	13' If Constructed
On Street Parking Permitted:	NO
Bike Lane:	6' Side Lane on selected major collector streets.
Sidewalks:	4' sidewalk with 4' parkway separation from curb, on both sides, unless combined with bike lane.
Utility Corridor:	10' easements on each side of right-of-way, or as required by Utilities.
Access Control Policy:	Access only at City streets, alleys or major commercial centers. Access to individual properties may be allowed per page 7 herein.
Minimum Pavement Width:	61' Back of Curb to Back of Curb

Note: Major Collector Streets shall be required for all ½ Section Line streets in all areas of the City and extra-territorial planning jurisdiction, as new development occurs.

Minor Collector Street

Minimum Right-of-Way Required:	80'
Driving Lane Width:	11'
Minimum # of Driving Lanes:	Two 12' driving lanes and one center turn lane.
Center Turn Lane Width:	None required.
On Street Parking Permitted:	No, unless approved by the City.
Bike Lane:	None.
Sidewalks:	4 sidewalk required on both sides with 2' parkway separation from pavement.
Utility Easements:	10' easements on each side of right-of-way, or as required by Utilities.
Access Control Policy:	Access at streets, alleys and individual properties.
Minimum Pavement Width:	41' Back of Curb to Back of Curb

Notes: Minor Collector Streets may be required to carry additional traffic flows in locations with higher density multi-family residential use or commercial



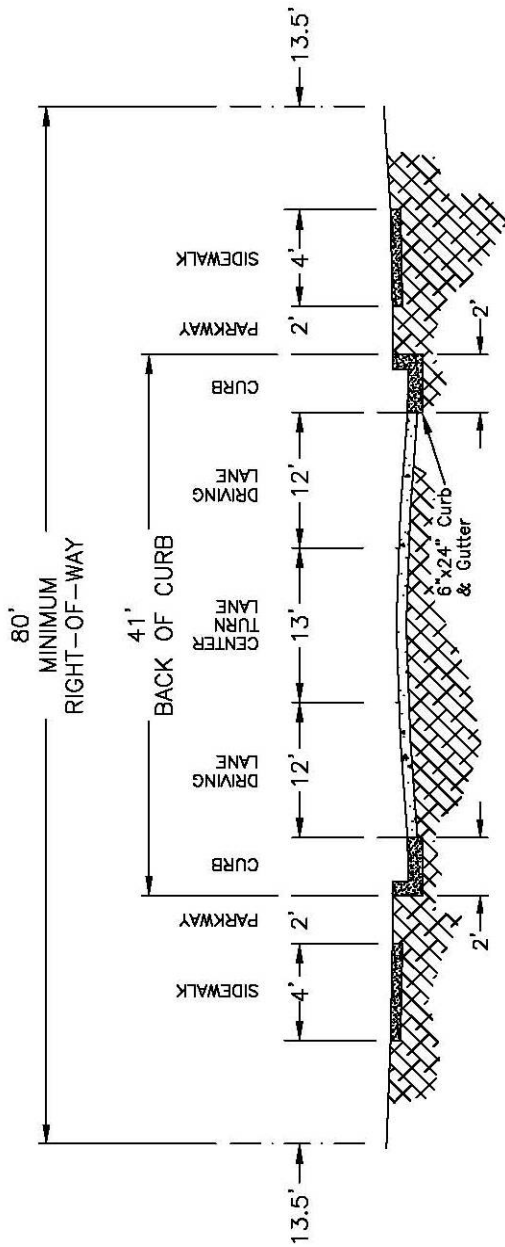
NOTES:

- Min. Right-of-Way Required: 80'
- Driving Lane Width: 11' to 12'
- Min. # of Driving Lanes: 4 Lanes
- Center Turn Lane Width: 13' if constructed.
- Outside (Right) Shoulder Width: 4.5' with no driving lane.
- Minimum Median Width: None
- On Street Parking Permitted: No
- Bike lanes: 6" Side lane on selected major collector streets.
- Sidewalks: 4' Sidewalk with 4' parkway separation from curb , on both sides, unless combined with bike lane.
- Utility Corridor: 10' Easements on each side of right-of-way, or as required by City & Private Utilities.
- Access Control Policy: Access only at City streets or major commercial centers.
- Minimum Pavement Width: 61' with center turn lane.
- (Back of Curb to Back of Curb)

LEGEND

- SIDEWALK
- CURB & GUTTER
- PAVED ROADWAY
- COMPACTED STATE APPROVED BASE COURSE
- EXISTING SUB-GRADE MATERIAL

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NOTES:

Min. Right-of-Way Required:
 Driving Lane Width:
 Min. # of Driving Lanes:

Center Turn Lane Width:
 On Street Parking Permitted:
 Bike lanes:
 Sidewalks:

Utility Corridor:

Access Control Policy:

Minimum Pavement Width:

80'
 12'
 Two 12' driving lanes and one center turn lane.

None required.
 Yes
 None
 4' Sidewalk on both sides with 2' parkway separation from curb.

10' Easements on each side of right-of-way, or as required by City & Private Utilities. Access at streets, alleys, and individual properties.

41' Back of Curb to Back of Curb

LEGEND

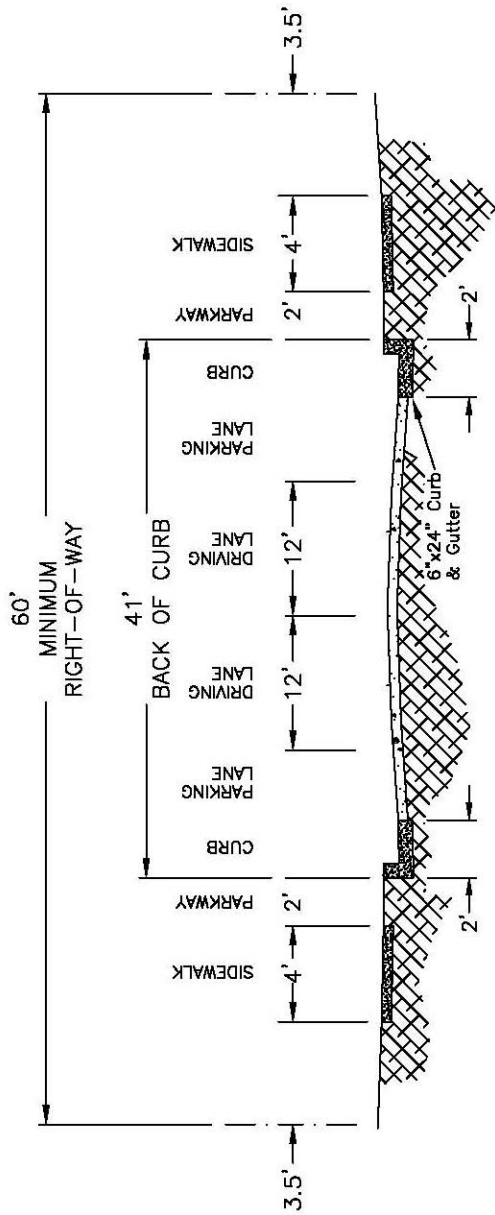
- SIDEWALK
- CURB & GUTTER
- PAVED ROADWAY
- COMPACTED STATE APPROVED BASE COURSE
- EXISTING SUB-GRADE MATERIAL

DRAWING DATE	CITY OF HOBBS, NEW MEXICO DEPARTMENT OF ENGINEERING	REVISIONS
APPROVED BY	MINOR COLLECTOR SECTION	PAGE NO. 19

Minimum Requirements For Street Cross Sections - Continued:

Residential Collector Street

Minimum Right-of-Way Required:	60'
Driving Lane Width:	12'
Minimum # of Driving Lanes:	Two 12' driving lanes and two parking lanes.
Center Turn Lane Width:	None required.
On Street Parking Permitted:	Yes.
Bike Lane:	None.
Sidewalks:	4 sidewalk required on both sides with 2' parkway separation from pavement.
Utility Easements:	10' easements on each side of right-of-way, or as required by City & Private Utilities.
Access Control Policy:	Access at streets, alleys and individual properties.
Minimum Pavement Width:	41' Back of Curb to Back of Curb



LEGEND

- SIDEWALK
- CURB & GUTTER
- PAVED ROADWAY
- COMPACTED STATE APPROVED BASE COURSE
- EXISTING SUB-GRADE MATERIAL

NOTES:

- Min. Right-of-Way Required: 60'
- Driving Lane Width: 12'
- Min. # of Driving Lanes: Two 12' driving lanes and two parking lanes.
- Center Turn Lane Width: None required.
- On Street Parking Permitted: Yes
- Bike lanes: None
- Sidewalks: 4' Sidewalk on both sides with 2' parkway separation from curb.
- Utility Corridor: 10' Easements on each side of right-of-way, or as required by City & Private Utilities.
- Access Control Policy: Access at streets, alleys, and individual properties.
- Minimum Pavement Width: 41' Back of Curb to Back of Curb

DRAWING DATE	CITY OF HOBBS, NEW MEXICO DEPARTMENT OF ENGINEERING	REVISIONS
APPROVED BY	RESIDENTIAL COLLECTOR SECTION	PAGE NO. 21

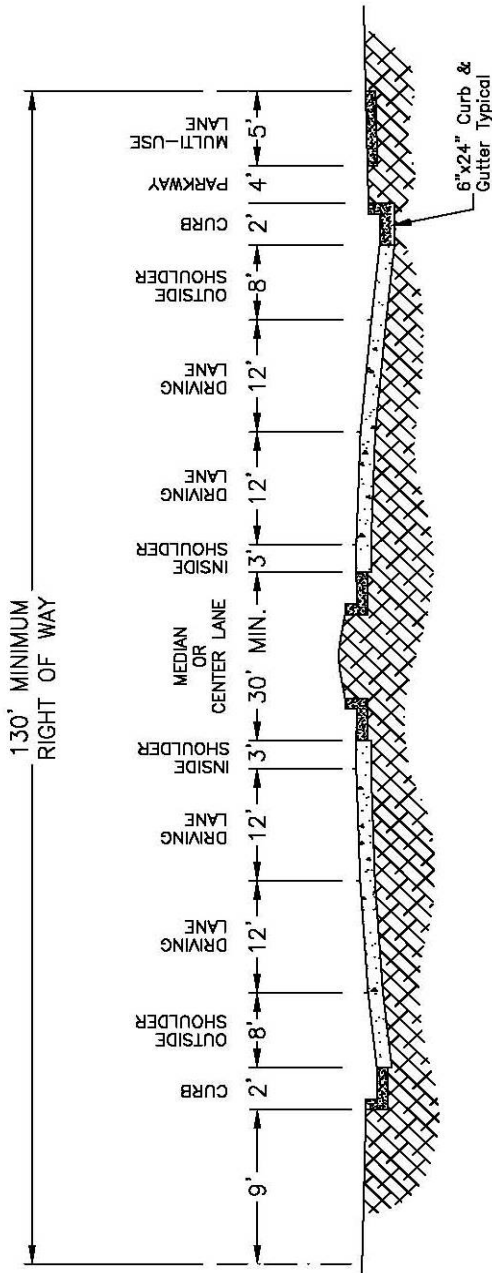
Minimum Requirements For Street Cross Sections - Continued:

Major Arterial Street

Minimum Right-of-Way Required:	130'
Driving Lane Width:	12'
Minimum # of Driving Lanes:	4 Lanes
Inside (Left) Shoulder Width:	3'
Outside (Right) Shoulder Width:	8'
Minimum Median Width:	30'
On Street Parking Permitted:	NO
Bike Lane:	8' Single Lane on east and south sides of selected streets with 4' width parkway between outside driving lane and bike lane.
Sidewalks:	5' sidewalk required (6' width recommended) on both sides with 2' parkway separation from pavement.
Utility Easements:	10' easements on each side of right-of-way, or as required by City & Private Utilities.
Access Control Policy:	Access only at 1/2 mile and 1/4 mile streets. Signalization only at one mile intersections, or 1/2 mile intersections, if approved by the City Engineer and/or City Commission.

Minor Arterial Street

Minimum Right-of-Way Required:	110'
Driving Lane Width:	12'
Minimum # of Driving Lanes:	4 Lanes
Outside (Right) Shoulder Width:	4' (or 6' as Bike Lane)
Minimum Median Width:	NONE
Center Turn Lane Width:	16'
On Street Parking Permitted:	NO
Bike Lane:	6' Side Lane on selected minor arterial streets.
Sidewalks:	5' sidewalk required (6' width recommended) on both sides with 2' parkway separation from pavement.
Utility Easements:	10' easements on each side of right-of-way, or as required by City & Private Utilities.
Access Control Policy:	Access only at City streets or City approved commercial driveway access.
Minimum Pavement Width: (Back of Curb to Back of Curb)	76' Back of Curb to Back of Curb



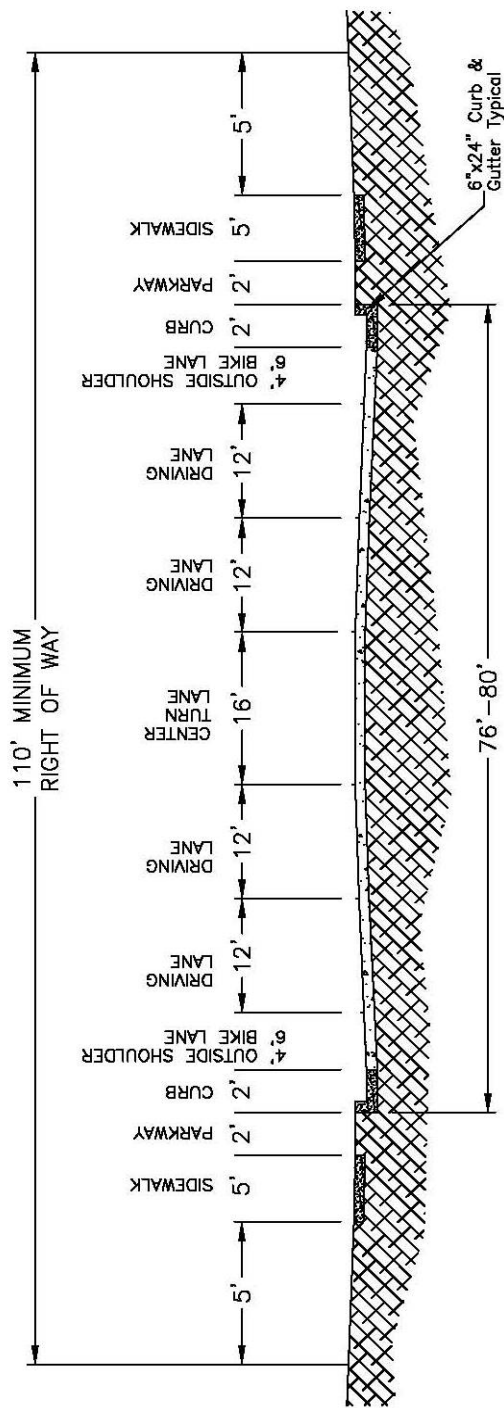
NOTES:

- Min. Right-of-Way Required: 130'
- Driving Lane Width: 12'
- Min. # of Driving Lanes: 4 Lanes
- Inside (Left) Shoulder Width: 3'
- Outside (Right) Shoulder Width: 8'
- Minimum Median Width: 30'
- On Street Parking Permitted: No
- Bike lanes: 8' Single lane on east and south sides of selected streets with 4' width parkway between outside driving lane and bike lane.
- Sidewalks: 5' Sidewalk required (6' width recommended) on both sides with 2' parkway separation from pavement.
- Utility Corridor: 10' Easements on each side of right-of-way, or as required by City or Private Utilities.
- Access Control Policy: Access at 1/2 mile and 1/4 mile streets. Signalization only at one mile intersections, or 1/2 mile intersections, if approved by the City Engineer and/or City Commission.
- Minimum Road Way Width: 104' Back of Curb to Back of Curb

LEGEND

- CURB & GUTTER
- PAVED ROADWAY
- COMPACTED STATE APPROVED BASE COURSE
- EXISTING SUB-GRADE MATERIAL

DRAWING DATE	CITY OF HOBBS, NEW MEXICO DEPARTMENT OF ENGINEERING	REVISIONS
APPROVED BY	MAJOR ARTERIAL URBAN SECTION	PAGE NO. 23



NOTES:

- Min. Right-of-Way Required: 110'
- Driving Lane Width: 12'
- Min. # of Driving Lanes: 4 Lanes
- Minimum Median Width: None
- Outside (Right) Shoulder Width: 4' (or 6' as bike lane).
- Center Turn Lane Width: 16'
- On Street Parking Permitted: No
- Bike lanes: 6' Side lane on selected minor arterial streets.
- Sidewalks: 5' Sidewalks required (6' width recommended) on both sides with 2' parkway separation from pavement.
- Utility Corridor: 10' easements on each side of right-of-way, or as required by City & Private Utilities.
- Access Control Policy: Access only at City streets or City approved commercial driving access.
- Minimum Pavement Width: 76' Back of Curb to Back of Curb

LEGEND

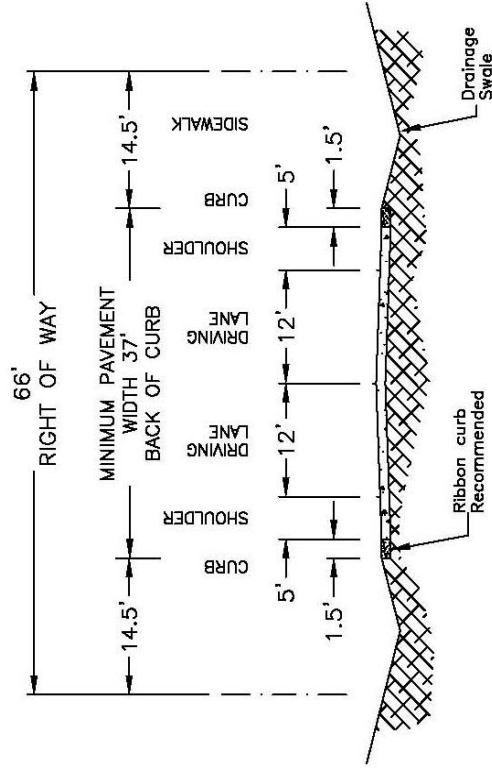
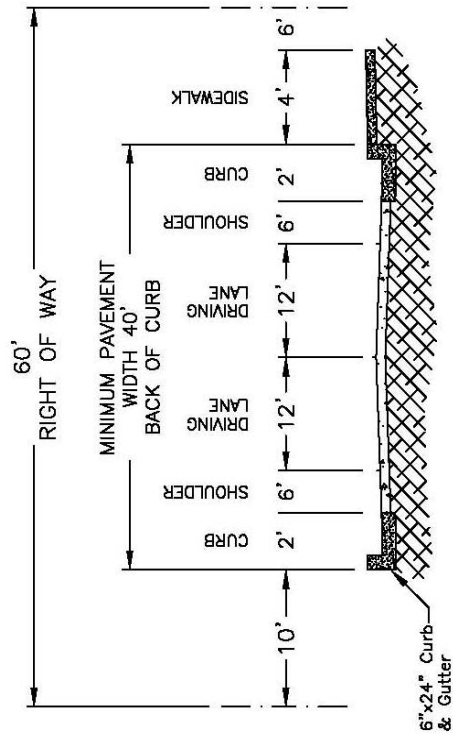
-  SIDEWALK
-  CURB & GUTTER
-  PAVED ROADWAY
-  COMPACTED STATE APPROVED BASE COURSE
-  EXISTING SUB-GRADE MATERIAL

DRAWING DATE	CITY OF HOBBS, NEW MEXICO DEPARTMENT OF ENGINEERING	REVISIONS
APPROVED BY	MINOR ARTERIAL SECTION	PAGE NO. 24

Minimum Requirements For Street Cross Sections - Continued:

Industrial Street

Minimum Right-of-Way Required:	60' with stand up curb or 66' with swales.
Driving Lane Width:	16' (12' with shoulders)
Minimum # of Driving Lanes:	2 Lanes
On Street Parking Permitted:	NO
Bike Lane:	None required.
Sidewalks:	4' sidewalk on one side for developments with lot size average less than 1 acre in size.
Utility Corridor:	10' easements on each side of right-of-way or as required by City & Private Utilities.
Access Control Policy:	Access to individual properties.
Minimum Pavement Width:	37' Back of Curb to Back of Curb - Flush Curb curve radius - street intersections 50'.
Min. pavement width	40' Back of Curb to Back of Curb (for stand-up curb sections)
Curb & Gutter Design:	Stand-up curb or ribbon curb for drainage in roadside swales.



NOTES:

Min. Right-of-Way Required:
 Driving Lane Width:
 Min. # of Driving Lanes:
 On Street Parking Permitted:
 Bike lanes:
 Sidewalks:

Utility Corridor:
 Access Control Policy:
 Minimum Pavement Width:
 Minimum Pavement Width:
 Min. Curve Radius Street Intersections:
 Curb and Gutter Design:

60' with stand up curb or 66', with swales.
 16' (12' with shoulders).
 2 Lanes
 No
 None required.
 4' sidewalk on one side for developments
 with lot size average less than 1 acre in size.
 10' Easements on each side of right-of-way,
 or as required by City & Private Utilities.
 Access to individual properties.
 40' Back of Curb to Back of Curb (for stand-up
 curb sections)
 37' Back of Curb to Back of Curb (flush curb)

50'
 Stand-up curb or Ribbon curb
 for drainage in roadside swales.

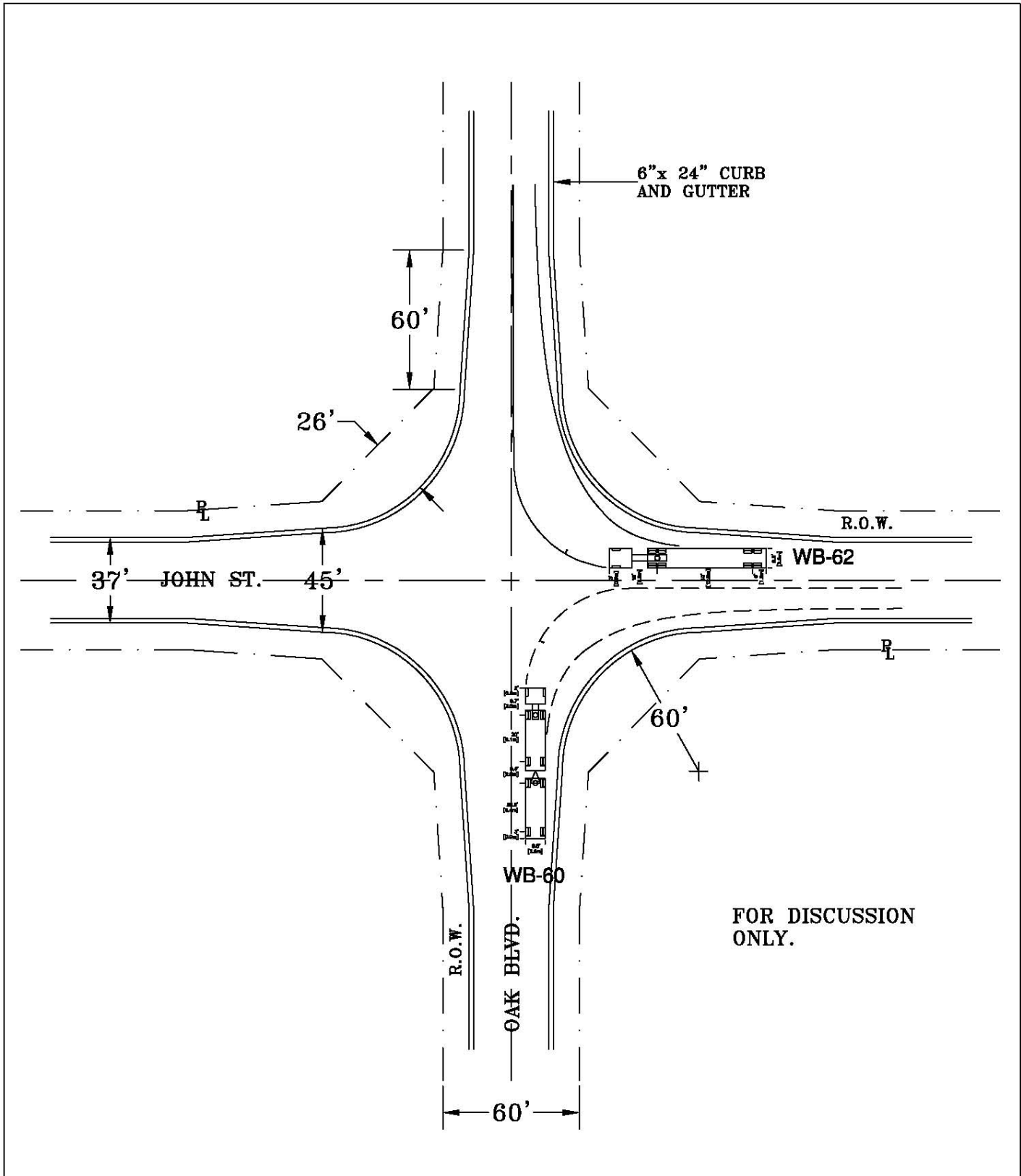
LEGEND

- HEADER CURB
- ▬ SIDEWALK
- ┌ CURB & GUTTER
- PAVED ROADWAY
- ▨ COMPACTED STATE APPROVED
BASE COURSE
- ▩ EXISTING SUB-GRADE
MATERIAL

DRAWING DATE	REVISIONS
APPROVED BY	PAGE NO. 26

CITY OF HOBBS, NEW MEXICO
 DEPARTMENT OF ENGINEERING

INDUSTRIAL STREET SECTION



FOR DISCUSSION ONLY.

DRAWING DATE _____	CITY OF HOBBS, NEW MEXICO DEPARTMENT OF ENGINEERING	REVISIONS
APPROVED BY _____	TYPICAL INDUSTRIAL STREET INTERSECTION	PAGE NO. 27

CITY OF HOBBS
 MAJOR THOROUGHFARE PLAN MAP
 LEA COUNTY, NEW MEXICO

