PRIVATE STREETS

- A. Private streets will be allowed in new developments where their use is logically consistent with a desire for neighborhood identification and control of access, and where special overall design concepts may be involved. The use of private streets will be subject to review and approval by the Planning Commission and the City Council.
- B. Private streets will be permitted only where a satisfactory means of providing for their maintenance and operation is demonstrated.
- C. The use of private streets as a device for permitting inadequate design will not be allowed.
- D. The use of private streets is ordinarily limited to cul-de-sacs and to minor local streets not carrying through traffic.
- E. The design of all private streets shall be reviewed and approved by the Public Works Department; and the construction shall be inspected by the Public Works Department, with a standard inspection fee to be paid.
- F. The following design standards shall be used for new private streets:

GENERAL

- A. Where streets other than minor local streets are proposed to be private, the design shall conform in all respects to the requirements established for public streets, except as may be otherwise permitted under Number 2 below.
- B. Where special circumstances exist, deviations from the standards will be subject to approval by the Public Works Department after an individual review.
- C. Streets shall be adequately designed to provide for lane delineation, street sweeping, and drainage control. A standard crown section with concrete curb and gutter on both sides will be required.
- D. Depressed approaches shall be used at all driveways where streets have curb and gutter.

- E. Concrete sidewalks shall be provided in the right-of-way, unless other means of accommodating pedestrian traffic which would normally use the street are provided in the development.
- F. Lighting adequate for pedestrian and vehicle safety and sufficient to minimize police problems shall be provided.
- G. Adequate provision for public utilities shall be made. A separate document dedicating exclusive public utility easements to the City shall be provided when required in order to eliminate any conflict of rights between City utilities and other public utilities. Where surfaces other than standard concrete (gray) and asphalt cement are to be constructed over City utilities and storm drains, a non-standard improvements agreement shall be executed to provide for the replacement of non-standard surfacing by the owner or community association.
- H. Adequate provision shall be made for trash pick up and for emergency vehicle access.
- I. Adequate signs, subject to the approval of the City, shall be provided and maintained at all entrances to private streets clearly designating the private status of such streets.
- J. A traffic control plan shall be prepared for review and approval by the City Traffic Engineer. The plan shall show all signs, striping and curb markings.

MINIMUM PAVED WIDTHS

- A. With parking on both sides: 36' curb to curb.
- B. With parking on one side only or no parking: 32' curb to curb.

GRADES

- A. Desirable maximum 10%.
- B. Maximum 15% for special circumstances.
- C. Minimum 0.4%.

- D. Provide vertical curves for grade breaks over 1%.
- E. Cross fall between curb tops and/or gutters shall not exceed 0.20' per 10' of roadway width.

ALIGNMENT

- A. Streets shall normally intersect at right angles and shall have at least 20' of tangent adjacent to intersections. The tangent length shall be increased where short radius curves are used near the intersections.
- B. Cul-de-sacs shall not ordinarily exceed 400' in length. Curb radius at the turn-around shall be at least 40' with no on-street parking, 48' with on-street parking.
- C. Centerline radius shall be 150' minimum for loop streets over 800' in length, and 100' minimum cul-de-sacs and for loop streets less than 800' in length. Where right angled bends are used in the street pattern, in lieu of the minimum radii required above, widening sufficient to accommodate truck turning movements shall be provided by use of knuckles or other appropriate means.
- D. Curb return radius shall be 15' minimum.

ACCESS CONTROL

- A. Gates to control vehicular access into a private community shall be of a type approved by the Fire Department, Police Department, and the Public Works Department.
- B. A turn-around prior to the control gate shall be provided so that vehicles are not required to back out onto the adjacent public street.
- C. Adequate vehicular storage space shall be provided on the private street prior to the control gate so that vehicles will not block the adjacent public street.

STRUCTURAL SECTION

A. The minimum structural section shall ordinarily be 3" AC over 4" AB over 6" of compacted subgrade. The section shall be revised as required by accepted standards of engineering design in accordance with the results of soil tests on the native subgrade material.

VEHICLE CODE ENFORCEMENT

- A. New Development Vehicle code enforcement may be a condition of development.
- B. Existing Development Consideration will be given by the City Council for police enforcement of the Vehicle Code on private street systems when the following conditions have been met:
 - 1. The City has received a formal request in compliance with the California Vehicle Code.
 - 2. The request is accompanied by a written report and recommendations from both the Police Chief and Traffic Engineer.
- C. If the City Council decides to approve the request, the following minimum conditions shall apply:
 - 1. All applicable provisions of the Vehicle Code shall be enforced.
 - 2. All non-standard traffic control devices shall be removed by the applicant, e.g., speed bumps, traffic signs and traffic striping.
 - 3. All unnecessary sight obstructions and encroachments shall be removed.

PLANNING COMMISSION REVIEW

The Planning Commission shall consider the recommendations of the Police Department in all tentative map or use permit proceedings where a private street system is proposed.

- A. The City will assume no responsibility for enforcement of traffic control unless specifically requested and approved.
- B. The City will perform trash pickup on private streets providing such streets are fully accessible to and usable by the City's trash trucks.
- C. The City will not provide pavement maintenance or sweeping services on private streets.

D. The City will operate and maintain street lights on private streets only if design and construction of the street lighting system are fully in accord with all City standards, an appropriate utility easement has been dedicated, and the system is fully accessible to City forces for maintenance.

Adopted - November 23, 1964 Amended - October 28, 1991
Amended - March 9, 1970 Amended - December 14, 1992
Amended - August 9, 1971 Reaffirmed - January 24, 1994
Amended - August 9, 1976 Amended - February 27, 1995
Amended - November 27, 1978 Amended - February 26, 1996
Amended - October 12, 1982 Amended - February 24, 1997