

PRIVATE STREETS

- A. Private streets shall 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 shall be subject to review and approval by the Planning Commission and the City Council.
- B. Private streets shall be permitted only where a satisfactory means of providing for their on-going maintenance and operation is demonstrated.
- C. The use of private streets as a device for permitting inadequate design shall 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. Private street design shall conform in all respects to the requirements established for city public streets, except as may be otherwise permitted below.
 - 1. Where special circumstances exist, deviations from the standards shall be subject to approval by the Public Works Department after an individual review.
 - 2. Streets shall be adequately designed to provide for lane delineation, street sweeping, and drainage control.
 - 3. 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.
 - 4. Minimum street width with parking on one (1) side only or no parking is thirty-two (32) feet curb to curb.
- 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.
- K. Access Control
 - 1. 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.
 - 2. 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.
 - 3. Adequate vehicular storage space shall be provided on the private street prior to the control gate so that vehicles shall not block the adjacent public street.
- L. Vehicle Code Enforcement
 - 1. New Development - Vehicle code enforcement may be a condition of development.
 - 2. Existing Development - Consideration shall be given by the City Council for police enforcement of the Vehicle Code on private street systems when the following conditions have been met:
 - a. The City has received a formal request in compliance with the California Vehicle Code.
 - b. The request is accompanied by a written report and recommendations from both the Police Chief and Traffic Engineer.

3. If the City Council decides to approve the request, the following minimum conditions shall apply:
 - a. All applicable provisions of the Vehicle Code shall be enforced.
 - b. All non-standard traffic control devices shall be removed by the applicant, e.g., speed bumps, traffic signs and traffic striping.
 - c. All unnecessary sight obstructions and encroachments shall be removed.

M. 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.

1. The City shall not assume any responsibility for enforcement of traffic control unless specifically requested and approved.
2. Solid waste contractor shall perform trash pick-up on private streets, provided such streets are fully accessible to and usable by the company's trash trucks.
3. The City shall not provide pavement maintenance or sweeping services on private streets.
4. The City may agree to 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.

N. Separate street improvement plans shall be reviewed and approved by the Public Works Department prior to permit issuances.

O. A Public Works encroachment permit shall be required when connecting to or relocating public utilities.

History

(1964, 11/23) - L-4 - Adopted (Private Streets)

(1970, 03/09) - L-4 - Amended

(1971, 08/09) - L-4 - Amended

(1972, 02/14) - L-4 - Reaffirmed

(1972, 02/14) - M-2 - Adopted (Lighting System on Private Streets)
(1973, 12/10) - M-2 Amended
(1976, 08/09) - L-4 - Amended
(1978, 11/27) - L-4 - Amended
(1982, 10/12) - L-4 - Amended
(1982, 10/25) - L-4 - Amended
(1991, 10/28) - L-4 - Amended
(1992, 12/14) - L-4 - Amended
(1994, 01/24) - L-4 - Amended
(1994, 01/24) - M-2 - Amended
(1995, 02/27) - L-4 - Amended (incorporating L-4 & M-2)
(1996, 02/26) - L-4 - Amended
(1996, 02/26) - M-2 - Deleted
(1997, 02/24) - L-4 - Amended
(2018, 08/14) - L-4 - Amended