

LEGEND

W = WIDTH OF RIGHT-OF-WAY
 R = WIDTH OF ROADWAY IN FEET
 P = WIDTH OF PARKWAY IN FEET

CLASSIFICATION	TYPICAL ACCESS BY:	PARKING ALLOWED	MIN. DESIGN SPEED	W	R	SIDEWALK
INDUSTRIAL COLLECTOR	INDUSTRIAL LOCAL STREET DRIVEWAY BOTH SIDES	BOTH SIDES	35	74	64	BOTH SIDES
INDUSTRIAL LOCAL-a	INDUSTRIAL LOCAL STREET DRIVEWAY BOTH SIDES	BOTH SIDES	25	54	44	BOTH SIDES
COMMUTER	LOCAL STREETS	BOTH SIDES	35-45	56	40	BOTH SIDES
COLLECTOR	LOCAL STREETS	BOTH SIDES	35	56	40	BOTH SIDES
LOCAL	LOCAL STREETS DRIVEWAY ONE SIDE	BOTH SIDES	25	52	36	BOTH SIDES
LOCAL	LOCAL STREETS DRIVEWAY BOTH SIDES	BOTH SIDES	25	56	40	BOTH SIDES
LOCAL	DRIVEWAY BOTH SIDES	BOTH SIDES	25	52	36	BOTH SIDES
LOCAL-b	DRIVEWAY ONE SIDE	ONE SIDE	25	38.5	30	ONE SIDE
LOCAL-b	DRIVEWAY ONE SIDE	NONE	25	36.5	28	ONE SIDE

* INDUSTRIAL COLLECTOR CURBS SHALL BE TYPE "A-8", SPECIAL CONDITIONS MAY REQUIRE OTHER TYPES.

** ON SIDE WITH NO SIDEWALK, R/W IS AT BACK OF CURB.

SEE SHT. 2 FOR NOTES

CITY OF MISSION VIEJO

COLLECTOR, COMMUTER AND LOCAL STREETS

STANDARD PLAN NO.

304



Robert Anderson

9-23-03

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RCE 30190

DATE

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NOTES:

1. SIDEWALKS, IN ADDITION TO THOSE INDICATED ABOVE, MAY BE REQUIRED TO PROVIDE CONTINUOUS PEDESTRIAN ROUTES.
2. REQUIRED PAVEMENT STRUCTURAL SECTION SHALL BE DETERMINED BY THE SOILS ENGINEER AND APPROVED BY THE CITY ENGINEER.
3. CURB SHALL BE TYPE A-6 EXCEPT FOR INDUSTRIAL COLLECTOR STREETS.
4. SEE STD. PLAN 316 FOR TYPE A-6 CURB DETAIL.
5. SEE STD. PLAN 321 FOR SIDEWALK DETAILS.
6. BASIC CRITERIA; 12' LANES FOR VOLUMES GREATER THAN 500 A.D.T.
 10' TRAVEL LANES FOR LESS THAN 500 A.D.T.
- a. ROADWAY "R" SHALL BE INCREASED TO 50' WITHIN 100' OF CURB RETURN OF AN INTERSECTION WITH A HIGHER CLASSIFICATION HIGHWAY. CURB AND GUTTER TRANSITION SHALL BE CONSTRUCTED BETWEEN 100' AND 140' FROM CURB RETURN.
- b. 8' PARKWAY ON DRIVEWAY SIDE. R/W AT BACK OF CURB ON SIDE WITHOUT ACCESS. PAVEMENT CROWN LINE SHALL BE CENTERED BETWEEN CURBS.
7. MIN. STREET FLOW GRADE LINE SHALL BE 0.5%. REVERSE GRADE VERTICAL CURVES EXCEPTED.
8. DISTANCE SHOWN IS MINIMUM FROM R/W TO HINGE POINT WHEN SIDEWALK IS ADJACENT TO R/W AND/OR HINGE POINT IS FOR A DOWN SLOPE. WHEN HINGE POINT IS FOR AN UP SLOPE AND WHEN SIDEWALK IS ADJACENT TO CURB, HINGE POINT SHALL BE LOCATED AT R/W OR A MINIMUM OF 2 FEET BEHIND SIDEWALK, WHICHEVER IS THE GREATER DISTANCE FROM THE CURB FACE.
9. ALL LOCAL STREETS, PRIVATE AND PUBLIC, SHALL BE DESIGNED AND CONSTRUCTED IN COMPLIANCE WITH THE REQUIREMENTS OF THIS AND ALL OTHER APPLICABLE STANDARD PLANS, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
10. DESIGN SPEED FOR LOCAL STREETS WITH RESIDENTIAL FRONTAGE SHALL BE 25 MILES PER HOUR, AND MAX. GRADE SHALL BE 10%. DESIGN SPEED FOR STREETS WITHOUT RESIDENTIAL FRONTAGE SHALL BE 35 MILES PER HOUR. STREET ALIGNMENT AND PROFILE SHALL COMPLY WITH THE CRITERIA FOR SAFE STOPPING SIGHT DISTANCE IN CONFORMANCE WITH THE CALIFORNIA STATE HIGHWAY DESIGN MANUAL FOR THESE DESIGN SPEEDS.
11. STREETS SHALL INTERSECT AT RIGHT ANGLES WHEREVER POSSIBLE. STREETS SHALL NOT INTERSECT AT GREATER THAN 15° SKEW TO A RIGHT ANGLE. FOUR-LEGGED INTERSECTIONS SHALL BE AVOIDED EXCEPT AT SIGNALIZED LOCATIONS. INTERSECTIONS SHALL HAVE ADEQUATE SIGHT DISTANCE IN CONFORMANCE WITH THE STD. PLAN 315. INTERSECTIONS ON CREST VERTICAL CURVES OR ON THE INSIDE OF HORIZONTAL CURVES SHALL BE AVOIDED. THE MINIMUM DISTANCE BETWEEN INTERSECTIONS SHALL BE 150 FEET MEASURED FROM THEIR CENTERLINES.

CITY OF MISSION VIEJO

COLLECTOR, COMMUTER AND
LOCAL STREET NOTES

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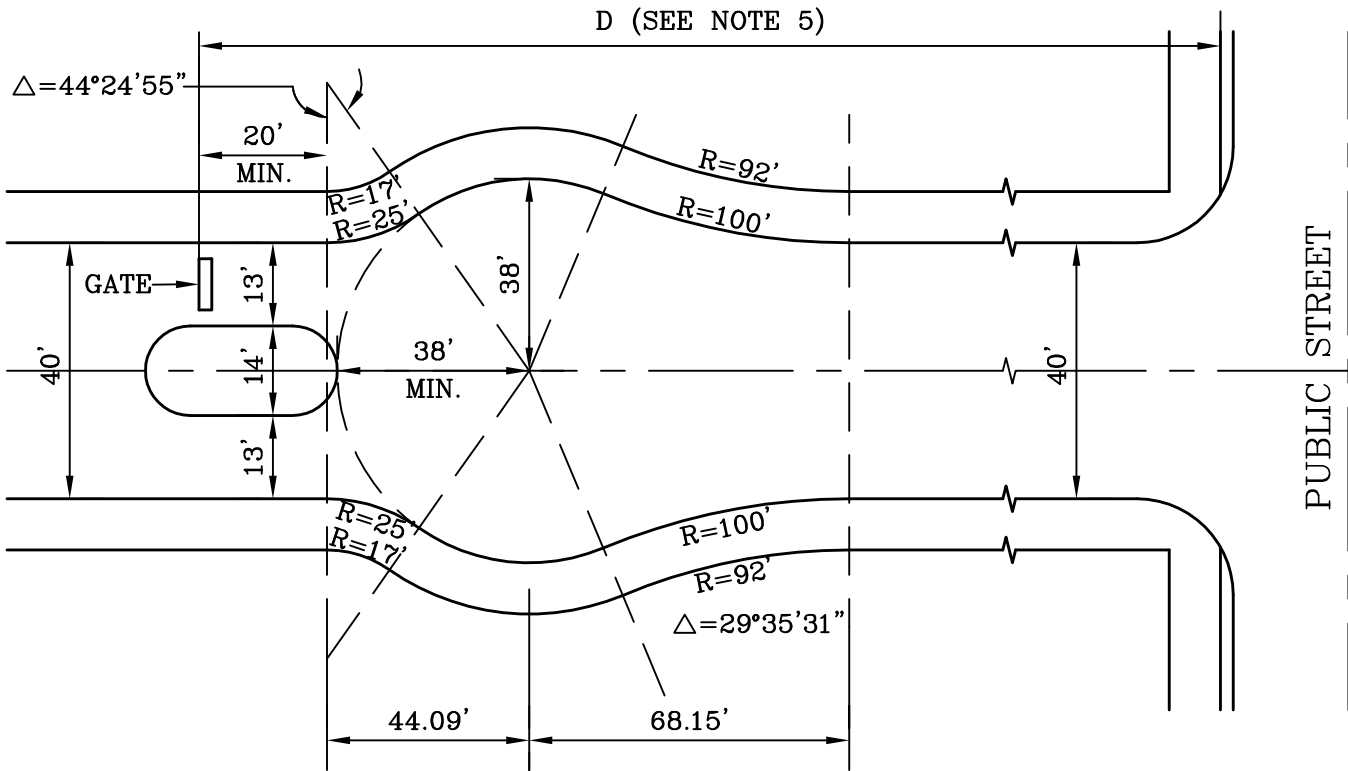
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NOTES:

1. PRIVATE STREET WIDTHS AND GEOMETRICS SHALL BE DESIGNED TO PUBLIC STREET STANDARDS.
2. SIDEWALKS SHALL BE PROVIDED ON ALL PRIVATE STREETS IN CONFORMANCE WITH STD. PLAN 321 UNLESS ALTERNATE PEDESTRIAN CIRCULATION SYSTEM IS PROVIDED MEETING THE APPROVAL OF THE CITY ENGINEER.
3. REQUIRED PAVEMENT STRUCTURAL SECTION SHALL BE DETERMINED BY THE SOILS ENGINEER AND APPROVED BY THE CITY ENGINEER.
4. ENTRYWAYS TO PRIVATE TRACTS SHALL BY DESIGNED TO EMPHASIZE THEIR PRIVATE STATUS. TEXTURED CONCRETE, ARCHES, GUARD GATES OR OTHER ACCESS CONTROL SHALL BE REQUIRED AT TRANSITION FROM PUBLIC TO PRIVATE STREET. ENTRY GATES SHALL BE SET BACK FROM STORAGE FOR ENTERING VEHICLES TO ALLOW STACKING WITHOUT INTERFERING WITH THROUGH TRAFFIC. MINIMUM DESIGN CRITERIA AND REQUIRED FEATURES FOR GUARD GATES ARE SHOWN BELOW.
5. $D=1'$ PER DWELLING UNIT SERVED, 100' MINIMUM (MULTIPLE LANES MAY BE USED TO SATISFY STORAGE DISTANCE REQUIREMENTS.)



CITY OF MISSION VIEJO



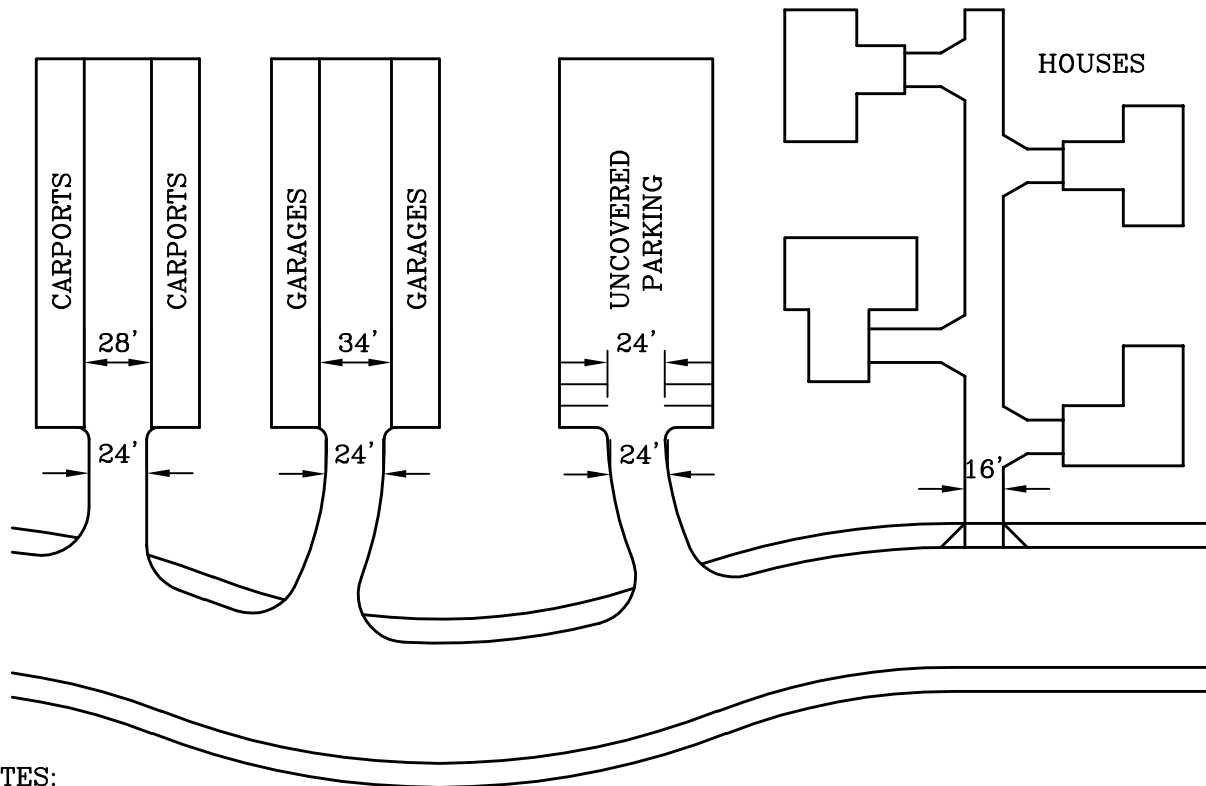
PRIVATE STREETS

STANDARD
PLAN NO.

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NOTES:

1. THE NUMBER AND SIZE OF PARKING SPACES PROVIDED FOR ANY DEVELOPMENT SHALL CONFORM WITH THE CITY OF MISSION VIEJO DEVELOPMENT CODE.
2. PARKING, OTHER THAN PARALLEL ON-STREET, SHALL BE PROVIDED WITHIN PARKING LOTS AND PARKING BAYS. DIAGONAL AND PERPENDICULAR PARKING ARE NOT ALLOWED IN STREETS UNLESS APPROVED BY THE CITY ENGINEER.
3. ACCESS DRIVES AND DRIVEWAYS SERVING PARKING LOTS SHALL PROVIDE A MINIMUM 24' TRAVEL WAY. MORE WIDTH SHALL BE REQUIRED IF PARALLEL PARKING IS PROPOSED ON THE DRIVEWAY.
4. AISLES BETWEEN ROWS OF BACK-OUT PERPENDICULAR PARKING SHALL PROVIDE A MINIMUM 24' TRAVEL WAY. AISLES BETWEEN ROWS OF COVERED BACK-OUT PARKING SHALL PROVIDE A MINIMUM 28'-WIDE TRAVEL WAY. AISLES BETWEEN ROWS OF GARAGES SHALL PROVIDE A MINIMUM 34' BETWEEN FACING GARAGES. IF ROLL UP DOORS ARE USED THE SPACING MAY BE REDUCED TO 30'.
5. JOINTLY-USED PRIVATE DRIVEWAYS SERVING FOUR (4) OF LESS RESIDENTIAL DWELLING UNITS SHALL BE PAVED TO A MINIMUM WIDTH OF 16'. IF MORE THAN FOUR (4) RESIDENTIAL UNITS ARE ULTIMATELY TO BE SERVED BY A PRIVATE DRIVEWAY AND NO OTHER ACCESS IS PROVIDED, THE DRIVEWAY SHALL BE PAVED WITH A MINIMUM WIDTH OF 24'.
6. MINIMUM PRIVATE DRIVEWAY GRADES SHALL BE 0.5%, REVERSE GRADE VERTICAL CURVES EXCEPTED.

CITY OF MISSION VIEJO

PARKING AISLES AND DRIVEWAYS

STANDARD
PLAN NO.

304



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