



# **STANDARDS AND POLICIES MANUAL**

## **VOLUME I**

(LAND DEVELOPMENT)

Technical Bulletin Three

**August 2024**

(Effective November 1, 2024)

**BACKGROUND:** Recent applications submitted to the Department of Planning and Development for Single Building Site Approvals and Subdivisions have highlighted a need for less restrictive street right-of-way requirements in urban areas and inconsistency between the requirements of the County Roads and Airports Department and the Department of Planning and Development. The inconsistency exists between the County Roads and Airports Standard Detail A9, which requires a 40-foot right-of-way in narrow streets in urban pocket areas, while Land Development Engineering (LDE) standards do not currently allow for right-of-way widths of less than 56 feet.

Some applications propose right-of-way easements for roads that are less than the County standard, a 56-foot minimum, which were not allowed based on the requirements set out in the current standard details of the Standards and Policies Manual (Manual). Some development applicants have commented that the existing County standards are overly burdensome, particularly for urban subdivisions.

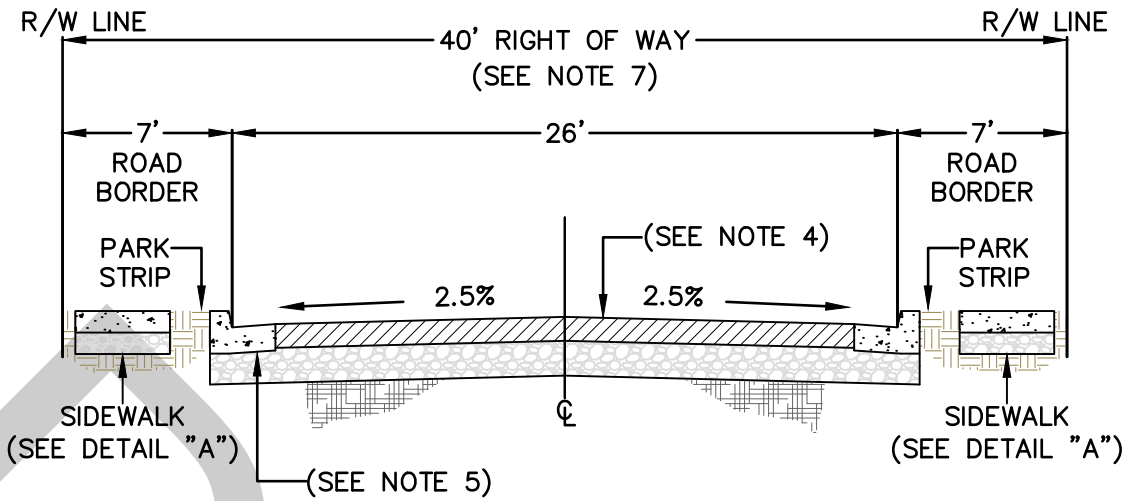
Roads and Airports Department staff, working together with LDE, researched the requirements of the County Standards and Policies Manual (Manual), Volume 1 (Land Development) and the County Roads and Airports Standard Details Manual, September 1997, and found that revisions to the standards in the Standards and Policies Manual were necessary and appropriate.

#### **AMENDMENTS TO “STANDARDS AND POLICIES MANUAL”**

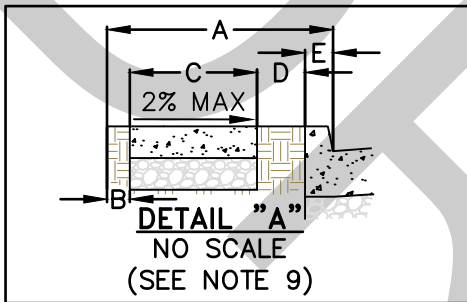
**PRIVATE ACCESS ROAD DETAILS:** The current SD1 detail in the Manual is intended for use in providing public ingress and egress over privately maintained roads outside the County-maintained right-of-way. An additional design detail (SD1A) has been added to allow for as narrow as a 40-foot right-of-way dedication, consistent with County Roads and Airports standards. The SD1A detail is intended for use in urban areas where lesser right-of-way widths may be appropriate, providing for a reduced 40-foot total right-of-way for new roads. The detail also includes a narrower road width of 26 feet within the urban areas when the road is intended only for residential access (and not to carry through traffic), i.e., no provision for roadside parking. See Attachment 1 for the new SD1A detail, which is generally consistent with County Roads and Airports Standard Detail A9.

**ATTACHMENT 1**

DRAFT



**PRIVATE ROAD**



DETAIL "A" KEY		
FEATURE	LETTER	MINIMUMS
ROAD BORDER	A	7'-0"
BUFFER	B	0'-6"
SIDEWALK	C	4'-6"
PARK STRIP	D	1'-4.5"
FACE OF CURB	E	0'-7.5"

**LEGEND**

	ASPHALT CONCRETE
	AGGREGATE BASE
	NATIVE SOIL
	COMPACTED SUBGRADE
	PORTLAND CEMENT

**NOTES**

- THIS STANDARD APPLIES TO PRIVATE ROADS IN NEW SUBDIVISIONS OR PLANNED UNIT DEVELOPMENTS.
- ELEMENTS IN THE ABOVE TYPICAL SECTION MAY BE OMITTED IF THEY ARE NOT REQUIRED. FOR DESIGN ALTERNATIVES AND REQUIREMENTS, REFER TO THE STANDARDS AND POLICIES MANUAL.
- ROADBEDS MAY BE ELEVATED ABOVE NATURAL GROUND FOR NON-HILLSIDE AREAS IF UNDERGROUND STORM SEWERS ARE NOT REQUIRED.
- STRUCTURAL SECTION MINIMUMS (REFER TO COUNTY ROADS AND AIRPORTS DETAILS A/3 AND A/4):
  - OUTSIDE URBAN SERVICE AREAS: 2.5" ASPHALT CONCRETE ON 6" AGGREGATE BASE.
  - INSIDE URBAN SERVICE AREAS: 4" ASPHALT CONCRETE ON 4" AGGREGATE BASE.
- CURB AND GUTTER SHALL BE VERTICAL, CURB TYPE A2-6. SEE COUNTY ROADS AND AIRPORTS DETAIL B/13. SUBJECT TO LAND DEVELOPMENT ENGINEERING REVIEW.
- "NO PARKING" IN ADDITION TO ANY REQUIRED FIRE CODE SIGNAGE SHALL BE POSTED ON BOTH SIDES OF THE STREET.
- RIGHT OF WAY SHALL INCLUDE A 7' MINIMUM BORDER ON EACH SIDE OF THE SHOULDER OR CURB AND ALL CUT AND FILL SLOPES.
- DRAINAGE SHALL CONFORM TO THE SECTION IN THE STANDARD POLICIES MANUAL. WHERE STORM SEWERS ARE REQUIRED, CONFORM TO COUNTY ROADS AND AIRPORTS STANDARDS FOR THE DESIGN AND CONSTRUCTION OF DRAINAGE FACILITIES.
- ROAD BORDER AREA TO BE INSTALLED PER COUNTY ROADS AND AIRPORTS DETAIL B/1.
  - 4" CLASS B PORTLAND CEMENT CONCRETE ON 4" AGGREGATE BASE.

APPROVED:	DATE:
MANAGER LAND DEVELOPMENT ENGINEERING	
NO.	REVISION
	DATE

COUNTY OF SANTA CLARA DEPARTMENT OF PLANNING AND DEVELOPMENT LAND DEVELOPMENT ENGINEERING	
<b>PRIVATE ROAD - 40' ROW</b> (URBAN)	<b>SD</b> <b>1A</b>