Where average single family residential lot frontage of any unit of a subdivision exceeds 100', concrete sidewalk may be eliminated from one side, but concrete driveways shall be retained; where average residential lot frontage exceeds 125', asphalt concrete dike may be used on one side in lieu of concrete curbs and gutters, but concrete driveways shall be retained.

SECTION AT RESIDENTIAL LOTS

SECTION AT NON-RESIDENTIAL FRONTAGE
(Minimum Length = 300')

Scale: 1" = 200'
Where average residential lot frontage of any unit of a subdivision exceeds 100' but is less than 125', concrete sidewalk may be eliminated from one side, but concrete driveways shall be retained; where average residential lot frontage exceeds 125' but is less than 150', asphalt concrete dike may be used in lieu of concrete driveways; where average residential lot frontage exceeds 150', all curbs, gutters and sidewalks and asphalt paving on parking lanes may be eliminated but parking lanes shall be constructed of rock base with oil and screenings surfacing, and asphalt concrete dikes and driveways shall be retained.

SECTION AT RESIDENTIAL LOTS

SECTION AT NON-RESIDENTIAL FRONTAGE
(Minimum Length = 200')

Scale: 1" = 200'
Where average residential lot frontage of any unit of a subdivision exceeds 100' but is less than 125', concrete sidewalk may be eliminated from one side, but concrete driveways shall be retained; where average residential lot frontage exceeds 125' but is less than 150', asphalt concrete dike may be used in lieu of concrete driveways; where average residential lot frontage exceeds 150', all curbs, gutters and sidewalks and asphalt paving on parking lanes may be eliminated but parking lanes shall be constructed of rock base with oil and screenings surfacing, and asphalt concrete dikes and driveways shall be retained.

SECTION AT RESIDENTIAL LOTS

SECTION AT NON-RESIDENTIAL FRONTAGE
(Minimum Length = 100')

Scale: 1" = 200'
**GRADIENT DESIGN**

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>MAJOR</th>
<th>COLLECTOR</th>
<th>LOCAL</th>
<th>CUL-DE-SAC</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE OF GRADIENT</td>
<td>SUSTAINED</td>
<td>SHORT</td>
<td>REVERSE</td>
<td>SUSTAINED</td>
</tr>
<tr>
<td>MAXIMUM GRADIENT(%)</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>15</td>
</tr>
</tbody>
</table>

1. **Sustained Gradient**: The gradient of a street continued for an indefinite length.

2. **Short Gradient**: The gradient of a street continued for a maximum length of 500'.

3. **Reverse Gradient**: The maximum gradient of a street at the point at which a sag vertical curve becomes tangent with a crest vertical curve.

4. The minimum gradient on any street shall be 0.3%.

5. Changes in gradients, which exceed 0.5%, shall be accomplished by the use of a vertical curve.

**GENERAL NOTES**

1. Street trees shall be planted at approximately 50' intervals at residential lots.

2. Street lighting shall be the same as flatland standards where average frontage in any unit of a subdivision is 150' or less; where average frontage exceeds 150', street lighting shall include only street intersections and safety lighting as determined by the City Engineer.

3. All drainage facilities including typical drainage swales shown, shall be subject to approval of design and be as shown on plans approved by the City Engineer.

4. AC dikes per CalTrans Standard.