

## STREET AND STREETScape STANDARDS

### **24S.206.010 Purpose and Applicability**

#### **A. PURPOSE**

This Section identifies the street and streetscape types allowed within the Saticoy & Wells Area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street.

#### **A. APPLICABILITY**

This Section applies to alleys and the various configurations of streets in the Saticoy & Wells Area. The proposed standards herein are conceptual, will be studied, and may be revised accordingly during the Mobility Plan and UC Hansen and Parklands Specific Plans.

## 24.S.206.020 Telegraph Road (Saticoy Avenue to Nevada Avenue)

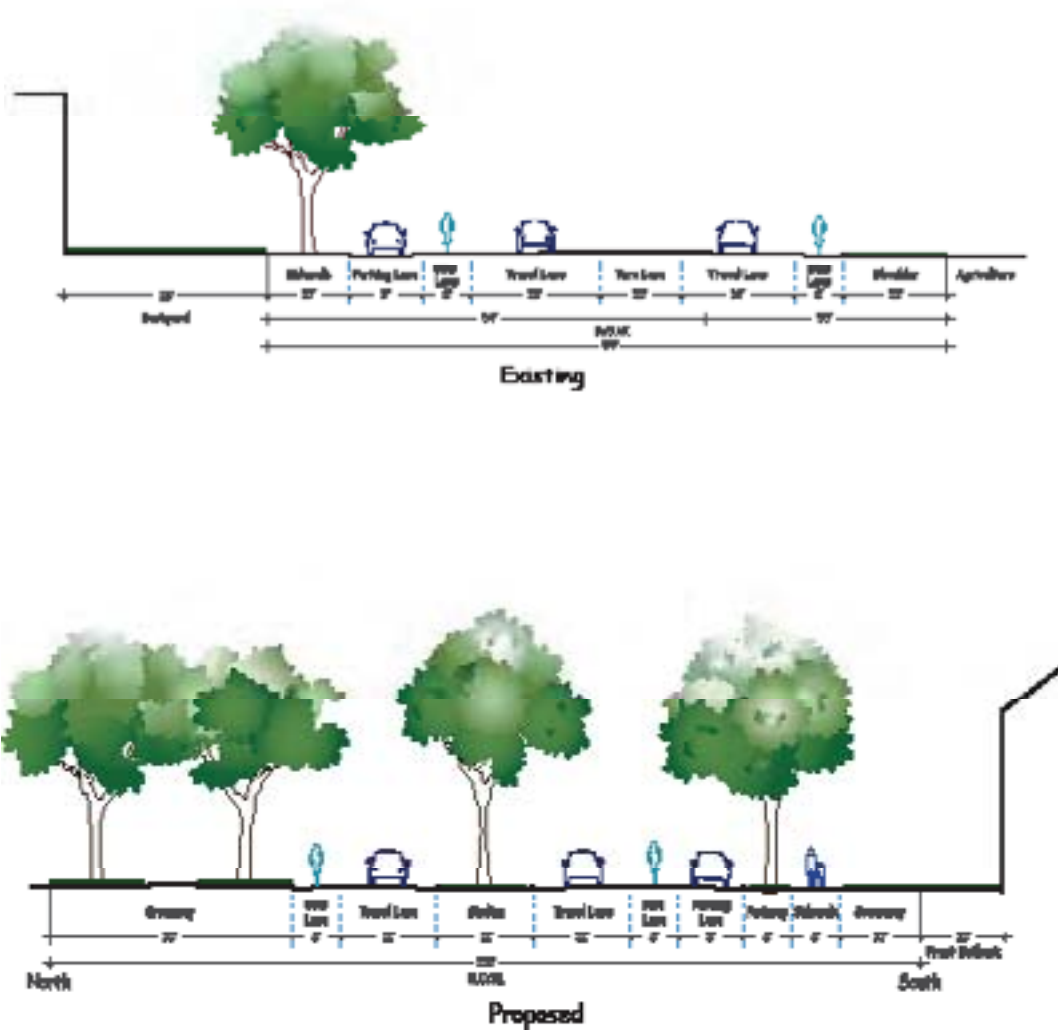
### A. DESCRIPTION

The segment of Telegraph Road between Saticoy Avenue and Nevada Avenue will have sufficient right-of-way to accommodate the ultimate four-lane arterial designation. It will be improved, in the interim, as a two-lane collector with a raised median, bike lanes, and “green street” features incorporated in the northern half. Parking will only be allowed on the south side.

Movement	Free
Design Speed	25 MPH
Pedestrian Crossing Time	16.0 seconds
Curb Radius	25'
Landscape Type	Trees at 25' on center

### Telegraph Road (Saticoy to Nevada)

Movement	Free
Design Speed	25 MPH
Pedestrian Crossing Time	16.0 seconds
Curb Radius	25'
Landscape Type	Trees at 25' on center



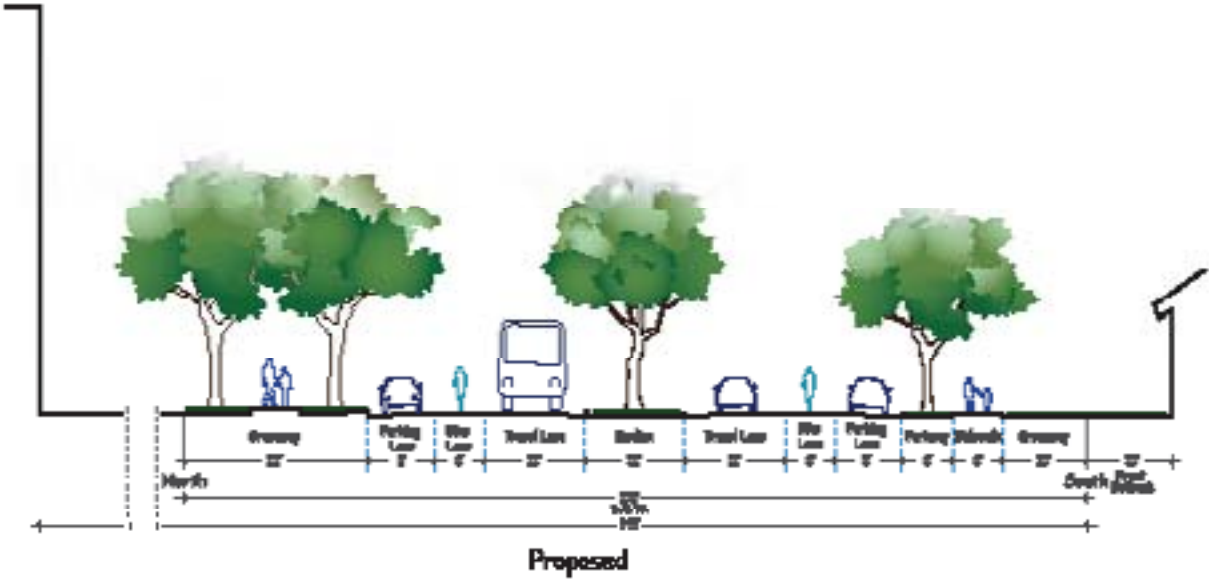
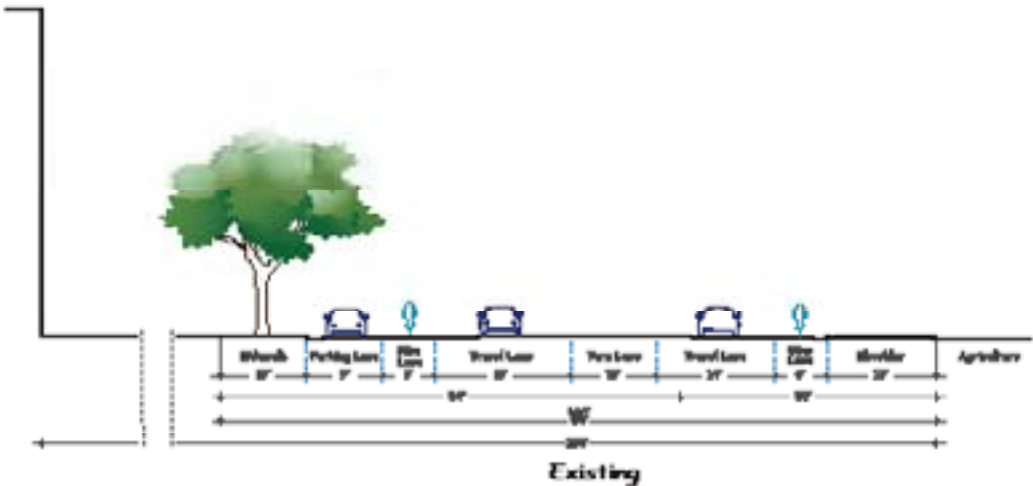
# 24.S.206.021 Telegraph Road (Nevada Avenue to Wells Road)

## A. DESCRIPTION

The segment of Telegraph Road between Nevada Avenue and Wells Road will have sufficient right-of-way to accommodate the ultimate four-lane arterial designation. It will be improved, in the interim, as a two-lane collector with a raised median, bike lanes, and “green street” features incorporated in the northern half. Parking will be allowed on both sides.

Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	18.3 seconds
Curb Radius	25'
Landscape Type	Trees at 25" on center

Telegraph Road (Nevada Ave to Wells Rd)	
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	18.3 seconds
Curb Radius	25'
Landscape Type	Trees at 25" on center



Note: Sidewalk and parkway location to be determined per approved Parklands Specific Plan.

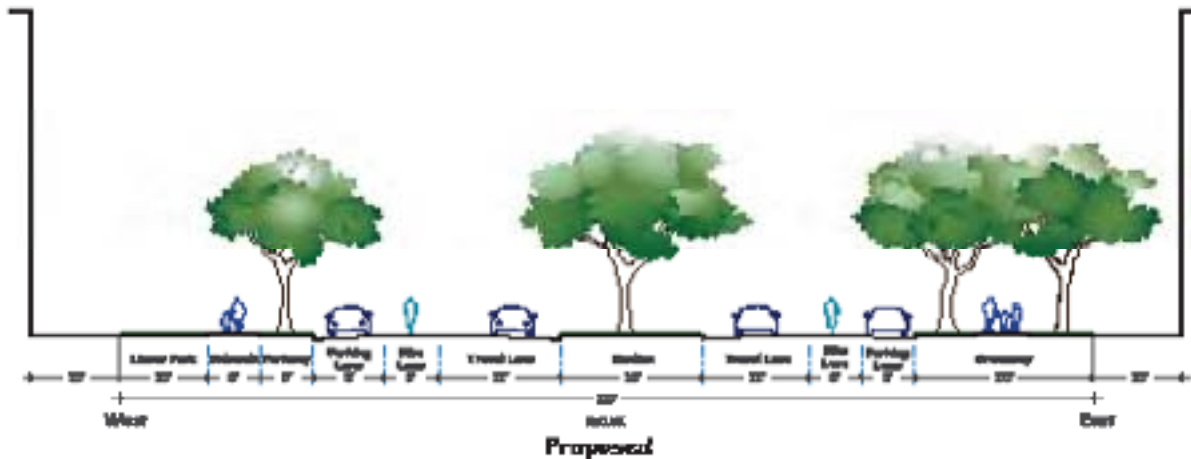
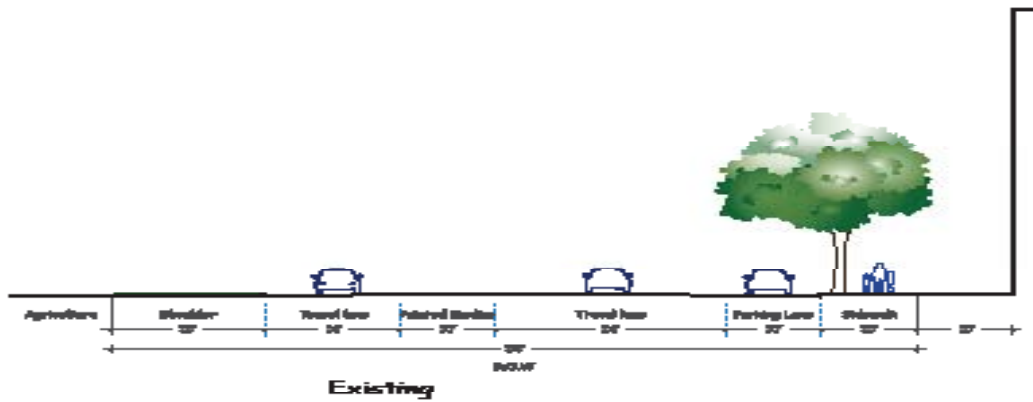
# 24S.206.022 Wells Road (Telegraph Road to Carlos Street)

## A. DESCRIPTION

The segment of Wells Road between Telegraph Road and Carlos Street will have sufficient right-of-way to accommodate the ultimate four-lane arterial designation. It will be improved, in the interim, as a two-lane collector with a raised median, bike lanes, and “green street” features incorporated in the eastern half. Parking will be allowed on both sides.

<b>Thoroughfare Type</b>	
<b>Movement</b>	
<b>Design Speed</b>	
<b>Pedestrian Crossing Time</b>	
<b>Curb Radius</b>	
<b>Landscape Type</b>	

Wells Road (Telegraph Rd. to Carlos St.)	
<b>Street</b>	
<b>Free Movement</b>	
<b>25 MPH</b>	
<b>19.4 seconds</b>	
<b>25'</b>	
<b>Trees at 25' on center</b>	



Note: Sidewalk and parkway location to be determined per approved Parklands Specific Plan.

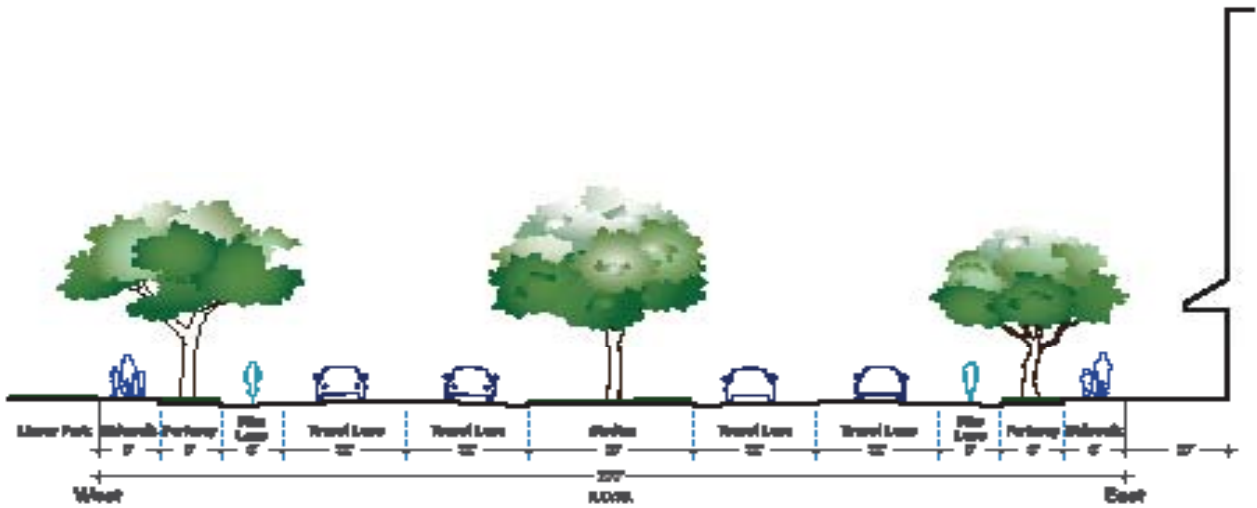
## 24S.206.023 Wells Road (Carlos Street to Citrus Drive)

### A. DESCRIPTION

The segment of Wells Road between Carlos Street and Citrus Drive accommodates four travel lanes with a raised median. It will be improved with pedestrian and bicycle amenities on both sides. Parking will not be allowed on either side.

Thoroughfare Type	Street
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	21.7 seconds
Traffic Lanes	4 lanes
Parking Lanes	None
Curb Radius	25'
Landscape Type	Tree at 25' on center
Transportation Provision	None

Wells Road (Carlos St to Citrus Drive)	
Thoroughfare Type	Street
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	21.7 seconds
Traffic Lanes	4 lanes
Parking Lanes	None
Curb Radius	25'
Landscape Type	Tree at 25' on center
Transportation Provision	None



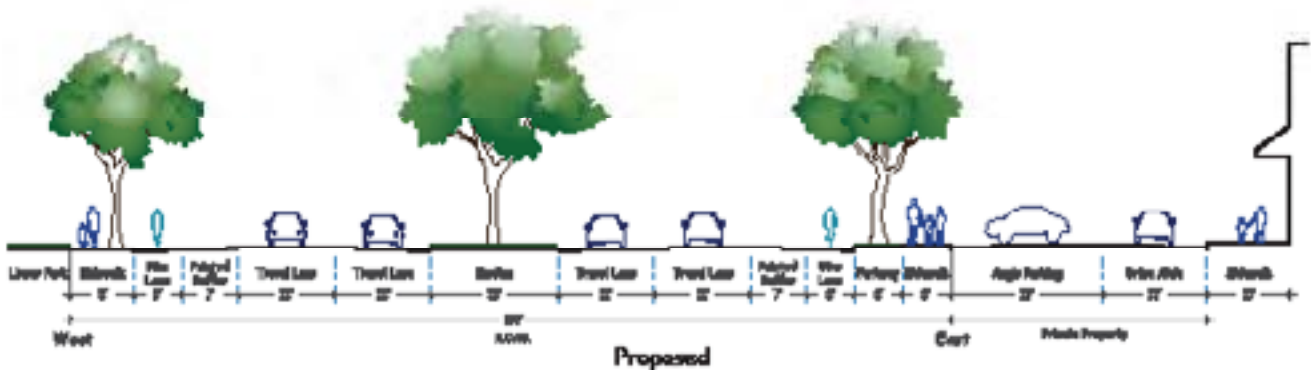
## 245.206.024 Wells Road (south of Darling Road)

### A. DESCRIPTION

The segment of Wells Road south of Darling Road is part of State Route 118 and is under the jurisdiction of the California Department of Transportation (Caltrans) and accommodates four travel lanes with a raised median and bike lanes. It will be improved with pedestrian amenities on both sides. Parking will not be allowed on either side.

Thoroughfare Type	Street
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	25.7 seconds
Curb Radius	25'
Landscape Type	Trees at 25' on center

Wells Road (south of Darling Road)	
Thoroughfare Type	Street
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	25.7 seconds
Curb Radius	25'
Landscape Type	Trees at 25' on center



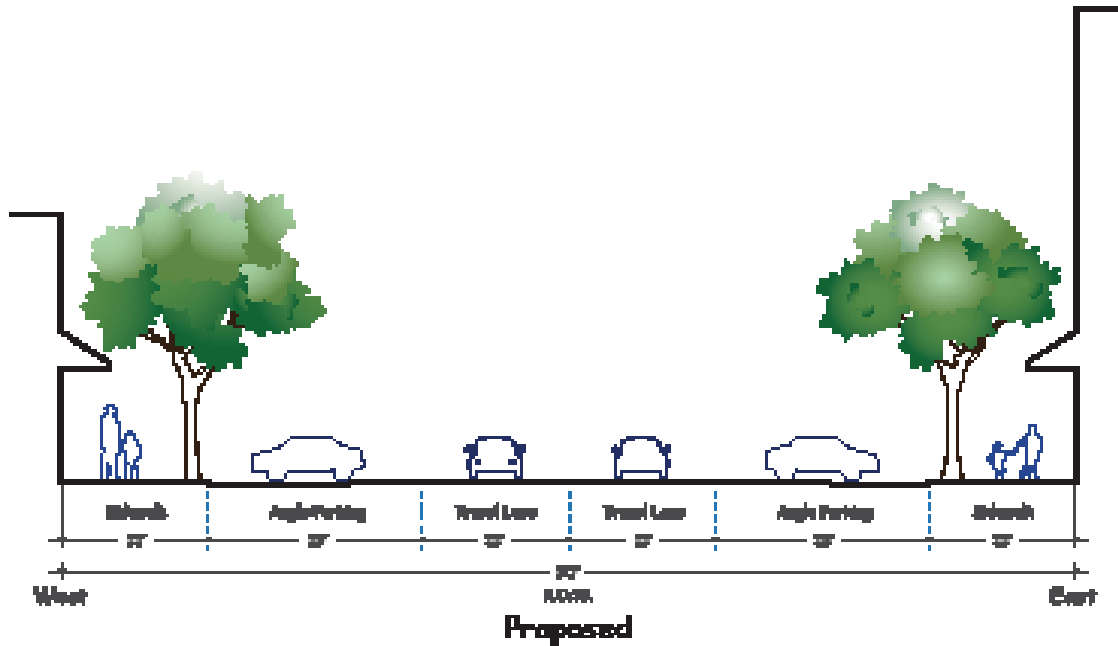
## 24S.206.025 Los Angeles Avenue (south of Darling Road through Saticoy Village)

### A. DESCRIPTION

The extension of Los Angeles Avenue south of Darling Road will be designed as a “main street” with diagonal parking on both sides.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Curb Radius</b>
<b>Landscape Type</b>

Existing Main Street E
<b>Free Movement</b>
<b>25 MPH</b>
<b>18.3 seconds</b>
<b>25'</b>
<b>Trees at 25' on center in tree wells</b>



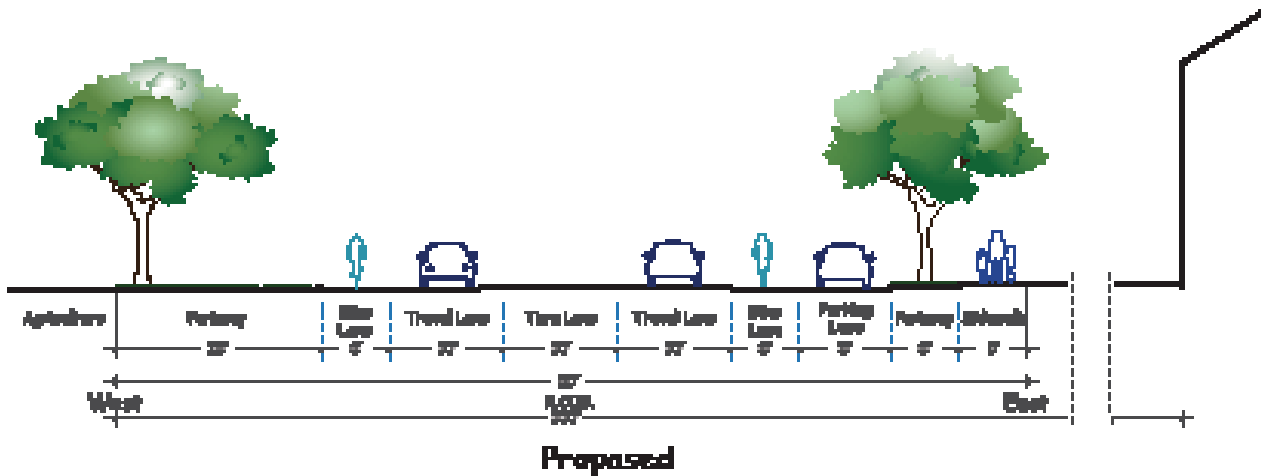
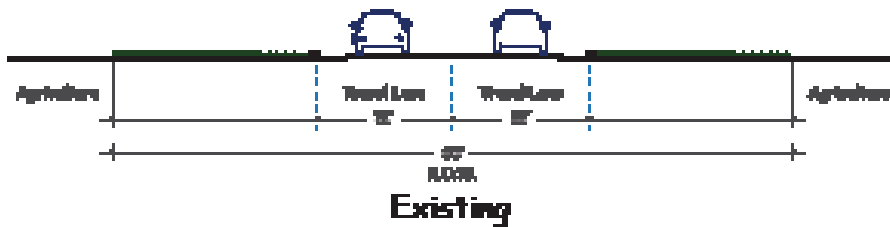
## 245.206.026 Saticoy Avenue (Telegraph Road to south of Carlos Street)

### A. DESCRIPTION

The existing segment of Saticoy Avenue will be improved as a two-lane collector with a center turn lane, bike lanes, and parking and sidewalk on only the east side.

Movement	
Design Speed	
Pedestrian Crossing Time	
Curb Radius	
Landscape Type	

Saticoy Ave (Telegraph Rd to south of Carlos St)	
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	14.3 seconds
Curb Radius	25'
Landscape Type	Trees at 25' on center





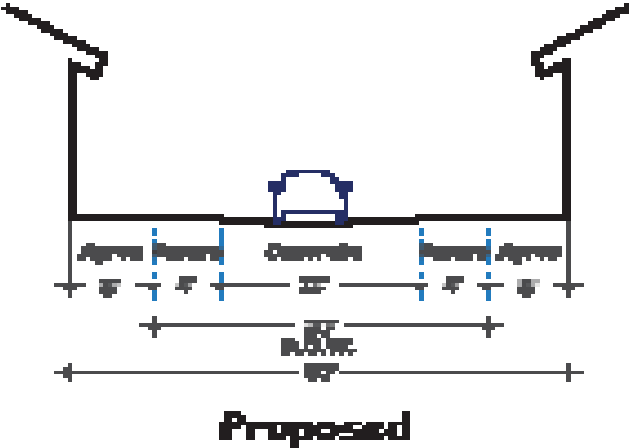
# 24S.206.027 Residential Streets

## A. ALLEY

Alleys provide vehicular access to garages; serve as a service area for trash pickup and for location of dry utilities.

Movement
Design Speed
Pedestrian Crossing Time

Alley	
Yield Movement	
15 MPH	
5.7 seconds	

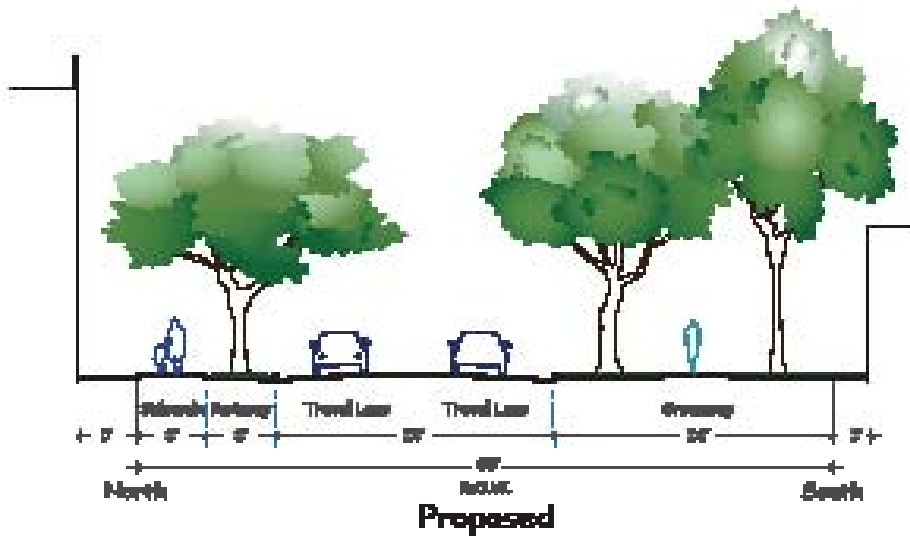


**B. CARLOS STREET (HANSEN TO PARKLANDS):**

The proposed extension will be offset to provide a buffer for the mobile homes on the south side. Parking will not be allowed on either side.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Landscape Type</b>

Carlos Street (Hansen to Parklands)	
<b>Movement</b>	Free Movement
<b>Design Speed</b>	25 MPH
<b>Pedestrian Crossing Time</b>	6.9 seconds
<b>Landscape Type</b>	Trees at 25' on center

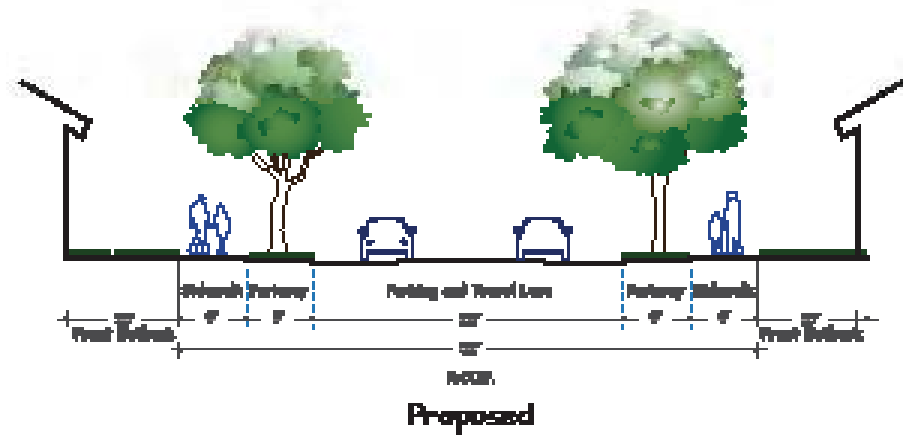


**C. YIELD STREET 1:**

A local street with a paved area of 28 feet and parking allowed on both sides. Two-way traffic is constrained and requires some motorists to stop yield the right-of-way to oncoming vehicles. Requires approval by Fire Department.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Curb Radius</b>
<b>Landscape Type</b>

Yield Street 1	
<b>Yield Movement</b>	
<b>20 MPH</b>	
<b>8.0 seconds</b>	
<b>15'</b>	
<b>Trees at 25' on center</b>	

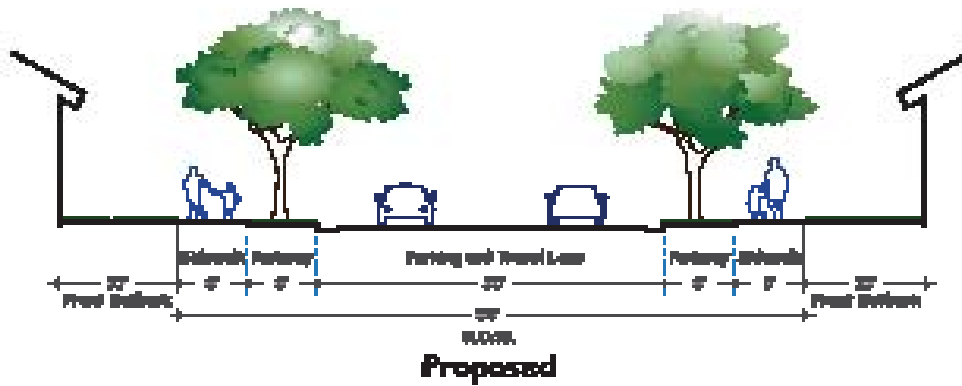


**D. YIELD STREET 2:**

A local street with a paved area of 30 feet and parking allowed on both sides. Two-way traffic is constrained and requires some motorists to stop yield the right-of-way to oncoming vehicles. Requires approval by Fire Department.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Curb Radius</b>
<b>Landscape Type</b>

Yield Street 2	
<b>Yield Movement</b>	
<b>20 MPH</b>	
<b>8.6 seconds</b>	
<b>15'</b>	
<b>Trees at 25' on center</b>	



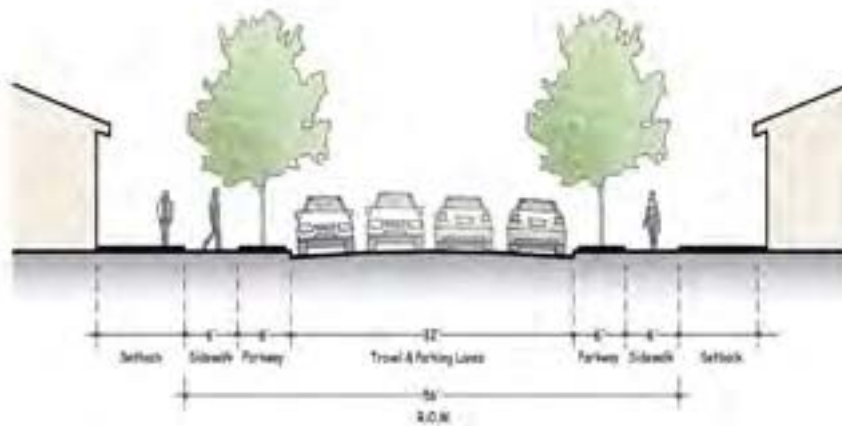
**E. SLOW FLOW STREET :**

A local street with a paved area of 32 feet and parking allowed on both sides. Two-way traffic is less constrained at slower speeds. Motorists react to vehicles coming from the opposite direction. While some drivers may choose to pass an oncoming vehicle at a slower speed, others may decide to stop and yield the right-of-way.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Curb Radius</b>
<b>Landscape Type</b>

Slow Flow Street	
<b>Yield Movement</b>	
	<b>20 MPH</b>
	<b>9.1 seconds</b>
	<b>15'</b>
	<b>Trees at 25' on center</b>

## Free Flow Street

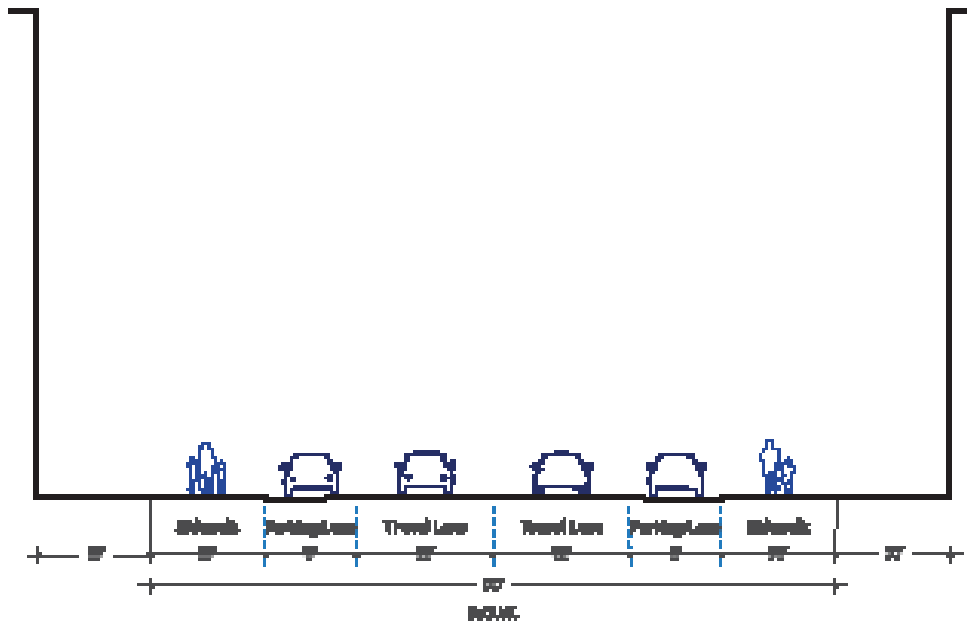


**F. CITRUS DRIVE :**

A conventional local street with a paved area of 40 feet and parking allowed on both sides.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Curb Radius</b>
<b>Landscape Type</b>

Citrus Drive	
<b>Movement</b>	Free Movement
<b>Design Speed</b>	25 MPH
<b>Pedestrian Crossing Time</b>	11.4 seconds
<b>Curb Radius</b>	15'
<b>Landscape Type</b>	Trees at 25' on center in tree wells

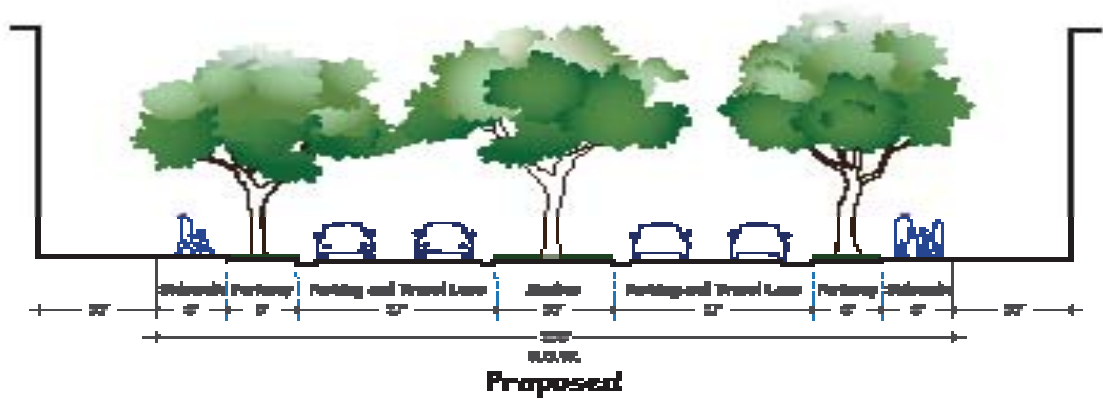


**G. TWO-LANE BOULEVARD :**

A divided local street with a raised median and one travel lane and parking in each direction.

<b>Movement</b>
<b>Design Speed</b>
<b>Pedestrian Crossing Time</b>
<b>Curb Radius</b>
<b>Landscape Type</b>

Two-lane Boulevard	
<b>Movement</b>	Free Movement
<b>Design Speed</b>	25 MPH
<b>Pedestrian Crossing Time</b>	12.6 seconds
<b>Curb Radius</b>	15'
<b>Landscape Type</b>	Trees at 25' on center



## 245.206.200 Public Frontages

TABLE E-1: Public Frontages - General

The Public Frontage is the area between the private lot line and the edge of the vehicular lanes. Dimensions are given in Table E-2 (Public Frontages - Specific)

		PLAN			
		LOT	R.O.W.		
		PRIVATE FRONTAGE	PUBLIC FRONTAGE		
<p>a. (HW) For Highways: This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>		<p>T1 T2 T3</p>			
<p>b. (RR) For Rural Roads: This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters</p>		<p>T1 T2 T3</p>			
<p>c. (SR) For Standard Roads: This frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>		<p>T3 T4</p>			
<p>d. (RS) For Residential Street: This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>		<p>T3 T4</p>			
<p>e. (SS) (AV) For Standard Streets or Avenues: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>		<p>T5 T6</p>			
<p>f. (CS) (AV) For Commercial Streets or Avenues: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the shopfront entrances.</p>		<p>T5 T6</p>			
<p>g. (BV) For Boulevards: This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.</p>		<p>T3 T4 T5 T6</p>			





