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MARIPOSA COUNTY RESOLUTION NO.91-577

A RESOLUTION AMENDING THE ROAD IMPROVEMENT AND CIRCULATION POLICIES.

WHEREAS the Mariposa County Board of Supervisors initiated an amendment to the Road Improvement and Circulation Policy (POLICIES) to establish frontage improvement requirements for rural subdivisions adjacent to County Roads, and

WHEREAS, the environmental impacts of the policy modifications have been considered and an exemption has been recommended by the Planning Director in accordance with Section 15061 b 3 of the California Code of Regulations, and

WHEREAS, the Board of Supervisors has considered this amendment at a public meeting noticed in accordance with County procedures,

NOW THEREFORE the Board of Supervisors hereby amends the Road improvement and Circulation Policies incorporating the modifications set forth in Exhibit A attached hereto.

BE IT FURTHER RESOLVED that it is the Board of Supervisors intention that this resolution supersedes the standards in Section 16.12.160 through 16.12.180 of County Code where there is conflict between the two. This finding is made in accordance with the authorization provided by Section 16.12.390 of County Code.

BE IT FURTHER RESOLVED that this amendment affects minor and major subdivisions accepted for processing after November 5, 1991.

PASSED AND ADOPTED by the Mariposa County Board of Supervisors this 3rd day of December, 1991 by the following vote:

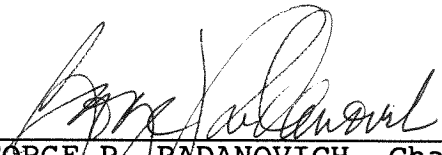
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AYES: Punte, Taber, Radanovich, Erickson


NOES: Baggett

EXCUSED: None

ABSTAINED: None

  
\_\_\_\_\_  
GEORGE P. RADANOVICH, Chairman  
Mariposa County Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
MARGIE WILLIAMS, Clerk of the Board

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

  
\_\_\_\_\_  
JEFFREY E. GREEN, County Counsel

DRIVEWAYS IN TOWN AREAS:

- (1) The design of driveways or parking lots shall not require any vehicle to back into a travel lane unless it can be demonstrated that this condition would not result in a safety hazard, and complies with standards in items (1) through (4) under ENCROACHMENTS a., above. Single family residential driveways encroaching onto local residential roads may be exempted from this requirement.
- (2) Preferred minimum driveway spacing for new development.

minor collector	125 feet	
major collector	250	feet
arterial	400 feet	

In-town driveway spacing also depends on sight distance and other criteria related to the design speed of the road.

6. LIMITED ACCESS

Limited access status may be imposed on existing Major or Minor Collectors or Arterials.

- a. DRIVEWAYS: At the option of the County Engineer, limitations on driveway access, including requirements for shared encroachments, may be imposed as conditions of the project approval or building permit if terrain, topography and other characteristics of the site warrant such requirements.
- b. ROADS: Limited access status for an entire road or portions of a road may be considered by the County where the function of the road will be impaired by the addition of more driveways or intersections.

D. ROAD FRONTAGE & OFF-SITE IMPROVEMENTS

1. FRONTAGE IMPROVEMENTS:

a. County road: Where a project adjoins a County maintained road, the road will be improved along the road frontage as indicated on CHART A & B, and the County Improvement Standards. Improvements will be completed for:

- (1) All new commercial or industrial subdivision, at the time of subdivision.
- (2) New structures: upon application for building permit for a new commercial, industrial or high

CHART 3

CASE I: For existing county maintained roads, when the travel lanes are considered adequate by the County Engineer, the developer shall install all improvements for the width A. Right-of-way shall be offered for dedication.

CASE II: For non-County roads, or when the travel lanes are considered inadequate by the County Engineer, the developer shall install all improvements for width B. Right-of-way shall be offered for dedication.

CASE III: When a County road has been surveyed for re-alignment, but not yet re-built, the developer shall offer for dedication to the County the re-aligned portions of right-of-way crossing the property. The County may also require the developer to pay an estimated share of the future improvements, or where feasible, construct a portion of same-- the improvements identified in Case II.

In Case I, II or III, the subdivider/developer may complete the required improvements prior to recordation of the parcel/ final map or at the discretion of the Public Works Director, pay the estimated cost of the required improvements. The estimated cost of the improvements shall be based upon engineered plans and cost estimates approved by the Public Works Director. Such funds shall be reserved in an account and used exclusively for the improvement of the affected road.

