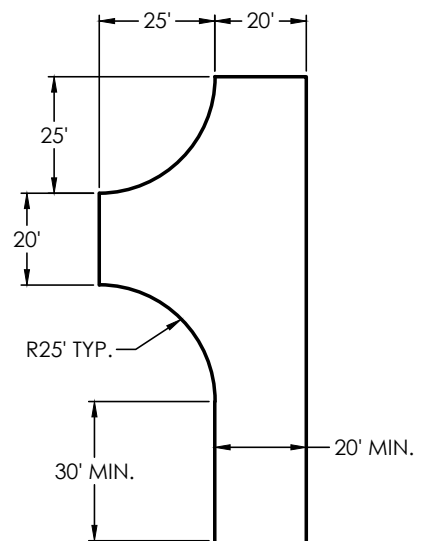
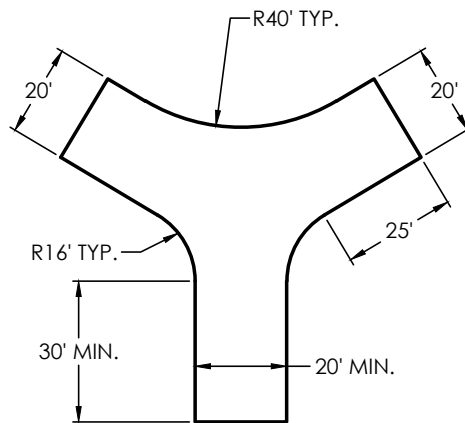


HAMMERHEAD
(NO PARKING)



SIDE HAMMERHEAD
(NO PARKING)



120° HAMMERHEAD
(NO PARKING)

NOTES

GENERALLY TURNAROUNDS SHALL BE DESIGNED IN ACCORDANCE WITH STANDARD DETAILS S7A & S7B. HOWEVER, FOR RESIDENTIAL DEVELOPMENT, WHEN THROUGH ACCESS IS NOT AVAILABLE, AND A STANDARD TURNAROUND IS NOT FEASIBLE, ALTERNATE TURNAROUNDS WILL BE ALLOWED (IN ACCORDANCE WITH STANDARD DETAILS S30A & S30B) AS FOLLOWS:

1. FOR PRIVATE STREETS (BASED ON EVIDENCE SUPPLIED BY THE DEVELOPER IN THE FORM OF A DESIGN EXCEPTION THAT IS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER) WHEN:
 - 1.A. THE STANDARD CUL-DE-SAC BULB WILL CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS SUCH AS EXCESSIVE HILLSIDE GRADING, ROCK OUTCROPPINGS, AND/OR REMOVAL OF SIGNIFICANT TREES.
 - 1.B. THE STANDARD CUL-DE-SAC BULB WILL PREVENT SITE LAYOUTS THAT ACHIEVE MINIMUM DEVELOPMENT DENSITIES.
2. FOR A DRIVEWAY SERVING A FLAG LOT.
3. FOR A STREET THAT ABUTS 4 OR LESS LOTS.
4. THE LAYOUT OF THE HAMMERHEAD TURNAROUND AND SURROUNDING LOTS AND CONNECTING DRIVEWAYS SHALL BE "SELF POLICING" (I.E. IN ADDITION TO SIGNAGE AND PAINTED CURBING THE LAYOUT CONFIGURATION SHALL INCLUDE DESIGN ELEMENTS THAT DISCOURAGE THE PARKING OF VEHICLES OR PLACEMENT OF OBSTRUCTIONS WITHIN THE FIRE LANE TURNAROUND AREA), AS REVIEWED AND APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.

CITY OF NAPA

PUBLIC WORKS DEPARTMENT

HAMMERHEAD TURNAROUNDS
(FIRE ENGINE)

DRAWN BY: LFM
DATE: 06/2018
SCALE: NONE
FIELD NOTES:

CHECKED BY: JGF
APPROVED BY: JRL
DRAWING NO. S-29A