

Report to Orinda City Council on Private Street Maintenance

By
Concerned Citizens of Orinda

On March 20, 2018, the Council will discuss the issue of the maintenance of Orinda's privately maintained streets. To the best of our knowledge, this is the first time the Council has discussed this issue since it created a policy (Resolution 56-90) for accepting private streets for public maintenance in August of 1990.

It is important that this topic be thoroughly discussed at this time for a number of reasons:

1) **There are many private road residents.** 1,500 hundred households, 20 percent of Orinda, are on streets which the City does not pay to maintain. While they pay the same taxes as every other Orinda homeowner, they do not receive the same benefit, street maintenance, as the other 80 percent of Orinda. This disenfranchisement of a significant minority of Orinda should be a concern of the City.

2) **The situation is unfair.** The costs of street maintenance, including the costs to repay the recently adopted road bond measures, are significant, averaging \$1,200 per household annually for the next 20 years as the bonds are paid off. This applies to every household in Orinda, the 5,500 which are on publicly maintained streets and the 1,500 on privately maintained streets. However, those living on privately maintained streets pay an additional 30-60 percent (\$400-\$800) per year to maintain their own streets. So for the same level of service, good roads up to one's driveway, 80 percent of Orinda pays \$1,200 per year but 20 percent have to pay \$1,600 to \$2,000. The difference is due to an historical, arbitrary decision by government on who receives public benefits and who does not.

3) **The private road residents will help pass future road maintenance taxes.** The CIOC has advised the Council that in the not too distant future the City will have to start raising \$2.5 per year to maintain the 64 miles of publicly maintained residential-class streets that it has spent over \$50 million repairing. In all likelihood this money will come from a new tax. If 20 percent of the voters will see little to no benefit from this tax, as they see little to no benefit from the sales tax and road bonds which are costing them \$500 per year for the next 20 years, they may be disinclined to support it. This could very likely cause a new tax to not pass and the entire city would suffer, once again, from deteriorating roads. The Council should take steps to prevent this from happening.

Not only should the topic be discussed at this time but, due to the complicated nature of the topic, **we believe that the best forum for discussion would be a newly created Task Force**, not the Council itself nor internally by Staff nor by an existing entity such as the CIOC.

The complications in solving the problem include, among others:

- * The use of public money on private property for the public good.
- * Determining the magnitude and condition of Orinda's private streets to allow the cost of maintenance and repair to be accurately estimated.
- * Ascertaining what rights the private street holders could retain and which ones would have to be given up to obtain public financing of street maintenance.
- * Ways in which the funds for maintaining the private streets could be generated.

The Task Force should include at least one member of the Council and concerned members of the community. Members of pertinent City entities, such as the CIOC and Finance Advisory Committee could be included. There would be need for access to the staff, but for cost control purposes extensive staff participation may not be necessary. The meetings would be open to the public and should be in a “workshop” format to encourage and allow public discourse.

We hope the Council will strongly consider creating such a Task Force at its March 20 meeting. Residents of the private section of Mira Loma first came to the City (the CIOC) at its April 12, 2017, meeting to raise this topic. That was 11 months ago. So far no progress has been made, few facts have been developed (by the City), and little discussion has been had, not for lack of trying on the part of concerned citizens. It is time the City Council moved the topic forward in a substantive manner with the formation of a Task Force comprised of City representatives and concerned citizens working to bring the Orinda community back together with a unified road network.

Facts

Current City Policy

In August of 1990 the City adopted Resolution 56-90 titled “Establishing a Policy and Criteria for the Acceptance of Existing Private Streets for Public Maintenance.” The policy included such elements as:

* *The road shall directly connect to a public street or highway.*

A private street connecting to another private street which then connected to the public road system would not be considered. We have not counted how many of Orinda’s 204 private streets this condition negatively impacts, but the rationale for this exclusion escapes us.

* *There shall be demonstrated a need for the incorporation of the road into the City’s road system for purposes of traffic circulation.”*

The resolution went on to cite several examples including:

- *The road connects two existing public streets AND provides the ONLY means of access to one of those streets.*

- *The road is a “collector” street that connects a public street to other private streets.*

- *The road can provide a viable alternative to an existing public street.*

Of the 204 private streets, approximately 200 of them would be excluded by this requirement. This clause alone effectively prevents any private street from ever becoming a publicly maintained street. It should be noted that of the 279 publicly maintained streets, 164 are cul-de-sacs and 15 are “loops” which also do not meet this criteria but are nonetheless publicly maintained.

* *Any road proposed for inclusion in the public street system shall be upgraded, at no expense to the City, to standards that the City has adopted FOR THIS PURPOSE, which are as follows: (this is not the full list)*

- *Improvements shall be made to provide a pavement life of 20 years and not require surface maintenance for a MINIMUM of 5 years.*

This would require, essentially, a completely new, PCI-100, street. The current City road standard, included the Road and Drainage Repairs Plan, is a minimum PCI of 50, not 100. Note: The homes

on Orinda's private streets have an average age of 50 years. Some have existed for a century. Over this time the homeowners on these streets have paid the same taxes as those on publicly maintained streets while none of those tax dollars have been expended for maintenance of the private street. Currently the owners of homes on those streets are already obligated to pay their "fair" share of the recently adopted road bonds for the repair of publicly maintained residential-class streets, but not their private counterparts. This obligation over 20 years will average \$10,000 per home. But the above "policy" implies that any private street wishing to become a public street would probably have to pay to rip itself up and rebuild itself, unless it was already new, such as Wilder or Orinda Grove.

** Clear title of the right-of-way area shall be provided to the City, with appropriate recordation on all affected parcels.* Currently the City pays to maintain three streets (Ridge Gate, Village Gate and Watchwood) which are privately owned (by the Orindawoods Association). Furthermore, case law appears to support the concept of publicly maintained roads on private property if it is in the public interest to do so; the City Council probably has the power to do so since our private road residents are a significant part of the public it serves

Since 1990 we do not believe that a single private street has become public. Until recently the City had no money to maintain its public streets so there was little incentive to become a public street. But beyond that, the above rules precluded virtually any private street from exercising the option. The policy, whether intentional or not, results in a form of segregation which Orinda should not accept.

For these reasons alone, we believe that the current City policy regarding public maintenance of private roads (Resolution 56-90) should be scrapped, not revised. The City should completely review the issue, with a Task Force, and start from scratch.

Who and What is Involved?

The case can be made that the entire city is involved. If the 3,000 adults living in the 1,500 homes which are on privately maintained streets organized to boycott any future road taxes, everyone would be hurt. The City cannot allow that to happen, and it will require convincing the entire Orinda community that everyone's interests are at stake.

Attached is a detailed list of both public and private roads. For the private roads it shows the length of each road and then number of homes on those roads. For the Wilder roads, the homes are the total available, not those currently built. For the public roads, the homes on each road are specified and whether the road is a cul-de-sac or not (virtually all private roads are cul-de-sacs). The length of the private streets was taken from of Google Maps. The homes on each street, public and private excluding Wilder, were taken from the Assessor's data base. The nature of the public streets (cul-de-sac status) was also taken from Google Maps.

There are 204 private streets with an aggregate length of 29.7 miles. While half of the streets (99) are short (five or fewer homes), one quarter (58) have 6-10 homes and 46 private streets have over ten homes. This is not much different than the profile of Orinda's small public streets. There are 51 streets with five or fewer homes, 77 with 6-10 homes, and 62 streets with 11-20 homes.

While virtually all of Orinda's 204 private streets are cul-de-sacs, 179 public streets are either cul-de-sacs or "loops."

The condition of Orinda's private streets is unknown. It is known that 4.5 miles in Wilder and the half mile in Orinda Grove are virtually new / PCI-100 quality. An informal survey of all private streets in South West Orinda, excluding Wilder, showed that 85 percent of them had an estimated PCI greater than the City's benchmark of 50, and thus would only require routine maintenance going forward. This can be compared to Orinda's publicly maintained residential-class streets in the 2014 survey, before reconstruction began, when 76% had PCI's below 50 and 45 percent had PCI's below 25 requiring complete reconstruction.

For the City to move forward, a full survey of all private streets and underlying drainage needs to be made. The City should have this information, and it should have been part of previous surveys. If the City is seriously considering expanding its maintenance obligation to include private streets, it needs this information. It might be possible to amend the most recent survey conducted by NCE which was 80 percent funded by MTC to include these streets.

How Unfair is the Current System of Funding Street Maintenance?

Currently private street residents pay 30-60% (\$400-\$800 per year) in excess of public street residents for the same service -- well maintained roads up to their driveway. The details are as follows:

If the City raises the \$22 million to complete Phase 4 of the Roads and Drainage Repairs Plan plus an additional \$2.5 million which the CIOC estimates is required to adequately maintain its currently public residential streets (Phase 5), the total cost per year to maintain Orinda's 93 miles of publicly maintained streets will be about \$8.8 million per year (detail below). This will be for the next 20 years as we pay off the road bonds. That is an average of about \$1,300 per household per year for each of the 7,000 Orinda households living on both public and private streets.

If the CIOC is correct that it will cost \$2.5mm to maintain 64 miles of public residential streets (thus \$39,000 per mile), the 1,500 households on the 30 miles of private streets will have to pay an additional \$800 per year, or about 60% in excess of what the public street holders pay, in order to maintain their private streets. In other words, one and a half times as much for the same service (well maintained roads up to their driveways) as the rest of Orinda pays.

However, if the City took on the obligation of maintaining all of Orinda's private streets:

- 1) It could receive \$300,000 per year in additional State and County tax revenue for expanding its road network from 94 to 124 miles, reducing the net cost to maintain the additional 30 miles from \$1,200,000 to \$900,000.
- 2) The cost would be spread over all 7,000 Orinda households, as is the cost of Orinda's public roads, and the cost would be \$130 per household (up 10%).

It is very possible that the “marginal” cost for maintaining a residential street is not \$39,000 per mile. It could be as low as \$20,000. If the City still raised the \$2.5 million per year estimated to be required for the public residential streets (any excess going to fund a reserve fund for unanticipated costs or to other infrastructure projects), but only raised \$20,000 per mile for the 30 miles of private streets, then the net cost to include the private streets in the City’s maintenance plan would only be \$300,000 (net of a \$300,000 increase in State and County revenue). This represents a 3% increase over the current projected cost of \$8.8 million per year or \$40 per year per household.

Orinda residents have voted to fund \$55 million of improvements for public residential streets, which are going to cost \$70 million to repay over 20 years. That equates to \$10,000 per household or \$500 per year that the residents on private streets will also have to pay. Asking the public street holders to “reciprocate” by spending an extra \$40-125 per year to support their neighbors on private streets is reasonable.

Detail of Orinda’s Annual Road Expenses

Gas Tax (1)	\$600,000 per year
County “return to source” taxes (1)	\$450,000 per year
Garbage Franchise Fees (2)	\$350,000 per year
2014 Measure J Bond (\$20 mm) (3)	\$1,500,000 per year
2016 Measure L Bond (\$25 mm) (3)	\$1,800,000 per year
2012 ½ cent sales tax (4)	\$1,000,000 per year
	=====
Subtotal	\$5,700,000 per year (what we are paying right now)
Additional funding needed (5)	\$1,600,000 per year
Additional funding needed (6)	\$1,500,000 per year
	=====
Total	\$8,800,000 per year

(Needed to repay bonds for the next 20 years and maintain the City’s 94 miles of public streets)

- (1) From the CIOC Road and Drainage Repairs Plan – used to maintain major roads.
- (2) From the December 19, 2017, Council staff report.
- (3) This is a 20 year amortization assuming 4% interest – used to repair public residential roads.
- (4) Through 2019 this is used to repair the Residential Streets, then it is available for maintenance. This tax will have to be renewed (or increased) in 2022 by the voters.
- (5) \$22 million amortized over 20 years with 4.00% interest needed to complete Phase 4 of Orinda’s Road and Drainage Repairs Plan (Draft 2/6/2018)
- (6) \$1.5 million needed annually (in addition to sales tax) to fully maintain the 64 miles of publicly funded residential streets; Phase 5 of Orinda’s Road and Drainage Repairs Plan (Draft 2/6/2018).

Public Funds Can Legally Be Used to Maintain “Private” Streets as Long as There Is a Public Purpose to Be Served

In earlier discussions there have been concerns raised about legal constraints against the expenditure of public money for the benefit of private property. That concern revolves around the “Public Funds Doctrine”, enshrined in the California Constitution (Article XVI, section 6), essentially prohibiting aid, gifts, loan payoffs or other taxpayer assistance to any private individual, association or corporation. The legislature later codified the concept in Government Code section 8314 (which specifically added language pertinent to campaign funds).

Essentially, public money cannot be spent on private individuals or entities unless the direct and primary function of the expenditure is for a “public purpose”. If that is determined to be true, then an incidental private benefit does not run afoul of the law. There has to be “legal consideration”, which means that the value of the expenditure to the public has to be commensurate with the expense.

It is well established that this provision does not preclude expenditures and disbursements for public purposes. "The benefit to the state from an expenditure for a 'public purpose' is in the nature of consideration and the funds expended are therefore not a gift even though private persons are benefited therefrom." (**County of Alameda v. Janssen** (1940) 16 Cal.2d 276, 281 [106 P.2d 11, 130 A.L.R. 1141].)

What constitutes an adequate public purpose for expenditures which incidentally benefit private persons is primarily a matter of legislative discretion which will not be disturbed by the courts if it has a reasonable basis. (**County of Alameda v. Janssen**, *supra*, 16 Cal.2d at p. 281; **County of Alameda v. Carleson** (1971) 5 Cal.3d 730, 746 [97 Cal.Rptr. 385, 488 P.2d 953]; **California Housing Finance Agency v. Elliott**, *supra*, 17 Cal.3d at p. 583.)

Redevelopment Agency v. Shepard , 75 Cal.App.3d 453 (1977)

In 1997, Richard Rainey, the State Senator (from Walnut Creek) asked the California Attorney General’s Office for an opinion regarding the specific issue before this Council. In the attached public opinion (No. 96-405) the specific question analyzed was “May public funds be used to repair and maintain an unpaved road located on private property if the general public has a ‘prescriptive use easement’ to travel on the road”. The conclusion was yes (because of the benefit to the public of driving on a properly repaired and maintained road regularly used by that public).

The “prescriptive use easement” simply means that, by letting the public use the road for some length of time without objection, the public eventually has the future right to use the road. That right can also be granted specifically, by conveyance or “dedication”.

This is obviously relevant to the current inquiry because the opinion: 1) is factually on-point, 2) it thoroughly analyzes the “gift of public funds” doctrine, and 3) it clearly provides at least one procedural vehicle for legally using public funds for this purpose. In 2004 the owners of a real estate development in San Bernardino County dedicated a "highway and roadway" easement on private land to the County (copy attached). We know that they explicitly relied on the conclusion of the Attorney General’s Office in doing so, because they actually attached a copy of the opinion to the recorded dedication.

Interestingly, on the web site of the Riverside County Transportation Department is a brief discussion of the issue. While noting that “The County is without authority to maintain private roads at public expense, The County Board of Supervisors may accept the right-of-way for public use at a later date. If accepted by the Board, the road becomes a public road ...”

http://rctlma.org/trans/Road-Maintenance/Road-Repairs/Public-Assistance-for-Roadway-Maintenance-Improvements-on-Non-County-Roads#Road_Pam_05

Even before the AG’s opinion, the legal issue had been discussed. In ***Wine v. Boyar*, 220 Cal.App.2nd 375 (1963)**, the Court of Appeal held that there was no violation of the “gift clause” when Los Angeles County appropriated and spent money for construction of bridges and paving of roads within a new private subdivision.

Clearly a public purpose would be served by the proper maintenance of over a fifth of the streets in Orinda. The use of these 204 streets, mostly cul-de-sacs, by the residents of Orinda who live on these streets and their service providers (police, ambulance, fire, postal service, trash collection, and other utilities) does not differ from the use of public streets which include 180 cul-de-sacs and “loops”.

Moreover, since it would be legally acceptable to pay for repairs to these streets using the taxpayer dollars acquired from those very homeowners, it would also be appropriate to allocate public money for any effort to study the issue.

Government as the Ultimate Insurer

One of government’s key roles is providing insurance for general good. This can be a federal program such Social Security or Medicare, a state program like the California Earthquake Authority, or a local program such as all Orinda residents’ insuring each other for major events such as the Miner Road or Tarabrook sinkholes or the North Lane storm drain project. Miner Road cost \$2.8 million. If Miner Road (with 111 homes) had been a private street, that would have cost \$25,000 per household to repair. And could they have done what it took all the resources of Orinda to accomplish? But the 111 residents of Miner Road did not have to foot the bill; instead all of Orinda’s 7,000 households shared the cost with county, state and federal contributions. The

probability of a Miner Road event is small. But the ramifications can be large when borne by a small number of households. Orinda should not put 20 percent of its residents at such a risk. They are already “paying for the insurance,” or at least most of it. The City’s accepting responsibility for all of Orinda’s roads on behalf of all of Orinda’s residents can solve a lot of problems. We know of one incident, albeit 20 years ago, when the residents of a private street had to threaten the City with legal action when a drainage problem on a public road damaged an adjacent private road. It should not come to this. Our community is better than that.

Private In Name Only

Almost no private street in Orinda asked to be made private. These private streets are not gated enclaves. They allow public access, and the City actually required Wilder to sign an agreement guaranteeing public access on its private streets. How streets became “private” for the most part is lost to time. Streets like upper Mira Loma and El Patio were in the same subdivision development as lower Mira Loma and Linda Vista. They all meet at the same intersection. And yet two are “private” and two are “public.” By outward appearances, an observer would be hard pressed to tell the difference. They could have differentiated five years ago when the two public streets had PCI’s below 10 while the private streets were recently repaved but not today after road bond money brought the public streets up to new condition. Looking at their 1924 subdivision map (Haciendas Del Orinda Unit 1) there appears to be no differentiation. All streets were offered for dedication and were all rejected by the County. Looking at deeds for properties on both the public and “private” roads, they refer back to the lot designations of the 1924 subdivision map with no qualifiers. The Contra Costa Assessor’s map shows no owner for either the public or the private part of Mira Loma. So do the parcels contain the road right-of-way area or not? Is upper Mira Loma (private) actually publicly owned? Is lower Mira Loma (public) possibly still privately owned? Do we need to determine this, not only for the 1,500 properties possibly seeking public maintenance, but for the 5,500 properties which front on what are “supposedly” publicly owned streets? Or is granting the public the right of way over one’s property sufficient to gain access to public maintenance funds? This is one of the issues a Task Force may have to answer.

Respectively submitted,

Beth Eliason, Bill Cosden, Bob Daoro, Bob Finch, Bob Thompson, Catherine Ronnenberg, Charles Porges, Jan Long, Jen Wallace, Joel Libove, Kathy Finch, Larry Blazer, Madelyn Mallory, Mark Bresnik, Melissa Roeder, Rose Anne Critchfield, Roger Squier, Rupa Joshi, Steve Cohn, Sunder Joshi

Privately maintained streets

		length (miles)	homes	Homes on a street						
				total	5 or fewer	6-10	11-15	16-20	> 20	
TOTAL		30.0	1,518	streets	204	99	58	29	11	7
				miles	30.0	9.4	8.8	6.5	3.0	2.3
1	ADOBE LN	0.15	1	1	1	0	0	0	0	0
2	AGHALEE CT	0.03	2	1	1	0	0	0	0	0
3	ALICE PL	0.07	5	1	1	0	0	0	0	0
4	ALTA HACIENDAS RD	0.04	3	1	1	0	0	0	0	0
5	ALTA VISTA	0.55	11	1	0	0	1	0	0	0
6	AQUA VISTA	0.11	2	1	1	0	0	0	0	0
7	BARBARA RD	0.19	6	1	0	1	0	0	0	0
8	BEAR RIDGE RD	0.32	7	1	0	1	0	0	0	0
9	BEAR RIDGE TRAIL	0.12	3	1	1	0	0	0	0	0
10	BERRYBROOK HOLLOW	0.10	5	1	1	0	0	0	0	0
11	BIEN VENIDA	0.32	4	1	1	0	0	0	0	0
12	BIG LEAF RD	0.74	16	1	0	0	0	1	0	0
13	BIG ROCK RD	0.28	18	1	0	0	0	1	0	0
14	BIRCH CT	0.07	5	1	1	0	0	0	0	0
15	BOEGER RANCH RD	0.40	7	1	0	1	0	0	0	0
16	BONITA LN	0.06	4	1	1	0	0	0	0	0
17	BRIONES VIEW	0.08	3	1	1	0	0	0	0	0
18	BUENA VISTA	0.13	5	1	1	0	0	0	0	0
19	CALIFORNIA AVE	0.05	7	1	0	1	0	0	0	0
20	CAMINO DEL CIELO	0.12	7	1	0	1	0	0	0	0
21	CAMINO DEL MONTE	0.23	4	1	1	0	0	0	0	0
22	CAMINO LENADA	0.20	8	1	0	1	0	0	0	0
23	CANYON VIEW	0.32	17	1	0	0	0	1	0	0
24	CARO LN	0.07	3	1	1	0	0	0	0	0
25	CAROLYN CT	0.04	4	1	1	0	0	0	0	0
26	CASA REALE	0.05	2	1	1	0	0	0	0	0
27	CASA VIEJA	0.17	18	1	0	0	0	1	0	0
28	CASCADE LN	0.07	7	1	0	1	0	0	0	0
29	CEDAR TER	0.11	2	1	1	0	0	0	0	0
30	CHARLES HILL LN	0.06	4	1	1	0	0	0	0	0
31	CITRON KNL	0.00	19	1	0	0	0	1	0	0
32	CLAREMONT AVE	0.09	7	1	0	1	0	0	0	0
33	COFFEE BERRY LN	0.15	10	1	0	1	0	0	0	0
34	CORTE BOMBERO	0.04	5	1	1	0	0	0	0	0
35	CRANE TER	0.20	6	1	0	1	0	0	0	0
36	CRESTA BLANCA	0.02	7	1	0	1	0	0	0	0
37	CRESTVIEW CT	0.22	15	1	0	0	1	0	0	0
38	CRESTVIEW TER	0.15	7	1	0	1	0	0	0	0
39	DAIRY CREEK LN	0.10	12	1	0	0	1	0	0	0
40	DAISY LN	0.02	6	1	0	1	0	0	0	0
41	DALEWOOD DR	0.31	12	1	0	0	1	0	0	0
42	DEL MAR PL	0.04	1	1	1	0	0	0	0	0
43	DEL VALLE	0.07	5	1	1	0	0	0	0	0
44	DIAS DORADOS	0.04	8	1	0	1	0	0	0	0
45	DONALD DR	0.35	3	1	1	0	0	0	0	0
46	DONNA MARIA WAY	0.10	13	1	0	0	1	0	0	0
47	DOS OSOS	0.28	2	1	1	0	0	0	0	0
48	DOS POSOS	0.33	18	1	0	0	0	1	0	0
49	EL CAMINITO	0.07	8	1	0	1	0	0	0	0
50	EL CAMPANERO	0.10	3	1	1	0	0	0	0	0
51	EL CASTILLO	0.07	5	1	1	0	0	0	0	0
52	EL DORADO LN	0.11	6	1	0	1	0	0	0	0
53	EL PATIO	0.08	10	1	0	1	0	0	0	0

Privately maintained streets

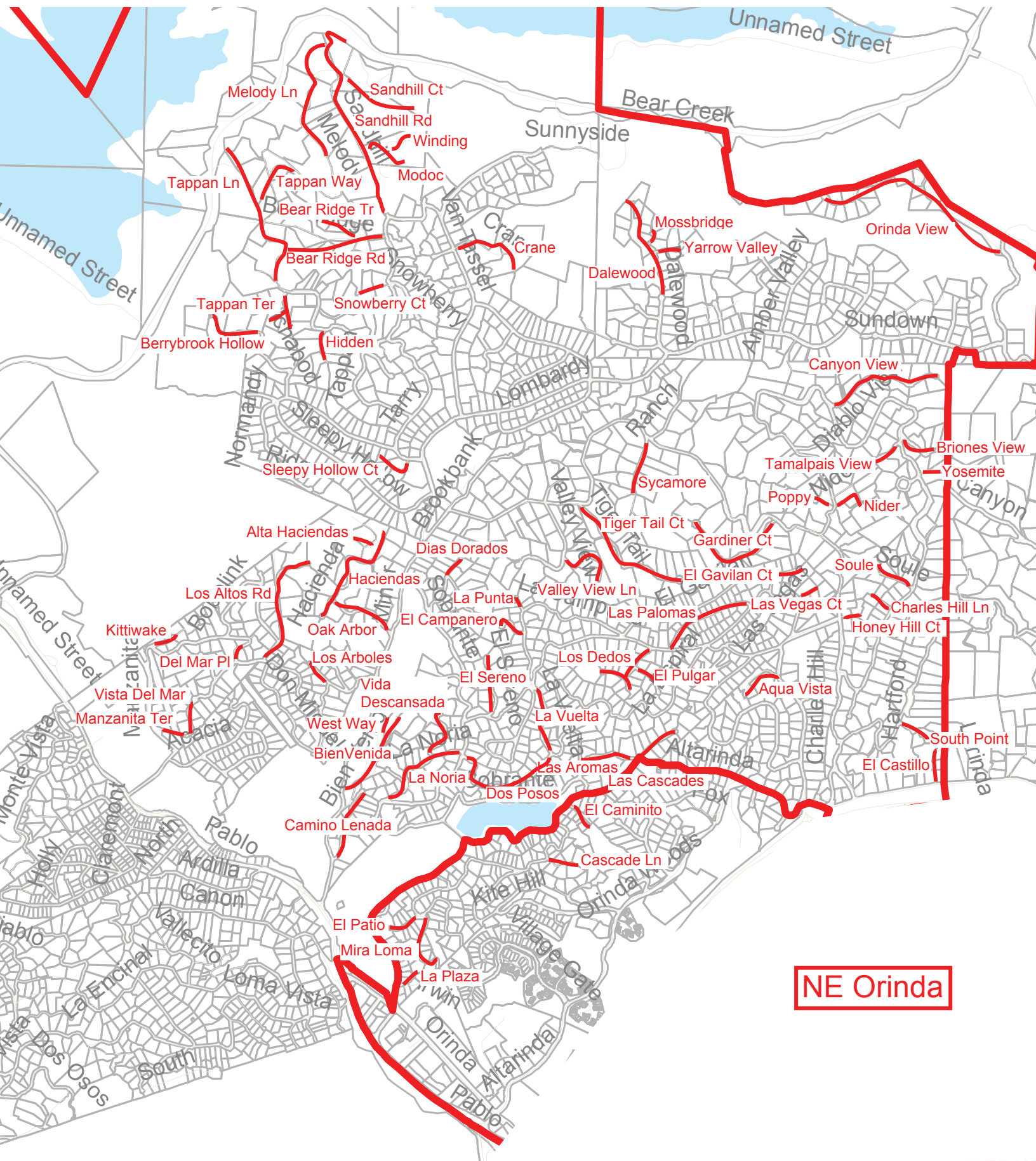
		length (miles)	homes	Homes on a street						
				total	5 or fewer	6-10	11-15	16-20	> 20	
TOTAL		30.0	1,518	streets	204	99	58	29	11	7
				miles	30.0	9.4	8.8	6.5	3.0	2.3
54	EL PULGAR	0.09	6	1	0	1	0	0	0	0
55	EL RINCON	0.10	6	1	0	1	0	0	0	0
56	EL SERENO	0.14	5	1	1	0	0	0	0	0
57	ESTATES CT	0.04	4	1	1	0	0	0	0	0
58	FERN WAY	0.02	6	1	0	1	0	0	0	0
59	FIDDLENECK WAY	0.20	13	1	0	0	1	0	0	0
60	FOX RUN	0.07	4	1	1	0	0	0	0	0
61	FROGS LEAP WAY	0.07	11	1	0	0	1	0	0	0
62	GARDINER CT	0.31	12	1	0	0	1	0	0	0
63	GRASSY HILL WAY	0.06	11	1	0	0	1	0	0	0
64	HACIENDAS RD	0.35	12	1	0	0	1	0	0	0
65	HALL DR	0.20	2	1	1	0	0	0	0	0
66	HAZEL TREE RIDGE	0.23	29	1	0	0	0	0	0	1
67	HEATHER LANE	0.26	18	1	0	0	0	1	0	0
68	HIDDEN LN	0.09	6	1	0	1	0	0	0	0
69	HILARY WAY	0.11	4	1	1	0	0	0	0	0
70	HILLDALE CT	0.10	11	1	0	0	1	0	0	0
71	HOLLY LN	0.30	15	1	0	0	1	0	0	0
72	HONEY HILL CT	0.05	3	1	1	0	0	0	0	0
73	HONEYWOOD RD	0.13	3	1	1	0	0	0	0	0
74	JACK TREE KNL	0.11	7	1	0	1	0	0	0	0
75	JEWEL CT	0.07	3	1	1	0	0	0	0	0
76	JUNIPER DR	0.20	8	1	0	1	0	0	0	0
77	KEITH DR	0.05	5	1	1	0	0	0	0	0
78	KITE HILL TER	0.05	3	1	1	0	0	0	0	0
79	KITTIWAKE RD	0.03	5	1	1	0	0	0	0	0
80	KRISTIN LN	0.07	1	1	1	0	0	0	0	0
81	LA BOLSAITA	0.05	8	1	0	1	0	0	0	0
82	LA CHESNAYE	0.03	1	1	1	0	0	0	0	0
83	LA ENCINAL	0.48	20	1	0	0	0	1	0	0
84	LA FOND LN	0.15	10	1	0	1	0	0	0	0
85	LA MADRONAL	0.12	6	1	0	1	0	0	0	0
86	LA PLAZA	0.05	8	1	0	1	0	0	0	0
87	LA PUNTA	0.03	6	1	0	1	0	0	0	0
88	LAS AROMAS	0.15	7	1	0	1	0	0	0	0
89	LAS CASCADAS	0.28	21	1	0	0	0	0	0	1
90	LAS MESAS PATH	0.08	7	1	0	1	0	0	0	0
91	LAS PALOMAS	0.25	14	1	0	0	1	0	0	0
92	LAS VEGAS CT	0.07	3	1	1	0	0	0	0	0
93	LAURA WAY	0.06	5	1	1	0	0	0	0	0
94	LESLEE LN	0.09	4	1	1	0	0	0	0	0
95	LLOYD LN	0.05	8	1	0	1	0	0	0	0
96	LONGRIDGE RD	0.15	19	1	0	0	0	1	0	0
97	LOS ALTOS RD	0.39	14	1	0	0	1	0	0	0
98	LOS ARBOLES	0.07	6	1	0	1	0	0	0	0
99	LOS CERROS	0.11	8	1	0	1	0	0	0	0
100	LOS CONEJOS	0.07	6	1	0	1	0	0	0	0
101	LOS DEDOS	0.19	15	1	0	0	1	0	0	0
102	LOS NORRABOS	0.10	1	1	1	0	0	0	0	0
103	LOST VALLEY CT	0.12	4	1	1	0	0	0	0	0
104	LUCILLE WAY	0.04	5	1	1	0	0	0	0	0
105	MADERA LN	0.03	3	1	1	0	0	0	0	0
106	MADRONE PL	0.08	3	1	1	0	0	0	0	0

Privately maintained streets

		length (miles)	homes	Homes on a street						
				total	5 or fewer	6-10	11-15	16-20	> 20	
TOTAL		30.0	1,518	streets	204	99	58	29	11	7
				miles	30.0	9.4	8.8	6.5	3.0	2.3
107	MANZANITA TER	0.03	3	1	1	0	0	0	0	0
108	MARIPOSA LN	0.19	17	1	0	0	0	1	0	0
109	MELODY LN	0.43	6	1	0	1	0	0	0	0
110	MICHAEL LN	0.03	3	1	1	0	0	0	0	0
111	MILLER CT	0.14	11	1	0	0	1	0	0	0
112	MIRA LOMA	0.17	10	1	0	1	0	0	0	0
113	MIRAMONTE RD	0.10	8	1	0	1	0	0	0	0
114	MODOC RD	0.12	1	1	1	0	0	0	0	0
115	MONKEY FLOWER LANE	0.23	12	1	0	0	1	0	0	0
116	MONROE CT	0.05	4	1	1	0	0	0	0	0
117	MONTE VEDA DR	0.19	7	1	0	1	0	0	0	0
118	MONTE VISTA RIDGE RD	0.20	11	1	0	0	1	0	0	0
119	MONTEREY TER	0.43	15	1	0	0	1	0	0	0
120	MOSSBRIDGE LN	0.03	4	1	1	0	0	0	0	0
121	NELSON LN	0.10	3	1	1	0	0	0	0	0
122	NIDER LN	0.10	7	1	0	1	0	0	0	0
123	NOBI LN	0.23	2	1	1	0	0	0	0	0
124	OAK ARBOR RD	0.19	9	1	0	1	0	0	0	0
125	OAK CT	0.04	3	1	1	0	0	0	0	0
126	OAK RD	0.80	51	1	0	0	0	0	0	1
127	OAK KNOLL LN	0.02	1	1	1	0	0	0	0	0
128	OAK VIEW TER	0.09	4	1	1	0	0	0	0	0
129	ORINDA VIEW RD	0.62	14	1	0	0	1	0	0	0
130	PAINTBRUSH LN	0.40	23	1	0	0	0	0	0	1
131	PATRICIA RD	0.08	12	1	0	0	1	0	0	0
132	PATRICK LN	0.18	4	1	1	0	0	0	0	0
133	PENNY LN	0.06	1	1	1	0	0	0	0	0
134	PERSIMMON WALK	0.05	12	1	0	0	1	0	0	0
135	PINE TREE LN	0.06	3	1	1	0	0	0	0	0
136	POCO PASEO	0.05	3	1	1	0	0	0	0	0
137	POPPY LN	0.06	3	1	1	0	0	0	0	0
138	QUAIL RIDGE LN	0.03	1	1	1	0	0	0	0	0
139	QUARRY HILL RD	0.50	3	1	1	0	0	0	0	0
140	QUEENSBROOK PL	0.08	4	1	1	0	0	0	0	0
141	Quince Terrace	0.05	0	1	1	0	0	0	0	0
142	RABBLE RD	0.45	9	1	0	1	0	0	0	0
143	RAVENHILL RD	0.25	41	1	0	0	0	0	0	1
144	REDWOOD TER	0.03	3	1	1	0	0	0	0	0
145	RICH ACRES RD	0.14	8	1	0	1	0	0	0	0
146	RIO VISTA	0.20	4	1	1	0	0	0	0	0
147	ROSE LN	0.03	3	1	1	0	0	0	0	0
148	ROSELLE LN	0.04	2	1	1	0	0	0	0	0
149	SANBORN RD	0.11	15	1	0	0	1	0	0	0
150	SANDHILL CT	0.18	1	1	1	0	0	0	0	0
151	SANDHILL RD	0.56	6	1	0	1	0	0	0	0
152	SANDY CT	0.05	3	1	1	0	0	0	0	0
153	SHADOW CREEK LN	0.03	3	1	1	0	0	0	0	0
154	SHAWNEE LN	0.05	3	1	1	0	0	0	0	0
155	SLEEPY HOLLOW CT	0.09	3	1	1	0	0	0	0	0
156	SNOWBERRY CT	0.09	6	1	0	1	0	0	0	0
157	SOL BRAE WAY	0.10	2	1	1	0	0	0	0	0
158	SOULE RD	0.11	9	1	0	1	0	0	0	0
159	SOUTH POINT RD	0.08	4	1	1	0	0	0	0	0

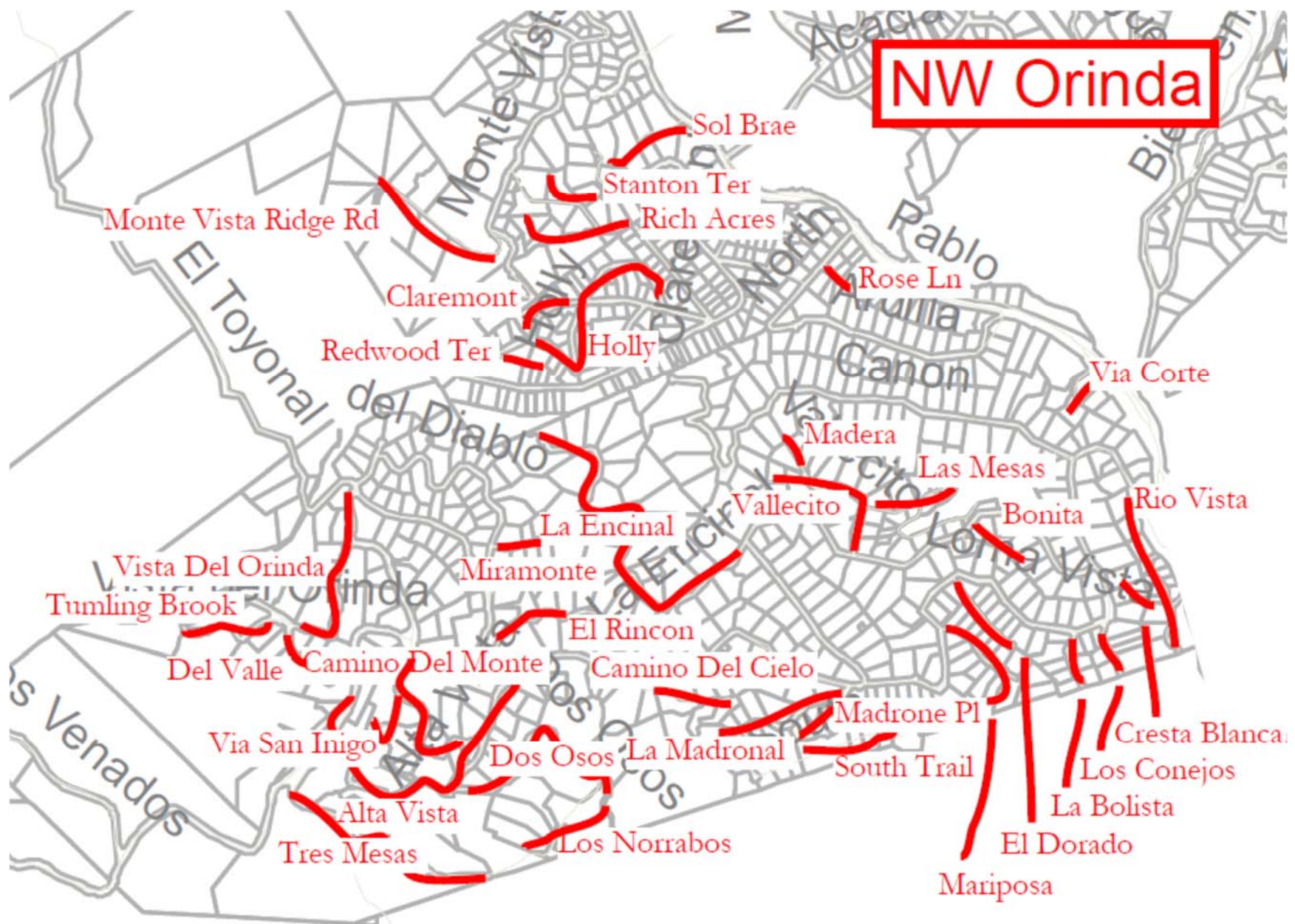
Privately maintained streets

		length (miles)	homes	Homes on a street						
				total	5 or fewer	6-10	11-15	16-20	> 20	
TOTAL		30.0	1,518	streets	204	99	58	29	11	7
				miles	30.0	9.4	8.8	6.5	3.0	2.3
160	SOUTH TRAIL	0.12	8	1	0	1	0	0	0	0
161	SPRING CT	0.03	2	1	1	0	0	0	0	0
162	ST HILL RD	0.23	5	1	1	0	0	0	0	0
163	STANTON TER	0.06	3	1	1	0	0	0	0	0
164	SUNRISE HILL CT	0.06	4	1	1	0	0	0	0	0
165	SUNRISE HILL RD	0.33	14	1	0	0	1	0	0	0
166	SUNSET TER	0.11	4	1	1	0	0	0	0	0
167	SYCAMORE RD	0.19	12	1	0	0	1	0	0	0
168	TAMALPAIS VIEW RD	0.07	2	1	1	0	0	0	0	0
169	TAPPAN LN	0.37	10	1	0	1	0	0	0	0
170	TAPPAN TER	0.08	5	1	1	0	0	0	0	0
171	TAPPAN WAY	0.15	3	1	1	0	0	0	0	0
172	THE GLADE	0.17	14	1	0	0	1	0	0	0
173	THE KNOLL	0.08	25	1	0	0	0	0	0	1
174	TIGER TAIL CT	0.48	10	1	0	1	0	0	0	0
175	TOMCAT WAY	0.13	7	1	0	1	0	0	0	0
176	TRES MESAS	0.39	2	1	1	0	0	0	0	0
177	TUMBLING BROOK RD	0.07	2	1	1	0	0	0	0	0
178	TWIG LN	0.07	5	1	1	0	0	0	0	0
179	VALLECITO LN	0.20	13	1	0	0	1	0	0	0
180	VALLEY VIEW LN	0.19	5	1	1	0	0	0	0	0
181	VIA CORTE	0.07	5	1	1	0	0	0	0	0
182	VIA DESCANANDA	0.11	6	1	0	1	0	0	0	0
183	VIA SAN INIGO	0.09	2	1	1	0	0	0	0	0
184	VILLAGE VIEW CT	0.12	16	1	0	0	0	1	0	0
185	VISTA DEL MAR	0.09	6	1	0	1	0	0	0	0
186	VISTA DEL MORAGA	0.02	4	1	1	0	0	0	0	0
187	VISTA DEL ORINDA	0.29	7	1	0	1	0	0	0	0
188	WEST HILL WAY	0.15	13	1	0	0	1	0	0	0
189	WEST LILAC WAY	0.10	9	1	0	1	0	0	0	0
190	WEST WAY	0.05	1	1	1	0	0	0	0	0
191	WESTWOOD CT	0.07	8	1	0	1	0	0	0	0
192	WILD PLUM WAY	0.10	6	1	0	1	0	0	0	0
193	WILD RYE WAY	0.24	6	1	0	1	0	0	0	0
194	WILDWOOD RD	0.08	5	1	1	0	0	0	0	0
195	WILLIAMS CT	0.08	4	1	1	0	0	0	0	0
196	WINDING LN	0.12	1	1	1	0	0	0	0	0
197	WINDY CREEK WAY	0.28	21	1	0	0	0	0	0	1
198	WOODACRES CT	0.14	6	1	0	1	0	0	0	0
199	WOODACRES LN	0.04	2	1	1	0	0	0	0	0
200	WOODCREST DR	0.17	10	1	0	1	0	0	0	0
201	WOVENWOOD	0.05	14	1	0	0	1	0	0	0
202	YARROW VALLEY LN	0.08	4	1	1	0	0	0	0	0
203	YOSEMITE RD	0.09	3	1	1	0	0	0	0	0
204	ZANDER CT	0.06	1	1	1	0	0	0	0	0

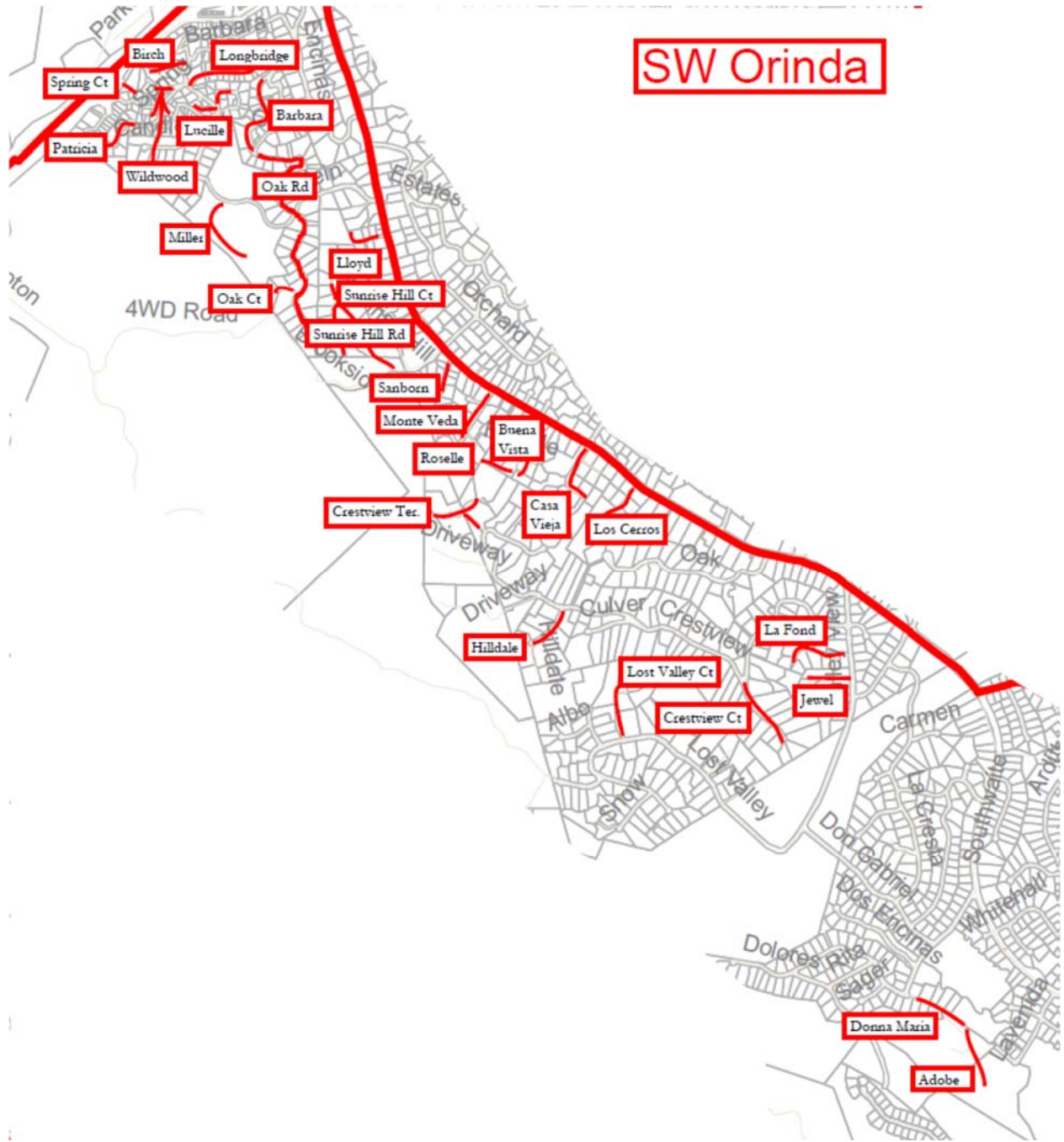


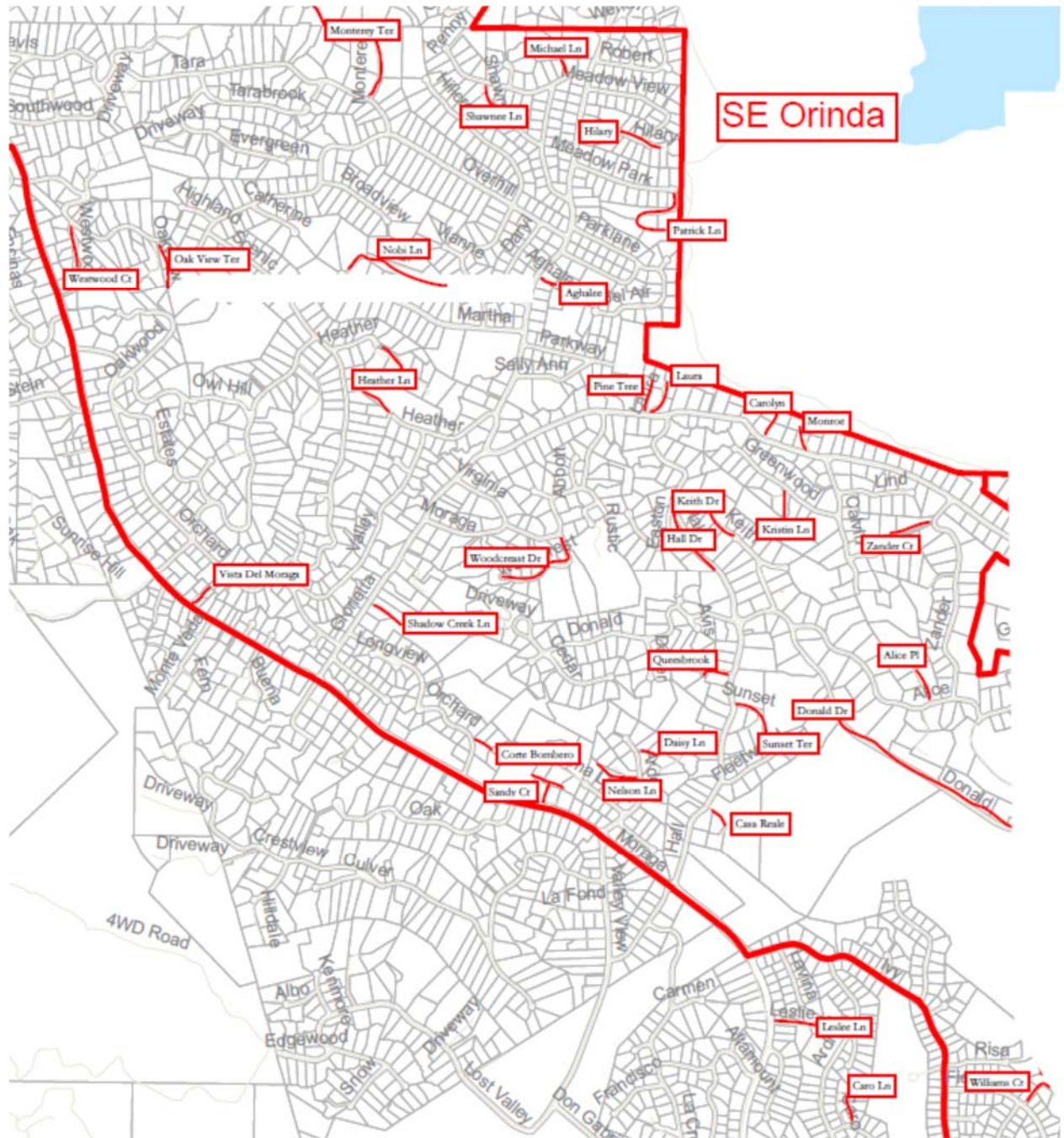
NE Orinda

NW Orinda



SW Orinda





Publicly maintained streets

homes	Homes on a street					
	total	5 or fewer	6-10	11-15	16-20	> 20
5452	279	56	77	39	23	84

	cul-de-sac homes	
	Y	N
# of streets	164	92
avg # homes	10.0	36.0

1	FAIRWAY DR	1	1	0	0	0	0	Y	1	0	
2	FISH RANCH RD	1	1	0	0	0	0	N	0	1	
3	HIDDEN VALLEY RD	1	1	0	0	0	0	N	0	1	
4	OLD TUNNEL RD	1	1	0	0	0	0	Y	1	0	
5	BEL AIR CT	2	1	0	0	0	0	Y	2	0	
6	DALEWOOD TER	2	1	0	0	0	0	Y	2	0	
7	DAPHNE CT	2	1	0	0	0	0	Y	2	0	
8	HAPPY VALLEY RD	2	1	0	0	0	0	N	0	2	
9	MIRA FLORES	2	1	0	0	0	0	Y	2	0	
10	NONIE RD	2	1	0	0	0	0	Y	2	0	
11	ORINDAWOODS DR	2	1	0	0	0	0	N	0	2	
12	STRAWBERRY HOLLOW	2	1	0	0	0	0	Y	2	0	
13	AVIS CT	3	1	0	0	0	0	Y	3	0	
14	DE SOTO CT	3	1	0	0	0	0	Y	3	0	
15	DUNCAN CT	3	1	0	0	0	0	Y	3	0	
16	GOODFELLOW DR	3	1	0	0	0	0	N	0	3	
17	GREAT OAK CIR	3	1	0	0	0	0	Y	3	0	
18	KITE HILL RD	3	1	0	0	0	0	N	0	3	
19	LA SENDA	3	1	0	0	0	0	Y	3	0	
20	MORAGA CT	3	1	0	0	0	0	Y	3	0	
21	OAK LN	3	1	0	0	0	0	Y	3	0	
22	ORIOLE RD	3	1	0	0	0	0	Y	3	0	
23	RAE CT	3	1	0	0	0	0	Y	3	0	
24	RAE DR	3	1	0	0	0	0	Y	3	0	
25	RYDAL CT	3	1	0	0	0	0	Y	3	0	
26	ALBO CT	4	1	0	0	0	0	Y	4	0	
27	CHARLES HILL PL	4	1	0	0	0	0	Y	4	0	
28	CORTE HOLGANZA	4	1	0	0	0	0	Y	4	0	
29	DALE CT	4	1	0	0	0	0	Y	4	0	
30	DEBRA CT	4	1	0	0	0	0	Y	4	0	
31	DOUGLAS CT	4	1	0	0	0	0	Y	4	0	
32	EL CORTE	4	1	0	0	0	0	Y	4	0	
33	EL NIDO CT	4	1	0	0	0	0	Y	4	0	
34	EVANS PL	4	1	0	0	0	0	Y	4	0	
35	KITTIWAKE RD	4	1	0	0	0	0	Y	4	0	
36	MEADOWLANDS CT	4	1	0	0	0	0	Y	4	0	
37	OAK FLAT RD	4	1	0	0	0	0	Y	4	0	
38	OAKRIDGE LN	4	1	0	0	0	0	Y	4	0	
39	ORCHARD CT	4	1	0	0	0	0	Y	4	0	
40	OWL HILL CT	4	1	0	0	0	0	Y	4	0	
41	PICO CT	4	1	0	0	0	0	Y	4	0	
42	REDCOACH LN	4	1	0	0	0	0	Y	4	0	
43	VIA LAS CRUCES	4	1	0	0	0	0	N	0	4	
44	CHAPPARAL PL	5	1	0	0	0	0		0	0	
45	CORTE SOMBRITA	5	1	0	0	0	0	Y	5	0	
46	CROSS RIDGE PL	5	1	0	0	0	0	Y	5	0	
47	DANZA CT	5	1	0	0	0	0	Y	5	0	
48	HARRAN CIR	5	1	0	0	0	0	Y	5	0	
49	HARTFORD RD	5	1	0	0	0	0	Y	5	0	
50	IRVING CT	5	1	0	0	0	0	Y	5	0	
51	KATRINA CT	5	1	0	0	0	0	Y	5	0	
52	OVERHILL CT	5	1	0	0	0	0	Y	5	0	
53	RICHARD CT	5	1	0	0	0	0	Y	5	0	
54	SKYLINE BLVD	5	1	0	0	0	0	N	0	5	
55	TAPPAN CT	5	1	0	0	0	0	Y	5	0	
56	WANDA LN	5	1	0	0	0	0	N	0	5	
57	ABBOTT CT	6	0	1	0	0	0	Y	6	0	
58	ARBOLADO CT	6	0	1	0	0	0	Y	6	0	
59	ARROYO DR	6	0	1	0	0	0	N	0	6	
60	BATES CT	6	0	1	0	0	0	Y	6	0	
61	CARMEN CT	6	0	1	0	0	0	Y	6	0	
62	CATHERINE CT	6	0	1	0	0	0	Y	6	0	
63	CIELO CT	6	0	1	0	0	0	Y	6	0	
64	CRANE CT	6	0	1	0	0	0	Y	6	0	

Publicly maintained streets

	homes	Homes on a street						cul-de-sac homes			
		total	5 or fewer	6-10	11-15	16-20	> 20	Y	N		
		5452	279	56	77	39	23	84	# of streets	164	92
								avg # homes	10.0	36.0	
65	CROSSRIDGE CT	6		0	1	0	0	0	Y	6	0
66	CROSSRIDGE TER	6		0	1	0	0	0	Y	6	0
67	DIAS DORADOS	6		0	1	0	0	0	Y	6	0
68	IDYLL CT	6		0	1	0	0	0	Y	6	0
69	LONGVIEW TER	6		0	1	0	0	0	Y	6	0
70	NORTHWOOD CT	6		0	1	0	0	0	Y	6	0
71	PIEDMONT AVE	6		0	1	0	0	0		0	0
72	PUEBLO CT	6		0	1	0	0	0	Y	6	0
73	SALLY ANN RD	6		0	1	0	0	0		0	0
74	SCENIC CT	6		0	1	0	0	0	Y	6	0
75	SILVERWOOD CT	6		0	1	0	0	0	Y	6	0
76	VIRGINIA DR	6		0	1	0	0	0		0	0
77	AUSTIN CT	7		0	1	0	0	0	Y	7	0
78	DOVER CT	7		0	1	0	0	0	Y	7	0
79	EL NIDO RANCH RD	7		0	1	0	0	0	N	0	7
80	EL SUENO	7		0	1	0	0	0	Y	7	0
81	ELLEN CT	7		0	1	0	0	0	Y	7	0
82	HIGHLAND CT	7		0	1	0	0	0	Y	7	0
83	IRONBARK PL	7		0	1	0	0	0	Y	7	0
84	LOMAS CANTADAS	7		0	1	0	0	0	N	0	7
85	MEADOW CT	7		0	1	0	0	0	Y	7	0
86	RUSTIC WAY	7		0	1	0	0	0	Y	7	0
87	SAGER CT	7		0	1	0	0	0	Y	7	0
88	SANTA LUCIA	7		0	1	0	0	0	Y	7	0
89	SOUTHWOOD CT	7		0	1	0	0	0	Y	7	0
90	SUNNYSIDE CT	7		0	1	0	0	0	Y	7	0
91	VALLEY CT	7		0	1	0	0	0	Y	7	0
92	VIANNE CT	7		0	1	0	0	0	Y	7	0
93	WASHINGTON LN	7		0	1	0	0	0	Y	7	0
94	WATCHWOOD CT	7		0	1	0	0	0	Y	7	0
95	ARDITH CT	8		0	1	0	0	0	Y	8	0
96	CALIFORNIA AVE	8		0	1	0	0	0	Y	8	0
97	CANDLE TER	8		0	1	0	0	0	Y	8	0
98	CORTE DEL REY	8		0	1	0	0	0	Y	8	0
99	CULVER CT	8		0	1	0	0	0	Y	8	0
100	DIABLO VIEW DR	8		0	1	0	0	0	N	0	8
101	HAWKRIDGE TER	8		0	1	0	0	0	Y	8	0
102	IVY PL	8		0	1	0	0	0	Y	8	0
103	KELLIE ANN CT	8		0	1	0	0	0	Y	8	0
104	KENMORE CT	8		0	1	0	0	0	Y	8	0
105	LA SOMBRA CT	8		0	1	0	0	0	Y	8	0
106	MIRA LOMA	8		0	1	0	0	0	N	0	8
107	NORTHWOOD DR	8		0	1	0	0	0	N	0	8
108	RIDGE LN	8		0	1	0	0	0	Y	8	0
109	BROOKBANK RD	9		0	1	0	0	0	Y	9	0
110	CALVIN CT	9		0	1	0	0	0	Y	9	0
111	CANDLESTICK RD	9		0	1	0	0	0	Y	9	0
112	DEL MAR CT	9		0	1	0	0	0	Y	9	0
113	IRONBARK CT	9		0	1	0	0	0	Y	9	0
114	LIND CT	9		0	1	0	0	0	Y	9	0
115	RANCH RD	9		0	1	0	0	0	Y	9	0
116	RITA WAY	9		0	1	0	0	0	N	0	9
117	ST JAMES CT	9		0	1	0	0	0	Y	9	0
118	VIA CALLADOS	9		0	1	0	0	0	Y	9	0
119	WATCHWOOD RD	9		0	1	0	0	0	Y	9	0
120	WESTOVER CT	9		0	1	0	0	0	Y	9	0
121	WHITE OAK DR	9		0	1	0	0	0	N	0	9
122	CHELTON CT	10		0	1	0	0	0	Y	10	0
123	COACHWOOD TER	10		0	1	0	0	0	Y	10	0
124	DARNBY CT	10		0	1	0	0	0	Y	10	0
125	EDGEWOOD RD	10		0	1	0	0	0	Y	10	0
126	FRANCISCO CT	10		0	1	0	0	0	Y	10	0
127	GREYSTONE TER	10		0	1	0	0	0	Y	10	0
128	ICHABOD LN	10		0	1	0	0	0	Y	10	0

Publicly maintained streets

homes	Homes on a street					
	total	5 or fewer	6-10	11-15	16-20	> 20
5452	279	56	77	39	23	84

	cul-de-sac homes	
	Y	N
# of streets	164	92
avg # homes	10.0	36.0

129	LAS PIEDRAS	10	0	1	0	0	0	N	0	10
130	SILVER OAK TER	10	0	1	0	0	0	Y	10	0
131	SNOWBERRY LN	10	0	1	0	0	0	Y	10	0
132	SUNNYSIDE LN	10	0	1	0	0	0	Y	10	0
133	WANFLETE CT	10	0	1	0	0	0	Y	10	0
134	CROWN CT	11	0	0	1	0	0	Y	11	0
135	FLEETWOOD CT	11	0	0	1	0	0	Y	11	0
136	LAVENIDA	11	0	0	1	0	0	Y/N	6	5
137	SNOW CT	11	0	0	1	0	0	Y	11	0
138	STEIN WAY	11	0	0	1	0	0	N	0	11
139	FALLEN LEAF TER	12	0	0	1	0	0	Y	12	0
140	HEATHER LN	12	0	0	1	0	0	Y	12	0
141	KEITH DR	12	0	0	1	0	0	Y	12	0
142	LA CINTILLA	12	0	0	1	0	0	Y	12	0
143	LOS AMIGOS	12	0	0	1	0	0	Y	12	0
144	MARSTON RD	12	0	0	1	0	0	Y	12	0
145	NORMANDY LN	12	0	0	1	0	0	Y	12	0
146	OWL HILL RD	12	0	0	1	0	0	N	0	12
147	TOTTERDELL CT	12	0	0	1	0	0	Y	12	0
148	BEACONSFIELD CT	13	0	0	1	0	0	Y	13	0
149	LOMA LINDA CT	13	0	0	1	0	0	Y	13	0
150	VIA FARALLON	13	0	0	1	0	0	N	0	13
151	WOODLAND RD	13	0	0	1	0	0	N	0	13
152	AMBER VALLEY DR	14	0	0	1	0	0	Y	14	0
153	CALVIN DR	14	0	0	1	0	0	Y	14	0
154	CEDAR LN	14	0	0	1	0	0	Y	14	0
155	COURTNEY LN	14	0	0	1	0	0	Y	14	0
156	DOS ENCINAS	14	0	0	1	0	0	Y	14	0
157	RIDGE GATE RD	14	0	0	1	0	0	Y	14	0
158	WILDER RD	14	0	0	1	0	0	N	0	14
159	ALTAMOUNT DR	15	0	0	1	0	0	N	0	15
160	ASPINWALL CT	15	0	0	1	0	0	Y	15	0
161	BOBOLINK RD	15	0	0	1	0	0	N	0	15
162	BROOKSIDE RD	15	0	0	1	0	0	N	0	15
163	CRESCENT DR	15	0	0	1	0	0		0	0
164	EL VERANO	15	0	0	1	0	0	Y	15	0
165	LA NORIA	15	0	0	1	0	0		0	0
166	NORTH LN	15	0	0	1	0	0		0	0
167	PARKWAY CT	15	0	0	1	0	0		0	0
168	RISA CT	15	0	0	1	0	0	Y	15	0
169	SINGINGWOOD LN	15	0	0	1	0	0	Y	15	0
170	STANTON CT	15	0	0	1	0	0	Y	15	0
171	VILLAGE GATE RD	15	0	0	1	0	0	N	0	15
172	VISTA DEL MAR	15	0	0	1	0	0	Y	15	0
173	EASTON CT	16	0	0	0	1	0	Y	16	0
174	LA VUELTA	16	0	0	0	1	0	N	0	16
175	LAVINA CT	16	0	0	0	1	0	Y	16	0
176	LINDA VISTA	16	0	0	0	1	0	Y	16	0
177	OAKWOOD RD	16	0	0	0	1	0	Y	16	0
178	ARDOR DR	17	0	0	0	1	0	Y	17	0
179	DARYL DR	17	0	0	0	1	0	N	0	17
180	EL CAMINO MORAGA	17	0	0	0	1	0	N	0	17
181	GLORIETTA CT	17	0	0	0	1	0	Y	17	0
182	IRONBARK CIR	17	0	0	0	1	0		0	0
183	BERKELEY AVE	18	0	0	0	1	0	Y	18	0
184	MANZANITA DR	18	0	0	0	1	0	N	0	18
185	VALLEY VIEW RD	18	0	0	0	1	0	Y	18	0
186	BEL AIR DR	19	0	0	0	1	0	Y	19	0
187	BROADVIEW TER	19	0	0	0	1	0	Y	19	0
188	IRVING LN	19	0	0	0	1	0	N	0	19
189	MEADOW PARK CT	19	0	0	0	1	0	Y	19	0
190	RAMONA DR	19	0	0	0	1	0		0	0
191	TARABROOK DR	19	0	0	0	1	0	Y	19	0
192	UNDERHILL RD	19	0	0	0	1	0	N	0	19

Publicly maintained streets

homes	Homes on a street					
	total	5 or fewer	6-10	11-15	16-20	> 20
5452	279	56	77	39	23	84

	cul-de-sac homes	
	Y	N
# of streets	164	92
avg # homes	10.0	36.0

193	DAVIS RD	20	0	0	0	1	0	N	0	20
194	DOLORES WAY	20	0	0	0	1	0	Y	20	0
195	SOUTHWAITE CT	20	0	0	0	1	0	Y	20	0
196	BARBARA RD	21	0	0	0	0	1	N	0	21
197	GREENWOOD CT	21	0	0	0	0	1	Y	21	0
198	MEADOW LN	21	0	0	0	0	1	N	0	21
199	ROBERT RD	21	0	0	0	0	1	Y	21	0
200	SPRING RD	21	0	0	0	0	1	Y	21	0
201	HONEY HILL RD	22	0	0	0	0	1	N	0	22
202	VIA HERMOSA	22	0	0	0	0	1	Y	22	0
203	ZANDER DR	22	0	0	0	0	1	N	0	22
204	ALICE LN	23	0	0	0	0	1	N	0	23
205	CAMINO PABLO	23	0	0	0	0	1	N	0	23
206	STANTON AVE	23	0	0	0	0	1	Y	23	0
207	WARFORD TER	23	0	0	0	0	1	Y	23	0
208	CAMINO DEL DIABLO	24	0	0	0	0	1		0	0
209	CHARLES HILL CIR	24	0	0	0	0	1		0	0
210	EASTWOOD DR	24	0	0	0	0	1	N	0	24
211	PARK LANE DR	24	0	0	0	0	1		0	0
212	VALENCIA RD	24	0	0	0	0	1	N	0	24
213	ALTARINDA E DR	25	0	0	0	0	1	Y/N	17	8
214	CARISBROOK DR	25	0	0	0	0	1	Y/N	12	13
215	VALLEY VIEW DR	25	0	0	0	0	1	N	0	25
216	DESCANSO DR	26	0	0	0	0	1	Y	26	0
217	DON GABRIEL WAY	26	0	0	0	0	1	N	0	26
218	ESTABUENO	26	0	0	0	0	1	Y/N	9	17
219	ST STEPHENS DR	26	0	0	0	0	1	N	0	26
220	MARTHA RD	28	0	0	0	0	1	Y/N	9	3
221	VAN TASSEL LN	28	0	0	0	0	1	N	0	28
222	WHITEHALL DR	28	0	0	0	0	1	N	0	28
223	DONNA MARIA WAY	29	0	0	0	0	1	N	0	29
224	HACIENDA CIR	29	0	0	0	0	1		0	0
225	LA CAMPANA	29	0	0	0	0	1		0	0
226	MONTE VISTA RD	29	0	0	0	0	1	Y	29	0
227	OAK DR	29	0	0	0	0	1	Y	29	0
228	SUNDOWN TER	29	0	0	0	0	1	N	0	29
229	CAMINO ENCINAS	30	0	0	0	0	1	N	0	30
230	SOUTHWOOD DR	30	0	0	0	0	1	Y	30	0
231	KNICKERBOCKER LN	31	0	0	0	0	1	N	0	31
232	TAPPAN LN	31	0	0	0	0	1	N	0	31
233	ACACIA DR	32	0	0	0	0	1	Y	32	0
234	MORAGA VIA	32	0	0	0	0	1	N	0	32
235	VALLEY DR	32	0	0	0	0	1	N	0	32
236	ARDILLA RD	33	0	0	0	0	1		0	0
237	LOMA VISTA DR	33	0	0	0	0	1	N	0	33
238	CLAREMONT AVE	34	0	0	0	0	1	N	0	34
239	DIABLO VIEW RD	34	0	0	0	0	1	N	0	34
240	EVERGREEN DR	34	0	0	0	0	1	Y	34	0
241	TARRY LN	34	0	0	0	0	1	N	0	34
242	LA CRESTA RD	35	0	0	0	0	1	N	0	35
243	CAMINO DON MIGUEL	42	0	0	0	0	1	N	0	42
244	EL GAVILAN	42	0	0	0	0	1	Y/N	6	36
245	HALL DR	42	0	0	0	0	1	N	0	42
246	LAS VEGAS RD	42	0	0	0	0	1	N	0	42
247	DONALD DR	43	0	0	0	0	1	N	0	43
248	FIESTA CIR	43	0	0	0	0	1	N	0	43
249	LA CUESTA	43	0	0	0	0	1	Y	43	0
250	TARA RD	43	0	0	0	0	1	N	0	43
251	CANON DR	45	0	0	0	0	1	Y	45	0
252	CHARLES HILL RD	48	0	0	0	0	1	N	0	48
253	CORAL DR	48	0	0	0	0	1	N	0	48
254	LOST VALLEY DR	49	0	0	0	0	1	N	0	49
255	LOMBARDY LN	50	0	0	0	0	1	N	0	50
256	VIA FLOREADO	51	0	0	0	0	1	N	0	51

Publicly maintained streets

homes	Homes on a street					
	total	5 or fewer	6-10	11-15	16-20	> 20
5452	279	56	77	39	23	84

	cul-de-sac homes	
	Y	N
# of streets	164	92
avg # homes	10.0	36.0

257	ARDITH DR	54	0	0	0	0	1	N	0	54
258	HILLCREST DR	55	0	0	0	0	1	N	0	55
259	ESTATES DR	56	0	0	0	0	1	N	0	56
260	MEADOW VIEW RD	57	0	0	0	0	1	Y/N	51	6
261	SCENIC DR	57	0	0	0	0	1	N	0	57
262	VAN RIPPER LN	57	0	0	0	0	1	N	0	57
263	DALEWOOD DR	58	0	0	0	0	1	N	0	58
264	RHEEM BLVD	62	0	0	0	0	1	N	0	62
265	SLEEPY HOLLOW LN	67	0	0	0	0	1	N	0	67
266	TAHOS RD	68	0	0	0	0	1	N	0	68
267	BATES BLVD	72	0	0	0	0	1	N	0	72
268	MUTH DR	76	0	0	0	0	1	N	0	76
269	CRESTVIEW DR	81	0	0	0	0	1	N	0	81
270	GLORIETTA BLVD	84	0	0	0	0	1	N	0	84
271	LA ESPIRAL	84	0	0	0	0	1	N	0	84
272	CAMINO SOBRANTE	87	0	0	0	0	1	N	0	87
273	ORCHARD RD	89	0	0	0	0	1	N	0	89
274	BROOKWOOD RD	93	0	0	0	0	1	N	0	93
275	IVY DR	98	0	0	0	0	1	N	0	98
276	OVERHILL RD	98	0	0	0	0	1	N	0	98
277	MINER RD	111	0	0	0	0	1	N	0	111
278	EL TOYONAL	118	0	0	0	0	1	N	0	118
279	MORAGA WAY	138	0	0	0	0	1	N	0	138