



# CITY OF SACRAMENTO

## TRAFFIC ENGINEERING DIVISION

1023 J STREET — SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)

TRAFFIC ENGINEERING 449-5307

OFF-STREET PARKING 449-5354

ON-STREET PARKING 449-5644

January 13, 1982

CITY MANAGER'S OFFICE  
**RECEIVED**  
JAN 13 1982

City Council  
Sacramento, California

*Cont to  
1-26-82*

Honorable Members in Session *JAN: 19 1982*

SUBJECT: Driveways for Regional Transit Bus Maintenance Facility

### SUMMARY

Regional Transit has designed their bus maintenance facility without regard to the City Code requirements for driveways. They have requested a variance from the City Code. An ordinance will have to be adopted revising the City Code if a variance is to be granted.

### BACKGROUND INFORMATION

Sections 38.160 to 38.171 of the City Code deal with driveway permits. The requirements outlined in these sections have been adopted to promote traffic and pedestrian safety and to avoid congestion on public streets that may be created by private driveways. The city is obligated to provide vehicular access to private property by allowing driveways between roadways and private property. The purpose of the City Code requirements is to limit the number, size and configuration of driveways so that maneuvering will occur on private property rather than encroaching onto the street and adjacent sidewalks. Certain provisions of the City Code allow the Traffic Engineer to grant variances. Certain other provisions have specific maximum and minimum requirements that pertain to all driveways.

Section 38.164 provides for a maximum driveway width of 45 feet. There are many streets in the city that are 30', 36', 40' and 44' wide. Therefore, a maximum of 45 feet for a driveway providing access to private property is considered reasonable. The plans for the Regional Transit bus maintenance facility show 59-foot and 65-foot driveways on 29th Street and a 256-foot driveway on 28th Street. While the two driveways on 29th Street are considered excessive, they are exit driveways and should not cause significant problems. However, the 256-foot driveway on 28th Street completely eliminates protection of the sidewalk area and will result in 28th Street being used as a maneuvering area for the

bus maintenance facility. Although 28th Street is not a major roadway in the same sense as Capitol Avenue, 29th Street and N Street, it is a collector roadway carrying approximately 4800 vehicles per day.

Section 38.166 prohibits commercial driveways or parking areas from being designed to require vehicles to back into or out of public right of way except on minor local streets. There is also an exception for parcels where the size or shape is such that development would be precluded which does not apply in this case.

This provision of the Code is intended to require maneuvering on private property and avoid the hazard of vehicles backing across sidewalks and into public streets. Several of the bus parking bays, approximately in the middle of the block between Capitol Avenue and N Street, are prevented by internal partitions from being drive-through type parking bays. Therefore, the buses using these bays will have to back out onto 28th Street in order to exit from the facility or maneuver into other bays that are the pass-through type.

It is not uncommon for private developers to design facilities in such a way that it is necessary to maneuver vehicles on the adjacent public streets. When application is made for driveway permits, the city staff requires that the facility be redesigned to meet the above requirements. The developers usually complain that this will increase the cost of development but they usually find a way to solve the problems. We feel that the long-term public safety aspects justify the additional expense to design and construct facilities that meet the Code. We feel the same thing applies to the Regional Transit bus maintenance facility.

#### FINANCIAL DATA

None.

#### RECOMMENDATION

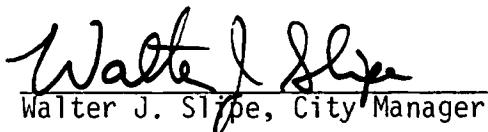
It is recommended that Regional Transit be required to meet the provisions in the City Code. If the City Council wishes to issue a variance for Regional Transit, the City Attorney should be instructed to prepare the necessary ordinance for revising Sections 38.164 and 38.166.

Respectfully submitted,



L. M. Frink  
Traffic Engineer

Recommendation Approved



Walter J. Slupe, City Manager

LMF/mf

January 19, 1982  
District 4



# Regional Transit

P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810 • (916) 444-7591

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January 7, 1982

Sacramento City Council  
City Hall  
915 I Street  
Sacramento, CA 95814

Re: Driveway Code Variance Request

Dear Council Members:

The purpose of this letter is to request a variance from the City Driveway Code necessary for the expansion of the Regional Transit District's bus maintenance facility.

The need for proper maintenance of the District's bus fleet has received a great deal of public attention. We have responded to this need by planning an expanded facility to properly house such an activity.

The expansion would occur to the north of the existing facility and will occupy the full block bounded by 28th, 29th, N Streets and Capitol Avenue.

Site selection was made primarily due to the limited funding available, operational consolidation and functional considerations.

The Council adopted a Transportation Facility Ordinance which cleared the way for development of the site. EIS, Planning Commission and Architectural Review Board approvals have been obtained and design is half complete on the facility. Grant funding from UMTA, limited to \$6 million, has been obtained and property acquisition is currently in progress. The project is scheduled in a fast track, phased construction manner due to the critical need. We plan to start construction in April or May of 1982.

The facility has been planned to function primarily as a drive-through facility with traffic circulation in a clockwise manner from 28th Street onto 29th Street identical to the existing operation.

The fleet size will remain essentially the same as Planning Commission approval stipulates a maximum fleet of 250 buses and we are currently running 225 buses.

By the City Clerk  
Office of the City Clerk

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1-19-82

JAN 13 1982

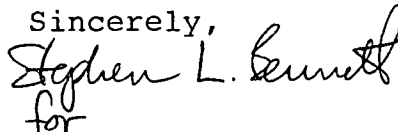
Large driveways are necessary at 28th and 29th Streets to accommodate bus movements into and out of the facility (see attachment). The City Code, however, does not permit driveways larger than 45' or allow more than 50% of the frontage be occupied by driveways. The Code also prohibits back-out use onto a public street. There are several low-use stalls that would require this type of access onto 28th Street.

This matter has been discussed with the City Traffic Engineer, Mr. Les Frink, who informs us that approval of our plan will require a variance from Sections 38.163C, 38.164C, 38.165C and 38.166A of the City Driveway Code.

We have worked with City staff to reduce our driveway sizes but our requirements will clearly exceed the Code limits.

We request a variance from the Driveway Code, as outlined above, to enable us to move forward on a project that we feel has an urgent public need in terms of essential transportation service.

Sincerely,



for  
Robert W. Nelson  
General Manager

RWN/SLB:cr

Attachment

