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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

DEVELOPMENT SERVICES DIVISION

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November 19, 2003

City Council
Sacramento, California

Honorable Members In Session:

**SUBJECT: AN ORDINANCE AMENDING CHAPTERS 18.04.010, 18.04.170,
18.04.180, 18.04.190, 16.40.020 AND 16.40.110 RELATING TO THE
PEDESTRIAN FRIENDLY STREET STANDARDS REVISION**

LOCATION AND COUNCIL DISTRICT: Citywide, All Districts.

RECOMMENDATION:

- This report recommends that the Law and Legislation Committee approve and forward to the full City Council the attached ordinance amendments related to the revision of the city street standards.

CONTACT PERSONS:

Steve Pyburn, Supervising Engineer, 264-7481
Jesse Gothan, Assistant Civil Engineer, 264-6897

FOR LAW AND LEGISLATION COMMITTEE MEETING: December 16, 2003

SUMMARY:

On May 13, 2003 of this year the City Council approved in concept the "Pedestrian Friendly Street Standards". Staff was then directed to amend any necessary policy documents for the implementation of the new standards. These revisions are in accordance with the conceptually approved dimensions for the new street sections and the goals for implementation. The goals of implementation for this project include allowing flexibility in the application of the residential cross section.

COMMITTEE/COMMISSION ACTION:

The revisions were brought to the Development Oversight Commission (DOC) for review and comment. These amendments to the ordinance are in accordance with the DOC objective to keep city code current.

The revisions were brought to the Disabilities Advisory Commission for review and comment before conceptual approval. The Commissioners expressed no major concerns and voted to state the proposed standards would be a positive contribution to the City.

BACKGROUND INFORMATION:

On May 28, 2002 the City Council was presented with information by Dan Burden of Walkable Communities, which outlined various recommendations for improving pedestrian facilities in the City of Sacramento. As a result of that presentation, on June 10, 2002 the Department of Public Works informed the Council of a number of current and future activities intended to enhance the pedestrian environment. The purpose of these activities is to improve pedestrian safety and encourage more local trips by travel modes other than private vehicles.

As a result of the above-mentioned presentations to the City Council and the ensuing outreach process for public comment, the following improvements to the City's street standards are currently proposed:

1. Eliminate rolled curb from all street sections and replace with vertical curb.
2. Require all street sections to have offset sidewalks with planter strips between the curb and sidewalk.
3. Reduce lane widths on collector and arterial streets.
4. Increase the bike lane and sidewalk widths.
5. Require bike lanes on all collector and arterial streets.
6. Allow modification to residential street design if the project as a whole promotes alternate mode use, or due to physical constraints that limits use of the residential street.

The code revisions in this recommendation reflect these changes and the overall goals of the project. The residential cross section can be modified if the project can demonstrate that it balances the transportation network, reduces the speeds of residential traffic, and encourages walking for local trips.

FINANCIAL CONSIDERATIONS:

No additional funding is being requested.

ENVIRONMENTAL CONSIDERATIONS:

The Environmental Services Manager has determined that the action of approval of street standards does not have the potential for causing a significant effect on the environment and is therefore exempt under CEQA Guidelines, Categorical Exemption Section 15061(b)(3), of the California Environmental Quality Act. However any subsequent actions for implementation of the Standards for individual projects covered by the agreement will be required to undergo CEQA review.

POLICY CONSIDERATIONS:

This action supports the Strategic Plan goals to improve and diversify the transportation system and enhance and preserve neighborhoods. The proposed street standards encourage pedestrian activity by creating safer and more inviting pedestrian facilities by widening sidewalks and separating them from the traveled way. The proposed street standards also encourage alternate mode use by adding bike lanes to all collector and arterial streets, widening bike lanes and encouraging lower vehicle speeds by narrowing travel lanes. This action is also consistent with City Council's adoption of the Smart Growth Implementation Strategy, which includes a principle to provide a variety of transportation choices for the City's residents and visitors. Allowing flexibility in the street standards will also facilitate in-fill development and higher density residential projects.

ESBD CONSIDERATIONS:

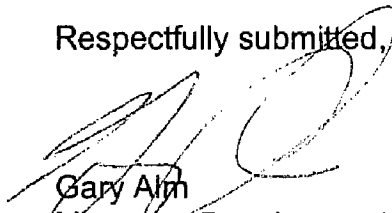
No goods or services are being procured with this action.

Respectfully submitted,



Marty Hanneman
City Traffic Engineer

Respectfully submitted,



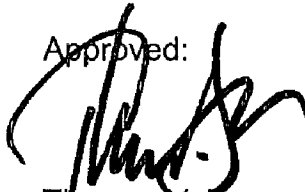
Gary Alm
Manager, Development Services

RECOMMENDATION APPROVED:



KEN NISHIMOTO
Deputy City Manager

Approved:



Thomas V. Lee,
Deputy City Manager

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ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AN ORDINANCE AMENDING CHAPTERS 18.04.010, 18.04.170, 18.04.180, 18.04.190, 16.40.020 AND 16.40.110 OF THE SACRAMENTO CITY CODE RELATING TO THE CITY STREET STANDARDS.

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

18.04.010 Legislative intent and findings; Definitions.

1. It is the purpose and intent of this chapter to require a building permittee or parking facility permittee to dedicate property for street purposes and to improve such dedicated property in accordance with the requirements and standards set forth herein. The council finds and determines that the regulations set forth in this chapter are both reasonable and necessary for the following reasons:

- A. That the population growth and industrial growth of the Sacramento metropolitan area during the past two decades has been accompanied by an even greater increase in the number of vehicles used on the streets within the city with resulting street and highway deficiencies; and
 - B. That plans for the improvements of streets within the city have been prepared but that the lack of public funds for the implementation of such plans has prevented the attainment of goals set forth therein and will prevent their attainment for decades in the future; and
 - C. That the improvement and development of property for uses other than those set forth in Section 18.04.040 of this chapter generate an increase of traffic in the immediate vicinity of such property and that the improvements of such streets confer a direct benefit upon the owners and users of the developed property.
- (Prior code § 38.11.120)

2. Definitions. The following definitions shall apply to this Chapter 18.04:

- A. "Adopted street standards" shall mean the standard street sections adopted on October 9, 1998, by City Council Resolution No. 98-510, or as may thereafter be amended from time to time by City Council action.

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B. "Right-of-way width guidelines" shall mean the right-of-way width guidelines adopted on May 6, 1999, by City Council Resolution 99-209, or as may thereafter be amended from time to time by City Council action.

18.04.170 Dedications to conform to right-of-way lines.

Dedications required under this chapter shall conform to and shall be governed by the right-of-way widths established for city streets under all applicable provisions and procedures of the adopted street standards adopted on October 6, 1998, by city council Resolution No. 95-510 or any successor resolution then in effect, and the right-of-way width guidelines adopted on May 6, 1999, by city council Resolution No. 99-209; provided that in the event of any conflict between Resolution No. 98-510 or any successor resolution then in effect, the adopted street standards and the city's right-of-way width guidelines, the required dedication shall conform to city council Resolution No. 98-510 or any successor resolution the adopted street standards then in effect; and provided further that:

A. For any streets designated as an on-street bikeway in the Sacramento bikeway master plan adopted by city council Resolution No. 76-195 or any successor resolution then in effect, an additional ten (10) feet of right-of-way width shall be dedicated, unless the adopted street standards for the subject roadway includes bikelanesbike lanes.

B. In the event of any conflict between the right-of-way width specified above and a right-of-way width which may be specified in an element of the general plan or in any applicable specific plan, the required dedication shall conform to the applicable general plan or specific plan requirement(s).

A copy of the city's current right-of-way width guidelines shall be maintained for public review in the office of the city clerk, and also shall be included in the city of Sacramento department of public works design and procedures manual. (Ord. 99-017 § 2 (part): prior code § 38.11.136)

18.04.180 Alternate dedication standards.

If the right-of-way width for a street has not been designated in the street standards ~~adopted by city council Resolution No. 98-510 or any successor resolution then in effect, or in the right-of-way width guidelines established pursuant to Section 18.04.170 of this chapter, or in an element of the general plan, or in any applicable specific plan,~~ the dedication required for such street under this chapter shall conform to and be governed by the right-of-way width determined by the city's director of public works or the director's designated representative in accordance with standards that are commonly used for the design of a similar public street. (Ord. 99-017 § 2 (part): prior code § 38.11.137)

18.04.190 Standard Street Sections Improvement standards.

A. The right-of-way improvement standards applicable to the land dedicated pursuant to this chapter are as follows:

	<u>Range of Average Daily Traffic</u>	<u>Sidewalk (feet)</u>	<u>Planter - measured to face-of- curb (feet)</u>	<u>Curb Type^a</u>	<u>Parking Lanes (feet)</u>	<u>Bike Lanes (feet)</u>	<u>Travel Lanes (feet)</u>	<u>Median (feet)</u>	<u>Half Street (feet)</u>	<u>Total Right-of- Way Dedication (feet)</u>
<u>Local - Residential</u>	0-4000	5	6 1/2 ^b	Vertical	7	0	8	N/A	26 1/2	53
<u>Local - Commercial</u>	0-14000	5	6 1/2	Vertical	7	0	11	N/A	29 1/2	59
<u>Local - Industrial</u>	0-14000	5	6 1/2	Vertical	8	0	12	N/A	31 1/2	63
<u>Collector Minor - No Parking</u>	4000-7000	5	6 1/2	Vertical	0	6	11	N/A	28 1/2	57
<u>Collector Minor - With Parking</u>	4000-7000	5	6 1/2	Vertical	7	6	11	N/A	35 1/2	71
<u>Collector Major - No Parking</u>	7000-14000	5	6 1/2	Vertical	0	6	11	12	34 1/2	69
<u>Collector Major - With Parking</u>	7000-14000	5	6 1/2	Vertical	7	6	11	12	41 1/2	83
<u>4 Lane Arterial - No Parking</u>	14000-27000	6	8 1/2	Vertical	0	6	11 / 12	12	49 1/2	99
<u>4 Lane Arterial - With Parking</u>	14000-27000	6	8 1/2	Vertical	7	6	11 / 12	12	56 1/2	113
<u>6 Lane Arterial</u>	27000-48000	6	8 1/2	Vertical	0	6	11 / 11 / 12	12	60 1/2	121

^a Rolled curb only may be constructed at street elbows and cul-de-sacs with approval by the Director of Public Works.

^b The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street right-of-way with approval by the Director of Public Works.

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41-Foot Right-of-Way (Residential)

Sidewalk	5 feet
Curb-gutter	3 feet
Moving lane (includes 5 1/2 feet for parking)	12 1/2 feet
TOTAL HALF STREET	20 1/2 feet
TOTAL RIGHT-OF- WAY	41 feet

51-Foot Right-of-Way (Residential)

Sidewalk	4 feet
Park strip (utility, tree)	6 feet
Curb-gutter	3 feet
Moving lane (includes 5 1/2 feet for parking)	12 1/2 feet
TOTAL HALF STREET	25 1/2 feet
TOTAL RIGHT-OF- WAY	51 feet

49-Foot Right-of-Way (Nonresidential Commercial)

Sidewalk	4 feet
Curb-gutter	3 feet
Parking	5 1/2 feet
Moving lane	12 feet
TOTAL HALF STREET	24 1/2 feet
TOTAL RIGHT-OF- WAY	49 feet

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53-Foot Right-of-Way (Nonresidential Industrial)

Sidewalk	4 feet
Curb-gutter	3 feet
Parking	7 1/2 feet
Moving lane	12 feet
TOTAL HALF STREET	26 1/2 feet
TOTAL RIGHT-OF-WAY	53 feet

61-Foot Right-of-Way (Nonresidential Commercial)

Sidewalk	4 feet
Park strip (utility, tree)	6 feet
Curb-gutter	3 feet
Parking	5 1/2 feet
Moving lane	12 feet
TOTAL HALF STREET	30 1/2 feet
TOTAL RIGHT-OF-WAY	61 feet

65-Foot Right-of-Way (Nonresidential Industrial)

Sidewalk	4 feet
Park strip (utility, tree)	6 feet
Curb-gutter	3 feet
Parking	7 1/2 feet
Moving lane	12 feet
TOTAL HALF STREET	32 1/2 feet
TOTAL RIGHT-OF-WAY	65 feet

47-Foot Right-of-Way (2-Lane Collector)

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Sidewalk	5 feet
Park-strip (utility, tree)	6 feet
Curb-gutter	3 feet
(If parking required	4 1/2 feet)
(If bike lanes required without parking	2 1/2 feet)
(If bike lanes required with parking	5 feet)
Moving lane	9 1/2 feet
(Moving lane if parking required	
and/or bike lanes required	12 feet)
TOTAL HALF STREET	23 1/2 feet
(TOTAL HALF STREET if only	
parking required	30 1/2 feet)
(TOTAL HALF STREET if only	
bike lanes required	28 1/2 feet)
(TOTAL HALF STREET if parking	
and bike lanes required	35 1/2 feet)
TOTAL RIGHT-OF- WAY	47 feet
(TOTAL RIGHT-OF- WAY if only	
parking required	61 feet)

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(TOTAL RIGHT-OF-WAY if only	
bike lanes required	57 feet)
(TOTAL RIGHT-OF-WAY if	
parking and bike lanes required	71 feet)

59 Feet Right-of-Way (3-Lane Collector)

Sidewalk	5 feet
Park strip (utility, tree)	6 feet
Curb-gutter	3 feet
(If parking required	4 1/2 feet)
(If bike lanes required without parking	2 1/2 feet)
(If bike lanes required with parking	5 feet)
Moving lane	9 1/2 feet
(Moving lane if parking required and/or	
bike lanes required	12 feet)
One-half turn lane or median strip	
(curb and gutter included)	6 feet
TOTAL HALF STREET	29 1/2 feet
(TOTAL HALF STREET if only	

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parking required	36 1/2 feet)
(TOTAL HALF STREET if only	
bike lanes required	34 1/2 feet)
(TOTAL HALF STREET if parking	
and bike lanes required	41 1/2 feet)
TOTAL RIGHT-OF- WAY	59 feet
(TOTAL RIGHT-OF- WAY if only	
parking required	73 feet)
(TOTAL RIGHT-OF- WAY if only	
bike lanes required	69 feet)
(TOTAL RIGHT-OF- WAY if	
parking and bike lanes required	83 feet)

103 Feet Right-of-Way (4-Lane Arterial)

Sidewalk	6 feet
Park strip (utility, trees)	8 feet
Curb-gutter	3 feet
(If parking required	4 1/2 feet)
Bike lane without parking	3 1/2 feet
(Bike lane with	6 feet)

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parking	
Moving lanes (2)	24 feet
One-half median-strip (curb and	
gutter included)	7 feet
TOTAL HALF STREET	51 1/2 feet
(TOTAL HALF STREET if	
parking required	58 1/2 feet)
TOTAL RIGHT-OF- WAY	103 feet
(TOTAL RIGHT-OF- WAY if	
parking required	117 feet)

117 Feet Right-of-Way (6-Lane Arterial)

Sidewalk	6 feet
Park strip (utility, trees)	8 feet
Curb-gutter	3 feet
(If bike lane required	3 1/2 feet)
Moving lanes (3)	34 1/2 feet
(Moving lane (3) if bike lanes	
required	37 feet)
One-half median-strip (curb and	
gutter included)	7 feet
TOTAL HALF	58 1/2

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STREET	feet
(TOTAL HALF STREET if bike	
lane required	64 1/2 feet)
TOTAL RIGHT-OF-WAY	117 feet
(TOTAL RIGHT-OF-WAY if bike	
lane required	129 feet)

The requirements set forth above shall be implemented in accordance with the provisions of city council Resolution No. 98-510 or any successor resolution then in effect. In the event that the proposed right-of-way width is not one of the widths specified above, the city's director of public works or the director's designated representative shall determine the improvement standards in accordance with standards that are commonly used for the design of a similar width public street.

B. Minor deviations from the requirements set forth above may be approved by the city's director of public works or the director's designated representative.

C. All improvements required to be made by the provisions of this chapter shall be constructed and completed in accordance with the applicable provisions of (i) the current standard specifications of the city, as adopted by the city council, and (ii) the street design standards of the city department of public works' current design and procedures manual. (Ord. 99-017 § 2 (part); prior code § 38.11.138)

16.40.020 General access requirements.

Each local street providing access to lots within a subdivision shall connect directly to, or by way of or through one or more local streets to a collector street or arterial street. Each route of access to collector streets or arterial streets and its point of connection therewith shall be adequate to safely accommodate the composition and volume of vehicular traffic generated by the land uses that it serves. However, residential subdivisions shall be designed to encourage vehicle speeds less than 25 mph and traffic volumes less than 4000 Average Daily Traffic.

In determining the adequacy of a route of access, the deployment of fire equipment or other services under emergency conditions shall be considered.

A tentative map that makes use of a local street that passes through a predominately residential neighborhood as a route of access to industrial, commercial or other

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subdivisions generating traffic that would conflict with the residential character of the neighborhood may be denied. (Ord. 99-017 § 4: prior code § 40.10.1002)

16.40.110 Curve radii.

All curves shall have sufficient length to avoid the appearance of an angle point. Reverse curves shall be connected by tangents of length approved by the director of public works or the director's designated representative. The center line radii of curves shall be as large as possible, but not less than the following:

Designations Radius, ft

1. Local residential 250200
 2. Local nonresidential 400
 3. Collector 600
 4. Arterial (4-lane) 1,000
 5. Arterial (6-lane) 1,500
- (Ord. 99-017 § 6: prior code § 40.10.1011)

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A. That the population growth and industrial growth of the Sacramento metropolitan area during the past two decades has been accompanied by an even greater increase in the number of vehicles used on the streets within the city with resulting street and highway deficiencies; and

B. That plans for the improvements of streets within the city have been prepared but that the lack of public funds for the implementation of such plans has prevented the attainment of goals set forth therein and will prevent their attainment for decades in the future; and

C. That the improvement and development of property for uses other than those set forth in Section 18.04.040 of this chapter generate an increase of traffic in the immediate vicinity of such property and that the improvements of such streets confer a direct benefit upon the owners and users of the developed property.
(Prior code § 38.11.120)

2. Definitions. The following definitions shall apply to this Chapter 18.04:

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B. "Right-of-way width guidelines" shall mean the right-of-way width guidelines adopted on May 6, 1999, by City Council Resolution 99-209, or as may thereafter be amended from time to time by City Council action.

18.04.170 Dedications to conform to right-of-way lines.

Dedications required under this chapter shall conform to and shall be governed by the right-of-way widths established for city streets under all applicable provisions and procedures of the adopted street standards and the right-of-way width guidelines provided that in the event of any conflict between the adopted street standards and the right-of-way width guidelines, the required dedication shall conform to the adopted street standards then in effect; and provided further that:

A. For any streets designated as an on-street bikeway in the Sacramento bikeway master plan adopted by city council Resolution No. 76-195 or any successor resolution then in effect, an additional ten (10) feet of right-of-way width shall be dedicated, unless the adopted street standards for the subject roadway includes bike lanes.

B. In the event of any conflict between the right-of-way width specified above and a right-of-way width which may be specified in an element of the general plan or in any applicable specific plan, the required dedication shall conform to the applicable general plan or specific plan requirement(s).

A copy of the city's current right-of-way width guidelines shall be maintained for public review in the office of the city clerk, and also shall be included in the city of Sacramento department of public works design and procedures manual. (Ord. 99-017 § 2 (part): prior code § 38.11.136)

18.04.180 Alternate dedication standards.

If the right-of-way width for a street has not been designated in the street standards or in the right-of-way width guidelines, or in an element of the general plan, or in any applicable specific plan, the dedication required for such street under this chapter shall conform to and be governed by the right-of-way width determined by the city's director of public works or the director's designated representative in accordance with standards that are commonly used for the design of a similar public street. (Ord. 99-017 § 2 (part): prior code § 38.11.137)

18.04.190 Standard Street Sections.

A. The right-of-way improvement standards applicable to the land dedicated pursuant to this chapter are as follows:

	<i>Range of Average Daily Traffic</i>	<i>Sidewalk (feet)</i>	<i>Planter - measured to face-of- curb (feet)</i>	<i>Curb Type^a</i>	<i>Parking Lane (feet)</i>	<i>Bike Lane (feet)</i>	<i>Travel Lanes (feet)</i>	<i>Median (feet)</i>	<i>Half Street (feet)</i>	<i>Total Right-of- Way Dedication (feet)</i>
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<i>6 Lane Arterial</i>	27000-48000	6	8 1/2	Vertical	0	6	11 / 11 / 12	12	60 1/2	121

^a Rolled curb only may be constructed at street elbows and cul-del-sacs with approval by the Director of Public Works.

^b The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street right-of-way with approval by the Director of Public Works.

In the event that the proposed right-of-way width is not one of the widths specified above, the city's director of public works or the director's designated representative shall determine the improvement standards in accordance with standards that are commonly used for the design of a similar width public street.

B. Minor deviations from the requirements set forth above may be approved by the city's director of public works or the director's designated representative.

C. All improvements required to be made by the provisions of this chapter shall be constructed and completed in accordance with the applicable provisions of (i) the current standard specifications of the city, as adopted by the city council, and (ii) the street design standards of the city department of public works' current design and procedures manual. (Ord. 99-017 § 2 (part); prior code § 38.11.138)

16.40.020 General access requirements.

Each local street providing access to lots within a subdivision shall connect directly to, or by way of one or more local streets to a collector street or arterial street.

Each route of access to collector streets or arterial streets and its point of connection therewith shall be adequate to safely accommodate the composition and volume of vehicular traffic generated by the land uses that it serves. However, residential subdivisions shall be designed to encourage vehicle speeds less than 25 mph and traffic volumes less than 4000 Average Daily Traffic.

In determining the adequacy of a route of access, the deployment of fire equipment or other services under emergency conditions shall be considered.

A tentative map that makes use of a local street that passes through a predominately residential neighborhood as a route of access to industrial, commercial or other subdivisions generating traffic that would conflict with the residential character of the neighborhood may be denied. (Ord. 99-017 § 4: prior code § 40.10.1002)

16.40.110 Curve radii.

All curves shall have sufficient length to avoid the appearance of an angle point. Reverse curves shall be connected by tangents of length approved by the director of public works or the director's designated representative. The centerline radii of curves shall be as large as possible, but not less than the following:

Designations Radius, ft

1. Local residential 200
 2. Local nonresidential 400
 3. Collector 600
 4. Arterial (4-lane) 1,000
 5. Arterial (6-lane) 1,500
- (Ord. 99-017 § 6; prior code § 40.10.1011)

MAYOR

ATTEST:

CITY CLERK

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