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DEPARTMENT OF  
PUBLIC WORKS

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DEVELOPMENT SERVICES DIVISION

January 16, 2004

City Council  
Sacramento, California

CONTINUED  
FROM 2-3-04  
TO 2-17-04

Honorable Members In Session:

**SUBJECT: Resolution to Approve the Pedestrian Friendly Street Standards, Adoption of an Ordinance to Amend the City Code Relating to Pedestrian Friendly Street Standards and Resolution to Amend the General Plan to Implement the Street Standards Revision**

**LOCATION AND COUNCIL DISTRICT:** Citywide, all council districts.

**RECOMMENDATION:**

This report recommends that City Council adopt the following:

- Resolution to Approve the Pedestrian Friendly Street Standards.
- Ordinance Amending Chapters 18.04.010, 18.04.170, 18.04.180, 18.04.190, 16.40.020, 16.40.110, and 16.52.020 of the Sacramento City Code Relating To The City Street Standards.
- Resolution Amending Section 5 Of The General Plan, Relating To Street Standards.

**CONTACT PERSONS:** Steve Pyburn, Supervising Engineer, 264-7481  
Jesse Gothan, Assistant Engineer, 264-6897

**FOR COUNCIL MEETING OF:** February 3, 2004

**SUMMARY:**

Continuing the effort to improve safety and encourage pedestrian activity, Public Works has developed a number of revisions to the City's street standards. This council action is a request to adopt the revised standards, and amend the city code and general plan, as necessary, to implement the revised standards. In addition, information on four related policy issues is presented.

**COMMITTEE/COMMISSION ACTION:**

The proposed street standards were presented to the Planning Commission on January 15, 2004 for their review, comments and council recommendation. The recommendation of the commission will be provided in the staff presentation for this report.

The ordinance to amend the City Code to include the proposed street standards was presented to the Law and Legislation Committee on December 16, 2003. The committee expressed concern that the ordinance does not specifically address how the proposed standards will be applied in areas where some street improvements have been previously built. The committee requested that language be added to the ordinance to address this issue. As a result, the ordinance was revised to add guidelines for applying the new street standards to existing areas, as indicated in code Section 18.04.190 D. While the criteria presented in that code section will be applied to infill projects, it should be noted that the City's Infill Coordinator may eventually recommend additional revisions to the code. Public Works will be working with the coordinator to bring additional recommendation to the council as part of the City Infill Program. The committee voted unanimously to forward the proposed ordinance to the council for approval.

The proposed street standards were presented to the Development Oversight Commission (DOC) for review and comment. These amendments to the city code are in accordance with the DOC objective to keep the code current.

The proposed street standards were presented to the Disabilities Advisory Commission on January 23, 2003. 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, Dan Burden of Walkable Communities, made a presentation with regard to the city's streets, to the City Council. Mr. Burden 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 presented, to the Council, a number of current and future activities intended to enhance the pedestrian environment and encourage the use of alternate transportation modes. Revising the city's street standards was one of the actions presented.

As a result of the above-mentioned presentations to City Council, as well as an ensuing outreach process for public comment, the following improvements to the City's street standards are recommended:

1. Eliminate rolled curb from all street sections and replace with vertical curb.
2. Require all street sections to have separated sidewalks with planter strips between the curb and sidewalk.
3. Reduce travel 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.

City Council  
Approval of Pedestrian Friendly Street Standards  
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6. Allow modification to residential street standards if the project as a whole promotes the use of alternate travel modes, and/or if physical constraints limit the use of vertical curb and/or separated sidewalks on proposed residential streets.

These improvements are included in an attached resolution. A second resolution also includes a number of objectives for the city's roadways. In summary, the objectives are to enhance the pedestrian environment, encourage alternate mode use, and are intended to improve the safety of pedestrian facilities.

**Outreach Process:**

The proposed street standards were presented to a number of stakeholders and other groups to solicit comments. These groups ranged from internal City staff, building industry representatives, community organizations, and special interest groups. A more complete listing of the outreach contacts is given in Attachment A.

A list of community comments and concerns is given in Attachment B and developer concerns are noted in Attachment C. In summary, community members have expressed concern with that narrowing residential streets will be more difficult to drive on, curbside planters will not be maintained, and a preference for not requiring the new standards to be implemented in existing areas. Developers and building representatives expressed concern that the separated sidewalk and curb will cost more to construct and the new standards will make it difficult to achieve higher densities in single-unit, medium density projects. In addition, there is concern that the vertical curbs will reduce flexibility of using different housing types because driveway locations will have to be determined when the street is built. Finally, it was noted that separating sidewalks in residential areas is adequate to improve pedestrian safety and requiring vertical curbs is not necessary.

**Policy Questions Raised by City Council**

At the May 13, 2003 hearing, the Council asked for investigation of four policy issues related to the street standards that included:

- a) The feasibility of narrowing the gutter width,
- b) The possibility of decreasing bike lane widths from the proposed 6 feet to 5 feet;
- c) The feasibility of narrowing the residential street width; and
- d) Application of the new standards to existing streets

In response to these policy questions, staff held a number of meetings and conducted technical research to develop a recommendation on each issue. These are summarized below, with a more detailed evaluation in Attachment D.

Narrowing Gutter Width

The city's current street standards include a 24-inch gutter (measured from the face of the curb to the edge of the asphalt). Decreasing the gutter width would increase the rate of street deterioration and result in higher street maintenance costs. In addition, decreasing the pan width would result in a gutter slope at curb ramps that may not be compliant with the Americans with Disabilities Act and drainage spreads out from the gutter, which may infringe on the traveled way. Finally, the gutter drains will protrude into the bike lane. As a result, staff recommends no change to the gutter width at this time.

Bike lane width

The proposed standards include 6-foot wide bike lanes on all collector and arterial streets. The increased width provides additional room for bicyclists to maneuver and allows additional separation from moving vehicles. The additional width also decreases the likelihood that bike lanes might be blocked by garbage cans and landscape refuse left at the curb for pick up. As a result, staff recommends that bike lanes remain six feet (6') wide.

Implementation of New Standards On Existing Streets

This policy recommendation addresses the question of applying the new standards in areas where streets are existing and some level of street improvements have been previously constructed. This is most likely to be the case for in-fill projects. It is the intent of the City to implement the objectives of the new standards (noted in the attached resolution) wherever possible. However, it is recognized that in some locations, implementing the new standards may not be appropriate or even feasible due to site constraints, cost of new improvements, and the design of existing street improvements.

As a result of the discussions held on these issues (documented in Exhibit D), staff recommends the following:

- a) A case-by-case evaluation of each location should be used to determine which street design should be applied (as is already established by City Code Section 18.04.200).
- b) In general, it has been agreed that new street standards should be applied to in-fill projects with more than 200 feet of street frontage, where improvements are required.
- c) The 200-foot length requirement may be modified if the site is on a corner, or is on a block that does not have any other frontage improvements, or if new improvements can be easily transitioned to match existing improvements.

Narrowing Residential Streets

The current standard width for residential streets is thirty feet (measured between the curb faces). The proposed street standard revisions do not include a reduction of this width.

Advocates of narrow residential streets believe that narrower streets result in lower traffic speeds. However, a number of researchers around the country have found there is not a direct correlation between residential street widths and vehicle speeds.

The fact that residential street width does not typically result in lower vehicle speeds is most likely due to several reasons. First, many residential streets do not have a significant number of cars parked on the street. Without frequent on-street parking, the street appears wider and there are fewer obvious obstacles along the travel path. Second, drivers typically perceive their risk of being in an accident as low due to relatively low traffic volumes. Finally, most drivers are very comfortable on residential streets and that leads to higher speeds. If the residential street were narrowed by two feet, the traveled way would be 14 feet between parked cars. This width is still enough to afford a high level of comfort and, therefore, higher speeds.

Advocates of narrow residential streets believe that narrower streets result in lower traffic speeds. However, a number of researchers around the country have found there is not a direct correlation between residential street widths and vehicle speeds.

The fact that residential street width does not typically result in lower vehicle speeds is most likely due to several reasons. First, many residential streets do not have a significant number cars parked on the street. Without frequent on-street parking, the street appears wider and there are fewer obvious obstacles along the travel path. Second, drivers typically perceive their risk of being in an accident as low due to relatively low traffic volumes. Finally, most drivers are very comfortable on residential streets and that leads to higher speeds. This comfort level is partly due to city's residential street having 16 feet for two-way traffic, between parking areas. If the residential street were narrowed by two feet, the traveled way would be 14 feet between parked cars. This width is still enough to afford a high level of comfort and, therefore, higher speeds.

There is concern that narrowing residential streets would interfere with emergency vehicle operations, especially if cars are parked on both sides of the residential street. To explore opportunities for narrowing residential streets and provide adequate space for emergency vehicles, Public Works staff facilitated a meeting to address this issue. Attendees included The City Traffic Engineer, Dan Burden, Fire Chief Smith, Fire Marshall Malispino, and others. One potential street found acceptable to all attendees was actually wider than the city's current residential street. In addition, the that street would likely result in higher maintenance and construction costs.

At the meeting, it was agreed that other street design features are at least as important as narrowing the roadway. Research has shown these features are effective in reducing travel speeds and are already being implemented by Public Works. They include:

- 1) Shortening the view corridor of the driver with landscaping or other obstruction (e.g. traffic circle with landscaping).
- 2) Ensuring subdivision designs limits the length between slow points (e.g. sharp turns) to 400 feet or less.
- 3) Implementing traffic calming measures in new subdivisions.
- 4) Narrowing the view corridor by bringing structures and landscaping closer to the street.

In summary, staff believes it is unlikely that nominal reductions in the widths of residential streets would affect vehicle speeds. As a result, reducing the street width is not recommended at this time, but Public Works will continue to implement the more effective measures noted above.

#### Effect of development agreements on implementation

Based on information presented at the May 13, 2003 city council meeting, compliance with the new standards will not be required for projects with development agreements.

However, staff will continue to seek voluntary participation by the developers with those agreements.

**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 widening and adding bike lanes to all collector streets 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.

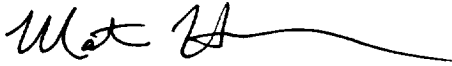
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collector streets and arterial streets, widening bike lanes, and encouraging lower vehicle speeds by narrowing travel lanes. This action is also consistent with City Council's adoption of the Smart Growth Implementation Strategy, which includes a principle to provide a variety of transportation choices for the City's residents and visitors.

**ESBD CONSIDERATIONS**

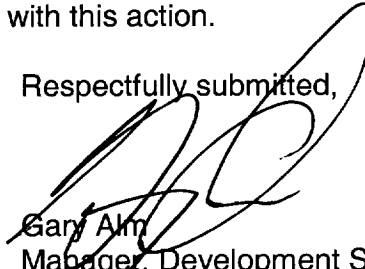
No goods or services are being procured with this action.

Respectfully submitted,



Marty Hanneman  
City Traffic Engineer

Respectfully submitted,



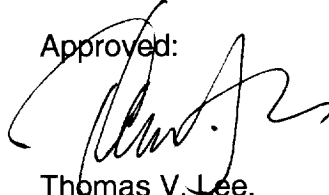
Gary Alm  
Manager, Development Services

RECOMMENDATION APPROVED:



ROBERT P. THOMAS  
City Manager

Approved:



Thomas V. Lee,  
Deputy City Manager

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# Attachment A

## KEY CONTACTS AND OUTREACH MILESTONES

### Key Contacts

- City Fire, Parks and Recreation, Utilities, and Planning and Building Departments
- Walk Sacramento
- Sacramento Area Bicycle Advocates
- North Natomas Working Group (developers and staff)
- Sacramento Metropolitan Air Quality District
- Specific Developers
- Sacramento Municipal Utility District
- Dan Burden, Walkable Communities, Inc.
- Building Industry Association
- Meadowview Development Committee
- South Sacramento/Greenhaven Chamber of Commerce
- Development Oversight Commission

### Milestones

- Walkable Communities Presentation to City Council, by Dan Burden May, 2002
- Public Works report to City Council regarding Street Standards Revision June, 2002
- Coordination meeting with Fire and Parks and Recreation Departments September, 2002
- Councilmember briefings October, 2002
- Public Open House December, 2002
- Building Industry Representative Open House December, 2002
- Meetings with Specific Developers December, 2002
- Presentation to Disabilities Advisory Committee January, 2003
- City Council Conceptual Approval and Direction to Staff May 2003

### Meetings with committees/commissions

- Building Industry Association July 17, 2003
- Meadowview Development Committee August 7, 2003
- South Sacramento/Greenhaven Chamber of Commerce September 4, 2003
- Development Oversight Commission October 6, 2003
- Area 2 Leadership Meeting October 20, 2003

### Meetings with individuals

- Meeting with City Traffic Engineer, Fire Chief, Fire Marshall, and Dan Burden August 11, 2003
- Meeting with SABA Director - Walt Siefert August 26, 2003
- Meeting with Infill Coordinator and Advanced Planning September 2, 2003

# Attachment B

## COMMUNITY FEEDBACK SUMMARY

The Pedestrian Friendly Street Standards were presented to several community groups, specifically in the south area of the city. These presentations were in addition to the outreach efforts that preceded the May 13, 2003 council action. These groups included:

- Meadowview Development Committee
- Area 2 Leadership Meeting
- South Area Chamber of Commerce (Meadowview and Greenhaven)

At these meetings, staff presented the proposed street designs as well as the four policy issues, to solicit feedback. The following is a summary of issues discussed.

**1. Street standards:**

Some community members expressed concern about maintenance of planter strips. Homeowners may not maintain them and they will be either wee patches or eventually filled in with concrete. There was also concern that trees planted in the planter will damage the curb and sidewalk.

**2. The feasibility of narrowing the gutter width to provide more room for bike lanes on arterial and/or collector streets:**

No comments on this issue from any of the groups.

**3. Should the width of on-street bike lanes be increased from 5 feet to 6 feet?**

Generally, people supported this recommendation or were indifferent.

**4. The feasibility of narrowing the residential street width:**

General comments were not to reduce residential streets anymore than already proposed. Some citizens were opposed to the narrower residential street in favor of vehicle maneuverability.

**5. Application of the new standards to existing streets:**

There was enthusiasm for seeing the new standards applied to existing arterials or collectors that have rolled curb and attached walk, with specific mentions of Meadowview Road, Sutterville Road, and South Land Park Drive. The general feedback was that the streets should be replaced in block segments, not when small patchwork is needed.

For residential streets, small patchwork to vertical curb was opposed specifically by some members of Area 2.

# Attachment C

## Building Industry Concerns

The Pedestrian Friendly Street Standards were presented to several community groups, specifically in the south area of the city. These presentations were in addition to the outreach efforts that preceded the May 13, 2003 council action. These groups included:

- Meadowview Development Committee
- Building Industry Association
- South Area Chamber of Commerce (Meadowview and Greenhaven)
- North Natomas Working Group
- Development Oversight Commission

The following is a summary of comments from those meetings:

1. Need to minimize design costs and delay of approval of improvement plans
2. Changing street standards could result in significant costs and delay of project construction.
3. Development agreements may preclude the City from changing standards for projects covered by the agreement.
4. Separating sidewalks in residential areas will require additional right of way, create design difficulties on cul-de-sacs, and incur additional construction costs.
5. It will not likely be possible to use separated sidewalk in cul-de-sac bulbs.
6. The new standards will not likely be applied to projects with approved tentative maps.
7. Separating sidewalks requires additional right-of-way and decreases land available for lower density projects, and will make increasing densities difficult.
8. Flexibility in application of the standards is necessary for to meet design constraints.
9. Trees planted between curb and sidewalk will damage sidewalks.
10. Trimming trees that are close to the street leaves them looking ugly.
11. People will not maintain planter between street and sidewalk.
12. Rolled curbs are better for residential area.
13. Separating sidewalks in residential areas is adequate to improve pedestrian safety and requiring vertical curbs is not necessary.
14. Converting to vertical curb will have a huge impact on design and construction costs.
15. Rolled curbs allow builders to better respond to the housing market.
16. Additional construction costs will make the city less competitive.
17. Could use different rolled curb design to prevent parking on the curb.
18. Developers should be able to decide which street standard should be applied.
19. Planter size limits type of trees that can be planted, and only small canopy trees will work.

# Attachment D

## Summaries of Policy Issues

### Gutter Pan Width

The feasibility of decreasing the gutter width was discussed with various city staff tasked that oversee the maintenance and construction of city streets, as well as staff from the Department of Utilities. That discussion concluded the following:

1. To maintain appropriate water flow the drain, decreasing the gutter width requires increasing the slope of the gutter.
  - a. Slope of narrow gutter is not adequate to maintain proper hydraulic properties (scouring, flow speed).
  - b. Increasing the slope will create an angle at curb ramps that is not compliant with ADA.
2. Decreasing the gutter pan width will increase street maintenance costs.
  - a. Water in the gutter will be less likely to be contained in the gutter.
  - b. Water pooling over the edge between the gutter and asphalt increases deterioration of the roadway.



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**Figure 1 Gutter Drain in Narrow Curb (Folsom Bl.)**

3. Drain inlet boxes cannot be reduced and must protrude from the curb (see photo). This creates an obstacle that must be maneuvered around by bicyclists.

### Bike Lane Width

Wider bike lanes are safer for bicyclists because they provide increased maneuvering room and allow for bicyclists to have additional space between themselves and vehicles on the roadway. In addition, the increased width decreases the likelihood that the lane will be blocked by garbage cans or landscape debris piled at the curb for pick up. The extra margin of safety is especially important on arterial streets where vehicle speed often exceed 40 mph.

### **Retrofitting Existing Streets**

This policy recommendation addresses the question of applying the new standards in areas where streets exist and some level of street improvements have been previously constructed.

This is most likely to be the case for in-fill projects. It is the intent of the city to implement the objectives of the new standards (noted in the attached resolution) wherever possible. However, it is recognized that in some locations, implementing the new standards may not be appropriate or even feasible due to site constraints, cost of new improvements, and existing street improvements.

Public Works staff discussed opportunities for retrofitting existing streets with the In-fill Coordinator and staff Planning staff. These discussions resulted in a determination that requiring a single residential lot, or small residential or commercial project to conform to new standards has minimal benefit while potentially presenting a significant financial burden to the property owner. In practice, the city should establish a length of frontage or number of lots as a guide to help determine when in-fill projects should be required to construct new street standards for these projects.

It has also been determined that the type of improvements existing at or near in-fill sites will also affect the decision of which standards should be applied. For example, a small site without curb, gutter or sidewalk may be located between two lots with existing improvements. In that case, it may not make sense, or even be feasible, to use a different street standard for the parcel being developed.

Staff also discussed the concept of retrofitting existing streets with certain community groups. The general consensus was that using the new standards in neighborhoods would not be desirable. There is concern that changing curb types or street sizes in small areas would stand out and be visually unappealing. However, on major streets like Meadowview Road, the new standards with separated sidewalks are favored.

As a result of these discussions, staff recommends:

- a) A case-by-case evaluation of each location should be used to determine which street design should be applied (as is already established by City Code Section 18.04.200).
- b) In general, it has been agreed that new street standards should not be applied to in-fill projects with more than 200 feet of street frontage, where improvements are required.
- c) The 200-foot length requirement may be modified if the site is on a corner, or is on a block that does not have any other frontage improvements.

### **Narrowing Residential Streets**

The current standard width for residential streets is thirty feet (measured between the curb faces). The proposed street standard revisions do not include a reduction of this width for reasons stated below.

Advocates of narrow residential streets believe that narrower streets result in lower traffic speeds. This belief is primarily based on the concept that bringing roadside hazards closer to the traveled way will force drivers to slow down. While this might actually occur under some circumstances, consistent reduction of speeds on narrower streets has not been proven. A number of researchers around the country have found there is not a direct correlation between residential street widths and vehicle speeds.

The fact that residential street width does not typically result in lower vehicle speeds is most likely due to several reasons. First, many residential streets do not have a significant number of on-street parkers. Staff has observed that on-street parking tends to be lower in neighborhoods that have three-car garages, which along with wider driveways, allow more vehicles to be parked on private property. Without frequent on-street parking, the street appears wider and there are fewer obvious obstacles along the travel path. As a result, speeds tend to increase. Second, drivers typically perceive their risk of being in an accident as low. This is due to relatively low volumes and speeds on residential streets. Finally, most drivers are very comfortable on residential streets and that leads to higher speeds. This comfort level is partly due to most of the city's residential street having 16 feet for two-way traffic, between parking areas. While vehicles must veer right when passing, low traffic volumes make passing infrequent. If the residential street were narrowed by two feet, the traveled way would be 14 feet between parked cars. This width is still enough to afford a high level of comfort and higher speeds.

There is concern that narrowing residential streets would interfere with emergency vehicle operations, especially if cars are parked on both sides of the residential street. The narrowed street would make maneuvering multiple pieces of emergency equipment and could lead to increased response times.

To explore opportunities for narrowing residential streets and provide adequate space for emergency vehicles, Public Works staff facilitated a meeting with Dan Burden, City Traffic Engineer, Marty Hanneman, Fire Chief, Dennis Smith, Fire Marshall, Troy Malispino and others. During that discussion, it was determined that under certain circumstances, it may be possible to reduce street widths by several feet. However, the design of a narrow residential street found to be acceptable to all the attendees was actually wider than the city's residential street and would result in higher maintenance and construction costs.

It was agreed by those attending the meeting that other street design features are at least as important as narrowing the roadway, these features include:

1. Shortening the view corridor of the driver with landscaping or other obstruction (e.g. traffic circle with landscaping).
2. Ensuring subdivision designs limits the length between slow points (e.g. sharp turns) to less than 400 feet..
3. Implementing traffic calming measures in new subdivisions.

4. Narrowing the view corridor by bring structures and landscaping closer to the street.

These and similar actions have been proven to be effective in affecting driver behavior and are already being implemented by Public Works, when possible.

In summary, staff believes it is unlikely that nominal reductions in the widths of residential streets would affect vehicle speeds. However, there are strategies available to positively affect driver speeds. As a result, reducing the street width is not recommended at this time.

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

## RESOLUTION TO APPROVE PEDESTRIAN FRIENDLY STREET STANDARDS BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. The Pedestrian Friendly Street Standards shown in the attached Resolution, to Amend Section Five of the General Plan, Resolution No. \_\_\_\_\_, are hereby approved.
2. The city's street system should encourage alternate mode use, especially walking and bicycling, by working toward a balance of all street users. To achieve this, the city has identified the following objectives for the city's streets:
  - a. Residential streets and street networks should be designed to discourage speeds above 25 mph.
  - b. Residential street networks should be designed to encourage only neighborhood traffic and should seek to minimize traffic volumes on residential streets.
  - c. Street design should enhance and improve the pedestrian safety and comfort and encourage non-motorized travel modes.
  - d. Employ traffic calming measures when the size and/or shape of a residential subdivision project limits the number of alternative designs.
  - e. Discourage parking on sidewalks.
  - f. Enhance and beautify the streetscape and pedestrian environment by bringing landscaping closer to the street.
  - g. Balance street design so that it does not favor motorized traffic.
  - h. Streets should not be barriers to personal interaction.
3. To assist in the implementation of the Pedestrian Friendly Street Standards, a number of Implementation objectives have been defined. These include:
  - a. City and landowners will work to meet the Goals of the standards in a way that is compatible with the project.
  - b. Allow flexibility in the application of city standards to avoid affecting housing densities, specifically in medium density zones.
  - c. Avoid adding undue delay or design cost to the project review process.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

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### FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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# **ORDINANCE NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**AN ORDINANCE AMENDING SECTIONS 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:**

## **SECTION 1**

**Sections 18.04.010, 18.04.170, 18.04.180 and 18.04.190 of Chapter 18.04 of the Sacramento City Code are amended to read as follows:**

### **18.04.010 Legislative intent and findings; Definitions.**

- A. 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:
1. 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
  2. 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
  3. 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)
- B. Definitions. The following definitions shall apply to this Chapter 18.04:
1. "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.
  2. "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.

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### **FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**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 bikelanes.
- 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 adopted 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)

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**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**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<sup>a</sup></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 <sup>b</sup>	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

<sup>a</sup> Rolled curb only may be constructed at street elbows and cul-de-sacs with approval by the City Manager or the designee.

<sup>b</sup> The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street rights-of-way with approval by the City Manager or the designee.

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DATE ADOPTED: \_\_\_\_\_

41 Feet 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 Feet 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 Feet 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

53 Feet Right-of-Way (Nonresidential Industrial)

Sidewalk	4 feet
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ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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 Feet 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 Feet 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 Feet Right-of-Way (2-Lane Collector)

Sidewalk	5 feet
Park strip (utility, tree)	6 feet
Curb-gutter	3 feet
(If parking)	4 1/2 feet)

**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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

**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

parking and bike lanes required	71 feet)
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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 parking required)	36 1/2 feet)
(TOTAL HALF STREET if only bike lanes required)	34 1/2 feet)
(TOTAL HALF STREET if parking	

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ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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 parking	6 feet)
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	

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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 STREET	58 1/2 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)

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DATE ADOPTED: \_\_\_\_\_

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, as noted in sections B-D, below.

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.

D. Use of the street standards shall be applied as follows in areas with existing streets where some level of public improvements have previously been constructed, as noted below:

1. A case-by-case evaluation of each location should be used to determine which street design should be applied (Per Section 18.04.200).
2. In general, the street standards should be applied to in-fill projects with more than 200 feet of street frontage where improvements are required. If the site has less than 200 feet of frontage, required street improvements should match existing improvements on the roadway. The 200-foot length requirement may be modified if:
  - a. the site is on a corner,
  - b. the site is on a block that does not have any other frontage improvements,
  - c. there is an opportunity to adequately transition street improvements to other existing improvements.
3. If necessary to separate the sidewalk from the curb, the use of pedestrian access easements adjacent to the right-of-way, or other similar solution, may be used.

(Ord. 99-017 § 2 (part): prior code § 38.11.138)

## **SECTION 2**

**Sections 16.40.020, 16.40.110 of Chapter 16.40 of the Sacramento City Code are amended to read as follows:**

### **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 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)

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### **FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**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 ~~250~~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)

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**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**AN ORDINANCE AMENDING SECTIONS 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:**

## SECTION 1

**Sections 18.04.010, 18.04.170, 18.04.180 and 18.04.190 of Chapter 18.04 of the Sacramento City Code are amended to read as follows:**

### **18.04.010 Legislative intent and findings; Definitions.**

A. 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:

1. 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
2. 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
3. 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)

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

1. "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.
2. "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.

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### FOR CITY CLERK USE ONLY

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**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 bikelanes.
- 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 adopted 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)

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**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

### 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 <sup>a</sup></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>
<i>Local - Residential</i>	0-4000	5	6 1/2 <sup>b</sup>	Vertical	7	0	8	N/A	26 1/2	53
<i>Local - Commercial</i>	0-14000	5	6 1/2	Vertical	7	0	11	N/A	29 1/2	59
<i>Local - Industrial</i>	0-14000	5	6 1/2	Vertical	8	0	12	N/A	31 1/2	63
<i>Collector Minor - No Parking</i>	4000-7000	5	6 1/2	Vertical	0	6	11	N/A	28 1/2	57
<i>Collector Minor - With Parking</i>	4000-7000	5	6 1/2	Vertical	7	6	11	N/A	35 1/2	71
<i>Collector Major - No Parking</i>	7000-14000	5	6 1/2	Vertical	0	6	11	12	34 1/2	69
<i>Collector Major - With Parking</i>	7000-14000	5	6 1/2	Vertical	7	6	11	12	41 1/2	83
<i>4 Lane Arterial - No Parking</i>	14000-27000	6	8 1/2	Vertical	0	6	11 / 12	12	49 1/2	99
<i>4 Lane Arterial - With Parking</i>	14000-27000	6	8 1/2	Vertical	7	6	11 / 12	12	56 1/2	113
<i>6 Lane Arterial</i>	27000-48000	6	8 1/2	Vertical	0	6	11 / 11 / 12	12	60 1/2	121

<sup>a</sup> Rolled curb only may be constructed at street elbows and cul-del-sacs with approval by the City Manager or the designee.

<sup>b</sup> The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street rights-of-way with approval by the City Manager or the designee.

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.

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**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

- 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)
- D. Use of the current street standards shall be applied as follows in areas with existing streets where some level of public improvements have previously been constructed:
1. A case-by-case evaluation of each location should be used to determine which street design should be applied (Per Section 18.04.200).
  2. In general, the street standards should be applied to in-fill projects with more than 200 feet of street frontage where improvements are required. If the site has less than 200 feet of frontage, required street improvements should match existing improvements on the roadway. The 200-foot length requirement may be modified if
    - a. the site is on a corner,
    - b. the site is on a block that does not have any other frontage improvements,
    - c. there is an opportunity to adequately transition street improvements to other existing improvements.
  3. If necessary to separate the sidewalk from the curb, the use of pedestrian access easements outside of the right-of-way, or other similar solution, may be used.

**SECTION 2**

Sections 16.40.020, 16.40.110 of Chapter 16.40 of the Sacramento City Code are amended to read as follows:

**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)

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DATE ADOPTED: \_\_\_\_\_

**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 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

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

## RESOLUTION TO AMEND SECTION 5 OF THE GENERAL PLAN, RELATING TO STREET STANDARDS

### BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

The City of Sacramento General Plan (adopted by Resolution CC88-058), as thereafter amended) is amended as follows:

1. Under "Goals, Policies, Actions for Streets and Roads, Figure 1A, Figure 1B, Figure 1C, and Figure 1D, depicting current street design standards attached hereto as Exhibit A, are deleted and replaced with Figure 1-A, Figure 1-B, Figure 1-C, Figure 1-D, Figure 1-E, Figure 1-F, Figure 1-G, Figure 1-H, Figure 1-I, and Figure 1-J, attached hereto as Exhibit B.
2. Under "Goals, Policies, Actions For Streets And Roads," Goal A, revise Policy 3 to read as follows:

#### Policy 3

Maintain and keep the City's street design standards current.

Action a): Begin a study to update and modernize the City's street design standards to support the goals and policies of the Circulation Element.

Action b): Use adopted street design standards during the review of development projects.

Current street design standards used by the City are shown in Figure 1-A-1D 1- J. Alternative street sections are available that may be used within specified areas of the City or under certain circumstances.

3. Under "Goals, Policies, Actions for Streets and Roads," Goal A, add Policy 5 as follows:

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RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**Policy 5**

**Continue wherever possible to provide for a balanced approach to street design and to approve development applications in such manner as to encourage vehicular speeds of less than 25 mph in residential neighborhoods and provide for direct, safe and efficient movement of pedestrians and cyclists.**

4. Under "Goals, Policies, Actions For Streets And Roads," Goal C, revise Policy 1 to read as follows:

**Policy 1**

**Continue wherever possible to design streets and to approve development applications in such manner as to ~~eliminate high traffic flows~~ minimize vehicular volumes and parking problems in residential neighborhoods.**

\_\_\_\_\_  
MAYOR

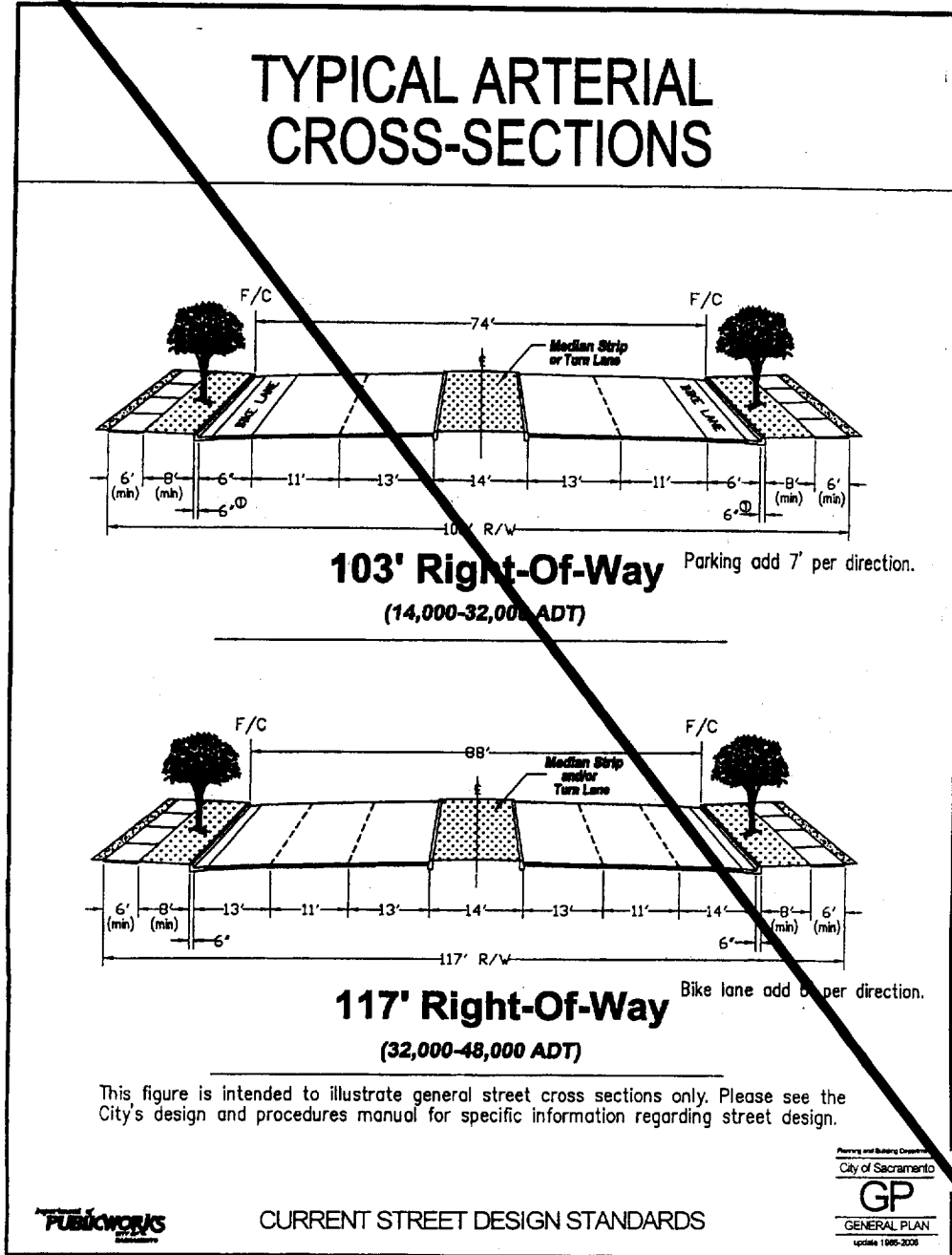
ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

Figure 1A



(Amended 5/6/99 by Resolution #99-208)

Sec. 5-14

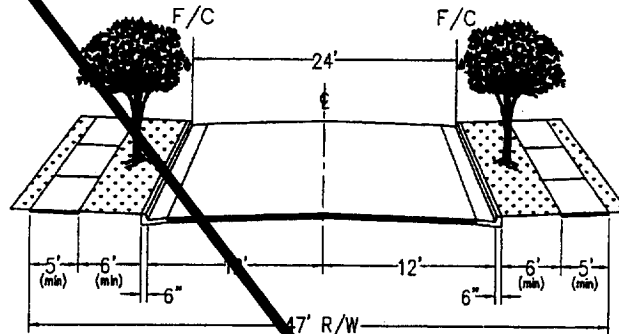
FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

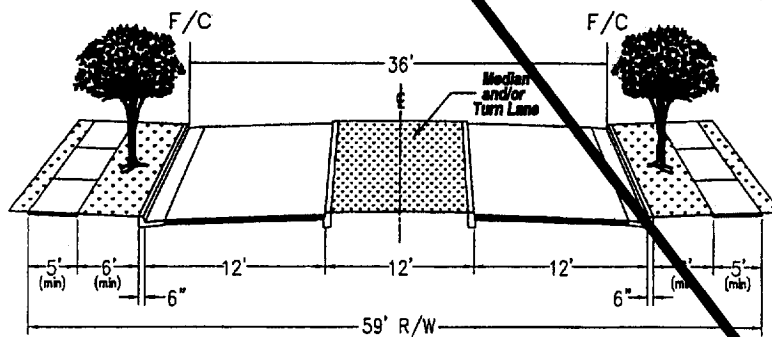
Figure 1B

# TYPICAL COLLECTOR CROSS-SECTIONS



**47' Right-Of-Way**  
(4,000-7,000 ADT)

Parking add 7' per direction.  
Bike lane add 5' per direction.



**59' Right-Of-Way**  
(7,000-14,000 ADT)

Parking add 7' per direction.  
Bike lane add 5' per direction.

\*Median and median landscaping has to be mountable.

This figure is intended to illustrate general street cross sections only. Please see the City's design and procedures manual for specific information regarding street design.



CURRENT STREET DESIGN STANDARDS



(Amended 5/6/99 by Resolution #99-208)

Sec. 5-15

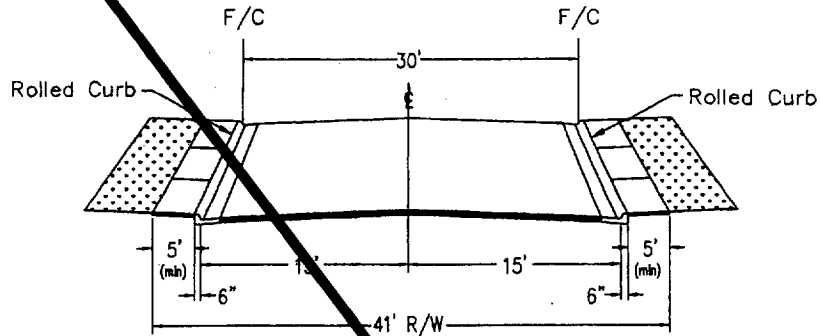
FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

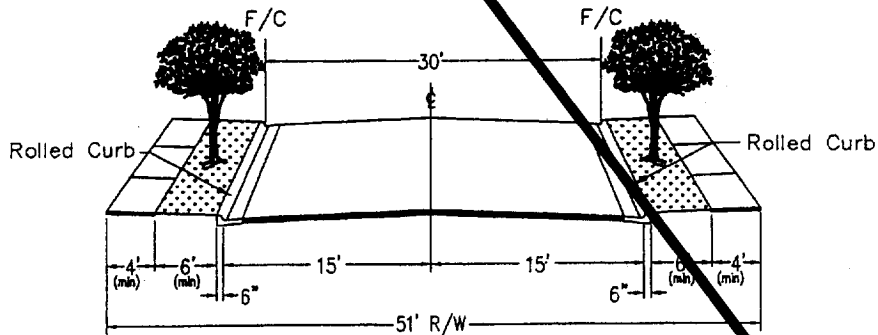
DATE ADOPTED: \_\_\_\_\_

Figure 1C

# TYPICAL LOCAL RESIDENTIAL CROSS-SECTIONS



**41' Right-Of-Way**  
(0-2,000 ADT)



**51' Right-Of-Way**  
(0-4,000 ADT)

This figure is intended to illustrate general street cross sections only. Please see the City's design and procedures manual for specific information regarding street design.



CURRENT STREET DESIGN STANDARDS



(Amended 5/6/99 by Resolution #99-208)

Sec. 5-16

FOR CITY CLERK USE ONLY

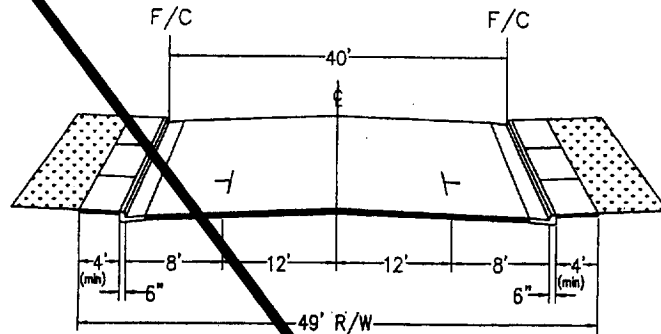
RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

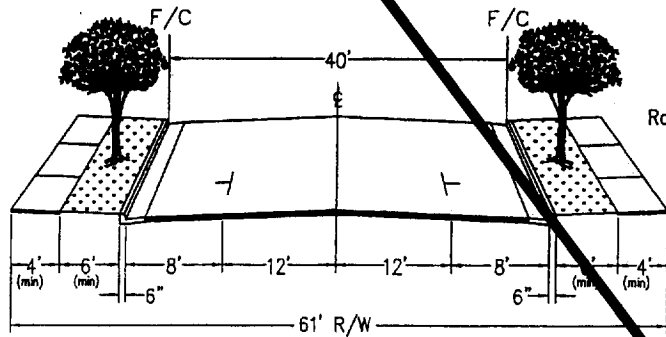
**EXHIBIT A**

Figure 1D

**TYPICAL LOCAL NON-RESIDENTIAL  
CROSS-SECTIONS**



**49' Right-Of-Way**  
(0-7,000 ADT)



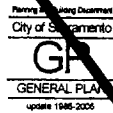
**61' Right-Of-Way**  
(0-14,000 ADT)

Rolled curb permitted  
(if Traffic Volume  
is 0-7,000 ADT)

This figure is intended to illustrate general street cross sections only. Please see the City's design and procedures manual for specific information regarding street design.



CURRENT STREET DESIGN STANDARDS



(Amended 5/6/99 by Resolution #99-208)

Sec. 5-17

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# Figure 1-A

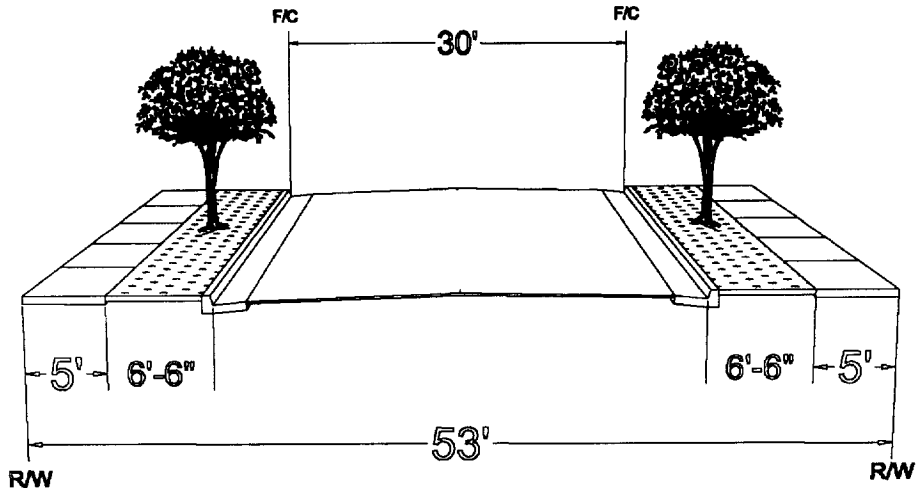
Exhibit B

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **A**

## Residential Street

Bike Lane	No
Parking	Yes



53' Right-Of-Way  
(0-4000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② Rolled curb only may be constructed at street elbows and cul-de-sacs with approval by the City Manager or the designee.
- ③ The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street rights-of-way with approval by the City Manager or the designee.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE CITY MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Figure 1-B

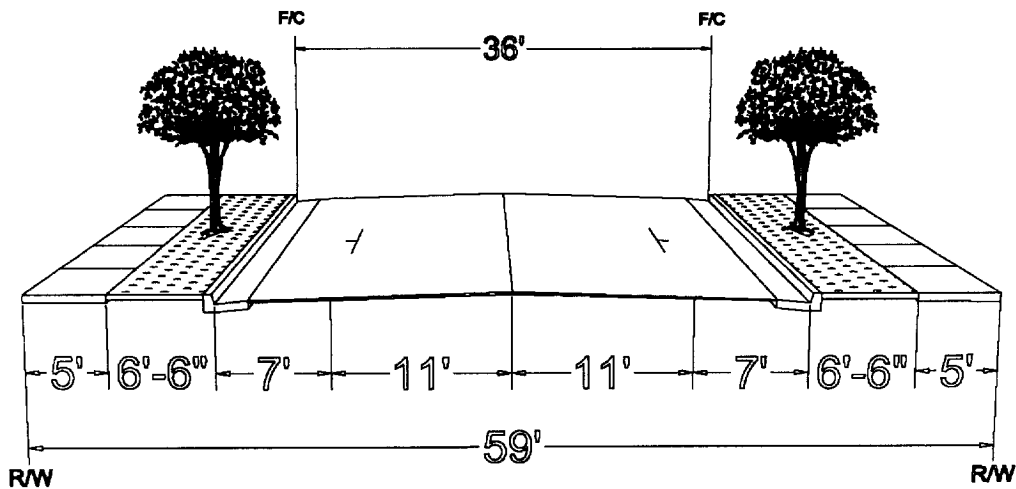
Exhibit B

PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO

Street **B**

Local Commercial Street

Bike Lane	No
Parking	Yes



59' Right-Of-Way  
(0-14,000 ADT)

Notes

- ① Dimensions shown are approximate.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Figure 1-C

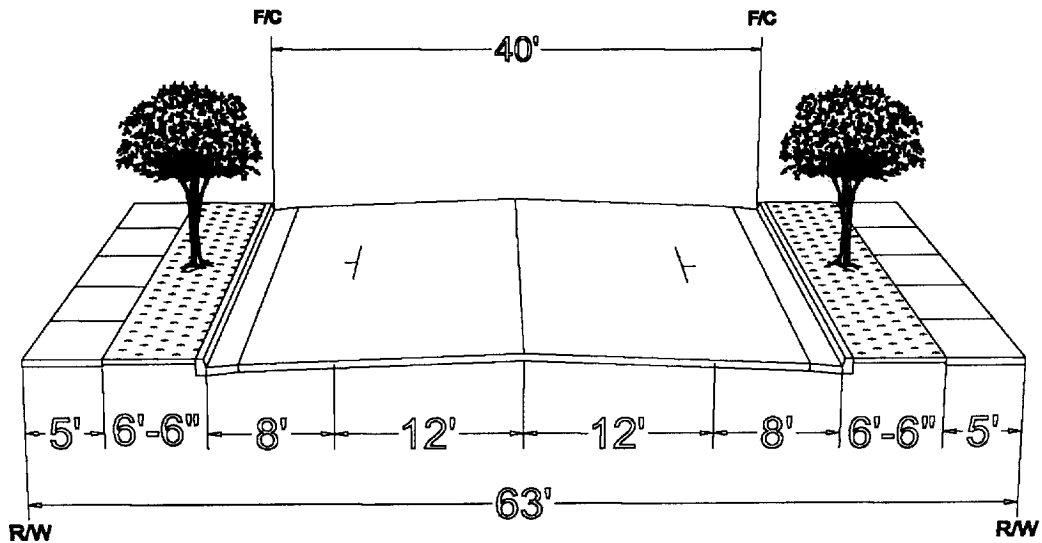
Exhibit B

PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO

Street **C**

Local Industrial Street

Bike Lane	No
Parking	Yes



63' Right-Of-Way  
(0-14,000 ADT)

Notes

- ① Dimensions shown are approximate.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY MANAGER  
OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Figure 1-D

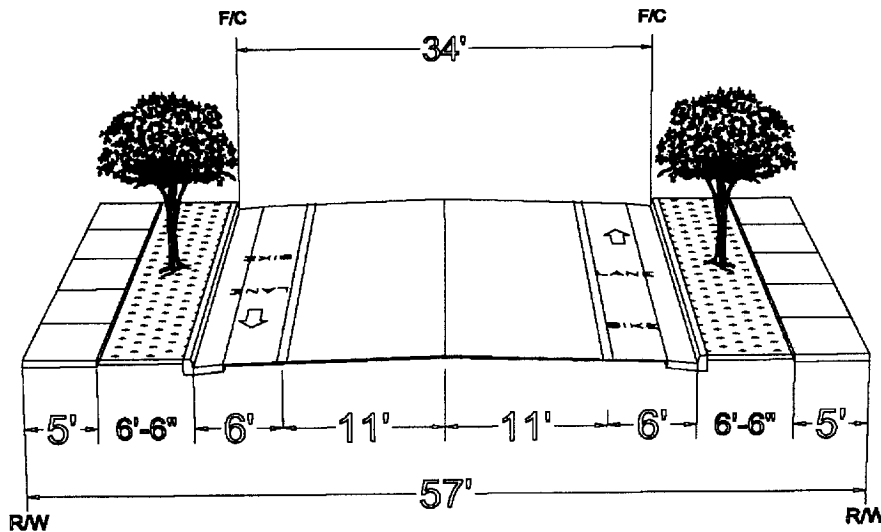
Exhibit B

PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO

Street **D**

Collector Street-Minor

Bike Lane	Yes
Parking	No



57' Right-Of-Way  
(4,000-7,000 ADT)

Notes

- ① Dimensions shown are approximate.

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REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

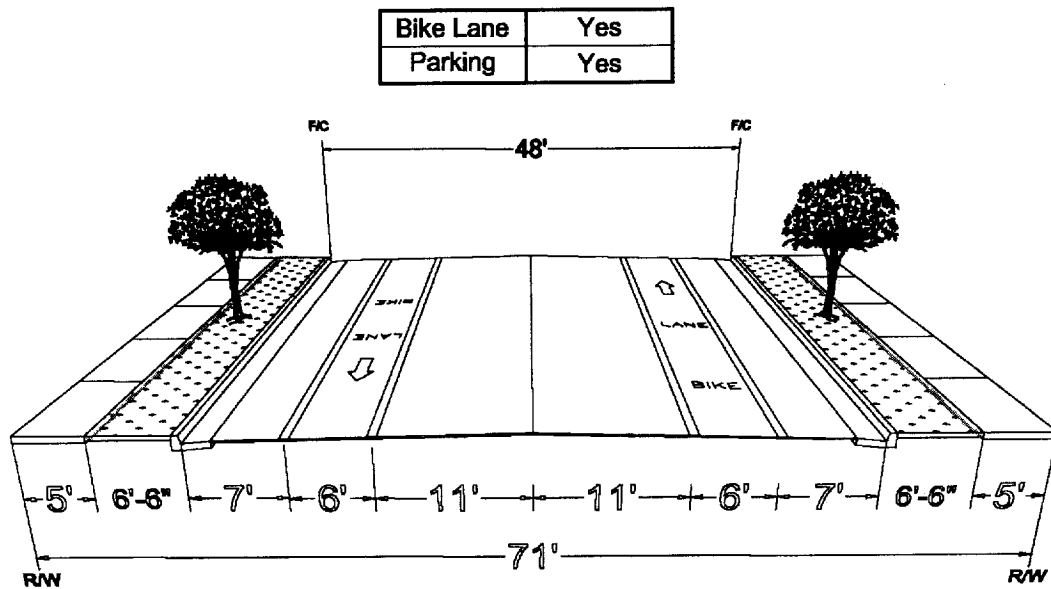
**Figure 1-E**

**Exhibit B**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **E**

*Collector Street-Minor*



71' Right-Of-Way  
(4,000-7,000 ADT)

Notes

- ① Dimensions shown are approximate.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Figure 1-F

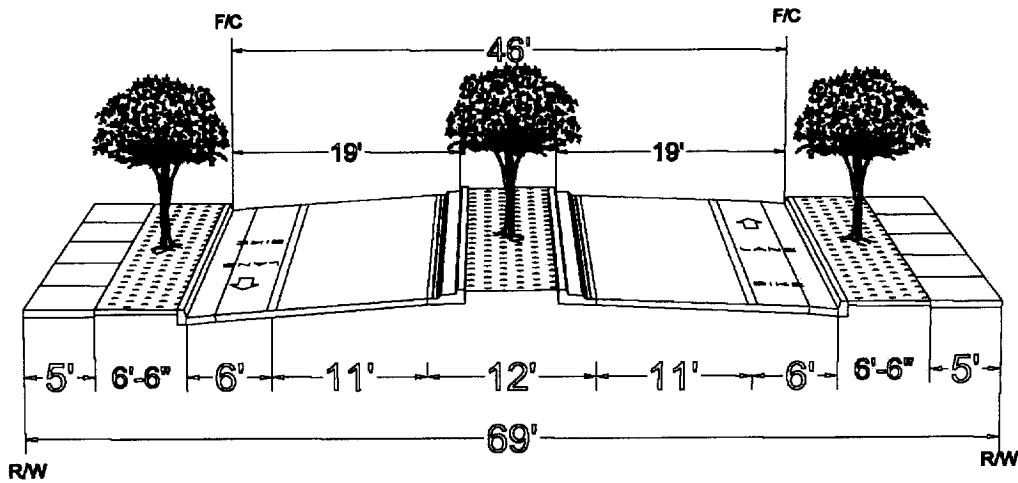
Exhibit B

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO

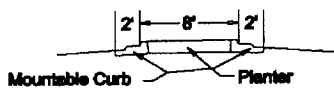
Street **F**

Collector Street-Major

Bike Lane	Yes
Parking	No



69' Right-Of-Way  
 (7,000-14,000 ADT)



Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.
- ③ Median and median landscaping to be mountable.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE  
 THE APPROVAL OF THE CITY MANAGER OR THE  
 DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**Figure 1-G**

**Exhibit B**

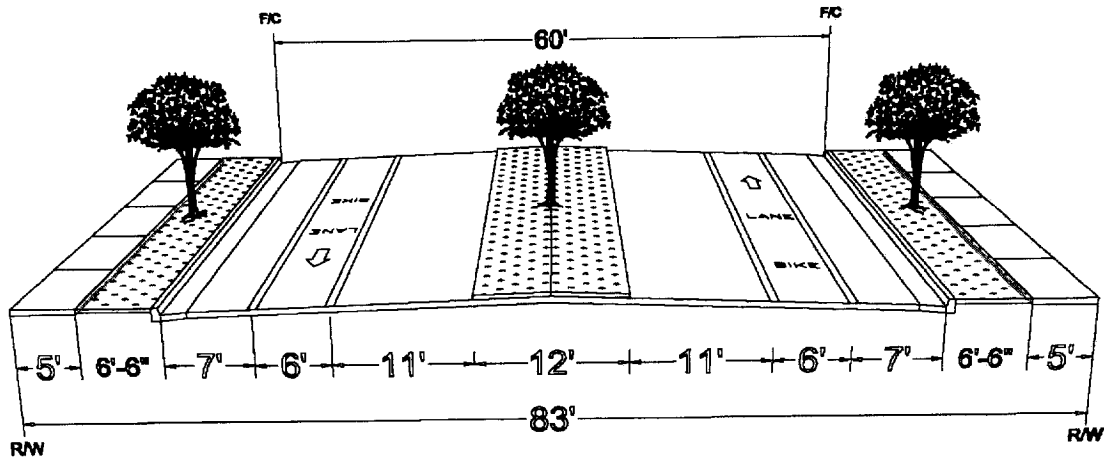
*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street

**G**

*Collector Street-Major*

Bike Lane	Yes
Parking	Yes



83' Right-Of-Way  
(7,000-14,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE  
THE APPROVAL OF THE CITY MANAGER OR THE  
DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

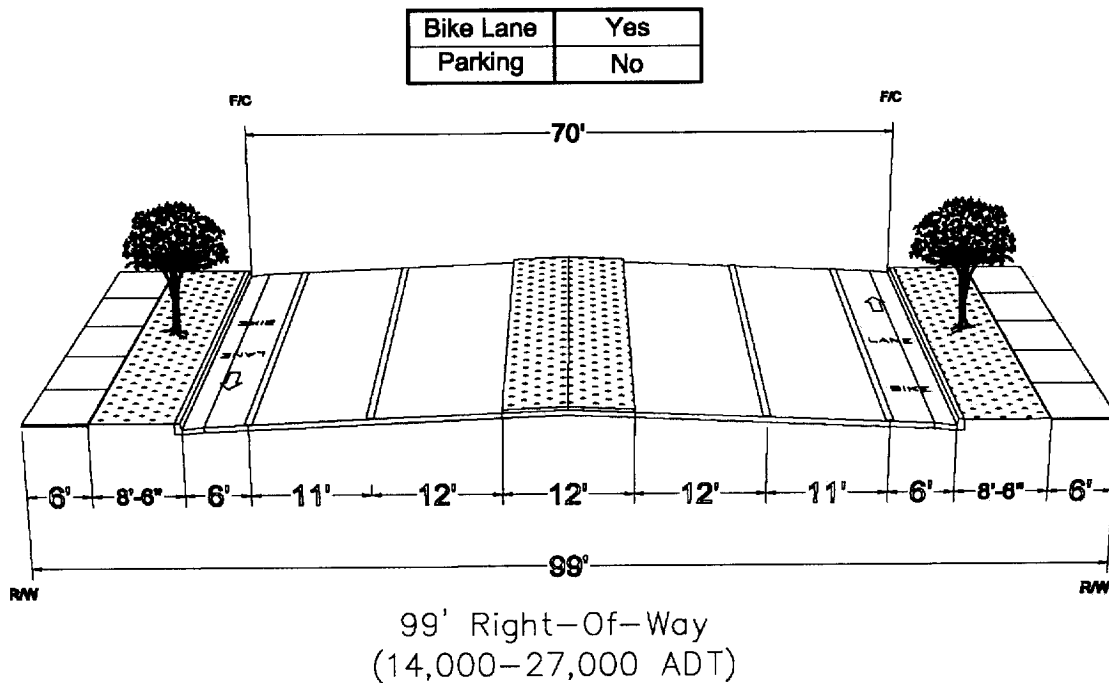
# Figure 1-H

Exhibit B

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO

Street *H*

## Four-Lane Arterial



Notes

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- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

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 REQUIRE THE APPROVAL OF THE CITY  
 MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

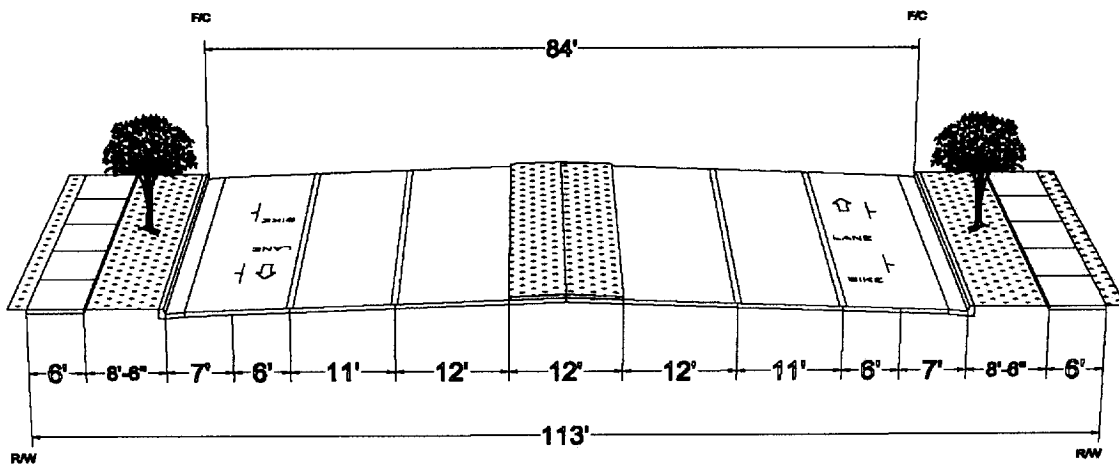
**Figure 1-I**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **I**

*Four-Lane Arterial*

Bike Lane	Yes
Parking	Yes



113' Right-Of-Way  
(14,000-27,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

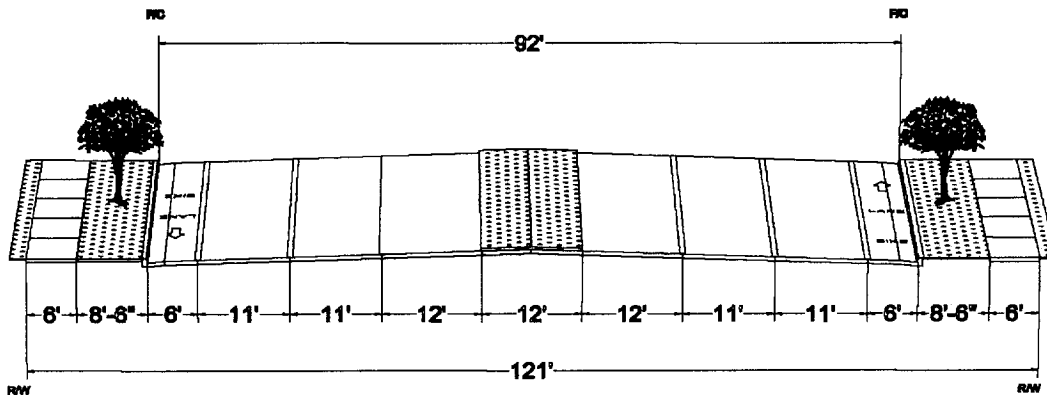
**Figure 1-J**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **J**

*Six-Lane Arterial*

Bike Lane	Yes
Parking	No



121' Right-Of-Way  
(27,000-48,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

## RESOLUTION TO AMEND SECTION 5 OF THE GENERAL PLAN, RELATING TO STREET STANDARDS

### BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

The City of Sacramento General Plan (adopted by Resolution CC88-058), as thereafter amended) is amended as follows:

1. Under "Goals, Policies, Actions for Streets and Roads, Figure 1A, Figure 1B, Figure 1C, and Figure 1D, depicting current street design standards are deleted and replaced with Figure 1A, Figure 1B, Figure 1C, Figure 1D, Figure 1E, Figure 1F, Figure 1G, Figure 1H, Figure 1I, and Figure 1J, attached hereto as Exhibit A.
2. Under "Goals, Policies, Actions for Streets and Roads," Goal A, revise Policy 3 to read as follows:

#### Policy 3

#### **Maintain and keep the City's street design standards current.**

- Action a): Begin a study to update and modernize the City's street design standards to support the goals and policies of the Circulation Element.
- Action b): Use adopted street design standards during the review of development projects.

Current street design standards used by the City are shown in Figures 1A-1J. Alternative street sections are available that may be used within specified areas of the City or under certain circumstances.

1. Under "Goals, Policies, Actions for Streets and Roads," Goal A, add Policy 5 as follows:

#### Policy 5

Continue wherever possible to design streets and to approve development applications in such manner as to encourage vehicular speeds of less than 25 mph in residential neighborhoods.

1. Under "Goals, Policies, Actions for Streets and Roads," Goal C, amend Policy 1 to read as follows:

---

#### FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Policy 1

Continue wherever possible to design streets and to approve development applications in such manner as to minimize vehicular volumes and parking problems in residential neighborhoods.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

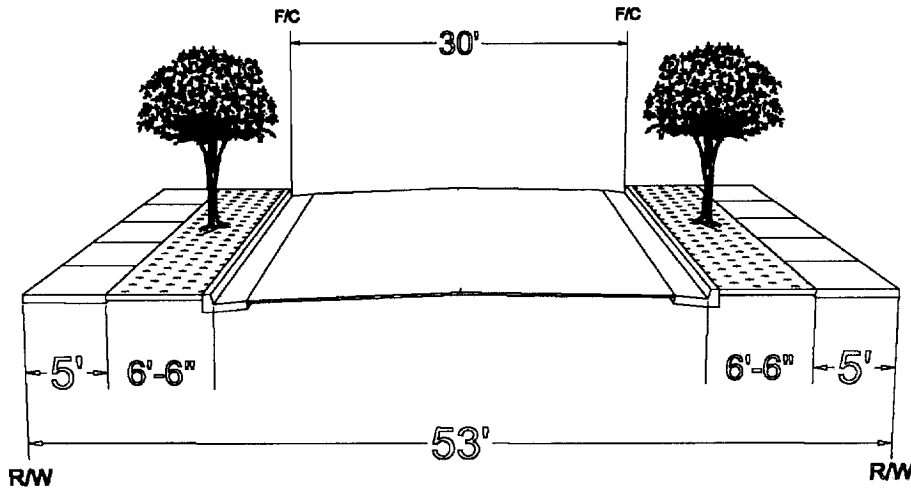
RESOLUTION NO.: \_\_\_\_\_

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO

Street **A**

Residential Street

Bike Lane	No
Parking	Yes



53' Right-Of-Way  
 (0-4000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② Rolled curb only may be constructed at street elbows and cul-de-sacs with approval by the City Manager or the designee.
- ③ The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street rights-of-way with approval by the City Manager or the designee.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE CITY MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**Figure 1-B**

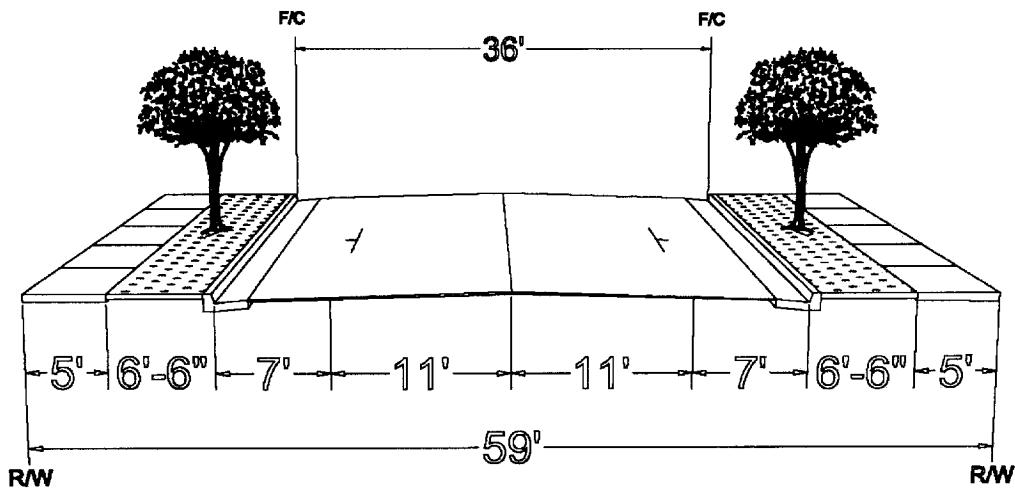
**EXHIBIT A**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **B**

*Local Commercial Street*

Bike Lane	No
Parking	Yes



59' Right-Of-Way  
(0-14,000 ADT)

Notes

- ① Dimensions shown are approximate.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Figure 1-C

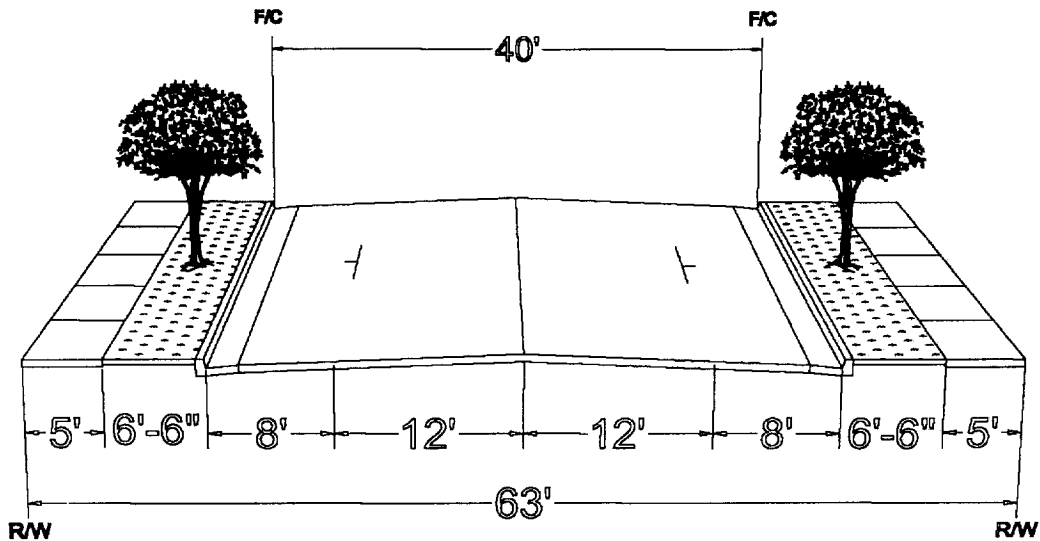
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO

Street **C**

Local Industrial Street

Bike Lane	No
Parking	Yes



63' Right-Of-Way  
(0-14,000 ADT)

Notes

① Dimensions shown are approximate.

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REQUIRE THE APPROVAL OF THE CITY MANAGER  
OR THE DESIGNEE.

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RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Figure 1-D

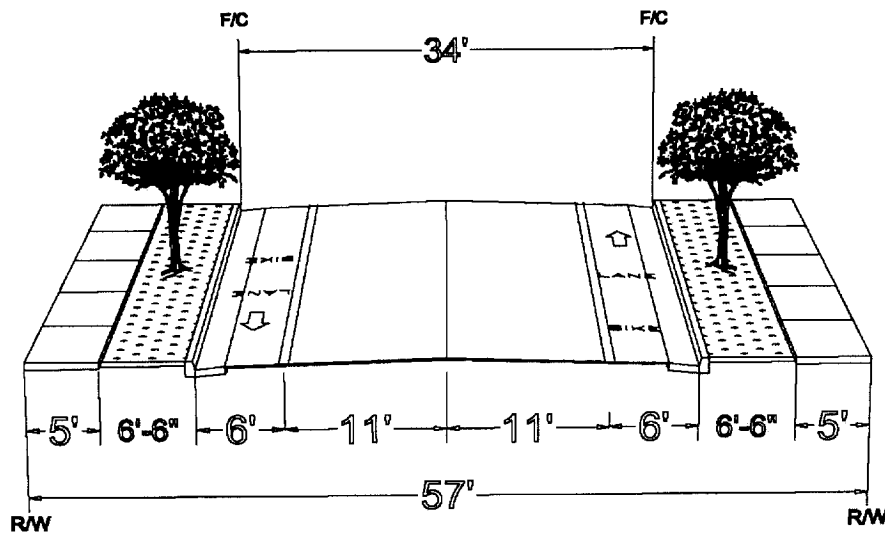
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO

Street **D**

Collector Street-Minor

Bike Lane	Yes
Parking	No



57' Right-Of-Way  
 (4,000-7,000 ADT)

Notes

- ① Dimensions shown are approximate.

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 REQUIRE THE APPROVAL OF THE CITY  
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RESOLUTION NO.: \_\_\_\_\_

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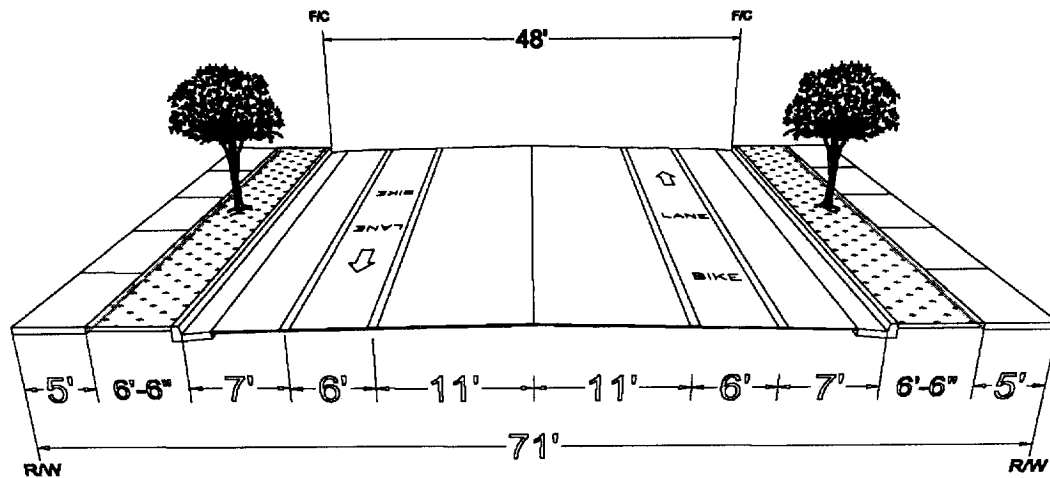
Figure 1-E

PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO



Collector Street-Minor

Bike Lane	Yes
Parking	Yes



71' Right-Of-Way  
(4,000-7,000 ADT)

Notes

- ① Dimensions shown are approximate.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

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RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**Figure 1-F**

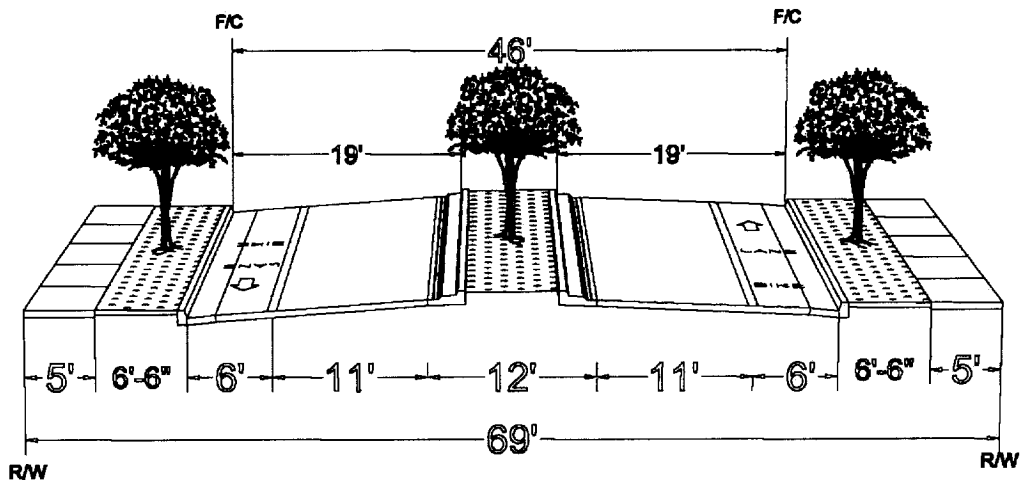
**EXHIBIT A**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

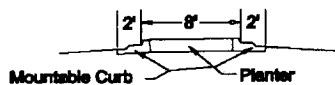
Street **F**

*Collector Street-Major*

Bike Lane	Yes
Parking	No



69' Right-Of-Way  
(7,000-14,000 ADT)



Notes

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- ③ Median and median landscaping to be mountable.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE  
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RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# Figure 1-G

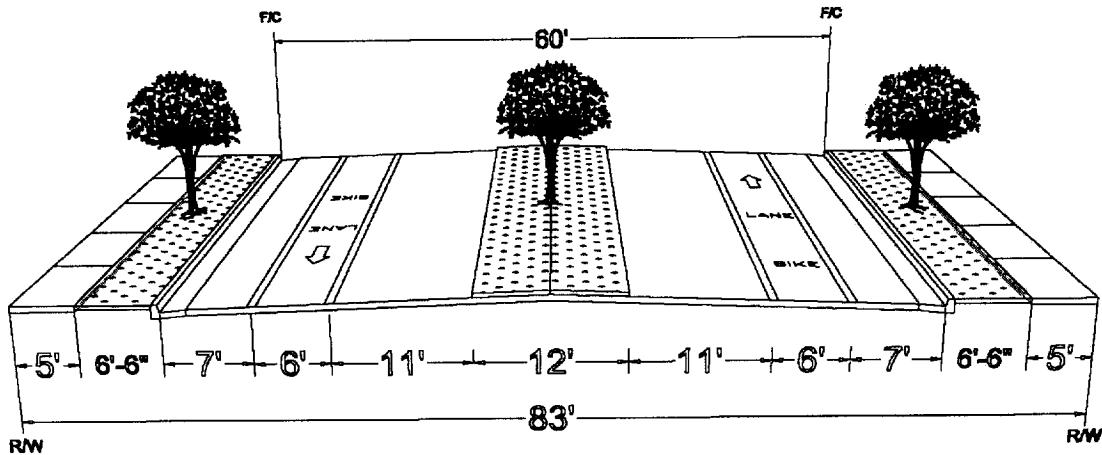
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO

Street **G**

## Collector Street-Major

Bike Lane	Yes
Parking	Yes



83' Right-Of-Way  
 (7,000-14,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

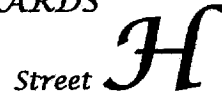
MINOR DEVIATIONS FROM THE STANDARDS REQUIRE  
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 DESIGNEE.

**FOR CITY CLERK USE ONLY**

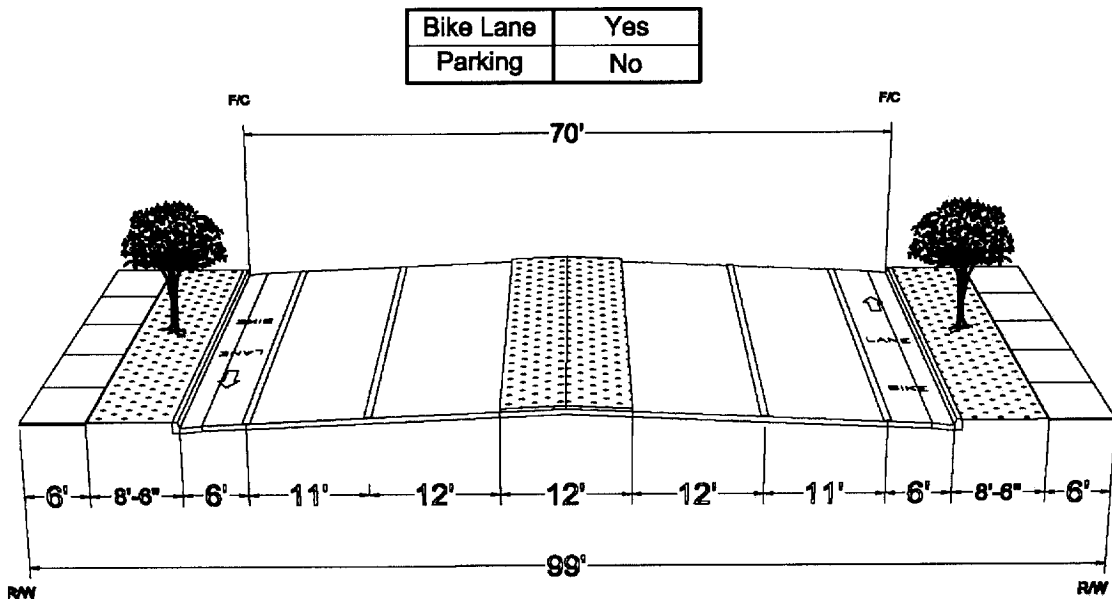
RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO



Four-Lane Arterial



99' Right-Of-Way  
 (14,000-27,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS  
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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

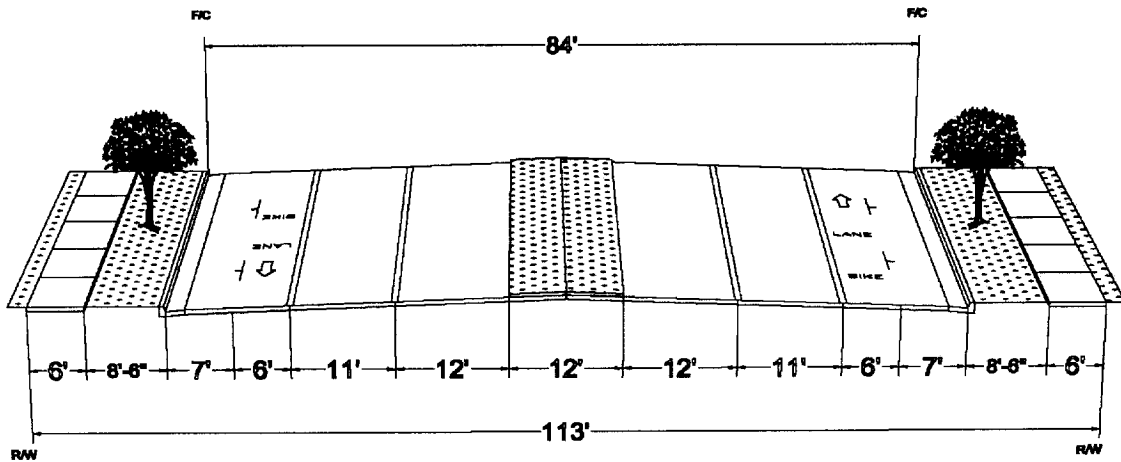
**Figure 1-I**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **I**

*Four-Lane Arterial*

Bike Lane	Yes
Parking	Yes



113' Right-Of-Way  
(14,000-27,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# Figure 1-J

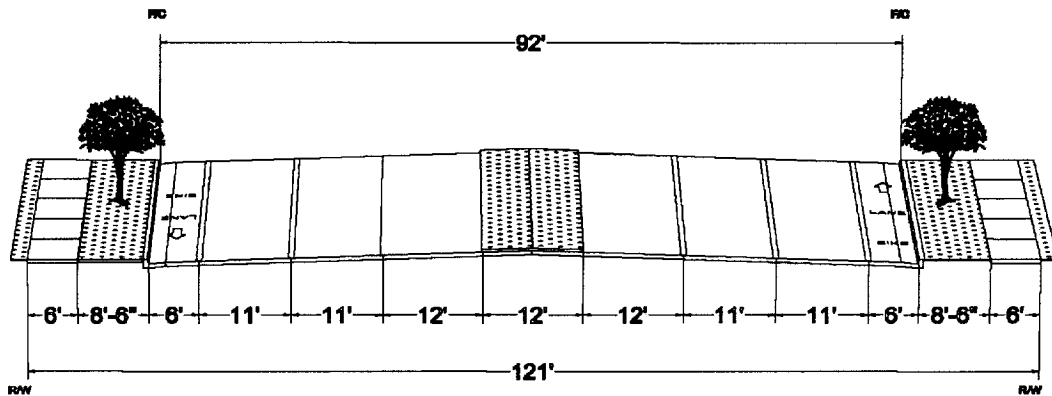
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS  
 TYPICAL CROSS-SECTIONS  
 CITY OF SACRAMENTO

Street **J**  
 Exhibit B

## Six-Lane Arterial

Bike Lane	Yes
Parking	No



121' Right-Of-Way  
 (27,000-48,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

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