RESOLUTION NO. 2004-118

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF FEB 2 4 2004

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. 2004-119, 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.

HEATHER FARGO

MAYOR

ATTEST:

SHIRLEY CONCOLINO

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 2004-118

DATE ADOPTED: FEB 2 4 2004

ORDINANCE NO. 2004-007

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF FEB 2 4 2004

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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ORDINANCE NO.: 2004-007

DATE ADOPTED: FEB 2 4 2004

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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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:

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

[b] 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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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. Modifications of the Standard Streets for in-fill developments:

It is recognized that the standard streets may not be directly applicable to in-fill development. As a result, the street standards are intended to be flexible when applied to in-fill projects so the standards may be modified to fit a particular situation. Examples of reasons for modification of the standards include the need to match existing improvements, to promote high residential density in the medium- and high density zones, to ensure a safe and appropriate design, and/or to accommodate physical design constraints. When determining whether a standard or non-standard street design is appropriate for an in-fill project, a case-by-case evaluation of each location should be used to determine the appropriate street design and the guidelines listed below should be applied. In all cases, proper engineering judgment and practices must be applied to the design of the street.

1. Determination of the appropriate street improvements for a particular project should be made upon consultation with the City Manager's designee for overseeing in-fill development.
2. In general, the street standards should be applied to projects with more than 200 feet of street frontage and where street frontage improvements are required.
3. If the site has less than 200 feet of street frontage, required street improvements should match existing improvements on the roadway.
4. The 200-foot length requirement may be modified if the site is on a corner, the site is on a block that does not have any other frontage improvements, there is an opportunity to adequately transition street improvements to other existing improvements, or some other similar limitations exist. If necessary to separate the sidewalk from the curb, the use of pedestrian access easement(s) outside of the right-of-way, or other similar modification, 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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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)

:

HEATHER FARGO

MAYOR

ATTEST:

SHIRLEY CONCOLINO

CITY CLERK

FOR CITY CLERK USE ONLY

ORDINANCE NO.: 2004-007

DATE ADOPTED: FEB 2 4 2004

S. Pyburn

RESOLUTION NO. 2004-119

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF FEB 2 4 2004

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:

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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.

HEATHER FARGO

MAYOR

ATTEST:

SHIRLEY CONCOLINO

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 2004-119

DATE ADOPTED: FEB 2 4 2004

Figure 1-A

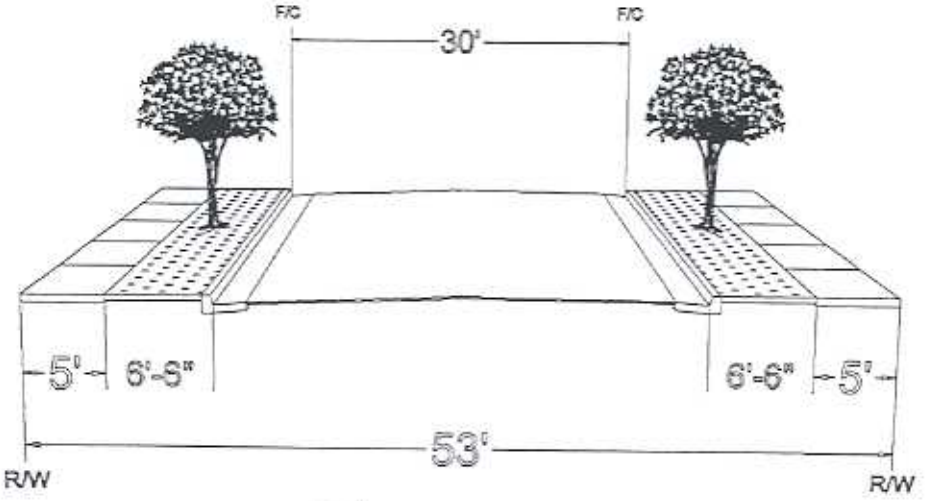
EXHIBIT A

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.

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DATE ADOPTED: FEB 2 4 2004

Figure 1-B

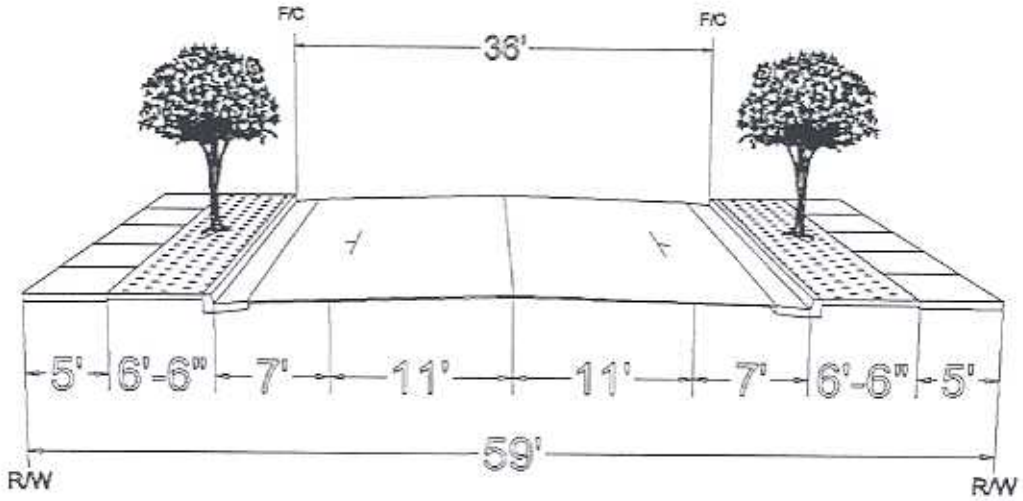
EXHIBIT A

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.

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Figure 1-C

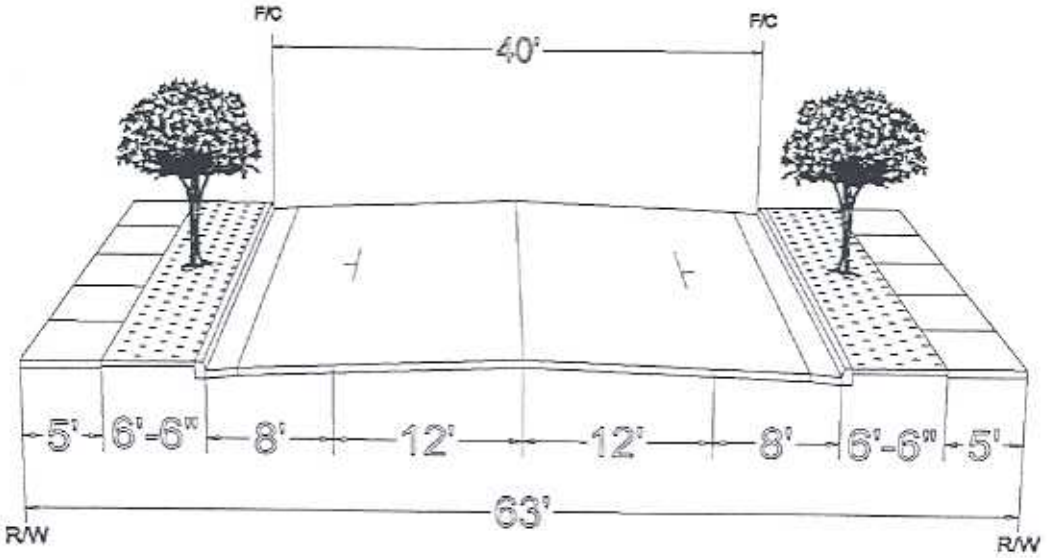
EXHIBIT A

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.

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

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Figure 1-D

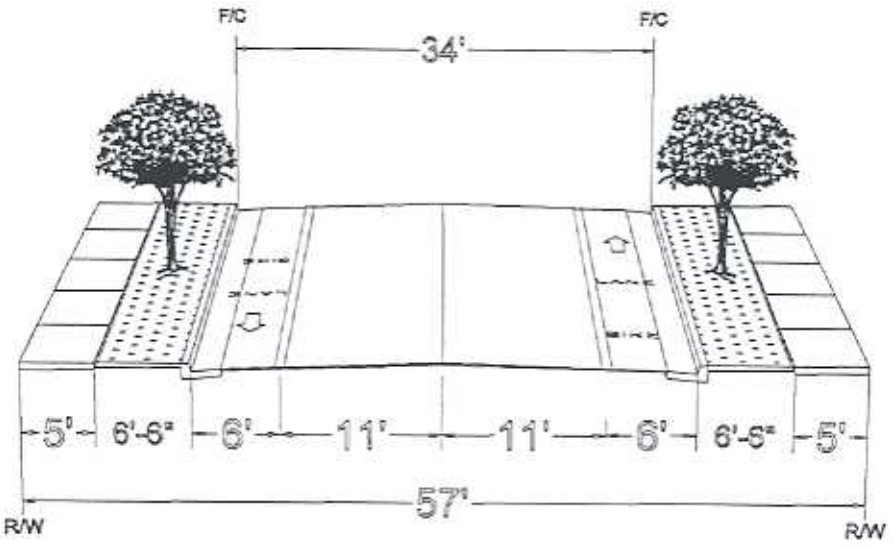
EXHIBIT A

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.

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

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Figure 1-E

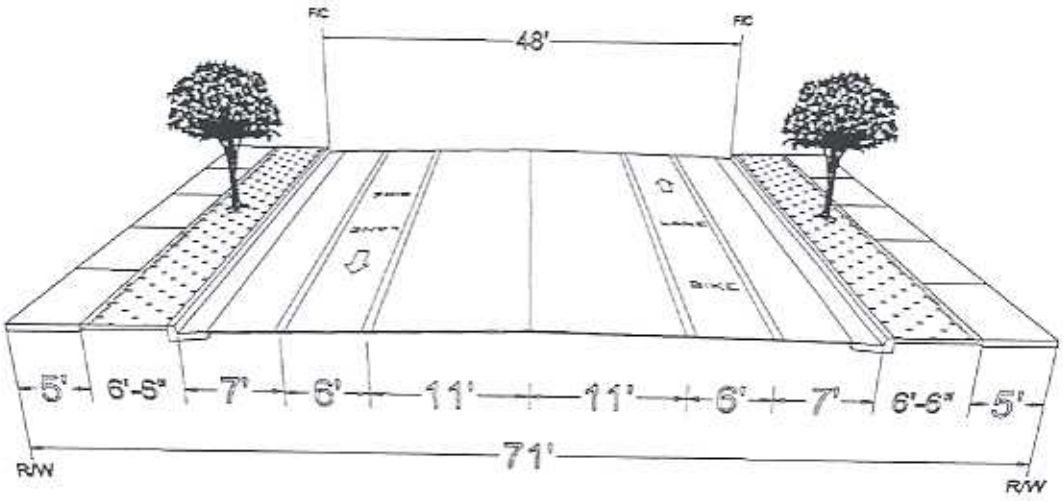
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street **E**

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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Figure 1-F

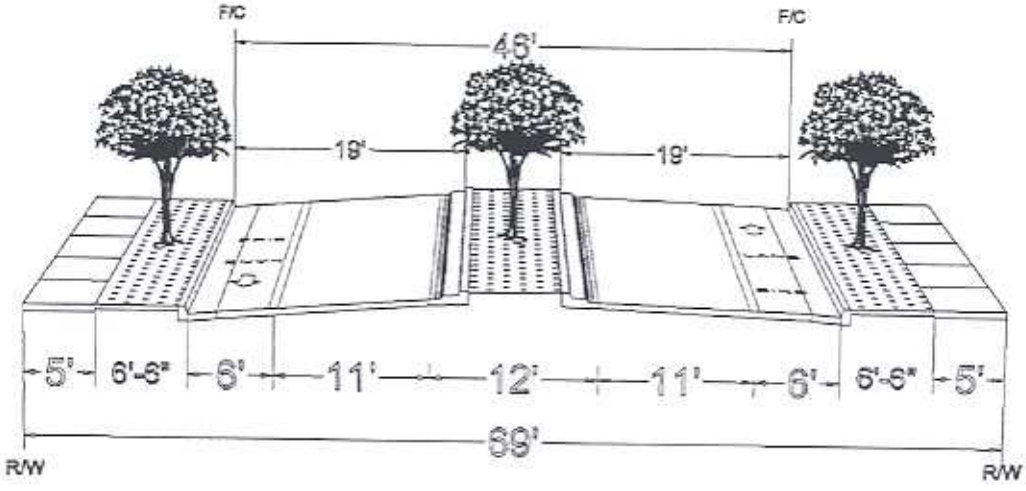
EXHIBIT A

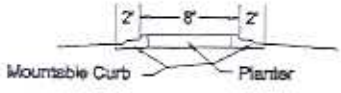
PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street ***F***

Collector Street-Major

Bike Lane	Yes
Parking	No





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

Notes

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.

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Figure 1-G

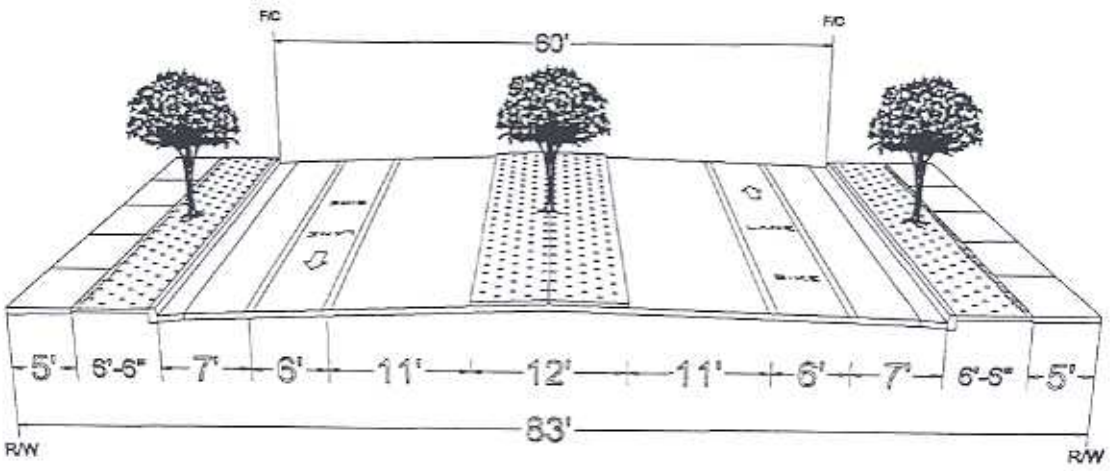
EXHIBIT A

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 THE APPROVAL OF THE CITY MANAGER OR THE DESIGNEE.

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Figure 1-H

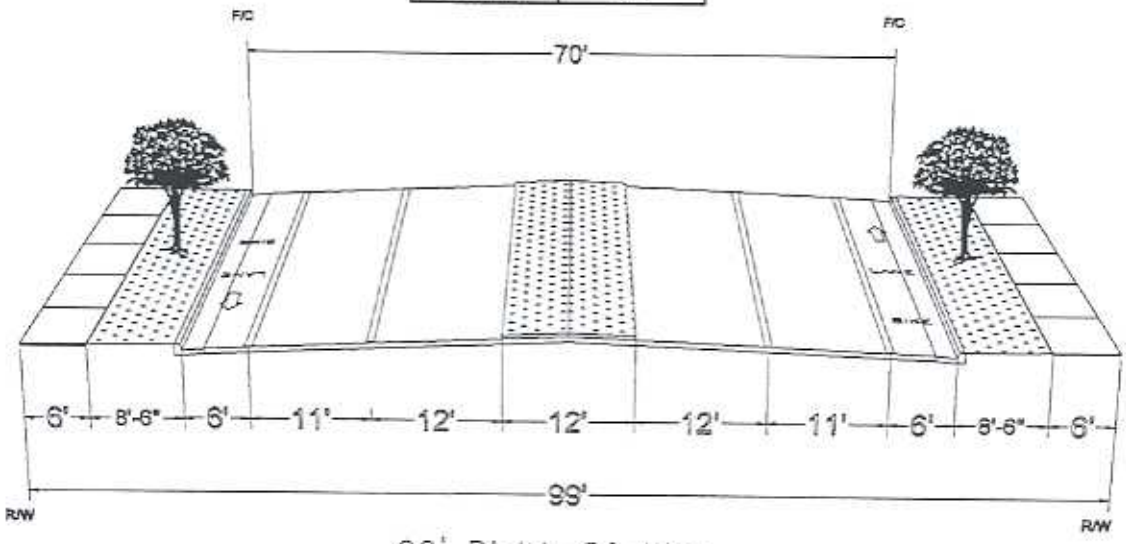
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street H

Four-Lane Arterial

Bike Lane	Yes
Parking	No



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 REQUIRE THE APPROVAL OF THE CITY MANAGER OR THE DESIGNEE.

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Figure 1-I

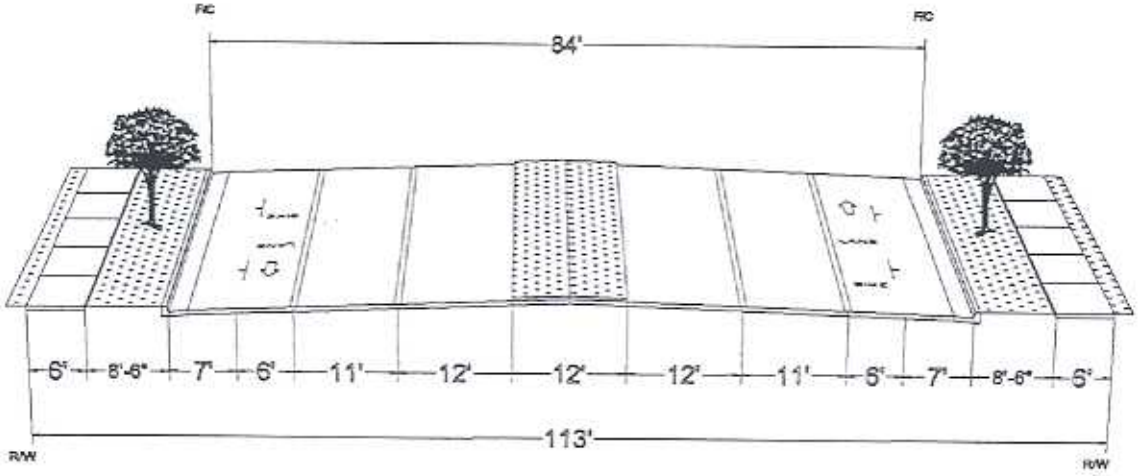
EXHIBIT A

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.

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Figure 1-J

EXHIBIT A

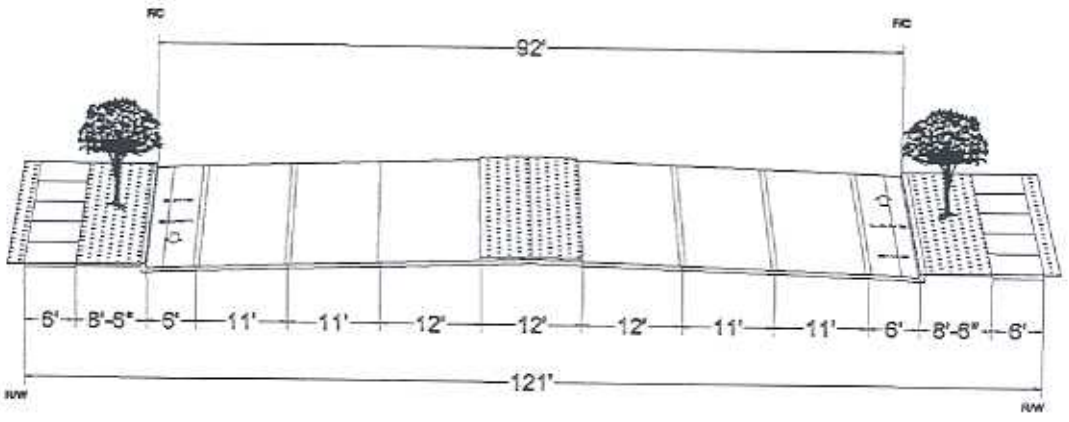
PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street ***I***

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.

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

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