

VACATION (Abandonment) PROCESS & REQUIREMENTS

(Continued)

RESOLUTION NO. 96-176

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF MAY 7 1996

REVIEW GUIDELINES FOR STREET AND ALLEY CLOSURES

Whereas, the following listing represents review guidelines which the City of Sacramento City Council and staff will consider in evaluating the merits of a proposed street or alley closure;

Whereas, the term "closure" may be used synonymously with "abandonment" and "vacation";

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Sacramento that the following review guidelines will be applicable to all street and alley closure proposals within the City of Sacramento, except for streets and alleys that qualify for "summary vacation" under the Public Streets, Highways and Service Easements Vacation Law, California Streets and Highways Code, Sections 8300 et.seq.:

- 1) Designated major and minor street should not be the subject of a proposed street closure.
- 2) Local streets which provide a through connection between two adjacent, intersecting major or minor streets should not be closed. (Evaluated on

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a block-by-block basis.)

- 3) Local streets should not be closed merely to provide additional acreage for building development.
- 4) Approval of local street and alley closures should be dependent upon a finding of substantial benefit for the community planning area affected.
- 5) The closure of a local street should be supported by a majority of the property owners and tenants of the uses located along the affected block and within 500 feet from the street being closed.
- 6) The closure of an alley should be supported by a majority of the property owners adjoining or gaining access through the alley being closed.
- 7) When considering local street and alley closures, consideration should be given to the impacts on the following areas:
 - (a) Elimination of public or private (garages, etc.) access for the land uses located along the affected block.
 - (b) Disruption to land use along parallel or intersecting adjacent streets.
 - (c) Elimination or modification of existing bus or other public transit route patterns.
 - (d) Significant increases in emergency response times for uses along the affected street as well as in the surrounding area.
 - (e) Reduction of the ability to provide fire protection to the affected block(s) and surrounding area.
 - (f) Increases or decreases in the level of on-street parking along adjacent residential streets.
 - (g) Disruption to the nature or character of a predominately residential area, which may adversely impact the sustainability of the community.
- 8) Except as provided otherwise by State Law or the City Code, local street and alley closures within predominately residential areas should only occur for purposes of creating new landscaped, open space or park facilities.

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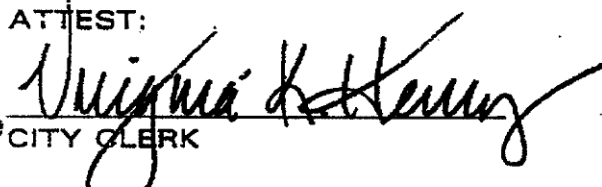
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- 9) Local street and alley closures for parking purposes should be considered only if viable alternatives, including administrative remedies, for providing needed parking supplies are unavailable.
- 10) If local street or alley closures for parking purposes are approved, the design of the closed street or alley should incorporate measures to enhance pedestrian and bicycle access and should be landscaped to significantly improve and modify the appearance of the closed street or alley where appropriate.
- 11) If a local street or alley closure is approved, the City should consider, where appropriate, requesting the project proponent to construct in a timely manner public or private improvements reasonably related to community needs created by the street or alley closure. Such improvement project may include utility relocations, construction of a new parallel street, curbs, gutters, sidewalks, street lighting, landscaping, pedestrian amenities, fencing or other facilities.
- 12) Street and alley closures shall comply with the Public Streets, Highways and Service Easements Vacation Law, or with other applicable provisions of the California Vehicle Code or City Code.

ATTEST:


Assistant
CITY CLERK

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MAYOR

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