RESOLUTION NO. 205514 MAY 4 1972

RESOLUTION AMENDING COUNCIL POLICY NO. 200-1 REGARDING DISTRIBUTION OF STREET IMPROVEMENT COSTS.

WHEREAS, it is desirable to consolidate into a single document basic criteria governing the distribution of street improvement costs between property owners and City financing sources; and

WHEREAS, changes in the policy regarding such distribution of street improvement costs is needed to require that a greater proportion of these costs in newly developing areas is allocated to property benefiting from such construction; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That Council Policy No. 200-1 regarding distribution of street improvement costs is hereby amended as set forth in the form of Council Policy filed in the office of the City Clerk as Document No. 739842 and is approved and adopted as the basic criteria governing the distribution of street improvement costs.

2. That the City Clerk is hereby instructed to add the aforesaid to the Council Policy Manual.

3. That Resolution No. 173507 adopted November 15, 1962, is hereby rescinded.

APPROVED: JOHN W. WITT, City Attorney

By D W Detisch
Donald W. Detisch, Deputy

DWD:K
4-18-72

DRAFT
1/26/72

COUNCIL POLICY

Subject:	Policy Number	Effective Date	Page
DISTRIBUTION OF STREET IMPROVEMENT COSTS	200-1		1 of 9

BACKGROUND:

1. General

Adequate streets to serve San Diego's growing neighborhood communities are essential to the orderly development of the City. Local and Collector Streets in developed areas are fixed by existing dedications and those in undeveloped areas are established during the subdivision process. Arterial Streets, both existing and future, are delineated in the City's General Plan and these streets together with Collector Streets are shown on the Select Street System approved by the State.

Financing construction and reconstruction of the City street system involves a division of costs between property owners and city tax revenues, particularly gas tax apportionments. Improvements may be installed by city cash payment contract, city assessment contract, by private contract accomplished under a public improvement permit or subdivision agreement, or by combinations of such contracts.

2. Definitions

LOCAL STREET: A street whose primary purpose is to provide for local traffic movement and direct access to abutting property. Usually it is a two-lane facility.

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OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

COLLECTOR STREET: A street whose purpose is not only to provide for local traffic movement and access to abutting property, but also for movement between local and arterial streets. Usually it is a two-lane facility but it may on occasion be four-lane.

ARTERIAL: A street whose primary purpose is to carry through traffic and provide a network connecting to the State Highway system. It is seldom less than a 4-lane facility and is further divided into:

MAJOR STREET - an arterial which still provides unrestricted access to abutting property.

PRIMARY ARTERIAL - an arterial which limits access to the street from abutting property.

SELECT SYSTEM OF STREETS: A network of arterial and collector streets which has been adopted by the City Council and approved by the State Division of Highways. Some types of gas tax funds apportioned to the City may be expended only upon streets in this system.

ABUTTER: Property that is adjacent and continguous to a street. Normally abutting property is construed to extend to a depth of only 1/2 block back from the street.

COMMUNITY: A geographical area served either directly or indirectly by a collector or arterial street. The configuration of community areas is greatly influenced by topography, but in a general sense a community is considered to extend on either side of an arterial street half the distance to the next arterial street. It includes properties which also have status as abutters, but no single parcel should be included in more than one community area.

Community areas are designated by the Council based upon recommendations derived from traffic and land use studies.

PURPOSE:

To establish the distribution of costs for street improvements.

POLICY:

1. General

Division of the cost involved in improving the City street system is based upon the following fundamental considerations:

(a) That portion of the street system which provides for local traffic movement and access to abutting property should be the responsibility of the property owners who receive the benefit.

Streets which facilitate the movement of through traffic, or serve in a collector function, are of benefit to the general area, and this community should share in the cost .

Ordinarily, only features which expedite the movement of large volumes of traffic, or which provide major service for other areas, are of general benefit to the City and merit funding from tax sources.

(3) New areas being developed should provide all street financing, identified either as the abutters' share or the community share, so that the City will not be required to spend money for improvements not of benefit to the general public.

However, older developed or partially developed areas requiring construction of new streets or reconstruction of existing streets to bring them up to modern standards commonly justify a higher level of City financing because of special public benefit - such as reduced maintenance costs, reduction in traffic congestion or increased safety.

2. Basic Criteria

The distribution of improvement costs is based upon the following basic criteria, which are to be adhered to in all types of contracts unless there is a special condition which justifies a departure therefrom.

Abutter. Abutting property is responsible for improvement of local streets, or for that portion of collector and arterial streets which is equivalent to a street of this width.

This responsibility is up to a 40' curb-to-curb width in a 60' right of way providing two 12' travel lanes and two 8' parking lanes in residential and commercial areas, and 50' curb-to-curb width in 70' right of way providing two 12' travel lanes and two 13' parking lanes in industrial zones. Such improvements include right of way, grading, drainage structures, curbs, sidewalks, paving, and landscaping (See Appendix 1 - Example 1).

Community. The community identified with a street is responsible for the additional cost of improving any new street to a four lane wide, and for major structures. Such improvements include 24' to 42' of right of way, depending upon width of median area, and associated grading, drainage structures, paving, median curb, channelization lanes, and median landscaping. An example of a major structure might be a bridge over a railroad. The Community is also responsible for any improvement costs on sections of a street crossing another right of way, such as a state freeway, railroad or power transmission line, which has been determined not to be the responsibility of the other agency.

City. The City is responsible for traffic control features plus all costs of providing more than 4 travel lanes. Such improvements include right of way in excess of a standard 4-lane street, associated grading, drainage structures, and paving, plus traffic signals, signs and safety lighting.

3. General Categories.

Following are the arterial and extra width collector street improvement categories which are generally encountered, and a summary of the cost allocation applicable.

(a) New Construction: Undeveloped Areas (See Appendix 1 - Example II). This situation is encountered when new areas are being opened to development.

Abutters. Abutters are responsible for their basic share of costs except where access to the street is denied, in which case the property affected is relieved of its normal share of improvement costs.

Community. The community is responsible for its basic share of costs, and, in addition, is responsible for the entire abutters' share where access either is denied due to physical factors, such as a canyon location or double frontage lots, or is denied because of the street's designation as a limited access thoroughfare.

City. The City is responsible only for its basic share of costs.

(b) New Construction: Partially Developed Areas. (See Appendix 1 - Example III). This situation usually involves construction of a new street in an undeveloped canyon which is surrounded by developed areas.

Abutters. Same as in an undeveloped area.

Community. Same as in an undeveloped area, except that adjustments may be made in the Community share because of special conditions. Such conditions vary widely but typically include such factors as:

The fact that construction of streets in partially developed areas is usually more expensive than in new areas, and allocating all basic costs to the community would constitute an unreasonable burden.

Because of topography or existing street patterns, the benefiting area may be so small that it would be inequitable to allocate all basic Community costs to it.

Ownerships, such as Federal property, may exist which the City cannot charge for improvement costs.

Partial financing may be available from other sources, such as State Urban Extension Funds, Federal Aid-Urban or TOPICS funds or City-County Thoroughfare funds which impose special requirements.

In such cases, a recommendation is developed regarding what portion of the basic share should be allocated to the Community, and the excess cost is shifted to the City.

City. Same as in an undeveloped area, except that the City's share may be increased by the amount of the normal community share which is determined to be excess and which is shifted to the City.

(c) Reconstruction or Widening of Existing Street (see Appendix 1, Example IV). This situation usually involves an existing street which must be widened or rebuilt to bring it up to major street standards. In undeveloped areas, the curb, sidewalk or paved parking lanes ordinarily have not been installed previously. In developed areas, all abutting improvements may have been installed.

Abutters. Abutting property is responsible for its basic share of costs, except in the occasional instance where usuable access is denied, in which case the affected property is relieved of its normal share of improvement costs.

The abutters' share of right-of-way costs usually have been taken care of by an original dedication.

If abutters' improvements have been installed previously, the improvement responsibility has been discharged. If existing abutters' improvements must be removed, the abutting property is not responsible for replacement construction in the new location.

Community. There is no community share unless factors, such as accelerated timing of scheduled improvements, or radical changes in land use since the street was opened, create conditions requiring the designation of a benefited area and the apportioning of a share of costs to that area. Situations of this kind are subject to special analyses and recommendations.

City. The City is responsible for its basic share of costs plus all other costs not apportioned to the abutters or the community.

4. Extra Width Construction to Obtain Access.

(a) New Construction: Undeveloped Areas

Where the City's General Plan calls for a new street to be constructed as a Primary Arterial which would deny access from fronting property, developers may gain access rights by constructing additional travel lanes entirely at their expense. Such additional lanes and areas where access rights are restored are subject to the limitations outlined in Council Policy 600-4, Standards for Improvements in Public Rights-of-Way. The extra costs involved include the excess right of way plus grading, drainage structures and paving for the additional lanes. These costs become a Community responsibility and Abutters are charged for their normal basic share of costs in return for right of access to the street.

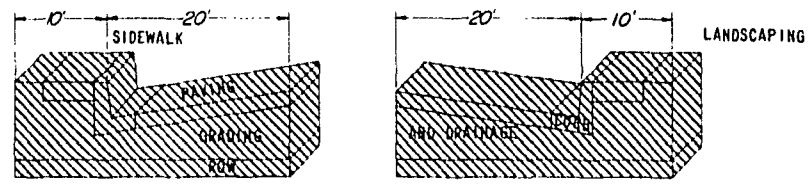
(b) Reconstruction: To Regain Access

Where a street has already been constructed as a Primary Arterial with access from fronting property denied, owners may elect to widen the street entirely at their expense in order to gain access. Here again, additional lanes required and areas where access rights will be permitted are subject to the limitations outlined in Council Policy 600-4, Standards for Improvements in Public Rights-of-Way. The extra costs involved include the excess right of way, removing and revising existing improvements as required, plus grading, drainage structures and paving for additional lanes. All such costs are a responsibility of the Abutters participating in the project.

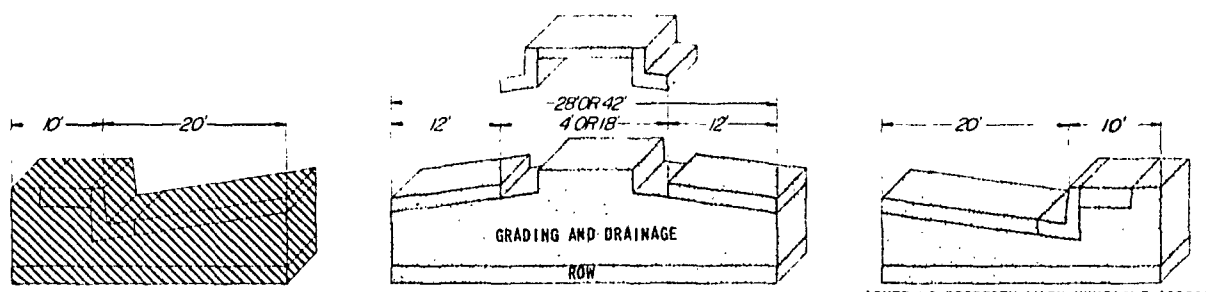
PROPOSED
STREET FINANCING

ABUTTERS ////// COMMUNITY CITY / / /

EXAMPLE I
LOCAL STREET



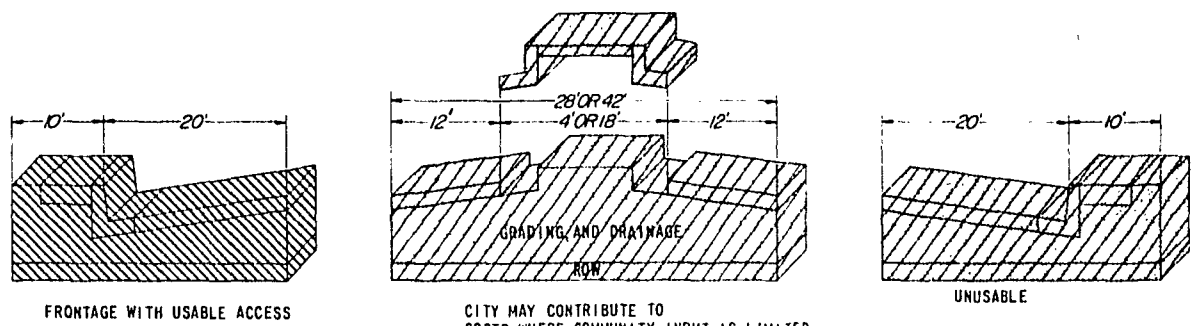
EXAMPLE II
NEW CONSTRUCTION MAJOR STREET UNDEVELOPED AREAS
(ASSESSMENT DISTRICT OR SUBDIVISION DEVELOPMENT)



FRONTAGE WITH USABLE ACCESS

ABUTTING PROPERTY WITH UNUSABLE ACCESS

EXAMPLE III
NEW CONSTRUCTION MAJOR STREET PARTIALLY DEVELOPED AREAS

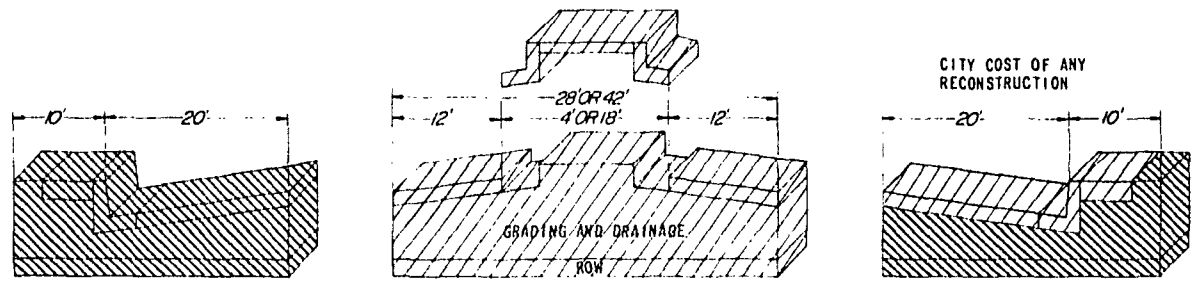


FRONTAGE WITH USABLE ACCESS

CITY MAY CONTRIBUTE TO
COSTS WHERE COMMUNITY INPUT IS LIMITED
BY SPECIAL CONDITIONS

UNUSABLE

EXAMPLE IV
RECONSTRUCTION OR WIDENING OF EXISTING STREET



FRONTAGE WITH USABLE ACCESS
AND ABUTTERS HAVE NOT PREVIOUSLY
PROVIDED NORMAL IMPROVEMENTS

ADDITIONAL ROW AND GRADING
AS REQUIRED

NORMAL ABUTTING
IMPROVEMENTS
PREVIOUSLY PROVIDED

Passed and adopted by the Council of The City of San Diego on MAY 4 1972,
by the following vote:

Councilmen	Yeas	Nays	Excused	Absent
Gil Johnson	☑	☐	☐	☐
Maureen F. O'Connor	☐	☐	☐	☑
Henry L. Landt	☐	☐	☐	☑
Leon L. Williams	☑	☐	☐	☐
Floyd L. Morrow	☑	☐	☐	☐
Bob Martinet	☑	☐	☐	☐
Allen Hitch	☐	☐	☐	☑
Jim Bates	☑	☐	☐	☐
Mayor Pete Wilson	☑	☐	☐	☐

AUTHENTICATED BY:

PETE WILSON,
Mayor of The City of San Diego, California.

(Seal)

EDWARD NIELSEN,
City Clerk of The City of San Diego, California.

By Kathryn M. Dol, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number 205514 Adopted MAY 4 1972

CC-1276 (REV. 12-71)