

RESOLUTION NO. 206706

OCT 10 1972

RESOLUTION AMENDING COUNCIL POLICY
NO. 600-4 REGARDING STANDARDS FOR
PUBLIC RIGHTS OF WAY AND PUBLIC
IMPROVEMENTS INSTALLED THEREIN.

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

That Council Policy No. 600-4 regarding
standards for public rights of way and public
improvements installed therein be and the same is
hereby amended as set forth in the form of Council
Policy filed in the office of the City Clerk as
Document No. 741573.

BE IT FURTHER RESOLVED, that the City Clerk is
hereby instructed to add the aforesaid to the Council
Policy Manual.

BE IT FURTHER RESOLVED, that Resolution
No. 173217 adopted October 25, 1962, is hereby
rescinded.

APPROVED: JOHN W. WITT, City Attorney

By DW Detisch
Donald W. Detisch, Deputy

DWD:cav
9/21/72

COUNCIL POLICY

SUBJECT: STANDARDS FOR RIGHTS OF WAY AND
IMPROVEMENTS INSTALLED THEREIN

POLICY NO. 600-4

BACKGROUND

A requirement exists for a single source of established Council Policy concerning rights of way requirements and general standards for improvements installed therein, whether work is done under a subdivision agreement, a public improvement permit, a 1911 Act contract, or an ordinary City contract.

PURPOSE

This policy, pertaining to rights of way and improvements therein, is adopted to outline the characteristics of the several categories of rights of way and to prescribe the general standards for improvements installed in such rights of way.

POLICY

I. RIGHTS OF WAY

1. Rights of way shall conform to the standards prescribed below except where unusual circumstances warrant departures therefrom. Drawings which indicate right of way to be acquired shall be approved by the City Engineer.
2. Street Widths
 - a. Local streets
 - (1) Single family zones - 56 feet except that where no more than 20 lots are being served on a cul-de-sac street or no more than 40 lots on a loop street, a fifty-foot width is acceptable.
 - (2) All other residential and commercial zones and adjacent to institutional uses in any zone - 60 feet.
 - (3) In industrial zones - 70 feet.
 - b. Collector streets
 - (1) Providing 2 lanes for traffic in residential and commercial zones - 60 feet.
 - (2) Providing 4 lanes for traffic - 84 feet, except that where left turn lanes are to be installed, 98 feet are required. See paragraph 6 pertaining to Bikeways.

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SAN DIEGO, CALIFORNIA

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- (3) Ordinarily, a two-lane collector street is needed when more than 200 single family units must be served, but when more than 700 single family units must be served, a four-lane collector or 2 two-lane collectors are needed.
- c. Major streets (Definitions in Council Policy No. 200-1)
- (1) Providing 4 lanes for traffic.
 - (a) A minimum of 98 feet except that in areas where turn lanes are not required 88 feet are adequate. See paragraph 6 pertaining to Bikeways.
 - (b) Where double left turn lanes are to be installed, additional width is required.
 - (2) Providing 6 lanes for traffic.
 - (a) A minimum of 122 feet. See paragraph 6 pertaining to Bikeways.
 - (b) Where double left turn lanes are to be installed, additional width is required.
 - (3) Transition areas - see subparagraph f. below.
- d. Prime Arterials (Definitions in Council Policy No. 200-1)
- (1) Providing 4 lanes for traffic - 98 feet.
 - (2) Providing 6 lanes for traffic - 122 feet.
 - (3) See subparagraph f. below pertaining to Transition Areas and paragraph 6 pertaining to Bikeways.
- e. Freeways and Parkways - depends upon design.
- f. Transition between 4-lane and 6-lane streets require tapered rights of way 450 feet long. Where extra lanes are being installed in prime arterials to convert them to 6-lane major streets in order to obtain access from fronting property, the following additional criteria apply: Minimum length of 6-lane section - 1,000 feet including transitions; Minimum length of 4-lane section between 6-lane sections - 2,500 feet excluding transitions; no access permitted in transition areas.
- g. Frontage Roads. Such streets ordinarily are to be avoided but following criteria apply when required.

- (1) Single family residential zones - 43 feet.
- (2) Multiple family residential zones - 47 feet.
- (3) Commercial and industrial zones - 55 feet.

3. Additional Criteria for Streets.

- a. Minimum centerline radius of curvature.
 - (1) Major streets and prime arterials - 1,000 feet.
 - (2) Collector streets - 300 feet for 2-lane; 500 feet for 4-lane.
 - (3) Local Streets - 100 feet in residential zones; 200 feet in industrial zones.
- b. Reverse curves are to be separated by tangent distances adequate to provide safety of travel for the type of street involved.
- c. Cul-de-sac property line radii of 45 feet is required in residential zones, and 60 feet in industrial zones.
- d. Property line radii at intersections are to be 20 feet.
- e. Curves on square-end loop streets are to be treated as intersections, but with widening on outside of curve at a minimum radius of 70 feet.
- f. Streets are to intersect at 90-degree angles or as close thereto as practicable.
- g. Intersections of local streets with primary streets are to be kept to a minimum.
- h. Cul-de-sac deadend streets are not to exceed 500 feet in length.
- i. Two streets intersecting opposite sides of a third street are to have the same points of intersection or else their centerlines are to be separated by a minimum of 200 feet on the third street.

4. Planned Residential Developments

- a. A "General Utility Easement" 10 feet wider than the roadway section is required for all local streets. Of this easement area 5 feet must be kept clear of all structures and cut and fill slopes on each side of the roadway for utility installations. Where sidewalks are provided next to the roadway, a 5-foot utility easement is to be provided in addition to the sidewalk area.

- b. Minimum roadway width is 28 feet where parking is allowed on one side; and 32 feet where parking is allowed on both sides.
- c. Maximum vehicular volume for any roadway designed in accordance with these guidelines is 1,000 vehicles per day, based upon a generation of 10 trips per day per dwelling unit.
- d. All roadways must be designed to allow direct access to all developed areas of the project by an emergency vehicle with a turning radius of 48 feet and rear wheel off-tracking (maximum) of 12 feet (inside radius of 28 feet).

5. Alley Widths.

Alleys require 20-foot widths except where utility services, hydrants, etc., are to be located in the alleys, in which case required widths are 25 feet.

6. Bikeways.

Bikeways are provided in accordance with adopted community plans and should be continuous leading to all major activity centers. Rights of way should be a minimum of 12 feet wide when provided separate from other facilities. Streets which are to include separated bikeways should provide a minimum 10-foot curb-to-property distance for two-way bicycle-pedestrian paths. Where landscaping is to be included within the right of way, a minimum of 6 additional feet of right of way should be provided. In areas with significant pedestrian volumes, bikeways should be provided which are separated from sidewalks and right of way requirements are based upon the proposed design concept.

7. Easements.

- a. Easements for water, sewer and drainage require the following widths and are not to straddle lot lines:

- (1) Water - 15 feet for mains 16-inch or smaller; minimum 20 feet for larger mains but exact width based upon actual size of main.

- (2) Sewer - 15 feet for mains up to 18 inches; minimum of 20 feet for mains over 18 inches but exact width based upon actual size of main.

- (3) Storm Drainage.

- (a) Underground drains - 10 feet for drains up to 48 inches; 15 feet for drains 48 inches to 60 inches; 20 feet for drains larger than 60 inches.

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(b) Open drains - depending upon cross-section needed, but a minimum of 10 feet.

b. Easements for Street Purposes.

- (1) Easements or letters of permission for temporary turnarounds at the terminus of streets extending to the boundary of new developments are required where more than 5 lots must be served beyond the last intersection, and such easements must be of a size to accommodate a turnaround radius of 35 feet.
- (2) Other street opening easements must conform to the right of way characteristics of the street involved.

II. IMPROVEMENTS

1. Improvements installed in rights of way shall conform to the standards prescribed below except that the City Engineer, who has primary responsibility for determining the nature of improvements needed in rights of way, may approve departures from these standards when there are clearly discernible engineering justifications therefor.

2. Streets and alleys.

a. Local and Collector Streets.

- (1) In residential and commercial zones 50, 56, 60, and 84 foot streets are to be improved with curbs and paving for a 30, 36, 40, and 64 foot curb-to-curb width respectively (10-foot curb-to-property line distance). Frontage roads are to be improved 28 feet curb-to-curb in single family residential zones, 32 feet curb-to-curb in multiple family residential zones, and 40 feet curb-to-curb in all other zones (10-foot curb-to-curb property line distance).
- (2) In industrial zones 70-foot streets are to be improved with curbs and heavy-duty paving for a 50-foot curb-to-curb width (10-foot curb-to-curb property line distance).

b. Major streets and prime arterials.

88, 98, and 122 foot streets are to be improved with curbs and heavy-duty paving for 68, 78 and 102 foot curb-to-curb width respectively (10-foot curb-to-property line distance). Center islands are to be improved either with curbs and surfacing or with full depth paving and striping for a median width of 4 feet on 88-foot streets and 14 feet on 98-foot and 122-foot streets. Turn lanes in the median area are to be provided at principal intersections on 98 and 122 foot streets.

c. Planned Residential Developments.

- (1) Minimum parking ratio is 3 spaces per dwelling unit, of which 1 space is to be covered. Street parking may be counted in satisfying this requirement. Also, driveway parking may be used to satisfy the requirement if there is an unobstructed distance of 25 feet or more from the structure (or carport area) to the nearest part of the "General Utility and Access Easement" or public right of way dedication.
- (2) All roadway and parking designs are subject to review and approval by the City Engineer.

d. Alleys are to be improved 20 feet wide with PCC paving.

e. Streets are to be graded to the full width of the right of way and with cut and fill slopes outside the right of way conforming to City Standard Specifications and Standard Drawings pertaining to land development.

f. Grades.

- (1) Minimum grade on any street or alley - 0.6 percent.

- (2) Maximum grades.

Prime Arterials	6 percent	
Major Streets	7 percent	
Collector Streets	12 percent,	except in Commercial areas - 8 percent
Local Streets	15 percent,	except in industrial and commercial areas - 8 percent
Bikeways	7 percent,	except that short sections may exceed this figure.

g. Superelevation is required on all except local streets in accordance with City Standards.

h. Cul-de-sacs are to be improved with a 35-foot curb radius in residential zones and a 50-foot curb radius in industrial zones.

i. To eliminate pavement cutting, arrangements must be made for the installation of gas mains and other underground utility services prior to the installation of any pavement.

j. Guard fences, reflectors, and other safety structures or devices may be required when necessary for public safety.

3. Sidewalks.

a. Along Streets.

Contiguous sidewalk a minimum of 5 feet wide is to be installed in commercial and industrial zones. Contiguous sidewalk in residential zones is to be a minimum of 4 feet wide. Noncontiguous sidewalk is to be 4 feet wide and set adjacent to the property line and may be installed ONLY in residential zones, except that contiguous sidewalk is required adjacent to schools, churches, public buildings and like developments, and further that contiguous sidewalk is required on streets where the grade is 7 percent or greater.

At street intersections sidewalk areas within curb returns are to be completely paved; at intersections of arterial streets with other arterial and collector streets and at other locations where significant pedestrian volumes are anticipated.

b. Through Planned Residential Developments.

Sidewalks are to be provided which connect each dwelling unit to all major points of pedestrian attraction, including schools.

4. Paving sections shall conform to the latest standards approved by the City Engineer and on file in the office of the City Clerk.

5. Bikeway pavement where two-way traffic is to be accommodated is to be at least 8 feet wide and of 2 inches of asphalt concrete or 4 inches of Portland cement concrete. Where asphalt concrete adjoins grassed areas redwood headers or other retainers should be provided. Minimum centerline radius of curvature - 15 feet. Combined pedestrian-bikeways are to be paved with 4 inches of Portland cement concrete. All bikeway designs are subject to review and approval of the City Engineer.

6. Storm Drains.

a. Storm drainage shall be diverted from its normal channel or concentrated within a channel only in accordance with an engineering plan approved by the City Engineer.

b. Underground drains are to be installed to supplement storm drainage carried on the streets where the contributory areas are in excess of 15 acres.

c. Minimum size storm drain is 18 inches.

7. Underground Utilities.

a. Sewer.

- (1) Sewer mains installed in public rights of way are to be placed at depths which will serve not only the abutting property but also to the maximum practicable extent areas beyond the immediately adjacent area.
- (2) The minimum size sewer main is 8 inches in residential and commercial areas and 10 inches in industrial areas.

b. Water.

- (1) Water distribution systems installed in public rights of way are to be designed to provide both service to individual lots and adequate fire protection to the area.
- (2) Distribution systems also are to be designed with a view to providing water to areas beyond the abutting property.

c. Other Utilities.

Other underground utilities installed in public rights of way are to conform to the requirements of the operating companies. In the case of underground electrical service, provision must be made at the time of initial construction for essential street lighting. Underground conduits and appurtenances installed under private contract for later conveyance and use by a public utility company are subject to the approval of the City Engineer in the same manner as other public improvements.

8. Metal street name signs on metal posts are required at each intersection, at any point of change of street name, and at midpoint in blocks over 2,000 feet in length.

OCT 10 1972

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

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CITY CLERK'S OFFICE
1972 OCT -4 PM 12:25
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Councilmen	Yeas	Nays	Excused	Absent
Gil Johnson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maureen F. O'Connor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Henry L. Landt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floyd L. Morrow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Martinet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allen Hitch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jim Bates	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 *Halley M. Noel*, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number **206706** Adopted **OCT 10 1972**

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