

RESOLUTION NO. **217488** **JAN 12 1977**

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

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

That Council Policy 600-4, adopted by Resolution  
No. 206706, regarding standards for rights of way and  
improvements installed therein, be and is hereby amended  
as set forth in the form of Council Policy filed in the office  
of the City Clerk as Document No. 758075.

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

BE IT FURTHER RESOLVED, that Resolution 206706 adopted  
October 10, 1972, is hereby rescinded.

APPROVED: JOHN W. WITT, City Attorney

By   
John K. Riess, Deputy

JKR:lc:011.1  
10/7/76  
Or.Dept.:Engr.&Dev.

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MAY 31 1978

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~~Draft 8-16-76~~  
Final.

DOCUMENT NO. ~~758075~~

City of San Diego, California  
COUNCIL POLICY

FILED JAN 26 1977  
OFFICE OF THE CITY CLERK  
SAN DIEGO, CALIFORNIA

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BACKGROUND

A requirement exists for an established 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, an assessment, 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 either the City Engineer or the Chief Engineer of the responsible design department.
2. Street Widths
  - a. The width of a street is related to its functional classification and the estimated future average daily traffic (ADT). Ordinarily ADT used is the motor vehicle volume anticipated within the next twenty years. Streets are functionally classified as follows (these categories are also defined in Council Policy 200-1):

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.

COLLECTOR STREET: A street whose purpose is not only to

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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 four-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.

- b. Basic width criteria for streets in relation to ADT are outlined in Appendix I, City of San Diego Street Standards. In the absence of special traffic studies to establish future traffic volumes made by a registered Traffic Engineer, ADT in residential areas will be computed on the basis of a generation factor of 10 per dwelling unit.

3. Additional Criteria pertaining to Streets:

- a. Appropriate transitions are to be provided between 4-lane and 6-lane streets and between 2-lane and 4-lane streets to the satisfaction of the City Engineer, taking into account speed of travel, volume of traffic and direction of flow.
- b. Deadend streets (cul-de-sac) which will not be extended in the future should not exceed 500' in length in commercial and industrial areas unless there are clearly defined topographic conditions requiring greater lengths. In such instances extra street widths, special turn-arounds, set-backs, onsite circulation provisions, etc. may be required to compensate for the more difficult emergency access associated with the longer deadend streets that may be necessary. In residential areas deadend streets shall be limited to a maximum

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ADT of 200 unless there are clearly defined topographic problems which require greater volumes in which case appropriate special requirements may be imposed to compensate for the difficult emergency access associated with the higher ADT's.

- c. Reverse curves are to be separated by tangent distances adequate to provide safety of travel for the type of street involved.
- d. Cul-de-sac property line radii of 45 feet are required in residential zones, and 60 feet in commercial and industrial zones.
- e. Property line radii at intersections are to be 20 feet.
- f. Streets are to intersect at 90-degree angles or as close thereto as practicable.
- g. Intersections of local streets with arterial streets are to be kept to a minimum.
- h. 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. Roadways will be provided to allow direct access to all developed areas of the project and designed to permit travel by trucks and emergency vehicles with a turning radius of 48 ft. and rear wheel off-tracking of 12 ft. (inside radius of 28 ft.)
- b. Collector streets shall conform to the standard street widths outlined above, including a 10 ft. curb to property line dimension.
- c. Local streets may be reduced to 42 ft. of right-of-way where ADT's are less than 700 and sidewalks are provided separate from the street right-of-way and to 40 ft. where ADT's are less than 200. These widths may be further reduced to 34 ft. where parking is prohibited and 8 ft. wide parking bays are provided at intervals of not to exceed 200 ft. Where sidewalks are located within the

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street right of way, widths must be sufficient to provide a 10 ft. curb to property line dimensions.

d. Private streets may be permitted where there is special justification such as a 24 hour gate guard controlling access to the development. When authorized, a "General Utility Easement" 10 ft. wider than the roadway section is required. Where sidewalks are to be provided adjacent to the vehicular traveled way, this easement shall be 20 ft. wider than the roadway.

e. Parking requirements:

(1) The following minimum parking shall be provided:

a) on-site spaces as required by the zone and b) conveniently located spaces available for general guests at the rate of one per dwelling unit.

(2) Driveway parking may be used to satisfy the on-site requirement provided there is an unobstructed distance of 20 feet or more from the structure (or carport area) to the street right-of-way line.

(3) Street parking may be counted in satisfying the guest parking requirement except on arterial streets. Also the on-site spaces may be counted in satisfying the guest parking requirement if they are located in parking lots, bays, etc., so that they are available to visitors and not identified with a specific residence.

(4) All roadway and parking designs are subject to review and approval by the City Engineer.

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.

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6. Bikeways:

Bikeways are to be provided in accordance with adopted community plans and should be continuous leading to all major activity centers. 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. See Appendix I for basic criteria.

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.

(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 turn-arounds 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.

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- (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 or the Chief Engineer of the responsible design department may approve departures from these standards when there are clearly discernible engineering justifications therefor.
2. Streets and Alleys:
  - a. See Appendix I for basic improvement criteria.
  - b. Street paving sections shall conform to the latest standards approved by the Engineer and on file in the office of the City Clerk.
  - c. Private streets or roadways to be named (and from which addresses can be assigned) in any development shall be designed and improved to the same standards as are prescribed for streets in planned Residential Developments.
  - d. Alleys are to be improved 20 feet wide with Portland cement concrete (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 standards pertaining to land development.
  - f. Superelevation is required on all except local streets in accordance with City standards.
  - g. Cul-de-sacs are to be improved with a 35-foot curb radius in residential zones and a 50-foot curb radius in commercial and industrial zones; except that the curb radius may be reduced to 30 feet if the roadway to the cul-de-sac is 24 feet in width and no parking is allowed. Dead end streets which will be extended in the future are to be provided with temporary all-weather turn-arounds installed pending future construction.
  - h. 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.

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

3. Sidewalks:

a. Along Streets

Prescribed minimum sidewalk widths are clear usable areas free of fire hydrants, light poles, transformers, mail boxes, etc. Where minimum widths are used, these facilities should ordinarily be placed behind contiguous sidewalk. The top of curb is not included in the minimum sidewalk width.

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. Sidewalk areas within curb returns are to be completely paved at intersections of arterial streets with all arterial and collector streets and at other intersection locations where significant pedestrian volumes are anticipated.

b. Through Planned Residential Developments

Sidewalks are to be provided but need not be located in the street right of way. They must, however, connect each dwelling unit to street sidewalks outside the development and in addition must connect all major points of pedestrian attraction within the development.

- c. All sidewalk installations are to provide ramps at curbed intersections and alley aprons to accommodate the handicapped.

4. Bikeways:

Bikeway pavement where two-way traffic is to be accommodated is to be at least 8 feet wide and paved with asphalt concrete or Portland cement in accordance with current City engineering standards. Minimum

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center-line radius of curvature - 15 feet. Combined pedestrian-bikeways are to be paved with PCC.

5. 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 or the Chief Engineer of the responsible design department.
- 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.

6. Street Lights:

Street lights are to be installed at each street intersection and at mid-block locations where the distance between intersections exceeds 800 feet. Additional lights may be required at other locations such as sharp curves and cul-de-sacs.

7. Underground Utilities:

All utility distribution and service facilities in newly developing areas are to be placed underground and efforts are to be made during the redevelopment of older areas to underground any existing overhead facilities.

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 in the same manner as other public improvements.

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.

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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 to the maximum practicable extent to provide water to areas beyond the abutting property.

c. Gas and Electric Power:

- (1) Distribution systems installed in the public rights of way are to conform to the requirements of the operating company and to franchise provisions. They are to be designed to serve each individual lot.
- (2) Provisions must be made for essential street lighting at the time of initial construction of the electrical service system.

d. Other Utilities:

- (1) Service system installations in the public rights of way are to conform to the requirements of the operating companies and to franchise provisions.
- (2) In newly developing areas provision is to be made for telephone and cable TV service to all residential and commercial lots as a part of the initial improvement construction.

8. Street Name Signs:

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.

Adopted by Resolution No. 173217 10/25/1962

Amended by Resolution No. 206706 10/10/1972

Amended by Resolution No. 212197 12/12/1974

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CITY OF SAN DIEGO  
STREET DESIGN STANDARDS \*

Appendix I  
(To Council Policy 600-4)

1977

Functional Street Classification	Number of Lanes	Approx. Max. ADT	R.O.W. Widths	Curb		Median Width	Shoulder Width	Minimum Radius of Curve	Maximum Grade
				(or other)	Width				
Primary Arterial	6	47,000	122' (1)	102'		14'	8'	1000'	6%
	4	28,000	98' (1)	78'		14'	8'-10' (4)	1000'	6%
Major Street	6 (2)	32,000	122' (3)	102'		14'	8'-10' (4)	1000'	7%
	4	25,000	98' (3)	78'		14'	8'-10' (4)	1000'	7%
	4	18,000	88-98' (5)	68-78'		4'	8'-10' (4)	1000'	7%
Collector Street	4	10,000	84-98' (5)	64'-78'		0-14'	8'-10' (4)	500'	12% (6)
	2	5,000	60-70' (7)	40-50' (7)		0'	8'-13'	300'	12% (6)
Local Street (8)	2	5,000	70'	50'		0'	13'	200'	8%
	4	10,000	84'	64'		0'	8'	200'	8%
	2	5,000	60'	40'		0'	8'	200'	8%
Residential	2	5,000	60'	40'		0'	8'	100'	15%
	2	1,500	56'	36'		0'	8'	100'	15%
	2	700	52' (9)	32' (9)		0'	8'	100'	15%
	2	200	50' (9)	30' (9)		0'	8'	100'	15%

Bikeways

Separated Facility	2	--	12'	8'-10' (10)	0'	0'	-	15'	7%
Within Street R/W (11)	2	--	10'-16' (12)	10'	0'	0'	-	15'	Grade of St.
Within Roadway (14)	2	--	--	5'-8'	0'	0'	-	15'	Grade of St.
Alley	2	--	20'	20'	0'	0'	-	100'	15%
Sidewalk	2 (15)	--	--	4'-5' (16)	0'	0'	-	-	Grade of St.

1. Full control of access from abutting property.
2. Used only where property owners elect and are authorized to construct additional lanes to convert a four-lane primary arterial to a major street in order to gain access.
3. Access and parking control at critical locations. Additional width required for double left turn lanes.
4. 10' where State or Federal design standards apply.
5. 98' required where left turn lanes are needed.
6. 8% in commercial areas.
7. 70' R.O.W. and 50' curb width in industrial areas.

8. Frontage roads or other single loaded streets: R.O.W. and curb widths may be reduced in residential areas to provide streets of 47/32' (5000 ADT), 43/28' (1500 ADT) and 41/26' (700 and 200 ADT). R.O.W. may be reduced 5' in commercial or industrial areas with no decrease in curb width.

9. Where no parking will be allowed, curb to curb width may be reduced to 24' with right or way width or 44' (R.O.W. 34' where sidewalks are provided separately from streets).

10. 10' facility where substantial amount of traffic volume is anticipated (e.g., near schools).

11. Located in curb to property line area.

12. 16' provides for 6' landscaped separation between bikeway and roadway along major/primary arterials.

13. Street lights, hydrants, etc., accommodated within paved 10' area.

14. One-way traffic on each shoulder, no parking. Separation from traffic lane varies from 6" white line to 2' island.

15. Sidewalk on each side except on single loaded streets.

16. Minimum clear unobstructed width - 4' residential areas, 5' in commercial and industrial areas (excludes curb top width, fire hydrants, light poles, transformers, etc.)

\* NOTE - These are standards applicable primarily to newly developing areas without unusual terrain problems. In difficult terrain and in older developed areas where flexibility is lost, they may represent only desirable goals which the designer attempts to achieve.

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Passed and adopted by the Council of The City of San Diego on JAN 18 1977,  
by the following vote:

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"/>
Lee Hubbard	<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"/>
Tom Gade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Joel M. Strobl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jess D. Haro	<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 Elizabeth Deeg, Deputy.

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1976 OCT 18 AM 10:34  
SAN DIEGO, CALIF.

Office of the City Clerk, San Diego, California

Resolution

Number 217488 Adopted JAN 18 1977

CC-1276 (REV. 12-75)

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