

(R-81-1609)

RESOLUTION NO. R- 253858

Adopted on MAR 23 1981

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

That Council Policy No. 600-4 entitled "STANDARDS FOR RIGHTS-OF-WAY AND IMPROVEMENTS INSTALLED THEREIN," be and the same is hereby amended as set forth in the Council Policy on file in the office of the City Clerk as Document No.

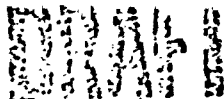
RR 253858

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

APPROVED: John W. Witt, City Attorney

By SP Rosenbaum
S. Patricia Rosenbaum, Deputy

SPR:v1:011.1
3/4/81
Or.Dept.: T&LU
FORM=r.deed



CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

Rev.

SUBJECT

STANDARDS FOR RIGHTS OF WAY AND IMPROVEMENTS INSTALLED THEREIN

POLICY NUMBER

600-4

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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 improvements 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

A. 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.

B. Street Widths:

1. 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 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:

DOCUMENT NO. RR-253858

FILED MAR 23 1981

OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

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Revised 2/23/81

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I. RIGHTS OF WAY (Continued)

B. 1. (Continued)

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.

2. 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.

C. Additional Criteria Pertaining to Streets:

1. 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.
2. 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 turnarounds, 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 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.~~

Residential cul-de-sacs of more than four lots require a turnaround. Residential cul-de-sacs over 500 feet in length require a 48-foot curb radius turnaround, and over 1,000 feet in length require an intermediate turnaround. Such dead end streets shall be limited to a maximum ADT of 200 unless there are clearly defined topographic problems which require greater volumes. In such cases, appropriate special requirements may be imposed to compensate for the difficult emergency access associated with the higher ADT's.

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I. RIGHTS OF WAY (Continued)
C. (Continued)

3. Reverse curves on all streets with more than two lanes, and on two lane collector streets where either of the curves has a radius of less than 375', are to be separated by tangent distances adequate to provide safety of travel for the type of street involved.
4. Cul-de-sac property line radii of 45 feet are required in residential zones, and 60 feet in commercial and industrial zones.
5. Property line radii at intersections are to be 20 feet.
6. Streets are to intersect at 90-degree angles or as close thereto as practicable.
7. Intersections of local streets with arterial streets are to be kept to a minimum.
8. 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.
9. Maximum grades across intersections on local and collector streets shall not exceed 8%. Intersections within superelevated sections may require special design considerations.

D. Planned Residential Developments:

- ~~-2-~~ 1. Collector streets shall conform to the standard street widths outlined above, including a 10 ft. curb to property line dimension.
- ~~-3-~~ 2. 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 street right of way, widths must be sufficient to provide a 10 ft. curb to property line dimensions.
- ~~-4-~~ 3. 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 travelled way, this easement shall be 20 ft. wider than the roadway.

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POLICY (Continued)

I. RIGHTS OF WAY (Continued)

D. Planned Residential Developments: (Continued)

~~1-~~ 4. Driveways, where permitted in lieu of streets, 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.).

5. Parking Requirements:

(a) The following minimum parking shall be provided:

1) on-site spaces as required by the zone and 2) conveniently located spaces available for general guests at the rate of one per dwelling unit.

Guest space ratio may be reduced for large developments so long as adequate convenient parking is provided.

(b) 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.

(c) 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.

(d) Perpendicular parking bays are permissible on streets carrying less than 700 ADT provided such bays are entirely beyond the right-of-way line of such streets.

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

E. 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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I. RIGHTS OF WAY (Continued)

F. 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.

G. Easements:

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

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

(b) 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.

(c) Storm Drainage:

(1) 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.

Easements must be enlarged at structures for access. For drains 48 inches and larger, graded access roads with easements are required to upstream inlets and 20-foot easements are required to downstream outlets.

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

2. Easements for Street Purposes:

(a) 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.

(b) Other street opening easements must conform to the right of way characteristics of the street involved.

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POLICY (Continued)

II. IMPROVEMENTS

- A. 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.
- B. Streets and Alleys:
1. See Appendix I for basic improvement criteria.
 2. Street paving sections shall conform to the latest standards approved by the City Engineer and on file in the Office of the City Clerk.
 3. 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.
 4. Alleys are to be improved 20 feet wide with Portland cement concrete (PCC) paving.
 5. 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.
 6. Superelevation is required on all ~~except local~~ streets with more than 2 lanes, and on 2 lane collector streets with a curve radius of less than 375 feet in accordance with City standards. CALTRANS Highway Design Manual, except that the maximum rate of superelevation shall not exceed 0.1 foot per foot.
 7. 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. Deadend streets which will be extended in the future are to be provided with temporary all-weather turnarounds installed pending future construction.
 8. 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.
 9. Guard fences, reflectors, and other safety structures or devices may be required when necessary for public safety.

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II. IMPROVEMENTS (Continued)

C. Sidewalks:

1. 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 and on all four or six lane streets. 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.

2. 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.

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

D. Bikeways:

Bikeway pavement where two-way traffic is to be accommodated is to be at least 6 feet wide and paved with asphalt concrete or Portland cement in accordance with current City engineering standards. Minimum center-line radius of curvature - 15 feet. ~~Combined-pedestrian-bikeways-are-to-be-paved-with-PCC.~~

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II. IMPROVEMENTS (Continued)

E. Storm Drains:

1. 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.~~
2. Underground drains are to be installed to supplement storm drainage carried on the streets where the contributory areas are in excess of 15 acres.
3. Minimum size storm drain is 18 inches.

F. Street Lights:

Street lights are to be installed at each street intersection and at mid-block locations where the distance between intersections exceeds 800850 feet. In urbanized areas that are primarily residential in character, midblock street lights may be installed on existing utility poles when the distance between intersections exceeds 600 feet. Where street lights are requested, such requests shall be accompanied by a property owner or occupant petition representing the properties in the immediate area of the proposed installation. In those cases where an overhead utility pole is not available for the installation of the street light, it may be necessary to obtain funding support from the adjacent property. Street lights will be installed in cul-de-sacs that exceed 200 feet in length and may be required at other locations such as sharp curves.

G. 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.

1. Sewer:

- (a) 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.
- (b) The minimum size sewer main is 8 inches in residential and commercial areas and 10 inches in industrial areas.

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II. IMPROVEMENTS (Continued)

G. (Continued)

2. Water:

- (a) 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.
- (b) Distribution systems also are to be designed to the maximum practicable extent to provide water to areas beyond the abutting property.

3. Gas and Electric Power:

- (a) 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.
- (b) Provisions must be made for essential street lighting at the time of initial construction of the electrical service system.

4. Other Utilities:

- (a) Service system installations in the public rights of way are to conform to the requirements of the operating companies and to franchise provisions.
- (b) 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.

H. 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
Amended by Resolution No. 217488 01/12/1977

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CITY OF SAN DIEGO
STREET DESIGN STANDARDS*
1980

APPENDIX 1
(To Council Policy 600-4)

Functional Street Classification	Number of Lanes	Approx. Max. ADT	R.O.W. Width	Curb (or Other) Width	Median Width	Shoulder Width	Minimum Radius of Curve	Maximum Grade	Minimum Design Speed (1)
Primary Arterial	6	50,000	122'(2)	102'	14'	8'	1,000'	7%	55
	4	30,000	98'(2)	78'	14'	8'	1,000'	7%	55
Major Street	6(3)	40,000	122'(4)	102'	14'	8'	850'	7%	50
	4	25,000	98'(4)	78'	14'	8'	850'	7%	50
	4	20,000	92'	72'(5)	12'	8'	850'	7%	50
Collector Street	4	10,000	84-92'(6)	64-72'(7)	0-12'	8'	500'	12%(8)	35
	2	5,000	60-70'(9)	40-50'(9)	0'	8'-13'	500(10)	12%(8)	30
Local Street(11)									
Industrial	2	2,000	64'	44'	0'	10'	200'	8%	
Residential	2	2,200	60'	40'	0'	8'	100'	15%	
	2	1,200	56'	36'	0'	8'	100'	15%	
	2	700	52'(12)	32'(12)	0'	8'	100'	15%	
	2	200	50'(12)	30'(12)	0'	8'	100'	15%	

Bikeways

- Separated Facility
- In Roadway-Printed(14)
- Alley
- Sidewalk

1. Includes, but not limited to, horizontal and vertical curves, intersection and driveway sight distance. Design practices shall be in accordance with current CALTRANS Design Manual.
2. Full control of access from abutting property.
3. Can be used 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.
4. Access and parking control at critical locations. Additional width required for double left-turn lanes.
5. Travel lanes are 11'.
6. 92' required where left-turn lanes are needed.
7. Travel lanes 12', except at locations with left-turn lanes where travel lanes are 11'.
8. 8% in commercial and industrial areas. No fronting residential property permitted in areas where the grade is more than 10%.
9. 70' R.O.W. and 50' curb width in industrial areas.
10. If the grade is 10% or less, a minimum curve radius of 375 feet may be used if there are no fronting residences in the area. If the grade is 6% or less, the minimum curve radius is 375 feet, or 300 feet if superelevation is provided.
11. 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' (5,000 ADT), 43/28' (1,200 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.
12. Where no parking will be allowed, curb to curb width may be reduced to 24' with right-of-way width of 44' (R.O.W. 34' where sidewalks are provided separately from streets).
13. 12' facility where substantial amount of traffic volume is anticipated (e.g., near schools).
14. One-way traffic on each shoulder, no parking. Separation from traffic lane consists of 6" white line.
15. Requires either parking prohibition or additional 5' row and 5' paving for each lane, with parking retained. Normally, parking prohibition option will be used only when abutting property is either not developable or does not front on street.
16. Sidewalk on each side except on single loaded streets.
17. Minimum clear unobstructed width - 4' residential areas, 5' in commercial and industrial areas and on all four or six lane streets (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 required, deviations may be approved by the City Engineer.

MAR 23 1981

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

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Cleator	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Susan Golding	<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"/>
Fred Schnaubelt	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mike Gotch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dick Murphy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lucy Killea	<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.

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California.

(Seal)

By Ellen Board, Deputy.

Office of the City Clerk, San Diego, California

Resolution R-253858 Adopted MAR 23 1981
Number _____