Special Order

September 5, 2000

To All: Senior Managers
       Division/District Managers
       Division Heads
       Group Managers

Subject: GUIDELINES FOR STREET WIDENING DEDICATION AND IMPROVEMENTS
         (Supersedes Special Order No. So001-0181)

Background

Municipal Code Section 12.37H requires dedication of right-of-way and construction of street improvements for major or secondary highways and collector streets, as well as intersecting local streets and roadways, as a condition of issuing a building permit in any R3 or less restrictive zone. The standards for street dedication and improvements are shown in Standard Plan S-470, Standard Street Dimensions, dated May 13, 1999.

The ordinance states that the City Engineer may approve and allow additional variations in the standards as he determines necessary based on terrain and existing improvements. It also adds that dedication may be waived by the City Engineer after consulting with the Department of Transportation when the City Engineer finds that the dedication is not necessary to meet mobility needs for the next 20 years. This Special Order provides guidelines for waiving or modifying dedication and improvements as prescribed in the Municipal Code and Standard Plan S-470.


1. Addition of a new (wider) class of Major Highway, Class I, to be used only for those highways designated as Class I on the Highways and Freeways Element of the General Plan. Additional dedication is required at intersections with other Major Highways for flare sections.

2. Addition of a new class of Major Highway, Class II, which replaces the previous Major Highway designations. Additional dedication is required at intersections where double left turn lanes are necessary.

3. An increase in width of 4 feet for Major Highways, Class II, over previous Major Highways, for wider sidewalks and parkways.

4. An increase in width of 4 feet for secondary Highways, for a wider roadway. The three previous Secondary Highway Standards were combined into a single standard.

5. Various revisions to non-arterial streets and hillside streets.
Policy

It is the policy of the City Engineer to implement the dedication of right-of-way and construction of street improvements as required by Section 12.37H and depicted in Standard Plan S-470 as modified by the following exceptions:

1. Where existing right-of-way and/or improvements are based upon the previously adopted standards and the previous standards may be used if traffic conditions and mobility needs can be met for at least the next 20 years. This exception is generally applicable at mid-block properties, but shall not be used at or near intersections where additional width is required for flares, corner cuts and/or double turn lanes.

2. Where existing terrain, major buildings or other physical restraints preclude full width continuous improvements between intersections, the previously adopted standards may be used if traffic conditions and mobility needs can be met for at least 20 years. This exception is also generally applicable at mid-block properties, but shall not be used at or near intersections where additional width is required for flares, corner cuts and/or double-turn lanes.

3. Where special circumstances (such as limited access or discontinuous streets) preclude traffic generation from occurring, and where valid traffic projections for at least the next 20 years justify the use of previously adopted standards.

4. Where the likelihood of future development and further widening within the block is low, and where traffic conditions and mobility needs can be met for at least 20 years.

Unless otherwise approved by the Deputy City Engineer, reduced roadway widths shall in no case be less than the following:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Reduced Roadway Width</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local Street</td>
</tr>
<tr>
<td>Multiple Residential</td>
<td>36’</td>
</tr>
<tr>
<td>Commercial</td>
<td>36’</td>
</tr>
<tr>
<td>Industrial</td>
<td>40’</td>
</tr>
</tbody>
</table>

For Secondary Highways, reduced roadway width shall in no case be less than 64 feet. Reduced parkway widths shall in no case be less than 5 feet.

Cash payment in lieu of physical street improvements shall be discouraged. Cash payments maybe accepted after considering the following factors:

1. The likelihood of further land development in the block within 10 years.
2. Planned CIP or Assessment Projects in the block within 10 years.
3. Effect of partial widening on drainage.
4. Existing buildings, terrain or other physical constraints would reduce the parkway width to less than 5 feet.

5. Condition of existing improvements.

6. Frontage of the property.


8. Traffic hazards created by partial widening.

All exceptions to the right-of-way dedication and street improvement requirements of section 12.37H and Standard Plan S-470 shall be concurred with in writing by the Department of Transportation. Concurrence shall be assumed if the Department does not respond to formal requests within 15 days.

The Deputy City Engineer (Constituent Services Manager) shall be notified in writing in advance of all exceptions to the right-of-way and street improvement requirements of Section 12.37H and Standard Plan S-470. A copy of the notification shall be sent to the affected City Councilmember.

( JMF CWR )

Attachment