

RESOLUTION NO. 2004-119

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF FEB 24 2004

RESOLUTION TO AMEND SECTION 5 OF THE GENERAL PLAN, RELATING TO STREET STANDARDS

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

The City of Sacramento General Plan (adopted by Resolution CC88-058), as thereafter amended) is amended as follows:

1. Under "Goals, Policies, Actions for Streets and Roads, Figure 1A, Figure 1B, Figure 1C, and Figure 1D, depicting current street design standards are deleted and replaced with Figure 1A, Figure 1B, Figure 1C, Figure 1D, Figure 1E, Figure 1F, Figure 1G, Figure 1H, Figure 1I, and Figure 1J, attached hereto as Exhibit A.
2. Under "Goals, Policies, Actions for Streets and Roads," Goal A, revise Policy 3 to read as follows:

Policy 3

Maintain and keep the City's street design standards current.

- Action a): Begin a study to update and modernize the City's street design standards to support the goals and policies of the Circulation Element.
- Action b): Use adopted street design standards during the review of development projects.

Current street design standards used by the City are shown in Figures 1A-1J. Alternative street sections are available that may be used within specified areas of the City or under certain circumstances.

1. Under "Goals, Policies, Actions for Streets and Roads," Goal A, add Policy 5 as follows:

Policy 5

Continue wherever possible to design streets and to approve development applications in such manner as to encourage vehicular speeds of less than 25 mph in residential neighborhoods.

1. Under "Goals, Policies, Actions for Streets and Roads," Goal C, amend Policy 1 to read as follows:

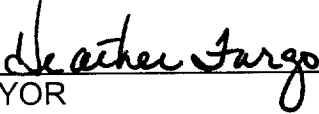
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Policy 1

Continue wherever possible to design streets and to approve development applications in such manner as to minimize vehicular volumes and parking problems in residential neighborhoods.


MAYOR

ATTEST:


CITY CLERK

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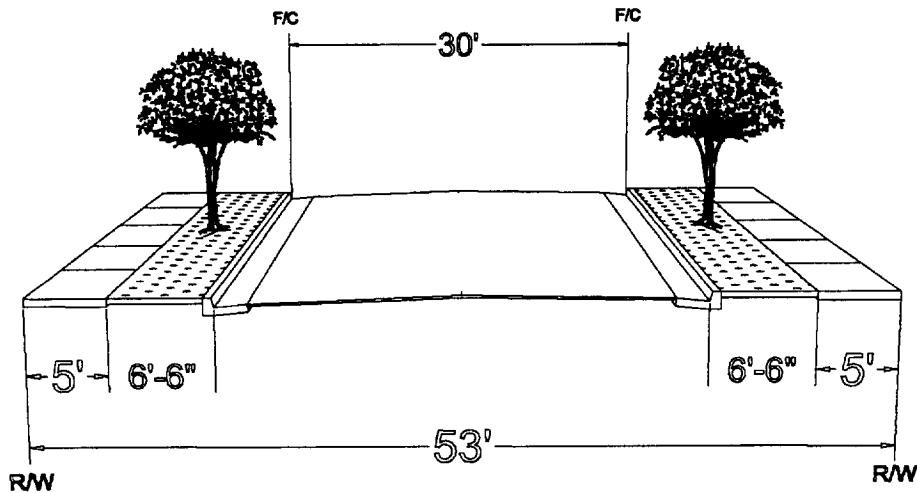
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PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street **A**

Residential Street

Bike Lane	No
Parking	Yes



53' Right-Of-Way
 (0-4000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② Rolled curb only may be constructed at street elbows and cul-de-sacs with approval by the City Manager or the designee.
- ③ The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street rights-of-way with approval by the City Manager or the designee.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE CITY MANAGER OR THE DESIGNEE.

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Figure 1-B

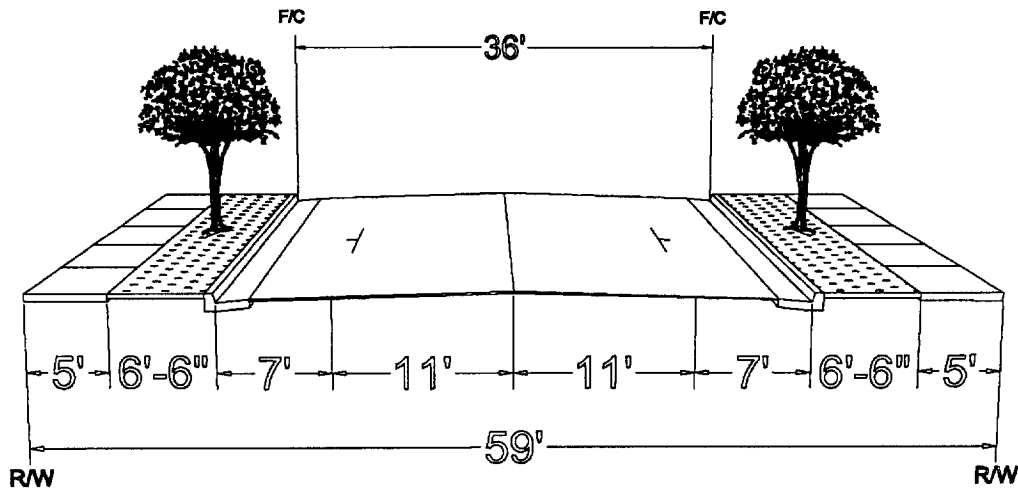
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street **B**

Local Commercial Street

Bike Lane	No
Parking	Yes



59' Right-Of-Way
 (0-14,000 ADT)

Notes

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Figure 1-C

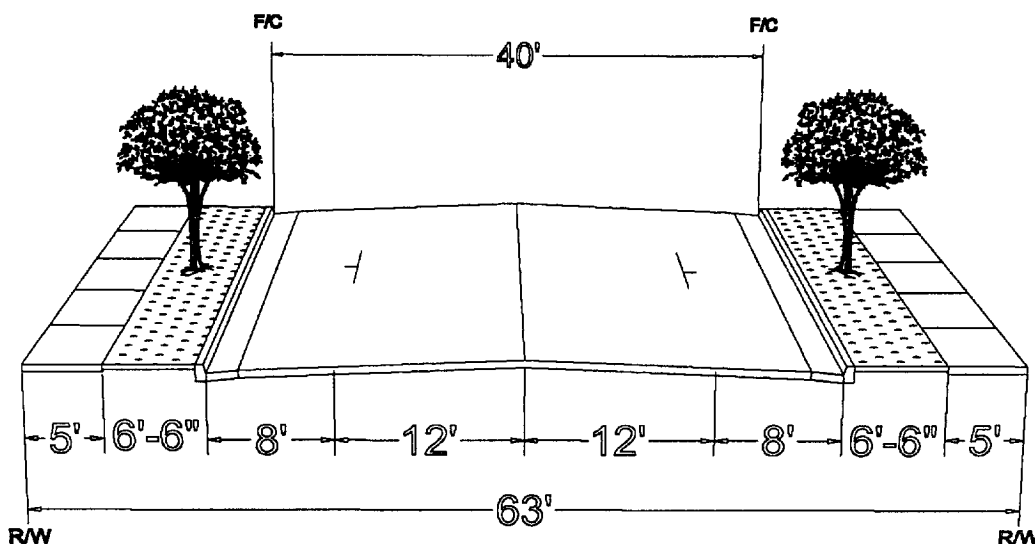
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street **C**

Local Industrial Street

Bike Lane	No
Parking	Yes



63' Right-Of-Way
 (0-14,000 ADT)

Notes

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Figure 1-D

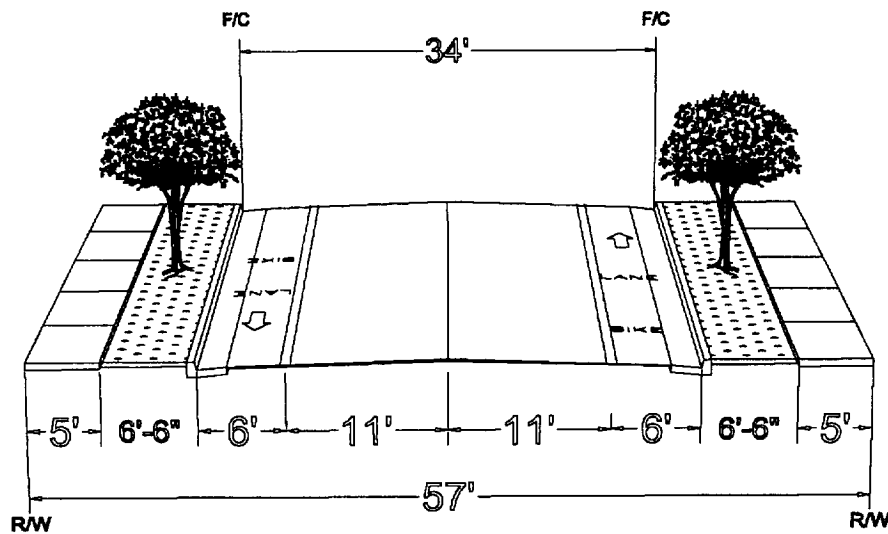
EXHIBIT A

PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street **D**

Collector Street-Minor

Bike Lane	Yes
Parking	No



57' Right-Of-Way
 (4,000-7,000 ADT)

Notes

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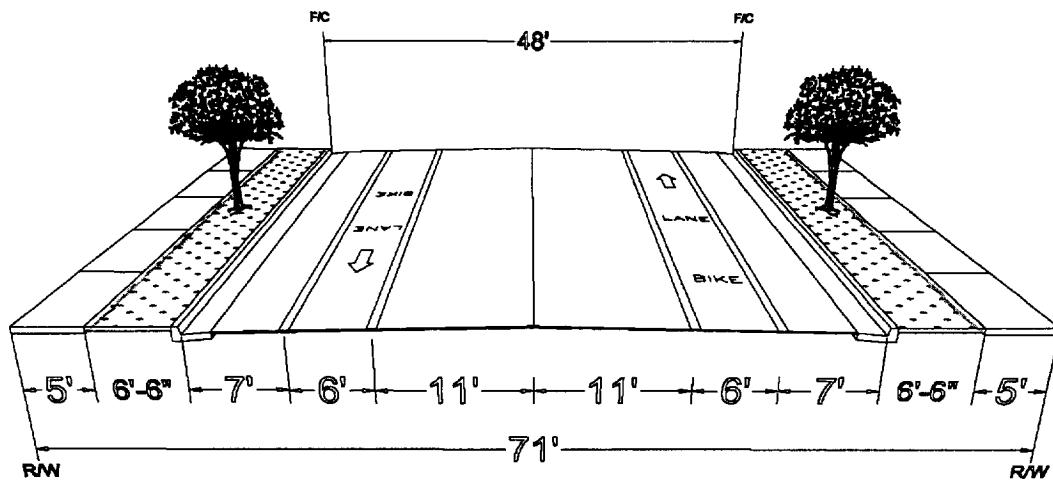
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PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO



Collector Street-Minor

Bike Lane	Yes
Parking	Yes



71' Right-Of-Way
 (4,000-7,000 ADT)

Notes

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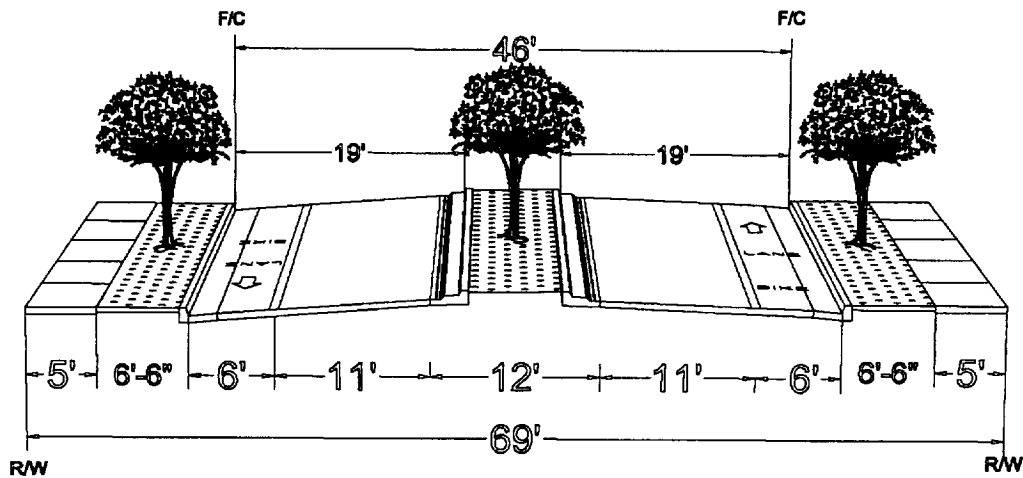
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PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

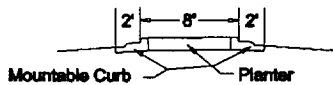
Street *F*

Collector Street-Major

Bike Lane	Yes
Parking	No



69' Right-Of-Way
 (7,000-14,000 ADT)



Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.
- ③ Median and median landscaping to be mountable.

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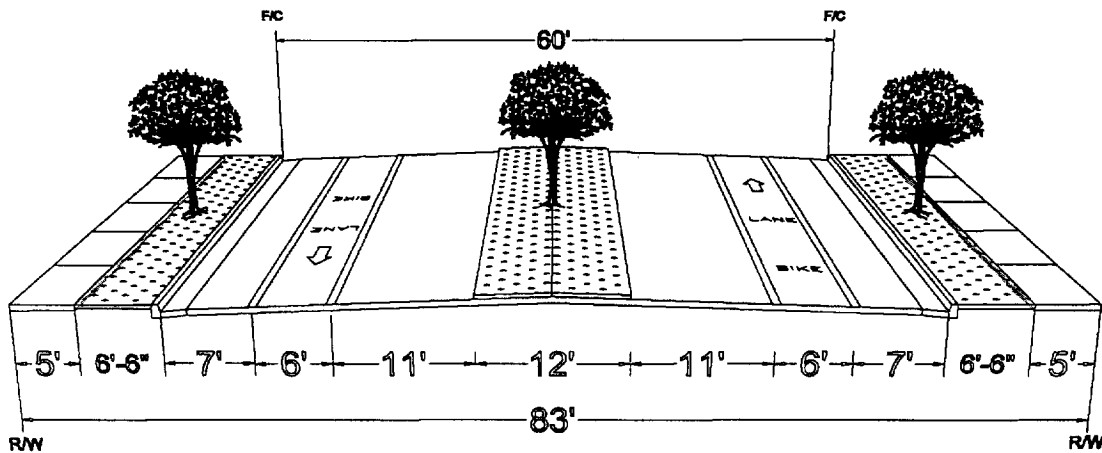
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 CITY OF SACRAMENTO

Street **G**

Collector Street-Major

Bike Lane	Yes
Parking	Yes



83' Right-Of-Way
 (7,000-14,000 ADT)

Notes

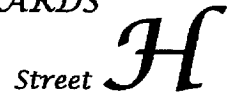
- ① Dimensions shown are approximate.
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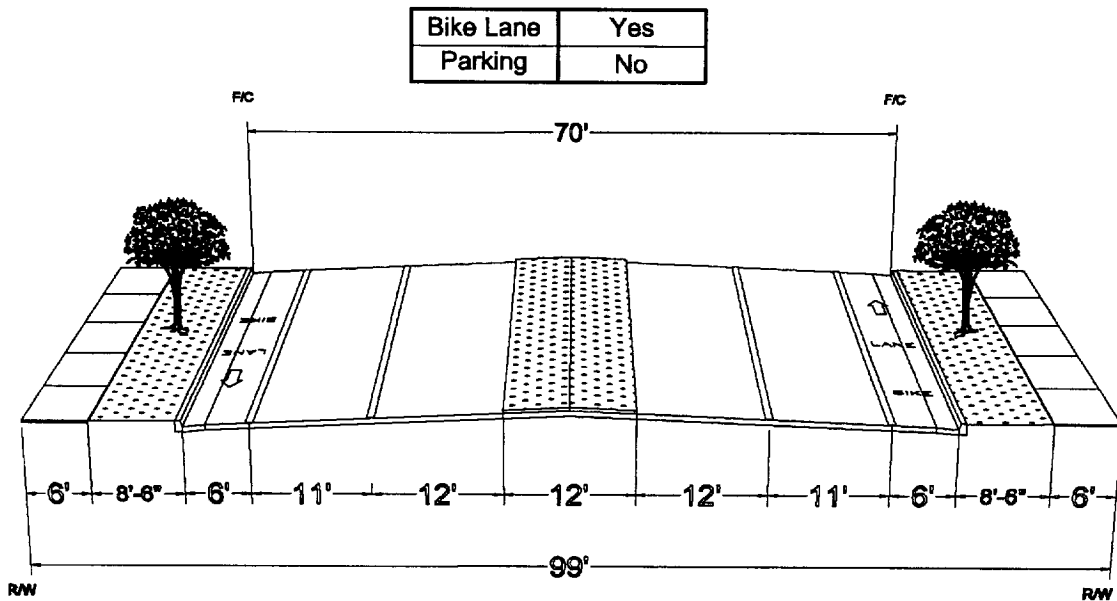
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PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO



Four-Lane Arterial



99' Right-Of-Way
 (14,000-27,000 ADT)

Notes

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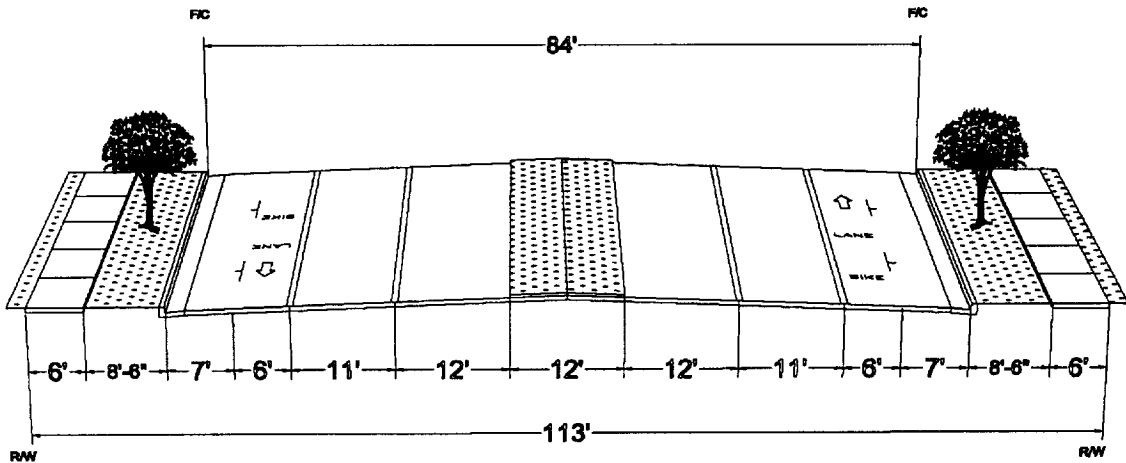
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 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street **I**

Four-Lane Arterial

Bike Lane	Yes
Parking	Yes



113' Right-Of-Way
 (14,000–27,000 ADT)

Notes

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Figure 1-J

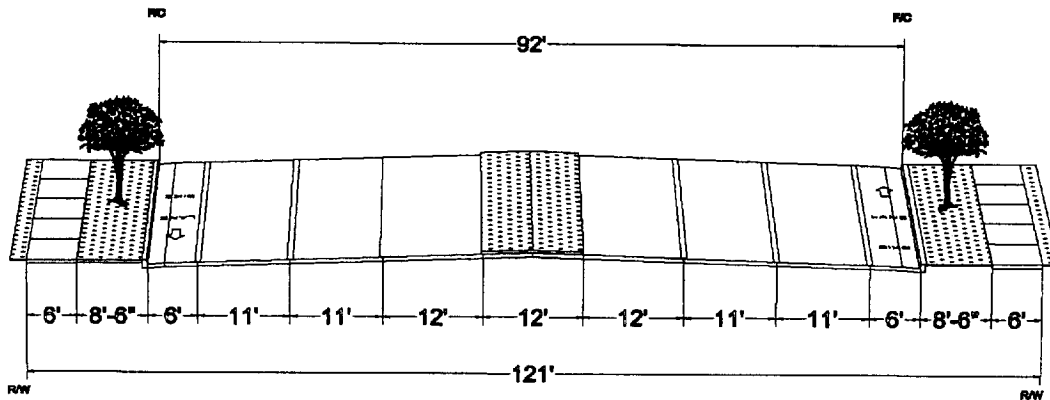
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PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street **J**
Exhibit B

Six-Lane Arterial

Bike Lane	Yes
Parking	No



121' Right-Of-Way
(27,000-48,000 ADT)

Notes

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