


PLANNING COMMISSION

Agenda Item No.: H.1
Date: October 22, 2013

TO: Planning Commissioners
FROM: Rozanne Cherry, Principal Planner 
SUBJECT: Rural Residential Roadway Standards
Engineering Project No.: MISC 13-0008

REQUEST: Review the proposed Rural Residential Roadway Standards, which include a narrower roadway cross-section and lower lighting levels, as an alternative street design for rural residential areas and forward a recommendation to the City Council.

BACKGROUND: Engineering staff is proposing updates to the Escondido Design Standards and Standard Drawings for consideration by City Council. The document includes standards for engineering plans and technical reports, record drawings, utility design, and street cross sections. The attached Rural Residential Road standards are proposed as part of the update and implementation of General Plan Policy #4.4. This policy provides for the establishment of additional flexibility for public improvement standards to allow for a more rural environment in the Rural and Estate residential designations of the General Plan. The attached staff report to the Transportation and Community Safety Commission includes details of the narrower road width, minimum lot size and setbacks, and maximum traffic levels that would make a project eligible for consideration to use rural road standards. These standards have been reviewed internally by affected city departments and include recommendations of the City Appearance Committee from the meeting of September 19, 2013.

DISCUSSION: The narrower street width of the proposed rural street standard would be an alternative for developers of regular standard (non-clustered) residential projects located within an RE or RA zone when the proposed streets would have no more than 2,000 ADTs, all lots would be at least 20,000 SF, and each lot was shown to have at least six parking spaces on-site for resident and guest parking. The smallest rural lot size listed in the General Plan is 20,000 SF, which is also the smallest lot that can comfortably accommodate a typically sized estate-type home and the setbacks and/or lot width needed to provide the six parking spaces that would be required. Lot sizes less than 20,000 SF are considered suburban and urban in the General Plan. Currently, developers may request narrower street widths and other deviations from development standards through the Planned Development or Specific Plan development application review process. These two review processes would still be available to developers who want to propose narrower street widths in residential projects with smaller and/or clustered lots, on a case-by-case basis.

The proposed roadway width is within the range of rural road widths adopted in 1977 and deleted in the mid-1990's. In keeping with the Complete Streets Policy of the General Plan, the roadway section would provide multi-modal access with a sidewalk on one side for pedestrians and bicycles sharing the low volume residential road. Flexibility would also be provided in the rural standard regarding street light spacing, sidewalk location being contiguous to the curb or non-contiguous or meandering, dependent on whether or not there would be a homeowners association maintaining the project.

ON-STREET PARKING: On October 10, 2013, the Transportation and Community Safety Commission (TCSC) considered the two proposed rural standard road sections included in the TCSC staff report, which is attached. Note #3 indicates that on-street parking would not be provided. One Commissioner felt that visitors would park on the street occasionally when residents hosted large gatherings at their home, resulting in enforcement problems for the City. The TCSC continued the item and requested staff to bring back an enforcement plan.

Since the TCSC meeting, engineering staff had further discussions with the Fire Marshal regarding minimum lane widths for emergency vehicle access and potential conflicts with on-street parking. It was determined that the proposed 28-foot curb-to-curb road width would accommodate the 20-foot width required for emergency access and an 8-foot wide parking area along one side of the road. Note #3 would be revised accordingly.

RECOMMENDATION: That the Planning Commission recommend to City Council approval of the proposed Rural Residential Roadway Standards with parking allowed on one side.



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: October 10th, 2013

Item No.: F2

Location: Various locations Citywide

Initiated By: City Staff

Request: Recommend Approval to the City Council of Rural Residential Roadway Standards.

Background:

Based on feedback from community members who desire to preserve the character of some of Escondido's rural areas, a Rural Residential Roadway standard is offered for consideration by the Transportation and Community Safety Commission.

Rural roadways standards were adopted by the City of Escondido in 1977. These standards applied to developments with minimum lots sizes of 20,000 square feet with garage setbacks of at least 40-feet. Street frontage of at least 110-feet and curved driveways were also required. The standards required 22'-30' wide streets and did not require sidewalks. The rural standards were deleted in the mid-1990's.

R-E RESIDENTIAL ESTATES - A zone to provide for single-family dwellings in a rural setting. Limited agricultural pursuits, including the keeping of horses, are also allowed. Minimum lot sizes required are determined by the suffix; i.e., R-E-20 (20,000 square feet), R-E-40 (40,000 square feet), etc. And per the latest General Plan as below:



Estate			
This designation accommodates detached single-family homes on large lots. This designation applies to areas that are on the edge of urban development or in areas that are already characterized by an estate development pattern. Development clustering is permitted pursuant to General Plan Residential Clustering Policies			
Estate I		Maximum densities allowed on the following slope categories: 0-15% - 1 du/1 ac; 15-25% - 1 du/2 ac; 25-35% - 1 du/4 ac; and 35%+ - 1 du/20 ac. Min lot size: 40,000 sf Building Height: 1-2 stories Zoning: Residential Estate (R-E)	Large-lot, spaced single family development in areas bordering land designated as Rural. <ul style="list-style-type: none"> ▪ Large residential lots with low building coverage ▪ Units set back from the street with extensive on-site landscaping ▪ Could include agricultural properties ▪ Informal streets with rustic character
Estate II		Maximum densities allowed on the following slope categories: 0-25% - 2 du/1 ac; 25-35% - 1 du/1 ac; and 35%+ - 1 du/20 ac. Min lot size: 20,000 sf Building Height: 1-2 stories Zoning: Residential Estate (R-E)	Spaced single family development on relatively large lots and properties that transition between more intensive suburban development and Estate I areas. <ul style="list-style-type: none"> ▪ Large residential lots with low building coverage ▪ Units set back from the street with extensive on-site landscaping ▪ Semi-formal streets

Figure II-32

General Plan Land Use	Zoning Category
Rural I, Rural II	Residential Agriculture (R-A) Planned Development (PD-R)
Estate I, Estate II	Residential Estate (R-E) Planned Development (PD-R)
Suburban, Urban I	Single-Family Residential (R-1) Mobilehome Residential (R-T) Planned Development (PD-R)
Urban II	Light Multiple Residential (R-2) Mobilehome Residential (R-T)
Urban III	Medium Multiple Residential (R-3)
Urban IV	High Multiple Residential (R-4)
Urban V	Very High Multiple Residential (R-5)
Office	Commercial Professional (C-P) Hospital Professional (H-P)
Planned Office	Planned Development Office (PD-O)
General Commercial	Commercial General (C-G)
Neighborhood Commercial	Commercial Neighborhood (C-N)
Planned Commercial	Planned Development (PD-C)
Light Industrial	Light Industrial (M-1) Industrial Park (I-P)
General Industrial	Light Industrial (M-1) General Industrial (M-2)
Industrial Office	Industrial Office (I-O) Light Industrial (M-1) General Industrial (M-2)
Open Space / Parks	Public (P)
Specific Planning Area	Specific Plan (SP)
Public Facility Overlay	Various
Mixed Use Overlay	Various
Tribal Land Overlay	Various

Discussion & Purpose:

The attached Rural Residential standards are proposed as an alternative to the currently adopted residential roadway cross-section in areas that meet the rural criteria outlined below. The proposed standards preserve the rural character by providing a narrower roadway cross-section and allowing for lower lighting levels, but still provide for multi-modal access in keeping with the new Complete Streets Policy of the General Plan and incorporating the Neighborhood Maintenance & Preservation goals, as outlined on *Page II-100 -101 subsections 4.1 thru 4.6* of the Escondido General Plan Land Use and Community Form in the General Plan.

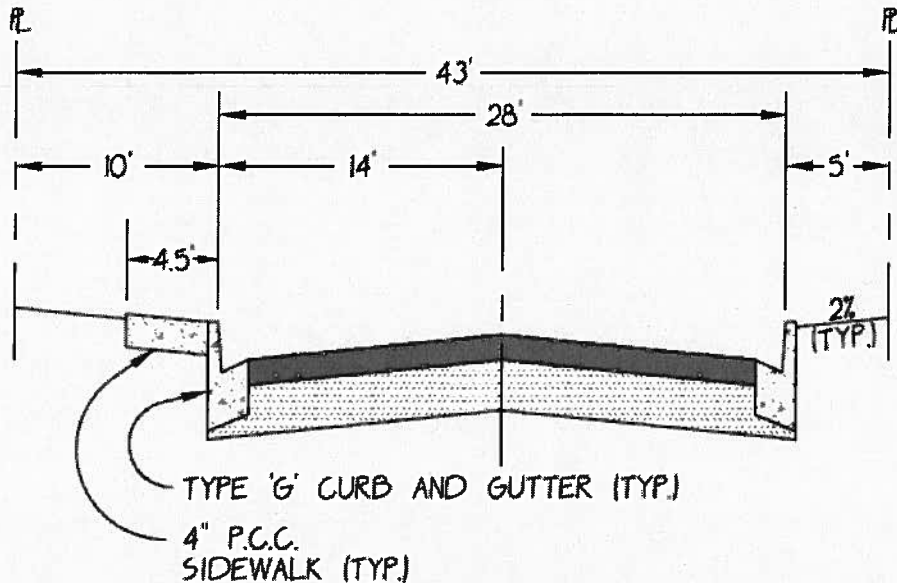
4. Neighborhood Maintenance & Preservation

GOAL 4 - Residential neighborhoods that are well-maintained and enduring, and continue to be great places to live for multiple generations.

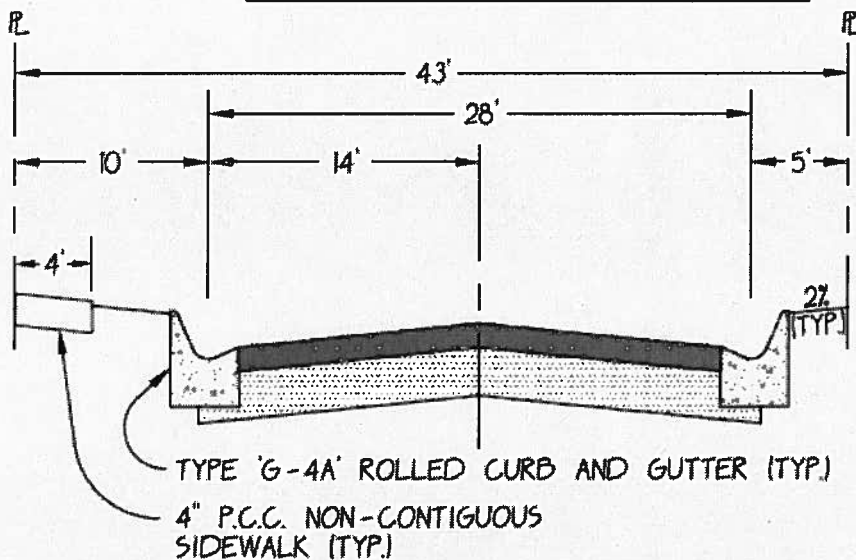
The goals Integrate pedestrian-friendly features, promote walkability, and work with residents to enhance existing neighborhood character and aesthetics. Pedestrians are accommodated on one side of the roadway

along a natural-colored concrete sidewalk. Given the large distance between lots, low numbers of pedestrians are anticipated, making sidewalks on both sides of the street unnecessary. Bicycles are accommodated along the curb-line of the 28-foot wide roadway cross-section as Class III (14-foot half street as recommended by SANDAG).

RURAL RESIDENTIAL ROAD SECTION



Typical Roadway Section Version 1
No Scale



Typical Roadway Section Version 2
No Scale

Application:

Rural areas are generally characterized by large lots with homes set back from the roadway. The narrower roadway width is made possible by eliminating on-street parking. Therefore, lot sizes and designs must be large enough to accommodate parking on the lot.

It is recommended that rural standards apply as follows:

1. Lots larger than 20,000 square feet that provide a minimum of 6 parking spaces on site, through either a 40-foot garage setback or a circular driveway.
2. Residential streets with a maximum Average Daily Traffic of 2,000.

Rural Residential standards are not recommended for the following areas.

1. Circulation Element Streets (Local Collectors and Above)
2. Safe routes to schools or designated trail/bike routes.

Sidewalks:

While the previous rural standards did not require sidewalks, staff recommends that sidewalks be required on one side of the roadway. Recent studies have shown that providing a dedicated pathway for pedestrians outside of the travelled way reduces the frequency of pedestrian-related accidents. Elimination of sidewalks could be considered on cul de sac streets serving fewer than 20-residential estate homes, where a homeowner's association ensures property owner improvements allow for pedestrian access behind the curb. Alternate sidewalk surfacing, such as decomposed granite, could be considered where a homeowner's association is responsible for maintenance. In addition, meandering and non-contiguous sidewalks could be considered where maintenance of parkway landscaping is secured.

Lighting:

In keeping with the rural character, increased spacing of street lights up to a maximum spacing of 750-feet is recommended. Lighting would continue to be required at intersections, vertical and horizontal curves, at ends of cul de sacs and as needed for driver safety.

Design Speeds:

Design speeds are recommended at 30-miles per hour per American Association of State Highway and Transportation Officials (AASHTO) recommendations, the same as the current residential street standards. In hillside areas with average daily traffic of 400 or less, the design speed may be reduced to 20-miles per hour per AASHTO recommendations.

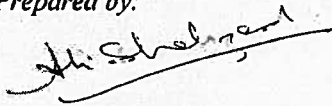
Recommendation:

Staff recommends that the Transportation and Community Safety Commission recommend approval of the proposed Rural Residential Standards to the City Council.

Necessary Council Action: Approval of Rural Residential Roadway Standards.

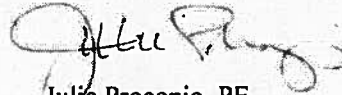
Respectfully submitted,

Prepared by:



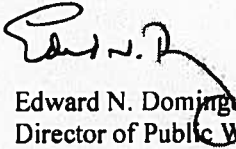
Ali M. Shahzad, PE
Associate Engineer/Traffic Division

Reviewed by:



Julie Procopio, PE
Assistant Public Works Director

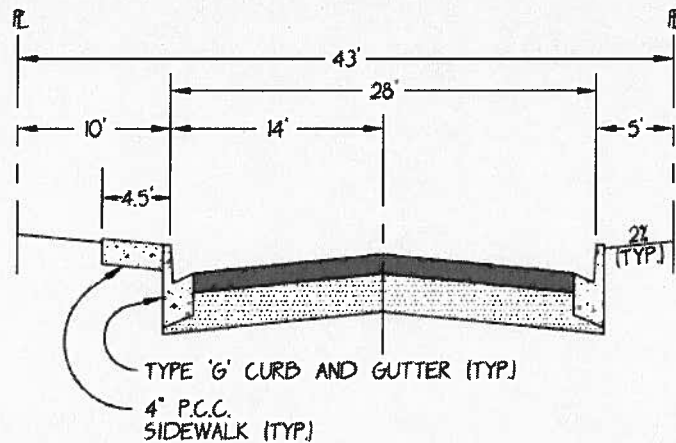
Approved by:



Edward N. Domjigue, PE
Director of Public Works/City Engineer

RURAL RESIDENTIAL ROAD SECTION

Typical Roadway Section Version 1

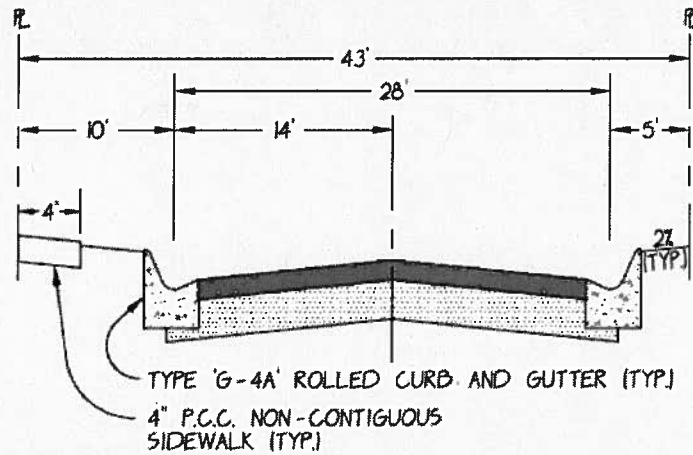


NOTES:

1. APPLIES TO RESIDENTIAL STREETS WITH MAXIMUM 2,000 ADT.
2. APPLIES TO RURAL AREAS WITH 20,000 S.F. MINIMUM LOT SIZES AND A 40' GARAGE SETBACK OR CIRCULAR DRIVEWAY PROVIDING A MINIMUM OF 6 PARKING SPACES.
3. ON-STREET PARKING IS NOT PROVIDED.
4. DOES NOT APPLY TO SAFE ROUTES TO SCHOOL OR DESIGNATED TRAIL/BIKE ROUTES.
5. SIDEWALKS MAY BE MEANDERING OR TAN-COLORED PER APPROVED PLAN.
6. SIDEWALKS MAY BE ELIMINATED UPON APPROVAL ON CUL DE SAC STREETS WITH 20-LOTS OR FEWER AND 200 AD.T. OR LESS.
7. STREET TREES SHALL BE LOCATED ON PRIVATE PROPERTY, OUTSIDE OF THE RIGHT OF WAY.

RURAL RESIDENTIAL ROAD SECTION

Typical Roadway Section Version 2



NOTES:

1. APPLIES TO RESIDENTIAL STREETS WITH MAXIMUM 2,000 ADT. WHERE MAINTENANCE OF PARKWAY LANDSCAPING IS ENSURED.
2. APPLIES TO RURAL AREAS WITH 20,000 SF. MINIMUM LOT SIZES AND A 40' GARAGE SETBACK OR CIRCULAR DRIVEWAY PROVIDING A MINIMUM OF 6 PARKING SPACES.
3. ON-STREET PARKING IS NOT PROVIDED.
4. DOES NOT APPLY TO SAFE ROUTES TO SCHOOL OR DESIGNATED TRAIL/BIKE ROUTES.
5. SIDEWALKS MAY BE MEANDERING OR TAN-COLORED PER APPROVED PLAN.
6. SIDEWALKS MAY BE ELIMINATED UPON APPROVAL ON CUL DE SAC STREETS WITH 20-LOTS OR FEWER AND 200 A.D.T. OR LESS.
7. STREET TREES SHALL BE LOCATED ON PRIVATE PROPERTY, OUTSIDE OF THE RIGHT OF WAY.

SP-24-2013

HOR. 1" = 10'
VER. 1" = 2'