

1.2. Alleys

An alley is a secondary means of access usually lying along the rear of property, the front of which abuts on and has primary access from a street. The following design specifications apply (see Figures 1-1 and 1-2):

- Alleys should not intersect streets of four-lane urban major or higher classification.
- Alleys are to be improved 20 feet wide within a 20-foot right-of-way. Where utility services, fire hydrants, etc. are located in the alley, the right-of-way must be widened as required. At the intersection of two alleys, a triangular area at the corner, 20 feet on each side, shall be improved and included in the right-of-way.
- Maximum grade is 15 percent. Minimum curve radius is 100 feet or as needed to accommodate commercial and emergency vehicle access and provide for 15 mph minimum sight distance.
- Curb ramps shall be installed on both sides of an alley entrance in the sidewalk path of travel.
- Alleys shall be constructed in accordance with City of San Diego Standard Drawings.
- Alley setbacks shall comply with SDMC Chapter 13, Article 1, Division 4.

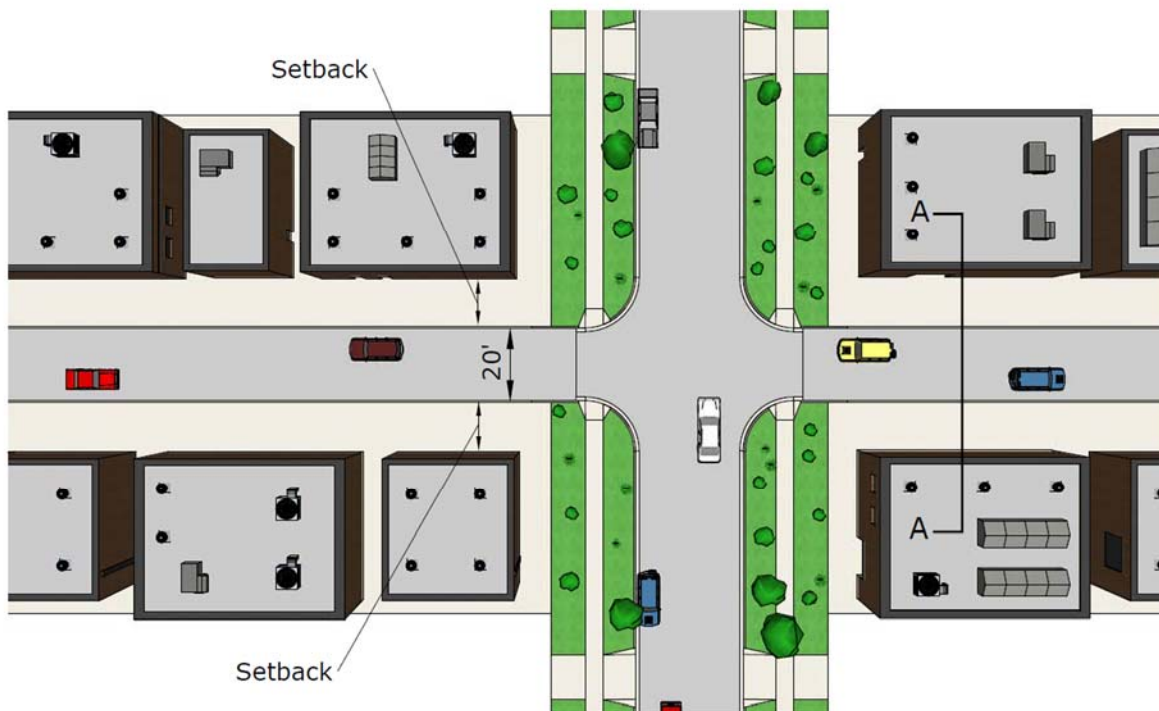


FIGURE 1-1. PLAN: ALLEY

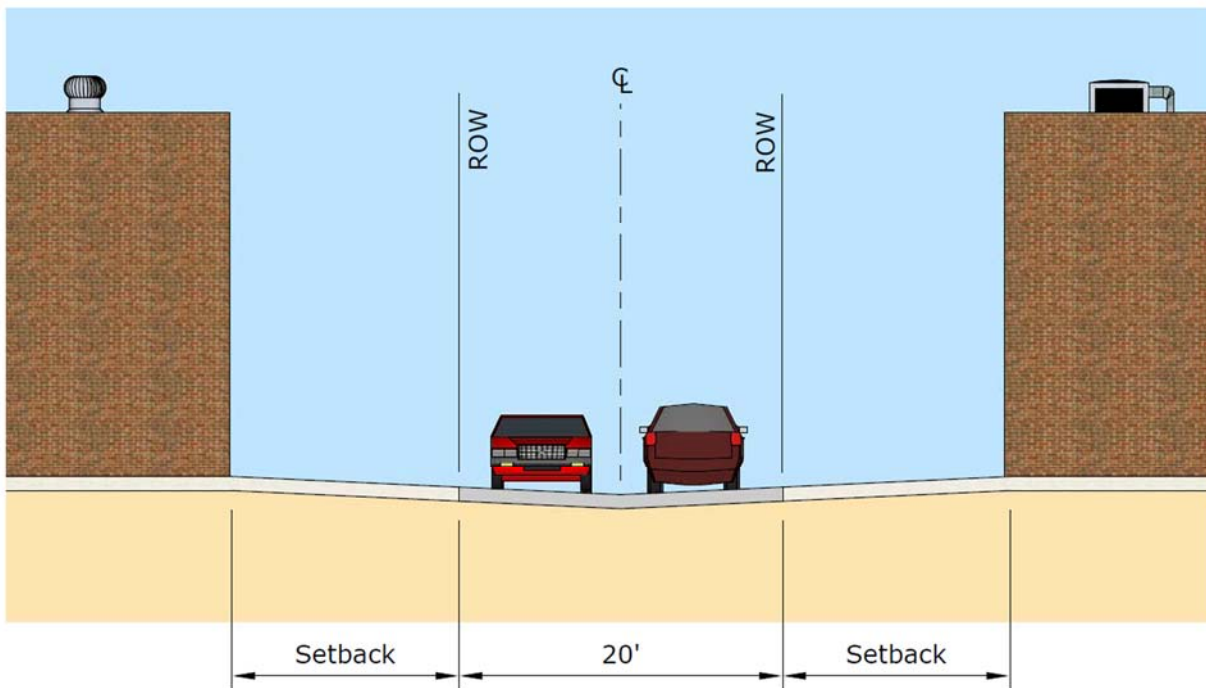
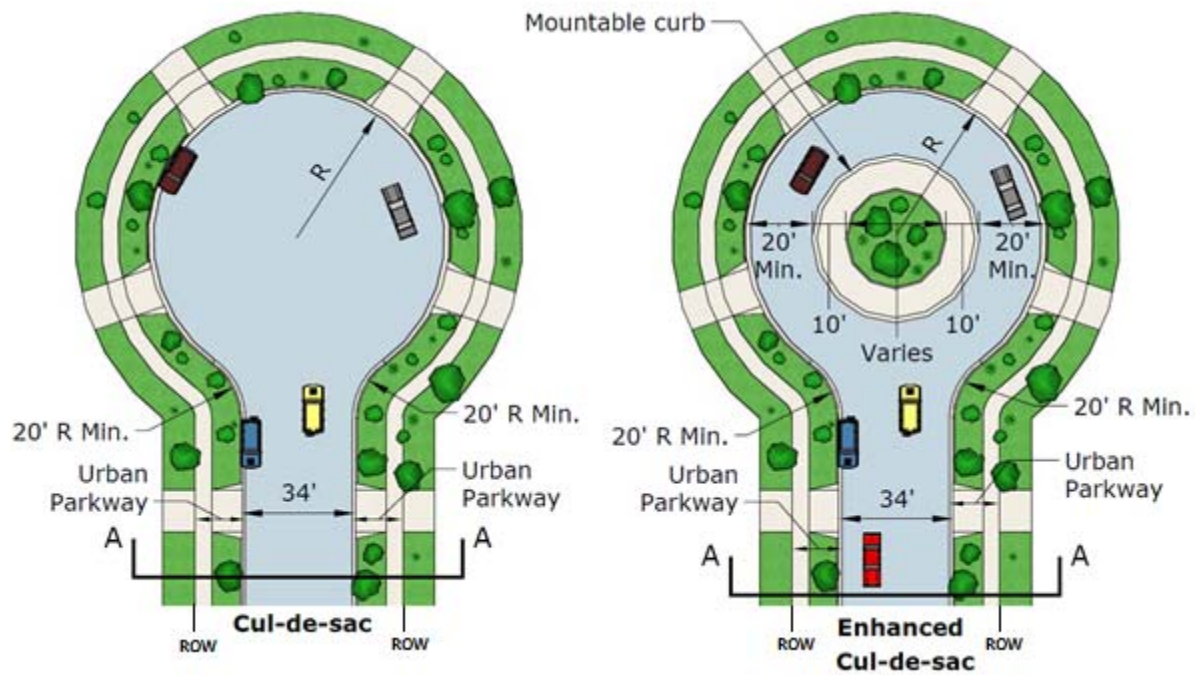


FIGURE 1-2. SECTION A-A: ALLEY

1.3. Residential Streets

All Figures are for illustrative purposes and all signing and striping are subject to the most recent adopted edition of the CA MUTCD or as appropriate by reviewer. Figures 1-3 through 1-8 and Tables 1-1 through 1-3 illustrate the design specifications for cul-de-sacs, low-volume residential local streets, and residential local streets.

1.3.1 Cul-De-Sac



Note: Not to scale. Refer to Geometric Design, Section 6.1.5.
On-street parking should be prohibited on refuse collection days.

FIGURE 1-3. PLAN: CUL-DE-SAC AND ENHANCED CUL-DE-SAC

TABLE 1-1. CUL-DE-SAC SPECIFICATIONS

Width, Right-of-Way Reduced Width ¹ Single-loaded ²	54 ft. – 64 ft. 52 ft. – 62 ft. 48 ft. – 58 ft.
Design ADT³	200
Width, Curb-to-Curb⁴ Reduced Width ¹ Single-loaded	34 ft. 32 ft. 28 ft.
Maximum Grade	15%
Minimum Curve Radius	100 ft.
Land Use Parkway Options⁵	Large Lot Single Dwelling Residential, Single Dwelling Residential, Low Density Multiple Dwelling Residential, Open Space-Park Urban Parkway Configurations see Figure 5-1, 5-3, 5-4
Land Use Parkway	School, Church, or Public Building Urban Parkway Configuration see Figure 5-2

¹ Reduce width only where cul-de-sac is less than 300 feet long and is greater than 600 feet from a canyon rim.

² Construct sidewalks on both sides of street, including single-loaded cul-de-sacs.

³ Refer to Chapter 6, “Design Standards,” section 6.1.5.4 for cul-de-sacs serving more than 200 ADT.

⁵ Figure 5-1 parkways shall be installed only in areas where a cul-de-sac is adjacent to natural open space.

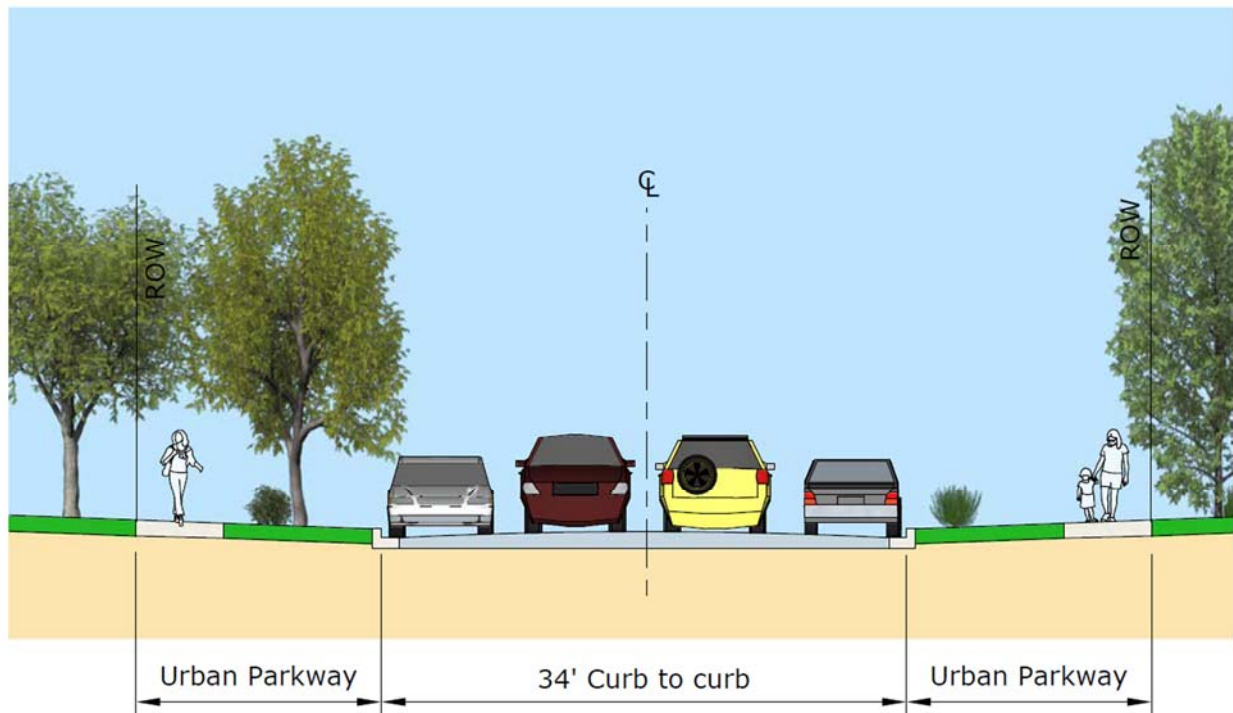


FIGURE 1-4. SECTION A-A: CUL-DE-SAC

1.3.2 Low-Volume Residential Local Street

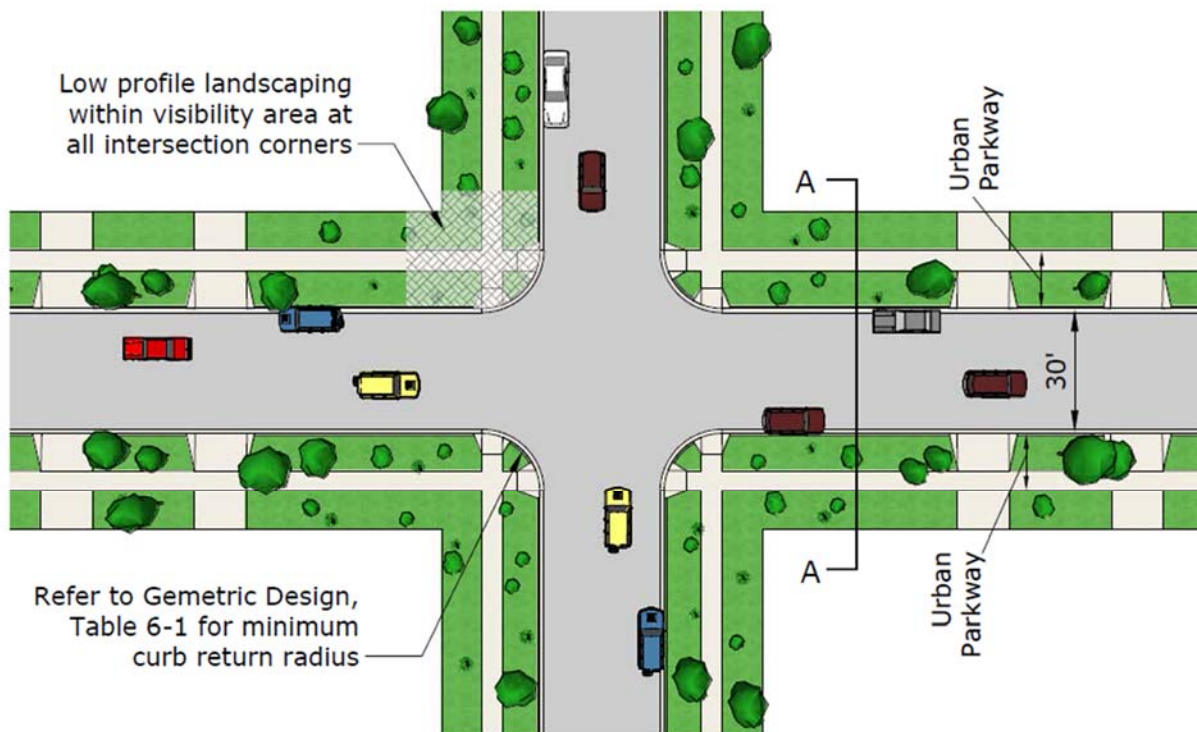


FIGURE 1-5. PLAN: LOW VOLUME RESIDENTIAL LOCAL STREET

Residential Streets Low Volume Residential Local Street

TABLE 1-2. LOW-VOLUME RESIDENTIAL LOCAL STREET SPECIFICATIONS

Width, Right-of-Way Increased Width ¹ Single-loaded ²	50 ft. – 60 ft. 52 ft. – 62 ft. 48 ft. – 58 ft.
Design ADT	700
Width, Curb-to-Curb ^{3,4} Increased Width ¹ Single-loaded	30 ft. 32 ft. 28 ft.
Maximum Grade	15%
Minimum Curve Radius	100 ft.
Land Use Parkway Options ⁵	Large Lot Single Dwelling Residential, Single Dwelling, Residential, Low Density Multiple Dwelling Residential, Open Space-Park Urban Parkway Configurations see Figure 5-1, 5-3, 5-4
Land Use Parkway	School, Church, or Public Building Urban Parkway Configuration see Figure 5-2

¹ Increase width where block is greater than 600 feet long, is less than 600 feet from a canyon rim, and there is a single access point.

² Construct sidewalks on both sides of street, including single-loaded streets.

⁴ Where curb-to-curb width is 30 feet, bypass zones of 75 feet in length should be provided at intervals of 150 feet by removal of parking to provide for emergency response vehicles.

⁵ Figure 5-1 parkways shall be installed only in areas where a street is adjacent to natural open space.

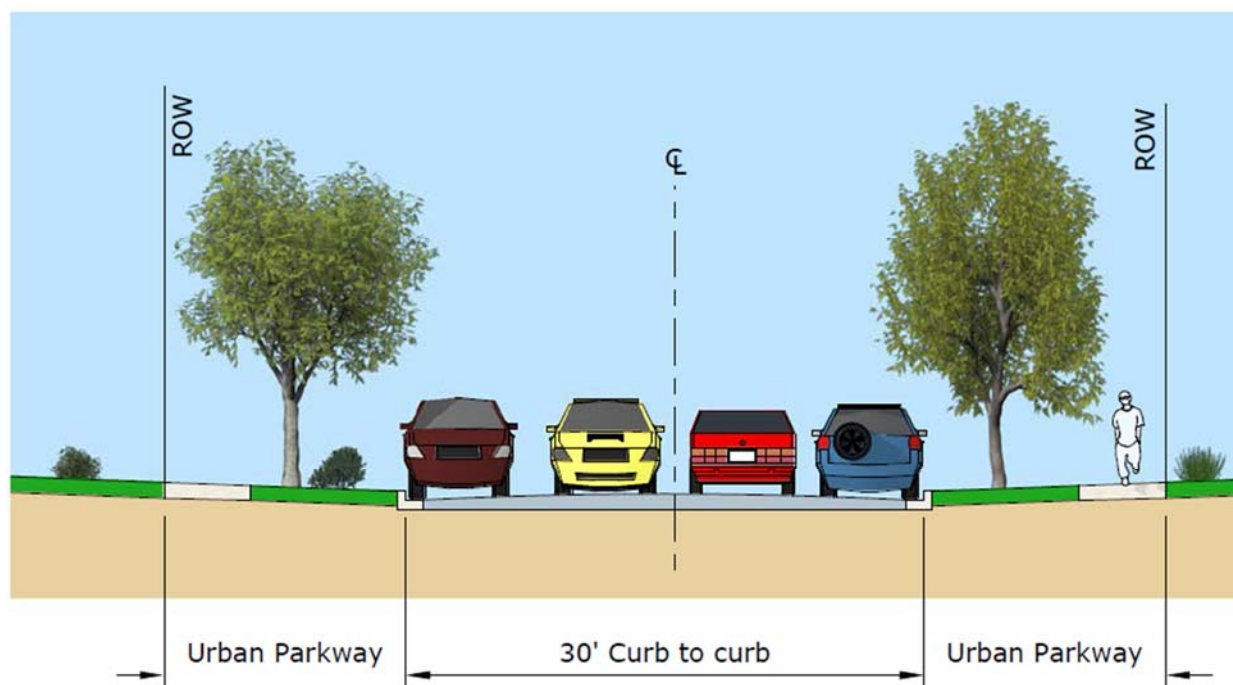


FIGURE 1-6. SECTION A-A: LOW-VOLUME RESIDENTIAL LOCAL STREET

1.3.3 Residential Local Street

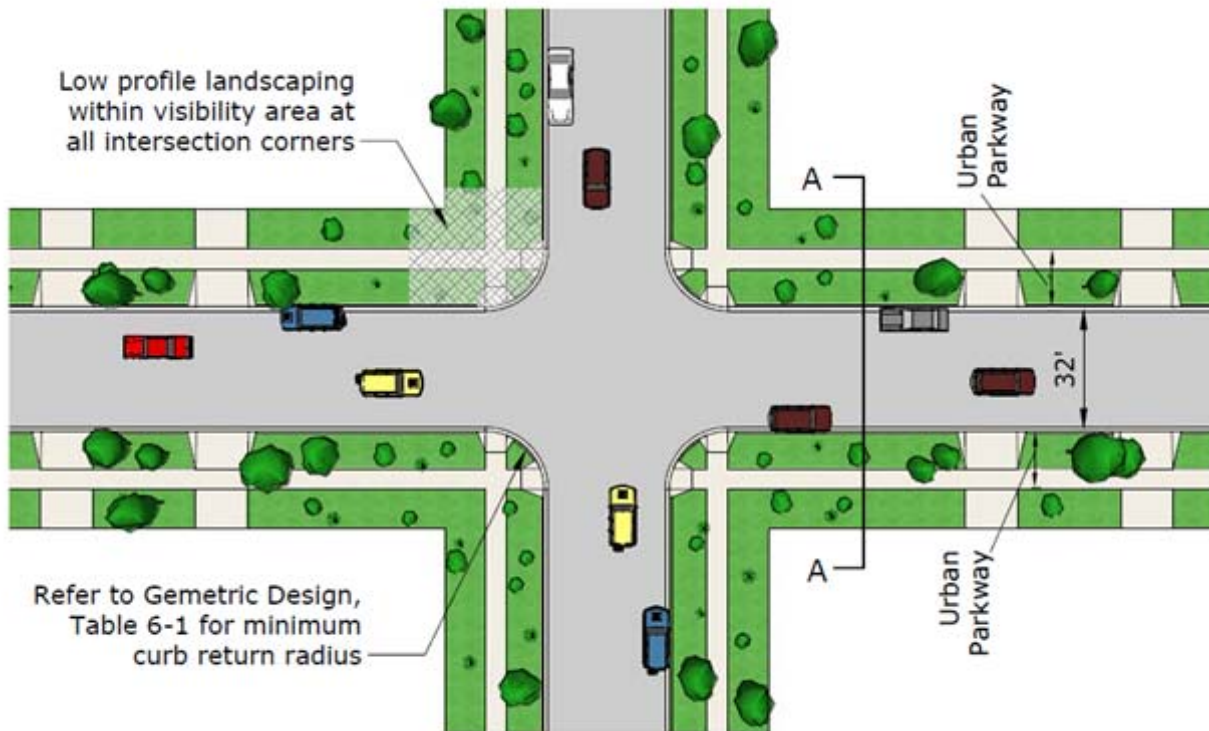


FIGURE 1-7. PLAN: RESIDENTIAL LOCAL STREET

TABLE 1-3. RESIDENTIAL LOCAL STREET SPECIFICATIONS

Width, Right-of-Way Single-loaded ^{1,2}	52 ft. – 62 ft. 48 ft. – 58 ft.
Design ADT	1,500
Width, Curb-to-Curb ³ Single-loaded	32 ft. 28 ft.
Maximum Grade	15%
Minimum Curve Radius	100 ft.
Land Use Parkway Options ⁴	Large Lot Single Dwelling Residential, Single Dwelling Residential, Multiple Dwelling Residential, Local Mixed-Use, Open Space-Park Urban Parkway Configurations see Figure 5-1, 5-3, 5-4
Land Use Parkway	School, Church, or Public Building Urban Parkway Configuration see Figure 5-2

¹ Single-loaded street not permitted in Medium-to-Very High Density Multiple Dwelling Residential areas.

² Construct sidewalks on both sides of street, including single-loaded streets.

³ Curb-to-curb widths may be increased to 44 feet to allow for angle parking on one side and parallel parking on the other side of the street or 52 feet for angle parking on both sides of the street. Angle parking should be installed in accordance with Council-approved traffic engineering policies. Angle parking layout should include provisions that allow access to refuse containers.

⁴ Figure 5-1 parkways shall be installed only in areas where a street is adjacent to natural open space.

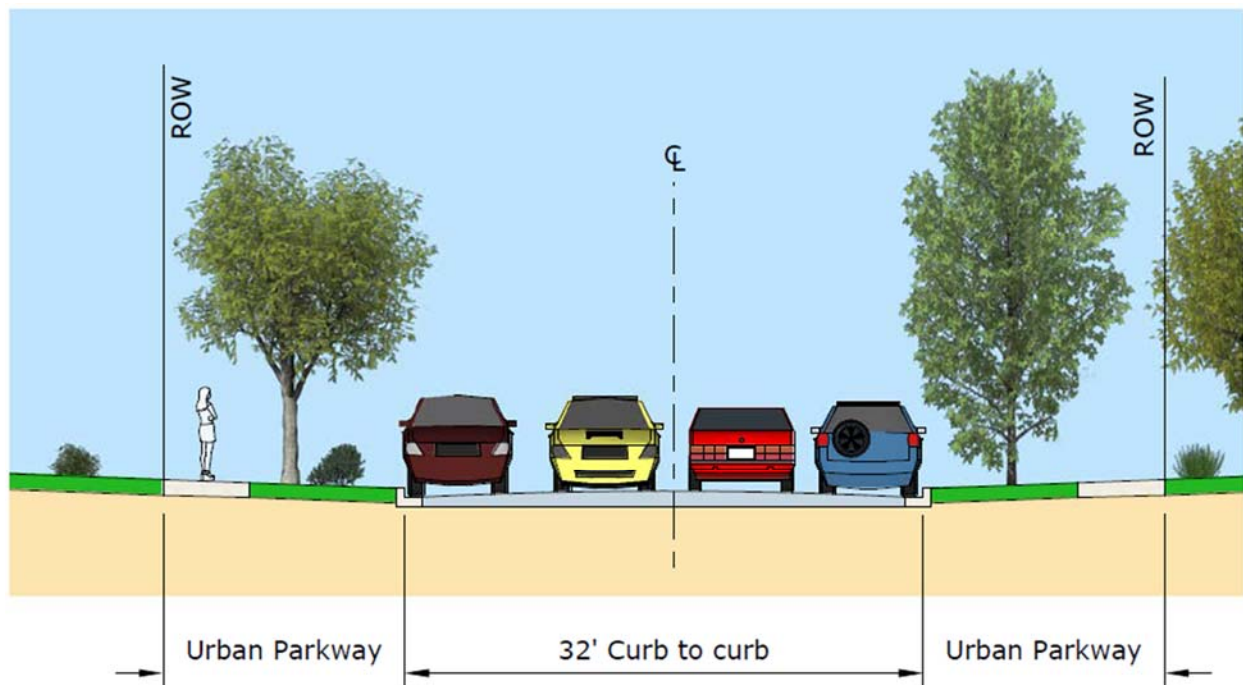


FIGURE 1-8. SECTION A-A: RESIDENTIAL LOCAL STREET

1.4. Commercial Streets

All Figures are for illustrative purposes and all signing and striping are subject to the most recent adopted edition of the CA MUTCD or as appropriate by reviewer. Figures 1-9 through 1-16 and Tables 1-4 through 1-5 below illustrate the design specifications for commercial local streets and industrial local streets.

1.4.1 Commercial Local Street

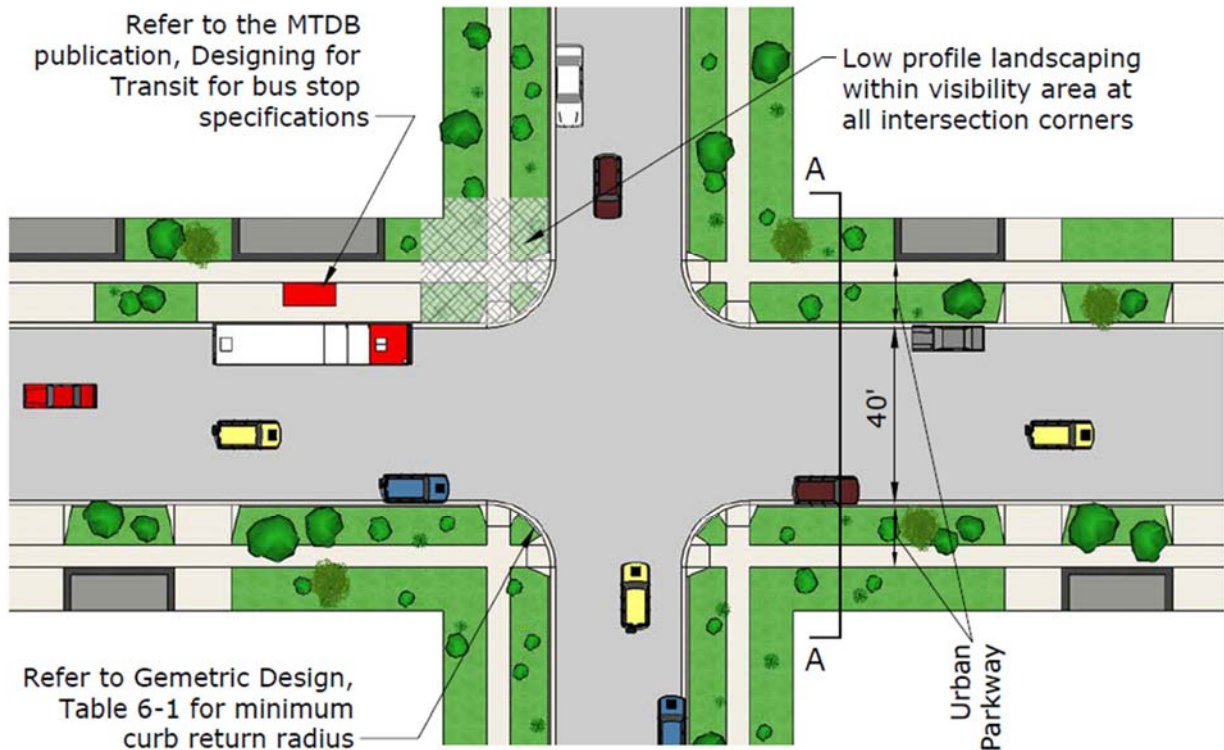


FIGURE 1-9. PLAN: COMMERCIAL LOCAL STREET WITH PARALLEL PARKING ON BOTH SIDES

TABLE 1-4. COMMERCIAL LOCAL STREET SPECIFICATIONS

Width, Right-of-Way	60 ft. – 92 ft.
Design ADT	2,000
Design Speed	25 mph
Width, Curb-to-Curb ^{1,2} with parallel parking on both sides with parallel/angle parking with angle parking on both sides	40 ft. 44 ft. 52 ft.
Maximum Grade	8%
Minimum Curve Radius	290 ft. (85 m)
Land Use	Commercial, Open Space-Park, School, Church, or Public Building, Scientific Research
Parkway Options	Urban Parkway Configurations see Figure 5-2, 5-6 through 5-9

¹ Angle parking layout should include provisions that allow access to refuse containers.

² Angle parking should be installed in accordance with Council-approved traffic engineering policies.

Note: Reverse Angle Parking or Back-in Angle Parking should be considered on streets designated for bikeways.

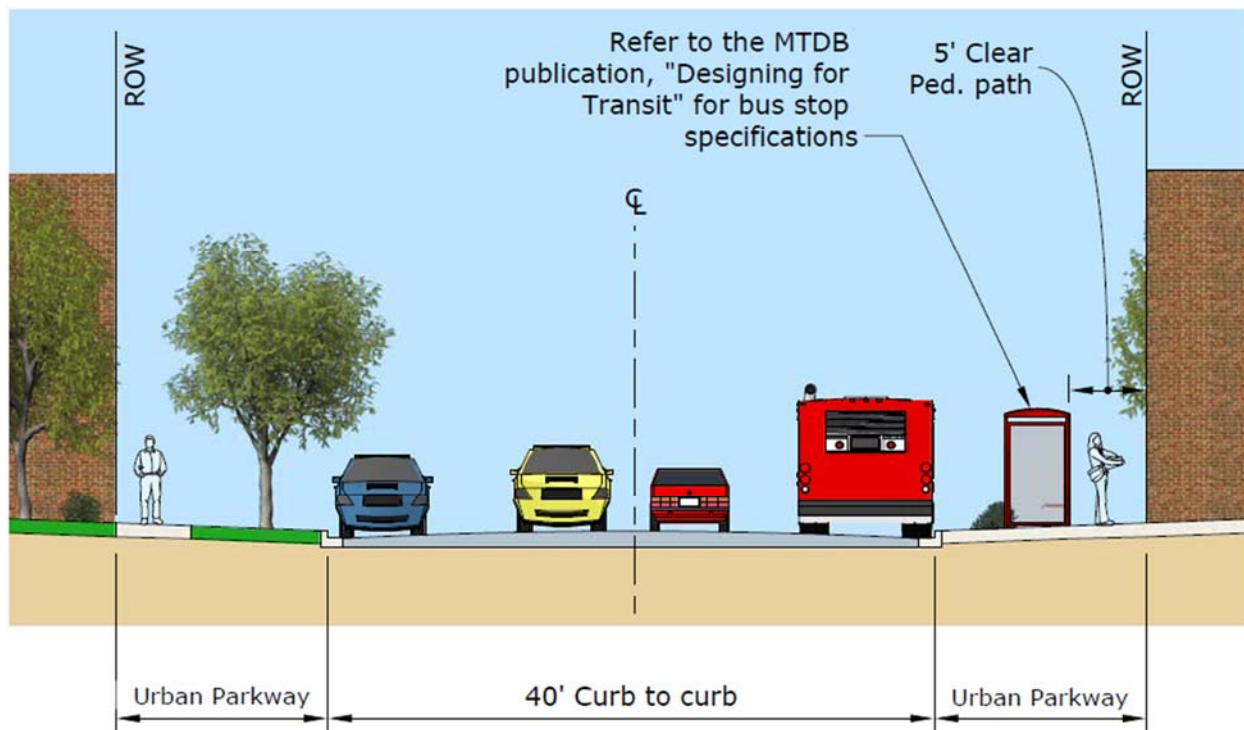


FIGURE 1-10. SECTION A-A: COMMERCIAL LOCAL STREET WITH PARALLEL PARKING ON BOTH SIDES

Commercial Streets Local Street

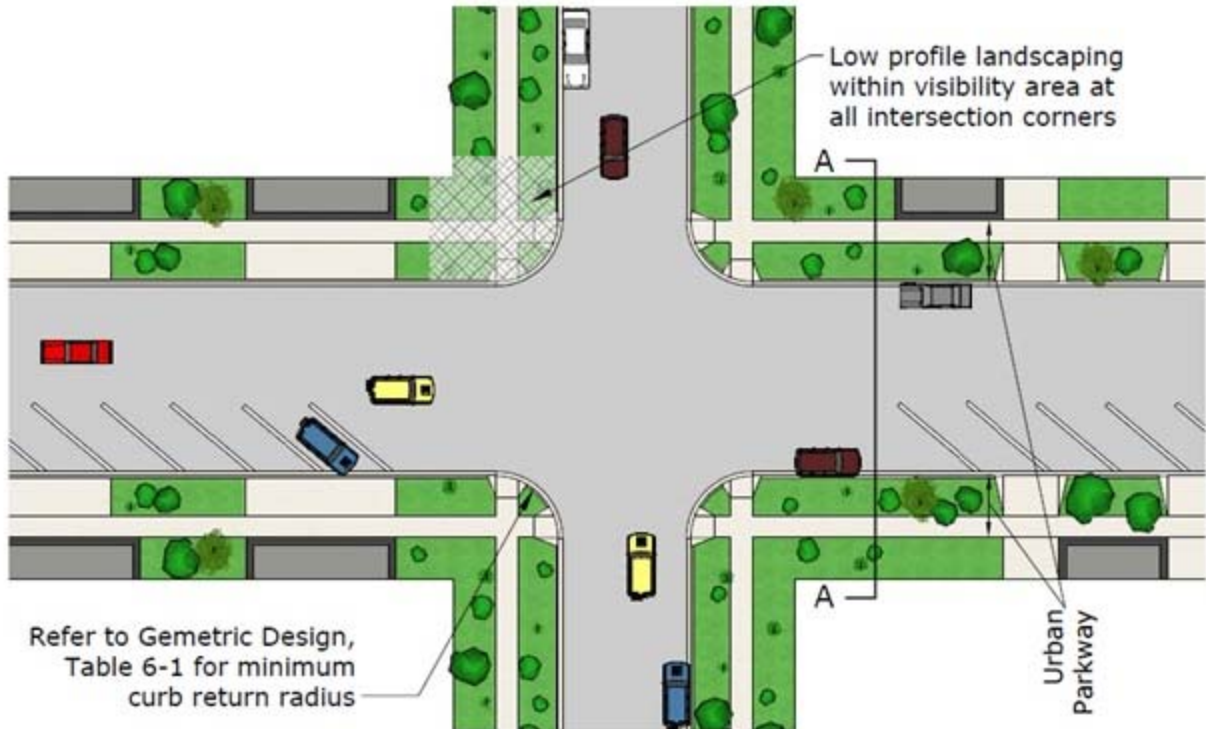


FIGURE 1-11. PLAN: COMMERCIAL LOCAL STREET WITH DIAGONAL/PARALLEL PARKING

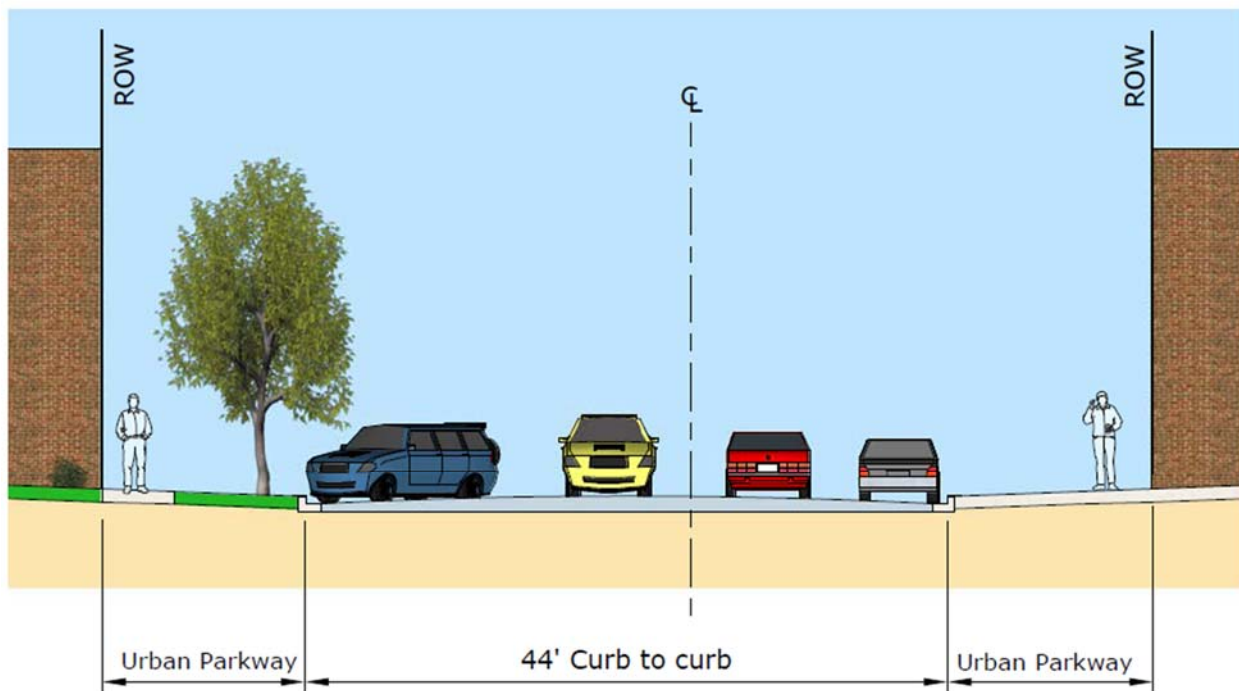


FIGURE 1-12. SECTION A-A: COMMERCIAL LOCAL STREET WITH DIAGONAL/PARALLEL PARKING

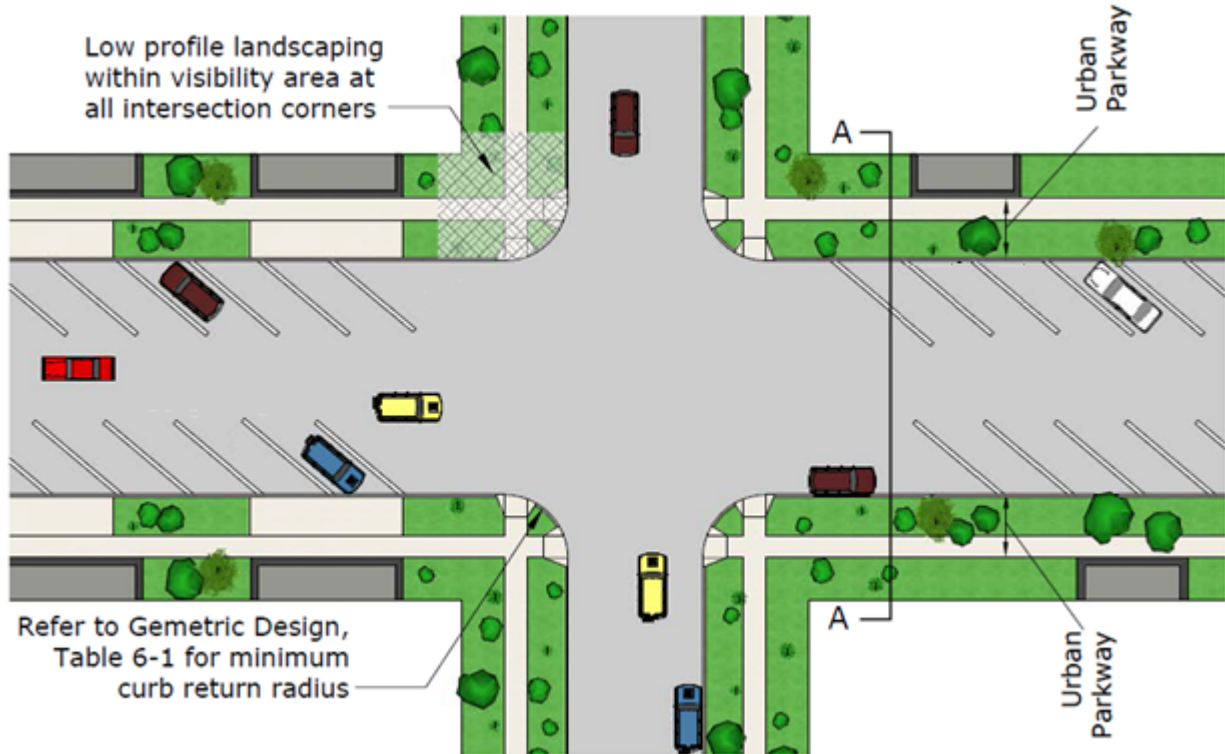


FIGURE 1-13. PLAN: COMMERCIAL LOCAL STREET WITH DIAGONAL PARKING ON BOTH SIDES

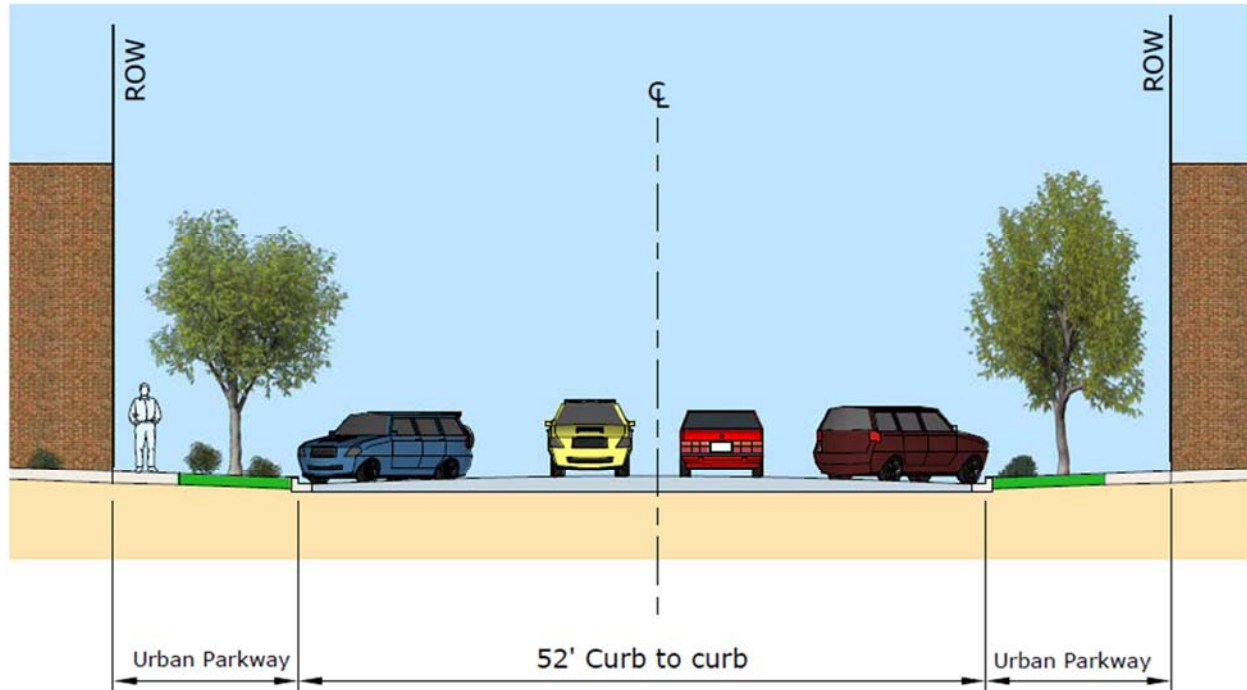


FIGURE 1-14. SECTION A-A: COMMERCIAL LOCAL STREET WITH DIAGONAL PARKING ON BOTH SIDES

1.4.2 Industrial Local Street

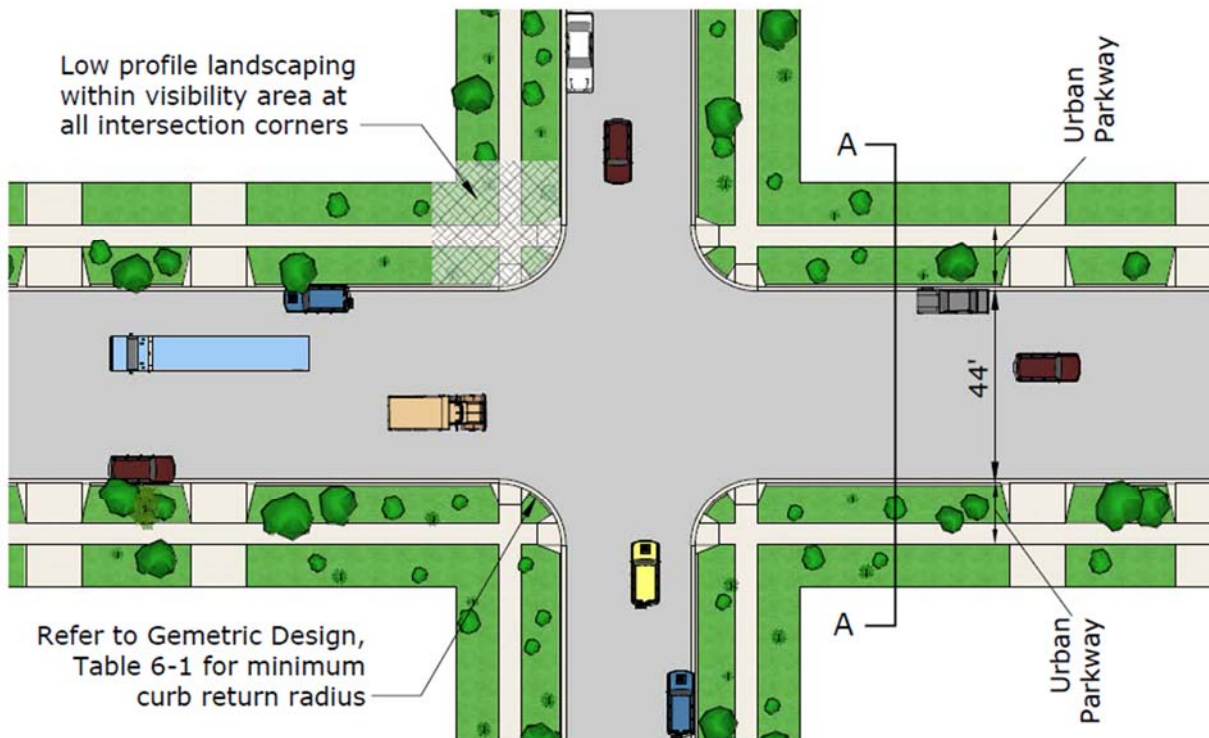


FIGURE 1-15. PLAN: INDUSTRIAL LOCAL STREET

TABLE 1-5. INDUSTRIAL LOCAL STREET SPECIFICATIONS

Width, Right-of-Way	64 ft. – 74 ft.
Design ADT	2,000
Design Speed	25 mph
Width, Curb-to-Curb	44 ft.
Maximum Grade	8%
Minimum Curve Radius	290 ft.
Land Use	Industrial
Parkway Options	Urban Parkway Configurations see Figure 5-2, 5-3, 5-4

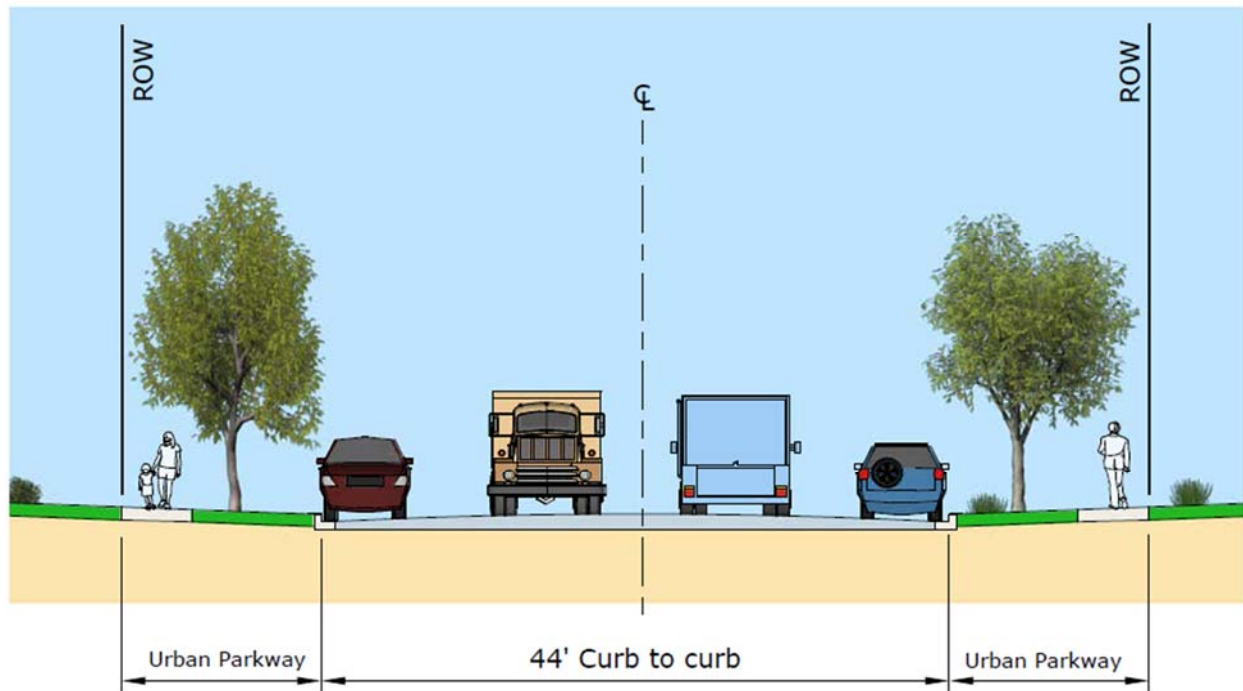


FIGURE 1-16. SECTION A-A: INDUSTRIAL LOCAL STREET