

**TO:** James L. App, City Manager  
**FROM:** Robert A. Lata, Community Development Director  
**SUBJECT:** City Standard for One-Way Residential Neighborhood Streets  
**DATE:** March 16, 2004

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**Needs:** For the City Council to consider the adoption of a standard for the development of one-way residential neighborhood streets.

**Facts:** The Community Development Department has received an application for a subdivision of the Hanson property located east of South River Road between the Serenade subdivision and the first phases of Deer Park. The proposed subdivision layout includes a public one-way street designed in a circular alignment.

Half closures (result being a one-way street) and narrow streets are options that are included and discussed in the Omni-Means Draft Report to the City on Neighborhood Traffic Calming.

The City does not currently have a standard for a one-way street.

The proposed design standard will allow for curbs, gutters, sidewalks and parking. Parking will be required on at least one side of the street. Sidewalks will be installed on at least one side of the street. The Planning Commission will make a determination whether sidewalks will be limited to one side of the street or placed on both sides on a case by case basis.

This project is exempt from environmental review in accordance with Section 15061(b)(3) of the Guidelines to Implement the California Environmental Quality Act. The proposed design standard would not have a significant effect on the environment and would result in less disturbance than other current City design standards.

The Streets and Utilities Committee reviewed the proposed standard at their meeting of February 27, 2004. The Committee did not forward a recommendation to City Council.

**Analysis  
and**

**Conclusion** In addition to maximizing the use of land, the one-way street is designed to promote a sense of community and neighborhood. The forty-foot (40) right-of-way proposed would be the most narrow right-of-way established for a public street.

The proposed street width of twenty feet (20) would be the most narrow public street width in the City. If ever necessary, the twenty feet could be re-established as a two way street.

According to the Omni-Means report, traffic calming measures such as roadway narrowing and half closures (one-way streets) are the most restrictive measures offered and “have the potential to provide the greatest benefit from a travel speed and traffic volume perspective”. However, it is necessary to point out that the context of the Omni-Means report is in relation to higher volume collector streets where traffic calming measures are warranted.

Emergency Services have reviewed the concept of the one-way street and are supportive. The Chief of Police has reviewed the concept of the one-way street and has concerns regarding enforcement.

The subdivision application on file cannot proceed without Council adoption of a standard drawing to support the development as proposed.

**Policy**

**Reference:** none

**Fiscal**

**Impact:** The adoption of narrower street design standards has the potential of long range street maintenance cost saving benefits.

- Options:**
- a. Adopt Resolution No. 04-xx establishing a standard for one-way residential neighborhood street as shown on Exhibit A of the staff report.
  - b. That the Committee amend, modify or reject the above option.

**Attachments: (2)**

- 1. Resolution
- 2. Exhibit “A”

RESOLUTION NO. 04-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
ADOPTING A CITY STANDARD DETAIL FOR A ONE-WAY RESIDENTIAL  
NEIGHBORHOOD STREET

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WHEREAS, at their meeting of February 27, 2004, the Streets and Utilities Committee considered a standard detail for the development of one-way residential neighborhood street; and

WHEREAS, the one-way street standard will allow for curbs, gutters, sidewalks and parking on one side. The Planning Commission will have the option of deleting parking and or sidewalks on one side of one-way streets as they are proposed with subdivision applications; and

WHEREAS, the adoption of a one-way street standard is exempt from environmental review in accordance with Section 15061(b)(3) of the Guidelines to Implement the California Environmental Quality Act. The Standard will not have a significant effect on the environment and would result in less disturbance than other current City design standards.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED as follows:

SECTION 1. That the City Council of the City of El Paso de Robles does hereby establish a Standard Drawing for a One-Way residential neighborhood Street as shown on the attached Exhibit "A".

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 16th day of March 2004 by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

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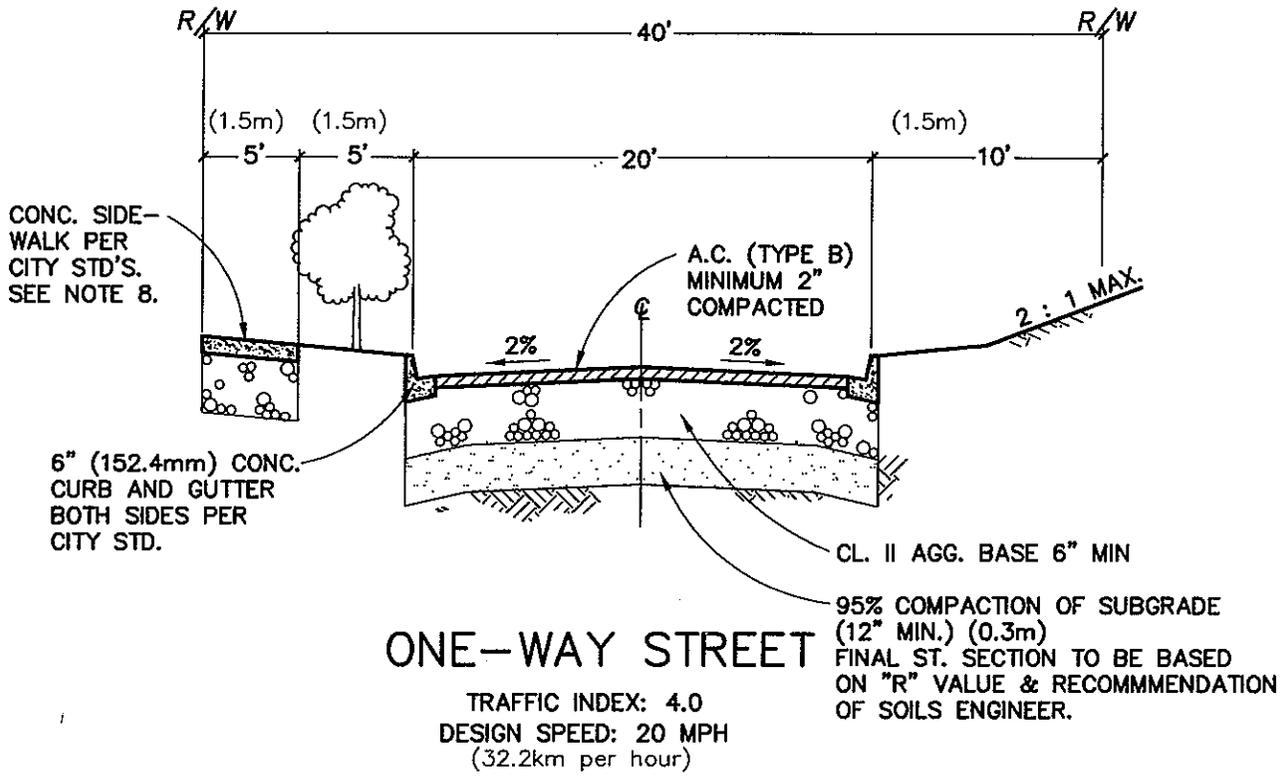
Frank R. Mecham, Mayor

ATTEST:

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Sharilyn M. Ryan, Deputy City Clerk

REVISIONS			
DESCRIPTIONS	BY	DATE	APPROVED



**NOTES:**

1. SUBGRADE AND AGGREGATE BASE UNDER CURB, GUTTER, AND STREET IS TO BE COMPACTED AT 95%.
2. AREA UNDER SIDEWALK TO BE COMPACTED AT 90%.
3. ASPHALT CONCRETE TO BE USED SHALL BE TYPE "B" 3/4 INCH AR 8000. (2 1/2-INCH MINIMUM, COMPACTED AT 95%)
4. FINAL STREET STRUCTURE SECTION SHALL BE BASED ON "R" VALUE OBTAINED IN THE FIELD AND SHALL BE APPROVED BY THE CITY ENGINEER. HOWEVER, THE BASE THICKNESS SHALL BE 6 INCH MIN.
5. HORIZONTAL AND VERTICAL GEOMETRICS SHALL BE DESIGNED FOR MINIMUM DESIGN SPEED 20 M.P.H.
6. PARKING WILL BE PROVIDED ON ONE SIDE. "NO PARKING" SIGNS SHALL BE INSTALLED WHERE STRET PARKING IS NOT PROVIDED.
7. ROAD MAY BE EITHER CONSTRUCTED AS A CROWNED SECTION OR HAVE CROSS SLOPE IN ONE DIRECTION.
8. SIDEWALK REQUIRED ON ONE OR BOTH SIDES AS APPROVED BY THE PLANNING COMMISSION.

DRAWN BY:  
K.S.B.  
DESIGNED BY:  
  
DATE:  
2/17/04  
FILE NAME:  
PR-ONE-WAY.DWG

CITY OF PASO ROBLES  
ENGINEERING DIVISION

DRAWING NO.

**ONE-WAY STREET**