

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROBERT SPRINKLE, DEPUTY DIRECTOR, TRAFFIC
ENGINEERING
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: CONVERT RILEY STREET FROM FIFTH STREET TO SEVENTH
STREET FROM A ONE-WAY TO A TWO-WAY STREET

AGENDA ACTION: ORDINANCE INTRODUCTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by ordinance amend Ordinance 1544 convert Riley Street between Fifth Street and Seventh Street from a one-way street to a two-way street.

EXECUTIVE SUMMARY

To allow for current and future developments of mid and high rise projects to comply with the fire code requirements to accommodate the City aerial fire apparatus operations for buildings over 30 feet in height, the City Traffic Engineer is recommending the removal of parking and conversion of Riley Street between Fifth Street and Seventh Street from one-way to a two-way configuration. This will provide for current and future planning of multistory construction projects adjacent to the street where the existing street configuration would not be in compliance with fire code.

The City Code Section 11-08.010 requires that the City Traffic Engineer recommend to City Council (Council), for approval, the addition or removal of one-way streets.

BACKGROUND

With the adoption of the Downtown Stations Area Specific Plan in 2020, the City of Santa Rosa (City) set goals to create higher density projects in the downtown. To accommodate this densification, several developers are building up with buildings several stories higher than what currently exists. This increase in height triggers fire code requirements that previously were not needed for lower height buildings; one of which is aerial fire apparatus access to these taller buildings.

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The fire code requires any building over 30 feet in height to be accessible by aerial fire apparatus. Additionally, the code requires a minimum of 26 feet of clear unobstructed width for aerial access located no less than 15 feet from the building.

PRIOR CITY COUNCIL REVIEW

In October 1961, City Council passed Resolution No. 6456, converting Riley Street between Fifth Street and Seventh Street from a two-way street to a one-way street allowing southbound traffic only.

In December 1971, City Council passed Ordinance No. 1544, Riley Street between Fifth Street and Seventh Street was modified to a one-way street allowing northbound traffic only.

ANALYSIS

Riley Street is a one-way, 30-foot-wide street, allowing northbound traffic between Fifth Street and Seventh Street. The street narrows to 22 feet at the north end and incorporates a rolled curb to allow for 26 feet clear space for Fire Departments to access a newer five-story building over 30 feet in height. Currently, parking is allowed on both sides of street at the southern end towards Fifth Street and is prohibited at the north end on both sides where a five-story building was recently constructed. There are 21 parking spaces distributed along the block and one 58-foot-long yellow commercial loading/unloading zone midblock.

For the 26 feet of clear space to be realized to meet the fire code requirements, all parking would need to be prohibited on this block including the loading/unloading zone.

To minimize speeds on the street and increase circulation options, it is being proposed that this street be converted to a two-way street configuration with two 10 foot travel lanes and two 5 foot bike lanes in the 30 foot wide section. This will create a narrow roadway and be able to accommodate all modes of travel on the majority of the segment. At the northern end where the street is 22 feet in width and has rolled curb, we recommend 11 foot lanes and sharrows identifying that bicycles can take the lane in that short segment.

Conversion of this segment from one-way to two-way would be conditioned with the first development project that would require the aerial fire apparatus access on the street.

FISCAL IMPACT

Currently, this block generates approximately \$20,000 annually in parking revenue from the parking meters. With the street parking removed from this block, it is assumed that the demand is still present and parking would be relocated to other nearby lots, garages, or streets.

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No direct cost to the general fund would be realized in result of this modification.

ENVIRONMENTAL IMPACT

This project has been reviewed in accordance with the California Environmental Quality Act (CEQA) and is categorically exempt pursuant to CEQA Guideline Section 15301, Existing Facilities. Additionally, this project would reduce Vehicle Miles Traveled (VMT) by converting from a one-way to a two-way street.

ATTACHEMENTS

- Attachment 1 – Riley Aerial Location Map
- Attachment 2 – Resolution No. 6456
- Attachment 3 – Ordinance No. 1544
- Ordinance

PRESENTER

Robert Sprinkle, Deputy Director, Traffic Engineering