



# Hall County Regional Planning Commission

Wednesday, March 14, 2018  
Regular Meeting

## Item F7

### Text Amendment Grand Island Subdivision Ordinance Section 33-12

*See the memo for the previous item.*

Staff Contact:

### §33-12. Streets and Alleys

(1) The arrangement of streets shall conform as nearly as possible to the street plan of the General Development Plan with provisions for the extension of arterial and collector streets. Streets in the subdivision, normally shall connect with streets already dedicated in adjoining or adjacent subdivisions, and provisions may be required for future connections to adjoining unsubdivided tracts.

(2) Local streets should be so planned as to discourage through traffic. Cul-de-sacs should normally not be longer than five hundred feet and shall terminate with right-of-way turn-around having a diameter of not less than one hundred feet, and an outside curb diameter of not less than eighty feet for residential areas. Cul-de-sacs within industrial or commercial areas shall have a right-of-way diameter of not less than 120 feet and an outside curb diameter of not less than 100 feet.

(3) Collector and Arterial streets should be planned with minimal local street and driveway accesses. Residential subdivisions should be designed with street patterns that provide driveway access from local streets.

(4) Whenever a proposed subdivision is adjacent to or contains a portion of an existing or proposed federal or state highway, provision in such subdivision shall be made for one of the following methods of development:

(a) If the highway is either a non-access or controlled access thoroughfare, one of the following two methods of development shall be required:

(i) A frontage street adjacent and parallel to such thoroughfare shall be provided; or

(ii) Lots shall back or side to such thoroughfare and have access to another street. Lots in commercial or industrial zoning districts shall have a landscaped area averaging thirty feet in width, or other approved landscaping, adjacent to such thoroughfare, and outside storage of unassembled or unfinished materials or products and inoperable equipment or motor vehicles shall be suitably screened by a sight-obscuring fence, foliage, or other screening material. Lots in residential zoning districts shall have a sight-obscuring fence, foliage, or other screening material adjacent to such thoroughfare. The sight-obscuring fence shall not be metal strips or slats in a chain link fence.

(b) If the highway is not a non-access or controlled access thoroughfare, one of the following methods of development shall be required:

(i) Either method required for a non-access or controlled access thoroughfare may be applied; or

(ii) Lots may have frontage directly on such thoroughfare, provided, that the minimum setback for any new building in any zoning district shall be thirty feet, and shall be landscaped except for approved driveways.

(5) Half streets shall be prohibited except where essential to the reasonable development of the subdivision in conformity with the other requirements of these regulations, or where it is found to be practicable to require the dedication of the other half when adjoining property is subdivided.

(6) Under normal conditions streets shall be laid out as to intersect as nearly as possible at right angles, except where topography or other conditions justify variations. More than four approaches to any intersection shall be prohibited. Street jogs at intersections with centerline offsets of less than 75 feet should be avoided.

(7) Alleys may be provided in commercial and industrial districts. Alleys shall be avoided in residential districts except to extend existing alleys to a street.

(8) The right-of-way widths, improvements, and grades for streets and alleys included in any subdivision shall not be less than the minimum right-of-way and outside curb dimensions or less than the minimum grade for each classification as shown on the Street Width Matrix attached, street cross sections as recommended by the Grand Island Public Works Department and approved by the Grand Island City council attached as addendum C-Approved Street Cross Sections.

Medians

Location: Medians may be located within streets to be dedicated to the public.

Lane width: A minimum unobstructed lane width of twenty (20.0) feet (improved 21' back of curb to back of curb) is required between the median curb and the street curb.

Landscaping: Medians within the public right-of-way may be landscaped, maintenance of landscaped medians shall be the responsibility of a property owners association created at or before filing the final plat. The city will maintain concrete medians or bricked medians within the public right-of-way.

All streets shall be designed and graded to the full right-of-way widths stated.

(9) Drives, streets, or roadways within condominium, townhouse, or planned unit developments shall have a minimum right-of-way, improvement, and grade as determined by agreement between the subdivider, public works director, director of Planning, and approved by the city council.

(10) The horizontal alignment on all streets except in unusual cases shall be as follows:

Radii of Horizontal Curves (Center Line)

Arterial Streets.....	700' minimum
Collector Streets.....	300' minimum
Local Streets.....	100' minimum

Zone		Paving Width						
		26'	30'	32'	37'	40'	41'	65'
AG-1	Primary Agricultural Zone	Subject to Design Review						
AG-2	Secondary Agricultural Zone							
AG-SC	Special Agricultural / Conservation Zone							
AG-SE	Special Agricultural / Events Zone							
AG-SI	Special Agricultural / Industrial Zone							
SRC	Special Recreation / Conservation Zone							
TA	Transitional Agricultural Zone							
LLR	Large Lot Residential Zone	SP	-	P	P	-	-	-
R-1	Suburban Residential Zone	-	-	P	SP	-	SP*	-
R-2	Low Density Residential Zone	-	-	P	SP	-	SP*	-
R-3	Medium Density Residential Zone	-	-	P	P	-	P*	-
R-3SL	Small Lot Residential Zone	P	-	P	P	-	P*	-
R-4	High Density Residential Zone	P	-	P	P	-	P	-
RO	Residential Office Zone	P	-	-	SP	-	SP*	-
B-1	Light Business Zone	-	-	-	-	-	SP	SP*
B-2	General Business Zone	-	-	-	-	-	SP	SP*
AC	Arterial Commercial Overlay Zone	-	-	-	-	-	SP	SP*
B-3	Heavy Business Zone	-	-	-	-	-	SP	SP*
ME	Industrial Estates Zone	-	SP	-	-	SP*	-	-
M-1	Light Manufacturing Zone	-	SP	-	-	SP*	-	-
M-2	Heavy Manufacturing Zone	-	SP	-	-	SP*	-	-
M-3	Mixed Use Manufacturing Zone	-	SP	-	-	SP*	-	-
CD	Commercial Development Zone	Subject to Design Review						
TD	Travel Development Zone							
RD	Residential Development Zone							
A	Airport Zone							
GCO	Gateway Corridor Overlay District							
M and MD	Manufactured Home Overlay Zone							

- SP Follow standard cross section plan.
  - P Designed Residential
  - \* Wider street width required by subdivision committee on streets acting as collectors/arterials
  - Street width not allowed in this zoning class.
- Note: There may be exceptions in certain situations.

Designed Residential Development

Driveway widths restricted on average lot width.

Lot Width	Max Driveway Width
100'+ - 71'	36' wide
70'-51'	24' wide
50'-min      12' wide	12' wide

Widths don't include flare per standard driveway detail

Flare must occur on lot on which driveway is serving

Driveway location must be planned and approved by subdivision committee. This would include staggered locations to allow for 20' of clear zone for fire and emergency vehicles while moving down the street.

Off street parking per dwelling must be considered with design.