



# City of Grand Island

Tuesday, May 22, 2018

Council Session

## Item E-1

### **Public Hearing on Text Amendment to the Grand Island City Code Section 33-12 Streets and Alleys Relative to Street Design Standards**

*Council action will take place under Ordinances item F-3.*

Staff Contact: Chad Nabity

# **Council Agenda Memo**

**From:** Regional Planning Commission

**Meeting:** May 22, 2018

**Subject:** Street Widths and on Street Parking Chapter 33 and 36

**Presenter(s):** Chad Nabity, AICP Planning Director

## **Background**

In 2014 the Grand Island City Council adopted revised street standards and typical street cross sections Addendum C to Chapter 33 of the Grand Island City Code. These new standards specifically allowed public street widths narrower than the 37' standard street with restrictions on parking. Since 2014 some of these narrower streets have been built and others have been approved with parking limited to one side of the street. City staff is concerned that long term this will create enforcement issues.

## **Discussion**

City staff is recommending the following changes to Chapters 33 and 36 to address concerns with street widths and parking.

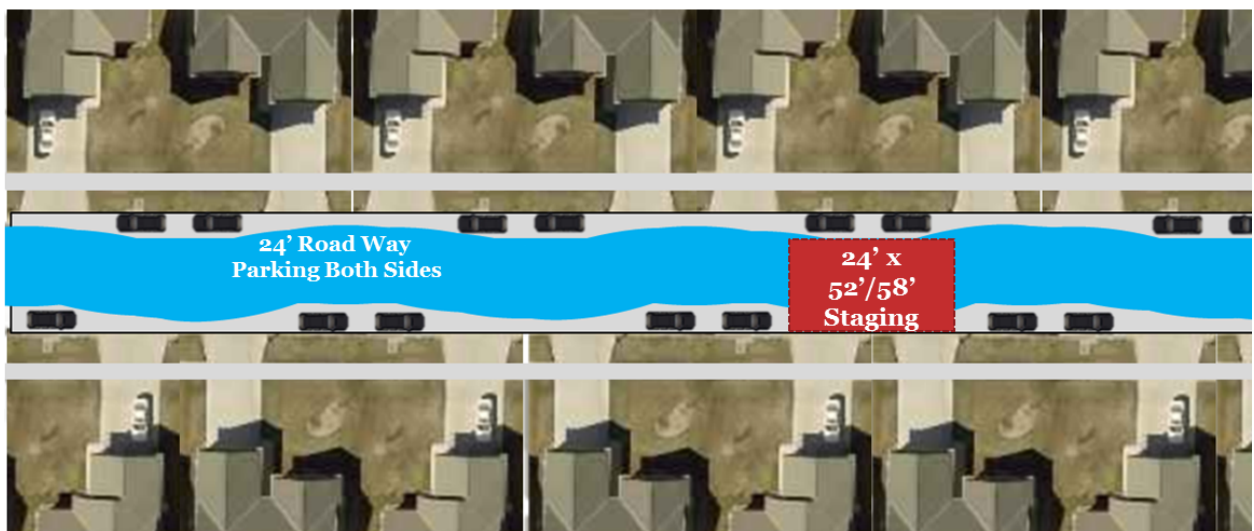
Remove Appendix C from the Subdivision Regulations and replace it with the Street Width Matrix. Appendix C was adopted by Council as the street standards for the City of Grand Island in 2014. The typical street standards regulated by Appendix C, including the preferred location for utilities and sidewalks will be maintained and enforced by the Grand Island Public works department as plans for new streets are submitted for engineering approval.

The Street Width Matrix will provide guidance to and options for developers regarding allowable street widths in various zoning districts along with street parking availability within those districts based on the street width.

Along with these changes City Staff is recommending that the Yard Requirements and Off Street Parking Requirements be amended to specify that residential units with garages facing the street need to have a minimum setback from the garage door to the property line of 25 feet to allow a vehicle to be parked on the driveway without overhanging the public right of way.

Some communities allow parking on both sides of the street on narrower streets. This creates issues for maintaining a 20' fire lane. For fire safety and access it is necessary to maintain at least a 20' lane. A 32' wide street with parking on one side allows for at least a 24' wide fire lane.

Kearney has recently approved changes to allow 32' wide streets with parking on both sides provided the driveways to the houses are offset in such a manner that parking is not allowed on both sides of the street at the same location. This maintains a 24' fire lane and allows parking on both sides of the street. This does require that the developer commit to where the driveways will be placed on the lots at the time of platting and street design. The example below shows how this can work and provide parking on both sides of the street and maintain the required widths for emergency access.



The street width matrix shown below would become part of the Subdivision regulations if adopted and would dictate widths and what parking is allowed. The proposal would require that developers who want to build 32 foot streets specify where the driveways will fall on each lot at the time of subdivision to insure that the minimum fire lane can be maintained.

| Street Width Matrix |  |                          |     |     |     |     |     |     |
|---------------------|--|--------------------------|-----|-----|-----|-----|-----|-----|
| 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' | 12' wide           |
| 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.

The second change suggested would require that overhead doors for residential garages set back a minimum of 25 feet, at least one car length from the property. The example below shows how this could work in an R4 High Density zoning district with an attached garage, without a garage and with a detached garage.



From the March 14 Regional Planning Commission Meeting Minutes:

Monter opened the public hearings.

Nabity introduce both ordinances with a digital copy of each chapter. Nabity explained that the proposed changes for section 36-22 and 36-96 for off street parking. Nabity went on to say that the proposed changes are not impacting the width of streets allowed but rather how to handle and regulate them. He stated that the current street standard was adopted in 2014 and has had time to be used practically and has shown difficulty in some areas. The propose changes are designed to help combat these issues. This will be an iterative process and future changes are likely to be needed as well.

Nabity then went on to explain the changes made for section 33-12. He then recommended that a street matrix should be introduce to explain which design is best for and allowed in a particular zoning district

Nabity explained that the proposed changes are so a minimum 20 foot lane is maintained for fire and rescue vehicles.

Monter closed both public hearings.

A motion was made by Robb and seconded by Allan approval of the text amendment of Grand Island Zoning Ordinance (Section 36-22 & Section 36-96)

The motion carried with seven members in favor (Robb, Allan, Monter, Rainforth, Kjar, Ruge, and Maurer,) and no members voting no or abstaining.

A motion was made by Allan and seconded by Ruge approval of text amendment of Grand Island Subdivision Ordinance (Section 33-12)

The motion carried with seven members in favor (Allan, Ruge, Maurer, Robb, Monter, Rainforth and Kjar) and no members voting no or abstaining.

### **Alternatives**

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

## **Recommendation**

City Administration recommends that the Council approve the proposed changes as presented.

## **Sample Motion**

Move to approve as recommended.