



# City of Grand Island

Tuesday, May 22, 2018

Council Session

## Item F-3

### **#9688 - Consideration of Text Amendment to the Grand Island City Code Section 33-12 Streets and Alleys Relative to Streets Design Standards**

*This item relates to the aforementioned Public Hearing item E-1.*

Staff Contact: Chad Nabity

## ORDINANCE NO. 9688

An ordinance to amend Chapter 33 Section 12 of the Grand Island City Code; pertaining to Standards for Streets and Alleys; to repeal Chapter 33 Section 12 as now existing, and any ordinance or parts of ordinances in conflict herewith; and to provide for publication and the effective date of this ordinance.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA:

SECTION 1. Sections 33-12 of the Grand Island City Code are hereby amended to read as follows:

### **§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.

Approved as to Form	<input checked="" type="checkbox"/> _____
May 14, 2018	<input checked="" type="checkbox"/> City Attorney

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(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

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

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

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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.

SECTION 3. Sections 33-12 as now existing, and any ordinances or parts of ordinances in conflict herewith be, and hereby are, repealed.

SECTION 4. Sections 33-12 and Addendum "C" are hereby adopted as part of Chapter 33 of the Grand Island City Code.

SECTION 5. That this ordinance shall be in force and take effect from and after its passage and publication, within fifteen days in one issue of the Grand Island Independent as provided by law.

Enacted: May 22, 2018.

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Jeremy L. Jensen, Mayor

Attest:

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Norma Hernandez, City Clerk Pro-Tem