



City of Grand Island

Tuesday, April 17, 2018

Study Session

Item -1

Discussion Regarding On Street Parking and Street Widths

Staff Contact: Chad Nabity

Council Agenda Memo

From: Regional Planning Commission

Meeting: April 17, 2018

Subject: Street Widths and on Street Parking

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.

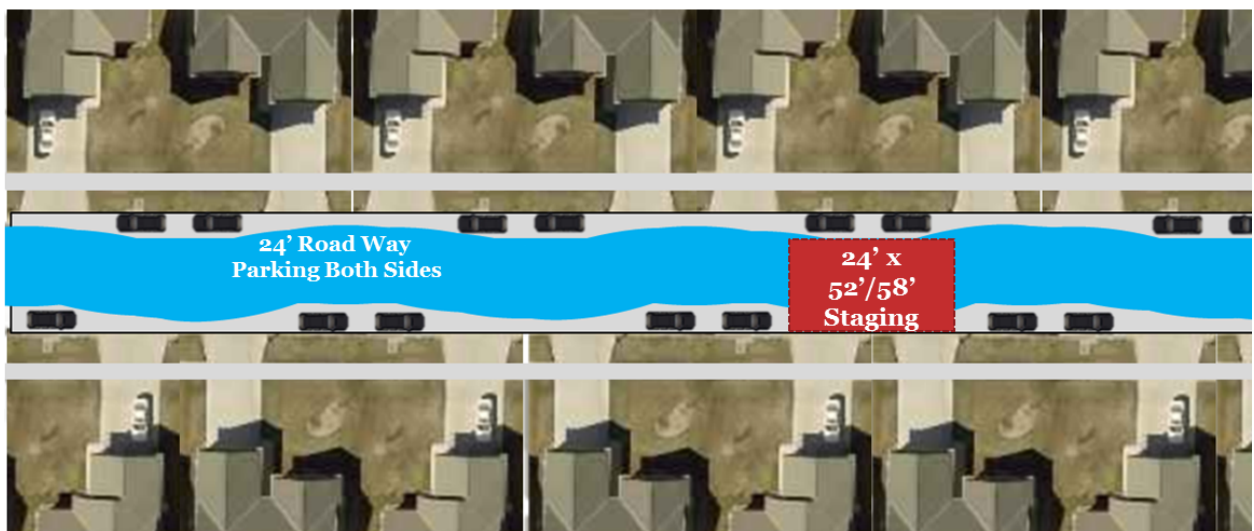
Remove Appendix C from the Subdivision Regulations and replace it with the Street Width Matrix. Appendix C was adopted by Council as the street standards for the City of Grand Island in 2014. The typical street standards regulated by Appendix C, including the preferred location for utilities and sidewalks 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
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100'+ - 71'	36' wide
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70'-51'	24' wide
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50'-min wide	12' wide
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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.



The Regional Planning Commission discussed these proposed changes at their February meeting and recommended approval of them after a public hearing at their March meeting.