



City of Grand Island

Tuesday, March 25, 2014

Council Session (Corrected)

Item E-3

Public Hearing on Consideration of Amending Chapter 33 of the Grand Island City Code Relative to Subdivision Regulations – Street Design Standards

Staff Contact: Chad Nabity

Council Agenda Memo

From: Regional Planning Commission
Engineering Division - Public Works Department

Meeting: March 25, 2014

Subject: Changes to Chapter 33 City Code

Item #'s: E-3 & F-3

Presenter(s): Chad Nabity AICP, Regional Planning Director
John Collins PE, Public Works Director

Background

This application proposes to amend the Subdivision Ordinance for the City of Grand Island and its 2 mile extra-territorial jurisdiction. Amendments to be considered include changes to the Streets and Alleys section of Chapter 33 and the addition of Addendum "C" Street Cross Sections (C-07-2014GI).

The City of Grand Island Public Works Department has been updating the street typical section drawings to accommodate the streets, storm sewer, and public and private utilities. The attached changes and street cross section typical drawings will be added to Chapter 33 of the Grand Island City Code as Addendum C. The chapter will be modified as follows to eliminate standards that might otherwise conflict with the new cross section typicals. Deletions are shown in ~~strike through~~ and additions are underlined.

March 2013 Public Works engineering staff began revising the City's decades old street standards to modernize them and make it easier for developers to use. A number of meetings were held with both internal and external stakeholders including:

- September 19, 2013 – Public Works, Utilities, Building, Fire, Police & Planning Departments met to open discussions internally
- December 4, 2013 – Public Works Engineering staff met with developers and consultants that have a vested interest
- February 11, 2014 – Public Works, Utilities, Building & Planning Departments met to incorporate developer and consultant comments
- February 20, 2014 – Public Works Engineering staff met with contractors and builders to gather comments

Additionally, input from private utility operations was solicited.

Discussion

The changes to the main part of the Chapter 33 are deletions to eliminate potential conflicts with the proposed Addendum C.

The major changes involve Addendum C. These are proposed pavement cross section typicals. These do include changes for the right-of-way for certain streets, specifications for the placement of pavement and utilities within the right-of-way and adjacent easements, the minimum width and the placement of sidewalks within the right-of-way.

The street section typicals were presented to the Planning Commission at their January meeting for discussion purposes only. Staff has made changes recommended at that meeting and held an additional meeting with Central Nebraska Home Builders after they expressed concerns with some of the proposed changes, especially the proposed sidewalk widths. Only one person from Central Nebraska Home Builders attended the meeting.

This is the first of a series of changes that staff will be undertaking to modernize the Grand Island Subdivision Regulations. These changes reflect changes in construction techniques and materials, and changes in the concerns and expectation of the citizens of Grand Island.

No members of the public spoke in favor or against the proposed changes.

City staff did not recommend any changes to the permitted residential street width with the exception of increasing the 31 foot wide street allowed with Council permission to 32 foot wide as it maximizes the lane mile credits from the state. City staff did recommend increasing the required right of way for the 37 foot residential street from 60 feet to 64 feet and increasing the width of the right of way for commercial streets.

Planning Commission Chairman O'Neill stated he would like to see the narrowing of the width of the standard for a residential street to 32 foot or even 27 foot. He noted that by allowing the smaller streets this could save up to \$6000 per lot; also it would slow down traffic and reduce the city's requirements for storm water runoff.

An ordinance with the proposed changes will be considered at this meeting. Staff is presenting the ordinance with an A and B option. Option A would be as the Planning Commission recommended with a 32 foot standard residential street width and Option B is the recommendation as it was originally presented to the Planning Commission with a 37 foot wide standard residential street width.

By setting standards for developments, this will aid the stakeholders in initial placement of utilities, as well as utility locates in the future.

Alternatives

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

1. Approve the changes to Chapter 33 as presented
2. Deny the changes to Chapter 33 as presented
3. Modify the changes to Chapter 33 to meet the wishes of the Council
4. Table the issue

Recommendation

A motion was made by Bredthauer and was seconded by Connelly to approve the amendment to §33-12 with the recommendation that the standard residential street width be reduced to 32 feet. Planning Commission identified the following findings of fact to support their recommendation:

- this would reduce the costs of infrastructure and land to the developers,
- it would potentially increase safety on streets by encouraging slower driving,
- it would be compliant with Public Works storm water runoff regulations and goals
- and supports the potential redevelopment of areas

The motion carried with 8 members present and 6 voting in favor (Connick, O'Neill, Hayes, Heckman, Bredthauer and Connelly) and two members (Ruge and Haskins) who voted against the motion.

Sample Motion

Move to approve the changes to Chapter 33 of the Grand Island City Code as presented.

§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 follows shown on the 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.

Residential Areas

| | R.O.W. | Improved | Grade |
|----------------------------------|--------|----------|-------|
| Arterial Street Five Lane Design | 100' | 65'* | 0.3% |
| Arterial Street | 80 | 47'* | 0.3% |
| Collector Street | 60' | 41'* | 0.3% |
| Local Street | 60' | 37' | 0.3% |
| (parking on one side) | 60' | 31'*** | 0.3% |
| (no parking either side) | 60' | 26'*** | 0.3% |
| Cul-de-sac Street | 60' | 37' | 0.3% |
| (parking on one side) | 60' | 31' | 0.3% |
| (no parking either side) | 60' | 26' | 0.3% |
| Frontage Street | 40' | 29' | 0.3% |
| Alley | 16' | 16' | 0.3% |

Commercial or Industrial Areas

| | R.O.W. | Improved | Grade |
|----------------------------------|--------|----------|-------|
| Arterial Street Five Lane Design | 100' | 65'** | 0.3% |
| Arterial Street | 80' | 47'** | 0.3% |
| Collector Street | 60' | 45'** | 0.3% |
| Local Street | 60' | 41' | 0.3% |
| (parking on one side) | 60 | 41' | 0.3% |
| (no parking either side) | 60 | 41' | 0.3% |
| Cul-de-sac Street | 60' | 41' | 0.3% |
| (parking on one side) | 60' | 41' | 0.3% |
| (no parking either side) | 60' | 41' | 0.3% |
| Frontage Street | 65' | 41' | 0.3% |
| Alley | 24' | 22' | 0.3% |

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.

~~_____ * The developer shall not be responsible for providing improvements wider than 37 feet at his expense.~~

~~_____ ** The developer shall not be responsible for providing improvements wider than 41 feet at developer's sole expense.~~

~~_____ *** A residential local street or cul-de-sac street improvement width of 31 feet (parking on one side); or, a residential local street or cul-de-sac street improvement width of 26 feet (no parking either side) shall normally not be permitted, and shall only be considered under special exceptional circumstances.~~

(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 |