

City of Scottsbluff, Nebraska

Tuesday, November 12, 2013

Regular Meeting

Item NewBiz2

Preliminary Plat

Preliminary Plat: Reganis Subd

Applicant: Tim Reganis & M.C. Schaff & Assoc.

Owner: Tim Reganis

Staff Contact: Annie Urdiales

SCOTTSBLUFF CITY

PLANNING COMMISSION STAFF REPORT

To: Planning Commission
From: Development Services Department **Zoning:** C-2 & R-1
Date: November 12, 2013 **Property Size:** 25± acres
Subject: Preliminary Plat of Blocks 1-7, Reganis Subdivision, replat of Lots 1 & 2, Block 1, Idlewylde Addition & part of Block 1A, Scotts Bluff College Tract & unplatted lands
Location: North of 27th St., East of US Highway 26, west of WNCC, & south of Talisman Drive

Procedure

1. Open Public Hearing
2. Overview of petition by city staff
3. Presentation by applicant
4. Solicitation of public comments
5. Questions from the Planning Commission
6. Close the Public Hearing
7. Render a decision (recommendation to the City Council)
8. Public Process: City Council determine final approval

Public Notice: This item was noticed in the paper and a notice was posted on the property

Background

The applicant(s), Timothy & Virginia Reganis, have requested approval of a Preliminary Plat of Blocks 1 through 7, Reganis Subdivision, replat of Lots 1 & 2, Block 1, Idlewylde Addition & part of Block 1A, Scotts Bluff College Tract & unplatted lands situated in South half of Section 13, T22N, R55W of the 6th p.m. The property is situated directly north of 27th Street, east of US Highway 26, west of West Nebraska Community College, and south of Talisman Drive. The preliminary include 7 residential lots and four commercial Blocks. One of the commercial blocks (Block 1) is where Reganis Car Sales intends to relocate from their present location on East Overland. Another lot will be for a proposed hotel (Block 2). The infrastructure of the streets, water, sewer, and storm sewer will be constructed and paid for with Tax increment Financing.

Analysis – Preliminary Plat

City staff and the City Consultants have reviewed the preliminary plat and proposed infrastructure to the property. The engineer on the project has agreed to make change made by City Staff regarding fire hydrants, storm water drainage. A developer's agreement and contract will be submitted for review during final platting of the lots and we will need to know determine at that time whether a bond or letter of credit will be submitted to City Council for final approval. Rezoning of the area has been requested along with the preliminary plat to reflect the correct zoning of the residential and commercial lots.

RECOMMENDATION

Approve

Make a POSITIVE RECOMMENDATION to the City Council to approve the Preliminary of Blocks 1 through 7, Reganis Subdivision, replat of Lots 1 & 2, Block 1, Idlewylde Addition & part of Block 1A, Scotts Bluff College Tract & unplatted lands situated in South half of Section 13, T22N, R55W of the 6th p.m. subject to the following condition(s):

Deny

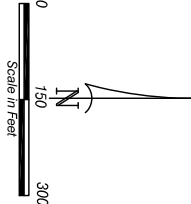
Preliminary/Final Plat Request, Page 1

Make a NEGATIVE RECOMMENDATION to the City Council to disapprove Preliminary plat of Blocks 1 through 7, Reganis Subdivision, replat of Lots 1 & 2, Block 1, Idlewylde Addition & part of Block 1A, Scotts Bluff College Tract & unplatted lands situated in South half of Section 13, T22N, R55W of the 6th p.m. for the following reason(s):

Table

Make the motion to TABLE the Preliminary plat of Blocks 1 through 7, Reganis Subdivision, replat of Lots 1 & 2, Block 1, Idlewylde Addition & part of Block 1A, Scotts Bluff College Tract & unplatted lands situated in South half of Section 13, T22N, R55W of the 6th p.m. for the following reason(s):

COVER SHEET PREFLIGHTARY PLAN REGANIS ADDITION SCOTTSBLUFF, NEBRASKA



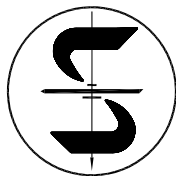
DEVELOPER: REGANIS AUTO CENTER
2006 EAST OVERLAND DRIVE
SCOTTSBLUFF, NEBRASKA 69361

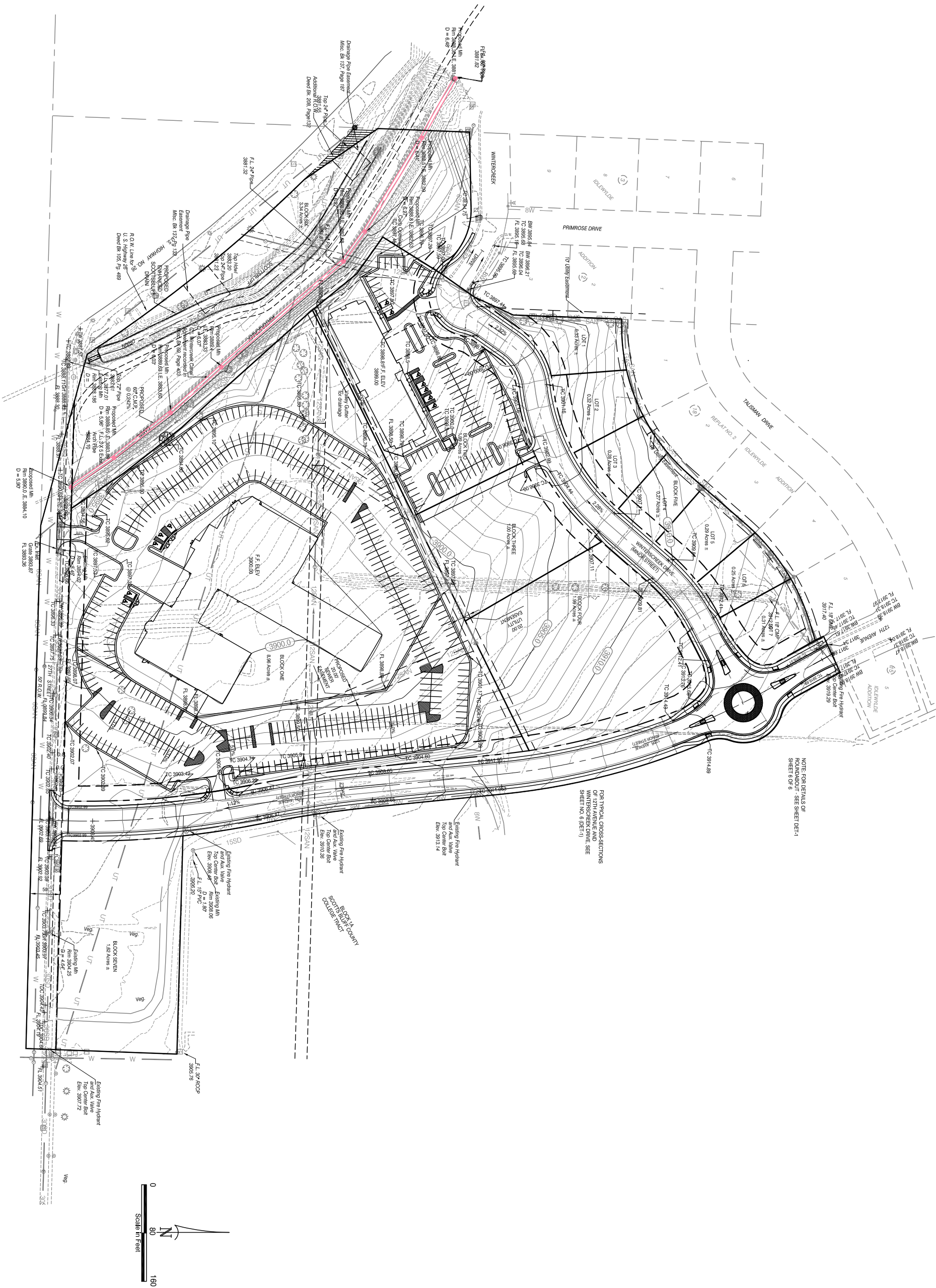
DESIGNED BY:
M. C. SCHAFF AND ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361

OCTOBER 11, 2013

M. C. SCHAFF AND ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361

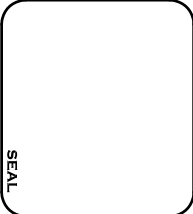
ENGINEERS ♦ PLANNERS ♦ DESIGNERS ♦ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM





SHEET 5 OF 6
PAY-1

DATE	REVISION



PROJECT NUMBER:
RM13001000
PROJECT DATE:
SEPT. 30, 2013
PROJECT MGR:
D.S.
PROJECT TEAM:
D.S./C.L.N./K.B.

PROJECT: PRELIMINARY PLAT
REGANIS SUBDIVISION
SCOTTSBLUFF, NEBRASKA
PAVING, DRAINAGE,
& STORM SEWER

CLIENT: TIM REGANIS

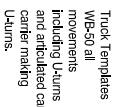


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Following are some general notes that apply to most roundabouts; several individual notes may not apply

1. Vertical face cutting is recommended for the whole roundabout to assist in controlling vehicle speeds.
2. The edge of the truck apron is a three-inch high vertical face curb with a half-inch fillet on the top edge without a gutter. If a gutter must be used the gutter should extend out into circulating roadway leaving the curb face in the current location.
3. The truck apron has a typical negative 2 to 3 percent outward cross-fall and should be load bearing and capable of supporting the design vehicle.
4. The truck apron is separated from the landscaping area in the central island by a six-inch high vertical face curb.
5. Any truck apron or decorative strip that is used should be constructed from a contrasting color to the road pavement (i.e., white (concrete) or red, orange colored concrete or pavers, but not green, dark gray or black).
6. The standard cross-fall across the circulating roadway is a negative two percent cross-fall outwards. It can be varied from a plus 4 percent to a negative 4 percent.
7. The landscaped section of the central island should be rounded to help drivers recognize the roundabout. The slope should not exceed 6:1.
8. Always tree, several trees, a ring of trees, or other significant vertical feature must be located in the central island to increase the long-range visibility of the roundabout.
9. The concrete splitter islands are offset from the painted hanger splitter island to provide drivers with forgiving space.
10. Splitter islands should be set out as a single island after which the pedestrian opening is created.
11. The interior of the splitter islands can be solid concrete, concrete curb lined with pavers or low height landscaping no taller than 18 inches.
12. Splitter islands are typically designed with curb only because drainage is typically away from the center of the road and therefore no gutter is required. No risks are typically provided along the splitter islands so there is no room for any gutter to deposit any water collected. Finally, the use of vehicle curb only around the splitter islands is recommended as it maximizes the pedestrian storage and provides more space for landscaping the islands. In this case, trees should be added to the splitter islands (medians are not to be used).
13. The sidewalks should be set back from the circulating roadway curb at least 6 feet. Where physical separation is not possible because of right-of-way constraints, then the planer strip should be two feet wide. Filling in the planer strip should be provided per ADA requirements to guide visually impaired people around the roundabout. Curb return ramps are provided to meet ADA standards because it provides walking a smooth surface and a curb return ramp could cause people to trip and to provide visually impaired people with better directional information than hinged ramps. They are the specified ADA ramp when grass, or other non-hardscape area, is next to the ramp.
14. The one-way sign is the central island must be located in line with approaching drivers, square to these drivers, and to the right of the yield signs and clear of the truck apron to provide clear direction. The recommended height to the top of the sign is three feet.
15. The yield lines and yield signs as shown are essential to define the entry point and driver responsibility. The yield signs in the splitter islands on the side streets may be omitted.
16. The compound curves are specifically designed to minimize vehicle speeds and to match vehicle sweep paths. Any change to simple radii is not recommended.
17. Adequate street lighting is necessary. Up-lighting of the landscaping within the central island is recommended because it enhances conspicuity and the ability to create a more attractive night time feature.
18. The design was based on the latest AASHTO truck turning templates as a WB-50 all movements and an articulated car hauler for U-Turns.
19. Bike lanes are to be marked and signed in accordance with local standards.
- Construction engineers should be notified that they should not make changes to the layout without contacting the design engineer and they should "wetpack" curb and gutter forms before the concrete curb is poured.



SEAL

**PROJECT: PRELIMINARY PLAT
REGANIS SUBDIVISION
SCOTTSBLUFF, NEBRASKA
DETAIL SHEET**

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