City of Scottsbluff, Nebraska

Monday, February 10, 2014 Regular Meeting

Item NewBiz4

Preliminary Plat Reganis Revision #1

Preliminary Plat: Reganis Sub. Revision # 1

Applicant: Tim Reganis/M.C. Schaff & Associates

Owner(s) Tim & Virginia Reganis

Location: N of 27th, E of Hwy 26,& S of Talisman Dr.

Staff Contact: Annie Urdiales

SCOTTSBLUFF CITY PLANNING COMMISSION STAFF REPORT

To: Planning Commission

From: Development Services Department Zoning: R-1 & C-2

Date: February 10, 2014 **Property Size:** 25.27 acres

Subject: Revised Preliminary Plat Reganis Subdivision **Location:** North of 27th Street, East of Highway 26

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), Tim & Virginia Reganis, represented by M.C. Schaff and Associates have requested approval of a revised Preliminary Plat of the Reganis Subdivision. The property is situated directly north of 27th Street, south of US Highway 26, west of WNCC and south of Talisman Drive.

Analysis – Preliminary Plat

City staff and Baker and Associates have reviewed the preliminary plat and proposed infrastructure to the property. The revised preliminary plat has been scaled back quite a bit from the previous preliminary plat approved by the Planning Commission and City Council last year in November. The Developer has also submitted a final plat request of Block 9 of this revised preliminary plat. The preliminary plat meets the subdivision codes and city standards. Staff has met with the Engineer and discussed a few corrections and concerns of the preliminary plat and those changes have been addressed..

RECOMMENDATION

Approve

Make a POSITIVE RECOMMENDATION to the City Council to approve revised preliminary plat #1 of the Reganis Subdivision subject to the following condition(s):

Denv

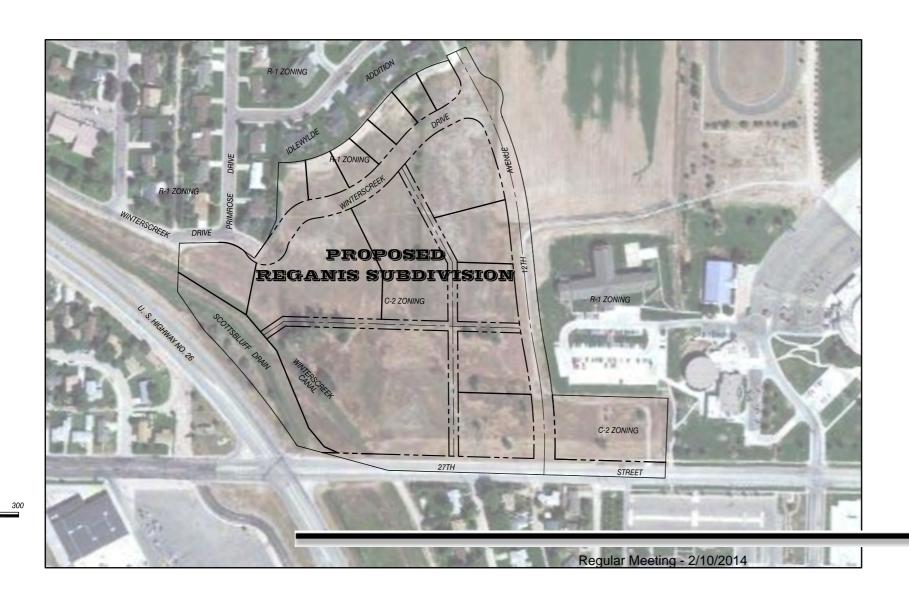
Make a NEGATIVE RECOMMENDATION to the City Council to disapprove revised preliminary plat #1 of the Reganis Subdivision for the following reason(s):

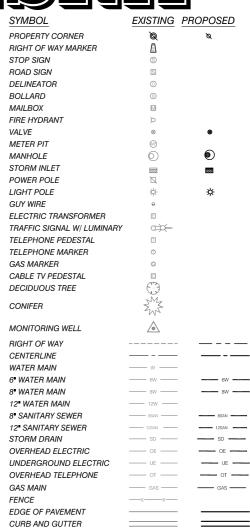
Table

Make the motion to TABLE the revised preliminary plat #1 of the Reganis Subdivision for the following reason(s):

Preliminary/Final Plat Request, Page 1

COVER SHEET PRELIMINARY PLAT REGANIS SUBDIVISION REVISION NO. 1 SCOTTSBLUFF, NEBRASKA





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

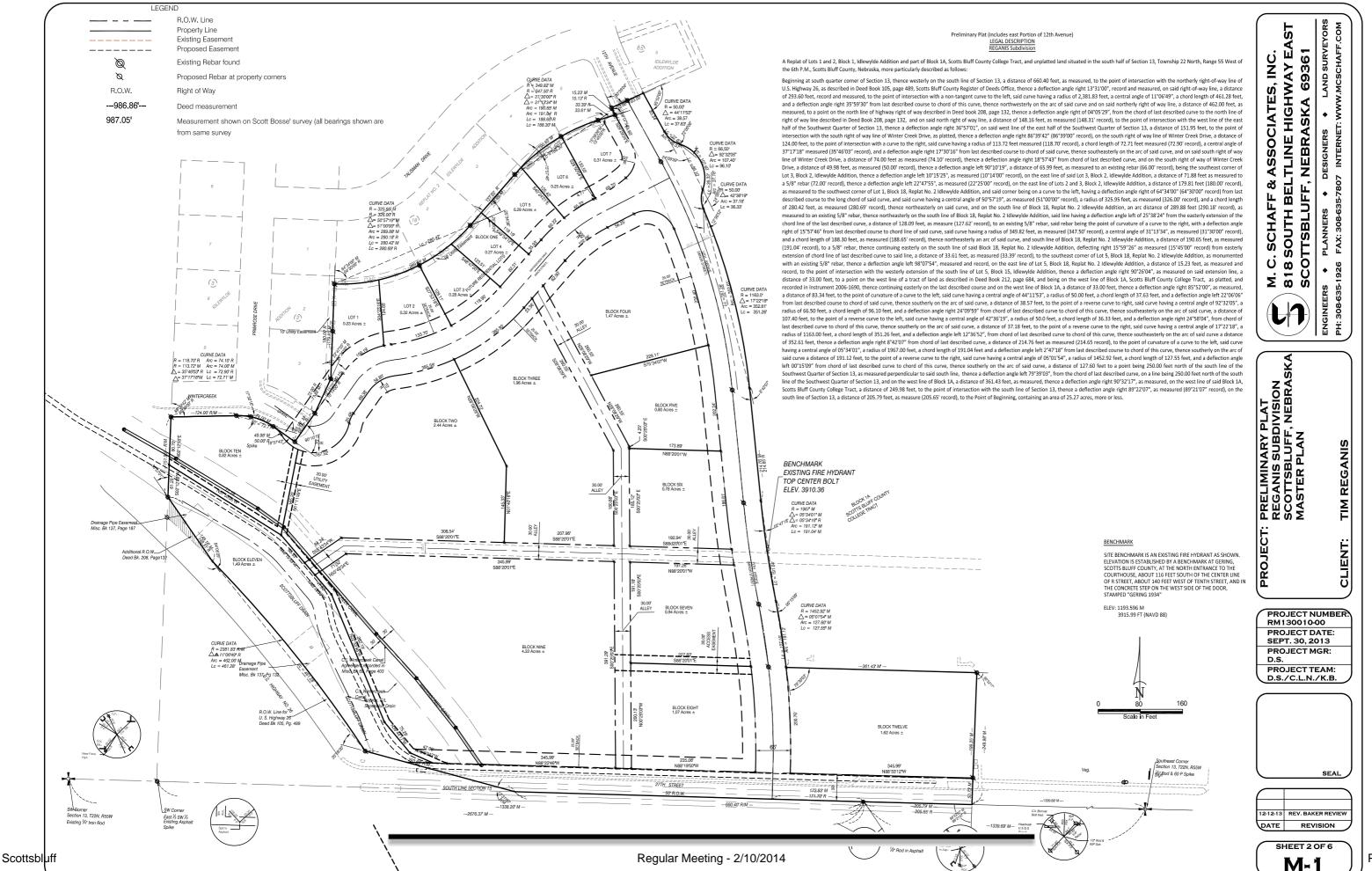
ESIGNED BY

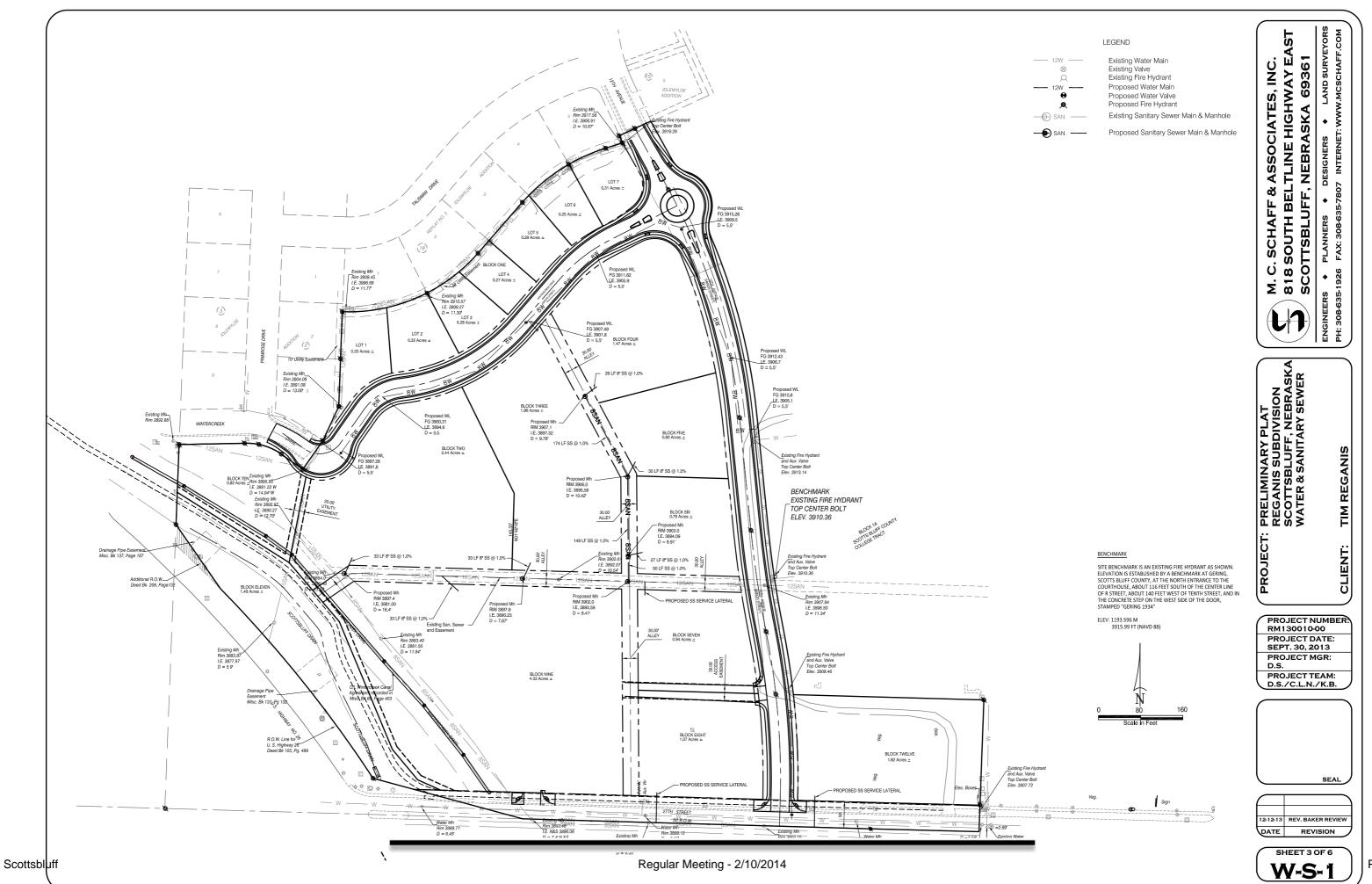
F AND ASSOCIATES, INC. 818 SOUTH BELTLINE HIGHWAY EAST SCOTTSBLUFF, NEBRASKA 69361

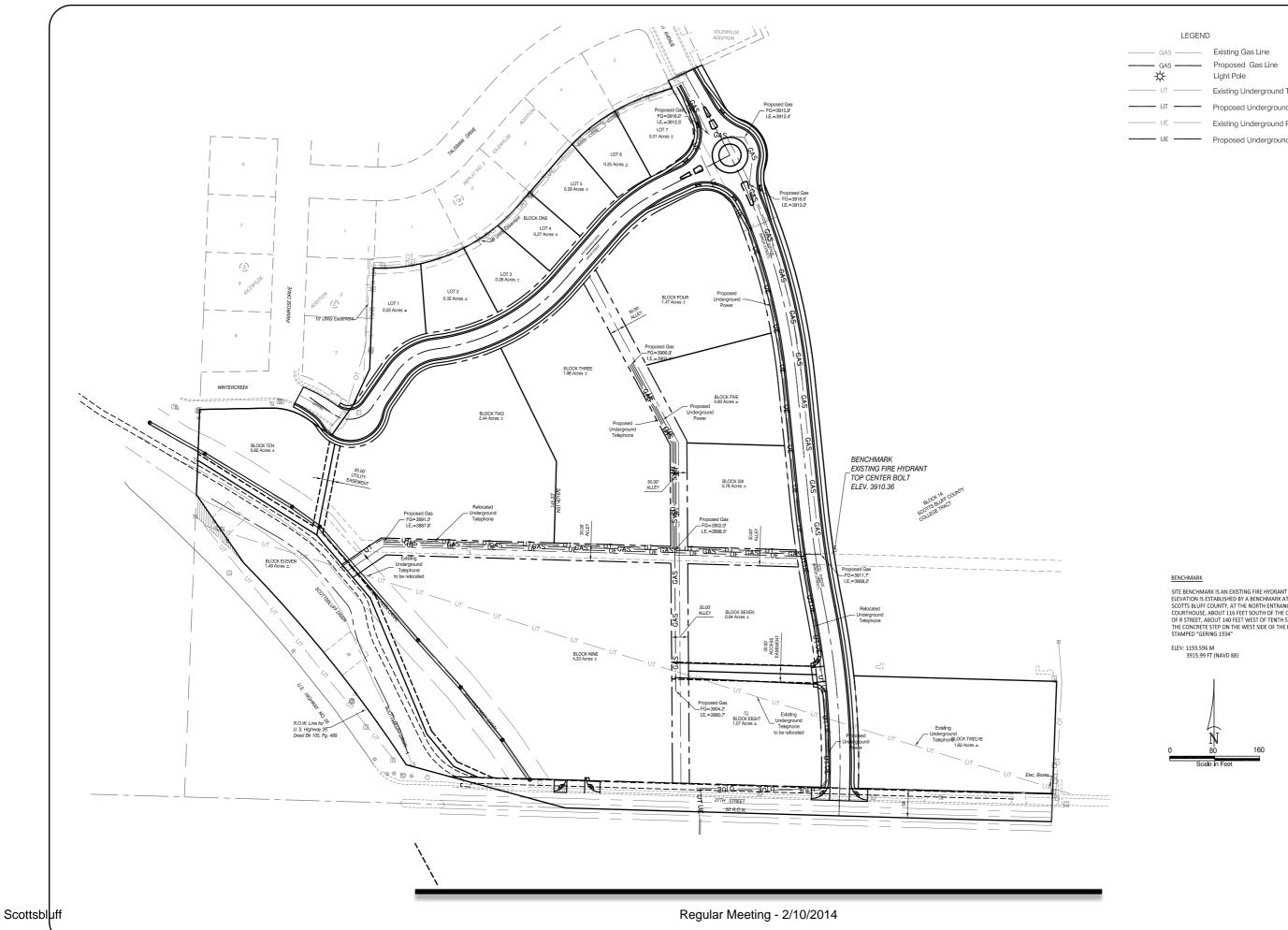
JANUARY 10, 2014

M. C. SCHAFF AND ASSOCIATES, II 818 SOUTH BELTLINE HIGHWAY EA

ENGINEERS + PLANNERS + DESIGNERS + LA







Existing Underground Telephone Proposed Underground Telephone Existing Underground Power Proposed Underground Power

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

DESIGNERS + LAND SURVEYORS
7 INTERNET: WWW.MCSCHAFF.COM

: PRELIMINARY PLAT REGANIS SUBDIVISION SCOTTSBLUFF, NEBRASKA DRY UTILTIES

SITE BENCHMARK IS AN EXISTING FIRE HYDRANT AS SHOWN. ELEVATION IS ESTABLISHED BY A BENCHMARK AT GERING, SCOTTS BLUFF COUNTY, AT THE NORTH ENTRANCE TO THE COURTHOUSE, ABOUT 116 FEET SOUTH OF THE CENTER LINE OF R STREET, ABOUT 140 FEET WEST OF TENTH STREET, AND IN THE CONCRETE SITE ON THE WEST SIDE OF THE DOOR, STAMPED "GERING 1934"

PROJECT NUMBER: RM130010-00 PROJECT DATE: SEPT. 30, 2013 PROJECT MGR: PROJECT TEAM: D.S./C.L.N./K.B.

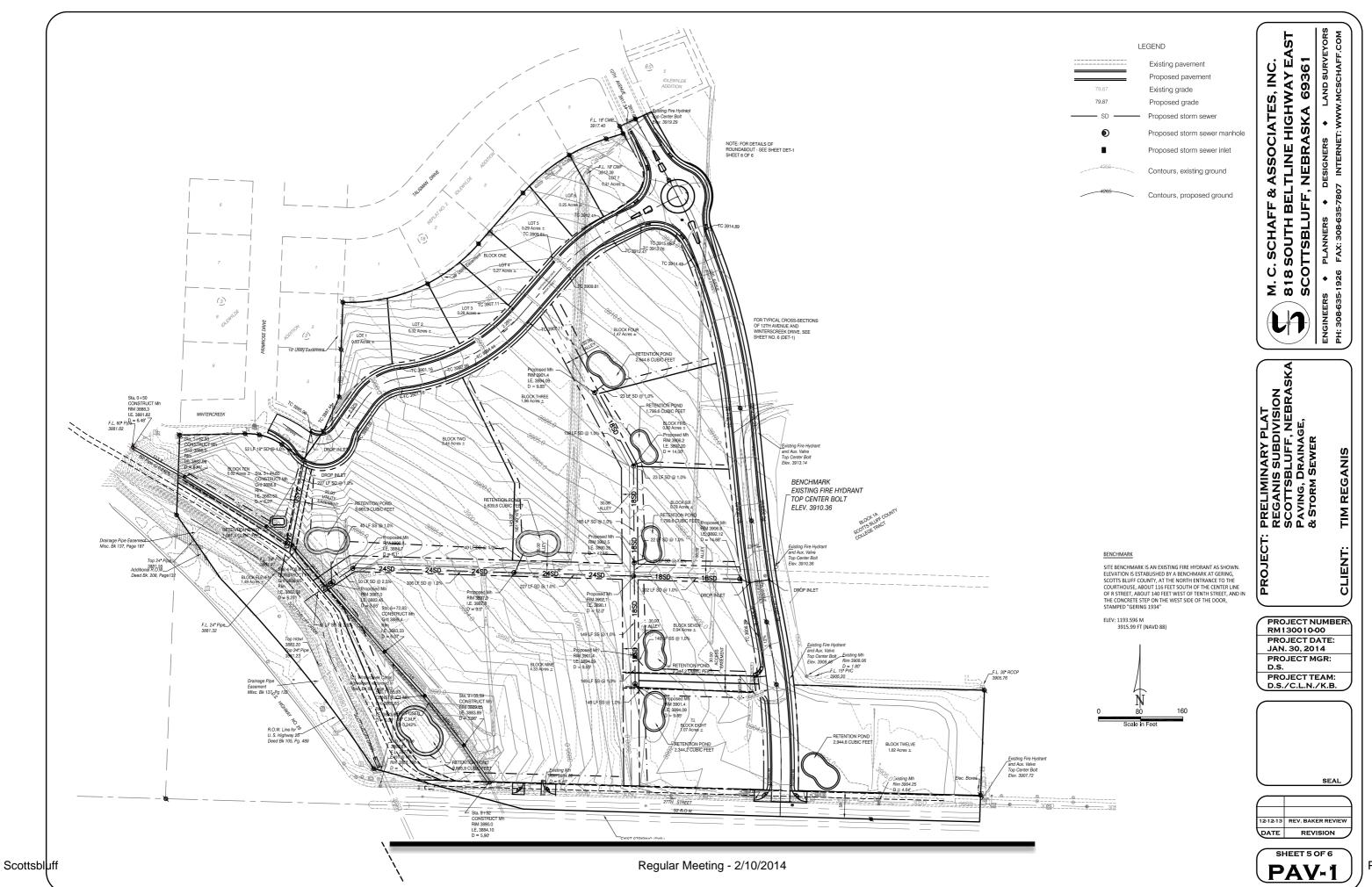
TIM REGANIS

CLIENT:



DATE REVISION

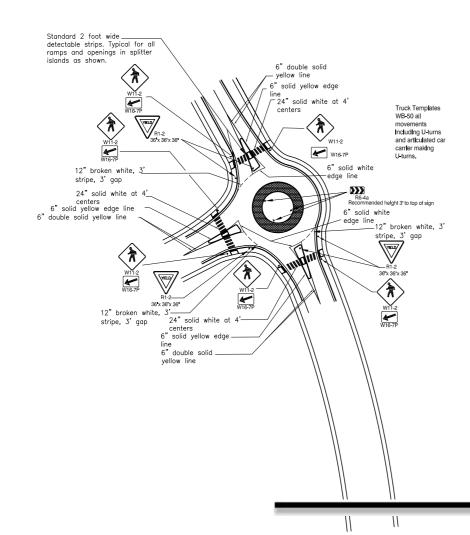
SHEET 4 OF 6

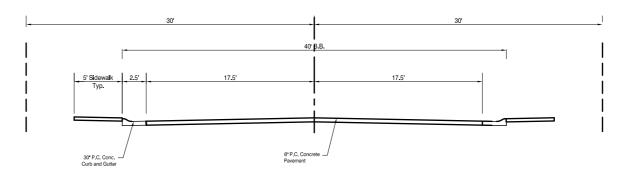


IMPORTANT DESIGN/CONSTRUCTION NOTES

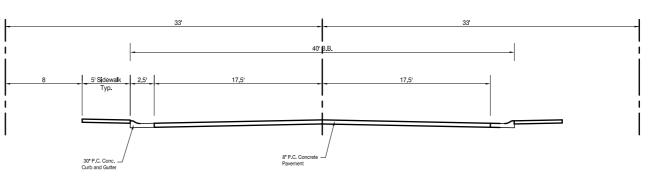
Following are some general notes that apply to most roundabouts; several individual notes may not apply.

- Vertical face curbing is recommended for the whole roundabout to assist in controlling vehicle speeds
- 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
- 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.
- The truck apron is separated from the landscaping area in the central island by a six-inch high vertical face curb.
- 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
- 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
- 8. A large 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,
- The concrete splitter islands are offset from the painted triangle splitter island to provide drivers with forgiving space
- 10. Splinter islands should be set out as a single island after which the pedestrian opening is created
- The interior of the splitter islands can be solid concrete, concrete curb lined with pavers or low height landscaping no taller than 18 inches.
- 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 inlets are typically provided along the splitter islands so there is nowhere for any gutter to deposit any water collected, Finally, the use of vertical 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 if medians are not to be used.
- The sidewalks should be set back from the circulating roadway curb line at least 6 feet. Where physical separation is not possible because of right-of-way constraints, then the planter strip should be two feet wide. Failing that a chain fence should be provided as per A.D.A. requirements to guide visually impaired people around the roundabout. Curb return ramps are provided to meet A.D.A. standards because they provide wider and smoother ramps absent of any curbing that could cause people to trip and to provide visually impaired people with better directional information than flared ramps. They are the specified A.D.A. ramp when grass, or other non-traversable area, is next to the ramp.
- The one-way signs in 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 yleid lines and yleid signs as shown are essential to define the entry point and driver responsibility. The Yleid 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 swept 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 of enhances conspicuity and the ability to create a more attractive night time feature.
- 19. Bike lanes are to be marked and signed in accordance with local standards.
- 20 Construction engineers should be notified that they should not make changes to the layout without contacting the design engineer and they should "eyeball" curb and gutter forms before the concrete curb is poured.

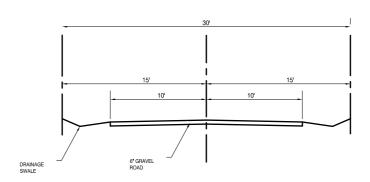




TYPICAL CROSS-SECTION WINTERCREEK DRIVE



TYPICAL CROSS-SECTION 12TH AVENUE



TYPICAL CROSS-SECTION 30' ALLEY



& ASSOCIATES, INC. LTLINE HIGHWAY EA. , NEBRASKA 69361

ø

SIGNERS ♦ LAND SURVE: INTERNET: WWW.MCSCHAFF.

PRELIMINARY PLAT REGANIS SUBDIVISION SCOTTSBLUFF, NEBRASKA DETAIL SHEET

TIM REGANIS

PROJECT NUMBER: RM130010-00 PROJECT DATE: SEPT. 30, 2013 PROJECT MGR: PROJECT TEAM: D.S./C.L.N./K.B.

