Staff Report

Text Amendment

Case #: TA-2017-03-00005

Attachments:

Staff Report, Current Code

Planning Commission Public Hearing: Thursday, April 6, 2017

City Council Introduction: Tuesday April 11, 2017

City Council Final: Tuesday April 25, 2017

City Council Request (Ordinance):

Introduction of an Ordinance to Amend Unified Development Code Ordinance #14-5634 to provide Relative to Article 10 Streets, Sidewalks, and Railroads 10.2.3 Street and all rights-of-way B) (Case#TA-2017-03-00005)

Additional Information:

10.2.3 Street and alley rights-of-way

"B. Minimum right-of-ways for **two lane public** streets **shall be sixty feet (60'). Minimum right-of-ways for multi-lane public streets** and alleys shall be as shown for street cross sections illustrated in Appendix B, **revised to reflect the width required herein."**

Public Hearing:

For: NONE

Against: NONE

Commission Recommendation:

Motion: To recommend approval to proposed change to Section 10.2.2

For: Matt Sandifer, Jeffrey Smith, Stanley Young

Against: NONE

Abstain: NONE

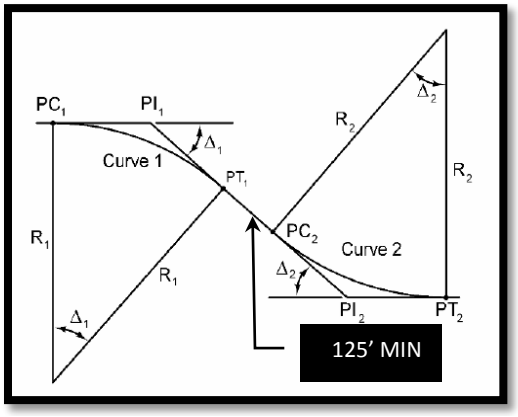
Absent: Jimmy Meyer, William Travis

Ordinance to Read:

WHEREAS the Planning Commission held a public hearing on April 6, 2017 and recommended approval to change Unified Development Code Ordinance #14-5634 **10.2.3 Street and alley rights-of-way**

"B. Minimum right-of-ways for **two lane public** streets **shall be sixty feet (60'). Minimum right-of-ways for multi-lane public streets** and alleys shall be as shown for street cross sections illustrated in Appendix B, **revised to reflect the width required herein."**

or nearly so, circular curves with deflections in opposite directions. When reverse curves are utilized there shall be a minimum 125' tangent located between each curve.



When developing left or right turn lanes a straight line taper may be used. The taper rate for turn lanes shall be between 8:1 and 15:1 for design speeds of 30 mph and 50 mph, respectively. It is preferred that the transitions in number of lanes should be accomplished using reverse curves appropriate for the design speed of the roadway. Required lane width transitions for roadways will be calculated based upon the following formula:

$L = \frac{(w)\,(s)^2}{60}$ for design speeds < 45 mph

Where L = Taper length (ft), w = width of widening (ft), and s = design speed (mph).

G. Vertical alignment shall be based on symmetric parabolic vertical curves based on stopping sight distances between roadway grade changes. The minimum length of vertical curve is equal to three (3) times the design speed. For curbed roadways the curve length should not provide a K value that exceeds 167 in order to provide proper roadway drainage.

H. Superelevation, if required, of the roadway should be accomplished using the design guidelines in the latest edition of the LA DOTD Road Design Manual governing superelevation of roadways.

I. The minimum road grade for local streets should be the greater of 1.0 feet above the 50-year flood elevation or record inundation elevation. Unless otherwise approved by the Director Public Works, the centerline of all Collector or Arterial streets shall be constructed at or above the FIRM Base Flood Elevation or record inundation whichever is greater.

J. Maximum grade through intersections shall be four percent. The maximum grade shall extend a minimum of 50 feet each direction from the centerline of the intersecting streets or to the end of radii, whichever is the longer distance.

10.2.3 Street and alley rights-of-way

A. Major Street and major road rights-of-way shall conform to the widths designated on the Major Street Plan as adopted by the Planning Commission and on all subsequent amendments and additions thereto.

B. Minimum right-of-ways for streets and alleys shall be as shown for street cross sections illustrated in Appendix B.

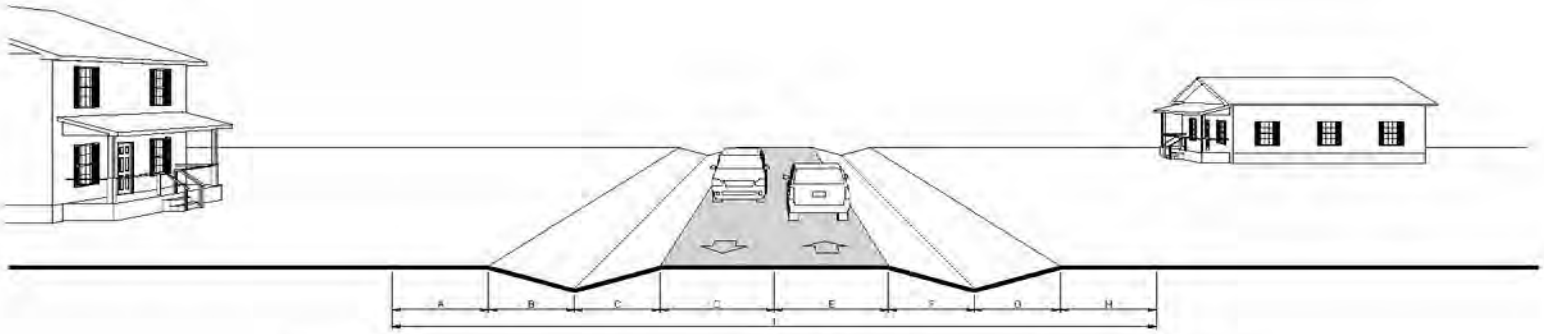
C. Alleys shall be paved and part of a private street development as described in Chapter 10.3.. Dead-end alleys may not be allowed unless approved by the City Engineer.

D. Adequate right of way at subdivision entrances shall be dedicated as described in Chapter 10.4..

E. Reserve Strips. The creation of reserve strips shall not be permitted adjacent to a proposed street in such a manner as to deny access from adjacent property to such street, without first receiving unanimous approval from the Planning Commission members.

APPENDIX B

Street Cross Sections



A	B	C	D	E	F	G	H	I
UTILITY SERVITUDE (MINIMUM)	FORE SLOPE (MAXIMUM)	BACK SLOPE (MAXIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	FORE SLOPE (MAXIMUM)	BACK SLOPE (MAXIMUM)	UTILITY SERVITUDE (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
15'	9.5'	9.5'	11'	11'	9.5'	9.5'	15'	80'

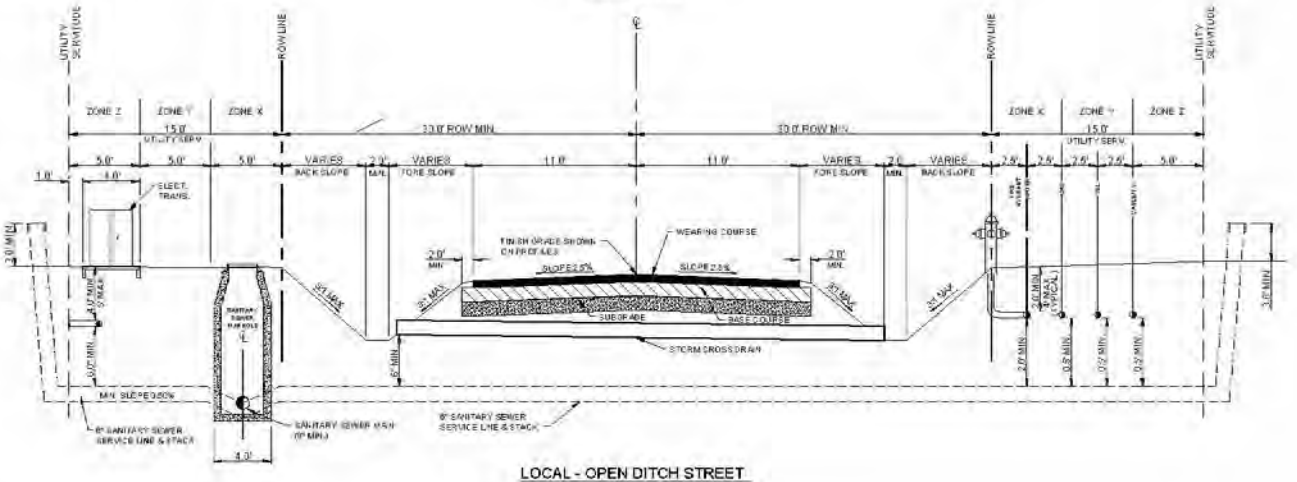
LOCAL - OPEN DITCH STREET
(MAJOR STREET PLAN)

N.T.S.

WHERE USED: *
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE 1,000 VPD OR LESS
DESIGN SPEED: 25 MPH
SPEED LIMIT: 25 MPH
ACCESS: UNLIMITED

*OPEN DITCHES NOT ALLOWED IN NEW CONSTRUCTION FOR STREETS. CATCH BASIN AND CURB AND GUTTER DESIGN WILL BE REQUIRED ON EACH NEW STREET.

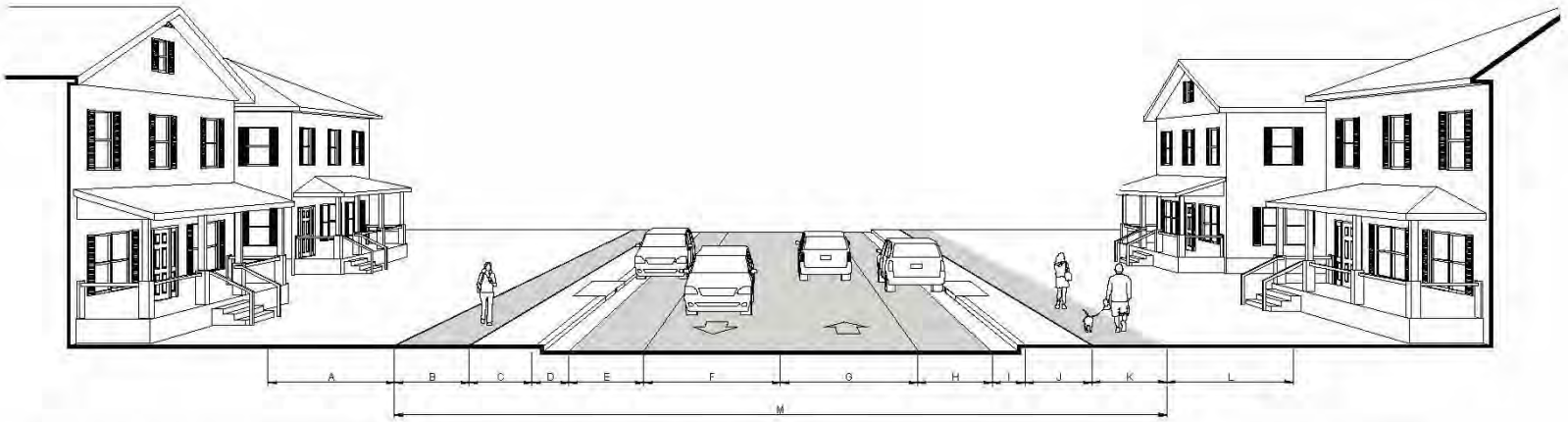
EXCEPTION: ESTATE SIZE LOTS OF 1 ACRE MINIMUM AND 150 FEET FRONTAGE MINIMUM MAY HAVE OPEN DITCHES IF APPROVED BY THE PLANNING COMMISSION AND CITY COUNCIL AND PROVIDED THAT SIZE AND PLACEMENT OF CULVERTS BE APPROVED AND INSPECTED BY THE CITY STREET DEPARTMENT. CONCRETE ONLY - NO ASPHALT.



NOTES:
1. ZONE X - FOR WATER, GAS AND SEWER
2. ZONE Y - FOR TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT SEPARATION BETWEEN OTHER ZONES AND UTILITIES

LOCAL - OPEN DITCH STREET
(MAJOR STREET PLAN)

N.T.S.
(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

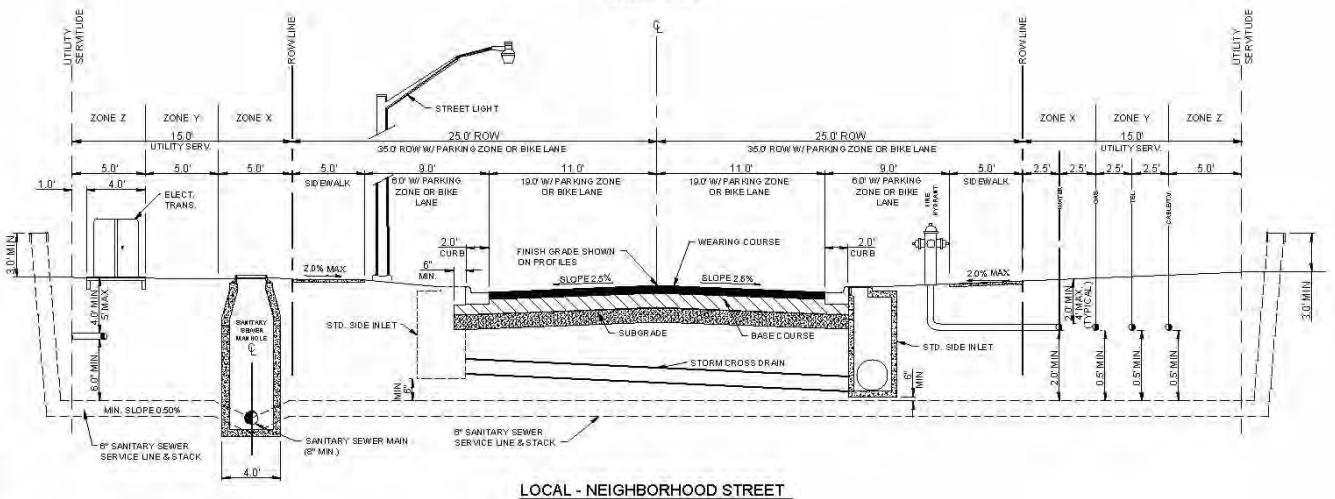


A	B	C	D	E	F	G	H	I	J	K	L	M
UTILITY SERVITUDE (MINIMUM)	SIDEWALK (MINIMUM)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE OR BIKE LANE (OPTIONAL)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	PARKING ZONE OR BIKE LANE (OPTIONAL)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	SIDEWALK (MINIMUM)	UTILITY SERVITUDE (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
15'	5'	7.0' 4.0' W/ BIKE LANE OR PARKING ZONE	2'	8'	11'	11'	8'	2'	7.0' 4.0' W/ BIKE LANE OR PARKING ZONE	5'	15'	50' 60' W/ BIKE LANE OR PARKING ZONE

LOCAL - NEIGHBORHOOD STREET
(MAJOR STREET PLAN)

N.T.S.

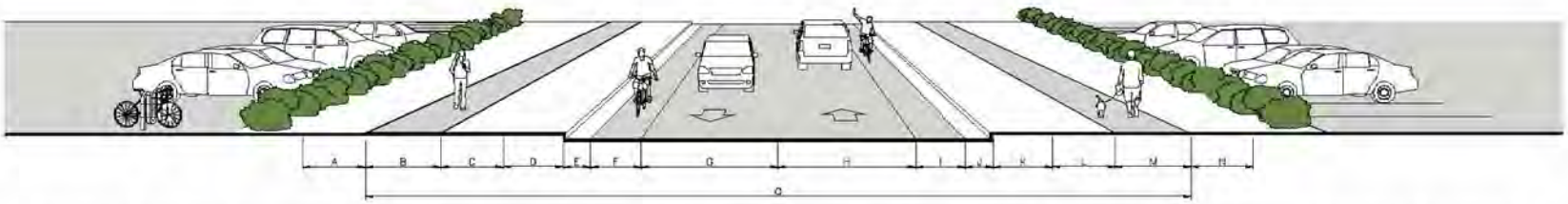
WHERE USED: IN RESIDENTIAL AREAS
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE 1,000 TO 2,500 VPD.
DESIGN SPEED : 30 MPH
SPEED LIMIT : 25 MPH
ACCESS : UNLIMITED



NOTES:
1. ZONE X - FOR WATER, GAS AND SEWER
2. ZONE Y - FOR TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT SEPARATION BETWEEN OTHER ZONES AND UTILITIES.

LOCAL - NEIGHBORHOOD STREET
(MAJOR STREET PLAN)

N.T.S.
(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

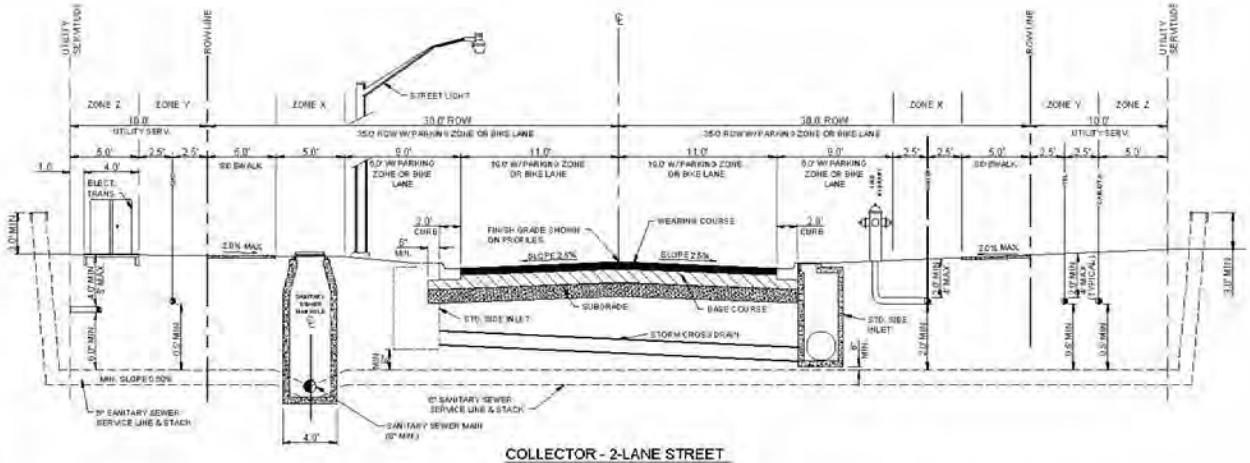


A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
UTILITY SERVITUDE (MINIMUM)	SIDEWALK (MINIMUM)	INFRASTRUCTURE ZONE	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE OR BIKE LANE (OPTIONAL)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	PARKING ZONE OR BIKE LANE (OPTIONAL)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	INFRASTRUCTURE ZONE	SIDEWALK (MINIMUM)	UTILITY SERVITUDE (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
10'	5'	5'	7.0' 4.0' W/ BIKE LANE OR PARKING ZONE	2'	8'	11'	11'	8'	2'	7.0' 4.0' W/ BIKE LANE OR PARKING ZONE	5'	5'	10'	60' 70' W/ BIKE LANE OR PARKING ZONE

COLLECTOR - 2-LANE STREET
(MAJOR STREET PLAN)

N.T.S.

WHERE USED: AS DESIGNATED BY THE CITY OR WHEN A COLLECTOR STREET IS SHOWN ON THE MAJOR STREET PLAN.
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE 5,000 TO 16,000 VPD.
DESIGN SPEED: 45 MPH
SPEED LIMIT: 30-45 MPH
ACCESS: ACCESS WILL BE LIMITED WITH POINTS OF ACCESS APPROVED BY THE CITY.

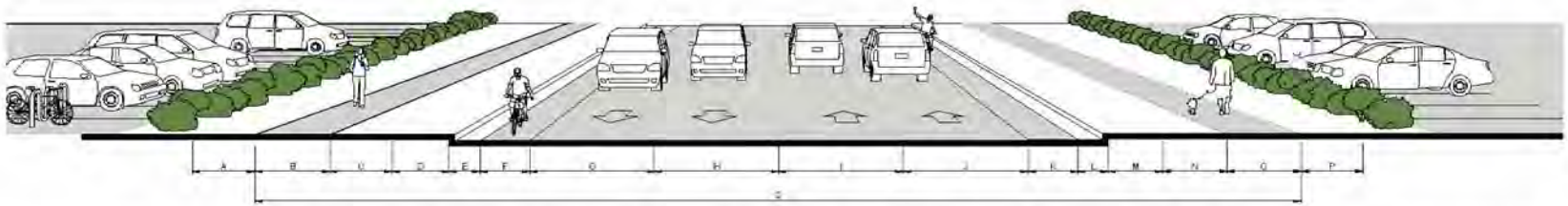


NOTES:
1. ZONE X - FOR WATER AND SEWER
2. ZONE Y - FOR GAS, TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT SEPARATION BETWEEN OTHER ZONES AND UTILITIES.

COLLECTOR - 2-LANE STREET
(MAJOR STREET PLAN)

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)



A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
UTILITY SERV	SIDEWALK (MINIMUM)	INFRASTRUCTURE ZONE	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE OR BIKE LANE (OPTIONAL)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	PARKING ZONE OR BIKE LANE (OPTIONAL)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	INFRASTRUCTURE ZONE	SIDEWALK (MINIMUM)	UTILITY SERV	RIGHT-OF-WAY (MINIMUM)
10'	5'	5'	18.0' 5.0' W/ BIKE LANE OR PARKING ZONE	2'	8' - 18'	11'	11'	11'	11'	8' - 18'	2'	18.0' 5.0' W/ BIKE LANE OR PARKING ZONE	5'	5'	10'	100' 90' W/ BIKE LANE OR PARKING ZONE

MINOR ARTERIAL - 4-LANE OR 2-LANE STREET
(MAJOR STREET PLAN)

N.T.S.

WHERE USED: AS DESIGNATED BY THE CITY OR WHEN A MINOR ARTERIAL STREET IS SHOWN ON THE MAJOR STREET PLAN

TRAFFIC VOLUME (2 LANE): ANTICIPATED TRAFFIC VOLUME SHOULD BE 10,000 TO 15,000 VPD

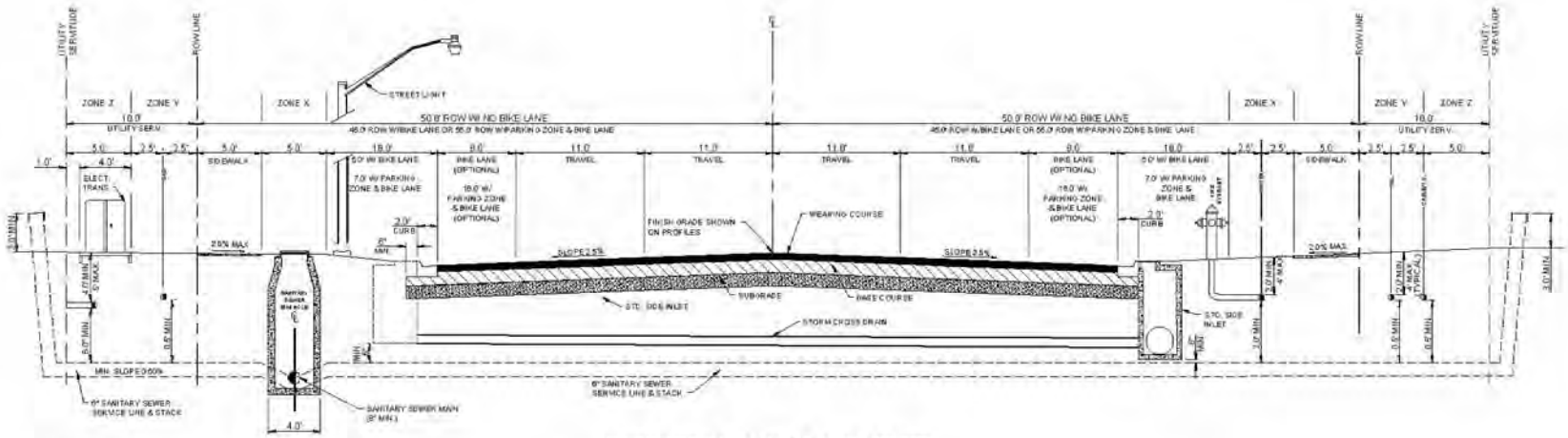
TRAFFIC VOLUME (4 LANE): ANTICIPATED TRAFFIC VOLUME SHOULD BE 15,000 TO 25,000 VPD

DESIGN SPEED: 45 MPH

SPEED LIMIT: 30-45 MPH

ACCESS: ACCESS WILL BE LIMITED WITH POINTS OF ACCESS APPROVED BY THE CITY

*MINOR ARTERIAL ROADWAYS BUILT IN A 2-LANE CONFIGURATION SHOULD HAVE A MINIMUM 22' WIDE MEDIAN WITH CURBING PROVIDED TO ALLOW ADEQUATE SPACE FOR FUTURE WIDENING OF THE ROADWAY.

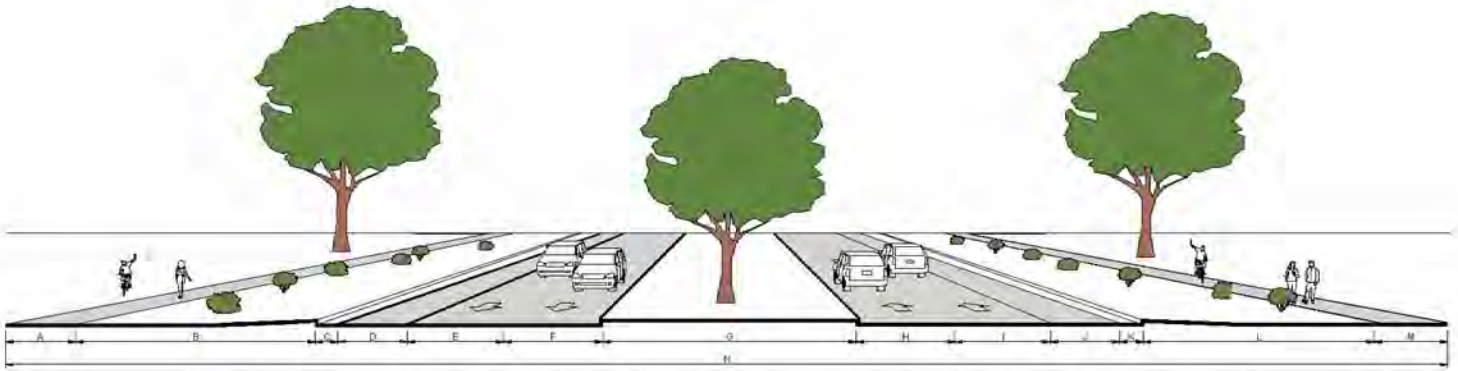


NOTES:
1. ZONE X - FOR WATER AND SEWER
2. ZONE Y - FOR GAS, TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT SEPARATION BETWEEN OTHER ZONES AND UTILITIES.

MINOR ARTERIAL - 4-LANE OR 2-LANE STREET
(MAJOR STREET PLAN)

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

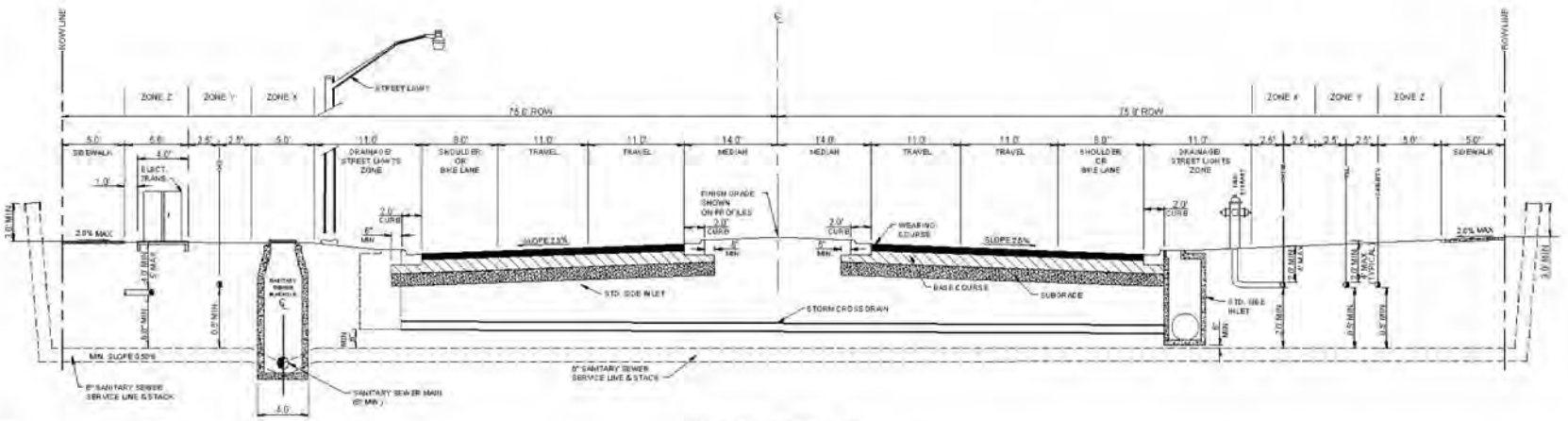


A	B	C	D	E	F	G	H	I	J	K	L	M	N
SIDEWALK (MINIMUM)	DRAINAGE/ UTILITY ZONE	CURB AND GUTTER (REQUIRED)	SHOULDER OR BIKE LANE	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	MEDIAN	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	SHOULDER OR BIKE LANE	CURB AND GUTTER (REQUIRED)	DRAINAGE/ UTILITY ZONE	SIDEWALK (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
5'	24	2'	8'	11'	11'	28'	11'	11'	8'	2'	24'	5'	150'

MAJOR ARTERIAL STREET
(MAJOR STREET PLAN)

N.T.S.

WHERE USED: AS DESIGNATED BY THE CITY OR WHEN A MAJOR ARTERIAL STREET IS SHOWN ON THE MAJOR STREET PLAN
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE 15,000 TO 35,000 VPD.
DESIGN SPEED: 45 MPH
SPEED LIMIT: 35-45 MPH
ACCESS: ACCESS WILL BE LIMITED WITH POINTS OF ACCESS APPROVED BY THE CITY ON CITY ROUTES.

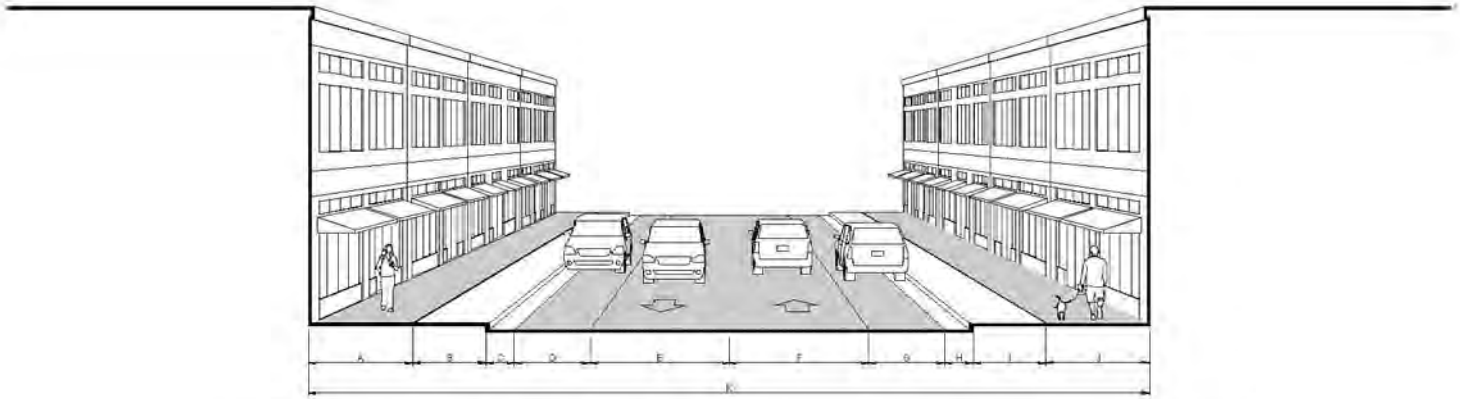


NOTES:
1. ZONE X - FOR WATER AND SEWER
2. ZONE Y - FOR GAS, TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT SEPARATION BETWEEN OTHER ZONES AND UTILITIES.

MAJOR ARTERIAL STREET
(MAJOR STREET PLAN)

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

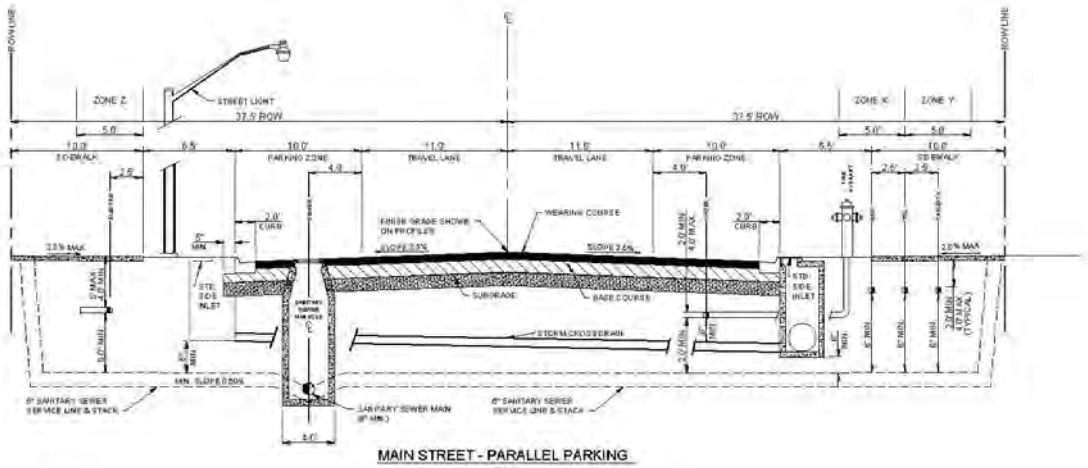


A	B	C	D	E	F	G	H	I	J	K
SIDEWALK (MINIMUM)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	PARKING ZONE	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	SIDEWALK (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
10'	6.5'	2'	8'	11'	11'	8'	2'	6.5'	10'	75'

MAIN STREET - PARALLEL PARKING

N.T.S.

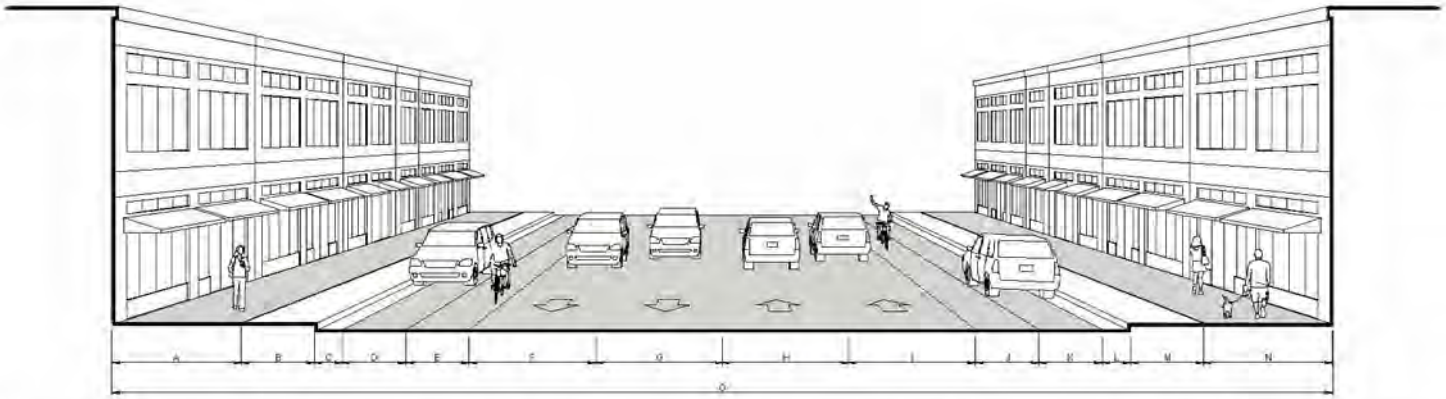
WHERE USED: THE MAIN STREET - PARALLEL PARKING, IS A MINOR CONNECTOR STREET WITH DESIGNATED ON-STREET PARALLEL PARKING. IT IS INTENDED FOR USE WHERE THE PREDOMINANT CHARACTER IS ONE OF MIXED USE BUILDING TYPES BUILT CLOSE TO THE STREET IN A TRADITIONAL MAIN STREET PATTERN. THE MAIN STREET - PARALLEL PARKING, IS ONLY ALLOWED WITHIN THE COMMERCIAL AND MIXED USE CONTEXTS.
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE LESS THAN 2,500 VPD
DESIGN SPEED: 25 MPH
SPEED LIMIT: 20-25 MPH
ACCESS: UNLIMITED.



MAIN STREET - PARALLEL PARKING

N.T.S.
(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

NOTES:
1. ZONE X - FOR GAS
2. ZONE Y - FOR TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT HORIZONTAL SEPARATION BETWEEN OTHER UTILITIES

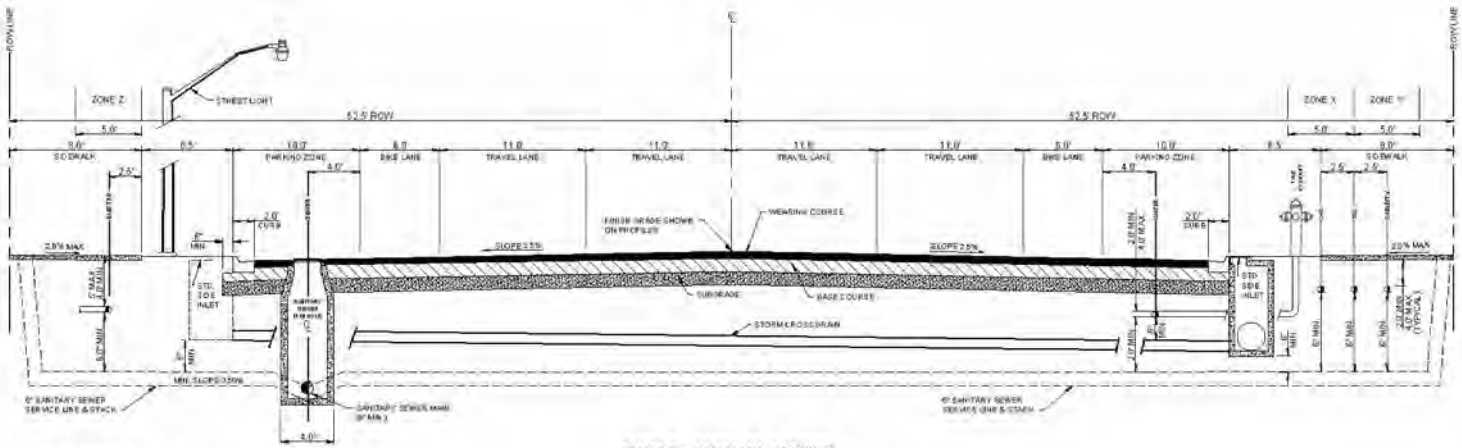


A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
SIDEWALK (MINIMUM)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE	BIKE LANE	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	BIKE LANE	PARKING ZONE	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	SIDEWALK (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
6'	6.5'	2'	8'	6'	11'	11'	11'	11'	6'	8'	2'	6.5'	6'	105'

AVENUE - PARALLEL PARKING

N.T.S.

WHERE USED: THE AVENUE-PARALLEL PARKING IS A MAJOR CONNECTOR STREET WITH DESIGNATED-ON-STREET PARALLEL PARKING. IT IS INTENDED FOR USE WHERE THE PREDOMINANT CHARACTER IS ONE OF MIXED USE AND RESIDENTIAL BUILDING TYPES BUILT CLOSE TO THE STREET. THE AVENUE-PARALLEL PARKING IS ONLY ALLOWED WITHIN THE COMMERCIAL OR MIXED USE CONTEXTS.
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE LESS THAN 10,000 VPD
DESIGN SPEED: 25 MPH
SPEED LIMIT: 20-25 MPH
ACCESS: UNLIMITED

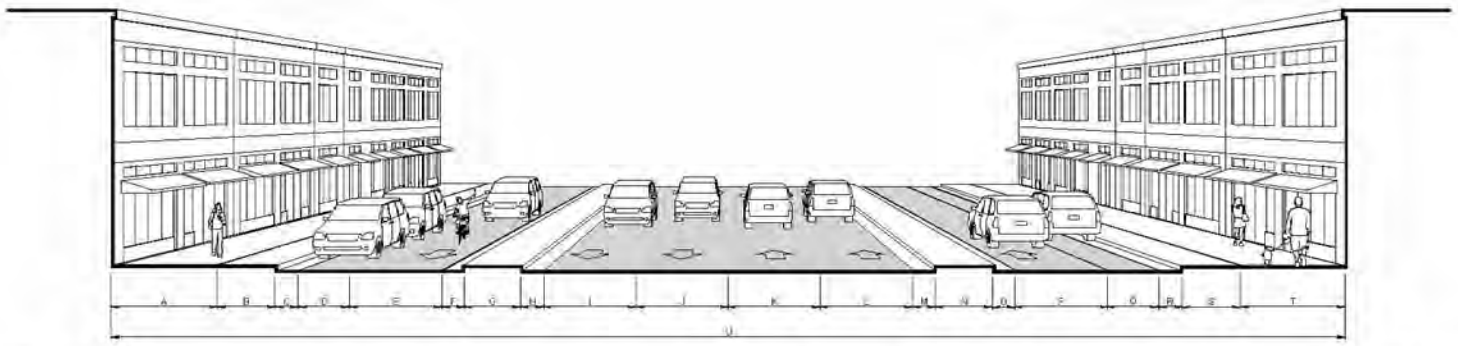


NOTES:
1. ZONE X - FOR GAS
2. ZONE Y - FOR TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
4. ALL UTILITIES MUST MAINTAIN 1 FOOT HORIZONTAL SEPARATION BETWEEN OTHER UTILITIES

AVENUE - PARALLEL PARKING

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

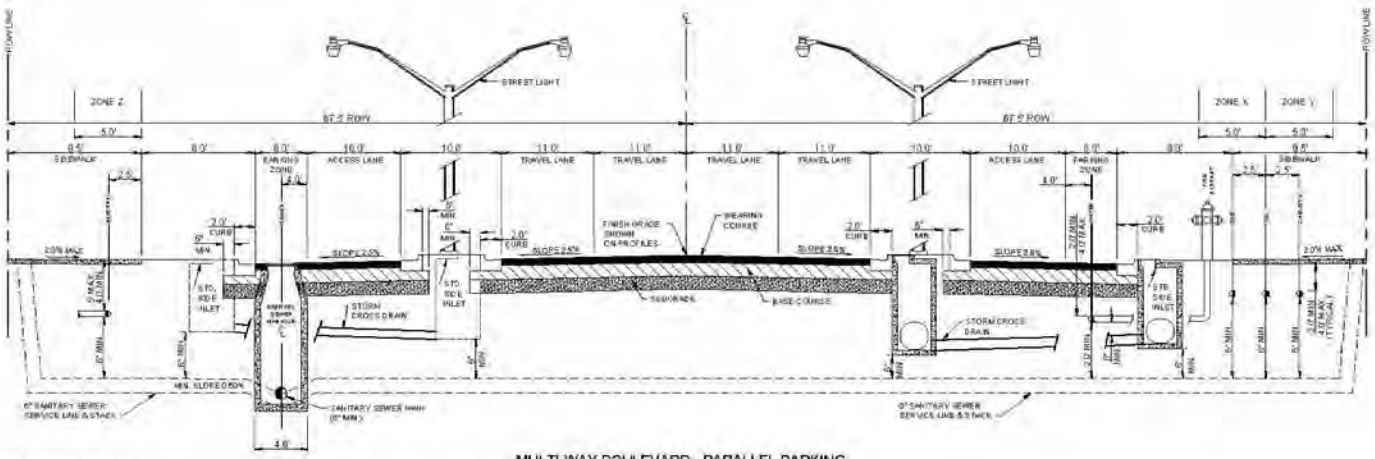


A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
SIDEWALK (MINIMUM)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE	ACCESS LANE (MINIMUM)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	ACCESS LANE (MINIMUM)	PARKING ZONE	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	SIDEWALK (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
9.5'	6'	2'	8'	16'	2'	6'	2'	11'	11'	11'	11'	2'	6'	2'	10'	8'	2'	6'	9.5'	135'

MULTI-WAY BOULEVARD - PARALLEL PARKING

N.T.S.

WHERE USED: THE MULTI-WAY BOULEVARD-PARALLEL PARKING IS A MAJOR CONNECTOR STREET WITH DESIGNATED ON-STREET PARALLEL PARKING ON A FRONTAGE ROAD. IT IS INTENDED FOR USE WHERE THE PREDOMINANT CHARACTER IS ONE OF MIXED USE BUILDING TYPES BUILT CLOSE TO THE STREET. THE MULTI-WAY BOULEVARD-PARALLEL PARKING IS ONLY ALLOWED WITHIN THE MIXED USE CONTEXT.
TRAFFIC VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE 15,000VPD TO 35,000 VPD
DESIGN SPEED: 50 MPH
SPEED LIMIT (INNER 4 LANES): 30-45 MPH SPEED LIMIT (ACCESS LANES): 10-25 MPH
ACCESS: ACCESS WILL BE LIMITED WITH POINTS OF ACCESS APPROVED BY THE CITY.

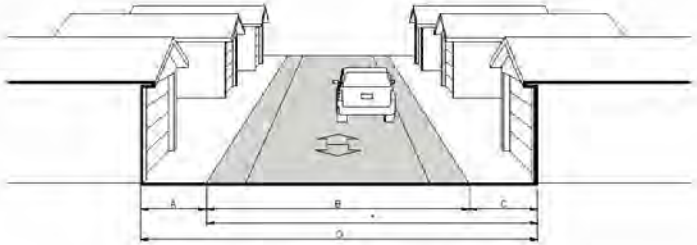


NOTES:
1. ZONE X - FOR GAS
2. ZONE Y - FOR TELECOMMUNICATIONS (I.E. TELEPHONE, CABLE, ETC.)
3. ZONE Z - FOR ELECTRIC/MAINTENANCE - ONE SIDE ONLY
4. ALL UTILITIES MUST MAINTAIN 1 FOOT HORIZONTAL SEPARATION BETWEEN OTHER UTILITIES

MULTI-WAY BOULEVARD - PARALLEL PARKING

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)



A	B	C	D
DRAINAGE/ STREET LIGHTS (MINIMUM)	TRAVEL LANE (MINIMUM)	DRAINAGE/ STREET LIGHTS (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
4'	20'	4'	28'

RESIDENTIAL ALLEY

N.T.S.

WHERE USED: THE RESIDENTIAL ALLEY IS A RIGHT-OF-WAY DESIGNED TO PROVIDE ACCESS TO THE SIDE OR REAR OF RESIDENTIAL BUILDING TYPES WHOSE PRINCIPAL FRONTAGE IS ON A STREET. THE RESIDENTIAL ALLEY IS ONLY ALLOWED IN THE LOW DENSITY RESIDENTIAL AND HIGH DENSITY RESIDENTIAL CONTEXTS.

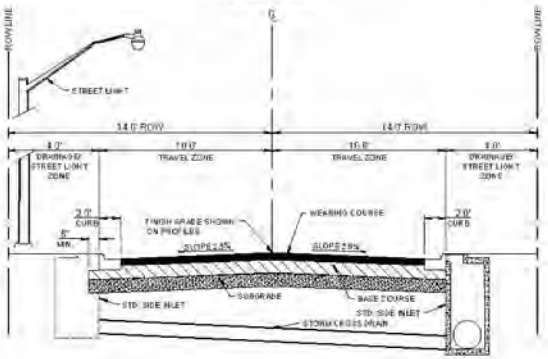
TRAFFIC VOLUME: NOT INTENDED TO ACCOMMODATE THROUGH TRAFFIC.

DESIGN SPEED: N/A

SPEED LIMIT: N/A

ACCESS: UNLIMITED

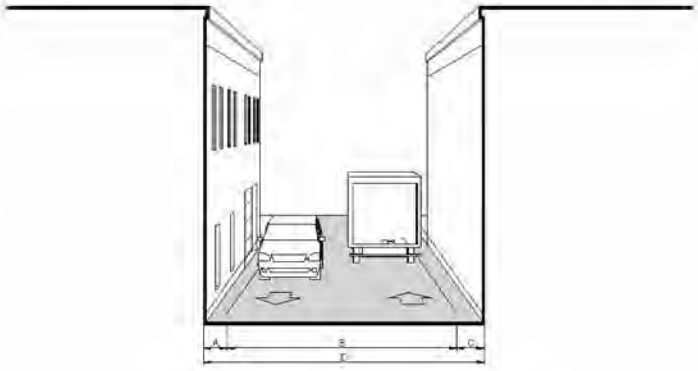
*24' MINIMUM CLEAR SPACE REQUIRED FOR BACKUP



RESIDENTIAL ALLEY

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)



A	B	C	D
DRAINAGE/ STREET LIGHTS (MINIMUM)	TRAVEL LANE (MINIMUM)	DRAINAGE/ STREET LIGHTS (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
4'	20'	4'	28'

COMMERCIAL ALLEY

N.T.S.

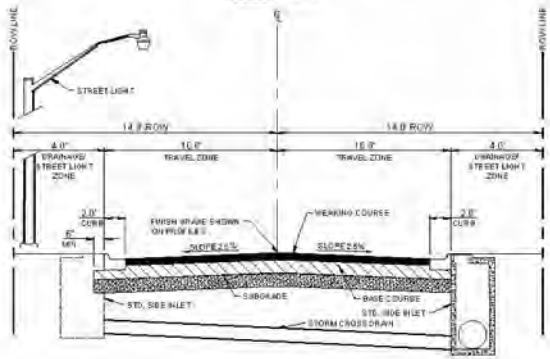
WHERE USED: THE COMMERCIAL ALLEY IS A RIGHT-OF-WAY DESIGNED TO PROVIDE ACCESS TO THE SIDE OR REAR OF BUSINESS, COMMERCIAL, MIXED USE BUILDING TYPES WHOSE PRINCIPAL FRONTAGE IS ON A STREET. THE COMMERCIAL ALLEY IS ONLY ALLOWED IN THE BUSINESS, COMMERCIAL AND MIXED USE CONTEXTS.

TRAFFIC VOLUME: NOT INTENDED TO ACCOMMODATE THROUGH TRAFFIC.

DESIGN SPEED: N/A

SPEED LIMIT: N/A

ACCESS: UNLIMITED



COMMERCIAL ALLEY

N.T.S.

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)