



# 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

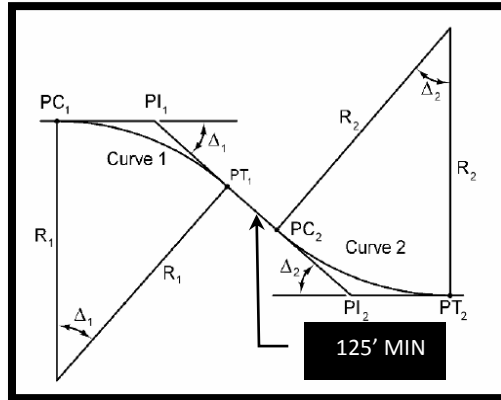
**Absent:** Jimmy Meyer, William Travis

### 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.

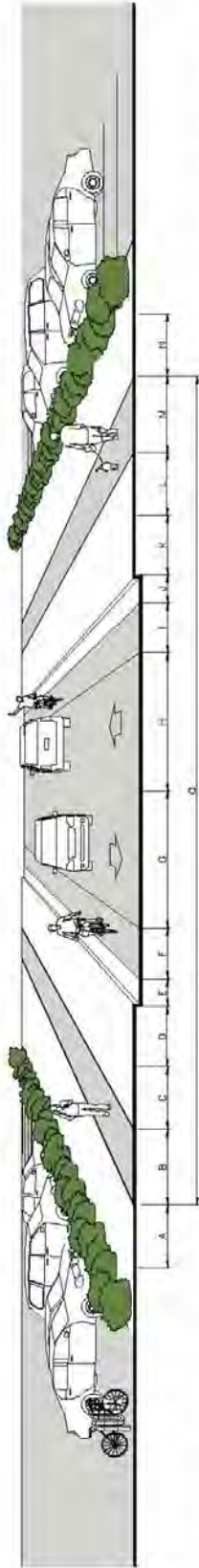
## **APPENDIX B**

### **Street Cross Sections**

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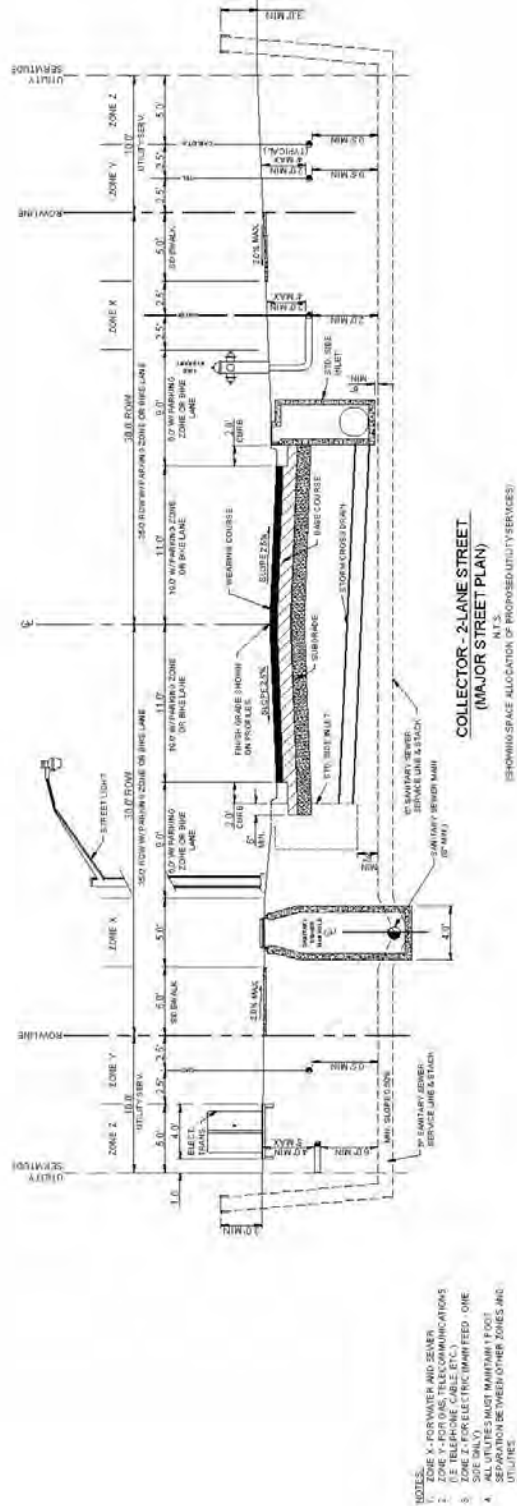


A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
UTILITY SERVITUDE (MINIMUM)	SIDEWALK (MINIMUM)	INFRASTRUCTURE ZONE	DRAINAGE/ STREET LIGHTS ZONE	CURB AND GUTTER (REQUIRED)	PARKING ZONE OR BIKE LANE (OPTIONAL)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	PARKING ZONE OR BIKE LANE (OPTIONAL)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS ZONE	INFRASTRUCTURE ZONE	SIDEWALK (MINIMUM)	UTILITY SERVITUDE (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
10'	5'	5'	7'0"	2'	E	11'	11'	8'	2'	7'0"	5'	5'	10'	6'
			4'0" W/ BIKE LANE OR PARKING ZONE							4'0" W/ BIKE LANE OR PARKING ZONE				7'0" W/ BIKE LANE OR PARKING ZONE

**COLLECTOR - 2-LANE STREET  
(MAJOR STREET PLAN)**

N.T.S.

WHEREUSED, AS DESIGNATED BY THE CITY OR WHERE A COLLECTOR STREET IS SHOWN ON THE MAJOR STREET PLAN  
 INDICATE COLUMN ANTICIPATED TRAFFIC VOLUME SHOULD BE 5,000 TO 10,000 VPD.  
 DESIGN SPEED: 35 MPH  
 SPEED LIMIT: 35-45 MPH  
 ACCESS: ACCESS VOLUMES LIMITED WITH POINTS OF ACCESS APPROVED BY THE CITY.

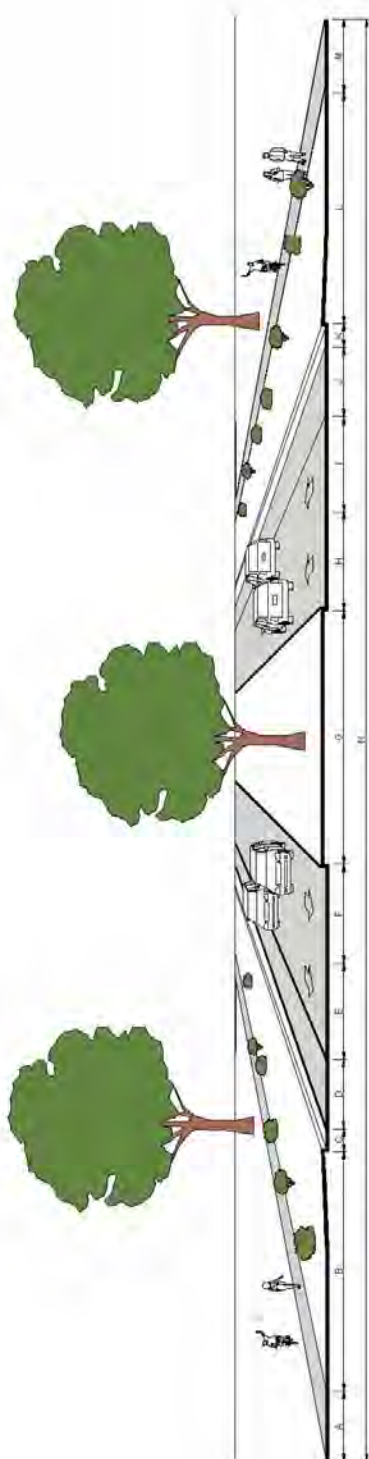


- NOTES:  
 1. ZONE X - FOR WATER AND SEWER  
 2. ZONE Y - FOR GAS, TELECOMMUNICATIONS  
 3. ZONE Z - FOR TELEPHONE CABLE, ETC.  
 4. ZONE K - FOR ELECTRIC BIFURCATED - ONE  
 5. ZONE O - FOR ELECTRIC BIFURCATED - ONE  
 6. ALL UTILITIES MUST MAINTAIN A FOOT  
 7. CLEARANCE BETWEEN OTHER ZONES AND  
 UTILITIES.

**COLLECTOR - 2-LANE STREET  
(MAJOR STREET PLAN)**

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

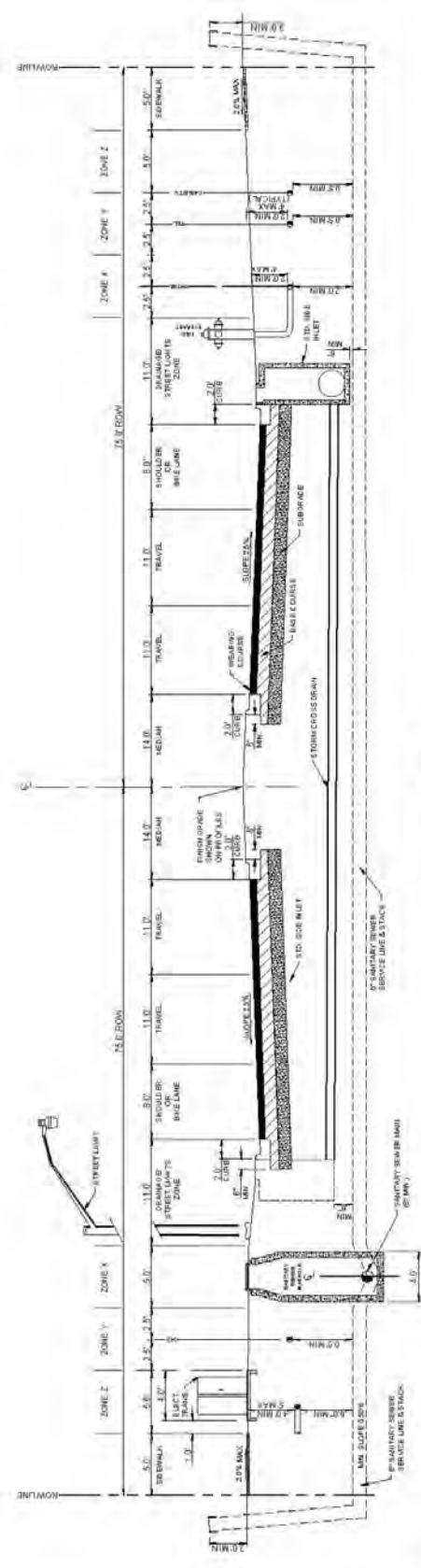




A	B	C	D	E	F	G	H	I	J	K	L	M	N
5'	24'	DRAINAGE/ UTILITY ZONE (MINIMUM)	SHOULDER OR BIKE LANE (REQUIRED)	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	MEDIAN	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	SHOULDER OR BIKE LANE (REQUIRED)	CURB AND GUTTER (REQUIRED)	DRAINAGE/ UTILITY ZONE	SIDEWALK (MINIMUM)	RIGHT-OF-WAY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

**MAJOR ARTERIAL STREET  
(MAJOR STREET PLAN)**  
N.T.S.

UNBELIEVED, AS DESIGNATED BY THE CITY OR WHEN A MAJOR ARTERIAL STREET IS SHOWN ON THE MAJOR STREET PLAN  
 DESIGN SPEED: 45 MPH  
 DESIGN VOLUME: ANTICIPATED TRAFFIC VOLUME SHOULD BE 15,000 TO 35,000 VPH.  
 DESIGN VOLUME: 35,000 VPH  
 ACCESS: ACCESS SHALL BE LIMITED WITH PORTS OF ACCESS APPROVED BY THE CITY OR CITY ROUTE.

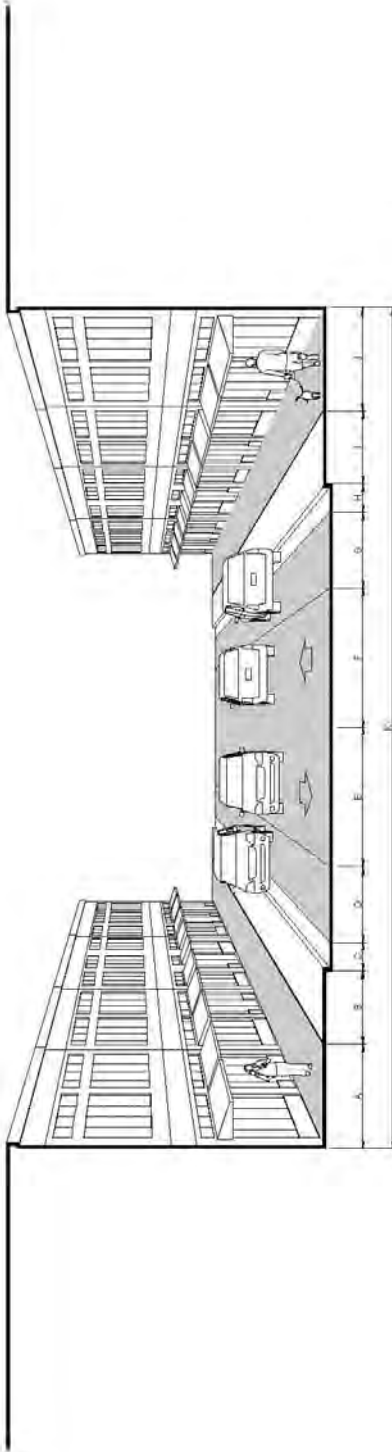


**MAJOR ARTERIAL STREET  
(MAJOR STREET PLAN)**  
N.T.S.

(SHOWING SPACE ALLOCATION OF PROFESSIONAL SERVICES)

- NOTES:**
1. ZONE 1: FOR WATER AND SEWER
  2. ZONE 2: FOR ELECTRIC (H.V. & TELEPHONE, CABLE, ETC.)
  3. ZONE 3: FOR ELECTRIC (M.V. FEED - SAME SIZE DUCT)
  4. ALL UTILITIES MUST MAINTAIN 1 FOOT SSP SEPARATION BETWEEN OTHER ZONE 4 AND UTILITIES.

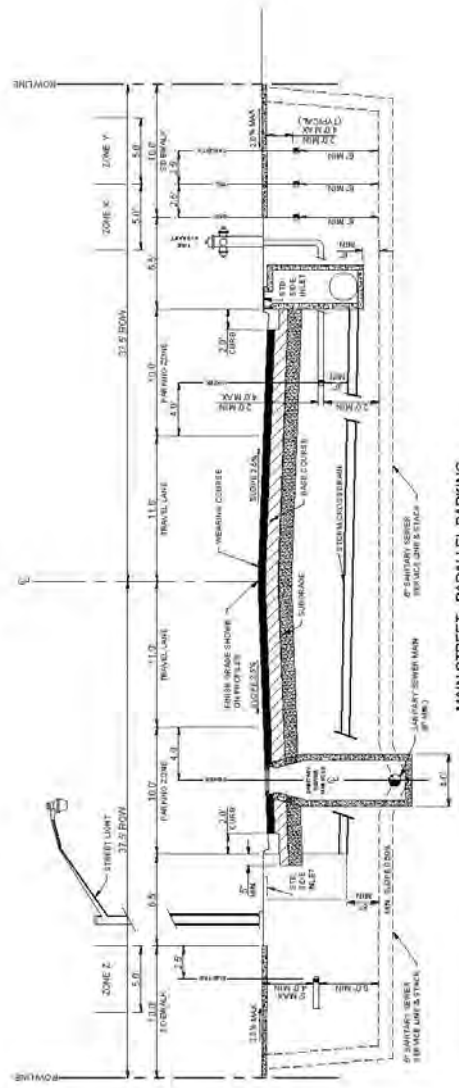




A	B	C	D	E	F	G	H	I	J	K
SIDEWALK (MINIMUM)	DRAINAGE/ STREET LIGHTS	CURB AND GUTTER (REQUIRED)	PARKING ZONE	TRAVEL LANE (MINIMUM)	TRAVEL LANE (MINIMUM)	PARKING ZONE	CURB AND GUTTER (REQUIRED)	DRAINAGE/ STREET LIGHTS	SIDEWALK (MINIMUM)	RIGHT-OF-WAY (MINIMUM)
10'	5.5'	2'	B'	11'	11'	B'	2'	5.5'	10'	75'

**MAIN STREET - PARALLEL PARKING**

UNLESS OTHERWISE SPECIFIED, THE MAIN STREET - PARALLEL PARKING IS AN IN-PAVEMENT CONNECTOR STREET WITH DESIGNATED OR STREET PARALLEL PARKING IS INTENDED FOR USE WHERE THE PREDOMINANT CHARACTERISTICS OF THE STREET AND TRAFFIC VOLUME ALLOW FOR THIS TYPE OF PARKING. THIS TYPE OF PARKING IS NOT TO BE USED IN AREAS WHERE THE PREDOMINANT CHARACTERISTICS OF THE STREET AND TRAFFIC VOLUME ALLOW FOR THIS TYPE OF PARKING. THIS TYPE OF PARKING IS NOT TO BE USED IN AREAS WHERE THE PREDOMINANT CHARACTERISTICS OF THE STREET AND TRAFFIC VOLUME ALLOW FOR THIS TYPE OF PARKING.



**MAIN STREET - PARALLEL PARKING**

(SHOWING SPACE ALLOCATION OF PROPOSED UTILITY SERVICES)

- 1. ZONE 4 FOR GAS
- 2. ZONE 3 FOR TELECOMMUNICATIONS (E. TELEPHONE, CABLE, ETC.)
- 3. ZONE 2 FOR ELECTRIC (MAIN FEED - ONE SIDE ONLY)
- 4. ALL UTILITIES SHALL BE LOCATED WITHIN THE DESIGNATED ZONE





