

City of Laramie

Planning Division
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LARAMIE PLANNING COMMISSION MARCH 11, 2019 STAFF REPORT

FILE: TA-18-03: Road Standard Modification

REQUEST: An amendment to Chapter 15.14.060.E.2.d.(iv) and 15.18.010.A.2 of the Unified Development Code to allow for roads to be constructed based upon engineering design principles and practices.

APPLICANT: Coffey Engineering and Surveying

PURPOSE: An amendment to allow for roads to be constructed based upon engineering design principles and practices

PREPARED BY: Derek T. Teini, AICP, Planning Manager

STAFF RECOMMENDATION:

Move to recommend that the City Council **approve** an amendment to Chapter 15.14.060.E.2.d.(iv) and 15.18.010.A.2, of the Unified Development Code, according to the findings of fact and conclusions of law.

APPLICABLE CODE SECTION(S):

Text Amendments must be reviewed by the Planning Commission and City Council. Planning Commission action is forwarded to the City Council as a recommendation.

- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Laramie Comprehensive Plan

BACKGROUND AND SUMMARY:

At the request of the applicant an application for a Text Amendment was made regarding revisions to Laramie Municipal Code that would allow for an alternative road construction standard for higher intensity zoning districts; specifically, the I2, I1, LM and IP Zones. In initial conversations with the applicant the ultimate desire was to allow for a City Standard road section that would eliminate parking and reduce the overall road construction width within the above noted zoning districts. After review of the Laramie Municipal Code it was determined that changes to two sections of LMC; Chapter 15.14.060.E.2.d.(iv) and 15.18.010.A.2, would be needed.

Within section 15.14.060.E.2.d.(iv) of LMC the section would read as follows:

(iv) Half streets (i.e., streets of less than the full right-of-way and pavement width) shall not be permitted except where such streets, when combined with a similar street (developed previously or simultaneously) on property adjacent to the development, creates or comprises a street that meets the approved right-of-way and pavement requirements City of Laramie Engineering Standard Design for roadway width.

Within section 15.18.010.A.2 of code the section would read as follows:

2. Minimum Right-of-Way Widths and Construction Widths

a. Minimum right-of-way street widths shall be as follows:

Classification	Right-of-Way Width (feet)	Minimum Recommended Roadway Width (feet)
Arterial	100	68
Collector	80	52
Local, Non-Residential	60	46
<u>Local, Non-Residential (I2, I1, LM & IP Zoning Districts Only – No on-street parking)</u>	<u>60</u>	<u>38</u>
Local, Residential	60	46 or 40 [1]
Local, PUD, parking one street side	50	32
Local, PUD, no on-street parking	40	24
[1] Developments constructing new streets which extend existing streets shall have a <u>recommended</u> minimum roadway width of 46 feet, unless otherwise approved by the final <u>decision making</u> body. Development constructing new streets which do not extend existing streets shall have a <u>recommended</u> minimum roadway width of 40 feet.		

(Ord. 1085 § 1, 1992: prior code § 35-3(c)).

b. All recommended roadway widths may be modified based on approved City of Laramie Engineering Design Standards.

If the revisions proposed by staff are approved, it would allow for any developer within the above zoning districts to develop a street under the parameters noted in 15.18.010.A.2. Based on the changes proposed, minimum right-of-way width does not change, however the minimum roadway width (construction width) changes from a minimum, to a recommended width if the recommended width is approved City of Laramie and is adopted as part of their Engineering Design Standards. All other road standards, such as sidewalks on both side of the street would remain as is.

Staff believes that this recommendation will allow for professional engineering and flexibility in road design to occur without adverse effects to the function or safety of the road. Furthermore, staff

evaluated the need for on-street parking within these zoning districts and recommended parking be removed to reduce the total construction width of the street, thus furthering the objective of the request. Within these zoning districts, adequate onsite parking is normally provided/required and within these zoning districts is not often expected, as it would be expected in a residential or business zoning district.

Comprehensive Plan Relationship

Both the Comprehensive Plan and Laramie Municipal Code provide guidance related to the modification of design standards for street. Within the Comprehensive plan multiple sections address streets and construction standards. Many of the sections within the code generally reference the need for a multi-modal transportation system, specifically that cars, bike and pedestrians be accommodated within and as part of our roadway systems. Specifically, the discussion about elimination of the sidewalks on one side of a street was discussed (in order to reduce roadway width). However, no support was found within the Comprehensive Plan, instead, multiple sections recommended that sidewalks be required on both sides of the street or supported general pedestrian mobility. (Pages 1-5, 2-12, 8-5, 8-7 and 8-16 of the Laramie Comprehensive Plan) In addition to the support for multi-modal transportation, one significant goal and action statement included the following,

“12. City should revise engineering design standards to incorporate the Alternative Cross Sections in Figure 8.4 which address issues such as asphalt widths, sidewalks, parkways, raised medians and decorative improvements.” (Laramie Comprehensive Plan, Page 8-22)

This section specifically supports this text amendment request and notes the importance of developing alternative designs for streets and other infrastructure. With support and guidance from the Comprehensive Plan, staff supports the recommended request.

PUBLIC COMMENTS:

This amendment was legally advertised in the *Laramie Boomerang* on March 23, 2018. Staff has received no comments regarding this proposed amendment to the UDC.

FINDINGS OF FACT:

The amendment is found to be in accordance with substantive and procedural requirements and necessities in City of Laramie code, and the Comprehensive Plan.

CONCLUSIONS OF LAW:

The amendment is proceeding in accordance with applicable law.

ALTERNATIVES:

1. Approve the Code Text Amendment based on findings of fact and conclusions of law (**Staff recommendation**);
2. Approve the Code Text Amendment based upon modifications recommended by the Planning Commission based on findings of fact and conclusions of law;
3. Deny the Code Text Amendment based on findings of fact;

4. Postpone the Code Text Amendment until issues identified during the meeting can be resolved.

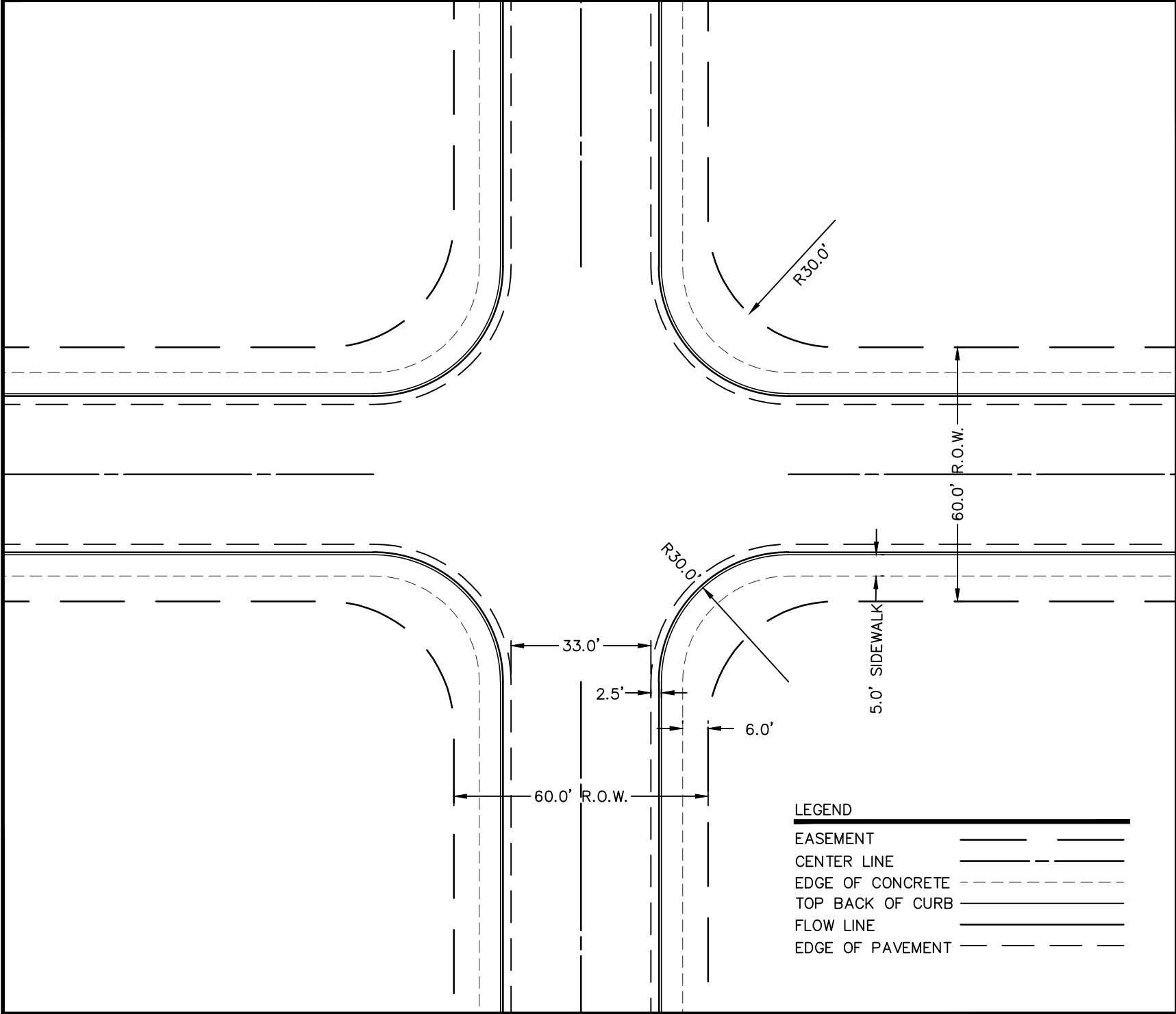
RECOMMENDED MOTION:

Move to recommend that the City Council **approve** an amendment to Chapter 15.14.060.E.2.d.(iv) and 15.18.010.A.2, of the Unified Development Code, according to the findings of fact and conclusions of law.

Note: If the Planning Commission wishes to recommend **denial** of the applicant's request, the Planning Commission must come up with alternative findings of fact, and to state those in a motion for denial.

ATTACHMENT:

1. Applicants Request Letter (2 Pages)
2. Road Design Drawings (3 pages)
3. Code Text Amendments



LEGEND

EASEMENT	———
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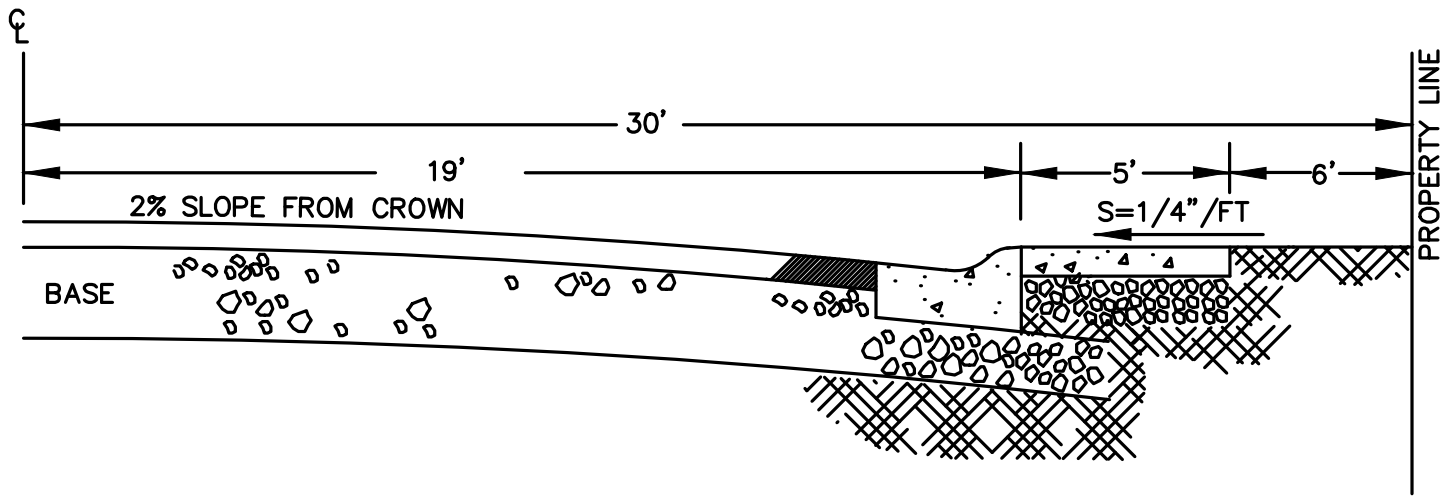
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Project: 1972.02
Date: 2/11/2019

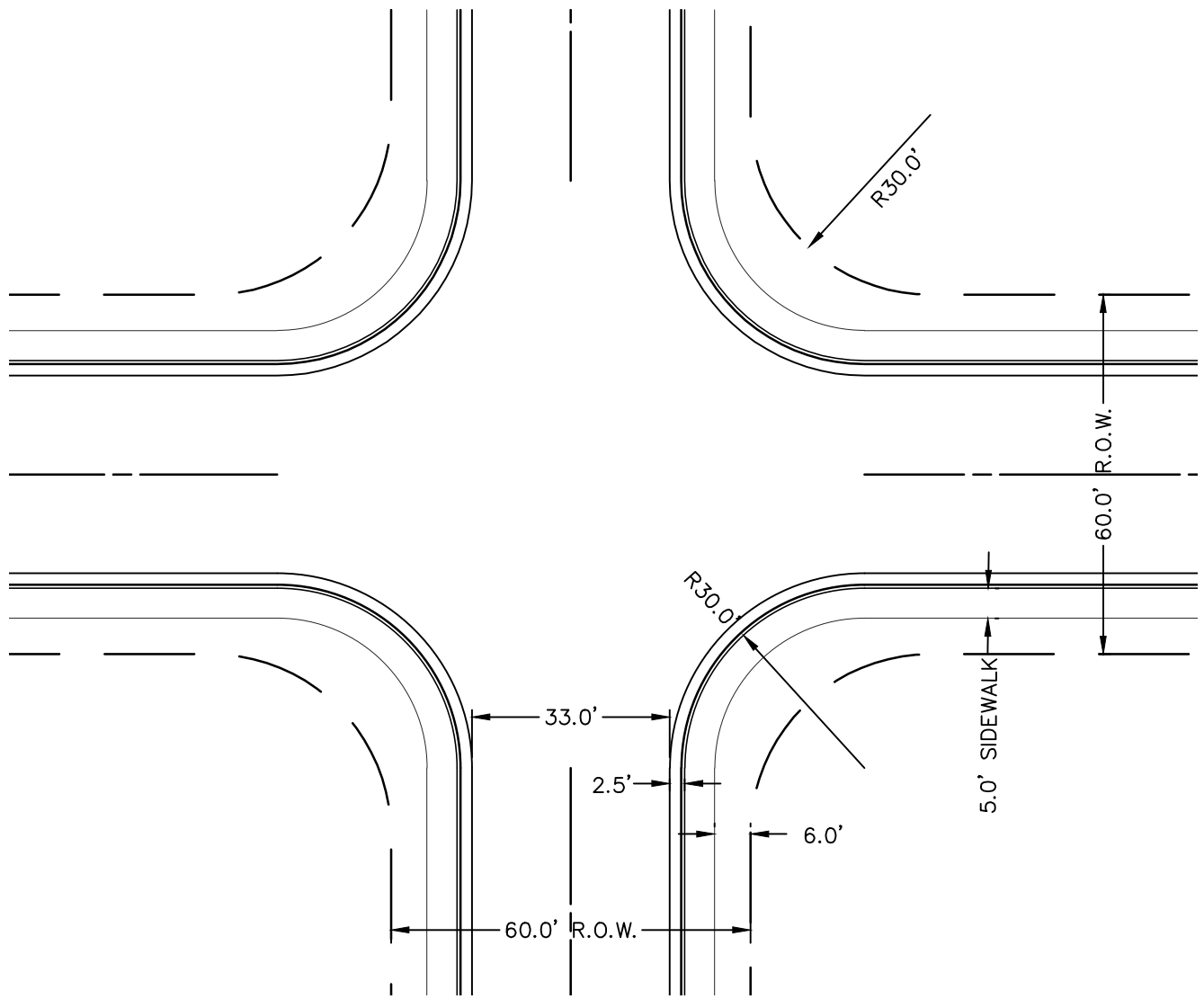
INDUSTRIAL INTERSECTION PLAN VIEW



COFFEY
ENGINEERING & SURVEYING
902 S. 3rd St., Laramie, WY 82070
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LOCAL, 60' R\W, 38' ROADWAY – NO PARKING (30' INTERSECTION RADIUS)



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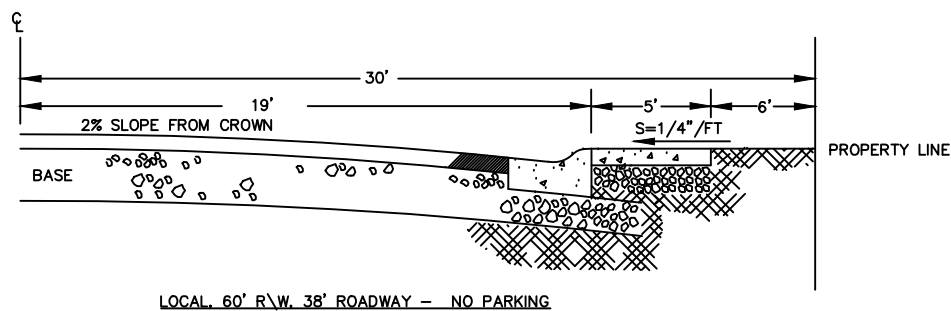
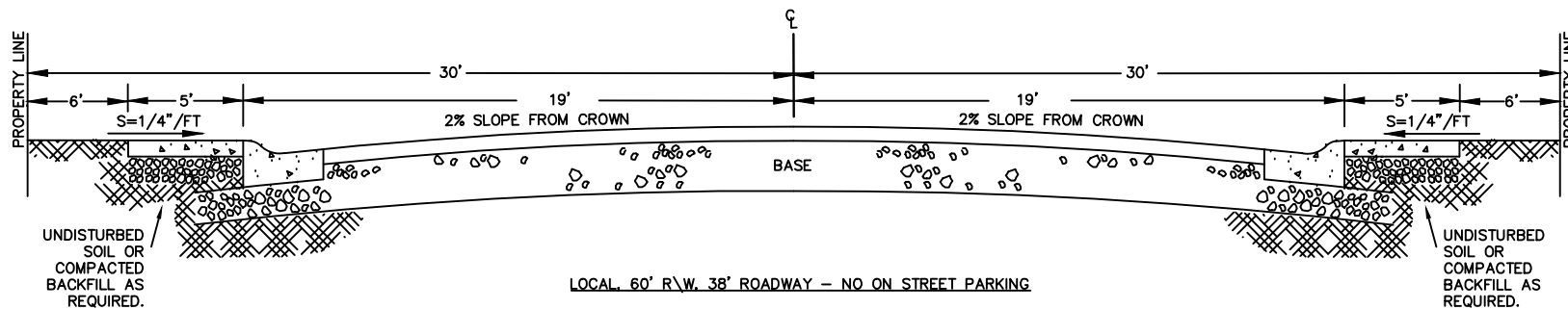
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Project:
Date:

1972.02
2/05/2019

INDUSTRIAL CROSS SECTION

COFFEY
ENGINEERING & SURVEYING
902 S. 3rd St., Laramie, WY 82070
[P] 307-742-7425 [F] 307-742-7403



NOT TO SCALE

- (iii) All cul-de-sacs shall conform to the requirements of the present adopted International Fire code.
- (iv) Half streets (i.e., streets of less than the full right-of-way and pavement width) shall not be permitted except where such streets, when combined with a similar street (developed previously or simultaneously) on property adjacent to the development, creates or comprises a street that meets the approved right-of-way and pavement requirements City of Laramie Engineering Standard Design for roadway width.
- (v) Whenever cul-de-sac streets are created, at least one twenty-foot wide pedestrian access easement shall be provided, to the extent practicable, between each cul-de-sac head or street turnaround and the sidewalk system of the closest adjacent street or pedestrian pathway. This requirement shall not apply where it would result in damage to or intrusion into significant natural areas, such as stream corridors, wetlands and steep slope areas. The pedestrian access easement shall be dedicated to the city and maintained as part of the sidewalk system (see Figure 15.14.060-3).



Figure 15.14.060-3: Cul-de-sac pedestrian connection

4. Driveways and Access

a. General

- (i) Every lot shall have access that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles, as well as for those needing access to the property in its intended use.
- (ii) All driveway entrances and other openings onto streets shall be constructed so that:
 - (1) Vehicles may safely enter and exit from the lot in question;
 - (2) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized; and
 - (3) The driveway is not less than 20 feet in length from the face of the garage or parking structure to the nearest street improvement.

2. Minimum Right-of-Way Widths and Construction Widths

a. Minimum right-of-way street widths shall be as follows:

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[1] Developments constructing new streets which extend existing streets shall have a recommended minimum roadway width of 46 feet, unless otherwise approved by the final decision making body. Development constructing new streets which do not extend existing streets shall have a recommended minimum roadway width of 40 feet.

(Ord. 1085 § 1, 1992; prior code § 35-3(c)).

b. All recommended roadway widths may be modified based on approved City of Laramie Engineering Design Standards.

3. Roads Adjoining Development Boundary

Planned or existing roads adjoining a property on which a minor land division or major subdivision, or a development which requires site plan review, that are not improved to the city's engineering and public works design standards, and at a minimum shall include the following:

- a. Full pavement width;
- b. Curb, gutter and sidewalk on the side of the road adjoining the minor land division, major subdivision, or development;
- c. Curb and gutter on the opposite side of the road from the minor land division, major subdivision or development;
- d. Stormwater conveyance infrastructure necessary for proper drainage;
- e. Hydrants, if required by city standards;
- f. Street signs, if required by city standards; and
- g. Street lights, if required by city standards.

(Ord. 1744 § 30, 2018)

4. Access Roads not Adjoining Development Boundary

Roads providing access to a minor land division, major subdivision or development shall be paved. The pavement shall be a minimum of 28 feet in width. The final decision maker may grant an exemption from this requirement if it is determined by the final decision maker that paving of a road cannot meet engineering

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