

Introduced by _____

First Reading _____

Second Reading _____

Ordinance No. _____

Council Bill No. B 75-21

AN ORDINANCE

amending Chapter 29 – Appendix A (Street Standards) of the City Code as it relates to design standards for residential, non-residential and terminal streets in the Unified Development Code (UDC); and fixing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. Chapter 29 of the Code of Ordinances of the City of Columbia, Missouri, is hereby amended as follows:

Material to be deleted in ~~strikeout~~; material to be added underlined.

Sec. A.1. Design standards for streets, sidewalks and bikeways.

(a) *Purpose and intent.*

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(c) *Local residential street design standards.*

(1) Residential streets provide direct access to residential dwellings and other allowed uses. They should be designed for this intended function and exhibit characteristics which contribute to a safe and attractive living environment. This can be achieved by providing a diversity of street types, each serving a specific role. Right-of-way and pavement widths less than the general standard should provide acceptable levels of access, safety and convenience for all users, including emergency service providers, while enabling enhanced site design and creation of attractive streetscapes. Subdivision layouts should avoid the creation of pass through routes for external traffic while allowing local drivers to move easily to and from higher order streets.

(i) The design standard for a typical residential street shall be as follows:

(A) *Right-of-way:* Fifty (50) feet wide;

(B) *Pavement:* Twenty-eight (28) feet wide measured from back of curb;

(C) *Turnarounds:* Terminal streets shall have a turnaround at the closed end that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed with an outside right-of-way diameter of less than ninety-four (94) feet and a roadway pavement diameter of seventy-six (76) feet unless otherwise authorized by the fire official and approved by the director of public works;

(D) *Drainage:* Curb and gutter system;

(E) *Sidewalks:* Five (5) feet wide on both sides constructed one foot inside the right-of-way;

(F) *Parking:* Permitted on both sides of the street;

(G) *Buffer strip:* Five (5) feet wide with trees permitted in the right-of-way subject to compliance with city policies and regulations; and

(H) *Utility easements:* Ten (10) feet on both sides adjacent to the right-of-way. The city and public utility providers will not be responsible for the restoration of any landscaping placed within utility easements that is removed or damaged as a result of constructing, repairing or maintaining public utilities.

(ii) In place of the typical residential street, a request may be submitted at the time of preliminary plat review for approval of one or more of the following alternative streets:

(A) A residential feeder will be considered or may be required when one or more of the following conditions exist: 1) the intended use and adjacent zoning allows duplex or multi-family dwellings; 2) the expected average daily traffic (ADT) exceeds five hundred (500); or 3) the street collects localized traffic within a subdivision and leads to a collector or arterial street. A residential feeder shall conform to the following design standards:

1) *Right-of-way:* Fifty (50) feet wide;

2) *Pavement:* Thirty-two (32) feet wide measured from back of curb;

- 3) *Sidewalks*: Five (5) feet wide on both sides constructed one foot inside the right-of-way;
- 4) *Buffer strip*: Three (3) feet wide with only ornamental trees permitted; and
- 5) *Other features*: Same as a residential street.

(B) An access street will be considered when all of the following conditions exist: 1) the intended use and adjacent zoning is single-family detached dwellings; 2) the street is no longer than seven hundred fifty (750) feet; and 3) the expected ADT is less than two hundred fifty (250) feet. An access street shall conform to the following design standards:

- 1) *Right-of-way*: Forty-four (44) feet wide;
- 2) *Pavement*: Twenty-four (24) feet wide measured from back of curb;
- 3) *Turnarounds*: Terminal streets shall have a turnaround at the closed end that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed with an outside right-of-way diameter of less than ninety-four (94) feet and a roadway diameter of seventy-six (76) feet unless otherwise authorized by the fire official and approved by the director of public works;
- 4) *Sidewalks*: Same as a residential street, except sidewalks shall not be required on cul-de-sacs less than two hundred fifty (250) feet in length;
- 5) *Parking*: Permitted on one side only; and
- 6) *Other features*: Same as a residential street.

(2) The design standard for residential alleys shall be as follows:

- (i) *Right-of-way*: Eighteen (18) feet wide;
- (ii) *Pavement*: Sixteen (16) feet wide measured from edge of pavement (no curb and gutter);
- (iii) *Travel lanes*: Two-way traffic allowed;

- (iv) *Maximum length:* Five hundred (500) feet between connecting streets;
 - (v) *Parking:* Parking in alley prohibited;
 - (vi) *Setbacks:* Garages, carports and open parking spaces shall be set back at least five (5) feet from the right-of-way; and
 - (vii) *Utility lines:* Both overhead and underground utility lines may be installed in the right-of-way.
- (d) *Local non-residential street design standards.*
- (1) A non-residential street is a low volume, low speed street which provides access to commercial, industrial, institutional, and other intensive land uses. Generally, only two (2) travel lanes are needed. In some cases, these streets may carry considerable truck traffic, require wider driveways for access to loading docks, and have a need for on-street parking. Direct connections to collector and arterial streets are essential.
- (i) The design standard for a non-residential street shall be as follows:
 - (A) *Right-of-way:* Sixty-six (66) feet wide;
 - (B) *Pavement:* Thirty-six (36) feet wide measured from back of curb;
 - (C) *Turnarounds:* Terminal streets shall have a turnaround at the closed end that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed with an outside right-of-way diameter of less than ninety-four (94) feet and a roadway diameter of seventy-six (76) feet unless otherwise authorized by the fire official and approved by the director of public works;
 - (D) *Sidewalks:* Five (5) feet wide on both sides constructed one foot inside the right-of-way;
 - (E) *Parking:* Permitted on both sides of the street;
 - (F) *Buffer strip:* Nine (9) feet wide with trees permitted in the right-of-way subject to compliance with city policies and regulations; and
 - (G) *Utility easements:* Same as a standard residential street.

(ii) In place of the typical non-residential street, a request may be submitted at the time of preliminary plat review for approval of one or more of the following alternatives:

(A) An Option A street will be considered when two (2) or more of the following conditions exist: 1) the intended use and adjacent zoning is commercial, light industrial, office, and/or multi-family residential; 2) the expected ADT is less than four thousand (4,000); 3) the street is primarily intended to provide access to property and secondarily to serve through traffic; and 4) there is a nearby collector or arterial street to accommodate future traffic from surrounding land. Option A streets shall conform to the following design standards:

- 1) *Right-of-way*: Sixty (60) feet wide;
- 2) *Pavement*: Thirty (30) feet wide measured from back of curb;
- 3) *Parking*: Not permitted on either side;
- 4) *Other features*: Same as a typical non-residential street.

(B) An Option B street will be considered when all of the following conditions exist: 1) the intended use and adjacent zoning is office and/or multi-family residential; 2) the street is no longer than seven hundred fifty (750) feet; 3) the expected ADT is less than one thousand (1,000); 4) the street is intended to provide access to property and not serve through traffic; and 5) there is a nearby collector or arterial street to accommodate future traffic from the development of surrounding land. Option B streets shall conform to the following design standards:

- 1) *Right-of-way*: Sixty (60) feet wide;
- 2) *Pavement*: Thirty (30) feet wide measured from back of curb;
- 3) *Parking*: Permitted on one side only;
- 4) *Buffer strip*: Nine (9) feet wide with trees permitted as a typical non-residential street; and
- 5) *Other features*: Same as a typical non-residential street.

(C) An Option C street will be considered or may be required when two (2) or more of the following conditions exist: 1) the intended use

and adjacent zoning is intensive commercial and/or industrial; 2) the expected ADT exceeds four thousand (4,000); 3) the street will serve a significant amount of through traffic; 4) the street will connect to two (2) collector or arterial streets; 5) there will be a significant number of left turns to and from abutting driveways; and 6) there will be a significant amount of truck traffic. Option C streets shall conform to the following design standards:

- 1) *Right-of-way:* Sixty-six (66) feet wide;
- 2) *Pavement:* Thirty-eight (38) feet wide measured from back of curb to provide for two (2) travel lanes thirteen (13) feet wide and a twelve (12) foot two-way center turn lane;
- 3) *Turnarounds:* Terminal streets are not permitted;
- 4) *Parking:* Not permitted on either side; and
- 5) *Other features:* Same as a typical non-residential street.

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Sec. A.7. Terminal streets.

Terminal streets shall ~~also~~ have a turnaround at the closed end of such street that complies with the most current City of Columbia adopted edition of the International Fire Code. In no instance shall a terminal street be constructed with less than a seventy-six (76) foot an outside roadway diameter of at least seventy-six (76) feet and a right-of-way diameter of at least ninety-four (94) feet unless otherwise authorized by the fire official and approved by the director of public works.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

PASSED this _____ day of _____, 2021.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor