



Legislation Text

File #: 02634, Version: 2

Fiscal Note

It is estimated that narrower streets will result in a 15% cost savings for street construction and maintenance. It is estimated that narrower streets will require additional signing and marking resulting in additional costs of approximately \$53,750. In addition, the Madison Fire Department has indicated that inspections in the third and fifth years following street completion will cost an estimated \$2,500 for each review.

Title

SUBSTITUTE - Repealing Section 16.23(4), amending Sections 16.23(8)(a)1. and 16.23(8)(a)8.a., creating Sections 16.23(9)(d)6.h. and 16.23(9)(e)6. of the Madison General Ordinances to provide for local streets of variable size.

Body

DRAFTER'S ANALYSIS: These amendments set forth the circumstances in which street width can be minimized to reflect a more traditional urban neighborhood design.

The Common Council of the City of Madison do hereby ordain as follows:

1. Paragraph 4. entitled "Marginal Access Streets" of Subsection (2) entitled "Definitions" of Section 16.23 entitled "Land Subdivision Regulations" of the Madison General Ordinances is hereby repealed.

2. Current Paragraph 5. of Subsection (2) entitled "Definitions" of Section 16.23 entitled "Land Subdivision Regulations" of the Madison General Ordinances is renumbered to Paragraph 4.

3. Paragraph 1. entitled "General" of Subdivision (a) entitled "Streets and Alleys" of Subsection (8) entitled "Design Standards" of Section 16.23 entitled "Land Subdivision Regulations" of the Madison General Ordinances is amended to read as follows:

"1. General. In any new subdivision the street layout shall conform to the arrangement, width and location indicated on the official map, master plan or component neighborhood unit development plan. In areas for which such plans have not been completed the streets shall be designed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, to the proposed use of the land to be served by such streets, and to the most advantageous development of adjoining areas. The use of narrower, performance-based streets in new subdivisions and in the reconstruction of local streets may accomplish some or all of the following objectives: improved neighborhood livability from a more pedestrian-friendly environment; more compact development patterns that use less land, increase in land available for residential and commercial activities; more extensive streetscape vegetation and preservation of existing streetscape vegetation; reduction in the cost of street construction and maintenance, as well as development costs; reduction in traffic speed and non-local traffic; and reduction in stormwater runoff. The subdivision shall be such as to provide each lot by means of a public street satisfactory access to any existing public street. The subdivision shall further maximize the use of street orientations which provide solar access to lots and contemplated buildings."

4. Subparagraph a. of Paragraph 8. entitled "Widths of Streets and Pavements, Parkways and Drainageways" of Subdivision (a) entitled "Streets and Alleys" of Subsection (8) entitled "Design Standards" of Section 16.23 entitled "Land Subdivision Regulations" of the Madison General Ordinances is amended to read as follows:

"a. The minimum right-of-way (ROW) of all proposed streets and alleys shall be of the width specified by the Comprehensive Plan, master plan, MATS Report, functional classification map, official map or neighborhood development plan; or if no width is specified therein the minimum widths shall be as follows:

- | | <u>Type Of Street</u> | <u>R.O.W. Width</u> |
|-----|--|---------------------|
| i. | Principal and primary arterials streets shall have a minimum ROW width of one hundred twenty (120) feet. | |
| ii. | Standard arterial and <u>connector</u> collector streets shall have a minimum ROW width of eighty (80) feet. | |

- Local streets 60 feet
- iii. Marginal access streets 50 feet Distributor collector streets shall have a minimum ROW width of sixty (60) feet and a minimum pavement width (from curb face to curb face) of thirty-two (32) feet, subject to approval by the Common Council.
- iv. Local streets shall have a minimum ROW width of sixty (60) feet and a minimum pavement width of thirty-two (32) feet except in the following situations:
- A. A minimum ROW width of fifty-four (54) feet and a minimum pavement width (from curb face to curb face) of twenty-six (26) feet shall be permitted when the net density of abutting property is less than three (3) dwelling units per acre.
- B. A minimum ROW width of fifty-six (56) feet and a minimum pavement width of twenty-eight (28) feet shall be permitted when the net density of the abutting property is less than 5.44 dwelling units per acre.
- C. A minimum ROW width of fifty-six (56) feet and a minimum pavement width of twenty-eight (28) feet shall be permitted if:
- 1) The net density of abutting property is between 5.44 and 8.71 dwelling units per acre;
 - 2) Front loaded garages have driveways at least twenty (20) feet in length;
 - 3) At least seventy-five percent (75%) of dwelling units in the subdivision have two (2) car garages; and
 - 4) A minimum of two (2) parking spaces are provided in front of the two (2) car garages that have access to a street.
 - 5) Where alleys exist, at least seventy-five percent (75%) of the houses must have garages accommodating at least two (2) cars, as well as at least three (3) off-street parking spaces, and a minimum garage setback of ten (10) feet or a parking space adjacent to the garage.
- D. A minimum ROW width of fifty-six (56) feet and a minimum pavement width of twenty-eight (28) feet may be permitted if:
- 1) The net density of abutting property is between 8.72 and 12.44 dwelling units per acre.
 - 2) The requirements of Subsubsubparagraph C. are met; and
 - 3) The Common Council approves such minimum widths after consideration of factors, including but not limited to:
 - a) Area street connectivity among relevant local, collector, and arterial streets.
 - b) The number of off-street parking spaces provided per dwelling unit.
 - c) Parking regulations applicable to the street.
 - d) The proximity and number or percentage of streets in a subdivision proposed to have a minimum ROW width of fifty-six (56) feet and a minimum pavement width of twenty-eight (28) feet shall be sufficient to support potential overflow on-street parking in the areas of higher density development.
 - e) The recommendations of the Traffic Engineer, City Engineer, and the Director of the Department of Planning and Development.
- v. For all of the above, when there exist special on-street parking generators, such as parks, schools, churches, commercial businesses, sports and entertainment venues, or large multi-family dwellings, the minimum ROW width shall be sixty-six (66) feet and the minimum pavement width shall be thirty-six (36) feet.
- vi. For all the above, when the street is designated as or anticipated to be a bicycle route that may have marked bicycle lanes, the minimum widths shall be as follows:
- A. If no parking is on either side of the street, the minimum ROW width shall be sixty-two (62) feet and the minimum pavement width shall be thirty-four (34) feet.
- B. If parking is permitted on only one side of the street, the minimum ROW width shall be sixty-eight (68) feet and the minimum pavement width shall be forty-two (42) feet.
- C. If parking is permitted on both sides of the street, the minimum ROW width shall be seventy-four (74) feet and the minimum pavement width shall be forty-eight (48) feet.
- vii. Alleys shall have a minimum ROW width of twenty-six (24 26) feet.
- viii. At the time of application, the applicant shall provide a plan that overlays the plat or certified survey map and that demonstrates that the requirements for building streets of a particular width are met."

5. Subparagraph h. of Paragraph 6. entitled "Public Streets and Walkways" of Subdivision (d) entitled "Public Improvements and Procedures" of Subsection (9) entitled "Required Improvements for Subdivisions" of Section 16.23 entitled "Land Subdivision Regulations" of the Madison General Ordinances is created to read as follows:

"h. The following note shall be included on the final plat/certified survey map: Streets in this plat with a minimum ROW width of less than sixty (60) feet and a minimum pavement width of thirty-two (32) feet are subject to inspection by the Madison Fire Department and Traffic Engineering three (3) years and five (5) years after their completion and may be subject to parking restrictions as a result of said inspections."

6. Paragraph 6. of Subdivision (e) entitled "Developer to Reimburse the City for Costs Sustained" of Subsection (9) entitled "Required Improvements for Subdivisions" of Section 16.23 entitled "Land Subdivision Regulations" of the Madison General Ordinances is created to read as follows:

"6. The costs of City employees' time engaged in inspecting streets for a determination of the impact of streets with a minimum ROW width less than sixty (60) feet and a minimum pavement width less than thirty-two (32) feet."