

**AGENDA
CITY COUNCIL
WORK SESSION
CITY OF EAST GRAND FORKS
AUGUST 10, 2010
5:00 PM**

CALL TO ORDER

CALL OF ROLL

DETERMINATION OF A QUORUM

1. Plans & Specifications - 2010 Assessment Job No. 2 – Storm Sewer Improvements – Greg Boppre
2. Sidewalk Ordinance and Complete Streets Resolution – Nancy Ellis
3. Ordinance Amendments for Accessory Structures – Nancy Ellis

ADJOURN

Upcoming Meetings

Regular Meeting – August 17, 2010 – 5:00 PM – Council Chambers

Work Session – August 24, 2010 – 5:00 PM – Training Room

Work Session – August 31, 2010 – 5:00 PM – Training Room (If Needed)

Regular Meeting – September 7, 2010 – 5:00 PM – Council Chambers

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Request for Council Action

Date: August 3, 2010

To: East Grand Forks City Council, Mayor Lynn Stauss, President Dick Grassel, Council Vice President Henry Tweten, Council Members: Marc Demers, Craig Buckalew, Wayne Gregoire, Greg Leigh, and Mike Pokrzywinski.

Cc: File

From: Greg Boppre, P.E.

RE: Plans and Specifications – 2010 Assessment Job No. 2 – Storm Sewer Improvements

Background:

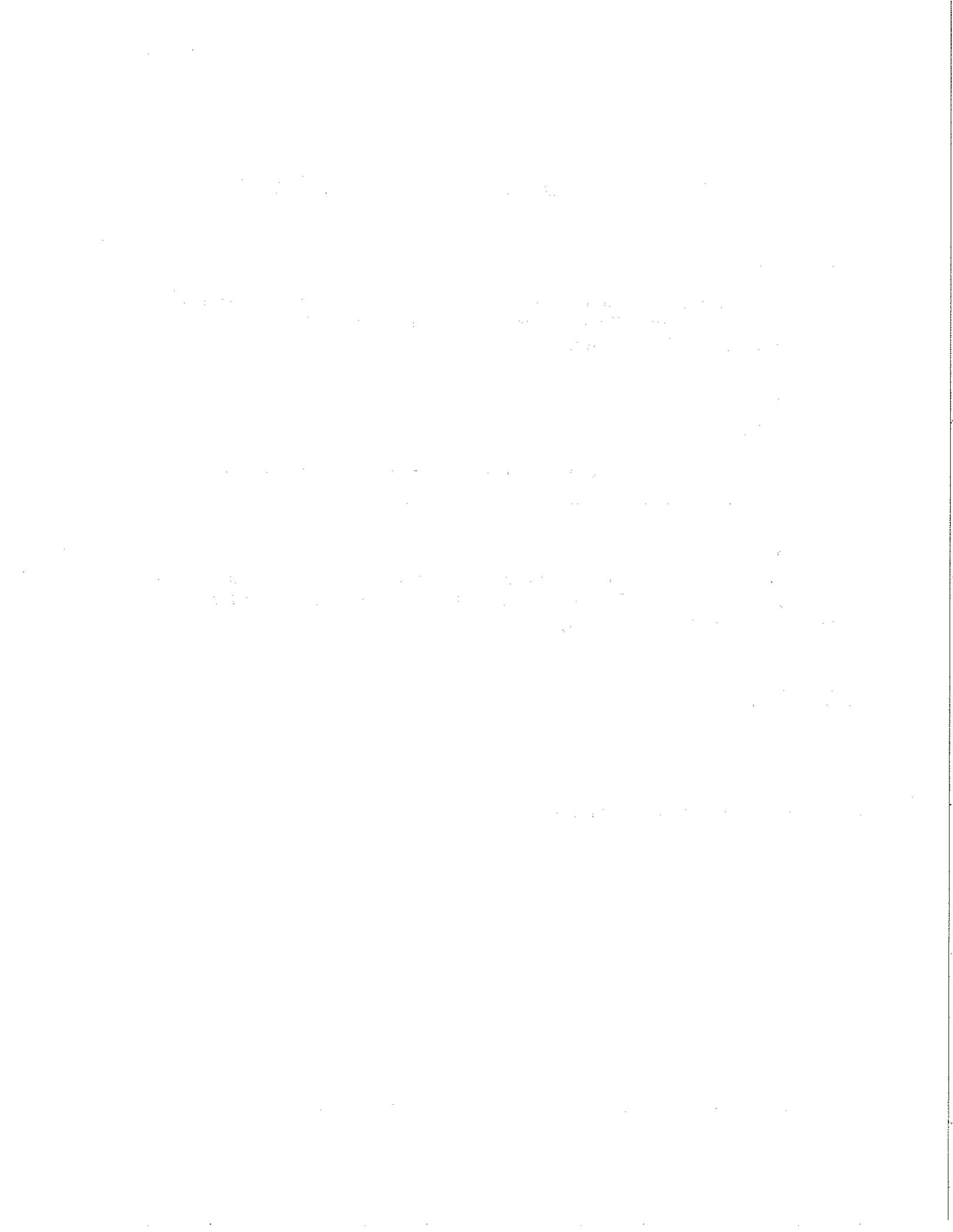
I would like to file the plans and specifications for the above referenced project at the next City Council meeting. As stated at a previous Work Session, we have been working with Northstar Terrace for a few months to correct the storm sewer in the park.

Recommendation:

Approval to file plans and specifications

Enclosures:

I will bring drawings to the City Council Work Session



Work Session Item

Date: August 10, 2010
To: East Grand Forks City Council and Mayor Lynn Stauss
Cc: File
From: Nancy Ellis, GF/EGF MPO Senior Planner
RE: Sidewalk Ordinance and Complete Streets Resolution

STAFF RECOMMENDATION

Staff recommends approval of the proposed sidewalk ordinance for new sidewalks.

GENERAL INFORMATION

APPLICANTS/PROPERTY OWNERS: City Staff and City Council

REQUESTED ACTION: Applicant is requesting amending text in the Zoning Code

SITE ZONING/LAND USE: varies.

SURROUNDING ZONING/LAND USE: NA

The City Council and Planning Commission has considered and reviewed regulations for sidewalks numerous times in the past ten years. At an April Council meeting, the Planning Commission was asked again to consider developing an Ordinance that addresses new sidewalks. I am attaching a sample ordinance for new sidewalks to this report. Staff is asking you to consider amending and establishing new regulations for sidewalks in Chapter 11 - Subdivision regulations. These changes require a public hearing and the Planning Commission held a public hearing for this ordinance at their June 10 Planning Commission meeting.

I am also enclosing a complete streets resolution and policy. A "Complete Streets" policy has been adopted by the State of Minnesota for all projects using federal or state funding. This requires public officials and engineers to consider all modes of transportation: vehicles, bikes, pedestrians, transit before designing any road project. This resolution and policies could be used in the City of East Grand Forks to place sidewalks in existing developments that have no sidewalks or other mode (bike, transit) availability. This will not be discussed at this meeting but is included for your review as it will be discussed at a later date.

11.07 DESIGN STANDARDS

Subdivision 1: STREETS.

(C) Sidewalks.

The following are the requirements for sidewalks in all new subdivisions in the City.

1. Sidewalk design. The following section explains the design requirement for all sidewalks built in the City.
 - (a) All sidewalks built are required to be in compliance with the most current Americans with Disabilities Act (ADA) standards.
 - (b) All sidewalks will be built to the widths that follow: residential districts, five feet; commercial districts, eight feet; and industrial districts, five feet.
 - (c) Sidewalks will be a minimum of four-inch thick concrete placed on a four-inch gravel base. The portion of the sidewalk that crosses a driveway must be a minimum of 6 inch thick concrete.
 - (d) Sidewalks will be installed at a 2% grade towards the street. From the property edge to the back of the curb, the grade shall be 4%.
2. Installation time. In new developments, all sidewalks are to be installed on each parcel within nine months of the day the building permit for that parcel is filed. Once 66% of the parcels in the subdivision are developed, all other parcels will have sidewalks installed, unless the property owner files a petition saying that they will build within one year.
3. Location requirements. All sidewalks installed in areas in compliance with the following.
 - (a) Sidewalks will be located on both sides of the street.
 - (b) Placement of the sidewalk will start 1 foot from the property line inside the road right-of-way and proceed 5 feet toward the curb.
 - (c) Driveway area that contains the sidewalk must be constructed so that it provides a level passage of at least 5 feet wide for placement of a sidewalk across the driveway.

4. Sidewalks on cul-de-sacs. Sidewalks will not be required in cul-de-sacs less than three hundred feet in length. Nothing in this section shall prohibit individual property owners or agreement from all property owners from installing a sidewalk on or adjacent to their property.

5. Waiver of protest.

(a) Prior to the issuance of a building permit relating to properties designated for sidewalk construction, the owner must sign a request for sidewalk or a waiver of protest; said waiver shall be recorded with the recorder's office and shall deny the property owner, said owner's heirs or assigns the right to protest the installation of sidewalks on designated public rights-of-way.

(b) The lots for which waiver of protest forms have been signed shall be counted as in favor of sidewalks in determining the percentage in 151.106B.12.b

WHEREAS, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians – including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing East Grand Forks' streets; and

WHEREAS, integrating sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of street projects avoids the expense of retrofits later; and

WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development, and

WHEREAS, streets are a critical component of the success and vitality of adjoining private uses and neighborhoods, and

WHEREAS, Active Living integrates physical activity into daily routines and Active Living Communities encourage individuals of all ages and abilities to be more physically active; and

WHEREAS, communities that support Active Living strive to create amenities that will enhance the quality of life of its residents, improve the physical and social environment in ways that attract businesses and workers, and contribute to economic development; and

WHEREAS, a Complete Streets policy supports implementation of the City of East Grand Forks' City Council affirmation of the goals and objectives of the Land Use Plan, Long Range Transportation Plan and Alternative Modes Plan;

WHEREAS, City policy as stated in the adopted Long Range Transportation Plan includes the goal of creating a multi-modal transportation system that encourages walking, bicycling, and transit use as part of a safe, accessible, convenient transportation system that meets the needs of people of all abilities, whether they are pedestrians, bicyclists, transit riders, or motor vehicle occupants, including children, elderly or disabled; and

WHEREAS, rights-of-way are constrained in many developed areas of the city, which limits the ability to expand roadways to accommodate continued growth in traffic volumes, suggesting that alternatives to single occupant vehicles must also be pursued; and

WHEREAS, a goal of Complete Streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation and transit, which will enhance the promotion of Active Living as a means to improve the health of the community residents, and improve environmental conditions, including air quality; and

WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment – where it would not be advisable to have non -motorized travel, but that the transportation system will support a comprehensive network of complete streets to serve all users;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of East Grand Forks establishes a Complete Streets Policy as follows:

The City of East Grand Forks will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all street are different and that the needs of various users will need to be balanced in a flexible manner.

Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard/berm landscaping, street furniture and adequate drainage facilities.

I. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian, and transit facilities from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as reduction in the number of travel lanes or removal of on-street parking).

II. Bicycle, pedestrian, and transit facilities shall be included in street construction, re-construction, major repair, major utility work or repair within the street right-of-way, and re-habilitation projects, except under one or more of the following conditions:

- a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, mill and overlay, seal coat, or when interim measures are implemented on temporary detour or haul routes;

- b. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer or qualified City Staff
- c. Where determined by the appropriate City Staff to have relatively high safety risks;
- d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
- e. Where jointly determined by the directors of Public Works, City Engineering and Planning that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisition;

III. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

- a. whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping / commercial area, or an employment center;
- b. whether the corridor provides access across a natural or man-made barrier such as a river or freeway;
- c. whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
- d. whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
- e. whether nearby routes that provide a similar level of convenience and connectivity already exist.

IV. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].

V. The City will implement a pedestrian facility program. Pursuant to that program, the City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the Roadway Network Database and will carry out projects to eliminate gaps in the sidewalk and trail networks.

VI. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

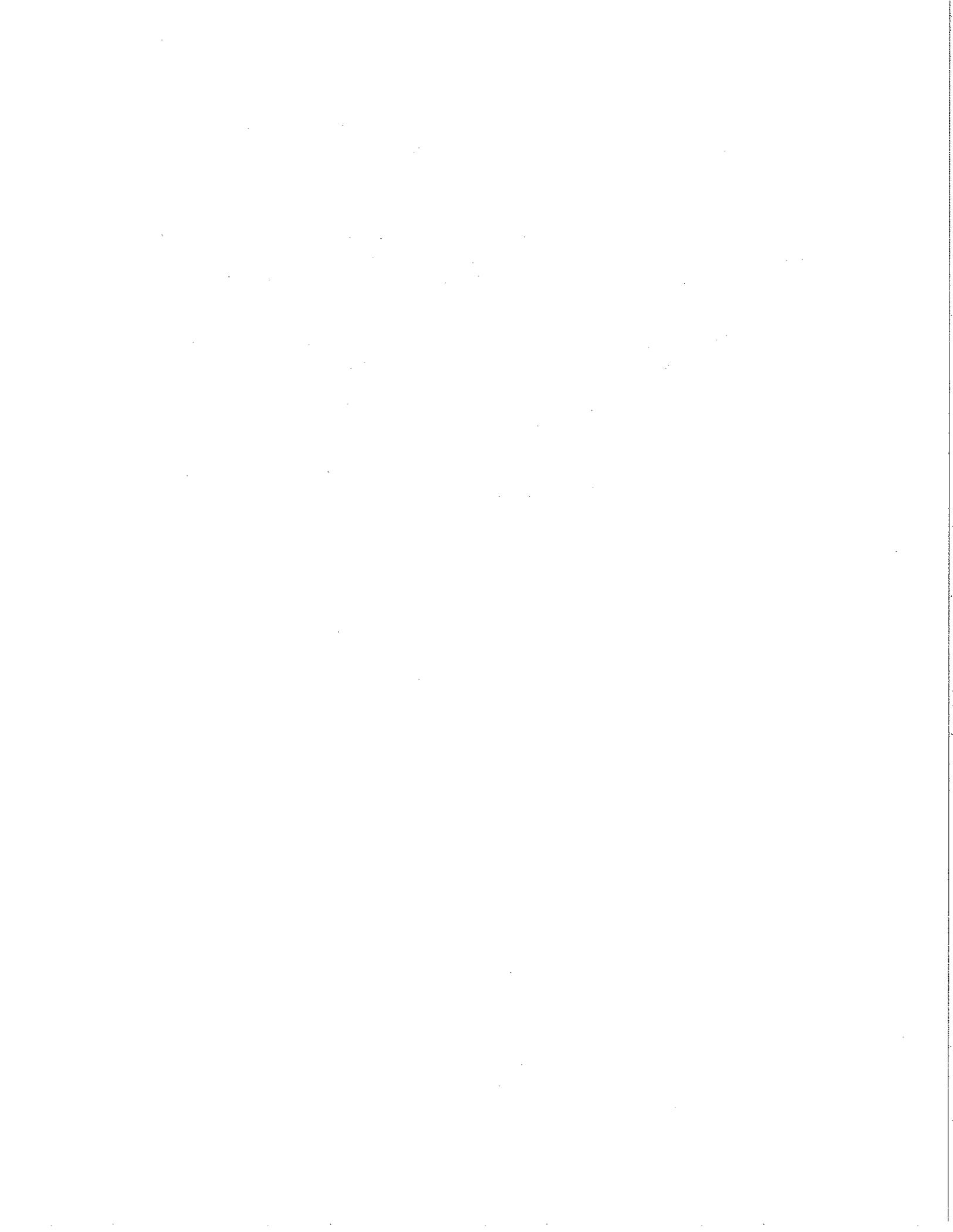
VII. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.

VIII. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

BE IT FURTHER RESOLVED that the feasibility report prepared for a street project shall include documentation of compliance with this Policy.

BE IT FURTHER RESOLVED that this policy becomes effective as of _____, 2010.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF EAST GRAND FORKS, MINNESOTA, THIS _____ DAY OF _____, 2010.



Work Session Item

Date: August 10, 2010
To: East Grand Forks City Council and Mayor Lynn Stauss
Cc: File
From: Nancy Ellis, GF/EGF MPO Senior Planner
RE: Ordinance Amendments for Accessory Structures

STAFF RECOMMENDATION

Staff recommends approval of the amendment requests to establish size regulations for detached accessory/garages

GENERAL INFORMATION

APPLICANTS/PROPERTY OWNERS: City Staff and City Council

REQUESTED ACTION: Applicant is requesting amending text in the Zoning Code

SITE ZONING/LAND USE: varies.

SURROUNDING ZONING/LAND USE: NA

It was requested by the Building Inspections Office to review the current ordinance requirements for detached garages. Currently, the city has zoning setback and impervious coverage requirements for detached garages/accessory structures. It does not, however, have any requirements for maximum building sizes. This can lead to large two-story detached structures on small lots. Although the setbacks and impervious coverage can limit detached garages to certain sizes; neighbor complaints on large garages have started to occur.

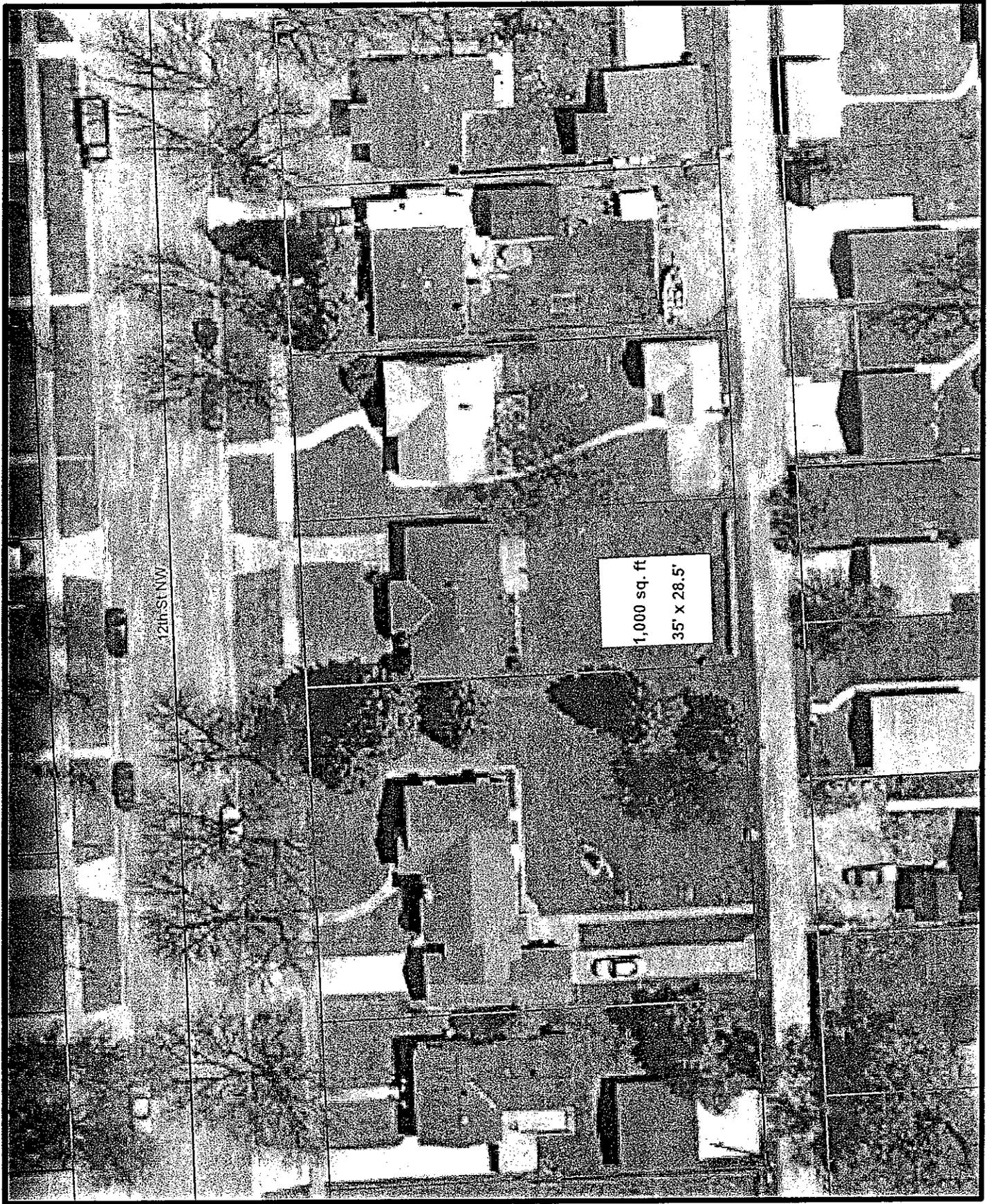
Therefore, I am attaching a sample amendment to the current regulations. City Staff is asking you to consider amending and establishing new detached accessory structure size regulations in Chapter 10 - General Performance Standards of the City's Zoning Regulations. These changes require a public hearing and the Planning Commission held a public hearing for this ordinance at their June 10 Planning Commission meeting.

10.21 General Performance Standards: Subdivision 4: Building Performance Standards

10.21 Subd. 4G

G. Residential Accessory buildings: Residential Accessory Structures are subject to the following:

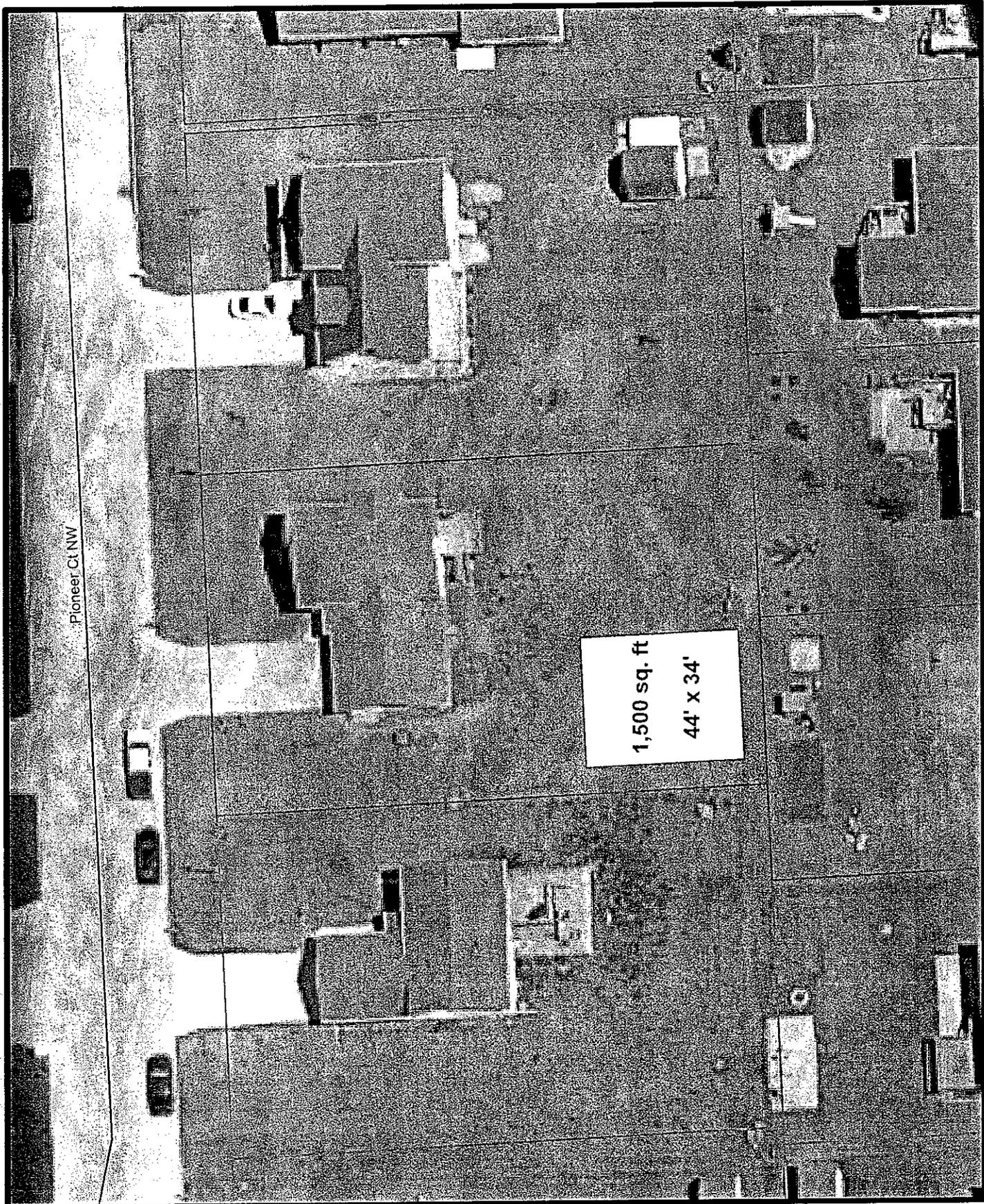
1. In case an accessory building is attached to the main building, it shall be made structurally a part of the main building and shall comply in all respects the requirement of this ordinance applicable to the main building.
2. A detached accessory building shall not be located in any required front or side yard.
3. No accessory building shall exceed the height of the principle building.
4. Properties under ten thousand (<10,000) square feet in area are allowed up to one thousand (1,000) square feet of accessory building area. Properties having lot areas between ten thousand (10,000) square feet and twenty thousand (20,000) are allowed up to one thousand five hundred (1500) square feet in accessory building area. Properties over twenty thousand (>20,000) square feet in area are allowed up to three thousand (3,000) square feet of accessory building area. The accessory building area includes all garages, sheds or other buildings on the property. The above mentioned maximum allowable areas govern only when other more restrictive regulations are met (impervious coverage, setbacks, etc..)



7 278 sq ft lot



N



N



14 000 sq ft | of

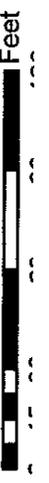


Rhinehart Dr SE

13th St SE

3,000 sq. ft
60' x 50'

21 957 sq ft lot



N

