

Minutes

Monday, January 25, 2010



Land Use Committee

5:49 p.m.
Carnegie Town Hall
235 W. 10th Street

Members Present: Kermit Staggers, Greg Jamison and Bob Litz

Staff Present: Debra A. Owen, City Clerk and Tamara Jorgensen, CMC, Assistant City Clerk

Guests: Andrew Berg, Chad Huwe, Jeff Dunn, Todd Anawski, Sue Aguilar, Beth Jamison, James Milne, Michelle Erpenbach, Jeff DesLauriers, Shannon Ausen, Dallas Hofer, Mark Perry, Mike Cooper, and Mark Cotter.

1. Call To Order

A. Committee Chair Kermit Staggers called the meeting to order at 5:49 p.m.

2. Approval of Minutes

A motion was made by Litz and seconded by Jamison to approve the November 23, 2009, minutes. Staggers called for a voice vote. All committee members voted yes. **Motion Passed.**

Item 3B was heard at this time. See item for discussion held.

3. Discussion

A. Temporary Boulevard Signs by Shawna Goldammer, Zoning Enforcement Manager; and Jeff Schmitt, Assistant Director of Planning and Building Services

Director of Planning and Building Services Mike Cooper gave an overview of the history of the temporary boulevard signs and how they are used. Committee Members Litz and Jamison stated they did not want to see any changes in the existing ordinances. Staggers asked Cooper to review any updates on signs and bring forward any proposed changes to the next meeting. Cooper stated he would.

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 2

- B. Approval of Engineering Design Standard Changes by Mark Cotter, Director of Public Works, and Chad Huwe, City Engineer.

Booklets were made available to the public and to the committee which contained the following proposed changes. Design standards are reviewed and revised annually. These items have been reviewed and approved by the IRAB and IRAB sub-committees.

Representatives from each of the Public Works Department are here and are available for any questions from the committee. The following sections were reviewed and discussed:

Discussion on Chapter 5: At IRAB's request, a subcommittee was formed to discuss and develop standards for diagonal parking on a public, local or collector street as outlined in the Shape Sioux Falls guidelines. The on street diagonal parking is still required to be approved by Ordinance by the City Council. The recommendations for these standards have been added as new text in this chapter. The subcommittee put together a field demonstration and physically tested the different widths for a driver to comfortably pull into a stall and not cross the street centerline. For comparison, Phillips Avenue width is 28 feet to the centerline, so the recommended street width is 32 feet to the street centerline for pulling into a parking stall. Some communities allow back-in parking in addition to pull-in parking. Minimum standards have been added to Chapter 5 for back-in parking. Discussion was held regarding on who owns the property and who is responsible for taking care of the property.

Chapter 5:

5.5 Diagonal On Street Parking in Urban Villages

5.5.1 General

Generally, on street diagonal parking is not allowed on City streets except by City Ordinance approval. The Shape Sioux Falls guidelines adopted by the City of Sioux Falls, encourages a more complete streets implementation. As part of the complete streets philosophy, enhanced pedestrian and bicycle facilities, creating urban villages, and calming streets are encouraged. New developments may request diagonal on street parking as part of their planned development. The diagonal parking will be allowed and approved by Ordinance only and should be submitted as part of the Planned Development Rezoning package.

5.5.2. Minimum Standards.

5.5.2.1 Vehicle Pulling Into the Diagonal Stall

1. Minimum street width is 32 feet, face of curb to centerline of street. Minimum right of way width is 40 feet from centerline of the street. Minimum stall width is 9 feet. The angle shall be 60 degrees or less.

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 3

2. Diagonal parking may be allowed on local or collector streets. No diagonal parking will be allowed on arterial streets.
3. A maintenance agreement is required to be executed between the developer and the City before the Development Engineering Plans are approved.
4. The diagonal parking will not be metered.

5.5.2.2 Vehicle Backing Into the Diagonal Stall

1. Minimum street width is 33 feet, face of curb to centerline of street. Minimum right of way width is 40 feet from the centerline of the street. Minimum stall width is 9.5 feet. The angle shall be 60 degrees or less.
2. Diagonal parking may be allowed on local or collector streets. No diagonal parking will be allowed on arterial streets.
3. A maintenance agreement is required to be executed between the developer and the City before the Development Engineering Plans are approved.
4. The diagonal parking will not be metered.
5. Bicycle lanes may be accommodated with this street section.

Discussion on Chapter 8: The City of Sioux Falls has many streets that cross railroad facilities. The majority of these crossings are at-grade, where the transportation facility and the railroad facility are at the same elevation. The remainders of the crossings are grade-separated, where the transportation facility and the railroad facility are separated by a bridge or an underpass. The grade-separated crossings provide a continuous flow for the transportation facility (includes both vehicles and pedestrians), reduce conflicts with the railroad facility, and increase safety for the rail facility and the transportation facility. The City of Sioux Falls encourages grade-separated crossings whenever it is economically and spatially feasible. Discussion followed.

Chapter 8:

8.3.7 Railroad Overpass Policy

The City of Sioux Falls has many streets that cross railroad facilities. The majority of these crossings are at-grade, where the transportation facility and the railroad facility are at the same elevation. The remainder of the crossings are grade-separated, where the transportation facility and the railroad facility are separated by a bridge or an underpass. The grade-separated crossings provide a continuous flow for the transportation facility (includes both vehicles and pedestrians), reduce conflicts with the railroad facility, and increase safety for the rail facility and the transportation facility. The City of Sioux Falls encourages grade-separated crossings whenever economically and spatially feasible.

Other communities in surrounding states, various State Departments of Transportation, and the Federal Highway Administration have been consulted on what policies and guiding objectives they use to determine the needs for grade-separated crossings. The majority of

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 4

these agencies indicated they do not follow an "official" grade-separation policy, but construct them when feasible due to safety and pedestrian/traffic flow.

The following Evaluation Process is used by the City of Sioux Falls when evaluating the need for a grade-separated crossing. These factors, combined with engineering design criteria, and financial and spatial considerations are essential in determining the need for a grade-separated crossing.

8.3.7.1 Design Criteria for a Grade-Separated Crossing

A grade-separated crossing should be considered when one or more of the following criteria exist:

1. The roadway is designated as an arterial street on the Major Street Plan.
2. The roadway design speed is at least 45 mph.
3. The roadway has a projected average annual daily traffic (AADT) that exceeds 10,000 vehicles per day.
4. The rail line has a design speed of at least 49 mph.
5. The rail line carries an average of three or more trains per day at the location under consideration.

The analysis of all relevant factors identified below should be completed when a location meets one or more of the above-listed design criteria.

8.3.7.2 Analysis of Factors

Five factors commonly used to analyze a grade-separated crossing are safety, vehicle and pedestrian accessibility, street connectivity, driver delay, and train noise. These factors are indirectly related to the above design criteria and are all considered the same priority in the analysis. The information below should be analyzed and considered to determine if a grade-separated crossing is a better choice than an at-grade crossing.

1. Safety

Safety brings forth much emotion, publicity, and urgency. Vehicle-train crashes, while infrequent, do occur at at-grade crossings and can cause severe injuries and fatalities. Safety is a critical factor to be considered when evaluating possible grade-separated crossing locations.

2. Vehicle and Pedestrian Accessibility

In some areas, it may be relatively easy to bypass an at-grade crossing that is occupied by a train by accessing the nearest grade-separated crossing. In the urban core of Sioux Falls, there are multiple local and arterial streets that provide an alternative if a crossing is blocked although at times the nearby streets could also be occupied by a train.

However, in the newer areas of the city, the philosophy of constructing multiple crossings has changed due to the Rail Authority design objectives of reducing crossing conflicts, improving safety, and costs of crossing construction and maintenance. Therefore, crossings occur mainly at arterial streets and may be a mile or more apart. In these locations, the time to bypass the at-grade crossing may actually be longer than the time it

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 5

takes to wait for the train. This accessibility is an important factor when considering a grade-separated crossing.

3. Street Connectivity

Roadways with grade-separated crossings connect major trip generators (commuters) to employment centers within a community. These roadway facilities tend to be a higher classification such as arterials and expressways because their main function is mobility versus access to a public right-of-way.

It is important to locate the grade-separated crossing at locations where they will receive the highest usage because of the increased construction costs of a grade-separated crossing versus an at-grade crossing.

4. Driver Delay

It is generally recognized that user costs are incurred by drivers waiting for trains at an at-grade crossing. However, that is not the only user cost which may result from delaying drivers at rail crossings. The time it takes for a train to pass can be life threatening to a trauma victim on the way to an emergency room. Therefore, it is important to include the full range of social costs associated with delay at at-grade crossings when looking at delay as a factor in a grade-separated crossing.

5. Train Noise

Train and train whistle horn noise are a significant quality-of-life issue for many communities. The human voice cannot be heard over the noise of a train horn. Phone calls and conversations can be interrupted by the train noise, which may have an impact to property values. Measures, such as banning horn blowing would create obvious safety concerns and are not supported by the Rail Authority. If an at-grade crossing is replaced with a grade-separated crossing, the need to blow a horn for the crossing is eliminated. Therefore, it is imperative to consider concerns about noise as a factor in a grade-separated crossing.

Consideration of establishing a *Whistle Free Zone* as described in the Federal Rail Authority (FRA) Regulations also needs to be considered as part of the evaluation. This process is lengthy and would need to be approved by the FRA and Local Rail Authority. Typically, this process would evaluate multiple crossings in an area to show a benefit to the surrounding land uses.

In addition, if an at-grade crossing is determined to be the most feasible crossing type, additional crossing improvements are required at each location and include: the installation of crossing gates and arms, the installation of a center median in the arterial street for a minimum of 110 feet back from the rail crossing, signal crossing lights, protected and signed pedestrian crossings. These costs are generally the responsibility of the agency requesting the rail crossing.

Further discussion on Chapter 8: This section title and subsequent references are revised from "speed change lanes" to "turn lanes". Overall, the revisions in this section clarify where turn lanes are required and lists standards for turn lanes and access points. This table replaces the existing table.

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 6

8.11 Turn Lanes

The design of the arterial street system depends upon the proper control of access to developments and turn lanes at collector street intersections. The location and design of access points must minimize traffic hazards and interference to through-traffic movements. In order to ensure proper access control, the following standards for turn lanes have been established.

8.11.1 Where Required. Turn lanes may be required along segments of arterial or collector streets if the proposed development constitutes a potential for creating a traffic hazard or unnecessarily impedes through-traffic movements as determined by the Traffic Impact Report or the City Engineer. A high volume access must be provided with a turning lane to allow the driver to maneuver out of the main travel lanes before slowing down. Left-turn lanes must be provided in the center or median of the road for left-turning traffic at a high volume access. If such lanes cannot be provided, left turns will be restricted.

Turn lanes for right-turning movements will be required as necessary at intersections for capacity and safety. Turn lanes for access points shall be according to Table 8.2

Table 8.2: Volume Warrants For Turn Lanes for Access Points

		For Right-Turning Movements_____				
		POSTED SPEED OF STREET IN MPH				
		Less than 25	26 to 40	41 to 50	51 or greater	For
If the design hour volume of the high- way lanes will exceed	500 1400	400 1200	200 800	150 600	2-lane streets 4 or more lanes	
and the design hour volume of the access approach will exceed	50 70	40 60	20 40	15 25	2-lane streets 4 or more lanes	

For streets with four or more through travel lanes, design hour volumes shall be measured only in the direction of the access approach.

Discussion on Chapter 9: The City of Sioux Falls has many streets that cross railroad facilities. The majority of these crossings are at-grade, where the transportation facility and the railroad facility are at the same elevation. The remainders of the crossings are grade-separated, where the transportation facility and the railroad facility are separated by a bridge or an underpass. The grade-separated crossings provide a continuous flow for the transportation facility (includes both vehicles and pedestrians), reduce conflicts with the railroad facility, and increase safety for the rail facility and the transportation facility. The City of Sioux Falls encourages grade-separated crossings whenever it is economically and spatially feasible. Discussion followed.

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 7

Chapter 9: *The easement shall be shown on the development engineering and construction plans and dimensioned from the centerline of the pipe to the outside edge of the easement and labeled 'Sanitary Sewer Easement'.*

Discussion followed.

9.5 Sanitary Sewer Easements

Sanitary sewer easements shall be obtained for all sanitary sewers located on private and public property. Sanitary sewer easements shall have a minimum width of 20 feet. In addition, temporary easements may be required for construction.

Sanitary sewer easements shall be accessible for City maintenance vehicles to drive on to maintain the sanitary sewer. All manholes shall be accessible to City maintenance vehicles. If determined necessary by the City Engineer, the area over the sanitary sewer shall be benched to provide an access trail along the line and/or to the manholes.

The most current version of the sanitary sewer easement forms shall be used and obtained from the City Engineer's Office.

The following Table 9.5 lists the minimum easement widths for sanitary sewer with a pipe diameter of 30 inches or less. The minimum easement widths shall be used when preparing plans. *The easement shall be shown on the development engineering plans and construction plans and dimensioned from the centerline of the pipe to the outside edge of the easement and labeled "Sanitary Sewer Easement".* The easement widths may be required to be wider depending upon specific site conditions

Discussion on Chapter 10: Revised text to comply with rules and requirements of National Fire Protection Agency 24. Discussion followed.

Chapter 10:

10.3.10 Post Indicator Valves—Every connection from the private fire service main to a building shall be provided with a listed post indicator valve located to control all sources of water supply. The Fire Prevention Division shall be permitted to waive the requirement for the post indicator valves required where the following provisions are met.

1. Listed valves in underground pits/vaults with a reliable position indication connected to a remote supervisory station.

Location and installation of the required post indicator valves shall be in accordance with the most recent edition of NFPA 24 – Standard for the installation of Private Fire Service Mains and Their Appurtenances. When domestic water service line is connected to a private fire service main, a post indicator valve shall be installed beyond and downstream from the connection point.

10.7.10 After (date of City Council Adoption), the criteria for sizing and constructing Type K Soft Copper Water Services for single family residential homes from the City main to the curb stop or shut off valve shall be:

- Those dwellings that have a plumbing fixture load which requires a demand of 40 Fixture Units (FU) or less are allowed to be sized with a minimum 1 inch service.

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 8

- Those dwellings that have a plumbing fixture load which requires a demand of greater than 40 FU shall be sized with a minimum 1 ¼ inch service.

Reference Appendix A of the most current addition of the Uniform Plumbing Code for FU allocations to various fixture demands

Water Services installed from the curb stop to the City water main prior to (date of Council Adoption) will not be subject to the above detailed sizing criteria. Developers and/or owners who install water services sized in accordance with Engineering Design Standard 10.7.10 will not be responsible for removing and replacing water services from the City main to the curb stop.

Service sizes shall be detailed within the Construction Drawings for review and approval.

Discussion on Chapter 11: 11.5.1. Drainage ways general: This section was revised to include language for lot and house elevations adjacent to drainage ways. This language was changed as requested to require 150% of the 100-year flow capacity in channels where there is no emergency overflow provided. This is already required during the plan review process. The language in the first paragraph referencing the Subdivision Ordinances was removed. Language was added to clarify that the City Engineer will make this classification. The City will continue to work toward specific criteria to define drainage ways. Language was added that requires a maintenance bench along all drainage ways to be dedicated to the City. This is the same requirement for detention ponds. Discussion followed.

Chapter 11:

- f. Minimum Allowable Size. The required size of the culvert shall be based upon adequate hydraulic design analysis. Approval will not be granted for round culverts with less than 18 inches inside diameter, or for arched or oval shaped culverts with span-rise dimensions less than 24 inches x 18 inches nominal except that culverts 12 inches or greater in diameter may be used for single-family residential access drives.

The minimum height of a reinforced box culvert should be 3 feet to facilitate cleanout and allow removal of forms during construction

11.5 Open Channel Flow, Major Drainageway

11.5.1 General

Major drainageways and lateral drainageways will be classified by the City Engineer.

All drainageways to be dedicated to the City shall have a maintenance bench providing access to all channel areas. The bench shall be 12 feet wide with a cross slope no greater than 10%. If the bench is located along a future recreational trail, the maximum cross slope may be reduced to meet trail requirements. Property delineation markers shall be installed upon dedication of the property in locations specified by City of Sioux Falls Parks and Recreation.

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 9

See Figure 11.7A, 11.7B, 11.7C (Appendices) for design standards for channel construction.

All channels will be designed with the 5-year storm frequency and the 100-year storm frequency considered.

The property corner elevation of properties abutting a major drainageway shall be 1 foot above the 100-year design storm.

Recommended minimum ground elevations for homes abutting or affected by the major drainageway shall be 2 feet above the overflow elevation. Recommended minimum ground elevation for homes abutting or affected by major drainageways, where an overflow system is not available, will be either a minimum of 4 feet above the 100-year high water elevation or at an elevation that provides for 150 percent of the 100-year flow capacity.

Channels shall be designed in such a manner that flows at the critical depth and supercritical flows are avoided.

If increased flows are proposed for any channel, protection as required shall be provided for a natural channel. Channel protection will be designed to withstand forces that attempt to overtop the channel banks, deteriorate the channel lining, erode soils beneath the channel lining and erode unlined areas of the channel.

Discussion on Chapter 12: Replace the word 'approved' with 'accepted' in the last paragraph. Discussion followed.

Chapter 12:

12.1.3 *Erosion and Sediment Control Plan*

An *Erosion and Sediment Control Plan* consisting of a written narrative report and a site plan map must be submitted to the Office of the City Engineer for review and acceptance prior to any unauthorized soil disturbance activities.

A professional engineer must develop the site specific *Erosion and Sediment Control Plan* that is in full compliance with the erosion and sediment control standards established in this chapter.

The City Engineer may require the responsible party's authorized representative and their consulting engineer to attend a field site visit with City staff to identify concerns, improvements or efficiencies before the *Erosion and Sediment Control Plan* is accepted.

The accepted *Erosion and Sediment Control Plan* must be reviewed to ensure compliance with these standards anytime a site's planned development changes impact the soil disturbance activities or effect drainage of site. If this review determines that the *Erosion and Sediment Control Plan* needs revision, it must be resubmitted and accepted by the City Engineer prior to the soil disturbance activities caused by the planned development changes.

A report summarizing the areas inspected, name(s) and title(s) of personnel making the inspection, the date(s) of the inspection, major observations, and corrective actions taken shall be made and retained as part of the plan for a least three years. Such reports shall

MINUTES - Land Use Committee

Monday, January 25, 2010

Page 10

identify any incidents of noncompliance. Where an inspection does not identify any incidents of noncompliance, the report shall contain a certification that the site is in compliance with the plan and permit. The report shall be dated and signed by the responsible party or their authorized representative. At least the last two inspection reports shall be made available to the City inspector at the time of any regulatory inspection of the construction site.

*Discussion on Chapter 15: Deleted the reference to the standard plate.
Discussion followed.*

Chapter 15:

For conduit stubs less than 10 feet in length, ends shall be capped. No street light wire, tracer wire, or locator ball is required. For conduit stubs greater than 10 feet, a tracer wire and locator ball is required.

A motion was made by Litz and seconded by Jamison to bring these ordinance changes forward to the entire City Council for review and action. The suggested date for first reading is the City Council Meeting on Monday, February 8, 2010 at 7:00 p.m.

Staggers called for a voice vote. All committee members voted yes. **Motion Passed.**

4. Open Discussion

There was none.

5. Adjournment at 6:40 p.m.

A motion was made by Jamison and seconded by Litz to adjourn the meeting at 6:40 p.m. Staggers called for a voice vote. All committee members voted yes. **Motion Passed.**

Tamara Jorgensen CMC
Assistant City Clerk