



## Legislation Details (With Text)

**File #:** 12-0335      **Version:** 1      **Name:** Subdivision Regulations  
**Type:** Resolution      **Status:** Consent Agenda  
**File created:** 9/13/2012      **In control:** City Council  
**On agenda:** 2/12/2013      **Final action:** 2/12/2013  
**Title:** Approval of changes to Subdivision Regulations  
**Sponsors:** Planning Commission  
**Indexes:** Not applicable  
**Code sections:**  
**Attachments:** 1. Proposed Changes

| Date      | Ver. | Action By    | Action                  | Result |
|-----------|------|--------------|-------------------------|--------|
| 2/12/2013 | 1    | City Council | approved as recommended |        |

### Approval of changes to Subdivision Regulations

**SUMMARY:** City Planning, Engineering, and Street Maintenance Staff have proposed a change in the Street Construction Procedures and Specifications portion of the Crossville Regional Planning Commission Subdivisions Regulations (Article III Section 14), as part of an update to the Regulations.

The current regulations dated 1996, require the developer to ensure proper “subgrade”, install a gravel base 5 inches thick, and an asphalt surface of 2 inches. It is the belief of staff, that this creates a substandard road. Staff is proposing that the developer ensure proper “subgrade”, install a gravel base of 5 inches thick, and an asphalt binder surface 2.5 inches thick. After the subdivision has reached 70 percent build out or the road reaches 6 years in age, or sooner if deemed necessary, the City will install the final 1.5 inches of asphalt surface. This would provide a road with 5 inches of gravel base, 2.5 inches of binder, and 1.5 inches of surface. Staff believes this would be a vast improvement over the current standard and give the City a better road while minimizing the added expense to the developer. Several other cities already require similar road standards while placing 100% of the cost to the developer.

Based on figures from City’s paving bids of February 2012, if the asphalt is changed from 2 inches of topping to 2.5 inches of binder, the net increase in cost to the developer per foot of road will be \$2.14, which is an increase of 12.5%. As a result of having a better standard of road, the City should be able to reduce its future repaving cost by a minimum of 1/3<sup>rd</sup>.

The Crossville Regional Planning Commission has reviewed the proposed changes and approved them subject to Council review and approval. City staff, as well as the Crossville Regional Planning Commission, felt this section needed Council review and approval due to the agreement that the City would be entering with the developer upon approval of the road by the Planning Commission.

**BUDGET ACCOUNT:** N/A

**NECESSARY COUNCIL ACTION:** Approve recommended street construction changes to Crossville

Regional Planning Commission subdivision regulations.