

# Proposed Suburban Subdivision Design Standards

Presented by the  
Suburban Subdivision Design Standards Committee  
Planning Board Meeting  
Public Hearing  
February 14, 2017

# Committee Purpose and Goals

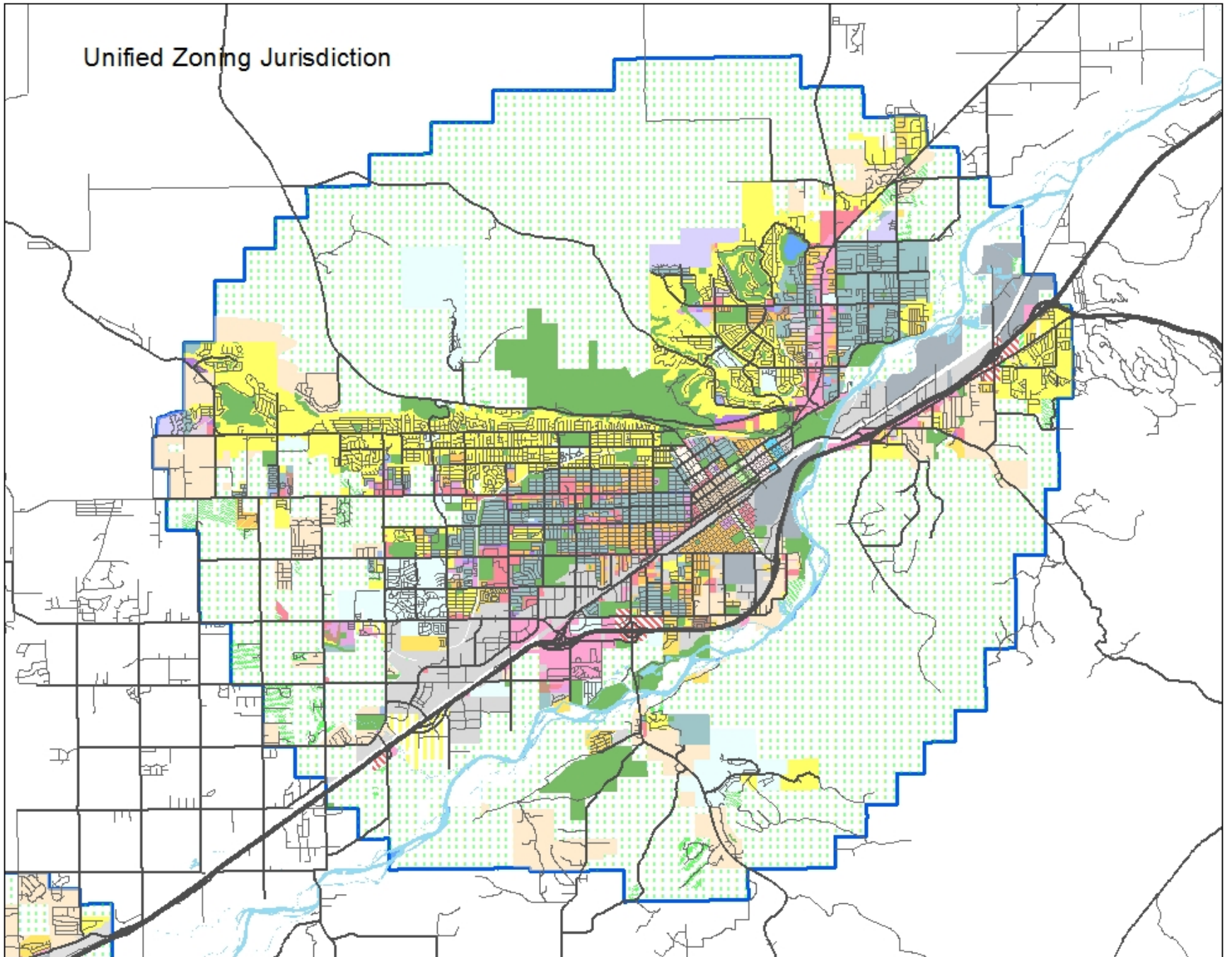
Committee was formed by the Yellowstone County Board of Planning in February 2016. Committee has met 8 times

- \* Address safety and consistency of County subdivision development in suburban areas of the County within the Zoning Jurisdiction
- \* Address subdivision development that may be annexed into the City or see future public services and improvements that will require additional improvements
- \* Focus on road and pedestrian facility standards
- \* Committee Goals:
  - \* Safety in county neighborhoods
  - \* Consistency of neighborhood design

# Where Standards Would Apply

- \* Only within the Unified Zoning Jurisdiction
- \* Not on land zoned **Agricultural Open Space (A-O)** or **Agricultural Suburban (A-1)**
- \* On all other land in the Zoning Jurisdiction zoned residential or commercial

# Unified Zoning Jurisdiction



# Committee Recommendations

## \* Streets

- \* 60' ROW minimum in all subdivisions
- \* Minimum 28' between swales (ditches)
- \* Gravel shoulders and swale areas to accommodate future retrofitting of water and sewer, more City style street improvements

## \* Sidewalks

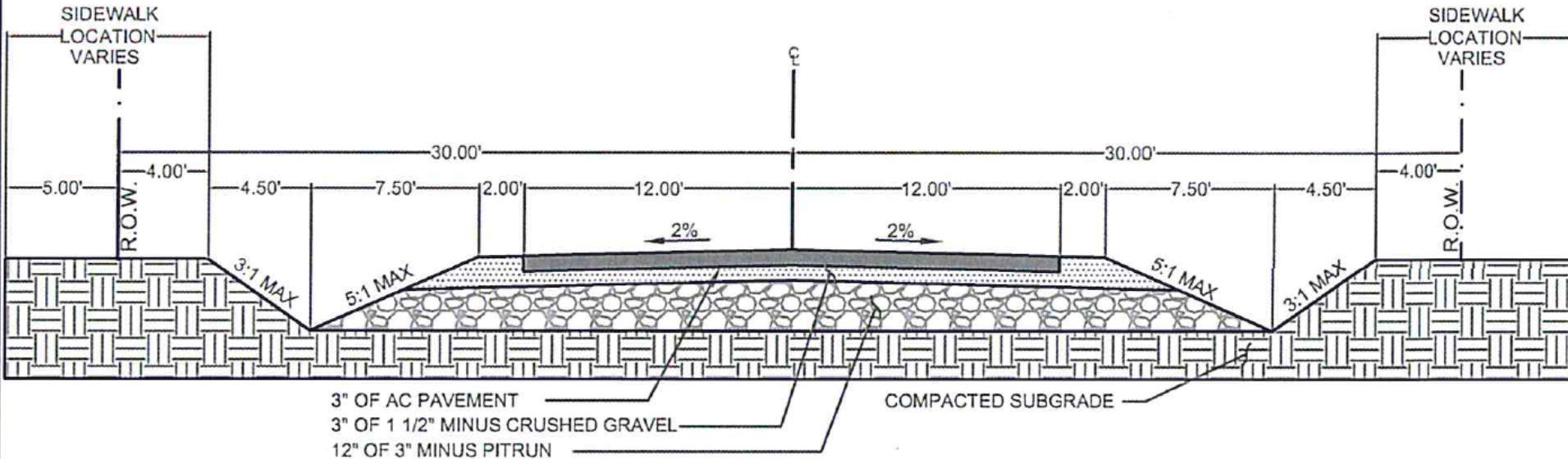
- \* Sidewalks installed in ROW or public easements outside swales
- \* Sidewalks built to 5' width as per County Public Works standards (concrete)

## \* Storm Water

- \* No changes proposed – MDEQ requirements in place

# STANDARD SUBDIVISION STREET WITH SIDEWALK

## Road ROW Cross Section 60' ROW



1. If necessary, sidewalks may be built in additional road dedication beyond the 60' standard width or within a public easement adjacent to the right-of-way.
2. To meet storm water requirements in designing the swales, after 2' of shoulder at a 2% slope, the remaining 3' of the 5' shoulder may be sloped no steeper than 5 to 1 to the swale bottom to help increase storm water storage in the swales while maintaining public safety.
3. Sidewalk crossings at roadways are the responsibility of the design engineer per public right-of-way accessibility guidelines (PROWAG, Current Editions)

# Safety

- \* **Committee Goal: Safety of neighborhoods**

- \* Few sidewalks in County subdivisions but many families and residents need safe ways to enjoy their neighborhoods
- \* Sidewalks help connect neighborhoods together and to other services and amenities – schools, parks, etc.
- \* Providing sidewalks in suburban areas of the County make connections to City development safer and future annexation less costly for residents

# Consistency of Design

- \* **Committee Goal: Consistency in neighborhood design**
  - \* Neighborhood roads and sidewalks connect and match in design
  - \* Residence know they can move safely and freely within and between neighborhoods
  - \* Suburban area of the County is different than rural areas and residence and travelers expect a suburban design
  - \* Developers know that everyone is meeting same requirements and standards in design

# Overall Benefits

- \* **Short and long term benefits of these proposed changes**
  - \* Increased safety for subdivision residents and visitors
  - \* Consistent storm water management for all development
  - \* Improvements installed, or planned for, up front make it less expensive than retrofitting later (road widths, space for future public water and/or sewer systems, etc.)
  - \* All development is meeting the same standards – consistency of cost for developers and builders, and expectations of buyers
  - \* Anticipation of future well water challenges in some areas of the County

# Committee Outreach

- \* Billings Association of Realtors
- \* Lockwood Steering Committee
- \* Engineers, Surveyors, Development Consultants
- \* Lockwood Pedestrian Safety District
- \* Provided Information to Billings Home Builders Association



Questions and Comments?