
INTEROFFICE MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
THROUGH: TOM BRYMER, CITY MANAGER
FROM: MARK SMITH, P.E., DIRECTOR OF PUBLIC WORKS
SUBJECT: STREET AND ALLEY STANDARDS
DATE: 6/17/2005

An ordinance adopting Bryan / College Station Unified Design Guidelines and Unified Technical Specifications is on your agenda for consideration.

This is one of the most important projects I have worked on in quite a while. Working to adopt the unified standards as well as updating subdivision ordinance was recommended by the "Blue Ribbon Committee" and our planning consultant looking to improve our development process. Revising and adopting new street and alley standards involved joint efforts of the Cities of Bryan and College Station as well as Brazos County and the participation of several members of the local development community. The end result of several meetings is a set of design guidelines and specifications that both Cities will follow in the development of new streets and alleyways. The documents will provide authoritative guidance to the Cities in their development of Capital projects as well as to developers. By sharing these standards we will reduce confusion that occurs when developers see differences in development requirements between the two cities. Economic development prospects looking at our community need only learn about one set of utility development standards.

The existing standards are, by and large, contained in the City's subdivision ordinance. This amendment removes those standards from the ordinance. The revised language indicates that the design criteria for urban and rural streets and alleys are contained in the *Bryan/College Station Unified Design Guidelines and the Bryan/College Station Unified Technical Specifications*.

Without getting too technical, I want to highlight some of the changes we have made to our current standards.

In general we have upped the minimum pavement standards, increased the right of way requirements for collectors and arterials, provided for narrower alleyways and added standards that will provide for traditional neighborhood designs. In addition we have included design guidance for the use of "streetscape" elements such as brick pavers, street furniture and handrails.

The key changes in the standards include:

- An increase in asphalt thickness from 1.5 inches to 2 inches for all roadway sections.
- An increase in base thickness from 6 inches to 8 inches on collector streets.
- A new specification allowing cement stabilized base.
- New details and design standards for concrete streets.
- A new specification requiring more compaction on new asphalt.
- New design guidelines for traditional neighborhoods
 - Narrowing street widths from 27 feet to 24 feet.
 - Allowing for tighter curves
- Narrowing alleyway widths from 24 feet to 12 feet.
- Increased right-of-way widths
 - Minor collectors - 60' to 70'
 - Major collectors - 70' to 80'
 - Minor arterials - 90' to 100'
 - Rural collectors - 80' TO 100' (COUNTY STD)