

## **ARTICLE 30. MINIMUM DESIGN STANDARDS**

### **Section 1. Blocks:**

1. *Length:* Intersecting streets, which determine block lengths, shall be provided at such intervals as to serve cross traffic and to meet existing streets in the neighborhood. In residential districts, where no existing plats are recorded, the blocks shall not exceed one thousand, two hundred (1,200) feet in length, except that in outlying subdivisions a greater length may be permitted where topography or other conditions justify a departure from this maximum. In blocks longer than one thousand (1,000) feet, pedestrian ways and/or easements through the block may be required by the Planning Commission near the center of the block. Such pedestrian ways or easements shall have a minimum width of ten (10) feet. Blocks for business uses should normally not exceed six hundred (600) feet in length.
2. *Width:* In residential subdivisions, the block width shall normally be sufficient to allow two (2) tiers of lots of appropriate depth. Under certain conditions however, a different design may be required to improve circulation or limit access to highways or major streets. Blocks intended for business or industrial use shall be of such width and depth as may be considered most suitable for the prospective use.

### **Section 5. Streets, Alleys and Public Ways:**

1. *Relations To Adjoining Street System:* The arrangement of streets in new subdivisions shall make provisions for the continuation of the existing streets in adjoining additions (or their projection where adjoining property is not subdivided) insofar as they may be necessary for public requirements. The width of such streets in new subdivisions shall not be less than the minimum street widths established herein. Alleys, when required, and streets shall be arranged to permit owners of adjoining unsubdivided property to extend streets into the unsubdivided property. Whenever there exists a dedicated or platted half-street or alley adjacent to the tract to be subdivided, the other half of the street or alley shall be platted, and dedicated.
2. *Street Names:* Streets that are obviously in alignment with existing streets shall bear the names of the existing streets. Similarity in street names will be avoided.
3. *Major Streets:* Major (arterial) streets through subdivisions shall conform with the major plan shown in the adopted Comprehensive Plan.
4. *Collector Streets:* Collector streets shall be designed to carry the residential traffic to the major streets and, in general, conform to the Comprehensive Plan.

5. *Minor Streets:* Minor streets shall be so designed as to discourage through or non-local traffic.
6. *Cul-de-Sacs:* Cul-de-sacs shall be permitted when topography or ownership prevents normal subdivision of a tract or plot of ground. Said cul-de-sac shall normally be no longer than five hundred (500) feet (measured from centerline of the cross street to center of the turnaround radius), including permanent turn-around of not less than 100 foot diameter, which shall be provided at the closed ends where such street exceeds one (1) lot in depth.
7. *Right Angle Intersections:* Under normal conditions, streets shall be laid out to intersect, as nearly as possible, at right angles. Where topography or other conditions justify a variation from the right angle intersection, it may be permitted by the Planning Commission. The minimum allowable angle shall be sixty (60) degrees.
8. *Streets Adjacent to a Railroad Right-of-Way, Limited Access Freeway, or Principal Highway:* Where lots front or side, but do not back, on railroad rights-of-way, major streets, or highways, a marginal access street or frontage road shall be provided, parallel and adjacent to the boundary of such right-of-way. The distance of the street from said right-of-way shall be determined with due consideration given to minimum distance required for approach connections to future grade separations or intersections.
9. *Half Streets:* Dedication of half-streets having lots fronting on such half street will not be approved, except where it is essential to the reasonable development of the subdivision and is in conformity with the approved major street plan and other requirements of these regulations.
10. *Alleys:* Alleys shall be provided in all districts, except where other definite and assured provisions are made for service access to off-street loading and unloading areas, to off-street parking areas and trash pickup, consistent with and adequate for the uses proposed. Dead end alleys shall be avoided.
11. *Minimum Requirements:* All streets, alleys and public ways, included in any subdivision, hereafter dedicated and accepted, shall not be less than the minimum right-of-way dimensions for each classification as follows as specified in Street Improvements Policy No. 96-1.
12. *Additional Requirements:* When existing or anticipated traffic on arterial and /or collector streets warrants greater right-of-way width, the additional right-of-way shall be provided.
13. *Drainage Easements:* Drainage easements shall be required, in addition to street right-of-way, where the street or streets adjoin or are parallel with

streams or drainage areas or where lots back on said drainage areas. The width of such drainage easement shall be determined by the city engineer.

#### **Section 10. Lots:**

1. The minimum lot width for interior and corner lots shall conform to the zoning district regulations in which the subdivision is located, or is proposed to be located. The lot width shall be measured at the building setback line.
2. The minimum lot depth shall conform to the zoning district regulations in which the subdivision is located, or is proposed to be located. Said measurements shall be measured through the center of the lot and shall be perpendicular to the property line or radial to the property line on curved streets.
3. Minimum lot area shall be subject to the zoning district regulations in which the subdivision is located.
4. In subdivisions where septic tanks or other individual sewage disposal devices are to be installed, the size of all lots included in the subdivision shall be subject to regulations in ARTICLE 25-REQUIREMENTS FOR EACH CLASS OF SUBDIVISION.
5. In subdivisions where private water supply is a well or other means, the size of all lots included in the subdivision shall be subject to regulations in ARTICLE 25 - REQUIREMENTS FOR EACH CLASS OF SUBDIVISION.
6. All side lots shall bear sixty (60) to ninety (90) degrees from the street right-of-way line on a straight street or from the tangent of a curved street.
7. Front building or setback lines shall be shown or identified on the preliminary and final plats for all lots in the subdivision and shall not be less than the setbacks required by the Zoning Regulations or any other regulations adopted by the Governing Body; the most restrictive setback requirement shall govern.
8. Double frontage lots shall be avoided unless, in the opinion of the Planning Commission, a variation to this rule will give better street alignment and lot arrangement.
9. Every lot shall abut on and have access to a public street other than an alley.
  - a. Every new subdivision plat or re-plat shall indicate access restrictions to collector and arterial streets as prescribed in the Comprehensive Plan and elsewhere in these Subdivision Regulations. Existing residential property shall be granted access to collector and arterial streets for secondary or

primary access. The zoning administrator shall review the location of such access to insure conformity with regulations of the city.

10. The subdivision or resubdivision of a tract or lot shall not be permitted where said subdivision or resubdivision places an existing permanent structure in violation of these subdivision regulations and/or the requirements of the zoning ordinance.
11. Where possible, residential lots should not face on arterial streets. The number of lots facing on collector streets shall be kept to a minimum in each subdivision. The street pattern shall be designed so that the side lines of lots abut collector streets wherever land shapes and topography permit.

#### **Section 15. Easements:**

1. Where alleys are not provided, permanent easements of not less than seven and one-half (7-1/2) feet in width shall be provided on all rear lot lines, and on side lot lines where necessary for: utility poles, wires and conduits; sanitary sewers; gas, water and heat mains; and other public utilities. These easements shall provide for a continuous right-of-way at least fifteen (15) feet in width. Permanent easements shall not be obstructed by structures or retaining walls. A property owner may install fences and landscape the easement with grass, shrubs or trees at his or her own risk.
2. A twenty (20) foot temporary construction easement shall be provided on each side of the permanent easement required in (1) above for initial construction of water, sewer, and other utility lines.
3. Where a lot or group of lots side or back on an existing high pressure oil line or existing high pressure gas line, a seventy-five (75) foot easement shall be provided on each side of said oil line or gas line. The seventy-five (75) foot easement shall be provided on that part of the lot which abuts the oil line or gas line and no building or structure shall be located or constructed within said seventy-five (75) foot easement.
4. If a subdivision is traversed by a water course, drainage way or channel, then a storm water or drainage easement shall be provided. Such easement or right-of-way shall conform substantially to the lines of such water course and shall be of such width or construction, or both, as may be necessary to provide adequate storm water drainage and for access for maintenance thereof. The subdivider may be required to have an engineer's study prepared for the Planning Commission as to the required width of such easement for each major water course or drainage way involved. Such study shall be based on a 50-year storm.

#### **Section 20. Subdivision Design:**

1. Access Control: In the interest of public safety and for the preservation of the traffic-carrying capacity of the street system, the Planning Commission shall have the right to restrict and regulate points of access to all property from the public street system. Such restrictions shall be indicated on the final plat.
2. Subdivision Design: The design of the subdivision shall provide for efficient traffic flow, proper mixing of land uses, and a logical link between surrounding, existing development, and the proposed layout. The Comprehensive Plan shall be used as a guide in determining if the design of the proposed subdivision is proper. The Planning Commission shall have the authority to deny a plat or request redesign.
3. Storm Water Runoff Plan: The subdivider may be required to have an engineer's study prepared on the amount of increased storm water runoff which will be created by proposed development and a plan of how this runoff will be accommodated. The City may require design modification of the proposed storm water system to reduce increased runoff, or to retain or detain runoff on-site.
4. Design Techniques: The following illustrations are examples which may be used as guides in the review of the subdivision applications: