

SECTION 425.070: DESIGN STANDARDS

A. Design Standards. The following shall be considered as minimum requirements and will ordinarily be varied by the Planning Commission only under conditions and circumstances set forth in these regulations.

1. Land shall be suited to the purpose for which it is to be subdivided and its proposed use shall be in accordance with the requirements of any zoning ordinance.
2. Proposed subdivision shall be coordinated with existing nearby neighborhoods so that the community as a whole may develop harmoniously.

B. Streets. The arrangement, character, extent, width, grade and location of all streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to proposed uses of the land served by such streets and design standards of streets shall conform to the provisions found herein.

1. The arrangement of streets in a subdivision shall either provide for the continuation or appropriate projection of existing principal streets in surrounding area, or conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuation or conformance to existing streets impracticable.
2. When a new subdivision adjoins unsubdivided land susceptible of being subdivided, then the new streets shall be carried to the boundaries of the tract proposed to be subdivided.
3. Streets that are obviously in alignment with others already existing and named shall bear the name of the existing streets. No street name shall be used which will duplicate or be confused with the name of any existing street in the City. Street names shall be subject to the approval of the Planning Commission.
4. Minor streets shall be so laid out that their use by through traffic will be discouraged.
5. Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts, or for commercial or industrial purposes in appropriate districts. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.
6. All streets shall be platted in such manner that all resulting lots will conform to the applicable zoning regulations.
7. Streets should be laid out so as to intersect as nearly as possible at right angles and no street should intersect any other street at an angle of fifteen degrees (15°) more or less from ninety degrees (90°).
8. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed in the City under conditions approved by the Planning Commission. The subdividing of the land shall be such as to provide each lot, by means of a public street or way with satisfactory access to an existing public highway or to a thoroughfare as shown on an official map.
9. Street jogs with centerline offsets of less than one hundred fifty (150) feet shall be avoided.
10. When connecting street lines deflect from each other they shall be connected by a curve with a radius adequate to ensure a sight distance of not less than two hundred (200) feet for minor and collector streets, and of such greater radii as the Planning Commission shall determine for special cases.

11. A tangent shall be provided between all reverse curves of a sufficient length as related to the radius so as to provide for a smooth flow of traffic.
12. Clear visibility, measured along the centerline of a street, shall be provided for at least two hundred (200) feet on all streets.
13. Vertical curves are required for changes in grade.
14. No street grade shall be greater than seven percent (7%) nor less than five-tenths of one percent (0.5%).
15. Street right-of-way and paved widths shall not be less than as follows:

Street Type	Minimum R.O.W.	Minimum Paved
		Width Curb to Curb
Arterial	80 feet	52 feet
Collector	70 feet	44 feet
Local	60 feet	30 feet
Cul-de-sac	60 feet	30 feet(see also #17 below)

16. Half-streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with the other requirements of these regulations and where the Planning Commission finds it will be practicable to require the dedication of the other half when the adjoining property is subdivided. Where ever a half-street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract.
17. Dead-end streets (cul-de-sacs), designed to be so permanently, shall not be longer than eight hundred (800) feet and shall be provided at the closed end with a turnaround of at least seventy (70) feet minimum diameter, plus a fifteen (15) foot right-of-way for utilities behind all curbs.
18. Except where land use shall justify same or in other unusual cases, no dead-end streets, other than cul-de-sac treatment, shall be approved unless such dead-end streets are provided to connect with future streets in adjacent land.
19. There shall be no private streets platted, conveyed, or dedicated in any manner in any subdivision; to qualify as a public street said street must be accepted by the Board of Aldermen and their acceptance shown in the official minutes.

C. Alleys.

1. The minimum right-of-way width of an alley shall be twenty (20) feet.
2. All alleys shall be graded to slope to the centerline.

D. Easements.

1. Easements with a right-of-way width of ten (10) feet shall be provided on each side of all rear lot lines where alleys are not provided and along certain side lot lines where necessary for utilities and drainage.
2. Temporary construction easements four (4) feet in width shall be provided outside the permanent easements above.
3. Easements of greater widths may be required along or across lots where necessary for the extension of main storm and sanitary sewers and other utilities.
4. Utility pole anchor easements shall be provided where deemed necessary.
5. Whenever any stream or important surface drainage course is located in the area that is being subdivided, the subdivider shall dedicate an adequate easement as specified by the City along each side of the stream for the purpose of future widening, deepening, sloping, improving or protecting the stream, or for drainage, parkway or recreational use.

E. Blocks.

1. Block length and width or acreage within bounding roads shall be such as to accommodate the size of lot required in the area by this Title and to provide for convenient access, circulation control and safety of street traffic.

2. Block dimensions may be subject to adjustment by the Planning Commission where topography, character of the proposed use or similar conditions justify lesser or greater lengths or widths.

F. Lots.

1. All lots shall have a full frontage on a dedicated public street.

2. Lot dimensions and areas shall conform to the requirements of this Title, provided further, that no lot, irrespective of potential residential use, shall be less than ten thousand (10,000) square feet, for any subdivision of land under these regulations.

3. All side lot lines shall be at right angles to straight street lines and radial to curved street lines where practicable.

4. Building lines (when applicable) or set-back lines shall be shown on the preliminary and final plats for all lots in the subdivisions and shall not be less than the building or set-back lines required by this Title.

5. Corner lots shall have such extra width as will permit the establishment of building lines on both streets.

6. House number shall be assigned to each lot by the City.

G. Acre Subdivisions. When the proposed subdivision involves lots of one (1) acre or more in area, consideration should be given to any resubdividing that might take place with proper provisions being made for such street extension as may be necessary.

H. Public Sites And Open Spaces.

1. Where deemed essential by the Planning Commission, upon consideration of the particular type of development proposed in the subdivision, and especially in large scale neighborhood unit development or where shown in the Comprehensive Development Plan, the Planning Commission may require the dedication or reservation of such other areas or sites of a character, extent, and location suitable to the needs created by such development for schools, parks, and other neighborhood purposes.

2. The requiring of the dedication of public spaces as provided in the paragraph above shall not constitute an acceptance of the dedication by the City.

I. Neighborhood Unit Development. Whenever a subdivision is developed as a neighborhood unit, wherein adequate park or recreational area is provided, through traffic is adequately cared for and the majority of streets are of the cul-de-sac type, the Planning Commission may vary the requirements of this regulation in order to allow the subdivider more freedom in the arrangement of streets and lots, but at the same time protect the convenience, health, safety and welfare of the probable future residents of the subdivision as well as the character of the surrounding property and the general welfare of the entire community.