

ARTICLE VI MAJOR SUBDIVISION DESIGN STANDARDS

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6.1 PHYSICAL CONSIDERATIONS

6.1.1 Natural Land Use.

Subdivisions shall be planned to:

- A. take advantage of the topography of the land;
- B. economize in the construction of roadways, utilities and drainage facilities;
- C. minimize the amount of earth grading; and
- D. conserve existing trees and topsoil.

6.1.2 Flood Hazard.

If any portion of the land within the proposed subdivision is subject to flooding or other hazards, the subdivision and its improvements shall be designed to prevent, minimize, mitigate or otherwise address the impacts of the hazards on proposed subdivision improvements, upon planned private lots and public properties, and upon properties outside of the proposed subdivision as required by applicable regulations. Land subject to flooding and land otherwise uninhabitable shall not be platted for residential occupancy or other uses that may present danger to health, life, property, or aggravate the flood hazard.

6.1.3 Wetlands

Subdivision design and construction shall avoid impacting wetlands or shall ensure mitigation of impacts as required by state and federal law. The Subdivider shall be responsible for identifying wetlands located on and near a proposed subdivision, for notifying state and federal agencies, and for protecting wetlands and mitigating impacts thereon as required by law.

6.3 STREETS

6.3.1 Arrangement

- A. The arrangement, character, extent, width, and location of all streets shall conform to the Village adopted Land Use and Thoroughfare Plan and with generally accepted good planning practices in areas where a subdivision is developed. As approved by the Village, The design of proposed streets shall provide for both the continuation of existing streets and access to adjacent unplatted lands so that the entire area can be served with a coordinated street system.
- B. Arterial Streets shall contain as few intersections with minor streets as possible.

- C. Local streets shall be extended to the boundaries of the tract to be recorded unless prevented by topography or other physical conditions or unless such extension is not necessary or desirable for the coordination of the layout of the subdivision with the development of adjacent tracts.
- D. All streets must be designed and constructed to the Village Engineer’s standards.
- E. The width of right-of-way and utility easements should be provided so that all underground utilities can be located outside of pavement areas.

6.3.2 Street Right-of-Way Widths and Grades

Classification	Minimum Right-of-Way Width In Feet	Grades By Percent	
		Max.	Min.
Major Arterial Thoroughfare	80’	5%	.6%
Collector Streets	80’	8%	.6%
Commercial & Industrial	80’	8%	.6%
Local Streets	60’	8%	.5%
Parallel Streets	40’	8%	.5%

6.3.4 Cul-de-Sac Streets

- A. Cul-de-sac streets shall be approved only when necessitated by topography or other physical conditions or where, in the opinion of the Planning and Zoning Commission, they are appropriate for the type of development contemplated.
- B. Any street designed with a permanent cul-de-sac and not intended to be extended shall not be longer than provided below measured from the center point of its intersection from any street which has two (2) points of ingress and egress:

Maximum Cul-de-Sac Length	
R-1 zone	1,200 feet
R-2 zone	800 feet
R-3 zone or R-3A zone	500 feet
C zone	800 feet
I zone	800 feet

The Planning and Zoning Commission may approve a cul-de-sac street with a length greater than the maximum length indicated above after consideration of the topography, the potential for developing adjoining unsubdivided land, the desired neighborhood traffic circulation, and other physical characteristics of the area.

- C. Every cul-de-sac street shall be provided at the closed end with a turnaround having an outside pavement diameter of at least one hundred feet (100') and a street property line diameter of at least one hundred twenty five feet (125'). Cul-de-sac streets with an island in the middle shall be properly drained as approved by the Village Engineer.
- D. Permanent dead-end streets shall be approved only when necessitated by topography or other physical conditions or where, in the opinion of the Planning and Zoning Commission, they are appropriate for the type of development contemplated.
- E. For dead-end streets which are of a temporary nature, and a further extension into adjacent land is anticipated, a temporary cul-de-sac shall be created. The turning circle beyond the normal street width shall be in an easement over the areas of the lots included in said turning circle,. The easement shall be of sufficient dimensions to include the turning circle and all ditches, drains, and pipes required to drain the turnaround properly. The easement must be shown on the record plat and on the improvement plans as required by the Village Engineer.
- F. To enable the Village to have an orderly planned development and to control the manner of future street extension, the subdivider shall also deed in fee to the Village of Richfield a strip of land at least five feet (5') in width and as wide as the width of the future extended right-of-way at the end of all dead-end streets. This strip will become public street right of way only upon extension of the dedicated street. Except where created with fee simple control by the Village, reserve strips shall not be permitted adjacent to an existing or proposed street in such manner as to deny access from adjacent property to such street.
- G. Temporary cul-de-sac easements shall be automatically vacated to the lots on which they are located when the street is legally extended into adjacent land. The Subdivider that extends the street is required to remove the temporary turnaround improvements and restore the disturbed property. The subdivider shall also make any improvements necessary to restore the right of way and extend the street.
- H. The construction of temporary turnarounds shall be the same specifications as permanent pavement cul-de-sacs unless the Village Planning and Zoning Commission approves modifications.

6.3.6 Corner Radii

Property lines at street intersections shall be rounded with a radius of not less than fifty feet (50') for major arterial thoroughfares; thirty feet (30') for collector and industrial streets; and twenty-five feet (25') for local streets. Chords or cut-offs may be permitted in place of rounded corners.

6.3.7 Horizontal and Vertical Curves

Angles in the alignment of street lines shall be connected by a curve with a radius on the center line of not less than two hundred feet (200') for local streets; three hundred feet

(300') for collector and industrial streets; and five hundred feet (500') for major arterial thoroughfares. Between reverse curves there shall be a tangent at least one hundred feet (100') long for local streets and two hundred feet (200') on all other streets. Every change in street grade shall be made with a vertical curve to provide sight distance suited to the location, which in no case shall be less than three hundred feet (300') sight distance from a height of three and one quarter ($3 \frac{1}{4}$) feet to four and one-half ($4 \frac{1}{2}$) feet.

6.3.8 Intersections

Streets shall be laid out to intersect as nearly as possible at right angles and no street shall intersect any other street at an angle of less than sixty degrees (60°). Three-way intersections are encouraged, but in no event shall an intersection containing streets in excess of four (4) be approved. Where three-way intersections occur, the preferred lot configuration shall be such that the projection of the centerline will be a lot line. The intersection of subdivision roads shall be a minimum horizontal sight distance of four hundred feet (400'). Back slopes shall be cut back to aid the sight distance as required by the Village Engineer. There shall be a minimum separation of three hundred feet (300') between intersections.

6.3.9 Streets Jogs

Street intersections shall be offset no less than one hundred sixty feet (160') or shall have no offset.

6.3.10 Future Roads

The Planning and Zoning Commission may require the reservation of a strip of land for future road purposes and may establish conditions applicable to such reservation including but not limited to easements, immediate and future improvements, responsibility for maintenance and construction, vacation, and other.

6.5 EASEMENTS

Easements along rear or side lot lines shall be provided for utilities and drainage where necessary. A ten foot (10') easement on each front lot line for utilities is required.

6.5.1 Utility Easements

Electric and telephone lines shall be buried. Easements to the Village shall be provided for utilities and shall be at least ten feet (10') wide. Where deemed necessary, the Village Engineer may require additional width. These Regulations prohibit the property owner from constructing or erecting any structure on said easement which may hinder or complicate its intended use.

6.5.2 Drainage Easements

Where a subdivision is traversed by a drainage way, a storm water or drainage easement to the Village shall be provided. The easement shall be as required in these Regulations and in the Village Engineers Standards. Easements for drainage purposes shall be constructed or defined on the ground by the Subdivider before the allotment plat is accepted. In instances where the water course is not presently channeled or visible, the Subdivider may be required to define such water course by excavating or grading.

6.7 BLOCKS

6.7.1 Residential Block Lengths

The long dimension of a residential block shall neither exceed one thousand five hundred feet (1,500') nor be less than eight hundred feet (800'). This requirement may be varied should the subdivider provide sufficient evidence to show that the requirement is not practical. The Planning and Zoning Commission, after proper review of such things as topography, and soil studies, etc., may permit block lengths in excess of one thousand five hundred feet (1,500').

6.7.2 Pedestrian Access Ways

Pedestrian access ways, not less than twenty feet (20') wide, or of such greater width as deemed necessary by the Commission, shall be required across blocks where the Commission deems that pedestrian access to schools, playgrounds, shopping centers, transportation and other community facilities is necessary. Paving, fencing and other required improvements within the access way shall be as determined by the Commission.

6.7.3 Commercial or Industrial Blocks

Blocks intended to be used for commercial and industrial purposes shall be designed specifically for such uses with adequate space set aside for off-street parking and loading facilities.

6.9 LOTS

6.9.1 Size, Width, Depth, and Frontage

Each lot shall have a lot size, width, depth and minimum building setback line which meets or exceeds the requirements of the Village Planning and Zoning Code. The lot frontage shall not be less than eighty percent (80%) of the required lot width except in the case of lots with frontage on the turning circle of a cul-de-sac; the Commission then may grant approval for less frontage, however, in no case shall a cul-de-sac lot be created with less than sixty feet (60') of frontage.

Lot depth shall neither exceed four (4) times the lot width nor be less than one and one-half (1½) times the lot width. Corner lots may have a depth equal to the width. The Planning and Zoning Commission may permit lots having a lot to depth ratio in excess of 4:1 provided each lot has a width of not less than two hundred feet (200').

6.9.2 Corner Lots

Corner lots shall have extra width in order to provide the required building setback from both streets.

6.9.3 Double-Frontage Lot

Lots shall be laid out so that there are no double-frontages, except:

- A. where the lots are adjacent to the intersection of two (2) streets;

- B. streets where extreme conditions in elevation prevent access to the lot from one of the streets; or
- C. where it is necessary to separate residential lots from major arterial thoroughfares.
- D. Where double-frontage lots are created adjacent to major arterial thoroughfares, a reserve strip along the major arterial thoroughfare may be required to be deeded to the Village. The plat shall state that there shall be no right of access across such reserve strip. The Commission may require that a decorative six foot (6') high solid board fence or masonry wall be constructed or that a ten foot (10') wide planting screen be provided.

6.9.4 Lot Lines

Lot lines shall be substantially at right angles or radial to street lines. Lot lines shall follow Municipal, Township and County boundary lines rather than cross them.

6.9.5 Lot Access to Public Streets

- A. The subdividing of land, whether as a major or minor subdivision, shall provide each lot frontage on a public street equal to or exceeding the frontage requirements of these Regulations and the Village Planning and Zoning Code. It shall be so designed as to permit later development of a **street on this strip with buildings or structures set back in accordance with the Planning and Zoning Code.**

B and C below seem to refer to possible flag lots. See memo in this regard.

- B. **Development of land with various strips to rear properties shall not be permitted unless approved by the Commission. *Flag lots – or future streets????? Discuss policy and amend.***
- C. The topography must be such that said strip can be used for vehicular access to the parcel with a normal amount of improvement. ~~High banks must be graded and swamps filled before approval for building site.~~ ***Flag lots – or future streets????? Discuss policy and amend.***
- D. No public way is allowed through residentially zoned property to access commercially or industrially zoned property.

6.9.6 Lot Access to Public Streets in the Vicinity of Expressway Interchange

- A. Access drives to properties fronting on streets having an interchange with an expressway, shall be located not less than six hundred feet (600') from the outer most expressway ramp intersection with the street.
- B. Additional access drives shall be spaced at intervals of not less than six hundred feet (600') for a distance of one-fourth mile ($\frac{1}{4}$) from the outer most expressway ramp intersection with the street or to the next existing intersecting street, whichever is closer. Every effort shall be made by the Village and affected property owners to achieve this standard by sharing drives, construction of parallel service drives or any other similar type measures to provide for the safe and convenient access to the

highway and to adjoining properties in the area. Temporary access drives may be permitted to properties while a permanent solution is being developed.

6.11 PUBLIC SITES AND OPEN SPACE

6.11.1 Public Facilities

Any parks, playgrounds, schools and other sites for public use shall conform with these Regulations. If there is a land use and thoroughfare plan for the area, such public facilities shall conform to the plan.

6.11.2 Natural Features

Due consideration shall be given to preserving outstanding natural features such as scenic spots, water bodies, rock ledges, and exceptionally fine groves of trees.

Dedication to and acceptance by the Village or other public agency is usually the best means of assuring their preservation. Preferred access to these public areas is from dedicated public streets.