

## TITLE 7: SUBDIVISION

### CHAPTER 5 GENERAL DESIGN REQUIREMENTS

- 7-5-1 General Street Layout, Blocks, Lotting
- 7-5-2 Street & Sidewalk Regulations

#### SECTION 7-5-1 GENERAL STREET LAYOUT, BLOCKS, LOTTING

- A. Major and Collector Streets to be Continued: New subdivisions shall make provision for the continuation of existing major and collector streets, or provision for later construction of proposed major and collector streets, as indicated in the Official Map herein and/or on the City Plan.
- B. All Lots to Have Access on Public Street: Subdividing of land for residential use shall be such as to provide that each lot shall front on an existing or proposed public way.
- C. Streets to Intersect at Right Angles: Intersections of streets shall be as nearly right angles as possible. No street shall intersect any other street at less than eighty degrees (80°).
- D. Length and Widths of Blocks: In general, block lengths shall be not less than three hundred feet (300') nor more than twelve hundred feet (1200'); blocks shall be of sufficient width to accommodate two (2) tiers of lots. The subdivider may be required to construct and dedicate pedestrian crosswalks in blocks over one thousand feet (1000') long.
- E. Half-Streets Not Acceptable: "Half-streets" based on the expectation of the other one-half (1/2) of the street being developed at the time the adjoining property is subdivided is not normally acceptable as good land platting practice, and will not normally be permitted.
- F. Reserve Strips Not Allowed: "Reserve strips" created by the platting of property line streets several feet inside the property line with the objective the receiving of remuneration for access to an improved street, will not be allowed.
- G. Reverse Frontage Not Normally Allowed: "Reverse frontage" or "double frontage" whereby both front and back of lot face a principal street will not be allowed except in situations where one of the streets is a major highway or street on which the fronting of local properties would not be desirable.
- H. "Buffer Treatment" May be Required Between Proposed Subdivision and Adjacent Uses: Where a proposed subdivision contains an existing or proposed major street or abuts such a street or land use which may have an adverse effect on the residential subdivision, the Planning Commission may require some buffer treatment such as frontage streets, double frontage with screen planting along rear lot lines, deep lots, or any other such treatment which may protect the proposed residential subdivision from these outside influences.
- I. Lot Lines to be at Right Angles to Street Lines: Lot lines shall be substantially at right angles or radial to street lines.
- J. Corner Lots to have Extra-Width: Corner lots for residential use shall have extra width to permit appropriate building setback from both streets.
- K. Building Setback Lines to be Established: Building setback lines, appropriate for the location of the subdivision and the type of development contemplated, shall be established on all lots; providing, however, that such setback lines are not less than the applicable standards of the appropriate zoning provisions.

SECTION 7-5-2 STREET AND SIDEWALK REGULATIONS

A. Right of Way and Pavement Width: Right of way and pavement widths will be provided as follows:

Street Type	Right of Way	Pavement	Parking
Arterial	100' – 120'	36'	Prohibited
Major Highway (IL or US)	100' – 120'	24'	Prohibited
Major Highway (County Rte.)	67' – 75'	24'	Prohibited
Collector Street/Road	68'	38'	Prohibited
Local Street/Road (1)	60'	30' – 36'	Permitted
Cul-de-sac	100' Diameter	80' Dia.	Prohibited

(1) with parking on one or both sides

B. Sidewalk Widths: Sidewalks, when provided, shall be of the following widths:

Where Adjacent To:	Width
Major or Collector Highways, Streets and Roads	5'
Local Streets and Roads	4'
Pedestrian Crosswalks (through blocks)	5' (10' ROW)

C. Maximum and Minimum Street Grades: Street grades as measured along the centerline shall not be less than 0.4 percent and shall not be greater than the following:

Major Streets or Highways	8%
Collector Roads or Streets	10%
Local Roads or Streets	12%

D. Intersection Corners to be Rounded: Property lines at street intersections shall be rounded with a radius of twenty feet (20'). The Planning Commission may permit, as a suitable equivalent, the use of comparable cutoffs or chords in place of such rounded corners.

E. Not More Than Two (2) Streets to Intersect: Intersection of more than two (2) streets at a point will be prohibited.

F. Obstructions to Visibility at Intersections Prohibited: There shall be no obstruction of any type to visibility at street intersections within the sight triangle formed by the center of intersection and two (2) points, (1) seventy five feet (75') distant, each point being on the centerline of a fronting road or street, each designated local, or (2) one hundred twenty five feet (125') distant where one or both of the fronting streets is designated a collector or major street or highway.

G. Connecting Street Lines to be Joined by Curves: Connecting street lines deflecting from each other at any one point by more than ten degrees (10°) shall be joined by curves, the inner radius of which shall be not less than three hundred fifty feet (350') for a collector street, and one hundred feet (100') for a local street.

H. Reverse Curves to be Connected by Tangent: A tangent or portion of street in straight alignment and of one hundred feet (100') in length shall be introduced between reverse curves on major and collector highways, streets, and roads.

I. Cul-de-sacs or "Dead-end" Streets: Cul-de-sacs or dead-end streets, designated to be so permanently, shall be not longer than five hundred feet (500') and shall be

provided at the closed end with a right of way and pavement diameter meeting the minimum requirements of these standards, as stated in Section 7-5-2(A).

- J. Necessary Utility Easements to be Provided: Utility easements across lots or centered on rear or side lot lines shall be provided not less than ten feet (10') in width.
- K. Maintenance Easements to be Provided for Natural Water Courses: Where a subdivision is traversed by a water course, there shall be provided a storm water easement conforming substantially with the lines of such water course and approved as to alignment and width by the City Engineer.