

**ARTICLE XIII
GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN
FOR THE SUBDIVISION OF LAND**

Section 130. General Design Requirements.

130.1. Suitability of Land. Land subject to flooding, improper drainage, or erosion, or which is for topographical, geological or other reasons unsuitable for residential use shall not be platted for residential use or for other uses that will continue to increase the danger to health, safety, or property destruction, unless the hazards can be and are corrected.

130.2. Name of Subdivision. The name of the subdivision must have the approval of the Commission. The name shall not duplicate nor closely approximate the name of any existing subdivision.

130.3. Access. Access to every subdivision shall be provided over a public street.

130.4. Conformance to Adopted Major Thoroughfare Plans. All streets and other features of the Major Thoroughfare Plan of the City of Perry shall be platted by the subdivider in the location and to the dimension indicated on the Major Thoroughfare Plan adopted by the Commission and/or Council.

130.5. Through Traffic. Minor streets shall be so laid out that their use by through traffic will be discouraged.

Section 131. General Requirements for Streets and Other Rights-Of-Way.

131.1. Continuation of Existing Streets. Existing streets shall be continued at the same or greater width, but in no case less than the required width.

131.2. Connections with Future Subdivisions. Streets shall be reserved at strategic locations to provide for future access to adjoining properties which may be subdivided in the future. Each street connection shall intersect property lines at a ninety-degree (90°) angle.

131.3. Street Names. Street names shall require the approval of the Commission. Streets that are obviously in alignment with streets already in existence and already named shall be given the name of the existing streets. Names of new streets shall not duplicate or closely approximate those existing streets.

131.4. Street Jogs. Street jogs with centerline offsets less than one-hundred-twenty-five feet (125') shall not be permitted.

131.5. Cul-de-Sacs. Cul-de-sacs or dead-end streets shall be provided at the closed end with a turn-around having a property line radius of at least fifty feet (50') with an outside pavement radius of at least forty feet (40').

131.6. Development Along Major Streets, Limited-Access Highways or Railroad Right-Of-Ways. Where a subdivision abuts or contains an expressway, freeway, arterial or collector street, or a railroad right-of-way, the Commission may require a street approximately parallel to and on each side of such right-of-way either as a marginal access street or at a distance suitable for an appropriate use of intervening land, with a non-access reservation suitably planned. Due regard should be given requirements for approach grades and future grad separations in determining distances. Lots shall have no access to expressways, freeways, or arterial streets, but only to an accessible street in which case the Commission may require double frontage lots.

131.7. Half Streets. 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 Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided, the other half of the street shall be platted within such tract.

131.8. Alleys. The requirements for providing alleys within a subdivision are as follows:

131.8.1. Alleys shall be provided in multi-family, commercial, and industrial districts, except where other definite and assured provision is made for service access such as off-street parking, loading and unloading consistent with and adequate for the uses proposed.

131.8.2. Alleys shall not be provided in one and two-family residential developments unless the subdivider provides evidence satisfactory to the Commission of the need for alleys.

131.8.3. Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall provide sufficient radius to permit safe vehicular movements.

131.8.4. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turnaround facilities at the dead-end as determined by the Commission.

131.9. Reserve Strips and Easements.

131.9.1. Reserve strips controlling the access to streets shall be prohibited except where this control is definitely placed in the hands of the Council under conditions approved by the Commission. The Commission may restrict access to

expressways, freeways, arterial and collector streets by requiring all lots to face and have access to only minor streets.

131.9.2. Easements having a minimum width of ten feet (10') and located along the side or rear lot lines shall be provided, as is necessary, for utility lines and underground mains and cables. Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater or drainage right-of-way of adequate width. Parallel streets may be required by the Commission therewith.

Section 132. Rights-Of-Way Width Requirements.

Sec.132-Rev.5.4.04

132.1 The minimum street right-of-way widths shall be as follows:

(1)	Freeways and Expressways	150 Feet
(2)	Arterial Streets	100 Feet
(3)	Collector Streets	80 Feet
(4)	Minor Commercial and Industrial Streets	60 Feet
(5)	Minor Residential Streets	60 Feet
(6)	Dead-End Streets (Cul-de-Sacs)	50 Feet
(7)	Marginal Access Streets	50 Feet
(8)	Alleys	20 Feet

132.2 The Commission may require a larger right of way than those listed in Section 132.1.

Section 133. Street Design Requirements.

133.1. Street Intersections. Street intersections shall be as nearly at right angles as possible with no street intersection being at any angle of less than seventy-five degrees (75°).

133.2. Right-Of-Way Radius. The streets right-of-way radius at street intersections shall be at least twenty feet (20'). Where the angle of street intersection is less than ninety degrees (90°), the Commission may require a longer radius.

133.3. Additional Width on Existing Streets. Subdivisions that adjoin existing streets shall dedicate additional rights-of-way, if needed, to meet the minimum street width requirements set forth in Section 132.

133.3.1. The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing streets.

133.3.2. When the subdivision is located on only one (1) side of an existing street, one-half (1/2) of the required right-of-way, measured from the centerline of the existing roadway, shall be provided.

Section 134. Design Standards for Block and Lots.

134.1. Design Lengths and Widths: Block lengths and widths shall be determined based on the following requirements:

134.1.1. Blocks shall not be greater than two-thousand-two-hundred feet (2,200') nor less than four-hundred feet (400') in length.

134.1.2. Blocks shall be wide enough to provide two (2) tiers of lots of minimum depth, except where abutting upon major streets, limited-access highways or railroads, or where other situations make this requirement impractical in which case the Commission may approve a single tier of lots of minimum depth.

134.1.3. Blocks shall have pedestrian walkways not less than ten feet (10') wide, where deemed essential, to provide circulation, or access to schools, playgrounds, shopping centers, transportation and other community facilities.

134.2. Lot Sizes. Lot dimensions shall conform to the requirements set forth in the zoning districts in which the land to be subdivided is located. Residential corner lots shall have adequate width to permit appropriate building setback from and orientation to both abutting streets.

134.3. Building Lines. A building line meeting the front and side yard setback requirements of the zoning district in which the subdivision is located shall be established on all lots.

134.4. Lots Abutting Dedicated Streets. Each lot shall abut a dedicated street.

Sec-134.4 - Revised 12.2.03

134.5. Double Frontage Lots. Double frontage lots should be avoided except where essential to provide separations of residential development from traffic arterials or to overcome specific disadvantage of topography and orientation. A planting screen

easement of at least ten feet (10'), and across which there shall be no right of access, shall be provided along the line of lots abutting such a traffic artery of other disadvantage use.

Section 135. Modifications of Subdivision Requirements.

135.1. Modifications of the provisions set forth in the subdivision regulations may be authorized by the Commission in specific cases when, in its opinion, undue hardship may result from strict compliance; provided only such determination shall be based fundamentally on the fact that unusual topographical and other exceptional conditions require such modifications will not adversely affect the general public or nullify the intent of these regulations; provided further that any such modifications granted by the Commission shall be made in writing to the subdivider and also made a part of the Commission's records and the plat.

135.2. Application for any modifications must be filed in writing with necessary supporting documents with the reasons and facts supporting the application.

Section 136. Stormwater Management.

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