ARTICLE 7: DEVELOPMENT ENGINEERING PLAN CRITERIA

Before a plat is submitted, developers shall have an approved Development Engineering Plan which shall comply with the following criteria and all Engineering Design Standards.

Consisting of a:

1. Lot and block layout – approved by Authorized Official and City Engineer.

2. Drainage, water and sanitary sewer developer's engineering plans – approved by City Engineer.

Section 701. General Requirements

The plat shall conform to the criteria of the preliminary subdivision plan plus the additional criteria for Development Engineering Plans.

Section 702. Blocks

A. Block lengths shall not exceed 1,000 feet.

Section 703. Lots

A. Lot dimensions shall be appropriate for the location of the subdivision and conform to the Lennox Zoning Ordinance.

B. Each lot shall abut a dedicated right-of-way, mutual access, common area, or private street. Private streets or roads shall be indicated on the Development Engineering Plan as a private roadway easement and shall not be included as part of any required lot area or setback.

C. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide off-street parking and loading for the use contemplated.

D. All interior lot lines shall be a straight line or a series of straight lines. Curved interior lot lines shall be prohibited.

E. Side lot lines shall be at right angles to streets except on curves where they shall be radial except when otherwise approved.

F. Corner lots for residential use shall have extra width to permit appropriate building setbacks from both sides.

G. In undeveloped or vacant areas, streets shall be identified and classified through the transportation planning process. The location of major streets shall conform to the official Major Street Plan.

Section 704. Streets System

A. Street design standards. All public street improvements, including pavement width, street grades, alignment and visibility, and intersections shall be designed in accordance with standard accepted engineering practice and are subject to the approval of the City Engineer. All public street facilities shall be designed in compliance with the Engineering Design Standards.

1. Half streets. Whenever an existing half street is adjacent to a tract being subdivided, the other half of the street shall be platted within said subdivision. A preliminary plan of a subdivision may show half a street along adjoining property which has not been subdivided, but no lot abutting on such half street shall have a building permit issued for it until such time as the other half street is dedicated.

B. Traffic calming. Improving traffic flow into and through subdivisions also needs to take into consideration traffic volumes and speeds. Traffic calming is the process by which vehicular speeds and volumes on local streets are reduced to acceptable levels. This is achieved through the installation of approved devices such as traffic circles, flares, and center islands. Traffic calming serves the purpose of reducing cut-through traffic, truck traffic, excessive speeding, noise, vibration, air pollution, and accidents in an attempt to provide a safer environment for motorists and pedestrians.

1. Approved devices shall be spaced within the right-of-way along major collectors through residential subdivisions, based upon Engineering Design Standards.

2. Traffic calming devices may be required by the City Engineer, based upon the review of a traffic impact study.

C. Arterial Street System Development - Whenever an arterial street has been constructed for which the cost has not been apportioned against the property located outside the City which abuts an arterial street constructed by special assessment and which benefits the property located outside the City limits, the property shall pay its proportionate share of the cost of such construction, without interest, according to the benefits to accrue to such property before such property may be served by the street. Access to an arterial shall be as described the Engineering Design Standards. The costs shall be established by resolution by the Lennox City Council. Recovered costs required by this subsection shall be paid prior to platting or replatting for development. The recovered cost shall be deposited in the assessment revolving fund and shall be used only for new street construction.

D. Right-of-way widths. The developer shall be required to dedicate street right-of-way widths according to the major street plan and not less than as follows:

STREET TYPE	RIGHT-OF-WAY IN FEET
Expressway/principals	100-200
Arterials	100-120
Collectors	66-80
Locals	60-66
Access roads	50
Cul-de-sacs (55 radius for turnarounds and eyebrows)	50

Alleys	20
Rural Subdivisions	80

(Amended: Ordinance No. 546, 08-25-14)

E. Cul-de-sacs. Cul-de-sacs will be allowed where they are necessary for the reasonable development of a subdivision.

1. The maximum length of a cul-de-sac shall be 500 feet measured along the centerline, between the radius point of the turnaround and the right-of-way line of the abutting street. The maximum length of a cul-de-sac may be extended where no other practical alternative is available for the reasonable development of a subdivision.

2. Temporary turnarounds may also be required by the City Engineer on dead-end streets that will eventually be continued.

3. Emergency access may be required by the fire chief on cul-de-sac streets to allow for emergency service response.

F. Private streets or roads; places. Private roads may be allowed when serving a limited number of parcels, if right-of-way constraints exist, and when all maintenance responsibilities are detailed within the easement.

G. Access easements. When the traffic impact of one or more proposed property developments indicates that the public safety can be better served by the use of access easements, the following requirements shall be observed:

1. Any access easement accepted by the City must provide for perpetual unobstructed access to the area it serves, and prohibit the erection of any structure within or adjacent to the access area which would interfere with the use of the access easement by the public or any governmental agency.

2. Access easements shall be indicated on the plat.

3. Any plat presented for City approval which shows an access easement as a means of access shall provide language in the owner's certificate [see Article 14] reserving the access easement as a perpetual unobstructed access easement.

4. Access easement areas shall be paved by the developer and maintained in passable condition. Designs for access easements must be approved by the City Engineer.

5. An easement area maintenance agreement among property owners who will depend on the access easement for access shall be filed with the plat. It shall describe the legal responsibilities for the repair and maintenance of the easement area and the required signs (see 6. below).

6. The developer may be required to place traffic control signs on access easements or to pay the City to place traffic control signs for access easements at the locations the City Engineer deems necessary for the safety and convenience of the public. Traffic control

signs shall be approved by the City Engineer.

H. Alleys.

1. Alleys are permitted in commercial and industrial districts, except where provision is made for service access, such as off-street loading, unloading, and parking consistent with the requirement set forth in the Lennox Zoning Ordinance.

2. Alleys are permitted in residential districts when design standards and conditions warrant an alternative means of access.

I. Continuation of street names. Streets obviously in alignment with existing streets shall bear the names of those streets. When, due to topography, offsets caused by rectangular surveys or other physical features, streets become interrupted, quarter line and section line streets shall retain the same name on either side of the irregularities.

J. Street naming criteria. No street names shall be used which will duplicate, be the same in spelling, or alike in pronunciation with any other existing streets. All street names should be kept as short as possible to permit signs to be no longer than 36 inches. All street names shall indicate directions either north, south, east, or west. Street name suffixes shall be applied as follows:

Street: A road generally running east and west.

Avenue: A road generally running north and south.

Road: A road running both east and west or north and south for significant lengths; such names may only be assigned to major rights-of-way.

Lane: A road running northeast to southwest.

Drive: A road running northwest to southeast.

Trail: A road which wanders in different directions.

Circle: All cul-de-sacs.

Court: A road with two openings which enters and exits on the same street.

Place: All private roads.

Parkway: Limited access roads such as major streets which are divided by a median.

Boulevard: A minor street divided by a median.

K. Prohibition on certain street name suffixes. No Development Engineering Plan shall be approved which use the names of square, ridge, pass, way, or terrace as a suffix for a street name.

Section 705. Walkways

A. Concrete or asphalt pedestrian walks of an appropriate width (as determined by the City Engineer) shall be required through blocks where deemed necessary to provide circulation or access to schools, playgrounds, shopping centers, bus stops and other community facilities. They may also be required to provide access through greenways and common areas. The walks shall be maintained by the adjacent property owners.

Section 706. Minimum Subdivision Improvements

Where development engineering plans are approved and plats within the development engineering plan are platted, utilities will be required to be extended to the edge of adjacent platted land.

Section 707. Maintenance Agreements

Where the subdivision contains sewers, sewage treatment plants, water supply systems, park areas, storm drainage systems, road systems, or other facilities or services which are necessary to or desirable for the area, and which are of common use or benefit and which are not accepted for maintenance by an existing public agency, provisions shall be made by maintenance agreement for the proper and continuous maintenance and supervision of such facilities. A final and signed copy of the agreement shall be attached to each and every plat having a facility or service covered by such an agreement.

Section 708. Easements

Easements shall be provided and dedicated where necessary for wires, cable conduits, fixtures, and equipment for distribution of electric power, wastewater collectors, storm drains, overland storm water flow routes, sidewalks, pedestrian ways, bikeways, private roadways, and water mains at such locations and widths as determined by the City. The width of easements required for public wastewater collectors, storm drains, and/or water mains shall be as specified in the Engineering Design Standards for the particular improvement adopted by the City. It is the policy of the City to locate all necessary utilities in the right-of-way or in easements abutting rear or side lot lines, except on double frontage lots. Deviations from this policy may be made when it is demonstrated that the utility is necessary and no practical alternative locations exist. In any dedication of an easement, the City may prohibit or restrict building, fences, driveways, and other improvements; may enter for construction, reconstruction, replacement, repair, operation, and maintenance purposes; and will be held harmless for the cost of replacement or damage to any improvement or vegetation within the easement and may make any other appropriate or necessary requirements.

A. All easements for municipal utilities shall be shown on the plat.

B. There shall be a 10-foot utility easement for municipal utilities along all right-of-way frontages; except when the setback is equal to or less than 20 feet, then the utility easement shall be equal to half the distance of the required setback per the zoning district.

C. Easements centered on rear lot lines shall be provided for utilities and drainage where necessary and shall be a minimum of 20 feet in total width unless otherwise required by the City Engineer.

D. Where topographical or other conditions warrant side yard easements and easements across lots, easements at least 10 feet in total width shall be provided.

E. Lots and easements shall be arranged in such a manner as to eliminate unnecessary jogs or offsets and to facilitate the use of easements for power distribution, telephone service, drainage, water, and sewer services.

F. The property owner whose property is subject to such easements shall be responsible for its maintenance. The property owners shall keep the easement clear of any structure, debris, trees, shrubs, or landscaping whatsoever except that lawn grass, which shall be regularly mowed, and annual vegetation may be grown thereon.