

10-19D-8: STREETS AND ROADS:

A. Effect Of Transportation/Street Element Of General Plan: The subdivision plan shall be in compliance with the general plan street/transportation element. Applicants shall take into account proposed streets and street widths indicated in the city's transportation element of the general plan in planning of the development.

B. Street Requirements: Streets shall be designed and constructed according to the standards set forth in the standards and specifications of the city. No private street shall be allowed unless approved by the city council.

1. a. The developer shall dedicate right of way and install improvements for proposed collector streets which are planned to adjoin or traverse the project or which are necessary for the development. The entire proposed right of way shall be dedicated according to the design width specified by the city's transportation element of the general plan.

b. The city may participate in a percentage of the cost of improvements for major collector, arterial minor and arterial major streets as proposed in the city capital facilities plan.

2. Subdivisions and other developments shall be designed to provide future access to adjoining vacant parcels. Developments shall also be designed so that existing stub streets in existing development will be connected to the proposed streets and accesses. Where a stub street is provided which accesses more than two (2) lots on each side, a temporary turnaround and public use easement at least eighty feet (80') in diameter shall be provided. The city may require improvements to be installed in temporary turnaround areas.

3. Cul-de-sac streets may not exceed six hundred fifty feet (650') in length as measured from the center of the intersection of a connecting through street to the center of the turnaround area. The turnaround pavement radius shall not be less than forty two and one-half feet ($42\frac{1}{2}'$).

4. Streets in subdivisions, excluding collector streets, exceeding eighty feet (80') in length are encouraged to be curvilinear or provide sufficient alignment variation to calm traffic and enhance aesthetic appeal in the subdivision.

5. Accumulations of more than twenty (20) lots shall provide more than one entrance and exit roadway. No additional lots shall be created in an area that has twenty (20) lots and only one access.

6. Subdivision streets shall be designed to approach an arterial or collector street in accordance with the city design standards and specifications for construction. (Ord. 2012.04, 1-18-2012)