

NOT YET CODIFIED

Sec. 14-604. - Lot and block standards.

- (a) *Residential lot size and shape.* The size and shape of the lots shall not be required to conform to any stipulated pattern, but insofar as practical, side lot lines should be at right angles to straight street lines or radial to curved street lines.
- (b) *Easements.* Where required for drainage and utilities, easements shall be at least 15 feet in width. If there is an adjoining easement, the total combined width of both easements shall be at least 15 feet. Easements of adequate width in accordance with engineering or open space standards shall be provided for open drainage channels or scenic streambeds, where required.
- (c) *Connectivity standards.* A proposed development shall provide multiple direct connections in its minor and collector on-site street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets.
 - (1) Each development shall incorporate and continue all collector or minor streets stubbed to the boundary of the development plan by previously approved but unbuilt development, or existing development. For any commercial, high density residential, or mixed use development, the interior minor and collector street system, including those along the development's perimeter, shall grid the development in a linear orientation that aligns with adjacent and nearby existing or potential city streets.
 - (2) To ensure future street connections to adjacent developable parcels, a proposed development shall provide local street (stub out) connections along each boundary that abuts potentially developable or re-developable land so that local cross streets exist spaced at intervals not to exceed 660 feet and not less than 200 feet along each boundary that abuts potentially developable or re-developable land.
 - (3) To ensure future street connections to adjacent streets, a proposed development shall provide minor street connections at intervals not to exceed 660 feet and not less than 200 feet along existing streets. New minor streets shall align with existing nearby streets to the extent practicable.
 - (4) A proposed development shall provide full-movement on-site or off-site intersections as follows:
 - (a) Full-movement intersections shall be required wherever collectors and/or arterials, or any combination of collector and arterial, intersect.
 - (b) The City Engineer may require that a full-movement controlled intersection be installed for a minor street due to the traffic expected to be generated by the development. The City Engineer may require a traffic study to inform a determination of this requirement.
 - (c) The City Engineer may require intersection controls to be installed by the developer, to include signalization or other design-based controls (e.g., roundabout), based on the required capacity of the intersection. All intersection controls shall be approved by the City Engineer. The City Engineer may require a traffic study to inform a determination of this requirement.
 - (d) The City Engineer may require any limited movement collector or local street intersections to include an access control median or other acceptable access control device.
 - (5) Where necessary for public convenience or safety, a developer shall improve and dedicate to the public a pedestrian and bicycle access way to connect to cul-de-sac streets, to pass through odd-shaped or oversized city blocks 660 feet or longer, to complete existing pedestrian and bicycle routes, and to provide for networks of public paths creating access to schools, parks, shopping centers, transit stops, churches, or other destinations. Pedestrian and bicycle access

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shall be made in accordance with City sidewalk, sidepath, and trails standards as determined by the City Engineer based on context, i.i., sidewalks shall connect to sidewalks, sidepaths to sidepaths, trails to trails.

- (a) The developer shall provide all required elements to include recreational easements and/or right of way dedication.
 - (b) Pedestrian and bicycle access ways established under this requirement shall count toward setback requirements for structures placed on adjacent property, for example, if a 10-foot public right of way is established between two residential parcels, each parcel may count 5 feet of the right of way toward structural setback requirements.
 - (c) Pedestrian and bicycle access ways shall be constructed at the time of initial construction of a development.
- (6) The requirements of paragraphs 14-604 (c)(2) above may be waived if, in the written opinion of the City Engineer, they are infeasible due to unusual topographic features, existing development, a natural area or feature, in the case of large format retail on a single parcel, or other warranted reason.
- (7) Gated street entryways into residential developments are prohibited unless all internal streets are private, and the development was designed and approved under the PUD provisions of this chapter.