

ARTICLE VI. SUBDIVISION DESIGN CRITERIA

Section 1 Compliance with Comprehensive Plan

- A. The subdivision layout shall conform to the official thoroughfare plan and other elements of the comprehensive plan. Wherever a tract to be subdivided embraces any part of a highway, arterial or collector street so designated on site plan, such part of such public way shall be platted by developer in the location and at the width indicated in the plan.

Section 2 Streets

A. General

1. New streets shall be considered in their relation to existing platted or planned streets, to topographical conditions, to public convenience and safety, and to the proposed uses of land to be served by the proposed streets.
2. Local streets shall be designed so as to encourage traffic calming through residential neighborhoods. Collector and higher classification streets must be designed to meet maximum traffic movement.
3. Extension and/or continuation of arterial and collector streets into and from adjoining properties.
4. Access to abutting properties should be required. The Planning staff will review all available data relating to a proposal and determine all street/road extensions to adjacent undeveloped properties.
5. The distance between center lines of streets opening into the opposite sides of an existing or proposed street shall be not less than one hundred fifty (150) feet for local residential or as dictated by the Design Standards for Public Improvements, depending upon street classification.

B. Cul-de-sacs

1. Cul-de-sacs shall be permitted only on local residential and commercial streets.
2. Cul-de-sacs shall be designed in accordance with Design Standards for Public Improvements.

1 C. Alignment

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- 3 1. Horizontal and vertical alignment of streets shall be designed in
- 4 accordance with the Design Standards for Public Improvements.
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- 6 a. Minimum right-of-way widths and width of paving shall be as
- 7 specified in the Design Standards for Public Improvements.
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- 9 b. Additional street right-of-way widths may be required by the
- 10 Planning Board in specific case, and by the Planning
- 11 Director on Administrative Subdivisions.
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- 13 (1) The subdivision fronts on a street which is presently
- 14 below the minimum street width standards es-
- 15 tablished herein.
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- 17 (2) Increased street width standards are required by the
- 18 Greene County Comprehensive Development Plan or
- 19 Major Thoroughfare Plan.
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- 21 (3) The center line of the planned street shall be an equal
- 22 distance from the respective street right-of-way line.
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24 D. Street Paving

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- 26 1. Street pavement thickness, design criteria, and material
- 27 specifications shall be as set forth in the Design Standards for
- 28 Public Improvements.
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30 E. Street Intersections

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- 32 1. Intersections involving the junction of more than two (2) streets
- 33 shall be prohibited.
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- 35 2. Street intersections shall be designed in accordance with the
- 36 Design Standards for Public Improvements.
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- 38 3. Additional right-of-way shall be provided at street intersections as
- 39 specified in the Design Standards for Public Improvements.
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Section 3 Lots

- A. Lot sizes and building setback requirements shall conform to the minimum standards established in the Greene County Zoning Regulations.
- B. All residentially zoned lots shall abut the street. Double frontage lots will not be permitted to have vehicular access from rear of lot.
1. Where the second frontage is on a limited access street, the developer is to physically limit access by the provision of berms, fencing, plantings, or other similar provisions.
 2. The driveway for corner lot access cannot be on a limited access street, but if both streets are local residential, the access can be from either or both streets. The address assigned to the lot will be from the front of the lot (if not specified on a plat). No driveways that are continuous from the location residential street on one side of the lot, across the lot to the other residential street shall be permitted.
- C. Whenever in any new subdivision there shall be lots platted which are immediately adjacent to lots in an existing subdivision and fronting on a common street, the following special requirements for lot frontage in the new subdivision shall apply.
1. The first platted lot in a new subdivision lying immediately adjacent to a lot in the existing subdivision shall have a frontage on the common street of at least ninety (90) percent of the existing adjacent lot; provided that the frontage required for the new lot shall not be required to exceed ninety (90) feet.
 2. The next two (2) lots in the new subdivision adjacent to the first new lot and fronting on the common street, if there be that many, shall have the following minimum frontages on the common street:
 - a. The second lot, adjacent to the first, shall have a frontage on the common street of at least ninety (90) percent of the first new lot;
 - b. The third lot, adjacent to the second, shall have a frontage on the common street of at least ninety (90) percent of the second lot.
- Notwithstanding the frontage calculations required above, no lot shall be reduced beyond the minimum frontage required by Greene County Subdivision Regulations.

- 1 D. Single family and duplex lots shall not be designed to front on collector
2 or higher classification of street.
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4 1. Driveways shall not directly access collector or higher classification
5 of street.
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7 E. Lots designed for multi-family, commercial or industrial use shall have
8 limited entrances onto collector and arterial streets. Cross access
9 easements or other provisions for access to limited entrances shall be
10 provided to minimize interference with through traffic.
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12 F. Side lot lines shall be at approximately right angles or radial to street lines.
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14 G. All land included within the plat boundary shall be designated as (1) a lot,
15 (2) dedicated to and accepted by the governmental authority, (3) or
16 designated for a particular use with covenants approved by the Greene
17 County Counselor to insure continued maintenance.
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19 H. The side yard requirements for corner lots adjacent to the street shall be
20 one-half ($\frac{1}{2}$) of the required front yard setback but in no case less than
21 fifteen (15) feet. When the lot to the rear of the corner lot fronts a street
22 which is adjacent to a side property line of the corner lot, then the required
23 side yard setback of the corner lot from the adjacent street shall be not
24 less than one-half ($\frac{1}{2}$) of the existing or required front yard of the lot to the
25 rear of the corner lot, whichever is lesser.
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Section 4 Easements and Alleys

- A. Ingress/egress easements, when required, will be a minimum of thirty (30) feet in width. These easements should generally be centered on or adjacent to lot lines.
- B. Private alleys and cross access easements will be allowed when approved by the Planning Board, provided adequate provision is made through covenants for maintenance. Public alleys are prohibited.
- C. Drainage easements shall be required as stated in Article V, Section 6, E.
- D. Utility easements shall be labeled as to their usage on all recorded documents. Utilities include but are not limited to sewer, gas, water, electrical, communications.
- E. Miscellaneous easements such as sign, conservation, greenway, recreation, and environmental easements will be designated as desired and/or required.
- F. Sanitary sewer and utility easements shall extend where necessary to adjacent properties.