

CHAPTER III: DESIGN STANDARDS

3.1 GENERAL. The design standards provided in this chapter shall apply in each zoning district in which such uses are permitted. In the event that standards identified in this chapter vary from those regulations specified in the zoning ordinance text, the more restrictive standard shall govern.

3.2 BLOCKS.

3.2.1 Block Length. The length of blocks shall not be less than 500 feet and not more than 1,250 feet in length.

3.2.2 Block Width. Blocks shall be of sufficient width to permit 2 tiers of lots of appropriate depth and in no case shall the width be less than 220 feet, except where a single tier of double frontage lots parallels a limited access highway, a thoroughfare, railroad or other barrier, the width shall be not less than 150 feet.

3.2.3 Lot and Block Arrangement. When reviewing proposed lot and block arrangements, the following factors shall be considered:

- A. Adequate Building Sites Required.** Provisions of adequate building sites suitable to the special needs of the type of land use (residential, commercial or other) proposed for development shall be provided, taking into consideration topographical and drainage features.
- B. Minimum Lot Sizes Established.** Minimum zoning district and lot requirements defining lot sizes and dimensions shall be accommodated without creating unusable lot remnants.
- C. Safe Access Required.** Block layout shall enable development to meet Subdivision Regulations requirements for convenient access, circulation, control and safety of street traffic.
- D. Crosswalks.** The Board may require the dedication and construction of a pedestrian access easement and crosswalk for any block that exceeds 700 feet in length or for any cul-de-sac located within one-half mile of a school, park or neighborhood commercial center.



3.3 LOTS.

3.3.1 Lot Dimensions, Generally. The lot standards provided in this Section shall apply in each zoning district in which such uses are permitted. In the event that standards identified in this Section vary from those regulations specified in the zoning district text, the more restrictive standard shall govern.

3.3.2 Single-Family Lots.

A. Bulk and Density Standards. Maximum height, as well as the minimum lot size, depth, width and building setbacks for single-family development shall comply with the applicable zoning district standards.

B. Double Frontage Lots. Lots with double frontage shall be avoided, except when access is restricted along an arterial roadway and lots front on a parallel collector or local street.

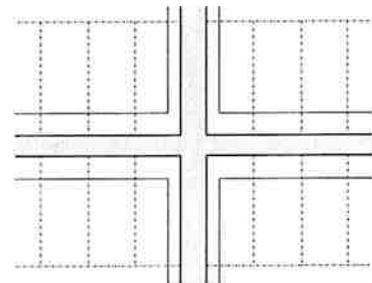
C. Single-Family Lots Less Than 10 Acres. Single family lots smaller than 10 acres shall be deeper than wide, with a depth to width ratio of not greater than 3:1. * See Amendments

D. Cul-de-Sac Lots. For lots on cul-de-sacs or similar circumstances, the minimum width shall apply at all points between the front and rear setback lines for the main or primary structures. Cul-de-sac lots shall have a minimum width of 25 feet at the street line.

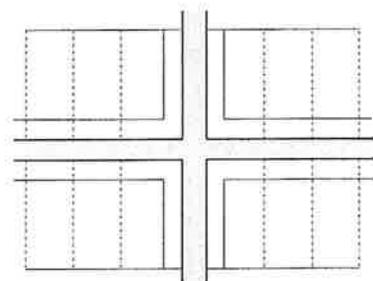
E. Corner Lot Setback. Corner lots shall have sufficient extra width to match the buildable width of adjacent lots after deducting required side street setbacks (see Exhibit 3.1).

3.3.3 Compact Housing Types. Lot depth, lot width, and the front, side and rear yard setbacks listed in Exhibit 3.2 shall apply to the listed housing types when permitted in a Planned Unit Development with adequate public facilities.

Exhibit 3.1: Corner Lot Design



Uniform Lot Sizes crowd the building sites for corner lots



Corner lots should be wider so that distance equal to a front setback can be allowed between the building and both streets.



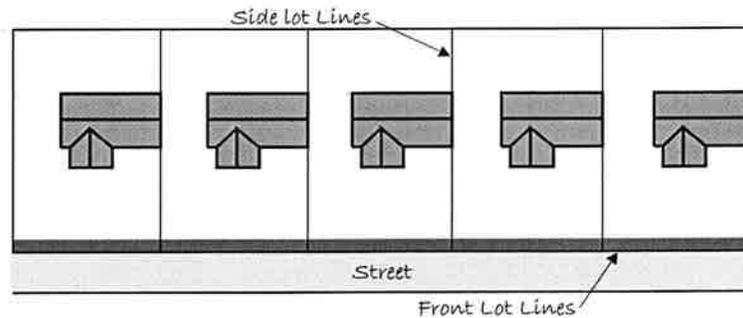
**Exhibit 3.2: Lot Standards for Compact Housing Types
 In Residential Districts as Permitted**

Housing Type	Minimum Lot Size (square feet)	Minimum Building Setback (Feet)		
		Front	Side ¹	Rear
Conventional Single-Family Homes	6,000	20	10	20
Zero Lot Line ³ Homes	4,000	20	0	20
Duplex	6,500	15	7	20
Townhouse	2,000	10	25 ²	20
Multifamily	10,000	25	25 ²	20

Notes: ¹ A minimum distance of 10 feet is required between buildings on adjacent lots.

² A minimum 25 feet must be provided between multi-family buildings on the same parcel.

³ In a zero lot line development, houses are shifted to one side of the lot.





3.3.4 Lot Lines. All quadrangular lots and, so far as practical all other lots, shall have side lines at right angles to straight street lines or radial to curved street lines (see Exhibit 3.3)..

3.3.5 Lot Orientation. The lot line common to the street right-of-way line shall be the front line. All lots shall face the front line. Wherever feasible, lots shall be arranged so that the rear line does not abut the side line of an adjacent lot.

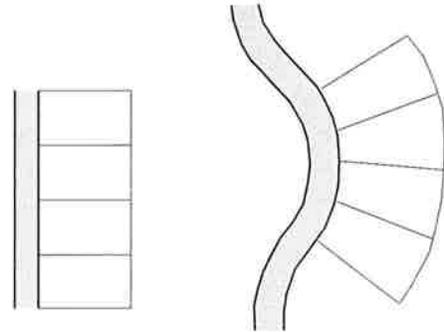
3.3.6 Lot Access. Lot access shall be provided in conformance with Section 3.4.5.

3.3.7 Driveways. Driveways shall be designed and constructed in conformance with Section 3.4.6. Up to six lots may share access from a shared driveway, provided that an access easement be required to facilitate pedestrian and bicycle access through any subdivision within one-half mile of a school, park or neighborhood commercial center.

3.3.8 Lot Remnants. No lot or parcel shall be created which fails to meet the minimum standards of the applicable zoning district, except pursuant to a planned district which provides for the perpetual maintenance of such remnants. Private reserve strips are prohibited.

3.3.9 Non-Farm Lots in A-1 Districts. In any A-1 zoning district, unless otherwise authorized by the zoning district regulations, only one non-farm lot may be created per 40 acres of land. For each non-farm lot created, the balance of at least 40 acres must be reserved in an agricultural easement approved as to form by the County Attorney. The easement shall consist of a single continuous area of land, and shall be located contiguous to the non-farm lot being created on property under common ownership. When development rights are shifted from contiguous parcels no more than four units shall be shifted to any quarter-quarter section.

Exhibit 3.3: Lot Alignment



3.4 ROAD IMPROVEMENT STANDARDS.

3.4.1 General. No Development shall be approved if such development, at full occupancy, will result in or increase traffic in excess of design capacity listed in Exhibit 3.4. The applicant may propose and construct approved traffic mitigation measures to provide adequate roadway capacity for the proposed development. The applicant for any development projected to generate more than 1,000 vehicle trips per day shall submit a traffic impact analysis, unless waived by the County Engineer.



3.4.2 Road Classification. Any street that is not already classified in the Master Plan shall be classified by the County Engineer. In classifying roads, the County Engineer shall consider projected traffic demands after 20 years of development.

3.4.3 Standards - All street improvements shall be designed according to the standards shown in Exhibit 3.4.

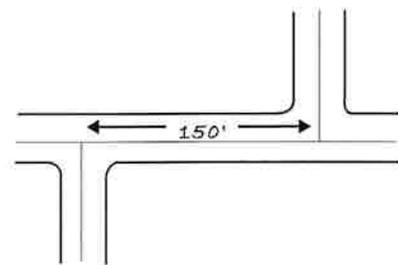
Exhibit 3.4: Design Characteristics by Functional Street Classification

Design Characteristic	Functional Street Classification			
	Principal Arterial	Major Collector	Minor Collector	Local
Traffic Lanes	2 to 4 12' lanes	2 to 4 11' lanes	2 11' lanes	2 11' lanes
Design Capacity (average vehicles per day)	based on configuration	<6,000	<400	<100
Minimum Right-of-Way* (feet)	100	66 to 80	66 to 80	60
Typical Speed Limit* (miles per hour)	35 to 65	30 to 55	25 to 45	25 to 45
Pavement Type	paved	paved	paved or gravel	gravel
Maximum Grade	5%	6%	6%	8%

* Right-of-way and speed limits depend on terrain, visibility, road alignment and adjacent development.

- A. **Alleys.** Alleys will not be approved in residential districts except where justified by special conditions such as the continuation of an existing alley in the same block. Alleys may be provided in commercial and industrial areas at the Board's discretion.
- B. **Dead-End Streets.** No dead end streets will be permitted.
- C. **Street Offsets.** Street jogs of less than 150 feet shall be avoided.
- D. **Parkways.** Where parkways or special types of streets are proposed, the Board may apply special standards for the design of such parkways or streets.

Exhibit 3.5: Street Offsets





- E. Cul-de-sac Approaches.** Cul-de-sac approaches shall have a minimum right-of-way of 60 feet. Development on single-family residential cul-de-sacs longer than 300 feet shall not generate more than 100 vehicle trips per day as projected using the current Institute of Transportation Engineers Trip Generation Manual. Cul-de-sacs shall not exceed 750 feet in length.
- F. Cul-de-sac Turn-arounds.** Cul-de-sac turn-arounds shall have an outside radius of 50 feet plus sufficient area for easements needed for utilities, drainage and mail service. Temporary turnarounds may be provided at the end of streets that will be extended within 3 years from the beginning of development activity on the cul-de-sac.
- G. Temporary Cul-de-sac.** A street in a phased development may be constructed without a turnaround if it is constructed not more than 1 lot in length. A street constructed in a phased development which is longer than 1 lot shall have a temporary turnaround meeting the cul-de-sac dimensions.
- H. General Street Arrangement.**

 - 1. Adequate Traffic Circulation.** Provisions shall be made for adequate traffic circulation. Local and Residential streets shall be designed to limit through traffic.
 - 2. Lot Access.** Every lot shall have access to a public or private right-of-way approved by the appropriate governing body.
 - 3. Multiple Intersections.** No more than 2 streets shall cross or intersect at the same point. Intersections, including intersections off-set on opposite sides of a street, shall be separated by at least 150 feet which shall be measured along the centerline of the primary street from centerline to centerline of the intersecting streets. Intersection of road center lines shall be between 80 degrees and 100 degrees.
 - 4. Street Connections.** Streets should connect with streets already dedicated in adjoining or adjacent subdivisions and provide for future connections to adjoining unsubdivided tracts whenever possible.
 - 5. Adjoining Property.** Where access to adjoining properties is deemed necessary by the County, residential and other minor streets shall be extended to the subdivision boundaries.
- A. Street Names.** New streets shall be named in conformity with the Clinton County Addressing System. If a street is a continuation of a named street or is in alignment



with an existing street, as determined by the County Engineer, the extension of the street shall bear the same number of the existing street.

B. Street Surfacing.

1. Street surfacing shall be provided within the jurisdiction of a city in accordance with the street standards established by the city, but in no case shall the standards be less than established herein.
2. Beyond the jurisdiction of a city, surfacing shall be in accordance with Section 4.1 and:
 - a. An urban-type cross section with portland cement concrete curb and gutter with 25 feet from back of curb to back of curb may be required by the Board of Supervisors where lots are less than 15,000 square feet in area; where lots have a frontage of 150 feet or less; where the County deems it necessary to control the drainage; or where the density of population and anticipated traffic volumes would warrant such cross section; or
 - b. A rural cross section utilizing swales in lieu of curb and gutter may be allowed by the Board. Surfaced roadways of not less than 24 feet in width shall be constructed on a 30-foot wide subgrade top. Foreslope, backslopes and width and depth of ditches shall be in accordance with current county standards for similar work.

C. Street Dedication and Maintenance.

1. No road or street shall be accepted by the County unless it meets the design standards established by this section and all other design standards established by the County.
2. Dedication of half-streets will not be approved, except where it is essential to the reasonable development of a subdivision and in conformity with all other requirements of this section, or where it is found that it will be impracticable to require dedication of the other half when the adjoining property is subdivided, or where it is necessary to acquire the remaining half by condemnation.

D. Secondary Access. Secondary access shall be provided for any development projected to generate more than 300 trips per day.

3.4.4 Traffic Control. Traffic control devices shall be provided for new development pursuant to standards adopted by the County.



3.4.5 Sidewalks, Walkways and Crosswalks.

- A. Sidewalks or pedestrian walkways shall be required along collector and arterial streets within 1,320 feet of a school site, park or library.
- B. Crosswalks to provide pedestrian access across long blocks may be required by the Board across any block longer than 1,320 feet, and shall be required at the end of all cul-de-sac streets located within 1,320 feet of a school site, park or library.
- C. Sidewalks shall be concrete and designed to comply with the Americans with Disabilities Act, provided that the Board may approve a different standard for walkways across private property.
- D. All required sidewalks, walkways and crosswalks shall be located within a right-of-way or access easement.

3.4.6 Access Standards.

- A. Proper access design and location are essential to the maintenance of safe, efficient traffic flow. Access standards shall apply to all development to prevent the proliferation of poorly spaced driveways that can reduce the safety and carrying capacity of community streets.
- B. Except as expressly provided below, no zoning permit shall be issued for any lot or parcel which does not abut a public street or an approved private street, or have access by a recorded access easement. (Amended 11/22/2000-Ord 2000-06)
 - 1. Private driveways may be allowed as an interim condition between construction and acceptance by the County.
 - 2. Permanent private drives [easement shown on plat] may access up to 6 dwellings, provided that plat notes shall advise all property owners that they are responsible for maintenance.
 - 3. All private drives and roadways shall be designed and constructed to provide adequate emergency access.
- C. Driveways shall be constructed to the following standards:
 - 1. The minimum driveway width for single family residences shall be 12 feet and the maximum driveway width shall be 25 feet.
 - 2. Excepting driveways serving a single residence in an A-1, AR-1 or R-1 district, driveways adjacent to paved roads shall provide an asphalt or concrete driveway approach from the property line to the roadbed edge.



3. All multifamily, commercial and industrial development shall be accessed by at least 1 driveway 24 feet in width that is paved with either asphalt or concrete.
4. The minimum driveway spacing standards shall comply with Exhibit 3.6.

Exhibit 3.6: Driveway Standards

Road Classification	Minimum Separation Between Driveways	Minimum Separation Between Driveways and Intersecting Streets
Local Street	No minimum	75 ft.
Minor Collector	200 ft.	150 ft.
Major Collector	300 ft.	150 ft.
Arterial	1,000 ft.	300 ft.

- A) Access separation between driveways shall be measured from centerline to centerline.
- B) Access separation between a driveway and intersecting street shall be measured from the centerline of the driveway and the nearest point of curvature of the intersecting street.
- C) Where channelized turns are provided for intersecting streets or driveways, the County Engineer shall determine the appropriate separations.

3.4.7 Private Streets. The County may approve private streets for a subdivision. Such streets shall be built to County standards. The County will not maintain private streets. The applicant may be required to post a maintenance bond for private streets in conformance with Section 2.8.3 of this document. A homeowner's association, or other appropriate entity, shall be established to ensure the ongoing maintenance of private streets.

3.4.8 Easements. Easements for utilities, drainage, access and other public purposes shall be provided as recommended by the County Engineer and required by the Board.