

22.06 SUBDIVISION AND PLANNED DEVELOPMENT DESIGN STANDARDS

The plans for every subdivision and planned development within the territorial jurisdiction of the Village shall meet the following Village’s Planning Design Standards and Standards for Required Public Improvements:

1. **CONFORMITY WITH VILLAGE PLANS AND ORDINANCES:** The subdivision and planned development of land in the Village shall further the goals and objectives of the Village as stated in the Comprehensive Land Use Plan, other plans and policies of the Village, codes and ordinances, including, but not limited to, the Zoning Code and the Building Code.
2. **PLATTING:** All lots shall be designed in accordance with good planning practice.
 - A. **Arrangement:** Lots shall be laid out in an efficient and uniform manner to avoid the creation of odd shaped lots and unusable remnants of land.
 - B. **Lot Sizes:** The minimum residential lot areas shall be as follows:

Zoning Classification	Minimum Lot Area
Farming District (F)	10 acres
Estate District (E-5)	5 acres
Estate District (E-3)	3 acres
Estate District (E-1)	1 acre
Single Family District (R)	34,000 square feet
Single Family District (R-1)	21,780 square feet
Transitional District (T)	1 acre per single family detached dwelling unit; 7,920 square feet per town home dwelling unit
Industrial Transitional District (IT)	1 acre per single family detached dwelling unit;

Bulk regulations for each lot shall be pursuant to the Zoning Code. Corner lots shall be of sufficient size to provide for building lines on each street frontage not less than the depth of the required front yard and corner side yard required in the Zoning Code.

- C. Double frontage lots are not permitted except where lots back upon a collector and/or arterial street, and in such instances, vehicular access between the lots and the thoroughfare is prohibited. Such lots must have an additional depth of at least 20 feet in order to allow for the development of a landscaped berming treatment. Fences shall not be allowed within any landscape easement, and any fence shall be on the house/structure side of the berm.
- D. **Street and Block Layout:** All streets shall be arranged in accordance with the following standards:
 - (1) **Lot Frontage:** All lots shall abut on a publicly dedicated street.

- (2) **Side Lots:** Side lot lines of lots shall be approximately at right angles and extend in a straight line to the rear lot line or radial to street lines when it intersects a curve street and right-of-way.
 - (3) **Street and Block Layout:** Streets and blocks shall be laid out in a clear, logical manner. Forked streets, streets that double back on themselves, and streets that change direction shall be avoided. The street pattern and the building numbering system should enable emergency vehicles to reach a destination quickly and without undue confusion. Long blocks should be avoided and pedestrian walks are required to service all public and civic uses.
 - (4) **Measurement of Irregularly Shaped Lots:** The width of irregularly shaped lots shall be measured along a line drawn parallel to the front lot line at a distance from the front lot line determined by the required front yard setback. In the case of a curved front lot line, the lot width shall be measured as the length of the arc, which is parallel to the front lot line at the building setback. Said measurement at the building line on all irregularly shaped lots shall be on all final plats of subdivision.
 - (5) **Block Lengths:** The maximum length of blocks shall be 1,200 feet unless the Board of Trustees determine that a greater length is required to avoid or reduce a traffic hazard.
 - (6) **Lot Access:** Roadway access shall be provided to each residential unit.
- E. **Vehicular Circulation:** Streets within the proposed subdivision shall be arranged to provide efficient vehicular circulation. All street right-of-way shall be dedicated in fee simple title at the time of recording of the final plat of subdivision or planned development and as depicted on the final plat of subdivision or planned development approved by the Board of Trustees.
- (1) **Traffic Management Studies:** A traffic management study, prepared by a state licensed professional engineer, shall be submitted with each preliminary subdivision plat application. No plat shall be approved if its development will increase traffic to the extent that a lower level of service results unless the proposal includes measures to mitigate such increased traffic. The maximum amount of traffic that will be permitted in the Village shall be that which is served by level of service C as established by the Institute of Traffic Engineers. The study shall include, but not be limited to, the following:
 - (a) Identify anticipated volumes of traffic to be generated by each phase of the development.
 - (b) Identify required roadway improvements and/or traffic regulation devices needed to insure the proper safety of traffic to, through and around the development.

- (2) **Streets and Public Lands:** Wherever the Comprehensive Land Use Plan shows a street running through or along any boundary line of the land owned or controlled by the subdivider/developer, or any land planned for school, park or fire station sites therein, that information shall be shown on the preliminary plat and any conceptual land use plans for the subdivision or planned development of any part of that land. The precise layout of streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and in relation to the proposed use of the land to be served by such streets.
- (3) **Continuation of existing streets:** All existing streets, which terminate at the boundary of the proposed subdivision/planned development, shall be continued into the subdivision/planned development and be incorporated into the street pattern.
- (4) **Continuation of Streets:** If the Board of Trustees determine it is necessary for the public safety to continue a street located within the proposed subdivision/planned development to a street outside the subdivision/planned development, the Village may require the acquisition of right-of-way on land that lies on land not owned by the developer. In that instance the Village may take such action as may be required to acquire such off-site right-of-way, and the developer shall pay such acquisition costs, including legal and other condemned expenses, as well as the costs of the required off-site improvements as a condition of subdivision/planned development plat approval. If there is other benefited property, recapture of the off-site costs will be taken into consideration.
- (5) **Perimeter Streets:** When it is determined by the Board of Trustees that a street should be located along a boundary line of a proposed subdivision/planned development to connect with existing or proposed Village streets designated on the Comprehensive Land Use Plan, it shall be incumbent upon the developer either to dedicate the land for such street, obtain dedication of such land by the adjoining owner, or dedicate land for a half street in accordance with this Subdivision Code. If the developer proposes to dedicate a half street the developer must demonstrate to the Board of Trustees that the developer cannot dedicate sufficient right-of-way on its property to maintain the alignment with existing or proposed streets, and that it has exhausted all reasonable efforts to acquire the required right of way from the adjoining land owner. If such off-site right of way is within the Village, the Board of Trustees may require the developer to agree to pay the cost of acquiring such right-of-way by condemnation, including legal fees and other expenses, as a condition precedent to plat approval. If there is benefited adjoining property, then recapture will be considered.
- (6) **Completion of Minimum Right-of-Way Dedication:** When any subdivision/planned development, or any part of a subdivision/planned development is adjacent to only one side of an existing right-of-way whose width is less than the minimum width required under this Subdivision Code, the

developer shall dedicate such additional right-of-way as may be required to meet the minimum width requirements of this Subdivision Code.

- (7) **Visibility:** Clear visibility at intersections shall be achieved by keeping them clear of foliage or structures within the vision clearance triangle at each corner as determined by the Village_Engineer. Except for traffic control devices, utility poles, fire hydrants and street signs, no structure or plant materials that will exceed 30 inches in height above the top of curb (or center line elevation of the street in the event there is no curb) when they mature shall be permitted within this area in order to provide adequate sight distance.
- (8) **Alleys:** Alleys shall not be permitted.
- (9) **Intersection of Streets:** Streets shall be so laid out that they intersect as nearly as possible at right angles. The minimum allowable angle of intersection of 2 streets is 70 degrees. Whenever possible, the intersection of more than 2 streets shall be avoided. The first 100 feet into the intersection shall be limited to a maximum of a two percent grade.
- (10) **Spacing of Collectors:** Collectors carrying traffic in the same direction shall be spaced, whenever possible, at intervals not more than one-quarter mile apart.
- (11) **Cul-de-Sac Lengths:** The maximum length of a cul-de-sac shall be 600 feet as measured from the center of the intersection to the middle radius point of the cul-de-sac. No cul-de-sac shall serve more than 20 lots/dwelling units. The Board of Trustees may grant modifications. Cul-de-sacs shall be approved by the local fire district.
- (12) **Corner Clearance:** Entrances to commercial properties shall be located at least 75 feet to 100 feet from intersections to ensure adequate corner clearance and prevent cars from crossing queues of vehicles at such intersections.
- (13) **Pedestrian Circulation:** Where sidewalks and/or bike paths are required, they shall be constructed in accordance with specifications set forth by the Village and unless otherwise specified, shall be maintained by the property owner or property owner's association pursuant to appropriate covenants approved by the Village. Said covenants must provide for the enforcement of the maintenance and repair of such sidewalks and/or bike paths.
- (14) **Bicycle Circulation:** Bike paths may be required by the Village in a subdivision/planned development in accordance with the Village's Comprehensive Land Use Plan.
- (15) **Access Easements:** Access easements may be required at appropriate locations through the center of blocks longer than 600 feet to provide safe and

convenient pedestrian and bicycle access to schools, parks, or similar destinations when determined to be required for public safety by the Board of Trustees. Access easements shall be a minimum of 10 feet wide.

F. **Street Design Standards:** Every subdivision/planned development shall be provided with a system of public streets, which meets the engineering design standards of the Village.

(1) **Street Plans:** The location and design of the streets and roads, including their arrangement, character, extent and width, for any subdivision or planned development, shall conform to the Village's Comprehensive Land Use Plan in effect at the time of the filing of the application for approval of the preliminary plat or plan of such subdivision/planned development and shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use of the land to be served by such streets. Collector streets shown on Comprehensive Land Use Plan shall be constructed during development according to layout in Comprehensive Land Use Plan. No collector streets shall have curb cuts, unless approved by Village (or Village Engineer).

(2) **Minimum Rights-of-Way Widths:** All rights-of-way for streets and sidewalks shall conform to the following minimum dimensions, unless included in existing SRA areas which will have a greater right of way requirement.

Arterial Streets	100 feet
Collector Streets	80 feet
Local Streets	66 feet
Cul-de-sac Streets	60 feet*
Public sidewalks	10 feet**
Bike Paths	15 feet
Minor Street	60 feet
Frontage Street	50 feet (60 if utilities are present)
Industrial Service Street	55 feet

*With not less than a 60 foot radius on the bubble of such cul-de-sac. The approach radius to the cul-de-sac shall not be less than 20 feet.

**Which are not located in a street right-of-way shall be not less than 10 feet in width.

(3) **Acceleration/Deceleration Lanes for Commercial Properties:** In front of areas zoned or designated for non-residential use, the street width and the roadway widths shall be increased on the side or sides on which the property for non-residential use is located by a merging lane at least 15 feet wide and adequate length to insure the free flow of traffic without interference by vehicles entering or leaving parking areas. This is not to be considered a part of the required parking area. Additional right-of-way shall be dedicated when acceleration and deceleration lanes are constructed, so

that the street complies with the street width standards. It is intended that where the abutting property on both sides of a street is developed for non-residential use, there shall be 2 such lanes in addition to the minimum required street width if deemed necessary by the Board of Trustees.

- (4) **Street Names:** The name of each street in the subdivision/planned development shall be submitted to the Village for review and approval on a copy of the proposed final subdivision plat or planned development plan at least 30 days prior to submittal of the final plat or plan, in order to give the Village Engineer an opportunity to confer with the police department and the fire protection district and to develop a street numbering system for the subdivision/planned development. No street name shall be used which duplicates or may be confused with the name of any existing street. Existing street names shall be used wherever possible. All street names shall be subject to Board of Trustees approval.

- G. **Phased Construction:** When a subdivision/planned development is proposed to be developed in phases over a period of time the Board of Trustees may permit the developer to complete the public improvements for the subdivision/planned development in phases, provided that; the construction of all public improvements shall be completed to each boundary of the phase of unit proposed to be developed and the plan for phasing is approved in conjunction with the first final plat approval. The Developer shall complete those portions of the public improvements which the Village requires in order to insure contiguity and proper service for the portion of the development for which the phased final plat approval is being sought.

- H. **Health and Safety Controls:**

- (1) **Control of Environmental Pollutants:** All proposed subdivisions/planned developments must comply with the Illinois Environmental Protection Act (415ILCS511 *et seq.*) and State of Illinois Rules and Regulations Title 35, Subtitle G -Waste Disposal.
- (2) **Sales, Construction and Storage Trailers:** Prior to approval by the Board of Trustees of a final plat of subdivision or planned development, the subdivider/developer shall submit for approval by the Building Inspector a plan showing the location of all proposed sales, construction and storage trailers, including parking areas, fencing and landscaping. Access to such facilities shall be safe and adequate and shall consist of an asphalt binder course. Said plan shall also indicate where all trailers shall be located. The subdivider/developer shall have the right to use said temporary facilities for the purpose of start-up construction and sales activities. Each of the trailers shall be served by temporary sanitary and potable water facilities to be provided by the subdivider/developer. At no time shall trailers be parked closer than 300 feet from the nearest occupied residence. Once the first model dwelling unit is constructed, the sales trailers shall be removed no later than 30 days after an occupancy permit is issued for the model

home. The subdivider/developer shall leave the areas used for the trailers in a clean and presentable condition.

- (3) **Model Home Sites:** After the subdivider/developer has received final plat and final engineering approval from the Village and the storm drainage systems, retention and detention areas, and roadway improvements have been installed, the subdivider/developer shall be permitted to construct and maintain model homes and to construct and maintain other appurtenant facilities for said model homes, including temporary sanitary facilities, temporary parking areas, temporary trap fencing, temporary walkways and lighting for each model home. A condition of approval for such model homes shall be that the Building Inspector is satisfied that access to the model home is safe and adequate. Access via stone or aggregate drive shall not be permitted to any model homes. An asphalt binder course shall be installed prior to the opening of any model home to the public. The subdivider/developer shall have the right to occupy and use said model homes, as well as their garages, for sales, sales promotions and offices for sales personnel, in connection with the sale of dwellings in the development. No model homes shall be permitted to be occupied as a residence. Models may be lit (interior and exterior) until 10 p.m. except for standard security lighting. No sales for lots or dwelling units other than those in the subdivision where the model home is located shall be allowed. The number of model homes allowed shall be determined by the Board of Trustees at the time of final plat approval.

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