

ARTICLE V
Subdivision Design Standards

§ 170-13. General requirements.

- A. Land to be subdivided shall be of such character that it can be used safely for building purposes without danger to health or peril from fire, flood, erosion or other menace. If, following adequate investigation conducted by all public agencies concerned, it is determined that land to be subdivided cannot be used without endangering the health, safety, welfare or prosperity of the community or would necessitate an excessive expenditure of public financial resources for sewage and water facilities, other public facilities and streets, then the subdivision plat shall not be approved unless the subdivider formulates adequate methods for meeting such problems.
- B. All required improvements shall be constructed or installed in conformity with the provisions of this chapter and city specifications.

§ 170-14. Streets and alleys.

The arrangement, character, extent, width, grade and location of all streets shall conform as near as possible to the General Development Plan and shall be considered in their relation to

existing and planned streets, to topographical conditions, to public convenience and safety and in their appropriate relation to the proposed uses of the land to be served by such streets.

- A. Street extensions. The street layout of the proposed subdivision shall provide for the continuation or appropriate projection of streets and alleys already existing in areas being subdivided. Where, at the determination of the governing body, it is desirable to provide street access to adjoining properties, proposed streets shall be extended by dedication to the boundaries of such properties. Where the governing body deems it necessary, such dead-end streets shall be provided with a temporary turnaround having a radius of at least 50 feet. The street system for the proposed subdivision shall provide for extending existing streets, but in no case shall a street extension be of less width than the minimum width required in these regulations for a street in its category.
- B. Dedication of right-of-way for new streets. The dedication of right-of-way for new streets measured from lot line to lot line shall meet the right-of-way requirements as provided in Table I of these regulations.⁶ All streets classified as arterial streets shall have all points of access approved by the City Council. Marginal access streets may be required by the City Council for subdivisions fronting on arterial streets.
- C. Dedication of right-of-way for existing streets. Subdivisions platted along existing streets shall dedicate additional right-of-way, if necessary, to meet the minimum street width requirements set forth in these regulations. The entire minimum right-of-way width shall be dedicated where the subdivision is on both sides of an existing street. When the subdivision is located on only one side of an existing street, 1/2 of the required right-of-way width, measured from the center line of the existing roadway, shall be dedicated. Dedication of 1/2 of the right-of-way for proposed streets along the boundaries of land proposed for subdivision shall be prohibited.
- D. Intersections. Streets shall intersect as nearly as possible at an angle of 90°, and no intersection shall be at an angle of less than 75°. Street curb intersections shall be rounded by radius of at least 20 feet. When the smallest angle of street intersection is less than 75°, the City Council may require curb radii of greater length. Whenever necessary to permit the construction of a curb having a desirable radius without reducing the sidewalk at a street corner to less than normal width, the property line at such street corner shall be rounded or otherwise set back sufficiently to permit such curb construction. No lot or other parcel of land which abuts on and has access to either a collector or a minor street shall have a service drive, curb cut or other means of access to an arterial street within 75 feet of the right-of-way of any street which intersects such arterial street on the side on which such lot or parcel is located. Handicapped ramps will be provided for as required by state statutes.
- E. Street jogs. Street jogs with center-line offsets of less than 150 feet shall be prohibited.
- F. Cul-de-sacs. Cul-de-sacs shall not be longer than 600 feet and shall be provided at the closed end with a turnaround having a radius at the outside of the pavement of at least 75 feet, except such turnaround in industrial and commercial areas shall be 100 feet in diameter.

6. Editor's Note: Table I is included at the end of this chapter.

- G. Street names. Proposed streets which are in alignment with already existing and named streets shall bear the names of such existing streets. The name of a proposed street which is not in alignment with an existing street shall not duplicate the name of any existing street, irrespective of the use of the suffix street, avenue, boulevard, drive, place, court, lane, road, pike, highway, parkway or similar suffix. Whenever a street alignment changes direction more than 60° without a return to the original alignment within a distance of 500 feet, then the name of the street shall be changed at the point of curvature.
- (1) A cul-de-sac street serving not more than four lots shall take the name of the intersecting street.
 - (2) The proposed names of all streets shall be approved by the governing body prior to such names being assigned or used.
- H. Horizontal and vertical street curves. A tangent at least 100 feet long shall be introduced between reverse curves on all streets. Where there is a deflection angle of more than 10° in the alignment of a street, a curve with a radius adequate to ensure safe sight distance shall be made.
- I. Street grade and elevations. All streets shall be designed so as to provide for the discharge of surface water from the pavement and from the right-of-way by grading and drainage. The minimum street grade shall not be less than 1/2 of 1%. Streets which would be subject to inundation or flooding shall not be approved. Profiles or elevations of streets shall be furnished by the subdivider. Street grades shall conform to the minimum requirements provided in Table I of these regulations.⁷
- J. Private streets and reserve strips. There shall be no private streets platted within a subdivision. There shall be no reserve strips in a subdivision except where their control is definitely vested in the city under conditions approved by the governing body as authorized in these regulations.
- K. Alleys. Alleys may be required to give access to the rear of all lots used for commercial and industrial purposes. The minimum width of an alley shall be 20 feet. Alley intersections and sharp changes in alignment shall be avoided, but, where necessary, corners shall be cut off sufficiently to permit safe vehicular movement. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate facilities at the dead end, as determined by the governing body. Alleys shall not be required in residential areas except in cases where the subdivider provides evidence of the need for alleys which is satisfactory to the governing body.
- L. Other right-of-way easements.
- (1) Easements for utility rights-of-way shall be not less than 10 feet in width and whenever possible shall be provided along the rear and side property lines. See Table III.⁸

7. Editor's Note: Table I is included at the end of this chapter.

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- (2) When a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way of such widths as will be adequate for both waterflow and maintenance operations. Parallel streets, parkways, walkways or bridges may be required in connection with such drainage easement.

§ 170-15. Blocks.

- A. Block length. Block length shall not exceed 1,300 feet. The length of blocks shall be considered to be the distance from street center line to opposite street center line and shall be measured along the center of the block. In cases of irregularly shaped blocks, the requirements shown herein may be waived by the City Council.
- B. Block widths. The width of blocks shall generally be sufficient to allow two tiers of lots and be at least 240 feet in width. In cases of irregularly shaped blocks, the minimum width may be waived by the City Council.
- C. Pedestrian walkways. Pedestrian walkways not less than 10 feet wide may be required in blocks longer than 500 feet where such walkways are deemed by the City Council to be essential to provide circulation or access to schools, playgrounds, shopping centers, transportation or other community facilities.

§ 170-16. Lots.

The lot size, width, depth, shape and orientation and the minimum building setback lines shall be appropriate for the location of the subdivision and for the type of development and use contemplated.

- A. Lot dimensions and area shall conform to the requirements of Chapter 205, Zoning, of the Code of the City of Papillion, Nebraska. The ratio of depth to width of lots shall not exceed 3 to 1.
- B. Corner lots shall be of extra width sufficient to maintain building lines of both streets.
- C. Side lot lines shall be approximately at right angles or radial to street lines.
- D. Access to lots shall be such as to provide, by means of a public street, each lot with satisfactory access to an existing public street.
- E. Double frontage and reverse frontage lots shall be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation.