

## CHAPTER 13: PUBLIC INFRASTRUCTURE REGULATIONS

### **ARTICLE 1: STREETS, ALLEYS, SIDEWALKS, DRIVEWAYS, UTILITY AND DRAINAGE FACILITIES, AND ADDITIONAL IMPROVEMENTS**

#### **13-1.1. STREETS, ALLEYS, SIDEWALKS, DRIVEWAYS**

- A. **Streets.** The arrangements, character, extent, width, grade and location of all streets shall conform to the comprehensive 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.
- B. **Street Extension.** The street layout of the proposed subdivision shall provide for the continuation of appropriate projection of streets and alleys already existing in areas being subdivided. Where, at the determination of the Village Board, 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 Village Board deems it necessary, such dead-end streets shall be provided with a temporary turnaround having a radius of at least fifty (50) feet. The street system for the proposed subdivision shall provide for extending existing streets at the same or greater width, 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.
- C. **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 be as shown on the comprehensive development plan. All streets classified as arterial streets by the comprehensive development plan shall have all points of access approved by the Village Board. Marginal access streets may be required by the Village Board for subdivisions fronting on arterial streets.
- D. **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 this Article. 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 (1) side of an existing street, one half of the required right-of-way width, measured from the center line of the existing roadway, shall be dedicated.
- E. **Intersections.** Streets shall intersect as nearly as possible at an angle of 90 degrees. Street curb intersections shall be rounded by radii of at least twenty (20) feet. When the smallest angle of street intersection is less than 75 degrees, the Village Board may require curb radii of greater length. Wherever 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 one hundred and fifty (150) 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.

- F. Widths, Grades, and Sight Distance Requirements. Right-of-way widths, pavements widths, grades and sight distance requirements shall be as follows:

TYPE	RIGHT OF WAY WIDTH	MINIMUM PAVEMENT WIDTH	GRADE	MIN. SIGHT DISTANCE ON CURVES
<b>Arterial Street*</b>	**100'	48'	8%	350'
<b>Marginal Access Streets (Frontage)</b>	40'	30'	8%	250'
<b>Collector Streets</b>	**66'	36'	8%	250'
<b>Local Streets</b>	60'	36'	10% Avg.	150'
<b>Alleys</b>	20'	12' residential 20' commercial	No max. No max.	None None
<b>Cull-de-Sac Streets</b>	50' radius (no fire hydrant); 55' radius (fire hydrant at center)	36' width and 45' radius	10% Avg.	150'

\* Determined by State Standards

\*\*Streets in these classifications shall be designed and graded to the full right-of-way widths stated

- G. Horizontal Alignment. The horizontal alignment on all streets, except in unusual cases, as determined by the Clearwater Planning Commission shall be as follows:

STREET TYPE	CENTERLINE RADII OF HORIZONTAL CURVES
<b>Arterial Streets</b>	400' Minimum
<b>Collector Streets</b>	300' Minimum
<b>Local Streets</b>	200' Minimum

- H. Marginal Access Streets (Frontage). Where a subdivision abuts or contains an existing or proposed arterial street, the Village of Clearwater may require access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

Where the proposed subdivision abuts upon or contains an existing or proposed arterial street or highway or which traffic volumes and vehicular speeds warrant special safety considerations, the Village may require that marginal access streets be provided in order that no lots front on such existing or proposed arterial street or highway.

Where a subdivision borders on or contains a railway right-of-way or limited access highway right-of-way, the Village may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

- I. Street Jogs. Street jogs with center line offsets of less than one hundred fifty (150) feet shall, be prohibited. Cul-de-sacs, minor terminal or dead-end streets or courts which are designed so as to have one end permanently closed shall not be longer than five hundred (500) feet and shall be provided at the closed end with a turnaround having a radius at the outside of the right-of-way of at least fifty (50') feet.

- J. Street Names. Proposed streets which are in alignment with other 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 street alignment changes direction more than 45 degrees without a return to the original alignment within a distance of five hundred (500') feet, then the name of the street shall be changed at the point of curvature. Whenever a cul-de-sac street serves not more than three (3) lots, the name of the intersecting street shall apply to the cul-de-sac. To avoid duplication and confusion, the proposed names of all streets shall be approved by the designated Village Engineer prior to such names being assigned or used.
- K. 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 Village or County under conditions approved by the Village Board as authorized herein.
- L. Street Surfacing. The streets in the proposed subdivision shall be paved, with Portland Cement concrete and integral curbs.
- M. Blocks. Except in unusual circumstances, the maximum length of blocks shall be 600 feet.
- N. Street Name Signs. Street name signs, of a type in use throughout the Village of Clearwater, shall be erected by the subdivider at all intersections.
- O. Alleys. Alleys shall be provided to give access to the rear of all lots used for commercial and industrial purposes. Minimum right-of-way width of an alley shall be twenty (20') feet. Alley intersections and sharp changes in alignment shall be prohibited. Alley surfacing shall be gravel.  
  
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 Clearwater Village Board. Alleys need not be provided in residential areas where the subdivider produces evidence of easements which are satisfactory to the Village Board.
- P. Sidewalks. Sidewalks shall be provided and shall be constructed of Portland cement concrete. Sidewalk thickness shall be not less than four inches (4") and sidewalk width not less than four feet (4'). Sidewalks shall be built within one foot of property lines and shall be in compliance with standards of the Americans with Disabilities Act.
- Q. Driveways. Driveways shall have a maximum grade of ten (10%) percent. Driveways and curb cuts shall be located not less than three (3') feet from the side lot lines. Curb cuts for straight curbs and the flare for rolled curbs shall be three (3') feet wider than the driveway pavement on each side.
- R. Street and Walkway Lighting. All street lighting shall be approved by the Village of Clearwater. At a minimum, such lights shall be located at each street intersection, unless otherwise approved by the Village.

### **13-1.2. STREET, UTILITY, AND DRAINAGE FACILITIES**

- A. Sewer and Water. All sewer, water, drainage facilities and streets shall be designed in accordance with Village Engineer Specifications. Drawings and specifications shall be developed by Village Engineer and constructed under Village supervision.  
  
The cost of providing this engineering service and construction will be the responsibility of the owner or developer of the tract to be subdivided or by agreement with the Village.
- B. Erosion Control. The subdivider shall be required to provide for the control for greater than one (1) acre developed erosion of areas of the subdivision which are disturbed in accordance with the NPDES Construction Site Stormwater Permit.
- C. Electric, Gas, and Telephone Improvements.
  - 1. All water, sewer and drainage utilities shall be installed prior to gas, electric or telephone service.

2. Electric service and telephone service shall be provided within each subdivision. Gas service may be required where reasonably accessible. Whenever such facilities are reasonably accessible and available, they may be required to be installed within the area prior to the approval of the final plat. Telephone, electric, street lighting, and communications conductors may be installed underground at the option of the Village Board.
3. Overhead secondary utility lines, where installed shall be located at the rear of all lots.
4. Whenever a sanitary sewer line and electric and/or telephone line is each placed underground in the same utility easement, the following provisions shall be applicable:
  - a. The total easement width shall not be less than fifteen (15') feet, and
  - b. The sanitary sewer line shall be installed within three (3') feet of the easement, and the electric and/or telephone line shall be installed within three (3') feet of the opposite side of the easement.
2. Relocation of existing utilities are at the cost of the subdivider.

### **13-1.3. ADDITIONAL IMPROVEMENTS.**

- A. Extensions to Boundaries. The subdivider may be required to extend the necessary improvements to the boundary of the proposed subdivision to serve adjoining unsubdivided land, as determined by the Clearwater Village Board.
- B. Off-Site Extensions. If street or utilities are not available at the boundary of a proposed subdivision, and if the Village Board finds the extensions across undeveloped areas would not be warranted as a special assessment to the intervening properties or as a Municipal expense until some future time, the subdivider may be required, prior to the approval of the final plat, to obtain necessary easements or right-of-way and pay for such extensions. Such improvements shall be available for connections by subdividers of adjoining land.