

## CHAPTER 4

### DESIGN STANDARDS

#### SECTION:

- 6-4-1: Conformance Required
- 6-4-2: Streets
- 6-4-3: Alleys
- 6-4-4: Easements
- 6-4-5: Blocks
- 6-4-6: Lots
- 6-4-7: Building Setback Lines
- 6-4-8: Parks, Schools and Public Areas

6-4-1: **CONFORMANCE REQUIRED:** The subdivision of land, including the arrangement, character, extent, width, grade and location of all highways, streets, alleys, crosswalks, easements, sites for parks, playgrounds and schools, or other land to be dedicated for public use, shall conform to the Land Use Plan of the Village, approved and adopted by the Village Board.

6-4-2: **STREETS:** (70' with minimum right of way)

A.

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

B.

Where such is not shown on the Land Use Plan, the arrangement of streets in a subdivision shall either:

1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or

2. Conform to a plan for the area or neighborhood approved or adopted by the Village Board to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets

impracticable.

C.

Minor streets shall be so laid out that their use by through traffic will be discouraged.

D.

Where a subdivision abuts or contains an existing or proposed highway or major thoroughfare, as shown on the Land Use Plan, the Village Board may require marginal access streets, double frontage with screen planting contained in a nonaccess reservation at least ten feet (10') wide, along the rear property line, deep lots with rear service alleys, or such other treatments as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

E.

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

F.

Reserve strips controlling access to public utilities, streets or alleys shall be prohibited.

G.

All street intersections and confluences should encourage safe traffic flow.

H.

Street jogs with centerline offsets of less than one hundred twenty five feet (125') shall be avoided.

I.

Tangents shall be introduced between reverse curves on all major and secondary streets (see Table of Minimum Standards).

J.

When connecting street lines deflect from each other at any one point by more than ten (10) degrees, they shall be connected by a curve with a radius adequate to insure clear sight distances (see Table of Minimum Standards).

I.D.O.T.

- K. Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than sixty (60) degrees.
- L. Street right-of-way width shall be as specified in the Table of Minimum Standards.
- M. Half streets shall be prohibited with the following exception. Wherever an existing half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract.
- N. Dead-end streets (cul-de-sacs), designed to be so permanently, shall not be longer than six hundred feet (600') from the intersection of the origin through the center of the circle to the end of the right of way, unless approved as part of a planned development, and shall be provided at the closed end with a paved turnaround having an outside pavement diameter of at least eighty-eight feet (88') and a street property line diameter of at least one hundred twenty feet (120').
- O. No street names shall be used which will duplicate or be confused with names of existing streets. Existing street names shall be projected wherever possible. Street names shall be subject to approval of the Village Board.
- P. Street gradients and vertical curves shall be as specified in the Table of Minimum Standards.
- Q. Street grades shall provide proper relation between the street and the first floor elevation of the houses or buildings and permit convenient and economical access to and drainage of the lots.
- R. Private roads and streets shall be permitted only when the subdivider submits sufficient evidence to the Village that there can be no public interest in such private roads or streets.

S.

The subdivider of each new subdivision shall grade and drain the surface of roadways and all streets shown on his plat so as to provide reasonable access for vehicular traffic to each lot of his subdivision. The roadways shall be graded to cross over all drainage ditches, with proper means provided for continued use of such existing drainage. All streets within the subdivision shall be improved with durable hard-surfaced roadway. The pavement shall be equal or superior to a pavement consisting of a base course of crushed stone or gravel of a total compacted thickness of not less than eight inches (8"); a two inch (2") minimum with surface material of bituminous concrete and with the method of construction to be in compliance with the specifications approved by the Division of Highways of the State of Illinois for the type of pavement designated as B-5.

6-4-3: **ALLEYS:**

A.

In commercial, business and industrial districts, definite and assured provisions shall be made for service access such as off-street loading, unloading and parking consistent and adequate for the uses proposed. If, in the opinion of the Village Board, such facilities are not adequate, the Village Board may permit or require the dedication and improvement of a public alley.

B.

Alleys in residential areas shall not be permitted except where deemed necessary and on the recommendation of the Village Board.

C.

The width of an alley, where permitted or required, shall be twenty feet (20') in residential areas and thirty feet (30') in commercial and industrial districts.

D.

Alley intersections and sharp changes in alley alignment shall be avoided.

E.

Dead-end alleys shall be avoided where possible, but if unavoidable, they shall be provided with adequate turnaround facilities at the dead end, as determined by the Village Board.

6-4-4: **EASEMENTS:**

A.

Easements across lots or centered on rear or side lot lines shall be provided for utilities where necessary and shall be at least ten feet (10') wide.

B.

Easements shall be designed to provide continuity from block to block.

C.

Where subdivisions and/or parcels abut a watercourse, drainage way, channel or stream, storm water easements or drainage right of way conforming substantially with the line of such watercourse shall be provided.

6-4-5: **BLOCKS:**

A.

The lengths, widths and shapes of blocks shall be determined with due regard to:

1. Provision of adequate building sites suitable to the special needs of the type of use contemplated.

2. Zoning requirements as to lot sizes and dimensions within corporate limits of the Village.

3. Needs for convenient access, circulation, control and safety of street traffic.

B.

Block lengths shall not exceed one thousand feet (1000') and should not be less than six hundred feet (600'), except that the Village Board may vary this requirement when it finds that the block layout does not cause adverse travel distance for pedestrians or vehicles.

C.

Pedestrian crosswalks not less than ten feet (10') wide may be required where deemed necessary by the Village Board to provide for pedestrian circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities.

D.

Block or portions thereof intended for commercial or

industrial use shall be designated as such, and the plan shall show adequate off-street areas to provide for parking, loading docks and other such facilities.

E.

No specific rule concerning the shape of blocks is made, but blocks must fit readily into the overall plan of the subdivision, and their design must evidence consideration of lot planning, traffic flow and public open areas.

6-4-6:       **LOTS:**

A.

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

B.

Lot dimensions and areas shall conform to the requirements of the Dakota Zoning Ordinance.

C.

Lots abutting a watercourse, drainage way, channel or stream shall have a minimum width or depth as required to provide an adequate building site and to afford the minimum useable area required herein or in the Dakota Zoning Ordinance for front, side and rear yards.

D.

All corner lots shall be sufficiently larger than others so as to allow for building setback lines on both streets.

E.

All lots shall abut on a publicly dedicated street, except as approved as part of a planned unit development.

F.

Double frontage and reverse frontage lots shall be avoided except where essential to provide separation of residential development from highways or primary thoroughfares or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten feet (10') and across which there shall be no right of vehicular access, shall be provided along the rear lot lines of lots abutting such highways and major thoroughfares.

G.

Side lot lines shall be substantially at right angles or

radial to street lines.

H.

The minimum frontage of all lots in new subdivisions shall be one-hundred (100') at the building setback line and the total area of lot shall be not less than thirteen thousand sq. ft. (13000 sq. ft.)

I.

Whenever possible, the side lines of lots shall be perpendicular to the street line which forms the front of the lot.

J.

All lot corners shall be marked by a five-eighths inch (5/8") diameter pin, thirty six inches (36") in length.

6-4-7: **BUILDING SETBACK LINES:** Building setback lines in residential areas of new subdivisions shall conform to the front yard provisions of the Dakota Zoning Ordinance, except that in no case shall the building setback line be less than thirty feet (30') from the front property line.

6-4-8: **PARKS, SCHOOLS AND PUBLIC AREAS:** Whenever the reasonable requirement provided by the Land Use Plan indicates the necessity for providing for a school site, park site or other public lands within any proposed subdivision for which approval has been requested, and no such provision has been made thereof, the governing authorities may require that land be designated for such public purpose before approving such plat. Whenever a final plat of subdivision, or part thereof, has been approved by the governing authorities as complying with the Land Use Plan and there is designated therein a school site, park site or other public land, the governing authorities have jurisdiction over such use.

In subdividing any land within the Village or within the one and one-half (1-1/2) mile unincorporated area, due regard shall be shown for all natural features such as tree growth, watercourses, historic spots, structures or sites, or similar conditions which, if preserved, will add attractiveness to the proposed development.

In all subdivisions, due regard shall be given to the preservation of natural features such as large trees, watercourses, historical and similar community assets which, if preserved, will add attractiveness and value to the property.