

SECTION 7 DESIGN STANDARDS

Subdivision 1: GENERAL STREET DESIGN

Generally, design standards shall assure that the layout of the subdivision harmonizes with existing plans affecting the development of its surroundings and must be in conformity with the City's development objectives for the entire area. No subdivision development may change the pattern of water drainage as to cause water drainage problems in the area outside the subdivision under construction.

1. **General Considerations.** The design of all streets shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographic conditions, to run-off of storm water and to the proposed uses of the area to be served.
2. **Relation to Existing Streets.** Where new streets extend existing adjoining streets their projection shall be at the same or greater width, but in no case less than the minimum required width.
3. **Adjoining Properties.** Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall make provision for the proper projection of streets. When a new subdivision adjoins unsubdivided land susceptible to being subdivided, then the new streets shall be carried to the boundaries of such unsubdivided land.

4. **Street Width and Grades.** The following standards of street design shall be observed by the subdivider:

Category	Min. Width R.O.W.	Width Pavement	Max. Grade	Drainage Grade
Principal Arterial	100 ft.	44 ft.	5%	0.5%
Minor Arterial	80 ft.	44 ft.	4%	0.5%
Collector	70 ft.	44 ft.	5%	0.5%
Local	66 ft.	38-40 ft.	7%	0.5%
Cul—De—Sac Radius	60 ft.	32 ft.	7%	0.5%

*Width is measured face to face curb

5. **Cul-De-Sacs.** Turn arounds shall have a minimum outside roadway diameter of one hundred (100) feet, and a minimum street property line diameter of one hundred twenty (120) feet. Cul-de-sacs shall generally not exceed five hundred (500) feet in length. However, a greater length may be approved where conditions warrant such length. Cul-de-sacs shall not be allowed unless it is physically impossible to provide for a traditional grid street system.
6. **Local Streets.** Local streets shall be so aligned that their use by through traffic shall be discouraged.
7. **Street Jogs.** Street jogs with centerline offsets of less than one hundred twenty-five (125) feet shall be avoided.
8. **Street Intersections.** Insofar as practical, streets shall intersect at right angles and no intersection shall be at an angle of less than sixty (60) degrees. It must be evident

that safe and efficient traffic flow is encouraged. No intersection shall contain more than four (4) corners.

9. **Half Streets.** Half streets shall be prohibited except where the Council finds it to be practicable to require the dedication of the other half when the adjoining property is subdivided. In such event, access to the half street shall be prohibited until such adjoining property is subdivided.
10. **Street Names.** Proposed streets obviously in alignment with existing and named streets shall bear the names of such existing streets. In no case shall the name of the proposed street duplicate names, including phonetical similarities, elsewhere in the City. The names of streets shall be determined by the City according to Section 8.
11. **Private Streets.** Public Improvements shall not be approved for any private street.
12. **Local Service Drives.** Where a proposed plat is adjacent to a major thoroughfare, the City Council, after recommendation by the Planning Commission, may require the developer to provide local service drives along the right-of-way of such facilities, or they may require that lots should back on thoroughfares, in which case, vehicular and pedestrian access between the lots and thoroughfares shall be prohibited.
13. **Corners.** Curb lines at street intersections shall be rounded at a radius of not less than fifteen (15) feet.
14. **Hardship to Owner of Adjoining Property.** The street arrangements shall not be such as to cause hardship to owners of adjoining property in platting their own land and providing convenient access to it.

15. **Reverse Curves.** Tangents of at least one hundred (100) feet in length shall be introduced between reverse curves on collector streets and fifty (50) feet on lesser streets.
16. **Dead End at Property Line.** Streets that dead end at the property line of the tract shall be allowed only as a temporary measure to facilitate the future continuation of the street when the adjoining property is subdivided or improved. Such streets must include sufficient right of way for a temporary cul-de-sac at its end.
17. **Curves.** Vertical and horizontal curves must meet the Minnesota Department of Transportation's standards.

The Planning Commission and City Council may require right-of-way widths in excess of that shown in the foregoing schedule if and when additional right-of-way is deemed necessary to satisfy the transportation needs of the proposed subdivision. Likewise the Planning Commission and City Council may require a right-of-way width that is less than shown if/when it is deemed necessary to satisfy or achieve an outcome provided for in a City goal, policy, or ordinance (e.g. affordable housing initiatives, natural resource protection).

Subdivision 2: SIDEWALKS AND TRAILS

1. **Sidewalks Required.** All plats, which include the provision for new streets, shall also include sidewalks on at least one side of the street. In addition, the Planning Commission or the City Council may require that additional sidewalks or pedestrian trails be included in the subdivision. When considering the need for additional sidewalks or pedestrian trails, the Planning Commission and the City Council will consider proximity of the subdivision to public service areas such as parks, schools, shopping facilities and other facilities of a similar nature. The design of the pedestrian trails shall be considered in their relation to existing and planned pedestrian walkways to reasonable circulation of traffic, to topographic conditions, to run-off of

storm water and to the proposed uses of the area to be served. All sidewalks shall have a minimum width of six (6) feet.

2. **Pedestrian Ways Required for Long Blocks.** In blocks longer than six hundred (600) feet, a pedestrian crossway with a minimum right-of-way of twenty (20) feet may be required near the center of the block.

Subdivision 3: GRADING PLAN

1. **Street Grades.** The proposed centerline elevation, calculated to the nearest 0.5 feet, shall be shown at street intersections, at the center point of cul-de-sacs, at relative high and low points, and at two hundred (200) foot intervals (maximum) along all street and alley segments. The direction of slope and percent grade shall be shown between street and alley elevation points.
2. **Lot Grading Plan.** The proposed grading/direction of slope of each lot shall be shown. The entire area of each lot must be sloped to drain to an adjoining public street, wetland (subject to wetland regulations), water body, water course, drainage easement or other public drainage way. The direction of slope and percent grade shall be shown for any proposed drainage swales or easements.
3. **Slope of Driveways.** The maximum permissible driveway slope (as measured from the proposed garage floor to the proposed ground elevation at the street right-of-way line) shall be ten (10) percent unless otherwise approved by the City Engineer.

Subdivision 4: EASEMENTS REQUIRED

1. **Utility and Drainage Easements.** Easements for utilities and drainage at least ten (10) feet wide along the front lot

line and five (5) feet wide along side and rear lot lines shall be provided. If necessary for the extension of water main or sewer lines or other utilities, easements of greater width may be required along lot lines or across lots. Easements shall have continuity of alignment from block to block and at deflection points; easements for pole line anchors shall be provided.

2. **Easements for Waterways.** Where a subdivision is traversed or occupied by a watercourse, water body, wetland, drainage way, channel, or stream, a storm water easement or drainage right-of-way conforming substantially with the lines of such water courses shall be provided, together with such further width or construction, or both, as will be adequate for the storm water drainage of the area.

Subdivision 5: BLOCK STANDARDS

The maximum length of blocks shall be one thousand three hundred twenty (1,320) feet. Blocks shall not be less than three hundred (300) feet in length unless deemed impractical by the Planning Commission due to existing property divisions or topography.

Subdivision 6: LOT STANDARDS

1. **Lot Size & Dimensions.** Lot size, dimensions, and design requirements shall conform to requirements in the Zoning Ordinance of the City of Foley.
2. **Lot Shape.** When possible, side lot lines should be at right angles to straight street lines or radial curved street lines. A residential lot with frontage on two parallel streets is prohibited.
3. **Corner Lots.** Corner lots shall be platted at least ten (10) percent wider than the minimum lot width required unless this requirement results in corner lots widths in excess of one hundred (100) feet, in which case this minimum

requirement will not apply.

4. **Natural Features.** Regard should be shown for all natural features, which, if preserved, will add attractiveness and stability to the proposed development, which may alter normal lot platting.
5. **Lot Remnants Prohibited.** Lot remnants which are below the minimum lot size must be added to adjacent or surrounding lots rather than be allowed to remain as unusable outlots or parcels unless the owner demonstrates a reasonable future use of the remnant.
6. **Consultant Review of Preliminary Plats.** The Planning Commission may require qualified technical and staff services such as economic and legal to review the Preliminary Plat and advise on its suitability regarding general planning; conformity with plans of other private and public organizations and agencies; adequacy of proposed water supply, sewage disposal, drainage and flood control, special assessment procedures and other features. The subdivider is required to pay the cost of such services.

Subdivision 7: Drainage Concerns and Flooding

No final plat shall be approved by the City Council on land subject to flooding or containing poor drainage facilities and on land that would make adequate drainage of the streets and lots impossible. However, if the subdivider agrees to make improvements which will, in the opinion of the City Council after recommendation by the Planning Commission, make the area completely safe for residential occupancy and provide adequate street and lot drainage, the final plat of the subdivision may be approved.