

## ARTICLE 4

### SUBDIVISION DESIGN STANDARDS

#### Section 400

##### General Statement

The regulations in Article 4 shall control the manner in which streets, lots, and other elements of a subdivision are arranged on the land. These design controls shall help insure convenient and safe streets, creation of usable lots, provision of space for public utilities, and reservation of land for recreational uses. The planning of attractive and functional neighborhoods shall be promoted, minimizing the undesirable features for unplanned, haphazard growth.

The Commission has the responsibility for reviewing the design of each future subdivision early in its design development. The Commission shall insure that all of the requirements of Article 4 are met.

#### Section 401

##### Conformity to Development Plans and Zoning

The arrangement, character, width, and location of all arterial and collector thoroughfares or extensions thereof shall conform with the Portage County Highway Plan. Thoroughfares not contained in the aforementioned plan shall conform to the recommendation of the Commission based upon the design standards set forth in Section 410 to 419, inclusive. In addition, no plat of land within the area in which an existing zoning resolution is in effect shall be approved unless it conforms with such resolution.

#### Section 410

##### Road and Street Design

The road layout shall be designed for the most advantageous development of the entire neighboring area. All proposed roads shall be in alignment with existing planned or platted roads with which they are to connect.

1. The layout shall be such as to keep interference with main traffic flows to a minimum.
2. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way or limited access highway, provision shall be made for a road approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between such road and railroad or limited access highway. Such distance shall be determined with due consideration of the minimum distance required for approaches to future or existing grade separations.
3. Proposed roads shall be adjusted to the contour of the land so as to produce useable lots, streets of reasonable gradient, and economy in cost of improvements.

4. Certain proposed roads shall be extended to the boundary line of the tract to be subdivided sufficiently to provide for normal circulation of traffic within the neighboring area. No reserved strips blocking extension of improvements of adjacent property will be permitted.
5. Wherever there exists a dedicated or platted half-road adjacent to the tract to be subdivided and approved by the Planning Commission, the other half shall be platted.
6. Alleys may be required in all business and industrial districts.
7. Residential roads shall be so laid out as to discourage their use as primary roads and to provide adequate protection from nearby traffic hazards.
8. A turnaround shall be provided at all dead-end roads where two or more lots face such dead-end road, or where two lots are adjacent, or where the road is more than 250 feet in length.
9. Street Jogs (T-intersections) with center line offsets of less than one hundred sixty (160) feet shall be prohibited. If deemed necessary by the Commission, the minimum distance between center line offsets may be increased or adjusted.

### Section 411

#### Private Streets

There shall be no private streets, lanes, or ways, nor any private easements used for the purpose of access to any subdivision including subdivisions exempt from platting under O.R.C. 711.131 and Section 330 of these regulations, unless constructed and maintained to County road specifications and standards as set forth in these regulations. The cost of maintenance of such private streets, lanes, ways, and easements shall be borne equitably by benefiting property owners. Proper legal steps shall be taken to guarantee the continuing maintenance of such streets, lanes, ways and easements.

Service roads and easements of access leading to and providing access to parcels of land on which public utilities are located (e.g., standpipes, lift stations, substations, etc.) are exempt from the requirements of this section. Service roads and easements of access exempted from the requirements of this section shall not be used for access to any other parcel of land.

### Section 412

#### Minimum Road and Alley Widths

1. Primary roads not less than 100 feet of right-of-way; roadway minimum 50 feet.
2. Secondary roads not less than 80 feet of right-of-way; roadway minimum 36 feet.
3. Minor roads not less than 50 feet of right-of-way; pavement section with curbs must be used. (See Attached Typical Section) Alternate: Minimum right-of-way width 60 feet. The developer may use a 22 foot pavement with proper ditching.
4. Cul-de-sac or Turnaround. The terminal shall be a circular area in which a 22 foot pavement is carried around an island. The inner radius of the pavement, measured from the center line of the road extended, shall be 28 feet. The minimum right-of-way provided for the turn-around shall be 120 feet.

Proper drainage shall be provided. The area encompassed in the segments of the turnaround lying outside the right-of-way of the road shall be in the nature of an easement for road purposes and revert to the abutting property owners when the road is legally extended. An acceptable alternative design for cul-de-sacs would be to pave the entire turnaround area with a minimum cul-de-sac radius pavement of 50 feet.

5. Alleys, 30 feet of right-of-way; 22 foot pavement.

### Section 413

#### Intersections

1. At road and alley intersections, property line corners shall be rounded by an arc, the radius of which shall be 25 feet. In business districts a chord may be substituted for such an arc.
2. Street curb intersections shall be rounded by radii of at least 30 feet.
3. The foregoing minimum radii shall be increased when the smallest angle of intersection is less than 60 degrees.

### Section 420

#### Blocks

The following regulations shall govern the design and layout of blocks:

1. Blocks may average 1200 feet in length, but in no case exceed 1500 feet. Cul-de-sacs shall not exceed 900 feet in length.
2. Block width shall normally be sufficient to provide for two rows of lots with utility lines in rear-lot easements, where these are desired by the subdivider.
  - a) Irregularly shaped blocks, those intended for cul-de-sacs or loop streets, and those containing interior parks or playgrounds, may be approved by the Commission if properly designed and located and if the maintenance of interior public spaces is covered by agreements.
  - b) Blocks shall be as large as is practicable for the efficient utilization of land, economy in construction and maintenance of the streets and utilities, and reduction of intersectional traffic hazards; but each block must not exceed 1500 feet.
  - c) In areas zoned for commercial or industrial uses, blocks shall be designed specifically for the kind of non-residential occupancy intended, with adequate space set aside for off-street parking and delivery facilities.

### Section 421

#### Lots

The size, shape, and orientation of lots shall be appropriate for the location of the proposed subdivision and for the type of development contemplated, and shall conform to any existing township zoning regulations and to the regulations of the Portage County Board of Health.

1. Where no township zoning exists, and where public sewer and water is available, lots for residential use shall be at least 60 feet wide at the building line, 150 feet in depth and contain 9,000 square feet in area.
2. Where no public sewer and water is available, lots for residential use shall contain 1 1/2 acres in area. The area may be reduced if the Portage County Board of Health states in writing that soil and topographical conditions of the site are such that a private water supply and sewage disposal can be safely provided within the lot area.
3. The subdivider of land shall provide each lot with a minimum frontage on a public or private street, of sixty (60) feet in width or an access strip to a road approved by the County Engineer. Such access strip must be at least sixty (60) feet in width for entire length of said strip and must provide access to only one (1) parcel of land. A strip of land providing access to more than one (1) parcel of land shall be dedicated as a public or private street and shall be improved by the developer or subdivider in accordance with these regulations.

The above frontage standard may be reduced by the Planning Commission for lots fronting on a permanent cul-de-sac, or a loop street.

4. Side lot lines shall be approximately at right angles to the center line of the road. On curved roads the side lot lines shall be radial lines if practicable.
5. Where the tract is subdivided into larger parcels than normal building lots, such parcels shall be arranged so as to allow for the logical resubdivision of such parcels and for the planned opening of future streets and extensions of existing streets.
6. Corner lots shall have extra width sufficient for maintenance of building lines on both streets.

## Section 422

### Buildings

Every single and two family building hereafter erected or structurally altered shall be located on a lot of record and in no case shall there be more than one principal building and the customary accessory buildings on one lot except as otherwise provided, in conformity with the provisions of these regulations.

No new buildings shall be constructed or placed on the site of the proposed subdivision once the proposed subdivision map has been submitted to the Regional Planning Commission for approval until the subdivision has been approved. For additional restrictions on building after approval see Article 6, Section 602. (Amended June 26, 1984)

## Section 423

### Building Lines

Building lines shall be established in conformity with existing zoning regulations. If no zoning exists or if applicable zoning does not establish a minimum set-back line, then the Planning Commission may establish minimum front-yard set-backs. They shall be designed with due regard for the size and shape of the lots, the width of the road, the topography, and character of the subdivision. They may be varied along a single block front or road for greater attractiveness, if the consent of the Planning Commission is given.

## Section 430

### Easements

1. Sewer and water easements to Portage County shall be provided, where necessary. The location and width of these easements shall be determined by the County Sanitary Engineer where applicable, after discussion with the developer on said easement locations. Generally, sewer and/or water easements shall be thirty (30) feet in width. Where deemed necessary, the County Sanitary Engineer may require additional easement width.
2. Drainage Easement - Where a subdivision is transversed by a drainage way, a storm water or drainage easement dedicated to the public and conforming substantially with the lines of such drainage way shall be provided. The easement shall be a minimum of thirty (30) feet wide, plus four (4) feet in width for every foot of depth of the channel over two feet of depth, and shall generally follow, but need not be centered upon, rear and side lot lines.

When the drainage system is outside of the road right-of-way, the developer shall petition the County Commissioners to set up a county established ditch to provide for the future maintenance of said system by assessment of the benefited owners within the subdivision. (This system shall be so designed to incorporate only the watershed affecting the allotment and to an adequate outlet).

Easements for drainage purposes shall be constructed or defined by the developer before plat and/or improvement is accepted. In instances where the ditch is not presently channeled or visible, the developer shall be required to define such ditch by excavating or grading. The purpose of this procedure is to prevent future owners from attempting to block said water course on the pretext that they had no knowledge of such drainage easement.

## Section 440

### Open Space

In the interest of public welfare, at least 5% of the area of every subdivision 20 acres or over, exclusive of roads, shall be set aside as open space for recreational purposes. Such land set aside shall be suitable for use as parks or playgrounds. Such land shall be dedicated for public use, or reserved for the common use of all property owners or tenants within the proposed subdivision.

If the area set aside is dedicated for public use, it shall be dedicated and accepted either by the Township where the proposed subdivision is located, or by Portage County, or by another appropriate governmental entity, if any. Such dedication and acceptance shall be endorsed on the plat. If the appropriate governmental entity refuses to accept such dedication, then such areas shall be reserved for the common use of all property owners or tenants within the proposed subdivision.

Reservation of open space for common use may be accomplished by conveyance of such area to a property owners' association or the developer may employ any other legal device by which such area is effectively reserved for the common use of all property owners. Such legal device shall provide for the management and control of such area.

Where such area is reserved for the common use of all property owners within the subdivision, covenants that run with the land shall be endorsed on the plat and inserted in the deed to every

purchaser of property within the subdivision requiring each property owner to pay a proportionate share of the maintenance costs of such open space.

If the subdivision, or part thereof, consists of central units, the developer shall set aside such open space for the use of all tenants within the development and shall provide for the maintenance.

#### Section 441

##### Preservation of Natural Features

Due consideration shall be given by the developer and the Planning Commission to preserving outstanding natural features such as scenic spots, water bodies or exceptionally fine stands of trees.

#### Section 450

##### Names

The proposed name of the subdivision and proposed road names shall not duplicate nor too closely resemble the name of any other subdivisions or roads in Portage County or in the cities and villages thereof.