

ARTICLE V

DESIGN STANDARDS

5.1 GENERAL

The following planning and design standards shall be complied with and no higher standard may be required by the Planning Board except where it finds that because of exceptional and unique conditions of topography, location, shape, size, drainage, or other physical features of the site, or because of the special nature and character of surrounding development, the minimum standards specified herein would not reasonably protect or provide for public health, safety, or welfare. Any higher standard required shall be reasonable and shall be limited to the minimum additional improvements necessary to protect the public health, safety, or welfare.

5.2 STREETS

5.21 General Planning Standards

- A. The arrangement, character, extent, width, grade, and location of all streets shall conform to the Official Map and the Master Plan, if any, and shall be considered in relation to existing and planned streets, to topographic 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. Where such is not show in the Master Plan or Official Map, the arrangement of streets in a subdivision shall either (1) provide for the continuation of appropriate projection of existing principal streets in surrounding areas, or (2) conform to a plan for the neighborhood approved or adopted by the Planning 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 arterial street, the Planning Board may require marginal access streets, reverse frontage with screen planting contained in a non-access reservation along the real property line, or such other treatment 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 right-of-way or limited access highway right-of-way, the Planning Board 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 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 streets, shall be prohibited except where their control is placed with the Town under conditions approved by the Planning Board.
- G. Intersections of minor streets with arterial or collector streets shall be held to a minimum to avoid hazard and delay.

- H.** Half width streets shall be prohibited except where it is necessary to provide the remaining half of a previously approved half width street.
- I.** No street names shall be used which will duplicate or be confused with the names of existing streets in the Town of Peru or adjacent towns. Streets that are extensions of or in alignment with existing named streets shall bear the names of the existing streets.
- J.** Where the subdivision abuts or fronts on arterial streets, sidewalks shall be required, and shall be of size and type as approved by the Planning Board.
- K.** No dead-end streets shall be permitted without a suitable turn-around. Dead-end streets extending to tract boundary lines which are intended to connect to future streets in adjoining tracts and dead-end streets within a tract which are to be extended shall be provided with a temporary turn-around. Appropriate arrangements shall be made for those portions of temporary turn-arounds outside of street right-of-way to revert to abutting owners at such time as streets shall be extended.
- L.** When continuing street lines (protected right-of-way tangents) deflect from each other at any one point, by more than ten (10) degrees, they shall be connected by a curve, with a radius at the inner street right-of-way line, not less than three hundred fifty (350) feet; where continuous street lines of arterial streets deflect more than five (5) degrees from each other, they shall be connected by a curve of not less than eight hundred (800) feet radius.
- M.** Where street grades exceed five (5%) per cent, gutters should be paved.
- N.** Minor streets leading from the same subdivision shall not intersect on the same side of a major thoroughfare at intervals of less than eight hundred (800) feet.
- O.** Radius corners or diagonal cut-offs shall be provided on the property line substantially concentric with or parallel to the chord of the curb radius corners.
- P.** Where any street intersection will involve topographic features or existing vegetation inside any lot corner that might create a traffic hazard through limiting visibility, such ground and/or vegetation shall be cut and kept cut to a height not exceeding three and one half (3½) feet in conjunction with the grading of the public right-of-way to the extent deemed necessary to provide adequate sight distance and a vision clearance within the triangle formed by the street lines and a straight line joining said street line at points fifty (50) feet from the point of their intersection.
- Q.** Service Drives
 - 1.** Service drives may be provided in residential, commercial, and industrial districts, as private access ways.
 - 2.** Service drive intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be cut off sufficiently to permit safe vehicular movements.
 - 3.** Dead-end service drives shall be avoided when possible, but in unavoidable shall be provided with adequate turn-around facilities at the dead-end as determined by the Planning Board.

5.3 BLOCKS

5.31 General Planning Standards

- A.** The length, width, and shape 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.
 - 3.** Need for convenient access, circulation, and control safety of street traffic.
 - 4.** Limitations and opportunities of topography.
- B.** Irregular shaped blocks or oversize blocks indented by cul-de-sacs, parking courts, or loop streets and containing interior block parks or playgrounds will be acceptable when properly designed, as determined by the Planning Board. Such blocks shall include adequate off-street parking, facilities for pedestrian access from streets to all lots, proper easements for utility lines, and satisfactory provision for maintenance of park and open space, where included.
- C.** Non-residential blocks intended for commercial or industrial use shall be of such length and width as is suitable for their prospective use. Such blocks shall include adequate provisions for off-street parking and servicing.

5.32 Design Standards

- A.** Zoning requirements as to lot size and dimensions.
- B.** Block lengths shall not exceed 1,200 feet nor be less than four hundred (400) feet, except however, blocks abutting on designated arterial streets shall be no less than 1,000 feet and may exceed 1,200 feet.
- C.** Blocks over eight hundred (800) feet in length may be required to have a crosswalk, if necessary, to facilitate pedestrian circulation to a school, park, recreation area, shopping center, or other similar neighborhood facility.
- D.** The minimum lot depths for single frontage lots shall be one hundred twenty five (125) feet or as specified in the Zoning Ordinance.
- E.** Where double frontage lots are necessary, the minimum depth of lots shall be one hundred fifty (150) feet.

5.4 LOTS

5.41 General Planning Standards

- 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 proposed.
- B.** Side lot lines shall be substantially at right angles or radial to street lines.
- C.** Double frontage and reverse frontage shall be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantage of topography and orientation. An easement of suitable width, across which there shall no right of access may be required along the line of lots abutting such traffic artery or other disadvantageous use.
- D.** The subdivision plan shall provide each lot with satisfactory access to an existing public street or to a subdivision street that will be ceded to public use at the time of Final Plan approval.
- E.** Corner lots and lots adjacent to pedestrian crosswalks shall have extra width or at least ten (10) feet or as required by the Zoning Ordinance to permit appropriate building setback from and orientation to side streets or crosswalks.

5.42 Design Standards

- A.** Lot dimensions shall conform to the requirements of the Zoning Ordinance.
- B.** Excessive depth in relation to the width shall be avoided. A proportion of one and one half (1½) to one (1) is normally considered to be desirable.

5.5 TREES AND NATURAL FEATURES

- 5.51** Reasonable requirements for the preservation of outstanding natural features may be specified. These include large trees or groves, water courses and falls, historic spots, exceptional views, and similar irreplaceable assets in which there is general public interest.
- 5.52** There shall be at least one tree per lot and spaced at intervals of not more that fifty (50) feet, two (2) trees on corner lots.
- 5.53** No trees shall be planted within the street right-of-way. Required trees shall be located five (5) to ten (10) feet outside the right-of-way.
- 5.54** Trees shall be hardy, suitable to local soil and climate, and shall be of species approved by the Planning Board.
- 5.55** New trees shall measure at least one and one-half (1½) inches in diameter as measured at a point four (4) feet above finished grade level.

5.6 EASEMENTS

- 5.61** Easements, across lots or centered on rear side or side lot lines, shall be provide for utilities where they are anticipated.
- 5.62** Permanent utility easements normally need not exceed thirty (30) feet in width, exceptional circumstances may require additional width.

5.7 STORM DRAINAGE

- 5.71 All subdivisions shall be related to the drainage pattern affecting the areas involved, with proper provision to be made for adequate storm drainage facilities. Storm drainage plans shall reflect potential surface-run-off within the drainage area after development and shall comply with the requirements of the ENGINEER.
- 5.72 Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm easement or drainage right-of-way conforming substantially with the lines of such watercourse, and of such width as to encompass the twenty five (25) year flood area of such watercourse.
- 5.73 Right-of-way for storm drainage must be sufficient for facilities to handle not only the anticipated discharge from the property being subdivided, but also the anticipated run-off that will occur when property at a higher elevation in the drainage basin is developed.

5.8 PUBLIC SITES AND OPEN SPACES

- 5.81 Where a proposed park, playground, school or other public use shown in a Master Plan is located in whole or in part in a subdivision, the Planning Board may require the dedication or reservation of such area within the subdivision in those cases in which the Planning Board deems such requirements to be reasonable.
- 5.82 Where deemed essential by the Planning Board, upon consideration of the particular type of development proposed in the subdivision, and especially in large scale neighborhood unit developments not anticipated in the Master Plan, the Planning Board may require the dedication or reservation of such other area, or site of a character, extent and location suitable to the needs created by such development for schools, parks, and other neighborhood purposes.
- 5.83 Where a dedication is required, it shall be accomplished as follows: The subdivider shall dedicate one (1) acre of usable land for each one hundred (100) dwelling units to be provided in his subdivision and permitted under existing zoning regulations. Where such dedication would amount to less than two (2) acres, the subdivider shall, in lieu there-of, pay a fee to the town for each lot in his subdivision, to be computed as follows:

average value of one (1) acre of undeveloped land adjacent to a public road within one-quarter mile of any point within that subdivision divided by one hundred (100) dwelling units equals the fees per lot.

Monies received by the municipality, from such payments shall be placed in a park land acquisition fund, such monies to be expended for acquiring park lands within one-half (½) mile of any point of the subdivision.

- 5.84 Unusable areas or areas bordering streams, lakes, or other watercourses can be given special consideration by the Planning Board in excess of the minimum. The Town may accept these areas as gift, or purchase them should they be desirable for public open spaces.
- 5.85 Where such site and open spaces are not shown on the Master Plan and where deemed essential by the Planning Board upon consideration of the particular type of development proposed in the subdivision, and especially in large-scale developments, the Planning Board may require the dedication or reservation of areas in excess of the minimum dedication.