

CHAPTER IV GENERAL REGULATIONS AND DESIGN

Section 1 GENERAL

- (1) No land shall be subdivided for residential use if such land is considered by the Plan Commission to be unsuitable for such use by reason of flooding or improper drainage, or objectionable earth or rock formations, topography or other features harmful to the health, safety and welfare of future residents and the community as a whole.
- (2) The subdivision plan shall conform to the principles and standards which are generally exhibited in the Chandler Master Development Plan as is now or hereafter shall be adopted, in whole or in part; and, specifically with that part of the plan which deals with land use and thoroughfares.

Section 2 STREETS AND HIGHWAYS

- (1) If a parcel of land to be subdivided includes a portion of the right-of-way to be acquired for an expressway or arterial highway and the Plan Commission shall determine the boundaries of the right-of-way to be acquired, the subdivider shall either dedicate or withhold from subdivision all the area included in said right-of-way.
- (2) All streets shall, as far as practicable, be in alignment with existing adjacent streets by continuations of the center lines thereof or by advantageous development of the area in which the subdivision lies.
- (3) Residential streets shall be designed to discourage rapid through traffic.
- (4) Where it is desirable in the opinion of the Plan Commission to provide street access to adjoining property, proposed streets shall be extended by dedication to the boundary of such property.
- (5) Proposed streets and highways shall be adjusted to the contour of the land as far as practicable so as to produce usable lots and streets of reasonable gradient.
- (6) Whenever a subdivision abuts or contains an existing or proposed Expressway or Arterial Highway, the Plan Commission may require marginal 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 other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

- (7) Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Plan Commission 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 district, or for commercial or industrial purposes in appropriate districts. Such distance shall also be determined with due regard for the requirements of approach grades and future grade separations.
- (8) Refer to Section 6.0010 of the Design Standards for other general design requirements.
- (9) Minimum Street and Highway Right-of-Way Widths.
 - (a) All street and highway rights of way, measured from lot line to lot line, are set forth in section 6.0011 of the Design Standards Manual.
 - (b) Subdivisions platted along both sides of an existing street shall provide the entire minimum right-of-way.
 - (c) Subdivisions platted along only one side of an existing street shall provide one-half of the minimum right-of-way measured from the center line of such existing street.
 - (d) Regulations for half streets are set forth in section 6.0015 of the Design Standards Manual.
- (10) Intersection requirements are set forth in section 6.0014 of the Design Standards Manual.
- (11) Requirements for street grades are set forth in section 6.0023 of the Design Manual.
- (12) Street alignment regulations are set forth in section 6.0020 of the Design Manual.
- (13) Regulations for determining street names and house numbers are set forth in section 6.0092 of the Design Manual.
- (14) See section 6.0000 for further regulations concerning streets and through fares.

Section 3 ALLEYS AND PRIVATE RESIDENTIAL STREETS/ACCESS
WAYS

- (1) Regulations for alleys and private residential streets/access ways are set forth in section 6.0130 of the Design Manual.

Section 4 EASEMENTS

- (1) Regulations for easements are contained in sections 3.0024, 4.0024, and 5.0024 of the Design Manual.

Section 5 BLOCKS

- (1) Block lengths shall not exceed one thousand three hundred twenty (1,320) feet.
- (2) Blocks shall have sufficient width to provide for two (2) tiers of lots of appropriate depth.
- (3) Pedestrian crosswalks, not less than ten (10) feet wide, shall be required where deemed essential by the Plan Commission to provide adequate circulation or access to schools, playgrounds, shopping centers, or other community facilities.

Section 6 LOTS

- (1) Every lot upon which a structure is hereafter erected shall abut on to a dedicated public street or right-of-way.
- (2) Side lot lines shall be approximately at right angles or radial to street lines.
- (3) Excessive depth in relation to width should be avoided. The proportion of 3 to 1 shall not be exceeded.
- (4) Double frontage and reverse frontage lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or to overcome specific disadvantages of topography and orientation. An easement at least ten (10) feet wide, across which there shall be no right of access, shall be provided along the line of lots abutting arterial or major roads.
- (5) In any subdivision or part of a subdivision proposed for residential use, the width and area of lots shall conform to the minimum requirements of the Town of Chandler Zoning Ordinance for the district in which the subdivision is located.

- (6) The minimum building setback lines established in the Town of Chandler Zoning Ordinance shall be observed for all lots in each subdivision.
- (7) Residential lots fronting on arterial, primary or secondary roads or residential collector streets should have extra depth to permit deeper building setbacks from such traffic arteries.
- (8) No lot shall be divided by a municipal boundary line.
- (9) When terrain so requires, easements for sanitary sewers along lot lines other than the rear lot lines shall be provided subject to approval of the Plan Commission.

Section 7 PUBLIC SITES AND OPEN SPACES

- (1) Whenever a park, recreation area, school site, or other public use shown on the Chandler Master Development Plan as now or hereafter adopted in whole or in part is located in whole or in part within the proposed subdivision, such proposed public space, if not dedicated to the appropriate public agency, may be required by the Plan Commission to be reserved for a period of one (1) year for later acquisition by the public agency. In the event of a government agency or unit passing a resolution expressing its intent to acquire the land so reserved within the reservation year, the reservation period shall be extended for an additional six (6) months.

Section 8 PARKING

- (1) Regulations concerning parking are contained in section 6.0050 of the Design Manual.

Section 9 LARGE-SCALE DEVELOPMENTS

- (1) When the proposed subdivision is a large-scale development, in the nature of a neighborhood unit, and the area being platted is in excess of 160 acres, the Plan Commission can consider the entire development and weigh it against the standards enumerated in these regulations with respect to light, air, space, recreation and circulation. The subdivider may be allowed at the discretion of the Plan Commission more freedom and relaxation in the arrangement of the streets and lots, consistent with the convenience, health, welfare and safety of the future residents and users of the development, as well as the character of the surrounding property and the general welfare of the entire Town.

- (2) The modification of standards by the Plan Commission in instances of the foregoing nature to provide community facilities and open space shall be in accordance with the Zoning Ordinance nor or hereafter adopted and is contingent on the definite assurance that the means are present to bring the plans to a point of actual accomplishment within a time period establishment by the Plan Commission.

Section 10 NON-RESIDENTIAL SUBDIVISIONS

- (1) The street and lot layout of a non-residential subdivision shall conform generally to the Master Development Plan as is now or hereafter adopted, in whole or in part, and specifically with that part of the plan which deals with zoning, land use and thoroughfares.
- (2) Types of Non-Residential Subdivision Non-Residential subdivisions shall include industrial tracts, and may include neighborhood and community commercial tracts.
- (3) Principles and Standards
In addition to the principles and standards in this Ordinance which are appropriate to the planning of all subdivisions, the subdivider shall demonstrate to the satisfaction of the Commission that the street, parcel and block patten proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The following principles and standards shall be observed:
 - (a) Proposed industrial parcels shall be suitable in area and dimensions to the types of industrial development anticipated.
 - (b) Street rights-of-way and pavement shall be adequate to accommodate the type and volume of traffic anticipated to be generated thereon.
 - (c) Special requirements may be imposed by the Plan Commission with respect to street, curb, gutter and sidewalk design and construction.
 - (d) Special requirements may be imposed by the Plan Commission with respect to the installation of public utilities, including water, sewer and storm drainage.
 - (e) Every effort shall be made to protect adjacent residential areas from potential nuisance from the proposed non-residential subdivisions, including the provision of extra depth in parcels backing up on existing or potential residential development and provisions for a permanently landscaped buffer strip where necessary.

- (f) Streets carrying non-residential traffic, especially truck traffic, shall not normally be extended to the boundaries of adjacent existing or potential residential areas, or connected to streets intended for predominantly residential traffic.
- (g) Subdivisions for proposed commercial development shall take into account and specifically designate all areas proposed for vehicular circulation and parking, for pedestrian circulation, and for buffer strips and other landscaping.