

ARTICLE III.

GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN

A. Streets

1. Conformity to the Major Road Plan and Campbell County Road Acceptance Standards

The location and width of all streets and roads shall conform to the official major road plan adopted by the LaFollette Regional Planning Commission. Where proposed streets or roads are located outside of the city and within the LaFollette Planning Region, the subdivider should consult early with the Campbell County Road Superintendent. This consultation should occur prior to the submission of a preliminary subdivision plat, primarily to ensure that any proposed streets or roads meet the acceptance standards of Campbell County.

2. Relation to Adjoining Street System

The proposed street system shall extend existing streets or roads. They shall be extended to a width no less than the required minimum width as set forth in Articles III and IV.

3. Access Streets to Subdivision Boundaries

Sufficient access streets or rights-of-way to adjoining properties shall, in the discretion of the planning commission, be provided in subdivisions to permit harmonious development of the area.

4. Street Elevation

No street shall be approved if any portion of it is more than two (2) feet below the base flood elevation as defined in Section E of this Article. Fill may be used for streets provided such fill does not increase flood heights. Stormwater drainage openings shall be designed so that they do not restrict the flow of water and unduly increase flood heights. Where such fill and drainage openings are proposed, the planning commission shall consult with the city street superintendent or county road superintendent (whichever is applicable) concerning the adequacy of the proposed design. In addition, the street pattern shall be designed so that in time of flood each lot shall be readily accessible to emergency vehicles.

5. Street Right-of-Way Width

The minimum width of right-of-way, measured from lot line to lot line, shall be as shown on the major road plan, or if not shown on such plan, shall be not less than as follows:

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| a. Arterial Streets or Highways | 80 feet, or as may be required |
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Arterial streets or highways are used primarily for fast or heavy traffic and are located on the Major Street and Road Plan for the planning region.

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|----------------------|---------|
| b. Collector Streets | 60 feet |
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Collector streets are those which carry traffic from minor streets to the major system of arterial streets and highways, and include the principal entrance streets of a residential development and streets for major circulation within such a development.

- c. Minor Residential Streets 50 feet

Minor streets are those which are used primarily for access to the abutting residential properties and designed to discourage their use by thru traffic.

- d. Cul-de-sac Streets 50 feet

Cul-de-sacs are permanent terminal streets or courts, containing turnarounds, and are designed so that they cannot be extended in the future. Unless exceptional topographic conditions occur, the length of cul-de-sac streets shall not exceed 1,000 feet

- e. Dead-end Streets Not allowed

Dead-end streets are similar to cul-de-sacs except that they provide no turnaround circle at their closed end and are not permitted as streets in any proposed subdivision. Stub streets planned for future continuation are not considered to be dead-end streets, however such streets must have temporary turnarounds to accommodate traffic until the streets are extended.

- f. Marginal Access Streets 40 feet

Marginal access streets are minor streets which are parallel to and adjacent to arterial streets and highways; and which provide access to abutting properties and protection from through traffic.

- g. Alley 20 feet

Alleys are minor public ways used primarily for service access to the back or side of properties otherwise abutting on a street. In cases where topography or other physical conditions make a street of the required minimum width impracticable, the planning commission may modify the above requirements.

6. Additional Width on Existing Streets

Subdivisions that adjoin existing streets shall dedicate additional right-of-way to meet the above minimum street width requirements.

- a. The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.
- b. When the subdivision is located on only one side of an existing street, one-half of the required right-of-way, measured from the centerline of the existing roadway, shall be provided.

7. Restriction of Access

Where a subdivision abuts or contains an existing or proposed major street, the regional planning commission may require marginal access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, or such other treatment as may be necessary for adequate protection of residential properties to afford separation of through and local traffic.

8. Street Grades

Grades on any proposed streets or roads shall follow the standards indicated below.

a. Arterial Maximum Grade

The maximum grade on arterial streets shall not exceed six (6) percent.

b. Collector Maximum Grade

The maximum grade on collector streets shall not exceed eight (8) percent.

c. Local Streets

The maximum grade on local streets shall not exceed twelve (12) percent. However, when special topographic or other conditions justify, the planning commission may increase the maximum allowable grade on local streets to fifteen (15) percent.

9. Horizontal Curves

Where a deflection angle of more than ten (10) degrees in the alignment of a street occurs, a curve of reasonably long radius shall be introduced. On streets sixty (60) feet or more in width, the centerline radius of curvature shall be not less than three hundred (300) feet; on other streets, not less than one hundred (100) feet.

10. Vertical Curve

Every change in grade shall be connected by a vertical curve constructed so as to afford a minimum sight distance of two hundred (200) feet, said distance being measured from the driver's eyes, which are assumed to be four and one-half (4-1/2) feet above the pavement surface, to an object four (4) inches high on the pavement.

Profiles of all proposed streets or roads shall be required showing natural and finished grades drawn to a scale no greater than one (1) inch equals one hundred (100) feet horizontally, and one (1) inch equals twenty (20) feet vertically.

11. Tangents

A tangent of at least one hundred (100) feet in length shall be introduced between reverse curves on arterial and collector streets.

12. Intersections

Street intersections shall be designed at right angles insofar as possible, and no intersection shall be at an angle of less than sixty (60) degrees.

Property line radii at street intersections shall not be less than twenty (20) feet, and where the angle of street intersection is less than seventy-five (75) degrees a greater curb radius may be required. Wherever necessary to permit the construction of a curb having a desirable radius without curtailing the sidewalk at a street corner to less than normal width, the property line at the street corner shall be rounded or otherwise set back sufficiently to permit such construction.

13. Street jogs

Street jogs with center line offsets of less than one hundred twenty-five (125) feet shall not be allowed.

14. Cul-de-sac Streets

a. Minor terminal streets or courts designed to have one end permanently closed shall be no more than twelve hundred (1,200) feet long, unless necessitated by topography, as measured along the centerline from the entrance street right-of-way to the center of the turnaround. Such streets shall be provided at the closed end with a turnaround having an outside roadway diameter of at least eighty (80) feet and a street right-of-way diameter of at least one hundred (100) feet; however the planning commission may approve an alternate design.

b. Where, in the opinion of the planning commission, it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary of such property. Such dead-end streets shall be provided with a temporary turnaround having a roadway diameter of at least eighty (80) feet.

15. Reserve Strips

Every lot in subdivided property shall be served from a publicly dedicated street, except where private streets are approved for a planned unit development. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed with the city or county (whichever is applicable) under conditions approved by the planning commission.

16. Street Names

Proposed streets which are obviously in alignment with others already existing and named shall bear the names of existing streets. In no case shall the name for a proposed street duplicate an existing street name, irrespective of the use of suffix street, avenue, boulevard, drive, way, place, or court. Each street name shall be approved by the applicable city or county E-911 Coordinator, and such approval shall be shown on the plat.

17. Alleys

Alleys may be provided in a subdivision where the subdivider produces evidence satisfactory to the planning commission for the need of them.

B. Blocks

1. Length

Blocks shall not be less than four hundred (400) feet nor more than twelve hundred (1200) feet in length, except as the planning commission considers necessary to secure efficient use of land or desired features of street pattern. In blocks over eight hundred (800) feet in length, the planning commission may require one (1) or more public crosswalks of not less than ten (10) feet in width to extend entirely across the block at locations deemed necessary.

2. Width

Blocks shall be wide enough to allow two (2) rows of lots, except where reverse frontage on major streets and roads is provided or where prevented by topographical conditions or size of the property; in which case the planning commission may approve a single row of lots of minimum depth.

C. Lots

1. Adequate Building Sites

Each lot shall contain a building site not subject to flood as defined in Section E of this Article and not in violation of any existing easement or building setback lines required in Subsection 4 of this Section.

2. Arrangement

Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines. Each lot must front for a minimum of thirty (30) feet upon a public street or road, except where the planning commission approves a subdivision as a planned unit development.

3. Minimum size

The size, shape and orientation of lots shall be such as the planning commission deems appropriate for the type of development and use contemplated. Where public water and sanitary sewer systems are reasonably accessible, the subdivider shall connect with such systems. Where a public sewer is not accessible, an alternate method of sewage disposal may be used, upon approval by the planning commission and subject to the lot size requirements indicated below.

- a. All lots created in the subdivision, other than those not intended for development, shall conform to the following lot size and lot width:
 - (1) Lots served by both public water and public sanitary sewer shall not be less than seven thousand five hundred (7,500) square feet in area and not less than sixty (60) feet in width at the required minimum building setback line.
 - (2) Lots served by a public water system but not served by a public sanitary sewer system shall not be less than twenty thousand (20,000) square feet in area, and not less than one hundred (100) feet in width at the required minimum building setback line. The planning commission may require a larger lot size upon the recommendation of the health department environmentalist.
 - (3) Residential lots not served by a public water system shall have an area of at least five acres, with a width of at least three hundred fifty (350) feet at the required minimum building setback line
- b. Size of properties reserved or laid out for commercial or industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated. Platting of individual lots should be done in the context of an overall design of the land to be used for commercial purposes.

4. **Building Setback Lines**

- a. The minimum depth of building setback lines from the street right-of-way shall not be less than thirty (30) feet, and in the case of corner lots not less than thirty (30) feet from both front and side street rights of way.
- b. The developer is responsible for verifying the details of an existing easement with the party to whom the easement has been granted or transferred prior to developing the initial version of the subdivision. In the case of electric transmission lines where easement widths are not definitely established, there shall be a minimum building setback line from the center of the transmission line as follows:

<u>Voltage of Line</u>	<u>Minimum Building Setback</u>
46 KV	37-1/2 feet
69 KV	50 feet
161 KV and over	75 feet

D. **Public Use and Service Areas**

Due consideration shall be given to the allocation of areas suitably located, with adequate size for playgrounds and parks for local or neighborhood use as well as public service areas.

1. **Public Open Spaces**

Where a school, neighborhood park or recreation area or public access to water frontage, shown on an official map or in a plan made and adopted by the planning commission, is located in whole or in part in the applicant's subdivision, the planning commission may require the dedication or reservation of such open space within the subdivision up to and including a total of ten (10) percent of the gross area or water frontage of the plot, for park, school or recreation purposes.

2. **Easements for Utilities**

Except where alleys are permitted for the purpose, the planning commission shall require easements, not exceeding five (5) feet in width for poles, wires, conduits, storm and sanitary sewers, gas, water mains or other utility lines along both side and rear lot lines. Where the rear lot lines of a subdivision adjoin property not subject to an easement of at least five (5) feet, then the required easement on such lines shall be ten (10) feet.

3. **Easements for Drainage**

Where any portion of a subdivision is traversed by a watercourse, drainageway, or stream, then a stormwater easement shall be provided for the purpose of widening, deepening, relocating, improving, or protecting such watercourse, drainage, or stream area.

4. **Pedestrian Easements**

In such cases and at such locations as the planning commission deems advisable, easements along side or rear lot lines not exceeding twelve (12) feet in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other public places.

5. **Community Assets**

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

E. Suitability of the Land

1. Land Physically Unsuitable for Subdivision

The planning commission may determine that land is unsuitable for development as a result of the following conditions or observations:

- a. Because of flooding, poor drainage, steep slopes, rock formations and other such features which may endanger health, life, or property, aggravate erosion, increase flood hazard, or necessitate excessive expenditure of public funds for supply and maintenance of services.
- b. Physical constraints to development which other public agencies concerned have investigated and found in the best interest of the public not suitable for the type of platting and development proposed.

Land with unsuitable development characteristics shall not be approved for subdivision purposes unless effective methods are formulated by the developer to reduce adequately the impacts of such features.

2. Land Unsuitably Located for Subdivision

The planning commission shall not approve what it considers to be premature subdivision of land which would involve danger or injury to health, safety, or property resulting from an adverse effect and/or excessive public expenditures for the following: water supply, sanitary wastewater disposal, schools, stormwater drainage, street or transportation access, or other public services or facilities.

3. Land Subject to Flood

Land which the planning commission has found to be unsuitable for subdivision due to flooding, bad drainage, steep slopes, rock formation, or other features likely to be harmful to the safety, health, and general welfare of the future residents shall not be subdivided unless adequate methods approved by the planning commission are formulated by the developer for meeting the problems created by the subdivision of such land.

In applying this provision, the following materials shall be utilized where applicable: the Flood Insurance Rate Map for the City of LaFollette, Tennessee (September 5, 1984); the Floodway Boundary Map for the City of LaFollette, Tennessee (September 5, 1984); the Flood Damage Prevention Ordinance for LaFollette, Tennessee; the LaFollette Zoning Ordinance; and, the Flood Insurance Rate Map for Campbell County, Tennessee (August 5, 1986).

Fill may not be used to raise land within the Floodway District. On other areas subject to flood, fill may be used provided the proposed fill does not restrict the flow of water and unduly increase flood heights.

F. Large Tracts or Parcels

When land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged so as to allow for the opening of streets in the future and for logical further resubdivision.

G. Variances

Variances may be granted under the following conditions:

1. Where the subdivider can show that strict adherence to these regulations would cause unnecessary hardship
2. Where the planning commission determines that there are topographical or other conditions peculiar to the site, and that a departure from these regulations will not destroy their intent. Any variance thus authorized shall be stated in writing in the minutes of the planning commission with the reasoning on which the departure is justified set forth.

H. Planned Unit Developments (PUD)

Planned unit developments are meant to provide opportunities for the creation of desirable environments through the application of flexible and diversified land development standards under a comprehensive plan and program professionally prepared. The planned unit development is intended to encourage the application of innovative designs and technologies to community development, which will result in superior living environments or development arrangements, based on identifiable themes and ideas. It is further intended to achieve efficiencies in the use of land and infrastructure systems, while providing clustered areas for building locations, usable attractive open spaces, safe vehicular circulation, and the general well being of the inhabitants.

Since planned unit developments involve the design of buildings and structures based on specific site conditions, the LaFollette Regional Planning Commission may consider departures from the standards of these regulations, where it can be shown that such departures do not violate their intent. Furthermore, any planned unit development proposed within the municipal area of the planning commission's jurisdiction shall conform with the requirements of the LaFollette Zoning Ordinance.

I. Zoning or Other Regulations

No final plat of land within the force and effect of existing zoning regulations shall be approved unless it conforms to such regulations. Whenever there is a discrepancy between minimum standards or dimensions noted herein and those contained in zoning regulations, building code, or other official regulations, the highest standard shall prevail.