

## **6.8.9 TOWN OF SUPERIOR – DESIGN AND IMPROVEMENT STANDARDS**

Where standards of Section 6.8.9 differ with standards in Section 6 these standards will apply to the incorporated Town limits of Superior.

Conformance: The design and development of a subdivision shall conform with adopted comprehensive plans, zoning ordinances and other resolutions and regulations.

- 6.8.9.1 The Town of Superior will require these specific design and improvement standards in addition to other standards in these regulations. If the proposed subdivision requires engineering plans and specifications then the Town of Superior reserves the right to employ an engineer to review and provide recommendations to the Superior Town Council regarding suitability.
- 6.8.9.2 LOTS - Each lot shall contain a satisfactory building site which is properly located to topography and conforms to Department of Environmental Quality standards, adopted zoning and floodplain ordinances and these Regulations. The proposed lots shall meet the following standards:
- 6.8.9.2.1 No single lot shall be divided by a municipal boundary line.
  - 6.8.9.2.2 Each lot shall abut and have access (minimum 20 feet wide) to a public or private street or road.
  - 6.8.9.2.3 Corner lots shall have a driveway access to the same street or road as interior lots and shall have sufficient area to provide acceptable sight distance for traffic safety.
  - 6.8.9.2.4 Flag lots shall only be utilized when all other methods of lot development are unacceptable. Flag lots are to be used in "infill" situations within developed areas and are not considered appropriate in areas of new development. A flag lot shall not be developed adjacent to another flag lot.
  - 6.8.9.2.5 Each lot shall have a building site (minimum 40-foot by 40-foot square pad) on existing undisturbed terrain of 25% or less slope and each building site must be able to be accessed by a driveway, minimum 10 feet wide with a maximum 8% slope. Where such a building site is not obvious, for example, when the average slope of a lot exceeds 15%, then:
    - 6.8.9.2.5.1 Minimum two foot ground contour intervals shall be shown on the preliminary plat for the building pad and driveway;

6.8.9.2.5.2 A statement shall be placed on the final plat noting the specific lots as enumerated may be subject to step terrain and that the driveway shall be approved by the public works director as suitable access prior to the start of combustible construction.

6.8.9.2.6 Any building pad which exceeds 25% in cross slope shall be required to undergo a geotechnical soils analysis conducted by a licensed professional engineer and a report shall be filed with the public works director prior to final plat approval. Said report must find that development of this lot would pose no significant geological hazards to either this lot or neighboring properties and the applicant would be required to comply with any and all recommendations of said report.

6.8.9.2.7 No lot shall have an average depth greater than three times its average width unless the average lot width is greater than 200 feet.

6.8.9.2.8 Side lot lines shall be substantially right angles to street or road center lines and radial to curved street or road center lines.

6.8.9.2.9 Through lots or reverse lots are prohibited except where essential to provide separation of residential development from traffic arteries or to overcome specific topographic or orientation difficulties.

6.8.9.2.10 A planting screen easement of a minimum width of 10 feet, across which there shall be no right-of-way access, shall be provided along the line of lots abutting a traffic artery, other disadvantageous situations, or noncompatible use as deemed necessary by the Town Council or committee thereof.

6.8.9.2.11 Lots shall be numbered consecutively throughout the subdivision. Phases and blocks may still be numbered.

**6.8.9.3 BLOCKS:**

6.8.9.3.1 Blocks shall be designed to assure traffic safety and ease of traffic control and circulation, to accommodate the special needs of the use contemplated and to take advantage of the limitations and opportunities of the topography.

6.8.9.3.2 Block lengths shall be not less than 300 feet or more than 1,200 feet, (if approved).

6.8.9.3.3 Blocks shall be wide enough to allow for two tiers of lots except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation.

6.8.9.3.4 A right-of-way, not less than 15 feet wide, for pedestrian walks shall be required where deemed essential to provide access to common facilities such as parks, playgrounds, streams and lakes, or when necessary to break up excessively long blocks.

**6.8.9.4 ACCESS:**

6.8.9.4.1 Each lot shall have legal and physical access provided and must abut and have access to a public or private street or road. Alleys and emergency secondary access roads shall not be used to provide the primary means of access to a lot.

6.8.9.4.2 Where access to the subdivision will be by an easement across privately owned property, the subdivider must provide evidence that the necessary easement has been acquired and that the easement encompasses the nature and intensity of the use which will result from development of the subdivision.

6.8.9.4.3 Any public or private street or road providing ingress and egress to a subdivision shall meet the street design standards and specifications stated in Section 3.09 of these Regulations.

6.8.9.4.4 Two or more vehicular accesses or separate multiple ingress/egress into a subdivision are required when one or more of the following considerations are present:

6.8.9.4.4.1 Where the primary access road is over 1,500 feet long.

6.8.9.4.4.2 Where a primary access road is 1,000 to 1,500 feet long and it serves initially or in the future at least 20 residential lots or 40 residential dwelling units.

6.8.9.4.4.3 Where safe and convenient access and emergency vehicle circulation dictate.

6.8.9.4.5 Multiple accesses into a subdivision in high hazard fire areas are required when:

6.8.9.4.5.1 The primary access is over 1,000 feet long, or

6.8.9.4.5.2 The primary access road is 750 to 1,000 feet long and it serves 15 residential lots or 30 dwelling units.

Note: A loop drive, with one access point, shall not qualify as providing additional, secondary or emergency access.

#### **6.8.9.5 STREETS AND ROADS - DESIGN STANDARDS:**

- 6.8.9.5.1 All roadway improvements including pavement, curbs, gutters, and drainage systems shall be constructed in accordance with the adopted Standards for Design and Construction, Superior, Montana.
- 6.8.9.5.2 All roads within a proposed subdivision shall be approved by the public works director and upon completion of construction shall be certified by a licensed professional engineer that they are in compliance with these Regulations.
- 6.8.9.5.3 Residential driveways shall not have direct access to arterial streets or State or Federal highways.
- 6.8.9.5.4 Collector streets shall be designed to afford easy access to arterial or other collector streets or for street continuation to adjoining areas.
- 6.8.9.5.5 When a subdivision abuts or contains an existing or proposed arterial street, the Public works director may require a frontage road or other treatment as may be necessary for adequate protection of residential properties and to separate arterial and local traffic. Screen plantings or other means of screening may be required in areas abutting arterial streets or highways.
- 6.8.9.5.6 When a subdivision abuts or contains a railroad right-of-way or a controlled access highway, a street approximately parallel to and on each side of such right-of-way at a distance suitable for an appropriate use of the intervening land may be required. Such distances shall also be determined with regard to the requirements of approach grades and future grade separations.
- 6.8.9.5.7 All dead-end streets shall terminate in an approved cul-de-sac. Where a future street extension is proposed, a temporary cul-de-sac as approved by the Fire Chief and public works director shall be provided.
- 6.8.9.5.8 Half streets are discouraged but will be reviewed on a case by case basis and only when there is reasonable assurance that the adjoining right-of-way can be obtained in the foreseeable future.
- 6.8.9.5.9 Horizontal alignment of streets must ensure adequate sight distances. When street centerlines deflect more than five (5) degrees, construction shall be made by horizontal curves.

TABLE I

Road Design Standards for Local Subdivision Streets

<u>DESIGN STANDARDS</u>	<u>ARTERIAL</u>	<u>COLLECTOR</u>	<u>LOCAL</u>	<u>RURAL</u> <sup>1</sup>
Minimum Right-of-Way	80 ft.	60 ft.	60 ft.	60 ft.
Minimum Pavement Width <sup>2</sup>		34 ft.	28 ft. <sup>4</sup>	24 ft. <sup>5</sup>
Maximum Grade	8%	8%	8%	8%
Cul-de-sac turnaround:				
A. Face to curb radius			45 ft.	45 ft.
B. Minimum outside right-of-way radius			50 ft.	50 ft.
C. Maximum Length			600 ft.	600 ft.

1. Average net residential density of one acre.
2. Terrain and design constraints may dictate greater right-of-way; all road disturbances must be accommodated within the right-of-way.
3. Design approved by the public works director or engineer/ Superior Design and Construction Standards.
4. Where parking is allowed on both sides of the street a 36-foot minimum roadway width is needed. Note: Where density exceeds 8 units per net acre, parking is required on both sides of the street unless overflow or visitor parking demands are met elsewhere.
5. No parking allowed.

6.8.9.5.10 In minor subdivisions where lot access is provided by existing streets, Town Council may require waiver of protest to a special improvement district (SID) to upgrade the street in lieu of actual street improvements, in order to avoid upgrading small sections of existing streets.

6.8.9.5.11 Street intersections shall meet the following requirements:

6.8.9.5.11.1 Streets shall intersect at 90 degree angles, if topography permits but in no case shall the angle of intersection be less than 75 degrees for a minimum distance of 60 feet as measured along the centerline.

6.8.9.5.11.2 No more than two streets may intersect at one point.

6.8.9.5.11.3 Two streets meeting a third street from opposite sides shall meet the same point, or their centerlines shall be offset at least 125 feet for local roads and 300 feet for arterials or collectors.

6.8.9.5.11.4 Intersections of local streets with major arterials shall be kept to a minimum.

6.8.9.5.11.5 Hilltop intersections are prohibited, except where no reasonable alternatives exist. Intersections on local streets within 100 feet of a hilltop are prohibited. Intersections on arterial or collector streets within 200 feet of a hilltop are prohibited.

6.8.9.5.11.6 Maximum grade of approach to any intersection shall not exceed 2% for a distance of 60 feet as measured from edge of travel ways to provide for adequate starting, stopping and stacking distances.

6.8.9.5.11.7 All streets shall be named. Names of new streets aligned with existing streets shall be the same as those of existing streets. Proposed street names shall not duplicate or cause confusion with existing street names and shall be taken from an approved list located in the Planner.

6.8.9.5.11.8 Location of collector and arterial streets shall comply with the Mineral County or Town of Superior plan or any other major street and highway plan adopted by the Board of County Commissioners and/or the Town of Superior.

6.8.9.5.12 Street light installations are required on all streets within the subdivision. Street lights shall be installed at intersections of the proposed streets and existing streets where traffic will be increased by 50 percent from pre-development vehicle trips per day. Fees may be collected to defer costs of the installation of street lights at other intersections where vehicle trips per day are increased by 50 percent or create unsafe traffic conditions.

6.8.9.5.13 Street or road signs and traffic control devices of the size, shape and height as approved by the planner shall be placed at all intersections by the developer. Traffic control devices shall be consistent with the latest addition of "Manual of Uniform Control Devices." Street or road signs shall comply with Section 6.8.4.15 and Sections 6.8.5.11 through 6.8.5.15.

#### 6.8.9.6 ALLEYS:

6.8.9.6.1 Alleys may be required by the town council.

6.8.9.6.2 Alleys, if required, shall be at least 20 feet wide and shall be open at both ends.

**6.8.9.7 SIDEWALKS:**

6.8.9.7.1 Sidewalks are required or a cash-in-lieu payment to the Town equivalent to the cost of the sidewalks in instances where actual sidewalk construction is premature, in the Town's opinion, in the following:

6.8.9.7.1.1 In all residential subdivisions.

6.8.9.7.1.2 In all commercial subdivisions.

6.8.9.7.1.3 Whenever a subdivision abuts an arterial or collector street, along that portion of the street.

6.8.9.7.1.4 In all portions of a subdivision abutting or within one hundred (100) yards of a school, park or other public facility or amenity.

6.8.9.7.2 Sidewalks shall be required on both sides of the street.

6.8.9.7.3 The minimum width of the sidewalk shall be 5 feet.

6.8.9.7.4 Residential sidewalks may be separated from the street by a boulevard or open space.

**6.8.9.8 DRAINAGE FACILITIES:**

6.8.9.8.1 The drainage system and facilities required for any surface runoff affecting the subdivision shall be prepared by a licensed professional engineer and shall meet the minimum standards of the Montana Department of Environmental Quality and the Town of Superior Standards For Design And Construction and are subject to approval by the public works director.

6.8.9.8.2 Streets and roads shall be designed to ensure proper drainage.

6.8.9.8.3 Curbs and gutters shall be required in all subdivisions. Curbs and gutters of adjoining properties shall be extended to match the new curb and gutter.

6.8.9.8.4 Culverts or bridges of adequate size shall be provided and installed by the subdivider where drainage channels intersect any street right-of-way or easement. All culverts shall extend at least across the entire

width of the base of the fill; the amount of backfill to be placed over the culvert and a culvert's capacity shall be determined by a licensed professional engineer. This shall include arrangements for driveway culverts. Culverts larger than 24" shall have flared ends.

- 6.8.9.8.5 The subdivider shall provide suitable drainage facilities for any surface runoff affecting the subdivision. These facilities shall be located in street rights-of-way or in perpetual easements of appropriate width and are subject to approval by the town engineer.
- 6.8.9.8.6 Each culvert or drainage facility shall be designed large enough to accommodate potential runoff from upstream drainage areas.
- 6.8.9.8.7 Drainage systems shall not discharge into any sanitary sewer facility.
- 6.8.9.8.8 Runoff that is discharged into a stream shall meet the Natural Resources Conservation Service standards and comply with State Department of Environmental Quality, Water Quality Division standards. All discharge permits shall be obtained by the developer.
- 6.8.9.8.9 All areas disturbed during development of the subdivision shall be revegetated in accordance with a plan approved by the Town Council.

**6.8.9.9 TEMPORARY EROSION AND SEDIMENTATION CONTROL:**

During the construction of improvements in the subdivision, the subdivider shall be responsible for installing temporary erosion and sedimentation control facilities to control surface runoff. No silt laden water or excess shall flow to downstream areas or lakes. Such controls shall be in accordance with the Natural Resources Conservation Service standards, the Superior Standards for Design and Construction, and the State Department of Environmental Quality, Water Quality Division.

**6.8.9.10 WATER SUPPLY SYSTEM:**

- 6.8.9.10.1 All water supply systems shall comply with the Town of Superiors' Standards for Design and Construction, the Mineral County Environmental Health Department, or Montana Department of Environmental Quality.
- 6.8.9.10.2 Where the subdivision is within the service area of the Town's municipal water supply system, the subdivider shall install complete water system facilities in accordance with the requirements of the Superior Standards for Design and Construction and the Montana Department of Environmental Quality.

6.8.9.10.3 The source of water supply shall be subject to approval by the Town of Superior which may also require that any proposed system meet the adopted Fire Code.

**6.8.9.11 SEWAGE TREATMENT SYSTEMS:**

6.8.9.11.1 All sewage treatment systems shall comply with the Superior Standards for Design and Construction, the Mineral County Health Department, and the Montana Department of Environmental Quality.

6.8.9.11.2 Where the subdivision is within the service area of the Town sanitary sewer system, the subdivider shall install complete sanitary sewer system facilities in accordance with the requirements of the Montana Department of Environmental Quality and the Town of Superior Standards For Design and Construction.

**6.8.9.12 SOLID WASTE:**

6.8.9.12.1 The subdivider shall assure the provisions for collection and disposal of solid waste meet the minimum requirements of the Town of Superior and the Montana Department of Environmental Quality.

6.8.9.12.2 If solid waste disposal is not to be the responsibility of individual lot or dwelling owners within the subdivision, the subdivider shall provide an off-street area for solid waste collections which will be aesthetically screened from general public view and conveniently accessible to collection vehicles subject to approval by the public works director.

6.8.9.12.3 The location and means for solid waste collections and disposal shall be subject to approval by the public works director.

**6.8.9.13 UTILITIES:**

6.8.9.13.1 All new utilities shall be placed underground. Except for sewer and water, underground utilities, if placed in the street right-of-way, shall be located between the back of curbs and the right-of-way lines. Such underground facilities shall be installed after the street has been brought to grade and before it is surfaced, to eliminate the necessity for disturbing such surfacing for the connection of individual services.

6.8.9.13.2 Utility lines shall be designed by a licensed professional engineer or by the utility firms in cooperation with the subdivider. All applicable laws, rules and regulations of appropriate regulatory authority having jurisdiction over such facilities shall be complied with.

**6.8.9.14 EASEMENTS:**

6.8.9.14.1 Easements or rights-of-way shall be provided for utilities, drainage and vehicular or pedestrian access.

6.8.9.14.2 Utility easements shall be located along side and rear lot lines wherever necessary.

6.8.9.14.3 A five (5) foot wide utility easement shall be reserved along the front lot line and side street lot line of each residential lot. This shall be reserved for the placement of privately owned underground utilities.

6.8.9.14.4 Utility easements shall be 20 feet wide unless specified otherwise by a utility company or the Town.

6.8.9.14.5 Where a subdivision is traversed by a watercourse drainage way, channel, irrigation ditch, river or stream, easements are required to parallel the lines of such watercourse at a sufficient width to allow for maintenance and stream bank preservation.

6.8.9.14.5.1A minimum easement width of 10 feet measured from the high water mark is required on each side of drainage canals or irrigation ditches for maintenance purposes;

6.8.9.14.5.2A minimum easement width of 50 feet measured from the high water mark is required on each side of any perennial river or stream for bank preservation or 25 feet from the top of the bank whichever affords greater riparian protection.

6.8.9.14.6 In addition to showing the location of the utility easements on the plat, the following statement shall appear on the final plat: "The undersigned hereby grants unto each and every person, firm or corporation, whether public or private, providing or offering to provide telephone, telegraph, electric power, gas, cable television, water or sewer service to the public, the right to the joint use of an easement for the construction, maintenance, repair, and removal of their lines and other facilities, in, over, under, and across each area designated on this plat as "Utility Easement" to have and to hold forever."

**6.8.9.15 MAIL BOXES/FACILITIES:**

A common mail delivery site shall be provided with the design and location to be approved by the local postmaster of the U.S. Postal Service. The roadside face of such facility shall be offset from the edge of the traveled roadway a minimum of eight feet and at a minimum a pullout area for at least two vehicles shall be provided.

