1121.08 BLOCKS.

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1121.05 BOND REQUIRED.

(a) Performance Bond. No plat of a subdivision of land within the City shall be approved by the Planning Commission until there has been submitted to City Council an engineering plan of all improvements to be constructed in the subdivision and until the plan has been approved by City Council and the improvements have been constructed according to the plan, or, in lieu thereof, there has been deposited with the City a performance bond in the sum of the cost of the improvements, as determined by the City Engineer, in a form approved by the Director of Law and with a completion date satisfactory to City Council.

(b) Maintenance Bond. No improvements shall be approved or accepted by the City after construction until the City is furnished with a maintenance bond in a form acceptable to the Director of Law, in the amount of ten percent (10%) of the construction cost of such improvements and for a term to be determined by City Council, but not to exceed a period of two (2) years.

(c) Deposit Required. No plat shall be approved until there is deposited with the City a sum equal to not less than two percent (2%) nor more than four percent (4%) of the construction cost of such improvements, as determined by the City Engineer, to be used to defray the costs of inspection of the installation of such improvements by the City. Any portion of the deposit which is not so used shall be returned to the persons making the deposit upon the acceptance of the improvements by the City.

(Ord. 26-22. Passed 4-26-22.)

1121.06 GENERAL DESIGN REQUIREMENTS.

(a) General Suitability of Land for Development. If the Planning Commission and the City Council find that land proposed to be subdivided is unsuitable for subdivision development due to flooding, poor drainage, topography or inadequate water supply, wastewater treatment facilities, transportation facilities, or such other conditions as may endanger health, life or property, and if, from investigations conducted by the public agencies concerned, it is determined that, in the best interest of the public, the land should not be developed for the subdivision proposed, the Planning Commission and the City Council shall not approve the land for the purpose unless adequate methods are advanced by the subdivider for solving the problems that will be created by the development of the land.

(b) Projection of Improvements. Where adjoining areas are not subdivided or developed, the arrangement of streets and utilities in new subdivisions shall make provision for the proper projection of streets (i.e., provide for temporary dead-end streets and utilities where street connections can be made to the adjacent land) as required by the Zoning Inspector. Such arrangements shall be made to the subdivision boundary or up to the edge of the phase of buildable lots.

(c) Topography, Floodplain Areas, Wetlands, and Natural Areas.

(1) Natural amenities (including views, mature trees, creeks, riparian corridors, rock outcrops, and similar features) shall be preserved and incorporated into proposed development to the greatest extent feasible.

(2) All subdivisions of land and installation of public improvements involving areas subject to flooding, as defined by National Flood Insurance Program Maps and Data, shall conform to all applicable floodplain regulations and the requirements of adopted regulations involving the City's participation in the National Flood Insurance Program.

(3) Land which is determined by the Planning Commission to be unsuitable for subdivision or development due to flooding, the presence of Federal Jurisdiction Wetlands, or other features which will reasonably be harmful to the safety, health and general welfare of the present or future inhabitants of the subdivision and/or its surrounding areas shall not be subdivided or developed unless methods adequate to resolve the problems are formulated by the developer and approved by City Council, upon recommendation by the Planning Commission and upon advice of the Zoning Inspector.

(4) The natural topography shall be retained wherever possible in order to reduce excessive runoff onto adjoining property and to avoid extensive regrading of the site.

(d) Homeowners' or Property Owners' Associations. See Section 1109.09: Homeowners' Association for requirements for homeowners' or property owners' associations.

(e) Subdivision Names. The proposed name of the subdivision shall not duplicate or too closely approximate phonetically, the name of any other subdivision in the City or Lorain County. The City shall have final authority to designate the name of the subdivision.

(f) Debris and Waste. No cut trees, diseased trees, timber, debris, earth, rocks, stones, soil,

junk, rubbish or other waste materials of any kind shall be buried in any land, or left or deposited on any lot or street at the time of the issuance of a zoning permit. No items and materials as described in the preceding sentence shall be left or deposited in any area of the subdivision at the time of dedication of public improvements.

(g) Monuments and Markers.

(1) Monuments and monument boxes shall be installed at the intersection of all centerlines of all streets, points of curvature and points of tangency on all curves.

(2) Property pins shall be set at all lot corners, points of tangency and points of curvature.

(3) Steel rods of a one-half (½) inch diameter and thirty (30) inches long shall be used for property pins permanently installed.

(4) Monuments and lot corner markers shall be of a design approved by the Zoning Inspector and meeting State of Ohio Minimum Standards for Boundary Surveys.

(Ord. 26-22. Passed 4-26-22.)

1121.07 LOTS.

(a) The lot arrangement and design shall be such that all lots will provide satisfactory building sites that can accommodate a structure and required setbacks in the applicable zoning district.

(b) Lots shall also be arranged so that all lots will have frontage on a public street or road and will provide building sites properly related to topography and the character of surrounding development. Lots may have frontage on a private street only if approved as part of a PRD.

(c) The lots shall be more or less rectangular in form; triangular, elongated, or other shapes that restrict its use as a building site shall be avoided to the maximum extent feasible unless the applicant can demonstrate special circumstances requiring irregular lots to the Planning Commission.

(d) All side lot lines shall be at right angles to street lines and radial to curved street lines except where the Planning Commission determines that a variation to this rule will provide a better street and sublot layout.

(e) Corner lots shall be of sufficient width to permit the required building set-back line for each street the lot abuts.

(f) Flag (panhandle) lots or double frontage (through) lots shall be discouraged and may only be approved if necessitated by unique features or other special physical conditions as deemed necessary by the Planning Commission. These lots shall meet the requirements established for the applicable lot type in Section 1113.06(c).

(g) Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use.

(Ord. 26-22. Passed 4-26-22.)

1121.08 BLOCKS.

(a) The arrangement of blocks shall be such as to conform to the street planning criteria set forth in Section 1121.11: Streets and Thoroughfares and shall be arranged to accommodate lots and building sites of the size and character required for the zoning district as set forth in this code.

(b) Subdivisions shall be designed with blocks of sufficient width to permit two tiers of lots of appropriate depth, to the maximum extent feasible.

(c) Where a subdivision adjoins a major thoroughfare, the block shall be oriented so that there will be the fewest points of direct ingress and egress along such major thoroughfare as possible.

(d) Irregularly shaped blocks, those intended for cul-de-sac or loop streets, and those containing interior parks or playgrounds, may be approved if properly designed and located, and if the

maintenance of interior public spaces is covered by agreements.
(Ord. 26-22. Passed 4-26-22.)

1121.09 STREET LIGHTING.

Street lighting for all new subdivisions within the City shall be provided by the electric company, subject to the following provisions:

(a) The developer's choice of the means and styles of street lighting for any particular new subdivision shall be limited to those styles and systems currently available from the local electric company for such street lighting purposes.

(b) The street lighting system for a new subdivision shall be of a uniform nature and style within that subdivision.

(Ord. 26-22. Passed 4-26-22.)

1121.10 RAILROADS.

Where railroads are involved, provision for grade separation, buffer strips and other protective media shall be required to the extent and type as may be practical.
(Ord. 26-22. Passed 4-26-22.)

1121.11 STREETS AND THOROUGHFARES.

(a) General Street Design.

(1) The arrangement, character, width, grade, construction and location of all streets shall conform to the comprehensive land use plan, or other applicable street plans, for the City that are in effect at the time of final plat submission.

(2) The street layout shall provide access to all lots and parcels of land within the subdivision.

(3) The subdivider shall provide within the boundaries of the subdivision plat the necessary right-of-way for the widening, continuance or alignment of such streets in conformity with the comprehensive plan or other applicable street plans.

(4) Offset streets shall be avoided whenever possible.

(5) Where practical, the arrangement of streets in new subdivisions shall make provision for the continuation of existing streets in adjoining areas.

(6) A street that is not constructed to City standards will not be accepted by the City for dedication as a public street.

(7) Proposed streets shall be adjusted to the contour of the land so as to produce usable lots and streets of reasonable gradient.

(8) A street that is not constructed to City standards will not be accepted by the City for dedication as a public street.

(9) Approval shall not be given for streets within a subdivision which would be subject to flooding. All streets must be located at elevations which will make them flood-free, in order that no portion of the subdivision would become isolated by floods.

(10) In the interest of public safety, and as a matter of policy, all points of ingress and egress shall be located as far as possible from the intersection of two or more major arterial streets or highways.

(b) Traffic Control Devices. The subdivider shall provide all traffic control devices for the proposed development, including, but not limited to, traffic signals, signs, pavement markings and the like. Refer to the Ohio Manual of Uniform Traffic Control Devices (OMUTC) for details of the devices to be used, and, in some cases, warrants for their use.

(c) Street Signage. All new subdivisions shall be required to install the street signage within each phase on all public and private streets. The signage shall be installed prior to acceptance by

the City, and the road being open to vehicular traffic. The signage must be shown on the improvement plans/site plans as submitted for review by the Development Review Committee.

(d) Street Names and Numbering.

(1) Street names shall be selected that will not duplicate or be confused with the names of existing streets in the City of Sheffield Lake and in Lorain County, irrespective of modifying terms such as street, avenue, boulevard, etc. Streets that are or will eventually be continuations of existing or platted streets shall be named the same. Street names shall be included on the preliminary plat and final plat.

(2) When a new street is a direct extension of an existing street, the name shall remain the same.

(3) Address numbers shall be assigned by the City in accordance with the current numbering system.

(e) General Street and Right-of-Way Design Standards.

(1) Proposed street classifications shall be designated (i.e., local, principal collector, arterial, etc.) on all plats, based on their proposed functions and the recommendation of any approved street plans. The physical and geometric design of streets shall be based upon these designations in adapting the proposed streets to the existing terrain and soils.

(2) The standards of the American Association of State Highway and Transportation Officials (AASHTO), as published in A Policy on Geometric Design of Highways and Streets, 1984; A Policy on Design Standards for Stopping Sight Distances, 1971; and subsequent publications modifying those standards by AASHTO, in effect at the time of final plat submission, shall govern the design of subdivision streets and abutting City, county and township roads. The "Desirable Sight Distance Values" will govern in all but the most unusual instances, and any lesser values must be recommended by the City Engineer before the preliminary design plan is approved by the Planning Commission.

(3) The pavement design shall be calculated and submitted by a registered engineer with the preliminary plat approval.

(4) The subdivider shall be responsible for all required improvements, including the required pavement width measured from back-to-back of curbs on an undivided street. On a divided street, the subdivider shall be responsible for the sidewalk, if required, one curb, one-half of the required pavement measured to the back of the curb, and storm drainage.

(5) When developing along one side of an existing street or roadway which is included in any approved street plans, the subdivider shall be responsible for one curb, the pavement widening to thoroughfare width of his or her side, all necessary adjustments to existing pavement, and storm drainage for the street in accordance with an agreement with the City Engineer. Where sight distances or other engineering requirements make it imperative, the pavement adjustment responsibility shall include the replacement of up to the entire existing pavement, also in accordance with an agreement with the City Engineer.

TABLE 1121-1: STREET RIGHTS-OF-WAY AND GRADE STANDARDS

Minimum Pavement Width (Feet) [1]

Grades %

Type of Street

Minimum ROW
(feet)

Preferred (Parking on Both Sides)

Minimum (Parking on One Side)

No Parking

Maximum

Minimum

Major Arterial Street [2]

100 [3]

66

57

48

7

0.5

Minor Arterial Street [2]

80

54

45

36

7

0.5

Collector Street

70

54

45

36

8

0.5

All Other Local Streets

50

33

30

Not Applicable

8

0.5

NOTES:
[1] Pavement width is measured back of curb to back of curb.
[2] Where marginal access streets are used to provide access to existing or proposed arterials, improvements on those thoroughfares may be waived by the City Engineer

(6) Table 1121-2 establishes the standards for horizontal curves, reverse curves, sight distances for each street type.

TABLE 1121-2: STREET CURVE AND SIGHT DISTANCE STANDARDS

Horizontal Curve

Reverse Curve

Sight
Distance

Type of Street

Minimum Radius (feet)

Required Tangent (feet)

Minimum
(feet)

Major Arterial Street

400

250

450

Minor Arterial Street

400

150

350

Collector Street

300

100

275

Local Street

200

50

200

(7) Vertical Alignment.

A. All changes in grades shall be connected by vertical curves of a minimum length in feet equal to twenty (20) times the algebraic difference in the rate of change of grade expressed in feet per 100 feet. Longer vertical curves shall be used when needed for sight distances as determined by the design engineer and approved by the City Engineer.

B. No street grade shall be less than 0.4 percent and on stop streets, the grade shall not exceed two percent (2%) positive or three percent negative within 100 feet of an intersection with local streets or 150 feet for all other intersections, unless otherwise approved by the City Engineer. The positive is considered going up from the intersection and the negative is going down from the intersection.

C. Whenever the subdivider changes the grade of an existing street outside the limits of the development, and the grade change requires adjustment to meet existing improvements (streets, driveways, walks, and the like), such adjustments are required will be the responsibility of the subdivider, as approved by the City Engineer.

(f) Special Street Types and Street Requirements. The following requirements shall apply to special street types or under the specified circumstances:

(1) Temporary Dead-End Streets.

A. Temporary dead-end streets shall be permitted only where there are future plans to

continue the street into another phase of the subdivision or into an adjacent, future subdivision. In such cases, a temporary turnaround shall be provided with a design approved by the City Engineer.

B. Provisions for maintenance and the removal of the temporary dead-end street shall be required of any additional plat approvals.

C. Temporary dead-end streets longer than 600 feet are prohibited.

D. A "T" turnaround (temporary only) may be permitted in-lieu of a cul-de-sac that is required for permanent dead-end streets. Such turnarounds shall be designed to allow vehicles to turn around with only one backing-up movement. See Figure 1121-A. The turnaround area shall be the same width as the street it abuts and shall be at least seventy-five (75) feet long.

Figure 1121-A: Illustrative example of a temporary "T" turnaround.

E. If a dead-end street extends one (1) lot depth or less past a street intersection, a "T" turnaround will not be required.

(2) Permanent Dead-End Streets.

A. Permanent dead-end streets are prohibited unless they include a turnaround (cul-de-sac) in accordance with this subsection.

B. Permanent dead-end streets shall not exceed 600 feet in length as measured from the centerline of the intersecting street to the center of the turn-around. Permanent dead-end streets may be longer where unique topographic or other physical conditions exist making a through street impractical.

C. All permanent dead-end streets shall be designed with a turning circle having an outside pavement diameter (curb face to curb face) of at least eighty (80) feet.

(3) Streets for Nonresidential Subdivisions.

A. Streets serving nonresidential developments (e.g., commercial or industrial) and accessory parking areas shall be planned to connect with collector or arterial streets so as not to generate traffic on local access streets.

B. The spacing of driveways serving nonresidential subdivisions is established in the Section 1117.03(f).

C. The City Engineer may require local access streets (frontage streets) that run parallel to an arterial or collector street to provide maximum safety and convenience.

(4) Half-Streets. The dedication of new half-streets shall not be permitted. Where a dedicated or platted half-street exists adjacent to the tract being subdivided, the other half shall be platted.

(5) Private Streets.

A. Private streets are discouraged.

B. Where constructed, a private street shall be constructed to the minimum standard of a public street in accordance with this code.

C. The City shall not be responsible for maintenance, snow plowing, cleaning, or provision of similar public street services for private streets.

D. Property owners abutting a private street may request that the City accept the street as a public street dedication at a later date, but the City shall not be required to accept such dedication.

E. In no instance shall the City accept a private street as a public dedication until such street is shown to meet all applicable street design standards required for public streets in this code.

(Ord. 26-22. Passed 4-26-22.)

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- Ordinances of Sheffield Lake, OH
- ORDINANCES OF THE CITY OF SHEFFIELD LAKE, OHIO
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- ording to the plan, or, in lieu thereof, there has been deposited with the City a performance bond in the sum of the cost of the improvements, as determined by the City Engineer, in a
- Ord. 26-22
- adopted regulations involving the City's participation in the National Flood Insurance Program
- order to reduce excessive runoff onto adjoining property and to avoid extensive regrading of the site
- ord a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use
- order that no portion of the subdivision would become isolated by floods
- ordance with the current numbering system
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