

## CHAPTER II

### SUBDIVISION - RULES FOR GENERAL PLANNING AND PLATTING INFORMATION

The design of each subdivision, large-scale development, master development plan, etc. shall be coordinated with any adopted plan or plans in effect. Each subdivision should relate harmoniously to the community and adjacent area so that the development shall proceed in an orderly, safe, and efficient manner. Subdivision in every respect should be designed to respect street and transportation corridors, traffic patterns, and drainage. All subdivisions should be planned and platted in such fashion as to minimize the impact of the development on the existing community and to establish a traffic pattern in as safe and orderly fashion as is possible.

#### SECTION 1 - NATURAL SITE CHARACTERISTICS

All subdivisions should be designed so as to retain and exploit natural topography, horticultural development, and natural beauty whenever possible. Recreation and park areas are encouraged but not required.

A. The development of hillside areas, or any area having a maximum slope greater than ten percent (10%) shall be designed to minimize grading and filling and to maximize the retention of natural ground cover. Areas with a slope in excess of twenty percent (20%) should be developed only as planned unit developments, or used as open space in accordance with applicable subdivision ordinances.

B. Natural tree cover should be preserved whenever possible. Landscaping strips are encouraged to provide visual and sound separation and relieve the monotony of uniform fronts. The planning Board reserves the right to require fences, landscaping strips, tree lines, berms, and other similar installations or constructions to provide a buffer area between commercial or industrial sites in adjacent residential areas.

C. Areas subject to flooding, as determined by existing Federal Emergency Management Association (FEMA) plans and studies, subdivisions and land development, shall meet existing state and federal guidelines. Without exception areas subject to flooding or overflow as is determined by FEMA shall be clearly identified on preliminary and final plats together with a legend prohibiting construction or development. Additionally, the developer shall include covenants and restrictions which will prohibit improvement in flood prone areas as determined by FEMA.

## SECTION 2 - LOCAL FACILITIES AND UTILITIES

All subdivisions shall be planned, engineered, and laid out in such a manner as to promote the economical inclusion and expansion of necessary public facilities, utilities, and commercial services. Contiguous and expanding development is desired. Sites for public lands, facilities, and easements should be provided for in each subdivision according to existing law, custom, and usage.

## SECTION 3 - COMPREHENSIVE STREETS AND UTILITIES

Each subdivision shall provide means of connecting to existing and planned traffic circulation patterns, streets, and public utilities.

## SECTION 4 - CIRCULATION

The roadbed shall be appropriate to intended land use. Roads shall be developed in accordance with the county master road plan, area needs, and all other existing factors. Street and street specifications are specified in Chapter IX herein below.

## SECTION 5 - OPEN SPACE

Provisions for open space and useable recreation areas shall be provided by the developer whenever practicable.

## SECTION 6 - TOPOGRAPHY

The most appropriate method of accomplishing the intended results shall be used by considering: (1) topography and other physical conditions, and (2) the character of the existing and contemplated developments, in that order.

## SECTION 7 - BACKING LOTS

Backing lots shall be discouraged. Lots bordering on existing roads may sometimes be reversed and front on a subdivision street paralleling the thoroughfare at a distance appropriate to lot depth. In this case, all private driveways shall connect with such subdivision street. Access restrictions shall be denoted on the plat.

## SECTION 8 - SERVICE ROAD

Service road or frontage street immediately alongside the existing trafficway, connected therewith at infrequent intervals, should be used instead of backing lots.