

ARTICLE IV. DESIGN STANDARDS

A. General Requirements

1. Conformance to Regulations. All subdivisions shall conform to all applicable Federal, State and Local regulations.

2. Land Subject to Flooding. Land within the hundred-year floodplain shall be clearly marked on all subdivision plats. Such areas shall not be developed in any way which reduces the floodplain's capacity to store and convey stormwater.

Reference is made to Section 1.0 – General Information, of the Auburn Engineering Design and Construction Manual for when base flood elevation data shall be provided.

3. Natural Features. Consideration shall be given to the natural scenic features of the land, such as streams, and the design of the subdivision should protect and utilize such natural scenic features.

4. Trees. Because of their value in soil conservation, health, and community appearance, grand trees shall be preserved wherever possible. No tree shall be planted within the site triangle at a street intersection and shall conform to the guidelines established in Section 5.0 – Roadway Design, of the Auburn Engineering Design and Construction Manual.

Street trees placed within the public right-of-way shall not be of a low, bushy species that might obstruct vision. No such trees shall be planted unless approved by the City Beautification and Urban Forestry Superintendent, who shall determine whether they pose a threat to public safety or the efficient use of public facilities. Trees shall not be placed in any location where they may damage or impede access to buried utility lines, sidewalks or streets.

5. Names. The name of the subdivision and new street names shall not duplicate nor closely approximate phonetically the name of any other subdivision or street in Lee County. Street names shall be subject to approval by the Planning Commission, and in accordance with the Master Street Address Guide. In the Planning Jurisdiction streets shall also be numbered in accordance with the Lee County Street Numbering System.

B. Streets and Circulation

1. Street Layout. The street layout of a subdivision shall provide for the continuation and connection of streets between adjacent properties whenever such continuation and connection is necessary for the convenient movement and circulation of traffic, effective police and fire protection, access by public service vehicles, and efficient provision of utilities; and in accordance with the policies of the Comprehensive Plan.

Existing streets that abut a subdivision shall be continued, and the continuations shall be at least as wide as the existing streets unless a reduction in width is approved by the Planning Commission, and in alignment with them. The subdivision street layout shall also provide stub-outs for the future continuation into unsubdivided lands adjoining a sufficient number of streets to meet the purposes stated above.

If the adjacent property is undeveloped, the right-of-way of a street to be continued shall be extended to the property line. A temporary turnaround, or a T or L shaped turnabout, shall be provided, with a notation on the subdivision plat that land outside the normal right-of-way shall revert to the abutting properties whenever the street is continued and connected to the adjacent property. The Planning Commission may limit the length of such temporary dead-end streets in accordance with the design standards of these regulations.

Stub-out streets are intended to allow continuity in street patterns and connectivity among residential and nonresidential districts. In determining the number and location of such stub-outs, the Commission shall

take into account the terrain and natural features of the adjoining undeveloped property, and the potential streets system as presented in the City's Major Street Plan.

Stub-out streets shall be built to the same standards as the rest of the streets in the subdivision and be extended to the property line with the adjoining vacant land. In addition, a permanent marker shall be installed at the property line indicating that the stub-out will be connected to any development on the adjoining property, and easements and utilities extended as necessary, at some time in the future. If the Planning Commission requires that the stub-out be provided with a temporary turnaround, such turnaround shall comply with Section IV-C-8.

2. Street Classification. The streets in a subdivision shall be classified according to their function, and shall conform to the criteria set out in the Major Street Map. These criteria define major streets and local streets. Major streets consist of arterials, collectors, residential collectors and local commercial. All other streets are local streets, cul-de-sacs, or alleys.

3. Major Streets. Wherever a subdivision abuts or contains a major street, as shown on the Major Street Plan, such major street shall be platted in the general location and of the width called for by the Major Street Plan; and, to the extent that the right-of-way for such major street is embraced within such subdivision, shall be dedicated for public use.

4. Restriction of Access. Where a subdivision abuts or contains an existing or proposed major street, the Planning Commission may prohibit direct access, require marginal access streets, or specify such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic. On all roads within the City of Auburn, curb cuts must meet the requirements set forth within the Auburn Engineering Design and Construction Manual Section 5.0– Roadway Design.

5. Arterial Streets. Arterial streets shall be provided to convey traffic between collector streets and important generators of traffic, such as schools and shopping centers.

6. Collector Streets. Collector streets shall be provided to collect traffic from local streets and feed it into major streets or to important generators of traffic, such as schools and shopping centers.

7. Residential Collector Residential Collector streets shall be provided to collect traffic from local streets in residential neighborhoods and feed it into arterial and collector streets.

Where deemed necessary and appropriate by the City Engineer the developer shall design residential collector streets with the objective of discouraging speeding traffic and/or install traffic calming devices on any collector street. The location and design of traffic calming devices shall be determined by the City Engineer.

8. Local Commercial All minor streets, marginal access streets and cul-de-sacs serving primarily commercial developed property.

9. Local Residential. Local streets shall be so arranged that their use by through traffic will be discouraged. Four-way intersections of local streets shall be avoided wherever possible.

10. Half-Streets and Half-Alleys. Wherever there exists a dedicated or platted half-street or half-alley adjacent to the tract to be subdivided, the other half shall be platted. Hereafter, no new half-streets or half-alleys shall be platted.

C. Street and Sidewalk Design

Street widths, street grades, vertical curves, horizontal curves, property line radii, driveway curb cuts and alleys shall be designed and constructed in accordance with Section 5.0– Roadway Design of the Auburn Engineering Design and Construction Manual.

1. Additional Width on Existing Streets. Subdivisions that adjoin existing streets shall dedicate additional right-of-way as necessary to meet the minimum standards. When any part of the subdivision is on both sides of the existing street the entire additional ROW shall be provided. When the subdivision is located only on one side of an existing street, one half of the required ROW, measured from the center line of the existing ROW, shall be provided. In rolling or hilly terrain, construction easements may be required to ensure that appropriate front and back slopes are developed.
2. Intersections. Reference is made to Section 5.0 – Roadway Design of the Auburn Engineering Design and Construction Manual for information concerning street intersections and street jogs.
3. Reserve Strips. Reserve strips controlling access to streets, alleys, and public grounds shall not be permitted unless their control is placed with the appropriate governing body under conditions approved by the Planning Commission.
4. Easements. Reference is made to Section 1.0, General Information, of the Auburn Engineering Design and Construction Manual concerning easements.
5. Driveway Curb Cuts. Corner and double frontage lots shall take access from the minor streets unless otherwise approved by the City Engineer. Where narrow street widths are allowed, the City Engineer will require wider driveway radii to avoid lane encroachment by entering or exiting vehicles.
6. Alleys. An alley shall afford only a secondary means of access to abutting property. A public alley does not constitute “frontage” or “street” as specified in Article V, Section E.
7. Bikeways. In any subdivision that includes a portion of a planned bikeway, the developer shall place such portion within a public right-of-way. In addition, unless deemed unnecessary by the Planning Commission, the developer shall also provide a right-of-way that provides adequate public access to such bikeway.
8. Greenways. In any subdivision that includes a portion of a planned greenway, the developer shall place such portion within a public right-of-way or easement. In addition, unless deemed unnecessary by the Planning Commission, the developer shall also provide adequate public access to such greenway. Where an existing sanitary sewer easement or other public utility easement exists near a planned greenway, such utility easement may be utilized in place of the portion of the planned greenway as shown in the subdivision; so long as accommodations are made to connect the sewer easement back to the greenway locations at adjoining properties. Also, required public access may instead be provided on the existing sanitary sewer easement or other public utility easement.

D. Blocks

1. Size and Shape of Blocks. The lengths, widths and shapes of blocks shall be determined with consideration of the limitations and opportunities of topography; the provision of building sites suitable to the intended uses; and the need for convenient access, circulation, control of, and safety from street traffic. In general, block lengths shall not exceed 1,400 feet and shall not be less than 600 feet; except where site conditions make longer blocks necessary or desirable.
2. Block Width. Blocks shall be wide enough to provide a minimum of two tiers of lots of minimum depth, except where abutting upon major streets, limited access streets, or railroads, or where other situations make this requirement impracticable.

Where the proposed subdivision is adjacent to or contains a major street, the long dimensions of the blocks should wherever feasible be parallel, or approximately parallel, to the major street.

3. Blocks for Commercial or Industrial Use. Blocks intended for commercial or industrial use shall be designed specifically for such use, with consideration of off-street loading and unloading, and off-street parking facilities, and access thereto.

E. Lots

1. Size and Shape. The size, shape, and orientation of lots shall be determined with consideration of the need for convenient access, circulation, control of, and safety from street traffic. Lot dimensions shall be determined by the requirements of the City of Auburn Zoning Ordinance unless the lot is designated as an outlot meeting the requirements of the City of Auburn Subdivision Regulations. In the absence of zoning regulations or covenants establishing more restrictive requirements, the minimum lot width permitted under these regulations shall be 50 feet at the public right-of-way. The Lee County Subdivision Regulations require 60 foot width at the public right-of-way; therefore, this width is required in the Planning Jurisdiction.

Lots fronting upon a cul-de-sac shall have a minimum width at road frontage of twenty-five (25) feet.

2. Lots on a Curve. In cases where lots front on a curved right-of-way, the minimum width at road frontage shall be 75% of the normal minimum width requirement when the street centerline radius is within the follow range found in table below:

Centerline Radius	
Type of Street	Center Line Radius
Local	200 ft to 300 ft
Collector	350 ft to 525 ft
Arterial	550 ft to 825 ft

3. Minimum Lot Area.

- a. The minimum lot size property within the City Limits shall be set by the Zoning Ordinance.
- b. The minimum lot size for any subdivision within the Planning Jurisdiction which is not served by a public sewage collection and treatment system shall be one (1) acre.
- c. The minimum lot size for any subdivision within the Planning Jurisdiction and CompPlan 2030 Optimal Boundary that is not served by a public sewage collection and treatment system shall be three (3) acres.
- d. The minimum lot size for any subdivision located within the watershed of Lake Ogletree or the Martin Marietta Quarry which is not served by a public sewage collection and treatment system shall be three (3) acres.
- e. Lots designated as outlots meeting the requirements of the City of Auburn Subdivision Regulations are exempt from this requirement.

4. Lot to Abut on a Street. Every lot shall abut upon a dedicated public street, unless the lot is designated as an outlot meeting the requirements of the City of Auburn Subdivision Regulations.

5. Property Lines at Corners. Where necessary by reason of curb radii, property lines at street intersection corners shall be arcs having radii of at least twenty (20) feet, or shall be chords of such arcs. The corners of property lines may be chamfered if approved by the City Engineer.

6. Side Lines of Lots. Side lines of lots shall be approximately at right angles or radial to the street line.

7. Double Frontage Lots. Double frontage lots will be permitted only where necessary to provide separation of residential development from major streets or to overcome specific disadvantages of

topography and orientation. A planting strip at least 10 feet wide and across which there shall be no right of access shall be provided along the line of lots abutting such major street or disadvantageous use.

8. Flag Lots. Flag lots, as defined in Article II, shall be permitted subject to the following conditions:

- a. A flag lot may be permitted within a subdivision to better utilize irregularly-shaped properties or areas with resource limitations.
- b. A flag lot may be permitted within a subdivision to provide a lot fronting on an arterial or collector road with access to an internal subdivision street. In such cases, vehicular access to the lot from the arterial or collector road shall be prohibited.
- c. Except as provided in this paragraph, flag lots accessing arterial or collector roads shall be prohibited. A nonconforming lot of record having no frontage on any public right-of-way may be established as a flag lot connecting to an arterial or collector road if:
 1. No other lot is rendered nonconforming by size and/or width through loss of property to create a flag access strip;
 2. No hazardous situation is created due to traffic volumes, curves or changes in elevation in the road;
 3. All other requirements of this Section are met; and
 4. In the opinion of the Planning Commission (or the Planning Director for administrative subdivisions), there is no alternative which is in greater harmony with the intent of these Regulations.
- d. If located within the city limits, the minimum lot area for flag lots shall be at least twice that of the minimum lot requirement in the zoning district in which the flag lot is located.
- e. Flag lot stems (or poles) shall be at least 25 feet in width as measured at the road frontage. The land area within the flag lot stem (or pole) shall not count toward any required minimum lot size.
- f. The maximum length of the pole portion of the lot shall be no more than three times the lot width measured where the terminus of the stem abuts the rear of the adjacent lot(s) between it and the right-of-way. This may be greater in the Rural (R) zone or in the Planning Jurisdiction.
- g. The stem of the flag lot cannot be reduced between the right-of-way and the front setback line.
- h. Where otherwise consistent with the provisions of this Section, flag lots may be created in groups not exceeding two (2). In such cases, access strips shall be adjacent to each other and form a total width of 50 feet. Non-adjacent flag lots access strips on the same side of the road shall be separated by a distance of 500 feet. All access strips shall be at least 50 feet from an intersection.
- i. No more than ten (10) percent of the lots in a subdivision may be flag lots. Subdivisions approved administratively under Section III-K of these regulations shall be excluded from this limitation.
- j. The front, side and rear yard requirements of a flag lot shall be met on the lot excluding the stem (or pole) portion of the lot.
- k. If located within the city limits, city services (if available) shall be provided at the public right-of-way.

9. Outlots. Outlots, as defined in Article II, shall be permitted subject to the following conditions:
- a. An outlot below the minimum lot size remaining after subdividing a tract must be designated on the plat for a permitted use under the zoning ordinance. Such allowable uses include cemeteries and the following utilities: water, sewer, power, gas, and communications.
 - b. No habitable structures shall be built on an outlot.
 - c. Outlots shall be permitted only where the subdivider or developer makes provisions for appropriate ownership and maintenance of the parcel.
 - d. Where an outlot does not have road frontage, a minimum 15-foot platted ingress/egress easement will be required.