

## Article 3. Subdivision & Community Design

- 3.01 Streets
- 3.02 Civic & Open Spaces
- 3.03 Blocks & Lots
- 3.04 Required Improvements

### 3.01 Streets

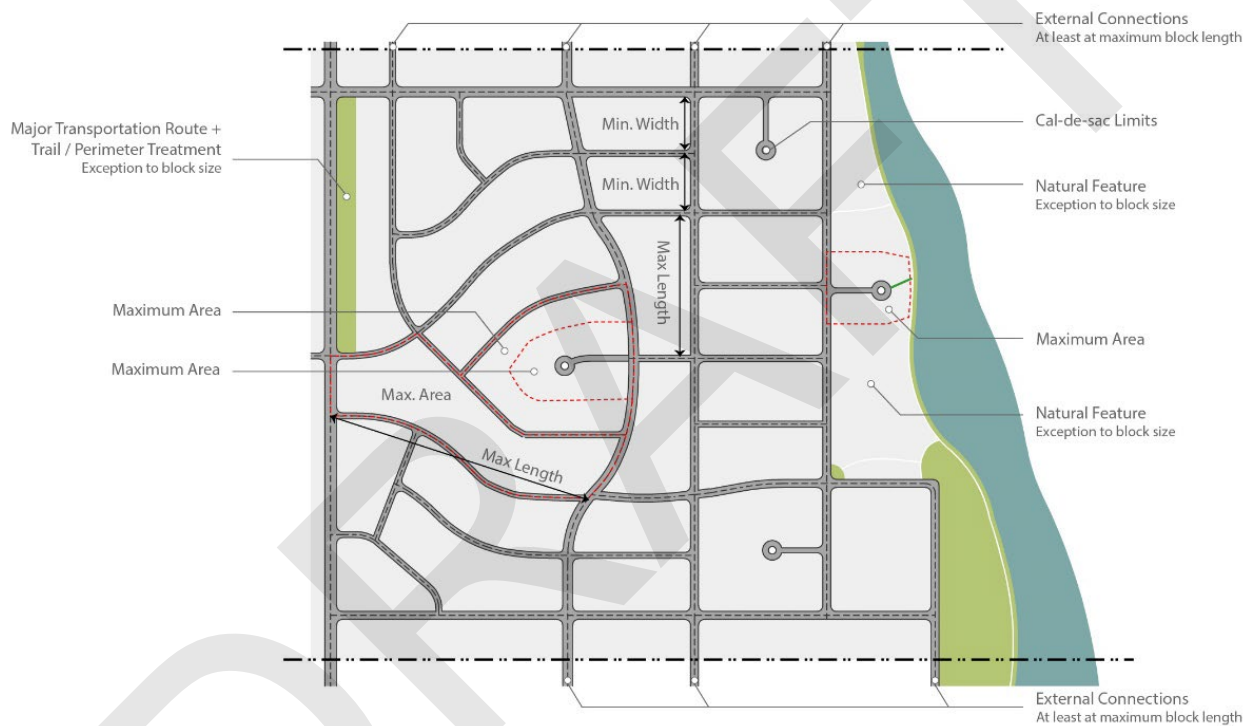
- A. **Intent.** The intent of the street design standards is to:
1. Emphasize street design as a key determinant of community image and the unique identity of different places within Springfield.
  2. Ensure the proper arrangements of blocks and lots to coordinate long-term growth and development of the community.
  3. Plan street networks to connect to adjacent development and future development areas at regular intervals, provide multiple connectivity options, and avoid over capacity traffic on streets that become barriers.
  4. Build complete and multi-modal networks of well-connected streets, trails, and paths to improve the access, capacity, safety, and efficiency of transportation systems,
  5. Use street design to enhance the community character in distinct places, and to better support development patterns and uses abutting the streets.
  6. Design streets to provide safe and reliable traffic flow while accounting for safety and access of all potential users of the streets, including pedestrians, bicycles, automobiles, trucks, and transit.
  7. Coordinate open and civic spaces with street networks to leverage valuable development patterns and maximize the civic design impacts of infrastructure investments.
- B. **Street Network.** Streets shall be laid out according to the city’s planning policies for development, streets, and open spaces. In the absence of more specific or updated guidance in these plans or from specific area plans, the following standards shall apply to all new street networks public or private:
1. *Blocks and Connectivity.* Streets shall be laid out to provide a network of streets and blocks based on the planning context and development pattern as identified in Table 3-1:

**Table 3-1: Block Sizes & Street Connectivity**

Planning Context	Block Size	Closed-End Street Limits
<b>Compact, Walkable – High Connectivity</b> <i>Downtown, near downtown areas, and walkable commercial and mixed-use areas, typically in the following placed types: Downtown; Mixed-Use; Mixed residential.</i>	150’ min. 500’ max. 4 ac. max.	Prohibited
<b>General Neighborhoods &amp; Corridors – Moderate Connectivity</b> <i>Walkable mixed-density urban and suburban neighborhoods and other areas supporting commercial corridors or employment areas outside walkable</i>	200’ min. 800’ max 7.5 ac. max	600’ per Exceptions in B.2 only.

**Table 3-1: Block Sizes & Street Connectivity**

Planning Context	Block Size	Closed-End Street Limits
centers, typically in following place types: Residential Neighborhood, Mixed Residential, City Corridor, Institutional & Employment Center		
<b>Campus, Rural, or Remote Areas – Low Connectivity</b> Limited to areas low intensity / density uses with limited access needs or large-scale uses with internal circulation, where disrupting the development patterns and street network is justified, typically in the following place types: Institutional & Employment Center, Business Flex, Industry & Logistics, rural / undeveloped areas, or to account of large urban greenspace & recreation.	250' min. 1,320' max. 12 ac. max.	800' max.



**Figure 3-1 Connectivity & Block Sizes.** Street networks shall be based on maximum block sizes (length between centerlines of perimeter streets and area) and stub to adjacent property at a frequency sufficient to create connected networks unless exceptions justify not connecting.

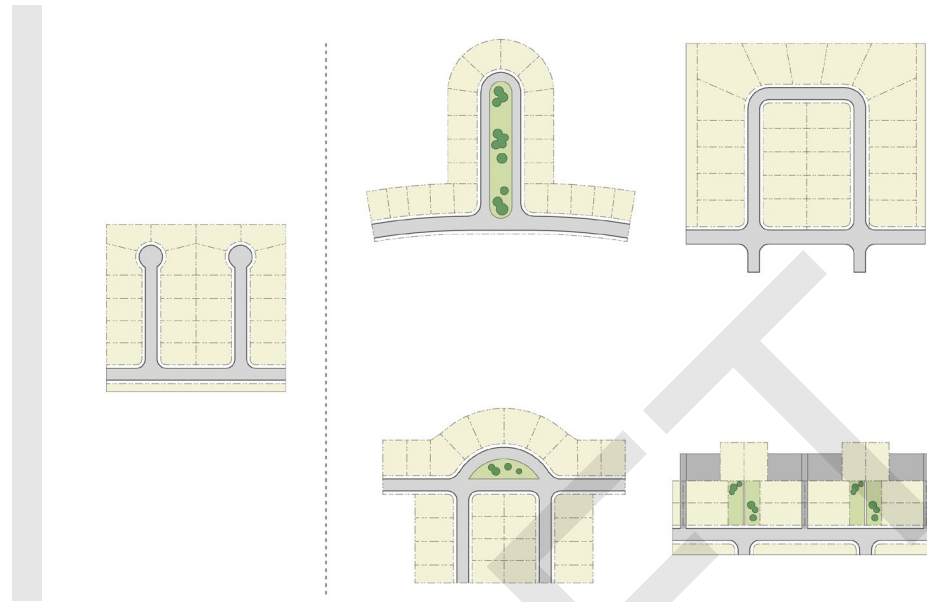
2. **Exceptions.** Street connectivity and blocks may only exceed the acre or block length maximums in Table 3-1 based on the following are exceptions:
  - a. **Natural Features, Open Spaces or other Civic Spaces.** Blocks or parcels abutting or containing important natural features, topographical constraints, or open spaces may be modified provided the proposed street layout preserves these features and integrates them into public or community open space design for the area.
  - b. **Regional Transportation Routes.** Blocks or parcels abutting significant regional transportation routes that impede local network connectivity, such as highways or rail rights-of-way, may be modified provided the street layouts and development

- patterns achieve local connectivity in all other ways possible, including street stubs, bike routes, and pedestrian paths.
- c. *Rural Parcels.* Tracts divided into lots of at least three acres for rural, agriculture, or very low-intensity development may exceed the block limits, provided they are designed to allow future streets in compliance with these regulations and permit a logical pattern of re-subdivision with minimal disruption of existing or planned buildings, utilities, and other structures.
  - d. *Oversized Parcels.* Where oversized parcels are platted for special land uses or development patterns that accommodate large-scale buildings, such as campuses, employment centers, or regional commercial areas, platted blocks may be larger provided private internal access lanes match the block structure of Table 3-1. Private internal access lanes shall provide streetscape and design amenity similar to the street design types in this section and create logical extensions and connections to the public street network beyond the project. [See Section 7.03.B.2 Access; Internal Access Lanes.]



**Figure 3-2 Private streetscapes.** Private internal access lanes shall be used to mimic public street networks and streetscapes for over-sized parcels and large scale development (3.01.B.2.d).

- e. *Closed-end Streets.* In any case where streets are not required to connect by these standards or are justified by these exceptions, alternative designs such as loops, courtyard layouts, or closes are preferred over dead ends and cul-de-sacs. In all cases closed-end streets shall be no more than 600' and have no more than 30 dwelling units per access point. All streets that end in dead end shall have a cul-de-sac or turnaround as required by Chapter 98 or as required to meet any public safety requirement.



**Figure 3-3 Disconnected Street Options.** Where streets will not connect, blocks and lots should be laid out to limit the need for cul-de-sacs and maximize other options such as loops, closes, eyebrows and courtyard patterns. (3.01.B.2.e)

- f. **Area Plans.** A specific street network plan approved by the city through the planned development process in Section 2.07, Planned Zoning or similar planning initiative for a connected local network for a significant area beyond individual projects may provide different connectivity provided there are sufficient external connections to the surrounding transportation system and the design meets the intent and design objectives of this section.
3. **Pedestrian and Bicycle Connections.** In any case where exceptions for larger blocks apply, or any other area where pedestrian and bicycle connections are important, such as where needed to provide walkable or bikeable connections to schools, parks, trail systems or community centers, the city will require walkways, passages or trails through blocks or at the end of any closed-end street. Connections shall meet either the pedestrian and bicycle portions of the streetscape standards in subsection C. or the open and civic space standards in Section 3.02.



**Figure 3-4 Walkways and Bicycle Routes.**  
Where streets will not connect or where larger blocks are platted, connections for pedestrians or bikes may be required through blocks or at the ends of disconnected streets. (3.01.B.3).

4. **Street Connections.** Streets shall be planned to provide continuation to adjacent areas at intervals that result in blocks meeting the standards in Table 3-1, unless justified by an exception in subsection B.2.
  - a. The city will require dedication of right-of-way and construction of streets extended to the boundary line of the property to be subdivided. Alternative arrangements for location of streets to coordinate with anticipated future development of adjacent areas, and timing of construction of streets may be delayed to the time of development if all lots have frontage and access to public streets or alleys
  - b. Subdivisions that are a portion of a larger development area or adjacent to potential future development will require a mapped conceptual street network for the larger development area or adjacent property with a preliminary plat. The mapped conceptual street network shall address connection of major or connector streets, potential layout of local streets and blocks, and the position of external connections to the property.
  
5. **Intersections.** Intersections of streets, corner curb radii, and crosswalks shall be designed according to the Public Works Design Standards and Technical Specifications and any other formal guidance, plans, or manuals as approved by the Public Works Director, and shall be implemented according to context and Place Types to balance multiple modes of transportation and urban design characteristics.
  - a. Streets shall be laid out to intersect as near as possible to right angles, and intersections less than 75 degrees are generally not acceptable.
  - b. Diagonal or irregular streets should curve to align with appropriate angles for at least 100 feet approaching intersections
  - c. Intersections should be aligned with existing cross streets on the opposite side of the street. When not applicable the Public Works Director shall determine acceptable street alignments in accordance with governing documents.
  - d. Intersections of more than two streets at one point are not acceptable, except where alternative configurations better correspond to topography and natural features, the use of roundabouts, implement traffic calming, or create gateways and focal points in the network
  - e. Smaller curb radii, shorter crossing distances, cross-walks, and pedestrian-scaled traffic calming are appropriate on walkable streets and in mixed-use areas and neighborhoods.

- f. Larger curb radii, turn lanes, and regulated or signalized turning movements are appropriate in high traffic corridors, where frequent large vehicle turning movements are expected, or other areas where traffic flow is the priority.
6. *Sight Distances.* Where a driveway intersects a public or private right-of-way or where property abuts the intersection of two public or private rights-of-way, clear sight distance must be provided within the sight triangle area on the property adjacent to the intersection. The sight triangle area is defined by the Public Works Director in the Public Works Design Standards and Technical Specifications.
- a. *Site Distance Analysis for Site Plans:* For all developments requiring a site plan, the applicant will be responsible for procuring the services of a Professional Engineer to perform a field analysis and determination of site distance in accordance with the Public Works Design Standards and Technical Specifications.
- b. *Site Distance Analysis for standalone Driveway Permits:* As part of the permitting of driveways, the City Traffic Engineer will determine site distance in accordance with the Public Works Design Standards and Technical Specifications.
- c. *Obstruction Prohibited.* No structures, fences, landscaping or any other object within the sight triangle area can obstruct or obscure sight distance visibility by more than 25% of the total view in the vertical plane within the sight triangle area between a height of 2.5 and 8 feet above the roadway surface.
- (1) No building, ground sign, or other type of solid physical obstruction shall be placed within the triangle.
  - (2) Fences that maintain the required transparency may be permitted within the triangle.
  - (3) Street trees, light poles, hydrants, or other limited narrow obstructions are allowed within the sight triangle provided they do not have any high-profile appendages, foliage, limbs, or other obstructions between 2.5 and 8 feet and are spaced to not collectively create an obstruction.
  - (4) Landscape, plants, and groundcover may be planted in the triangle, provided it does not exceed 2.5 feet from the elevation of the adjacent street surface
- d. *Controlled intersections.* Fully controlled intersections where signalization establishes and prioritizes safe turning movements may deviate from the above sight triangle standards if site conditions warrant and based upon a recommendation of the PW Director.

- C. **Street Design & Street Types.** Streets shall be designed to reinforce the Place Type, character of the area, and support the anticipated land uses on the abutting blocks and lots. Specific street construction and design specifications are governed in the Public Works Design Standards and Technical Specifications. The following streetscape and urban design standards implement a context-based street design approach that coordinates the design and construction specifications with planning and urban design standards in this code.
1. **Street Design Types.** Each functional classification may use the following design types so that urban design features and streetscapes better support the context and character of the area. NOTE: For this draft this chart is a work in progress and will need to be modified to meet additional street types as to be determined in Chapter 98.

**Table 3-3: Street Design Types & Classification**

Street Design Type	Classification										
	Expressway	Primary Arterial	Secondary Arterial	Major Collector	Minor Collector	Subdivision Collector	Local – High Activity	Local – Low Activity	Local – Shared Street	Alley - Commercial	Alley - Residential
<b>Pedestrian / Mixed Use</b>	-	□	□	□	■	-	■	■	□	■	-
<b>Parkway / Bikeway</b>	□	□	■	■	■	■	-	-	-	-	-
<b>Neighborhood</b>	-	■	■	■	■	■	■	■	■	-	■
<b>Standard / Trafficway</b>	■	■	■	■	□	-	□	□	-	■	■

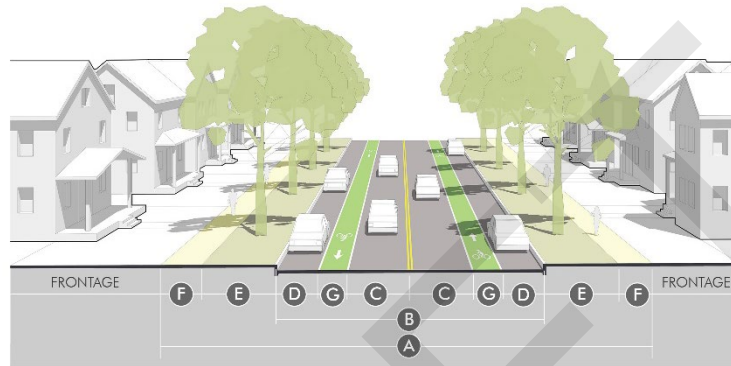
■ = Typically used in general application  
□ = Limited use in specific application, based on context and specific localized transportation plan

- a. **Pedestrian / Mixed Use.** A pedestrian-oriented design type appropriate in areas where walkability is a priority and there is a well-connected street network. It is characterized by traffic calming methods to ensure slow speeds, on-street parking, wide sidewalks, and well-designed amenity zones that support businesses and economic activity along the block.



*Pedestrian / Mixed Use*

- b. **Parkway / Bikeway.** A multi-modal design type with a higher degree of civic design and landscape amenity. It is characterized by balanced design for pedestrians, bicycles, and automobiles and has an elevated degree of landscape and civic design. It is most appropriate for gateways, signature streets, or important routes through the community.



*Parkway / Bikeway*

- c. **Neighborhood.** A human-scaled design type that balances walkability, landscape amenity, and vehicle access. It is characterized by street trees, comfortable sidewalks, traffic calming, and relatively low volumes and slow traffic speeds that enhance the livability and quality of the neighborhood.



*Neighborhood*

- d. **Standard / Trafficway.** A basic design type that is generally applicable where no particular development characteristic or urban design characteristic warrant application of other design types. It prioritizes safe and efficient transportation movements but addresses other streetscape elements and amenities in opportunistic ways to balance transportation and public safety needs with design and development on abutting property.





*Standard / Trafficway*

- e. **Private Streets.** TBD - Placeholder - need to add language regarding private streets.

2. **Complete Street Guidelines.** Based on actual right-of-way conditions and functional class needs, specific street cross sections shall be assembled using the Complete Street Guidelines in Table 3-4. The table identifies general performance characteristics for each street element and identifies the design types to which each is most applicable. Final approval and application of cross sections is subject to approval of the Public Works Director. NOTE FOR DRAFT: Street design guidelines and graphical charts in this section are a representative placeholder at this time. Final street types will be determined as part of upcoming transportation plan to be completed in the next many months.

**Table 3-4: Complete Street Guidelines**

Street Element	Size	Context & Application	Pedestrian / Mixed Use	Parkway / Bikeway	Neighborhood	Standard /Trafficway
<b>Key:</b> ■ Typically applied to this design type O Optional; applied based on space allowances and specific priorities L Limited; generally not applied but may be used to specific circumstances - Generally avoid.						
<b>Travel Lanes</b>	12' +	High-speed / high-volume; generally, avoid on city streets.	-	-	-	L
	11'	Applicable on major streets or routes with frequent truck or transit vehicles.	-	L	-	■
	10'	Generally applicable on all city streets with through traffic.	■	■	L	■
	9'	Limited to low-volume streets, slow-speed streets, or constrained ROW.	L	-	■	-
	12' -17' yield lanes	Limited to slow, low-volume streets in well-connected networks, where occasional queuing areas allow two cars to pass.	-	-	■	-
<b>Bicycle Lanes</b>	n/a	Slow or low-volume streets where bicycles can mix with travel lanes. (typically < 20 mph)	■	-	■	-
	4' – 6' lane	Low-speed streets or constrained ROW (typically < 35mph)	L	■	■	L
	7'-10' protected lane	Important bike routes or higher speed streets (typically 35+ mph); 2' – 4' protected buffer; 4' – 8' bicycle travel way	-	■	-	■
	Off street	High-speed / high-volume (typically 45+mph); or portions of trail systems.	O	■	O	■
<b>Parking</b>	6'-7'	Limited to low-volume residential streets.	L	L	■	-
	7' 8'	Generally applicable to all residential and commercial areas where parking is necessary.	■	O	L	L
	14'-22' angled	Limited to high-activity streets to maximize parking; depth depends on angle of parking and other traffic circumstances.	■	L	-	-
<b>Landscape Area</b>	2' – 8' amenity zone / attached sidewalk	Walkable areas (typically paired with on-street parking) where hardscape, landscape, and street furniture extend sidewalks.	■	L	L	-
	8'+ amenity zoned / attached sidewalk	Used for high-activity streets that prioritize social space in streetscapes (i.e. sidewalk dining, mini-courtyards).	■	L	-	-

**Table 3-4: Complete Street Guidelines**

			<b>Key:</b> ■ Typically applied to this design type O Optional; applied based on space allowances and specific priorities L Limited; generally not applied but may be used to specific circumstances - Generally avoid.			
Street Element	Size	Context & Application	Pedestrian / Mixed Use	Parkway / Bikeway	Neighborhood	Standard /Trafficway
	1' – 4' landscape area	Avoid – difficult to grow and maintain plants or trees.	-	-	-	-
	5' – 6' tree strip	Limited to constrained ROW; small or ornamental trees only.	L	L	L	L
	7' – 8' tree strip	Generally applicable, sufficient for large shade trees.	O	■	■	■
	8' – 12' tree strip	High-volume streets or where no on-street parking exists to provide greater pedestrian buffer; or neighborhood streets with higher urban design amenity.	L	■	■	■
	13'+ tree strip	Signature streets for enhanced landscape amenities; space can be shared with or shifted to medians' and may meet Open & Civic Space system credits (See 3.02.C. & D.).	L	■	■	■
	10' – 20' Median	Signature streets for enhanced landscape; can be accompanied with turn lanes and/or mid-street pedestrian refuge at intersections	O	O	O	O
	20'+ Median	Signature streets or to add amenity to major high-volume streets; may meet Open & Civic Space system credits (See 3.02.C. & D.).	O	O	O	O
<b>Sidewalks</b>	4' or one side	Avoid – constrained ROW only	-	-	-	-
	5'	Minimum, generally applicable standard; typical on neighborhood streets	-	-	■	L
	6' – 8'	Minimum for non-residential streets (if combined with amenity zone), and priority routes in neighborhoods (i.e. routes to schools, parks, or other destinations).	L	■	■	■
	8' – 10'	Typical on non-residential streets; minimum for walkable areas (if combined with amenity zone); or higher density neighborhoods.	■	■	■	■
	10' +	Signature streets in walkable areas, where social spaces are desired in streetscapes, or as a multi-use bicycle / pedestrian path in other contexts.	■	■	O	O

3. *Typical Cross Sections.* The following cross sections are typical and examples of the design types applied to each functional classification. These typical examples are illustrative for planning purposes. Actual street design shall be based on the Public Works Design Manual and application of the Complete Street Guidelines to specific situations. NOTE FOR DRAFT: Street cross section guidelines and graphical charts in this section are a representative placeholder at this time. Final street types and cross sections will be determined as part of upcoming transportation plan to be completed in the next many months.

Table 3-5: Street Types & Cross-sections								
Functional Class + Street Design Type	ROW Width	Street Width [1]	Travel Lanes	Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Other Notes and Applicability
<b>Major Arterial - 120 / 80</b>								
<i>Pedestrian Boulevard</i>	120'	80'	4 @ 11'	8'	N/A – slow speed	12'	8' amenity zone 20' center median	20 – 25 MPH
<i>Bicycle Boulevard</i>	120'	80'	4 @ 11'	8'	10' protected lane	8'	12' tree strip	30 – 40 MPH
<i>Parkway / Bikeway</i>	120'	80'	4 @ 11'	n/a	8' protected lane	8'	12' tree strip 20' center median	30 – 40 MPH
<i>Standard / Trafficway</i>	120'	80'	6 @ 11'	n/a	n/a off-street or alternat route	8'	12'+ tree strip 14' + center median	35 – 45 PH
<b>Minor Arterial – 100 / 70</b>								
<i>Pedestrian Boulevard</i>	100'	70'	4 @ 11'	8'	n/a – slow speed	10'	5' amenity zone 10' center median	20 – 25 MPH
<i>Bikeway Boulevard</i>	100'	70'	4 @ 10'	8'	7' protected lane	10'	5' amenity zone	25 – 35 MPH
<i>Parkway / Bikeway</i>	100'	70'	4 @ 11'	n/a	8' protected lane	6'	9' tree strip 10' center median	25 – 35 MPH
<i>Trafficway (Standard)</i>	100'	70'	6 @ 11' 2' outside shoulder	n/a	n/a off-street or alternate route	5'	10' tree strip	35 – 45 MPH
<b>Major Collector – 80/ 52</b>								
<i>Neighborhood Connector</i>	80'	52'	4 @ 10'	n/a	6' lane	6'	8' tree strip	25 – 35 MPH
<i>Pedestrian / Bikeway Street</i>	80'	52'	2 @ 11'	8'	7' protected lane	10'	4' amenity zone	20 – 25 MPH
<i>Pedestrian Mixed-use Street</i>	80'	52'	2 @ 11'	8' (1 side) 22' angled (1 side)	n/a – slow speed	10'	4' amenity zone	20 – 25 MPH

Table 3-5: Street Types & Cross-sections								
Functional Class + Street Design Type	ROW Width	Street Width [1]	Travel Lanes	Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Other Notes and Applicability
<i>Parkway / Bikeway</i>	80'	52'	2 @ 11'	n/a	7' protected lane	6'	8' tree strip 16' center median	25 – 35 MPH
<i>Standard Street</i>	80'	52'	4 @ 10' 12' center turn lane	n/a	n/a	6'	8' tree strip	30 – 40 MPH
<b>Minor Collector / Local – 60 / 32-36</b>								
<i>Neighborhood Connector</i>	60'	32'	2 @ 9'	7'	n/a – slow/low volume	6'	8' tree strip	20 – 30 MPH
<i>Pedestrian Street</i>	60'	32'	2 @ 11' 2' shoulder (1 side)	8' (1 side)	n/a – slow speed	10'	4' amenity zone	20 – 25 MPH
<i>Pedestrian Mixed-use Street</i>	60'	36'	2 @ 10'	8'	n/a – slow speed	8'	4' amenity zone	20 – 25 MPH
<i>Bikeway</i>	60'	32'	2 @ 10'	n/a	6' lane	6'	8' tree strip	25 – 30 MPH
<i>Standard Street</i>	60'	36'	2 @ 11'	7'	n/a	5'	7' tree strip	25 – 30 MPH
<b>Local 54 / 28</b>								
<i>Neighborhood Street</i>	54'	28'	11' - 14' yield lane	7'	n/a – slow/low volume	5'	8' tree strip	< 20 MPH
<i>Neighborhood Connector</i>	54'	28'	2 @ 10.5'	7' (one side)	n/a	5'	8' tree strip	20 – 30 MPH
<i>Neighborhood Bikeway</i>	54'	28'	2 @ 9'	n/a	5' lane	5'	8' tree strip	20 – 30 MPH
<b>Local Lane 44 / 24</b>								
<i>Neighborhood Lane</i>	44'	24'	12' yield lane	6'	n/a – slow/low volume	5'	5' tree strip	< 20 MPH
<i>Pedestrian Lane</i>	44'	24'	17' yield lane	7' (one side)	n/a – slow/low volume	6'	4' amenity zone	< 20 MPH
<i>Shared Street</i>	30' – 44'	n/a see plan	shared	shared	shared	shared	shared	< 10 MPH
<i>Frontage Lane</i>	30' – 44'	16' – 27'	9' – 12' one way	7' parallel (one or both sides) 14' – 18' angled	n/a	8' – 12' one side – building frontage	5' – 10' one side (b/t street & lane)	< 15 MPH One-way side street or “slip lane” to tame suburban arterials and promote fronting development...
<i>Rural Lane</i>	44'	24'	2 @ 10' 2' outside shoulder	n/a	n/a	n/a	10' rural buffer	20 – 25 MPH
<b>Access Alley 20 / 12-18 [2]</b>								
<i>Residential Alley</i>	20'	12' – 16'	12'-16' yield lane	n/a	n/a	n/a	2' – 4' buffer	< 10 MPH

Table 3-5: Street Types & Cross-sections								
Functional Class + Street Design Type	ROW Width	Street Width [1]	Travel Lanes	Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Other Notes and Applicability
Non-residential Alley	20'	16' - 18'	2 @ 8' - 9'	n/a	n/a	n/a	1' -2' buffer / shoulder	< 10 MPH
Current Code Comparison**								

- [1] Street width is back-of-curb measurement, with curb and gutter included street width where it is on-street parking or a travel lane.
- [2] Access alleys may be located in an easement at the city's discretion and provided a property owner's association or other entity with financial and administrative capacity for maintenance is established

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- D. **Engineering & Construction Specifications.** All other engineering specifications, horizontal and vertical alignment, design details, and technical or construction specifications for constructing streets, utilities, stormwater, landscape, irrigation, and other public improvements shall be in accordance with the Public Works Design Standards and Technical Specifications and approved by the Public Works Director.

### 3.02 Civic & Open Spaces

- A. **Intent.** The intent of this section is to:
1. Emphasize open and civic spaces as an important element of Springfield's community image and a factor in distinguishing the unique identity of different places within Springfield.
  2. Coordinate open and civic spaces with street networks to leverage valuable development patterns and maximize the civic design impacts of infrastructure investments.
  3. Value the design, function, and appropriate location of different types of open space, rather than solely the quantity of space, including formal and natural spaces.
  4. Consider the context and multiple functions that open spaces can serve to support development including ecological, recreation, aesthetic, and urban design functions.
  5. Promote good civic design and create focal points for the community, neighborhoods, and development projects.
  6. Integrate natural systems into the design of common or public open spaces to improve stormwater management, protect water resources, preserve natural features, and enhance ecosystems.
- B. **Required Open & Civic Space.**
1. *Dedication or Reservation of Land.* The city will require the dedication of land to the City or other government entity with jurisdiction over public and community facilities, for parks, trails, school, or other public or community facilities.
    - a. The dedication shall be based on an official master plan of the entity having jurisdiction over the facility identifying the general location and extent of the facility, or some other documented need for the facility that is available for public review.
    - b. The dedication will be included on the preliminary plat or a condition of approval of the preliminary plat, at the discretion of the applicant or as a requirement where directly related to the projects impact on the required facility.
    - c. Acceptance of the dedication shall be agreed to in writing by the entity having jurisdiction over the site or facility prior to approval of the final plat. Upon dedication the applicant may be eligible for credits towards open space requirements or reimbursement of other development fees.
    - d. Where dedication is not offered or required, the city will require reservation of the land for no more than one year, unless otherwise agreed to by the applicant, to permit acquisition of the land by the appropriate public entity. The applicant may include contingency plat for property subject to the reservation if the property is not acquired by the appropriate public entity, but the contingency plat and any surrounding preliminary plat shall not be designed in any way that undermines potential use of the property for the planned public improvement.
  2. *Common Open Spaces.* The requirement for dedication or reservation of open and civic spaces is not intended to replace, discourage or prohibit the design of common or private open and civic spaces as community amenities. Provisions of these facilities should be included on a plat and designed to integrate public streetscapes, trails, and parks with

other community facilities in accordance with the standards in subsection C., Open and Civic Space Design.

3. **Ownership and Management.** Open and civic space platted as part of a development shall require specific designation on the final plat as a separate out lot. Options for ownership and management of open and civic space include:
  - a. Creation of or dedication to a non-profit entity capable of carrying out the ownership and management.
  - b. Creation of a homeowners', leaseholders' and/or property owners' association that owns the space in common and is capable of carrying out the ownership and management.
  - c. Dedication to a public entity as part of the rights-of-way, parks or other community facilities element of the plan. The city may accept dedications of land in its sole discretion, provided it meets other open space and conservation goals of the city indicated in the comprehensive plan or other official Parks and Recreation Department plans.

All open and civic space shall require documentation recorded with the final plat that outlines the ongoing maintenance plans, as well as administrative and financial management of the space according to these standards. Documents such as covenants for a homeowners' association, bylaws or charter for a non-profit entity, or similar agreements and guarantees, shall be filed with the clerk and recorder's office with the plat designating the open space, prior to any building permits.

4. **Credits & Modifications.** Any public or common open space provided through the subdivision process may enable credits or modifications of site-specific open space standards in Articles 5, 6, or 8.

**C. Open & Civic Space Design.**

1. **Types.** Table 3-6, Open & Civic Space Types specifies the type, size, and service areas of different open and civic spaces that may meet the open space requirement.

Table 3-6: Open & Civic Space Types				
Type	Size [1]	Service Area	Application	
			Public	Common
<b>Natural Open Space / Stream Buffer</b>	3 acre min.; 100' min. width; 20+ acre optimal or significant continuity with adjacent areas	n/a	■	■
<b>Park - Regional</b>	20+ acres	w/in 3 miles	■	
<b>Park - Community</b>	8 – 20 acres	w/in 0.5 mile	■	
<b>Park - Neighborhood</b>	3 – 8 acres	w/in 0.25 mile	■	■
<b>Park – Small</b>	0.5 – 3 acres	w/in 0.25 mile		■
<b>Trail</b>	20' wide, min. easement; 30' if integrated as a linear park; 8' – 16' trail	w/in 500' of trail or 1000' of trail head	■	■
<b>Community Garden</b>	5K – 3 acres	w/in 0.25 miles		■
<b>Civic Space - Green</b>	1 – 3 acres	w/in 0.25 miles		■
<b>Civic Space - Square</b>	5K s.f. – 1 acre	w/in 500'		■



**Table 3-##: Open & Civic Space Types**

Type	Size [1]	Service Area	Application	
			Public	Common
Civic Space – Plaza / Courtyard	1K – 5K s.f.	abutting lots or on the same block		■

2. **Location Criteria.** The following location criteria shall be considered to better integrate different open space types with the context, Place Type, and best support surrounding development with a system of open and civic spaces:
  - a. Connect and integrate open spaces with public streetscapes and other civic destinations, such as schools, to improve visibility and access.
  - b. Preserve natural features (particularly for Natural Open Spaces/Stream Buffers, Parks or Trails), including protection of groves of trees, prairie, streams, unusual and attractive topography and other desirable natural landscape features and views.
  - c. Design formal civic spaces (Green, Square, Plaza / Courtyard) as gathering places and focal points for compact, walkable places, located as an extension of the streetscapes at highly traveled and visible locations.
  - d. Create spaces that reinforce character of the area or create gateways and transitions to distinct places.
  - e. The distribution of spaces so that all development has similar proximity to open and civic spaces appropriate to its context.
    - (1) All residential lots should be within the service area of 2 different types of open or civic spaces
    - (2) High-density residential, mixed-use, and commercial or employment lots should be within the service area of at least 1 formal open space.
  
3. **Stormwater Facilities.** Stormwater requirements are required as per Chapter 96. This includes, but not limited to:
  - a. Streams
  - b. Karst features or sinkholes;
  - c. Flood control basins; and
  - d. Water quality measures.

Any area used to meet stormwater requirements may be counted towards the open space requirement provided the PW Director approves of the secondary use:
  
4. **Open & Civic Space Design Guidelines.** Open and civic spaces shall be designed according to the following guidelines for each specific type:

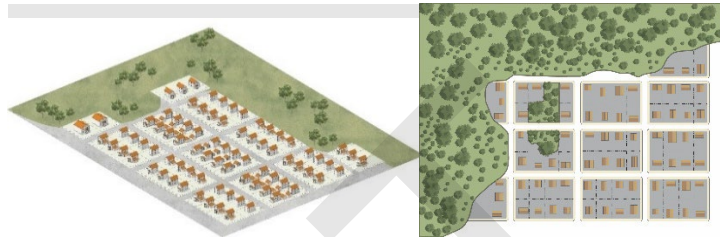
### Natural Open Space / Stream Buffer

The size, location and design of a Natural Open Space / Stream Buffer is dependent on the inherent characteristics of the land and the presence of valuable natural amenities and ecological resources worthy of protection. The ability to provide contiguity with similar features on adjacent sites is important to the design and location of development and preserved areas.

**Size:** 3 contiguous acres (min.); 100' wide minimum; ideally, ability to connect 10 + acres of contiguous natural lands or agricultural lands.

**Service Area:**

n/a except where integrated with trails and linear parks, service areas are according to those types.



**Design Elements & Guidelines**

- ❑ Natural Open Space / Stream Buffer includes any area of existing or restored open lands such as riparian corridors and wetlands, unique geological formations, important habitats, or substantial groupings of important plant and tree types. The goal is to protect the edges and to maximize intact and undisturbed spaces that provide valuable ecosystem services for the community, support preservation goals, or enhance the aesthetics and amenities of the area. Active recreation such as trails and paths can be a part of these areas provided, they do not disrupt the essential natural character and ecological functions.

### Park

**Variations: Size / Service Area**

Regional – 20+ acres / 3 miles +  
Community – 8 – 20 acres / 0.5 miles  
Neighborhood – 3 - 8 acres 0.24 mile  
Mini - 0.5 – 3 acres / 0.25 mile



**Design Elements & Guidelines**

- ❑ Any park planned for public dedication shall be designed according to official plans and policies of the city.
- ❑ Parks should be at least 200' wide in all directions (100' for Mini Park).
- ❑ Fronts on 1 or more public streets for 400' or more (100' Mini Park); exception to street frontage if designed abutting part of a public trail system.
- ❑ One shade tree for every 30' of street frontage; one shade tree per 50' of internal trails or paths; 20 shade trees per acre for all other areas beyond 30' from streets or trails; plus other landscape to support the overall park design.
- ❑ Ornamental plantings, concentrations of trees, and other enhanced landscape at gateways, entrances, and prominent corners
- ❑ Between 10% and 50% of the area should be designed for active, programmed or structured recreation such as ball fields, playgrounds or sport courts. The remainder of the area should be designed with natural or formal landscape for passive recreation.

## Trail

### Size

20' min. width; 30' if includes a linear park  
But dependent on topography and natural features.

Requires sufficient continuity to connect with pedestrian and bicycle systems outside of project and/or connect meaningful walking and biking destinations (schools, parks, neighborhood centers, etc.)



### Service Area

500' from trail, or up to 1,000' from trailhead

### Design Elements & Guidelines

- Any trail planned for public dedication shall be designed according to official plans and policies of the city.
- Trails corridors should be concrete at least 8' wide, and 12' to 16' wide if a shared bike / pedestrian trail.
- The landscape area on each side of the trail should be at least 6', and wider in places that incorporate natural features or significant vegetation.
- One shade tree for every 40' of trail length; and one ornamental tree or small evergreen tree for every 25' of trail length.
- Trails corridors located along rights-of-way may be integrated into the streetscape design to create the optimal multi-modal design for the street and trail, particularly along major and minor arterial streets.

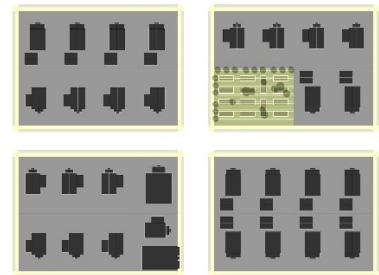
## Community Garden

### Size

5K – 3 acres

### Service Area

0.25 miles



### Design Elements & Guidelines

- All street frontages shall have landscape and streetscape designs that are compatible with the surrounding area;
- Structures shall be subject to the accessory building standards of the district, except building coverage shall be no more than 25% of the area and located on the rear 50% of the lot or block
- Community gardens shall be subject to all other development, property maintenance, and nuisance standards including stormwater, lighting, noise, signs, odor, and refuse standards and codes.
- No parking is required unless the cultivated area exceeds 1 acre in size, then a minimum of two spaces per acre shall be provided (which may include on-street parking)
- Hours of operation shall be limited to one-half hour before sunrise until one-half hour after sunset.
- Depending on the size and zone district, community gardens may require special use standards or permits (See Article 4).

## Civic Space

**Variations: Size / Service Area**

Green – 1 – 3 acres / ¼ mile  
 Square – 5K s.f. – 1 acre / 1,000'  
 Plaza / Courtyard– 1K - 5K s.f. / abutting lots  
 or on same block



**Design Elements & Guidelines**

- ❑ Civic space should have frontage on a public street (or internal access lanes) with direct pedestrian access to the streetscape and sidewalk, subject to the following;
  - Greens along at least 3 sides and at least 75% of the perimeter,
  - Squares along at least 2 sides and 60% of the perimeter
  - Plazas along at least 1 side and at least 30% of the perimeter.
  - Courtyards along at least 15% of the perimeter, or an entrance from a gateway and passage along the street.
- ❑ Buildings should front on and frame the civic space, and be designed with frequent entrances, transparency, and outdoor seating areas to create activity in the space and make physical and visual connections between the buildings and the space.
- ❑ Civic spaces should have a balance of formal gathering places (hardscape, seating, public art, etc.) and landscape (gardens, lawns, planting beds, etc.). generally within the following:
  - Green: formal = 15% - 50%; landscape = 85% - 50%
  - Square: formal = 50% - 75%; landscape = 25% - 50%
  - Plaza: formal = 75% - 85% landscape = 15% - 25%
  - Courtyard: formal = 25% - 50%; landscape = 50% - 75%
- ❑ One shade tree for every 25' of street frontage and one ornamental or evergreen tree for every 2,000 square feet.

**3.03 Blocks & Lots**

A. **Intent.** The intent of the blocks and lots standards is to:

1. Ensure the proper arrangement of blocks and lots in relation to the street network and civic and open spaces.
2. Design subdivisions to coordinate with adjacent development patterns or future development in terms of street networks, civic and spaces, and block patterns.
3. Arrange blocks and lots in a manner that is least disruptive to existing topography and capitalizes on inherent natural characteristics of the land as defining features.
4. Coordinate access and utilities for each lot in association with larger systems of streets and infrastructure.
5. Promote appropriate site, building, and frontage designs in relation to street design types or other civic and open spaces that lots may front on.
6. Ensure that all lots are buildable according to this code and that all non-developed tracts or other parcels serve community functions in relation to the overall development pattern.

B. **Block & Lot Arrangement**

1. **General Layout.** All blocks shall be laid out to have two tiers of lots unless dictated by existing development patterns outside of the control of the project or by access management on regional transportation routes.
2. **Block Size & Patterns.** The maximum block length shall be based on the street connectivity standards and specific context as identified in Section 3.02.B, Street Networks and Table 3-1: Block Size and Street Connectivity.

3. **Lot Patterns.**
  - a. Lot size, width, depth, and shape shall meet the applicable zoning district standards and accommodate appropriate building location, orientation, and site design. Corner lots or irregular shaped lots may need additional space beyond minimum dimensions to account for appropriate building placement.
  - b. All lots shall front on a public street, or on an alternative access or common open space where specifically allowed by these regulations.
  - c. All side lot lines shall be as close as practical to perpendicular to front lot lines, or radial to any curves along the front lot lines. Other irregular lot patterns shall only be permitted where they are used to integrate patterns of buildable lots into the overall block structure and to provide consistent relationships of lots and buildings to the streetscape.
  - d. Any undeveloped lands, remnant spaces between blocks, or land area below the minimum developable lot sizes shall either be designated as open space meeting the requirements of Section 3.02 Civic and Open Space or be incorporated into the abutting lot.
  
4. **Access.** Access for all lots shall be coordinated at the largest scale possible and according to the following priorities in order to preserve the function of the street network and the design of streetscapes and frontages. Access shall be based on the thresholds of applicability included in Section 7.03.B, Vehicle Access
  - a. Internal block access shared among multiple lots through alleys or internal access lanes.
  - b. Cross-access easements serving multiple lots through a system of consolidated access points and easements.
  - c. Common access shared among abutting lots and meeting the frontage design standards and options.
  - d. Individual access points subject to the frontage design standards, any modifications provided in this chapter, and requirements of the Public Works Director as per Chapter 98.
  
5. **Easements.** All blocks shall include easements for all utilities, required improvements, access, and open spaces necessary to serve each lot. Easements shall be granted by the owner to the appropriate entity. All easements shall be accessible from the public right-of-way and graded to within six inches of final grade before utilities are installed. Unless otherwise specified through the development review process utility easements shall be as specified in Table 3-7: Easements. Cross Access needs defined here or in Chapter 98.

**Table 3-7: Minimum Easements**

Common rear lot lines	10', 5' on each lot
Rear lots along an alley	None, provided the alley is at least 12' wide and can accept utilities
Perimeter rear lot lines w/o common boundary	10'
Cross access	24'
Side easements, where necessary	5'
Front easements (if necessary due to other site / ROW constraints	10'

- 6 **Drainage.** Where a subdivision is traversed by a natural watercourse, drainageway, or stream, blocks shall be laid out in coordination with these features, and they shall be integrated into the civic and open space systems.
  - a. Natural channels and karst features such as sinkholes, springs, and caves are regulated by Chapter 96, but may be integrated into the block structure and open and civic space systems as common open space.
  - b. Blocks and lots should otherwise be arranged so drainage generally be carried along the rights-of-way lines and integrated into streetscape design or along the rear of lots in the mid-block area.
  - c. Additional rights-of-way or easements may be necessary to account for drainage, which may be integrated into the open and civic space system and dedicated to the city or other appropriate entity maintaining the system.

### 3.04 Required Improvements

- A. **Intent.** The intent of this section is to:
  1. Ensure that all public improvements necessary to serve lots and buildings are constructed, inspected, or otherwise assured of completion prior to approval of a final plat, issuance of building permits, other final approvals.
  2. Integrate the design and construction of public, common, and private improvements with development in the most effective and efficient manner.
  3. Prevent undue burden on public infrastructure, streets, utility systems, and community facilities from the improper location, design, or timing of subdivisions or development projects.
  4. Provide appropriate apportionment of construction and maintenance costs for public facilities serving development.
  5. Protect against subdivisions or development projects where streets, structures, soil, subsoil, or flooding conditions would create potential dangers to property, infrastructure investments, or public health and safety.
  6. Coordinate construction of required improvements with other anticipated improvements and with future growth.
- B. **Applicability.** The standards and procedures of this section shall apply to:
  1. All plats, except administrative plats that require no public improvements.
  2. Any zoning approval, site plan, or building construction that requires construction or modification of public improvements.
  3. Any development proposal that proposes major construction in or impacting a public right-of-way.
  4. **Exceptions.** Subdivisions in the R-SF and R-MX1 districts dividing all property in to tracks of 10 acres or larger are exempt from the requirements of this section, unless specifically required by the city based on capital improvement plans or other infrastructure plans impacting property beyond that proposed in the application.
- C. **Improvements & Standards.** All design and construction of all public improvements shall be the responsibility of the applicant and shall be designed by a professional engineer and built by a qualified contractor. All public improvements shall conform to the design and construction specifications approved by the agency or department with jurisdiction over the improvement. Required improvements shall include:
  1. **Streets.** Street improvements shall include all streetscape design elements, pavement and sidewalk standard cross-sections, multi-modal features, intersection details, traffic management devices, signs, lighting, and other public safety elements. Streets shall be

constructed as required by the plat, mapped streets, the major thoroughfare plan, traffic studies or analysis, and/or any other governing documents, plans, or requirements as applicable.

1. All approved subdivisions shall construct streets that provide legal lots with appropriate access to a public street and facilitate future connectivity of adjacent lots in compliance with all requirements of this Chapter.
  2. All mapped streets or streets shown in the major thoroughfare plan shall be fully constructed to the adjacent properties abutting any subdivision.
2. **Sidewalks and Trails:** Sidewalks and/or trails shall be constructed for any development or subdivision in accordance with Chapter 98, the Public Works Design Standards and Technical Specifications, the plat, any other requirements for any subdivision or development, and as noted below: Lots zoned R-SF that have legal lot frontage on existing public streets are exempt from these requirements.
1. All subdivisions requiring new streets, any site plan, or building permit shall provide the following:
    - a. Sidewalk or trails shall be constructed with all new street construction.
    - b. Where lots adjoin existing streets and have sidewalk or trails on adjacent lots or properties that terminate at or near the applicant's property lines, the applicant shall build new sidewalk or trails to connect to existing pedestrian facilities along the entire street frontages of any lots involved in the subdivision, site plan, or building permit activity.
    - c. Where conditions do not exist as per item (b) above, the applicant shall pay a fee in lieu of sidewalk construction for the entire property frontage. Fee in lieu of is approved by the City Council in the annual fee schedule and the payment for the fee is determined at the time of the triggering permit or activity requiring the fee.
    - d. For site plans and where conditions do not exist as per item (b), the site plan must accommodate site grading and rights of way for future sidewalk or trail connections. The amount of the fee in lieu of sidewalk will be 75% when site plans are graded for future construction of pedestrian facilities. If grading of the site plan is deemed impractical due to physically limited conditions or excessive cost, the Public Works Director may waive the grading requirement and retain the fee in lieu of sidewalk construction payment in the full amount.
    - e. For lots which over 600 feet of street frontage requires payment of fee in lieu of sidewalk, fee in lieu sidewalk may be paid in phases if requested in writing by the applicant and as specifically approved by the Director of Public Works as applicable to the following conditions:
      - i. If a building permit, site plan, or other activity triggers the requirement of fee in lieu of sidewalk, the applicant may pay a portion of the fee in phases. The portion of the fee will be directly proportional of the additional square footage or acreage being modified in absence of building construction. However, no phased fee in lieu of sidewalk shall be less than or 25% of the total street frontage at any one time.
3. **Stormwater.** Stormwater systems shall include drainage channels, pipes, detention and retention facilities, stream buffers, integration with natural features, flood protection, erosion control, or other best management practices. Stormwater improvements shall be coordinated with streetscape designs, open and civic spaces, and any other easements necessary within the block and lot patterns.
4. **Sanitary Sewer.** Sanitary sewer connections and transmission for each lot, including sewer mains, conveyance pipes, tanks, lift stations, and service connections.

5. *Survey Monuments.* Permanent markers and monuments that conform to the Missouri Minimum Standards for Property Boundary Surveys.
  6. *Coordination with Other Facilities.* The applicant is responsible for coordination of public improvements with all other required facilities and services, such as gas, electric, water, and communications.
  7. *Off-site Improvements.* The applicant shall install any off-site improvements according to city standards where necessary to serve the proposed development. The necessity of off-site improvements shall be based on:
    1. Any specific plans or studies related to the project and its impact on surrounding areas or facilities.
    2. Capital improvement plans or level-of-service policies for the area.
    3. Other plans or capacity analysis of any entity serving the area with public facilities or services.
    4. The city may apportion the applicant's share of the improvement according to Section 3.04.F., Reimbursement Agreements. If an agreement to apportion the appropriate share cannot be reached, and necessary off-site improvements are not otherwise installed, the city will deny the application until public facilities are in place.
- D. **Upgrade of Existing Improvements.** For any development project where required public improvements in subsection C. are existing, the applicant is required to upgrade the public facilities for the site and for all right-of-way on the project frontage as follows:
1. Any element of a public improvement that is in disrepair shall be repaired or replaced.
  2. Any deficiency in capacity based on a traffic or engineering study shall be accounted for with new capacity to accommodate the proposed development.
  3. Sidewalks and streetscape designs shall be included based on the applicable street design type; however, where the right-of-way or the current condition of streetscape design on the remainder of the block does not accommodate or coordinate with the typical standard, the Public Works Director has the authority to accept improvements that bring the streetscape into conformance with the block face. required street design type.
  4. Where a public improvement is identified in a city capital improvements plan or program that anticipates a more complete or comprehensive approach to the public improvement, the city may require a payment of the applicants proportionate share of that project and/or require that the project be expedited to accommodate the proposed development.
  5. In all cases upgrades of public improvements shall be to the engineering and construction specifications necessary for the facility to support the proposed development.
- E. **Construction Prior to Final Plat or Building Permit.** Public improvement plans shall be accepted and permitted for construction by the Public Works Director. All constructed improvements must be inspected and accepted by the Public Works Director prior to approval of a final plat or issuance of a building permit: The Public Works Director may provide formal guidance of all Public Improvement Plan processes on the city's website.
1. *Plan Submittal and Review.* A public improvement plan shall be submitted in compliance with the preliminary plat, Public Works Design Standards and Technical Specs, this chapter, and any other associated development plan. All improvements shall be submitted in one plan set. However, projects with only sidewalk and/or driveways as the only improvements on right of way may be placed in the building or site plans. Proper permits will need to be issued by Public Works prior to construction in right of way.



2. *Acceptance of Plans.* Acceptance of Public Improvement Plans is based on a cursory review and does not imply or constitute approval of the plans. Any errors, omissions, or other items that are found needing correction after acceptance are the responsibility of the applicant. Any items in the plans not specifically in compliance with all requirements must be approved in writing by the Public Works Director and noted on the plan sheets.
  3. *Fees.* Fees will be provided in the annual fee study as approved by City Council.
  4. *Drawings and Inspection.* Following construction the applicant shall submit “as built” drawings of the improvement and certifications that the improvements were built according to plans and city standards and specifications.
  5. *Acceptance of Improvements.* Following inspection or correction of any deficiencies the city may accept the public improvements. Upon acceptance of all required public improvements the city may:
    - a. Release all portions of any security for improvements according to subsection E.
    - b. Approve the final plat or issue any building permits, unless otherwise issued according to subsection E.
- F. **Performance Guarantee and Security.** As an alternative to construction and acceptance of improvements prior to approval of a final plat or authorization of a building permit, the Director of Public Works may accept a performance guarantee and security. Performance guarantees shall only be considered when public improvement plans are reviewed and accepted by the City as ready for construction. The performance guarantees shall ensure funding is in place to cover the cost of completing any improvement and ensure that all necessary improvements to serve the development are in place within a reasonable time after approvals according to the following:
1. *Term.* The term of the performance guarantee may not exceed 1 year from approval of a building permit or 2 years from approval of the final plat. If the developer has not completed the required public improvement within this period, or alternate period approved in writing by the PW Director, the city may exercise any actions authorized from default on the security. The PW Director may extend the time frame for completion if in the best interest of the city and/or the scope of the completion of the work may require additional time to reasonably complete.
  2. *Amount and Form.* The security may be in the form of a bond, escrow agreement, letter of credit, or other appropriate security approved by the city. The estimated total cost of any required improvement shall be itemized by improvement type and certified by the applicant’s registered engineer and/or contractor’s official bid for the work. The amount of the security may be determined by the city based on assessing cost estimates, duration, risk, and other contingencies from the improvement, which shall typically be no less than 150% of the estimated total cost.
  3. *Default and Use of Security.* If the applicant fails to properly install the required improvement within the term of the guarantee, or any authorized extensions, the guarantee shall be in default. The city is authorized to draw upon the security to fund completion of the improvement. If the costs of completing the improvement, including any associated design, consulting, administrative, construction, or other costs associated with completing the work, exceed the security amount, the applicant is liable for all excess cost. The city may withhold any future approvals relating to the property and seek any other enforcement remedies for violation of the development code.
  4. *Release of Security.* The security shall be released within 30 days after all of the following occur:

- a. The release of funds is requested in writing by the applicant.
  - b. The conditions of the performance guarantee have been completed and approved by all agencies with jurisdiction over improvements.
  - c. Any required maintenance obligations have been provided.
  - d. A final inspection has been conducted by the city or other written acceptance of infrastructure by any other owners of facilities.
  - e. Written documentation of the facilities “as built” and certification of construction according to city standards and specifications has been submitted.
  - f. The city may release the security for completion of each category of improvement or phases of any improvements and may retain up to 5% of the total cost of any portion until the final acceptance of all improvements.
5. *Other Deferrals.* The following required improvements may be deferred to more specific schedules in coordination with development:
- a. *Private Stormwater.* Construction of private storm water drainage or detention facilities may be deferred to the time of development and prior to the issuance of a building permit or certificate of occupancy, provided that preliminary design plans are approved and sufficient to show the appropriate function of the facilities as proposed and in association with other related drainage systems.
  - b. *Sidewalks with Other Public Improvements.* Sidewalks required as part of a subdivision in conjunction with a public improvement plan for a street improvement may be guaranteed in accordance with requirements for public improvements.
- G. **Reimbursement Agreements.** Applicants constructing required improvements for their property within their project or through undeveloped areas to serve their project shall be responsible for the entire cost of the improvements. Whenever any portions of the required public improvements are part of a planned future facility for the city, serving an area larger than the subdivision and its impact, the city may require, and the applicant may enter into an upsizing agreement. The city and the applicant shall negotiate the following aspects of the agreement prior to approval of the preliminary plat:
1. The applicant shall construct the facilities as planned by the city for future capacity as part of the subdivision and development process.
  2. The applicant shall be responsible for the portion of the costs required to serve the proposed subdivision based on actual total cost to build the facilities absent any upsizing agreement.
  3. The city shall be responsible for any incremental costs to expand the facility to the planned capacity, beyond the capacity to serve the subdivision. The city’s participation will be based on the applicant bidding the project with bid alternates: one alternate to build the minimum required facility to serve the subdivision or development and the second bid alternate being for the upsized facility planned by the city.
  4. The city will coordinate its reimbursement schedule to the applicant with fees assessed to other property in coordination with any future development of land benefitting from the improvements, but in no case may this period be extended beyond 5 years from the date the improvement is made, unless specifically agreed to by the applicant.
  5. The agreement shall be subject to approval by the City Attorney.