

CHAPTER 16-6 PRELIMINARY PLAN CRITERIA

16-6-1

INTENT

When applications are submitted for a preliminary plan, developers shall comply with the following criteria:

16-6-2

BLOCKS

The lengths, widths, and shapes of blocks shall be determined with regard to provision of adequate building sites suitable to the special needs of the type of use contemplated; the need for convenient access, circulation, control, and safety of traffic and utilities; and limitations and opportunities of topography .

Blocks shall normally be wide enough to allow two tiers of residential lots of an appropriate depth.

Legislative History:
Ordinance #503, 4/23/13

Authority:
SDCL § Ch. 9

16-6-3

LOTS

- A. Lots should generally be in compliance with the zoning ordinance.
- B. Corner lots for residential use shall have extra width, as set forth in the zoning ordinance, to permit appropriate building setbacks.
- C. Each lot shall abut a dedicated right-of-way or shall include an appropriate private street.

Legislative History:
Ordinance #503, 4/23/13

Authority:
SDCL § Ch. 9

16-6-4

STREET SYSTEM

- A. Arrangement and extension. The arrangement of streets in new subdivisions shall conform to the major street plan and shall make provisions for the continuation of existing streets in adjoining areas or their proper projection where adjoining land is not subdivided.
 - 1. The arrangement of all streets and alleys shall be such as not to cause a hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it.
- B. Circulation plan. In general, streets within subdivisions shall be designed to incorporate and tie into existing or proposed pedestrian pathways and roadways, and to take into account design restrictions on abutting parcels caused by the surrounding topography, parcel lines or other features. Other criteria in the circulation plan shall include the following:
 - 1. Provisions should be made for a collector street every half mile, and there should be a street connecting adjacent subdivisions at intervals not

less than a quarter mile where environmental constraints and land use considerations permit.

2. Streets should be designed to convey residents conveniently throughout the neighborhood, and to the parks, schools, and shopping areas of the neighborhood and to adjacent neighborhoods. When a subdivision is designed or constructed in conjunction with another use (such as retail, office, apartments, park or school) of a neighborhood scale, the local and/or collector road system should be designed to provide roadway connections between the various uses.

C. Arterial streets. In order to maintain the traffic carrying capacity of the arterial streets by limiting access to it from individual lots, and in order to protect the residents of property adjacent to arterial streets from the high traffic volumes associated with the street, property along such arterials shall be subdivided in the manner set forth below:

1. Double frontage lots. Where double frontage lots are used for residential development, additional lot depth or width consistent with the zoning ordinance for rear yard setback shall be required to provide for an extra setback to offset the impact of high traffic volume. When double frontage lots are proposed, the developer shall be required to sign an assurance agreement prior to plat approval.
2. Tracts onto arterial streets. In order to avoid private access from individual lots onto arterial streets, lots should be arranged on blocks so that their side or rear yards are adjacent to the arterial street. Lots adjacent to an arterial street shall have an additional width and depth to provide for an extra setback to offset the impact of high traffic volume. This design will be accepted only for a limited distance due to the number of streets which would intersect with the arterial.
3. Access roads. Access roads may be used as the City grows into the areas in the county where they have been required. Under some circumstances they would also be appropriate for commercial and industrial development. Access roads shall be constructed to the Engineering Design Standards.
4. Rear access roads. Rear access roads are recommended for commercial developments. In this way the access can serve two tiers of lots and alleviate the dangerous turning movements onto and off of arterial streets.
5. Non-residential land uses, and higher density residential land uses including multiple family units and townhouses are particularly suitable for the intersection of two arterial streets. Any development of this type should have limited access to the arterial street.
6. Lots adjacent to railroad right-of-way. Lots for residential development adjacent to functioning railroad rights-of-way shall provide extra lot depth or width consistent with the zoning ordinance for rear yard setback to provide for an extra setback to offset the impact of the railroad traffic.

D. Collector street development

1. Collectors shall be used to collect traffic from other local roads and collectors to arterial roadways.
2. Based upon increased speeds and volumes lot sizes and land uses may be increased along collectors to be consistent with the proposed zoning and transitions.
3. Collectors shall be developed along or between property lines, so that both land owners can share in the cost as well as having access to the collector.
4. In agricultural and transitional areas, collector streets shall be identified and located through the Engineering Design Standards.

Legislative History:
Ordinance #503, 4/23/13

Authority:
SDCL § Ch. 9