

1-7 LOT DESIGN STANDARDS

PURPOSE OF SITE DESIGN STANDARDS

This Section establishes standards to guide the design and review of proposed developments involving the layout or development of lots and relationship to streets and other public facilities.

MINIMUM LOT STANDARDS

The provisions of this Section shall apply to any newly created or proposed lot or parcel resulting from a subdivision of land as provided for in this Ordinance.

Lots shall meet or exceed zoning district standards and shall be designed for their potential uses, so that adequate buildable area is provided and adequate room for required setbacks and buffer yards will exist on the lot.

BLOCKS

The purpose of this Subsection is to discourage long blocks lined with homes and other buildings, which reduces street connectivity and diminishes the efficiency of public and safety services, while increasing distances between residences and non-residential destinations or public gathering places. The maximum length of any blocks within a subdivision shall not exceed that as shown in the Table below. Block length shall be measured from the centerline of an intersecting street to the centerline of the next intersecting street or the center point of the terminus of the street.

Block Length Requirements

Zoning District	Maximum Length (in feet)
R-40	N/A
R-15, R-12.5, R-10	1,800
M-1, M-2	N/A
PUD	1,500

CORNER LOTS

Side lot lines of lots abutting a public or private right-of-way shall, to the extent practicable:

- run at right angles to the right-of-way line, or
- in the case of cul-de-sacs or curvilinear street right-of-ways, radial to the curve.

LOT FRONTAGE REQUIREMENTS

Unless otherwise permitted herein, every lot resulting from a subdivision of land as provided for in this Ordinance shall abut and have direct access to a publicly maintained street or other public right-of-way legally dedicated, except as provided in this Section.

For proposed subdivisions with frontage on a thoroughfare street, the maximum number of lots to be created shall be limited to 5 lots. Any proposed subdivision proposing more than 5 lots shall require the additional lots to be served by a newly constructed internal public street.

Frontage on a public street shall not be required in the following situations; provided, however, that an easement or other right-of-way arising out of operation of law providing access to the public street shall be recorded and submitted with the application for development approval:

- Parcels within non-residential subdivisions,
- Multi-family lots where the individual lots are separated from a public right-of-way by a strip of land under common ownership by the owners of the multi-family lots, and/or
- Lots fronting on approved private streets.

A lot of record existing on January 1, 2001 without public street frontage may be subdivided once provided that the created lot meets all other zoning district lot standards. The created lot may only be developed for one single-family residence and may not be subdivided. When a private easement serving the lot, parcel, or tract is acquired from intervening property owners, such easement shall be in compliance with the following requirements:

- The easement must have a minimum continuous width of 25 feet.
- The recorded documents creating the easement shall specify that public service, utility, and emergency personnel and vehicles shall have freedom of ingress and egress from the property.
- The recorded documents creating the easement shall also specify that utilities (i.e., natural gas, electricity, telephone, cable) may be installed within the easement.
- The recorded documents creating the easement shall also include a statement specifying the party responsible for maintaining the easement and its traveled surface.
- The easement must have an all weather surface of gravel, concrete, or asphalt with a minimum continuous width of 12 feet and a minimum overhead clearance of 14 feet to ensure access of public service, utility, and emergency personnel and vehicles.
- The grantor and grantee of the easement will agree to continuously keep the easement free and clear of any and all obstructions that would in any way impede vehicular traffic.

Lots shall be designed with adequate frontage for the purpose of providing direct physical access to the property from public streets for vehicles and utilities and for public safety equipment.

FLAG LOTS

Flag lots may be developed on a limited basis in subdivisions where individual development of

each lot is contemplated and the Administrator determines that no future street access through the property will be needed. Flag lots may be used to better use irregularly shaped properties or sites with physical limitations, or to eliminate or reduce access to a thoroughfare or collector street. Flag lots shall not be permitted in any proposed Subdivision except as provided for in this Section.

The maximum number of flag lots shall be set forth in the below Table, where the Administrator finds that the flag lot(s): (1) allow for the more efficient use of irregularly shaped parcels of land, or (2) where the integrated nature of multiple buildings on a site dictates the need for such lots.

The minimum width of the “pole” portion of a flag lot shall be the minimum public street frontage of 25 feet as established in this article.

Maximum Number of Flag Lots

Size of Subdivision	Maximum Number or Ratio of Flag Lots
2 – 20 lots	1 lot
Over 20 lots	1 per every 20 lots

- This table does not apply to the R-40 District. The R-40 district does not have a limit on the number of flag lots.
- The Administrator may approve additional flag lots if evidence is presented that physical hardships prevent development of land using conventional lot design.

CUL-DE-SAC LOTS

A lot located on a cul-de-sac that does not maintain the minimum required width along the public street frontage shall provide:

- lot frontage of at least 50% of the minimum required, but in no case less than 25 feet,
- lot area equal to or greater than the minimum lot area (if one is specified), and
- the minimum required lot width at the building line.

THOROUGHFARE BUFFER YARD FOR MAJOR RESIDENTIAL SUBDIVISIONS

A buffer yard shall be required along the perimeter of a major residential subdivision in order to separate residential lots from abutting thoroughfares and abutting non-residential uses.

The buffer yard for abutting non-residential uses shall be designed and landscaped per Article X of the Zoning Ordinance.

All required buffer yards shall be platted as common areas and may be included as “open space.”

INFRASTRUCTURE STANDARDS

Standards for Street Design

Public and/or private streets shall be designed in accordance with the accepted Design Standards for Utilities and Streets as described in the City of Archdale *Construction and Development Guidelines*.

Standards for Street Lighting

Decorative street lights are mandatory in all newly platted subdivisions. All public streets require an outdoor street lighting plan that shall be designed in accordance with the accepted Street Lighting standards described in the City of Archdale *Construction and Development Guidelines*. All decorative fixtures shall be located in the public right-of-way in a manner so as not to interfere with pedestrian or vehicular traffic.

Standards for Utilities

Standards for the design and installation of public utilities shall be in accordance with the Design Standards for Utilities and Streets as described in the City of Archdale *Construction and Development Guidelines*. Electrical, cable, telephone, and other utility lines shall be installed underground unless the Technical Review Committee (TRC) determines underground installation is inappropriate.

Standards for Curb & Gutter

Curbs and gutters are mandatory in all newly platted subdivisions. Improvements are required as per the standards specified in the *Construction and Development Guidelines*.

Standards for Sidewalks

Have profiles drawn for residential collector type streets, having a minimum width of 28 feet from face of curb to face of curb. Given the nature of these streets, sidewalks shall be required on both sides of the street. This will reduce the possibility of pedestrian crossing accidents.

Have profiles drawn for local streets having a minimum width of less than 28 feet face of curb to face of curb. Sidewalks will only be required on one side of the street. Sidewalks shall continue around the entire cul-de-sac providing access to all lots located within it.

Sidewalks shall be required in all business districts.

All sidewalks shall be a minimum 5 feet in width and 4 inches thick and shall be constructed as specified in the *Construction and Development Guidelines*.

Standards for Greenways

Greenways and connectors shall be planned following the designated circulation system shown on the Pedestrian Network Plan. Greenway stubs must extend to the neighboring property line. Developments that adjoin future greenways must provide a connection trail to the said greenways.

The City of Archdale defines a Greenway as an 8 feet wide paved trail located on a 20 foot wide easement. Greenways may be dedicated to the City for maintenance and general upkeep. Greenway Connectors must be 4 feet wide and paved. Greenway connection trails will remain the property of the development. The development will retain all responsibility of maintenance and upkeep of said connections.

Fees in Lieu of Sidewalks and Greenways

In lieu of Sidewalk and Greenway construction, the City Council may permit the subdivider to contribute a cash payment to the City. The value of such payment shall be value of the length of sidewalk or greenway required by the Pedestrian Network Plan.

If, at the option of the City Council it is determined that a cash dedication shall be made, said cash shall be paid to the City Finance Director and shall be deposited into a special Pedestrian Network Improvement Fund prior to final plat approval. Money in the fund, including accrued interest, shall be expended solely for acquisition, development, or rehabilitation of sidewalks and greenways.

Collected fees shall be appropriated by the City for a specific project to serve residents of the subdivision in a budgetary year within 7 years upon receipt of payments or within 7 years after the issuance of building permits on ½ of the lots created by the subdivision, whichever occurs later. If such fees are not so committed, these fees shall be distributed and paid to the then record owners of the subdivision in the same proportion that the size of their lots bears to the total area of all lots in the subdivision.

Owner's Association Required

An Owner's Association shall be established to fulfill the requirements of the NC Condominium Act or to accept conveyance and maintenance of all common areas and facilities within a development containing common areas. The Owner's Association shall be in legal existence prior to conveyance, lease-option, or other long-term transfer of control of any unit or lot in the development.

The Owner's Association shall be responsible for maintaining the completed permanent runoff control structure as directed by the governmental office having jurisdiction for watershed protection and, if the owners association should be dissolved or cease to exist, then in that event, all of the owners of record at the time of required maintenance shall be jointly liable for any and all costs attendant thereto.

All subdivisions requiring the development of new public roads must be named. The name of the subdivision shall not duplicate nor closely approximate the name of an existing subdivision within the City or Extraterritorial Jurisdiction. A sign clearly indicating the name of the subdivision shall be posted at the main entrance to the subdivision.

Construction of the subdivision sign shall be the responsibility of the subdivider. A sign easement equal to one and one-half times the size of the sign shall be provided for the location of the sign. Ownership of the easement and sign shall be the responsibility of the Owner's Association that assumes full responsibility for its maintenance. In the event that the Owner's

Association fails to maintain the sign and easement to the standards of this Ordinance, the City may, following reasonable notice:

- demand that the deficiency of maintenance be corrected; or
- enter the easement to maintain same.

The cost of such maintenance shall be charged to the Owner's Association.

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