

PART 1. GENERAL STANDARDS.

7-101. Scope. All subdivision of land subject to these Regulations shall conform to the design standards of this Article.

7-102. Development Plan. A subdivision shall conform to the Comprehensive Plan of the metropolitan area.

7-103. Land Subject to Flooding.

- (A) Special Flood Hazard Areas mapped on Flood Insurance Rate Maps produced by the Federal Emergency Management Agency (FEMA) are under the provisions of Chapter 27.06 of the City of Wichita Code or Chapter 13 of the Sedgwick County Code, which establishes requirements for the lowest floor elevation of residential structures as established by the Federal Flood Insurance Study. For each development in such Special Flood Hazard Areas, a Development Permit must be obtained from the local code enforcement agency. In addition, service facilities shall be elevated or floodproofed above the Base Flood Elevation in compliance with Chapter 27.06 of the City of Wichita Code. Land in Special Flood Hazard Areas may be subdivided or developed into platted lots or unplatted tracts or parcels subject to the provisions of the applicable code.
- (B) Local flooding sources or areas of poor drainage, as determined by the City or County Engineer, may be subdivided or developed into platted lots, or unplatted tracts or parcels for residential or other use, provided that minimum building opening elevations are established on each specific building site subject to approval by the appropriate Engineer. Data, maps and other records used in making determination of flooding and minimum building opening elevations are considered public documents and may be made available for examination.
- (C) When a Building/Development permit is issued that requires a lowest floor or minimum building opening or structurally flood-proofed elevation, the permitting agency shall not issue a Certificate of Occupancy until provided a completed, professionally certified, Elevation Certificate that proves compliance with the Building/Development Permit conditions of minimum elevation and has been recorded, at the applicant's expense, with the Register of Deeds.
- (D) No construction is permitted in a designated floodway unless specifically authorized by the applicable engineer.
- (E) All plats should be designated in North American Vertical Datum of 1988 (NAVD 88) to conform to the National Flood Insurance Program Studies.

7-104. Access. All lots, tracts or parcels located in any subdivision or unplatted development shall be served directly by a public street, except that private streets may be permitted as a part of a plat approved by the appropriate governing body. Private streets may be permitted to serve an unplatted tract, parcel or platted lot if there is an irrevocable covenant of record to provide for the perpetual ownership, continuance and maintenance of the private street. The covenant must be approved by the governing body whose engineer approves streets per Section 8-102 of these Regulations.

7-105. Parks, Playgrounds, Open Space, Schools and Public Facility Sites. The Planning Commission may require, as a condition of approval for any residential subdivision, the following:

(A) That the subdivider offers to sell to the appropriate public body, agency or authority, lands, sites and locations for parks, playgrounds, open space, schools or other public facilities. If the public body, agency or authority purchases any lands, sites or locations offered prior to the date the subdivider's plat is recorded with the Register of Deeds, the market price for the lands, sites or locations shall be computed as the proportion of the fair market value of the entire subdivision area as undivided land as of the date the subdivider submits his preliminary plat for approval, plus that percentage of the costs of improvements required as a part of the plat allocable to the portion of land being purchased. If a preliminary plat is not required to be submitted, then the market price shall be computed as the proportion of the fair market value of the entire subdivision area as undivided land, as of the date the subdivider submitted the application for subdivision approval.

(B) That the subdivider reserve for sale to the appropriate public body, agency or authority, lands, sites, and locations for parks, playground, open space, schools or other public facilities. The subdivider shall not, however, be required to reserve the lands, sites and locations for a period longer than:

1) Two (2) years after the date of recording the subdivision plat with the Register of Deeds, or

2) Sixty (60) days after actual construction has commenced on seventy-five (75) percent of the residential units in the subdivision, whichever results in a longer period of time.

The market price for such lands, sites, and locations shall be their fair market value as of the date that the public body, agency or authority notifies the subdivider, in writing, of its intention to purchase the lands, sites or locations or portions thereof. Added to the market price shall be the percentage of the costs of improvements required as a part of the plat allocable to the portion being reserved, plus all taxes and assessments that have been paid from the time the reservation of land was required until the lands are purchased.

(C) The subdivider may choose to include private parks, playgrounds, and/or open space as a part of the residential subdivision. These regulations do not include any minimum requirements regarding acreage or level of improvement for such facilities. However, in order to help meet the recreation needs of the future residents, subdividers are encouraged to provide such private facilities in their developments, or alternatively, to enter into partnership agreements with the applicable governing body, with the costs of providing land and making improvements to public parks, playgrounds and/or open space within the subdivision being shared equitably between the subdivider and the governing body.

7-106. Erosion Stormwater and Soil Control. Mitigation Plans to Control Pollution. The City or County Engineer will require mitigation plans to control pollution of storm water, in accordance with the applicable Stormwater Pollution Prevention ordinance or federal or state regulations, as part of the development plan for the subdivision. *Any mitigation plans for the control of pollution of stormwater required by federal, state or local law, statute, regulation, ordinance, or resolution; or by any local National Pollution Discharge Elimination System permit, must be included as part of the development plan for the subdivision.* On land subject to excessive soil movement by the forces of wind and/or water and that may cause environmental health hazards, appropriate preventive measures shall be a part of the development plan for the subdivision.

7-107. Land Located Within the Flight Paths of Public-Owned Airports. Land located within established flight paths and noise impact areas of public-owned airports shall be required to grant a permanent avigational easement to the public. The Aircraft Noise Control and Land Use Compatibility (ANCLUC) study shall be used to identify the noise impact areas around Wichita Mid-Continent Airport and Jabara Airport. The Air Installation Compatible Use Zone (AICUZ) study shall be used to identify the noise impact areas around McConnell Air Force Base. The avigational easement shall allow aircraft to operate within the "navigable airspace" as defined by the Federal Aviation Act of 1958 and shall waive, as to the public authority only, any and all claims for damage any kind whatsoever incurred as a result of aircraft using the navigable airspace. Along with the avigational easement, there shall be submitted a restrictive covenant that states that any building constructed on land covered by the avigational easement shall be designed and constructed to minimize noise pollution, by giving due consideration to the use for which the structure is designed and built. The restrictive covenant shall also state that the land covered by the avigational easement is exposed at times to aircraft noise that may infringe upon a resident's enjoyment of property and may, depending upon the degree of acoustical treatment of the dwelling, affect his health and/or well being.

PART 2. SPECIFIC STANDARDS

7-201. Streets - Layout and Design.

(A) The arrangement, character, extent, width, grade and location of all streets shall conform to the comprehensive plan and shall be considered relative to existing and planned streets, topographical conditions, public convenience, public safety and the proposed uses of the land to be served by the streets.

(B) In the event an overall development plan for an area is not in existence, the arrangement of streets in a subdivision shall either:

(1) Provide for the continuation of existing streets in the surrounding areas; or

(2) Conform to a development plan for the neighborhood approved by the Planning Commission to meet a particular situation where topographic or other conditions make continuance or conformance to existing streets impractical.

(C) Local streets shall be laid out so that their use by through traffic will be discouraged.

- (D) If a subdivision abuts or contains an existing or proposed limited access highway or arterial street, the Planning Commission may require frontage roads, reverse frontage lots with access control provisions along the rear property line, deep lots with rear service alleys or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.
- (E) If a subdivision borders on or contains a railroad right-of-way or a limited access highway, the Planning Commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land. Such distance shall also be determined with due regard for the requirements of approach grades and future grade separations.
- (F) Reserve strips controlling access to streets shall be prohibited except where their control is placed with the governing body under conditions approved by the Planning Commission, or the platting of reserve strips is provided for by a Community Unit Plan approved by the Planning Commission and the appropriate governing body.
- (G) Street rights-of-way requirements for streets other than arterials shall be determined by the total aggregate needs for the functional components for the particular system being considered. The total aggregates shall be in increments of two (2) feet, even numbers only. The components involved shall be:

Moving or Traffic Lanes - Variable from nine (9) to twelve (12) feet depending on function, e.g., low density residential, cul-de-sac residential, collector, industrial, etc., and on design speed of the roadway. For paved streets, other than arterials, the width of a moving lane is measured from the centerline of the street to either the inside edge of a parking lane or to the face of the curb if the street does not provide parking lanes.

Parking Lanes - For on-street storage of vehicles. Parking lanes shall be at least eight feet in width. For computation purposes, up to two (2) feet for curb or shoulder may be included as part of the parking lane.

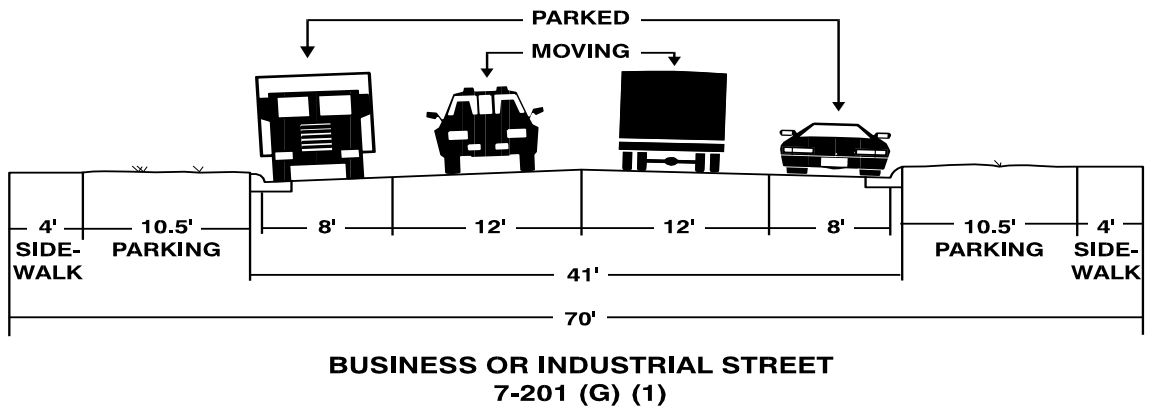
Curb or Shoulder - Curbs shall be considered to require two (2) feet regardless of construction type. Shoulders (for suburban or rural roadways) shall be not less than three feet in width.

Border Area - For urban streets (sometimes referred to as "parking") the border area shall be fourteen and one-half (14½) feet in width from the back of curb to property line. This area shall be used for installation of utilities, street lighting, traffic control devices, fire hydrants, sidewalks, landscaping and to provide a transition area in grades (if necessary) between the roadway and the property adjacent to the right-of-way. Border areas for suburban areas shall be variable in width, based on drainage needs.

Based on the above general criteria, street rights-of-way and roadways shall be as follows:

Urban Area (See 8-101)	Street R.O.W. <u>In Feet</u>	Roadway Width <u>In Feet*</u>
(1) Business, Office, Commercial and Industrial areas: 2 moving lanes (12') and 2 parking lanes.	70	41

The street right-of-way width in feet for business, office, commercial and industrial areas without parking lanes shall be fifty eight feet (58')



*Back of curb to back of curb.

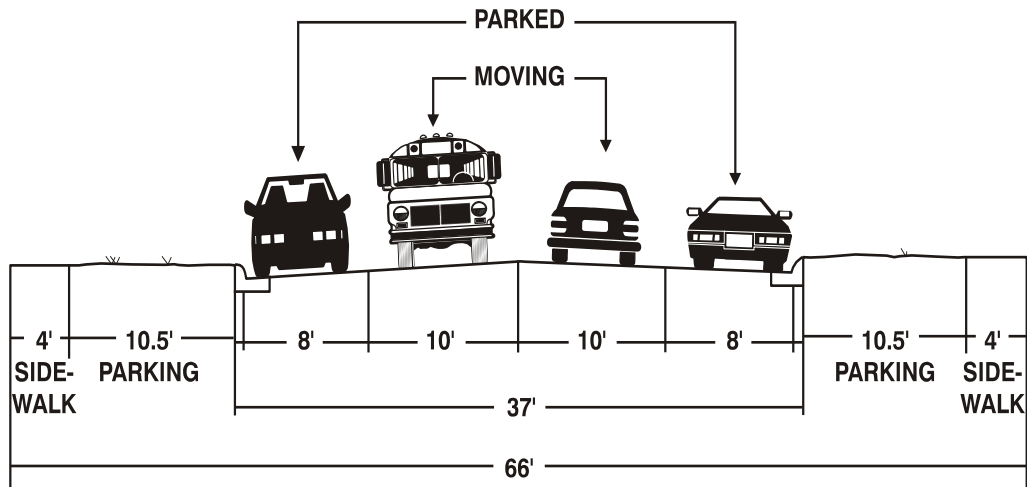
Street	Roadway
R.O.W.	Width
<u>In Feet</u>	<u>In Feet*</u>

(2) Collector Streets

(A) Collector with parking or street serving Garden Apartments, Multi-Family High-Rise, large-scale Single-Family, and other similar type of dwelling units: 2 moving lanes (10') and 2 parking lanes.

66**

37**



**RESIDENTIAL COLLECTOR STREET WITH PARKING LANES
7-201 (G) (2) (A)**

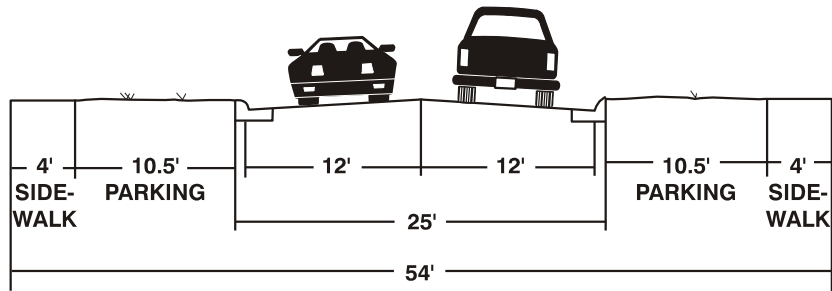
* Back of curb to back of curb

**Street and roadway widths for a collector may be required to be greater than the width listed for that portion 150 feet back from the intersection with an arterial.

	Street R.O.W. In Feet	Roadway Width In Feet*
(B) Collector with no parking and without direct local access; 2 moving lanes (12').	54**	25**



MINIMIZE HOUSE FRONTAGE ON COLLECTOR STREETS TO REDUCE COLLECTOR PAVING WIDTH



**RESIDENTIAL COLLECTOR STREET WITHOUT PARKING LANES AND WITHOUT DIRECT ACCESS FROM ABUTTING LOTS
7-201 (G) (2) (B)**

*Back of curb to back of curb

**Street and roadway widths for a collector may be required to be greater than the width listed for that portion 150 feet back from the intersection with an arterial.

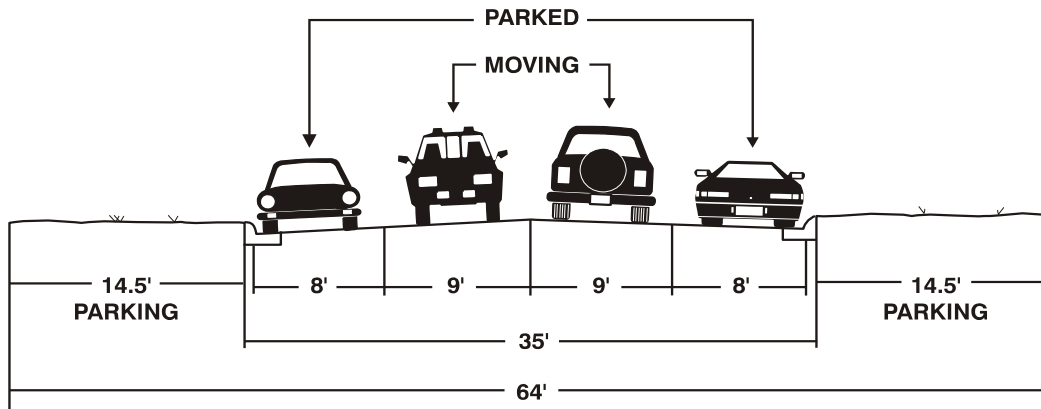
Street	Roadway
R.O.W.	Width
<u>In Feet</u>	<u>In Feet*</u>

(3) Local Residential Streets
 (A)(1) Single and two-family dwellings on continuous through streets more than 3 blocks in length: 2 moving lanes (9') and 2 parking lanes.

64

35

(A)(2) A continuous through street more than 3 blocks in length, where only one side contains a parking lane shall have a street right-of-way width of fifty eight feet (58')

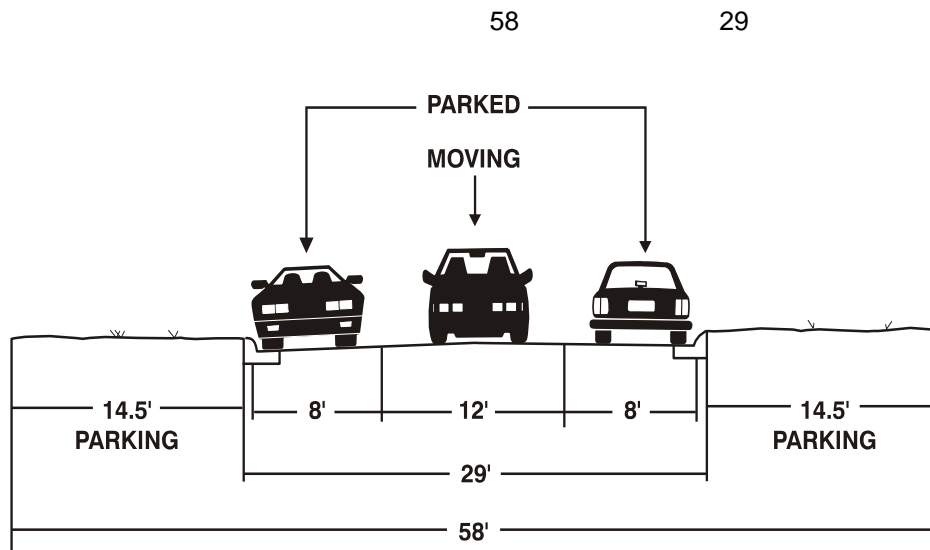


**64-FOOT LOCAL RESIDENTIAL STREET
 7-201 (G) (3) (A)**

*Back of curb to back of curb.

Street	Roadway
R.O.W.	Width
<u>In Feet</u>	<u>In Feet*</u>

(B) Local Residential - 1 moving lane (12') and 2 parking lanes; street to be no more than 3 blocks in length with a maximum of 24 single-family lots (12 each side) per block. Any existing covenant providing for four (4) off-street parking spaces per dwelling unit on each lot shall not be enforced by the Wichita Office of Central Inspection/Sedgwick County Code Enforcement. (Amended by Ord No. 48-844 and Res. No. 173-2010)

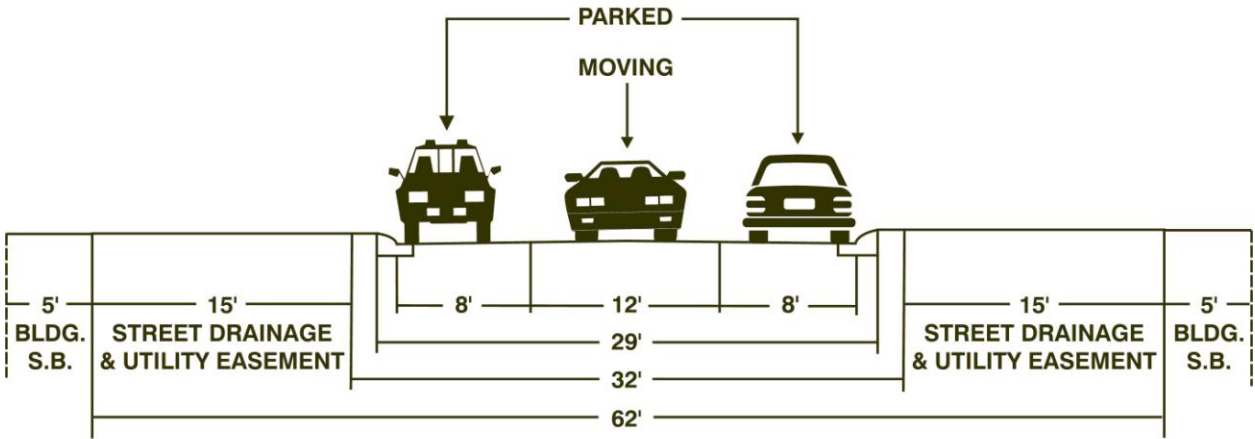


**58-FOOT LOCAL RESIDENTIAL STREET
7-201 (G) (3) (B)**

*Back of curb to back of curb.

(C) Narrow Local Residential - One (1) moving lane (12') and two (2) parking lanes. This type of street is intended for limited use in single-family and duplex cluster developments and shall only be used for cul-de-sac or loop/circular street alignments. It is not intended for those street patterns that may be subjected to through traffic or to traffic generated by land uses not directly fronting onto the subject narrow street. That is, one narrow street shall not intersect another narrow street. For cul-de-sac streets, a maximum of twenty-four (24) single-family lots shall be accessed by this type of street. For loop/circular streets, a maximum of forty-eight (48) single-family lots shall be accessed by this street type. When this street is platted the subdivider shall submit a covenant restricting lot owner use of required fifteen-foot (15') street, drainage and utility easements on each side of dedicated right-of-way, i.e., prohibition of retaining walls and change of grade, prohibition of fences, earthberms and mass plantings and approval of any proposed plantings by the City Forestry Division prior to installation. A minimum five-foot (5') building setback shall be platted from the fifteen foot (15') street, drainage and utility easement on each lot abutting this type of street. Any existing covenant providing for four (4) off-street parking spaces per dwelling unit on each lot shall not be enforced by the Wichita Office of Central Inspection/Sedgwick County Code Enforcement. (Amended by Ord No. 48-844 and Res. No. 173-2010)

Street R.O.W. In Feet	Roadway Width In Feet*
32	29



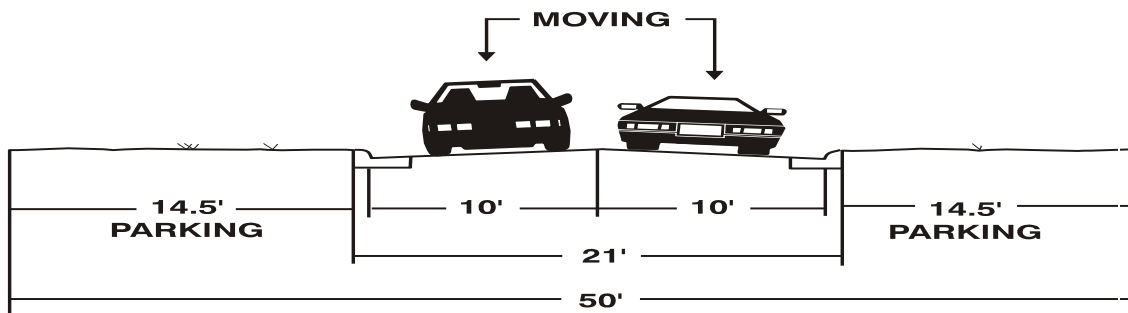
NARROW LOCAL RESIDENTIAL STREET
7-201 (G) (3) (C)

*Back of curb to back of curb.

Street R.O.W. In Feet	Roadway Width In Feet*
-----------------------------	------------------------------

(D) Local Residential – two (2) moving lanes ten-foot (10') and no parking lanes. Street to be no more than one block length with a maximum of twenty-four (24) single-family lots (12 each side). Cul-de-sacs no longer than 300 feet to the center of the turnaround radius. For lots containing up to 6,000 square feet, a covenant providing for four (4) off-street parking spaces per dwelling unit on each lot, shall be submitted. Townhouses or patio homes and manufactured homes shall provide a covenant providing for or at least two (2) off-street parking spaces per dwelling unit, plus at least one (1) parking space per dwelling unit in a common parking area adjacent to the street.

50 21



50'-FOOT LOCAL RESIDENTIAL STREET

7-201 (G) (3) (D)

*Back of curb to back of curb.

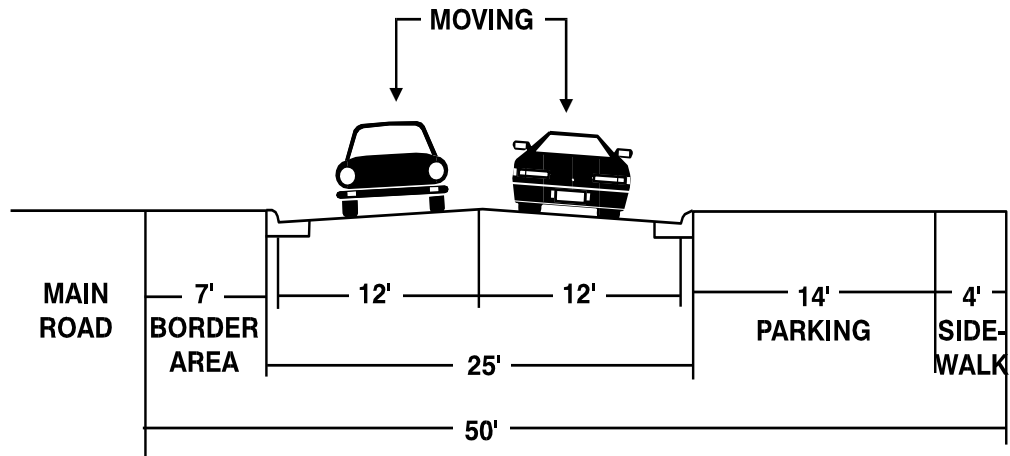
Street
In Feet

Roadway
In Feet*

(4) Local - Frontage Road - two (2)
moving lanes- no parking, plus
seven (7) feet of border area between
curb and the main road right-of-way.

50

25



**FRONTAGE ROAD
7-201 (G) (4)**

Street R.O.W. <u>In Feet</u>	Roadway Width <u>In Feet</u>
------------------------------------	------------------------------------

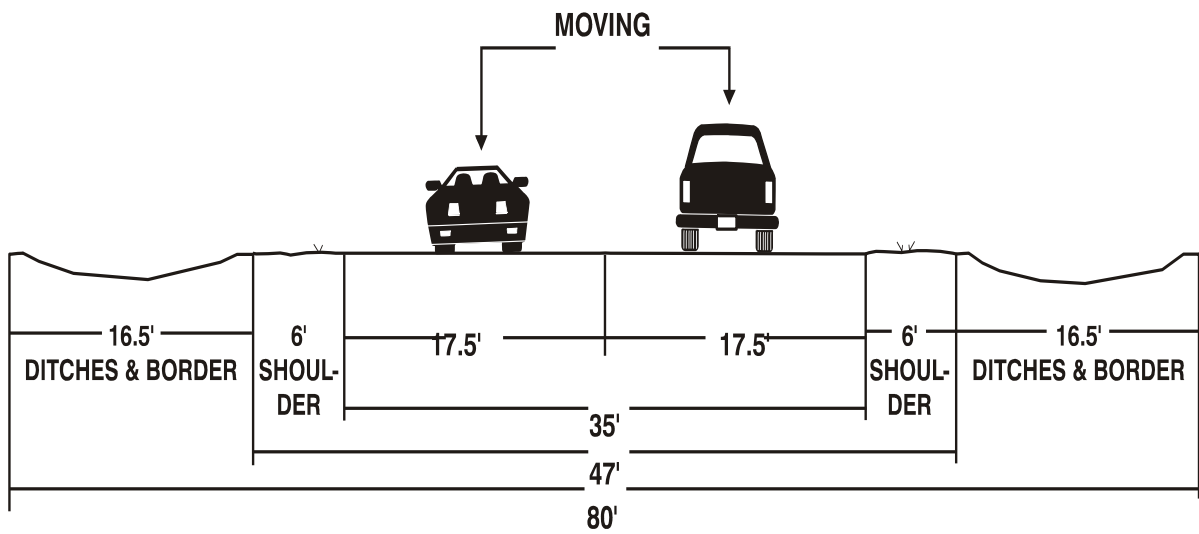
(5) Suburban Areas (See 8-101)

(A) Collector, two (2) moving lanes (17.5') - Shoulder, ditches, and border areas.

80

47***

***Including Shoulder.



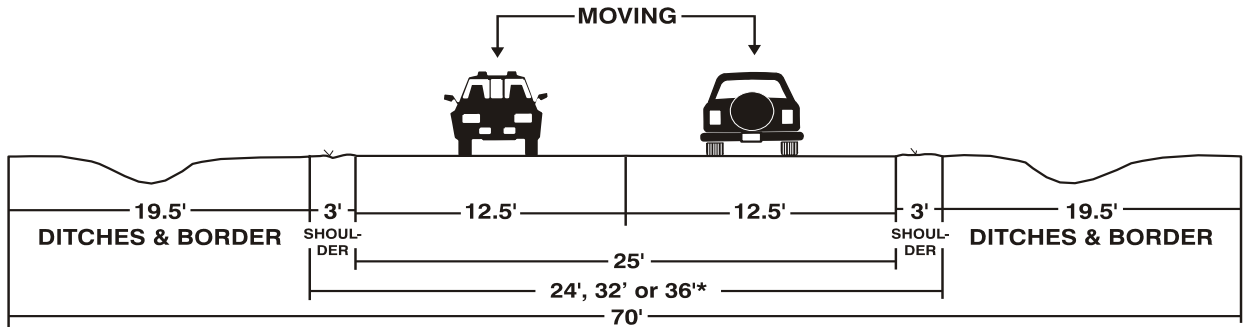
**SUBURBAN COLLECTOR STREET
7-201 (G) (5)**

Street	Roadway
R.O.W.	Width
<u>In Feet</u>	<u>In Feet</u>

- (B) Local Suburban Residential -
 With access to existing
 street system on both
 ends – two (2) moving lanes (12.5') -
 Shoulder, ditches, and
 border areas.

70

32***



SUBURBAN RESIDENTIAL STREET
7-201 (G) (5) (B) (C) (D)

***Including Shoulder.

*24' - Three-Mile Ring; 36' - Cul-de-sac; 32' - loop or through streets

- (C) Local Suburban Residential-
 Cul-de-sac: (36') paved or rocked surface, plus 19.5' ditches and border each side. Other internal
 roads - (32') sand.
- (D) Local Suburban Residential within 3 miles of the City of Wichita for lots from 25,000 square feet to one
 acre in size - 24' paved.

These widths may be modified by the Commission on a showing that special conditions exist such as parallel drainage and roadway systems, utility requirements, considerations for safe and efficient traffic and pedestrian movement, grade problems, intersection design, etc. In applying these standards, workable street systems must be established. Once a pattern of widths, based on function for a given area has been established, the pattern shall be followed throughout the street system until another system can be established or tied into a collector or arterial system.

- (H) Right-of-way widths for all section line roads and arterials shall not be less than 120 feet. At an intersection approach, 150 feet of right-of-way width shall be required within 250 feet from the section line and taper to 120 feet at a distance of 350 feet from the section line. An additional 25' x 25' corner clip shall be required at the intersection corner to accommodate traffic signals and sidewalk facilities.
- (I) Wherever possible, there shall be an inside tangent at least 100 feet in length introduced between reverse curves on arterial and collector streets.
- (J) Collector streets, if they curve, shall have a minimum centerline curve radius of at least 350-feet. This is based on a design speed of 30 m.p.h. The curve radius may be modified to meet special conditions for other design speeds.
- (K) Streets shall be laid out so as to provide for horizontal sight distances on all curves. These distances shall be:

Local Streets:	200 feet
Collector Streets:	300 feet
Arterial Streets:	500 feet
- (L) Streets shall be laid out so as to intersect as nearly as possible at right angles. A street shall not intersect any other street at less than 80 degrees.
- (M) Street jogs are to be avoided on arterial and collector streets. On local streets centerline offsets of less than 150 feet shall be avoided.
- (N) Roadway grades, wherever feasible, shall not exceed the following with due allowance for reasonable vertical curves:

<u>Roadway Type</u>	<u>Per Cent Grade</u>
Arterial	3%
Collector	4%
Local	5%
Marginal Access and Frontage Roads	5%

- (O) A roadway grade shall not be less than 0.50 of one percent unless approved by the appropriate engineer. Greater percentages of grade may be required where necessary to provide adequate drainage.
- (P) Roadway pavement at intersections shall be rounded by the following minimum radii:

<u>Type of Roadway</u>	<u>Intersecting With</u>	<u>Minimum Curb Radii</u>
Local	Local Residential	20 feet
Local Residential	Collector	30 feet
Local Residential	Arterial	30 feet

Business, Commercial or Industrial Collector or Arterial	Business, Commercial or Industrial Collector or Arterial	50 feet
--	--	---------

Right-of-way lines may be required to be rounded by an arc having at least the same radii as the arc of the curb when normal right-of-way requirements are not sufficient to allow the construction of roadways having the radii set out alone.

- (Q) The dedication of half-street rights-of-way shall be avoided, except for arterial streets and collector streets where applicable, or where they are essential to the reasonable development of the subdivision in conformity with the other requirements of these Regulations; or, when the Planning Commission finds that it will be practicable to require the dedication of the other half of the street when the adjoining property is subdivided. Whenever a half-street or portion of a street is existing and adjacent to a tract being subdivided, the other half of the street, based on standards set forth in (G), shall be dedicated from the property being subdivided.
- (R) In order to provide for the development of residential areas characterized by streets with reduced traffic speeds, volumes and the absence of through traffic, the platting of streets with a single point of ingress and egress (cul-de-sac) is permitted. Streets that are designed to have a single point of ingress and egress shall not be longer than 800 feet for urban subdivisions, and 1,200 feet for suburban subdivisions. For urban subdivisions, cul-de-sacs shall be provided with a circular turnaround right-of-way with a turn-diameter of at least 70 feet and a street property line diameter of at least 100 feet (see pg. A-2). An alternative turnaround area, approved by the engineer having jurisdiction, may be established if the proposed alternative turnaround area provides access and turning space equivalent to the standard circular turnaround.

For residential streets that are not longer than 150 feet and do not provide access to more than eight dwelling units, a "Y" Type, "T" Type, "L" Type or similar turnaround may be provided as an alternative to the standard circular turnaround (see Page A-3). A street's length shall be measured from the right-of-way line of the street from where the cul-de-sac street emanates to the point that would be located at the center of a circular turnaround if such an improvement was to be provided.

For one-family, two-family or four-family zoned lots abutting a circular or alternative turnaround area, a covenant may be required that indicates the following amount of required off-street parking:

- (1) One-family or two-family structures -- four (4) off-street parking spaces per dwelling unit.
- (2) Three-family or four-family structures -- three (3) off-street parking spaces per dwelling unit.

For areas zoned for industrial purposes, a minimum street property line diameter of 130 feet shall be provided for the circular turnaround for a cul-de-sac street. For suburban subdivisions, a minimum street property line diameter of 150 feet, or more as shall be determined by the appropriate engineer, shall be required.

The platting of a street with a single point of ingress and egress may have a length that exceeds the design standard of 800 feet for urban subdivisions, or 1,200 feet for suburban subdivisions, provided one of the following conditions exists:

- (1) The configuration of the subdivider's ownership prevents the development of an alternate circulation system.
- (2) There exists man-made or natural topographical limitations (e.g. golf courses, lakes and floodways) that dictate a long cul-de-sac.
- (3) A 36-foot wide rock road is installed for a street in a suburban subdivision with a single point of ingress and egress and the plat includes stub streets or a contingent street right-of-way to provide future access to adjoining tracts. In this instance, the cul-de-sac street shall not exceed 2,640 feet.
- (4) An overall preliminary plat (Article 4, Part 4) indicates the eventual continuation of the street to connect with an existing street, in which case a maximum street length of 2,640 feet is permitted in a final plat that is a portion of the overall preliminary plat.

Emergency access easements shall be dedicated to mitigate the concerns regarding emergency access that are created by cul-de-sac streets that exceed 800 feet in length in urban subdivisions or 1,200 feet in length in suburban subdivisions. A guarantee shall be submitted by the subdivider that assures the construction of an all-weather roadway surface within an emergency access easement along with all planned access points to adjacent public or private street systems. The subdivider shall also guarantee any required gating, fencing or special signing necessitated by the platting of an emergency access easement.

For urban-scale subdivisions, cul-de-sac streets that serve more than 24 dwelling units, or other streets that serve more than 48 lots, including dwelling units provided access by way of short "circles" and "courts" that emanate from the cul-de-sac street, shall be platted with 64 feet of street right-of-way. A guarantee for construction of a 35-foot wide paved roadway shall be required. For single-family areas, the number of dwelling units being served by a 58-foot street right-of-way may be increased to 32 for a cul-de-sac or 64 for a loop street, if the average width of lots on the spine of the cul-de-sac is 90 feet or greater. The width of lots around the bulb of the cul-de-sac turnaround shall not be counted when calculating average lot width. A lot's width shall be measured at the front yard building setback line.

- (S) Street names shall not be used that will duplicate or be confused with the names of existing streets. Existing street names shall be used where they are, or would be, logical extensions of existing streets even though separated by undeveloped land. Street names, except for existing streets, shall be limited to a maximum of 12 characters, exclusive of prefixes and suffixes, and are subject to the approval of the Planning Commission.
- (T) When a street is platted with a single point of ingress and egress (cul-de-sac), its street name shall include either the "circle" or "court" suffix. The "circle" suffix shall be used when the cul-de-sac is an extension or continuation of a street. The "court" suffix shall be used when the cul-de-sac emanates from a street at a near right angle. (See Attachment 10)

- (U) Private streets are generally discouraged; however, when private streets are approved as part of a subdivision, they shall be depicted on the plat as reserves. The construction of private streets to the standards of a public street shall be guaranteed by the plat. The right-of-way width and roadway width for private streets are the same as those required in (G) for public streets. Turnaround provisions for private streets with a single point of ingress and egress are the same as those required in (R) for public streets. The criteria for establishing street names for private streets are the same as those required in (S) and (T) for public streets.

The governing body shall make a determination that the covenants contain a provision authorizing the governing body to maintain the road and charge incurred costs to the owners of the land benefiting from the road if the covenantees fail to maintain the private road.

- (V) When a proposed subdivision is adjacent to unplatted property, the platting of stub streets, to provide future access to the adjacent unplatted tract, shall be provided. If the adjacent unplatted tract is planned for development of a use not compatible with the property being subdivided, the requirement for stub street dedications may be waived.

If the length of the stub street is greater than 150 feet, a temporary turnaround shall be platted or established by separate instrument. If platted, the plat's text shall indicate that the turnaround will be automatically vacated upon extension of the street.

- (W) Subdividers are encouraged to consider projects designed to maximize solar access when not in conflict with existing contours or drainage. When the long axis of individual structures will run parallel to the street, streets should be oriented as nearly as possible in an east/west direction. If the long axis of structures will be perpendicular to the street, north/south street orientation is preferable for solar access purposes.
- (X) The dedication of contingent right-of-way shall be provided upon the determination of the Subdivision Committee to allow for the City's future needs for urban subdivisions; to provide potential street connection to the adjoining undeveloped property; to prevent the "landlocking" of abutting properties, and to avoid an excessive number of individual driveways along section line roads. If adjoining the plat line, the contingent right-of-way dedication may be a half-street right-of-way. The plat's text on City plats shall note that the "contingent street dedication shall become effective upon the City's need for the right-of-way for any street-related purpose". The plat's text on County plats shall note that "the contingent right-of-way dedication shall become effective upon the platting of any adjacent subdivision having a street connecting thereto. The costs of constructing said street are to be borne by the person(s) or agency that owns said adjacent subdivision".

7-202. Alleys.

- (A) When provided, the minimum width of an alley shall be 20 feet.
- (B) Alley intersections and sharp changes in alignment shall be avoided, but where necessary, a turning radius shall be provided to permit safe vehicular movement.

- (C) Alleys with a single point of ingress and egress to a street shall be avoided where possible, but if unavoidable, such alleys shall be provided with adequate turnaround facilities as determined by the engineer having jurisdiction.

7-203. Blocks.

- (A) The lengths, widths and shapes of blocks shall be determined with due regard to:
 - (1) Provision of adequate building sites suitable for the special needs of the use contemplated.
 - (2) Zoning requirements as to lot sizes and dimensions.
 - (3) Need for convenient access, circulation, control and safety of street traffic.
 - (4) Limitations and opportunities of topography.
- (B) A block in an urban subdivision should not exceed 1,300 feet in length, unless the block is adjacent to a limited access highway or arterial street or unless the previous adjacent layout or topographical conditions justify a modification of this requirement.
- (C) All blocks shall be designed so as to provide two (2) tiers of lots, unless a different arrangement is required in order to comply with Sections 7-201(D), 7-201(R), or is permitted by Section 7-204 (H).
- (D) Blocks may be irregular in shape, provided they are harmonious with the overall pattern of blocks in the proposed subdivision, and provided their design meets the requirements of lot standards, traffic flow and control considerations, and development plan requirements.
- (E) In blocks of 800 feet or more in length, a pedestrian access easement for pedestrian travel may be required to provide access to public or private facilities such as schools or parks. The pedestrian access easement shall have a right-of-way width of not less than 10 feet, and extend entirely through the block at approximately the midpoint of the length of the block. The platlor shall guarantee the construction of a sidewalk within the pedestrian access easement.

7-204. Lots.

- (A) The lot size, width, depth, shape and orientation, and any platted minimum building setback lines shall be established with consideration being given to the location of the subdivision within the City or County and relative to the type of development and use contemplated.
- (B) Lot size and perimeter dimensions shall be in accordance with the requirements of the Zoning Regulations. For subdivisions that are subject to the provisions of Commercial Community Unit Plans, the perimeters of proposed lots shall match the perimeters of C.U.P. parcel boundaries. For subdivisions that are subject to the provisions of Residential Community Unit Plans, the perimeters of proposed blocks shall match the perimeters of C.U.P. parcel boundaries. Final plats, generally, shall not be scheduled for review by the

Subdivision Committee and MAPC until all associated zoning requests, annexations, and/or Community Unit Plans, if any, have been approved by the governing body. However, if an associated zoning request or Community Unit Plan has been approved by the Planning Commission, and significant opposition to its development proposal was not voiced by property owners within the legal protest area and the developer and the Planning Department are in agreement regarding the provisions of the development plan or where simultaneous review of zoning and subdivision issues would aid in a logical determination of appropriate land use, the Director of Planning may authorize the scheduling of a final plat before the Subdivision Committee or MAPC prior to the governing body considering an associated zoning request or Community Unit Plan.

(C) RESERVED

- (D) The maximum depth of all residential lots shall not exceed two and one-half times the width of the lot. For residential lots being platted for development of solar energy systems, the depth of the lots may exceed the 2.5 to 1 ratio provided the additional depth is needed to achieve or enhance solar access for individual building sites. For all other lots, the depth shall not exceed three times the width.
- (E) Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, the minimum lot widths set forth in subparagraph (E) above, shall be measured at the building setback line along an arc parallel to the right-of-way of the cul-de-sac or curved street. Such lots shall also be laid out so that their lot frontage, as measured on the arc of such right-of-way line, is not less than 50% of the required lot width measured at the building setback line.
- (F) With the exception of land 20 acres or more considered for exemption purposes pursuant to Section 3-105, the area of the street right-of-way shall not be included and calculated in the area of the lot with respect to minimum lot area requirements of these Regulations, the zoning code or any other code applicable to the property. Lots shall be required to have more than the minimum area dimensions provided for in this section when a greater area or dimensions are required to meet the yard requirements of the zoning ordinance.
- (G) Double frontage lots shall not be platted for individual dwellings (e.g., single and two-family units), except where the lots abut upon a limited access highway or arterial street or where the topography or orientation of the land prevents reasonable subdivision. Double frontage lots shall not have vehicular access through them from the local street to the arterial street.
- (H) The depth and width of lots platted for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
- (I) Corner lots being platted for residential use shall have extra width to permit the establishment of a 15-foot building setback from the side street.
- (J) Lots located at an arterial street intersection or at an intersection with an acute angle, which in the opinion of the Planning Commission is likely to be dangerous to traffic movement, shall have a radius of 20 feet at the intersection of street rights-of-way. On business, commercial and industrial lots, a chord may be substituted for a circular arc.

- (K) For lots adjacent to railroad tracks, "complete access control" shall be dedicated across the lot's street frontage for a minimum distance of 150 feet from the centerline of the nearest railroad track.
- (L) Access issues including driveway distance from intersections, spacing standards for driveways along section line roads, median length at intersections, traffic impact studies, and cross lot access shall be in accordance with the requirements of the City of Wichita or Sedgwick County Access Management Policy.
- (M) For lots located adjacent to an arterial street, access control shall be dedicated across the lot's frontage to the arterial street. The number of permitted access points shall be determined by the Planning Commission based upon the recommendations of the engineer having jurisdiction and planning staff.

Staff recommendations on the number of permitted access points and distance between access points, shall be a function of the amount of lot frontage, the arterial street operating speed and the traffic carrying capacity of street improvements.

For commercial or industrial subdivisions along arterial streets, subdividers are encouraged to establish shared access points to the arterial street and provide access easements between lots to reduce the number and frequency of driveways onto the major street. Based upon the recommendations of the engineer having jurisdiction and planning staff, the Planning Commission may require the platting of access controls that establish:

- (1) Joint access points along common property lines; or
 - (2) A cross-lot access agreement provided by the subject plat to the benefit of the adjoining property, whereby the adjoining property would subsequently, upon platting, be required to dedicate complete access control. In both above instances, a Cross-Lot Circulation Agreement would be required to ensure internal access among the lots.
- (N) For lots abutting local platted floodways, or in areas of inadequate drainage, the platting of a minimum building opening elevation shall be required. For lots in or abutting the mapped floodplain, the platting of the lowest floor elevation shall be required. The minimum building opening elevation shall be expressed in North American Vertical Datum of 1988 (NAVD 88). The elevation requirement shall be indicated on the face of the plat as well as referenced in the plat's text.
 - (O) The inclusion of pipeline easements and easements for lakes or other significant drainage features within the perimeter of lots being platted for urban density single family, duplex or four-plex dwelling units is discouraged.
 - (P) Key or flag lot configurations are generally discouraged except for the purpose of securing or enhancing solar access on individual building sites or to deal with unique situations of topography or ownership.
 - (Q) In accordance with Section III-B.5.d(5) of the Unified Zoning Code Ordinance, urban subdivisions may establish side-yard setbacks to provide for zero lot line development.

If the proposed zero lot line subdivision is subject to the provisions of a Residential Community Unit Plan, there may be a need to reference special language on the face of the plat and in the plat's text regarding side-yard setback flexibility. Specifically, the Community Unit Plan may provide for the required side-yard setback to be reduced to 10 feet for garages only. In order to allow for the side-yard setback flexibility established by the text of a Community Unit Plan, the final plat shall specify on the face of the plat, as well as in the plat's text, that side-yard setbacks for blocks (specify by numbers) are per the requirements of the (name) Community Unit Plan (DP-[number]) on file with the Wichita-Sedgwick County Metropolitan Area Planning Department.

- (R) For subdivisions that propose the use of individual sewage lagoons, the gross area of each lot shall not be less than five (5) acres. This minimum area requirement is exclusive of adjacent street right-of-way that has been dedicated previous to the submission of the plat. The lot area may be reduced to not less than 4.5 acres in recognition of the additional street right-of-way dedicated through the plat for internal access or to meet desired standards along section line roads. Regardless of the lot size, the configuration of each lot must:
- (1) Ensure that adequate lot area exists for the construction and maintenance of the lagoon.
 - (2) Ensure that adequate separation will be maintained between the lagoon and on-site water wells.
 - (3) Ensure that adequate separation will be maintained between the lagoon and adjacent property lines and public or private rights-of-way, i.e., 100 feet minimum setback and 250 feet by 250 feet minimum building area unless lagoons are designed to be "twinned" along common property lines in accordance with requirements of the City of Wichita Department of Environmental Services/County Code Enforcement, as applicable, and this feature is expressed on the plat tracing and by covenant filed for such lots.
 - (4) Be consistent with the area requirements for sewage lagoons that is stated in associated health codes.
- (S) In accordance with Section III-B.5e(1) of the Unified Zoning Code, subdivisions may be established for cluster development provided the following criterion are met:
- (1) A calculation sheet shall be submitted with the subdivision application that indicates what percentage of the cluster subdivision will be platted as a reserve(s) for permanent community open space. This percentage shall be computed by dividing the area of the land being platted for permanent open space by the total area of all lots for one-family dwellings in the subdivision. Also included with the percentage calculation, shall be a statement regarding if the percentage reduction is to be applied to lot area, front yard or rear yard setbacks or all three standards.
 - (2) As provided for in the Unified Zoning Code text, reductions in lot area, front-yard or rear-yard setbacks shall not exceed 20% of the standards established for traditional single-family residences in the "SF-5" Single-Family zoning district. Any reduction in any of the three standards must be compensated for by providing permanent community open space.

In order to achieve a reduction of lot area, the lot width and depth requirements of Sections 7-204 (C) and (D) may be modified.

- (3) Land to be established for permanent community open space shall be platted as a reserve. In addition to the requirements of 7-208(E) of these Regulations a covenant or deed restriction, approved by the City or County attorney, as appropriate, shall be submitted for recording that ensures the following:
 - (a) That the open space will not be further subdivided in the future;
 - (b) That the use of the open space will continue in perpetuity for the purpose specified; and,
 - (c) That the common undeveloped open space shall not be turned into a commercial enterprise admitting the general public at a fee.
- (4) At the time of submitting a preliminary plat for the cluster subdivision, a copy of the preliminary plat shall be submitted with specific area calculations for each lot not containing at least 5,000 square feet.

If zero lot line dwelling units are to be constructed within the cluster development, a side-yard setback shall be platted from the side lot line upon which the adjacent lot's zero lot line unit will be constructed. The typical 12-foot, side-yard setback platted in zero lot line developments may be reduced through cluster development, but in no case shall the required separation between buildings be less than 10 feet. For all subdivisions platted for cluster development, the final plat shall reference, on the face of the plat, as well as, in the plat's text, the reduction percentage calculated by dividing the area of permanent community open space by the total area of all lots being platted for one-family dwellings.

7-205. Easements.

(A) **Public Utility Easements.** Public utility easements shall be provided in order to meet current standards. Easements for public utilities should typically be centered on rear or side lot lines and shall be at least twenty feet (20') wide along rear lot lines and ten feet (10') wide along side lot lines. Where necessary to protect existing tree rows from damage, these easements may be widened appropriately, not to exceed thirty feet (30'). Where an existing lot is already served by any water or sewer line in existing utility easements, and the utility easements are less than the minimum width established in this section, additional water easements or sewer easements up to the minimum width shall be provided when there is a request for a lot split or a vacation of a portion of the lot.

Prior to the approval of the lot split or vacation, and within the time provided in Article 6, City of Wichita/Sedgwick County shall take the following actions if the additional easement is required:

- (1) All of the owners of lots along the entire block shall be contacted by the City of Wichita/Sedgwick County staff to dedicate such similar additional easements in order to meet current standards. All property owners shall be informed that the expanded easement improves accessibility for maintenance and repairs and protection of workers.

(2) The City of Wichita/Sedgwick County shall allow pre-existing encroachments to remain and hold property owners harmless from damage to the pre-existing encroachments resulting from the work in the additional easement.

(3) The City of Wichita/Sedgwick County shall offer one hundred dollars (\$100.00) to each property owner for the additional easement.

Utility easements for street lighting purposes shall not be required to exceed 10 feet (10') in width. If a utility easement is to also be used for drainage purposes, the easement shall be designated on the plat as both a utility and drainage easement, and additional width may be required. For plats or lot splits in areas with existing water and sewer mains, a public sewer easement or public water easement may be required to protect a private sewer line or private water line across one ownership to serve another ownership with the approval of the System Planning and Development Division of the City of Wichita Water and Sewer Department.

(B) **Public Drainage Easements.** If a subdivision is traversed by a water course, drainage way, channel or street, then a storm water easement or drainage right-of-way shall be provided. Storm water and drainage easements or right-of-way shall conform substantially to the lines of the water course and shall be of such width or construction, or both, as may be required to provide for adequate storm water drainage and for access and maintenance of drainage improvements. Parallel streets or parkways may be required in connection with the platting of drainage easements or right-of-way.

If a drainage easement is also to be used as a utility easement, the easement shall be designated on the plat as both a utility and a drainage easement, and additional width may be required.

On suburban plats a triangular drainage and utility easement may be required at the corners of intersecting street rights-of-way. Where street rights-of-way intersect at ninety (90) degrees, the limit of such easement would be defined by a line drawn between two points located on the rights-of-way lines that are twenty-five feet (25') back each way from the corner.

Drainage easements shall be vegetated with adapted perennial grasses or otherwise stabilized to prevent soil erosion and sediment movement by wind or water.

Where the approved drainage plan designates a rear yard utility easement as conveying surface stormwater runoff, a minimum grade of (one) 1 percent shall be established and the easement shall be designated as a utility and drainage easement.

If a drainage and utility easement is to contain a sanitary sewer line, additional width shall be required by the City Engineer.

(C) **Vision Triangle Easements.** Vision triangle easements may be required on any corner lot or adjacent to parking easements to provide an open and usable vision path for drivers of vehicles approaching the intersection. The extent of vision triangle easements shall be based on the type of intersection (3-way,

four, protected, unprotected, etc.), the type of street (local, collector, arterial, commercial or industrial), topography, proposed street grades (if any), and the design speeds contemplated for such roadways.

- (D) **Pedestrian Access Easements.** Pedestrian access easements may be required on plats when an access easement is needed to provide a connecting link to public or private parks or school sites.
- (E) **Vehicular Access Easements.** Vehicular access easements, when authorized by the Planning Commission, may be established to provide access to a lot or building site that does not benefit from direct frontage on a public or private street. The use of vehicular access easements are intended for limited use on property being subdivided for development of multiple-family, office and shopping center complexes. Vehicular access easements are not intended for single-family or duplex developments unless the use of such an easement provides a means to overcome topographical or other unique design limitations. They are not intended for use as an alternative to dedicating public street systems that are needed to provide public access to either the subject site or adjoining lands.

For commercial centers and multiple-family residential areas, an unobstructed easement of at least 20 feet shall be granted. Vehicular access easements serving single-family or duplex lots shall not be less than 12 feet in width. The vehicular access easement shall be established by separate instrument and depicted on the final plat tracing along with pertinent recording information. The text of the instrument establishing the easement shall clearly state which properties are benefited by the easement, which properties are responsible for initial construction and maintenance of the driving surface within the easement and that obstruction of the easement is prohibited. If vehicle parking is desired on one or both sides of the access easement, then prior approval must be obtained from the engineer with jurisdiction.

- (F) **Private Utility Easements.** Private utility easements shall be established only when an easement is needed to cover an existing sewer service or water service line. The private easement shall be established by separate instrument and depicted on the final plat tracing along with pertinent recording information. The establishment of a private utility easement shall not be considered an alternative to guaranteeing the extension of sanitary sewer and municipal water to a proposed lot that is not already served by these required utilities with in place private service lines.

The establishment of a private utility easement over an existing utility service line shall be accompanied with the granting of a public utility easement at a suitable location for future extension of public utilities to directly serve the lot or building site benefiting from the terms of the private utility easement. A guarantee for this future public utility extension shall also be submitted.

- (G) **Parking Easements.** Parking easements that allow back-out parking into public streets may be platted within reserves established for common maintenance, provided, the parking area is not located on major, collector or through residential streets or in areas where they would interfere with drainage, utilities, or sidewalks. Parking easements shall be platted as part of only single-family or duplex residential areas that are designed for non-through vehicular traffic. The residential area shall not contain more than fifty (50) dwelling units.

Parking easements shall be a minimum of twenty feet (20') deep and have a maximum street frontage of fifty feet (50'). The easement shall not be at a location dangerous to the public such as on a street curve.

Parking easements are intended for use by guest passenger vehicles, only, and shall not be used for the parking or storage of trucks, boats, campers, recreational vehicles, or trailers.

- (H) **Street Easements.** Street easements shall be platted adjacent to both sides of narrow local residential streets. The width of street easements shall be fifteen feet (15'). A covenant providing for the restriction of lot owner use of the street easement shall be submitted. The covenant shall prohibit the construction of retaining walls and change of grade within the street easement. The covenant shall also prohibit the construction of fences, the placement of earth berms and the installation of mass plantings within the easement. The planting of landscape materials within the street easement shall be approved by the City Forestry Division prior to installation.
- (I) **Pipeline Easements.** Pipeline easements existing on the property being subdivided shall be depicted on the face of the plat. The pipeline easement shall be clearly dimensioned, and the recording information for the instrument establishing the easement shall be referenced. The platting surveyor shall research the text of the pipeline easement agreement to be sure that utilities and buildings may be located adjacent to the easement without restriction of an established setback from the easement. If a setback from the pipeline easement is provided for in the pipeline easement agreement, it shall be indicated on the face of the plat. If the pipeline easement agreement does not establish building setbacks from the pipeline, or if the setbacks provided for in the agreement are determined to be inadequate, the Planning Commission may establish setbacks to be indicated on the plat. Any relocation, lowering or encasement of a pipeline, made necessary by a subdivision, shall not be at the expense of the City, the County, or any public utility company.
- (J) **Wall Easements.** In order to set aside land for the construction of walls, either required by Community Unit Plans and/or planned by the subdivider, the platting of wall easements are permitted. Wall easements shall typically be five feet (5')in width, shall be referenced in the plat's text and shall not encroach into any street easement or land being dedicated for street or drainage purposes.
- A wall easement shall be platted separately from a utility, storm sewer, drainage easement or reserve if provided for by the utility layout plan or drainage plan of a subdivision. Based upon the recommendation of the engineer having jurisdiction, the platting of wall easements within utility or storm sewer easements may require the execution of a Hold Harmless Agreement, a commitment for special wall construction provisions, i.e., removable wall sections, or the making of satisfactory arrangements with affected utility companies. Any special arrangements made necessary by the platting of wall easements shall be completed prior to submitting the plat for scheduling before any governing body.
- (K) **Avigational Easements - See Section 7-107**
- (L) **Private Drainage Easements or Agreements.** Private drainage easements or agreements shall be established when required by the drainage plan for the subdivision. Private drainage easements shall be established by separate instrument and depicted on the final plat tracing along with pertinent recording information.

- (M) **Maintenance/Emergency Access Easements**. Maintenance/emergency access easements shall be platted when property is being subdivided for development of zero lot line dwellings. The easement shall be a minimum of five feet in width. The platting of the maintenance/emergency access easement shall be referenced in the platlor's text. The following wording is suggested:

The maintenance/emergency access easements, as shown, are hereby platted for the purpose of pedestrian emergency access, construction, maintenance, the extension of the footing and a two-foot overhang of the structure on the adjacent lot.

7-206. Business, Commercial and Industrial Subdivisions.

- (A) **Streets**. In addition to the other provisions of this regulation, the minimum width of streets adjacent to areas designed, proposed or zoned for business, commercial or industrial use may be increased by the Planning Commission to such extent as the Commission may deem necessary to assure the free flow of through traffic without interference from vehicles that are making turning movements, vehicles that are parked or are parking.
- (B) **Blocks**. Blocks intended for business, commercial or industrial use shall be designed specifically for such purpose, with adequate space set aside for off-street parking and loading.
- (C) **Frontage Road**. When lots or blocks in a proposed business, commercial or industrial subdivision front on any limited access highway or arterial street, the subdivider may be required to dedicate and improve a frontage road to provide ingress and egress to and from the lots or blocks being platted. When the dedication of right-of-way for a frontage road is required, the name of that street shall include the "drive" suffix along with the name of the limited access highway or arterial street that parallels the frontage road.

7-207. Reserves.

- (A) When the subdivider desires to set aside land for amenities to be enjoyed by the residents of the subdivision, the land shall be platted as a reserve. Such amenities may include: open space, landscaping and associated irrigation systems, entry monuments, private sidewalk systems, walls, fences, earth berms, recreational facilities, group mailbox structures, guardhouses or gatehouses, lakes and ponds. In order to avoid future conflicts with the purposes platted for a reserve, it is suggested that utility easement uses within the reserve be confined to appropriately wide utility easements. Reserves shall not be landlocked, and must either abut a street or be connected to a street by an access easement.
- (B) When the subdivider desires to access lots by way of a private street, the private street system shall be platted as a reserve. The private street reserve shall also be platted as a public utility and drainage easement.
- (C) Whenever the Planning Commission determines that land within a subdivision may be needed for a future public purpose, e.g., park, school site, public facility, etc., the land shall be platted as a reserve for possible future acquisition by a public agency. See Section 7-105 of these regulations.

- (D) Whenever reserves are platted as a part of a subdivision, the platting of the reserves shall be referenced in the platting text. This reference shall clearly state the purposes of the reserve in addition to who is going to own and maintain the reserves. On the face of the plat, the perimeter of reserves shall be indicated with a solid line that is identical to a lot line.
- (E) When reserves are platted, a covenant shall be filed that specifies that future ownership and maintenance of reserves will be the responsibility of a homeowner's or lot owner's association made up of the property owners of lots benefiting from the reserves. The covenant shall state when the association will be formed, when the reserves will be deeded to the association and who is to own and maintain the reserves prior to the association taking over those responsibilities.
- (F) Except when reserves are required to be platted under the provisions of Section 7-105 of these regulations, ownership of reserves shall not be vested with individuals or corporations. Reserves are to be owned by an association representing the owners of lots that benefit from the amenities of the reserves.
- (G) Reserves for private drive purposes may be platted to provide access to lots, provided a covenant is filed that not only sets forth ownership and maintenance of the private drive reserves, but also future reversionary rights of the reserve to the lots benefiting from the reserve. The platting text shall reference the platting of the reserve for private drive purposes and shall state which lots are to be accessed by the reserve. For residential plats, not more than three (3) lots shall be dependent upon any one private drive reserve for their access to either a public or private street system.
- (H) The platting of a reserve for a specific use does not override the requirements of the zoning district in which the reserve is located. Land use is determined by the zoning text, not by the uses listed for a reserve on a plat.
- (I) For reserves being platted for drainage purposes, the required covenant, which provides for ownership and maintenance of the reserves, shall grant to the appropriate governing body the authority to maintain the drainage reserves in the event the owner(s) fail to do so. This covenant shall provide that the cost of such maintenance may be charged back to the owner(s) by the governing body.
- (J) In accordance with Section III-D.6.aa, of the Wichita-Sedgwick County Unified Zoning Code, subdivisions within the City of Wichita may plat a reserve for purposes of a neighborhood swimming pool provided the following criteria are met:
 - (1) The restrictive covenant submitted regarding ownership and maintenance of reserves in the subdivision shall specify that the reserve being platted for the neighborhood pool will be owned and maintained by a homeowner's or lot owner's association.
 - (2) A detailed site plan of the neighborhood swimming pool facility shall be submitted to the Director of Planning for review and approval. The site plan shall be submitted at the time the final plat is submitted for scheduling before the Subdivision Committee.
 - (3) The detailed site plan shall be to scale and shall identify the location of all proposed uses including the pool, clubhouse, outside activity areas, mechanical equipment, parking, screening, landscaping, points

of ingress and egress, and any other appropriate dimensions or information that would assist in review of the plan.

- (4) The reserve shall not be platted as a blanket utility or drainage easement. Utility and drainage easement uses within the reserve shall be confined to appropriately wide easements.
- (5) Platting text shall reference platting of the reserve for "recreational uses including neighborhood swimming pools".

7-208. Drainage.

- (A) Drainage concepts and drainage plans, as required by Sections 5-302(D)(5) and 5-403(E) of these regulations, shall be submitted to the engineer having jurisdiction. Plans for the mitigation of stormwater pollution may also be required by the engineer (e.g., Developer's Pollution Prevention Plan, structural and nonstructural best management practices, or erosion and sediment control practices).
- (B) If the drainage plan for a multiple-family, commercial or industrial subdivision (MF-18 zoning and less restrictive) calls for the passage of storm water runoff from one proposed lot onto another proposed lot, the subdivider shall submit a cross-lot drainage agreement for recording with the plat. The cross-lot drainage agreement shall clearly state which lots within the proposed subdivision are to accept storm waters from other lots within the subdivision.
- (C) If the drainage plan for a subdivision calls for the passage of storm water runoff from the proposed subdivision onto property that is outside the perimeter of the plat, the platting engineer and/or surveyor shall work with the engineer having jurisdiction. Based upon a determination by the engineer having jurisdiction, the subdivider may be required to provide for on-site detention of storm waters and/or acquire an off-site drainage easement or agreement. Any off-site drainage easement or agreement shall clearly state that the proposed subdivision may continue to drain onto the property that is beyond the subdivision's perimeter.
- (D) If the drainage plan for subdivision calls for the proposed subdivision to accept drainage from property that is outside the perimeter of the proposed subdivision, the subdivider shall provide either specific drainage easements to handle the passage of storm water onto the plat or, by separate instrument, establish a drainage agreement or covenant with the owner of adjacent properties. The drainage agreement or covenant shall clearly state that the proposed subdivision will continue to accept drainage from the affected adjacent properties. The choice between whether a specific drainage easement or a drainage agreement/ covenant is needed, shall be the discretion of the engineer having jurisdiction.
- (E) When a subdivider proposes the dedication of right-of-way for drainage purposes, the subdivider shall also guarantee the construction of an improved channel or swale within the dedication, if necessary. The design of the channel or swale shall be approved by the engineer having jurisdiction.

- (F) A detailed drainage plan shall be submitted for urban-scale, multi-lot subdivisions and shall specify existing contour lines, finish grade elevations at all corners and, if the lot is crowned to drain two or more directions, the direction of storm water flow by arrows. For lots in the federal flood management areas, the required building pad elevations will be the lowest floor level, and for lots in the local flood area, it will be the elevation of the lowest opening. The detailed drainage plan shall be marked "approved by the applicable Engineer."

The submitting of the detailed drainage plan does not have to occur prior to review of the final plat by the Planning Commission. The detailed plan shall, however, be on file in both the appropriate engineer's office and the office of the appropriate building permit issuing official prior to release of the plat for recording. Modifications may be made to the plan by the appropriate engineer after the plat has been approved.