

City of Raymore Unified Development Code

Subdivision Design Standards

Section 445.010 Subdivision Design and Layout

A. Compliance with Growth Management Plan *(Amendment 25 – Ordinance 2017-051 8.28.17)*

Subdivider's shall refer to the Growth Management Plan when designing a new subdivision layout. Land use, transportation connectivity, and location of trails and park land as indicated in the Growth Management Plan shall be considered in the design and layout of the subdivision.

B. Conditions

The subdivision of land is a privilege conferred upon the developer by the laws of the State of Missouri and through these subdivision regulations. It is the developer who is seeking to acquire the advantages of lot subdivision and upon him/her rests the duty of compliance with reasonable conditions laid down by the Planning and Zoning Commission and the City Council for design, dedication, improvement and restrictive use of the land so as to conform to the physical and economical development of the City and to the safety and general welfare of the future plot owners in the subdivision and of the community at large.

C. Design Principles and Guidelines

1. Traffic Movement and Pedestrian Circulation

- a.** Subdivisions shall be designed to create an integrated system of lots, streets, trails, and infrastructure that provides for efficient movement of people, bicycles, and automobiles within the subdivision and to and from adjacent development.
- b.** Subdivisions shall provide for the efficient movement of through traffic by providing a completely interconnected hierarchy of streets and roads in order to avoid isolation of residential areas and over-reliance on arterial roads.
- c.** All subdivisions shall be designed to provide safe and attractive pedestrian routes to nearby commercial centers, as well as nearby public/civic, employment and recreation uses.
- d.** Street layouts shall be uncomplicated, so that emergency services, public services, and visitors can find their way to their destinations.
- e.** Residential driveways shall not directly access arterial or collector roads.
- f.** Residential subdivisions involving three or more lots shall be served by internal street systems rather than relying on direct access from existing arterial and collector streets. When direct access from arterial and collector streets is allowed, the City Council shall be authorized to require shared access drives and other mitigation measures to reduce the number of access points on major roads and thereby promote public safety and efficient movement of traffic.

2. Open Space

- a.** Open spaces shall be integrated into and throughout subdivisions, should be connected with one another and with open spaces in adjacent developments, and should include trails that connect to pedestrian routes in the subdivision and to regional trail systems.
- b.** Open spaces anticipated for use as active or developed parks shall be located on relatively flat, well-drained terrain.
- c.** Open spaces not anticipated for use as active or developed parks shall be located on prominent high points with significant views or along significant and interesting geological features or wooded areas or along significant drainage areas.
- d.** Open spaces that are anticipated to serve as trail corridors shall be continuous with anticipated trail corridors on adjacent properties.
- e.** Subdivisions shall be designed and laid out in a manner that creates the least damage to the natural environment and avoids to the maximum extent feasible significant natural resources such as prime agricultural lands, wooded areas and wetlands.

3. Natural Hazards

Lands subject to flooding, excessive erosion, and subsidence because of soil types or groups, water courses and other drainageways, steep slopes or other natural hazards may not be platted for residential or other uses in such a way as to present a danger to life or property or to the public health, safety or general welfare.

4. Natural and Cultural Resources

- a.** Subdivisions shall be designed to preserve trees and native vegetation, ponds, streams, rivers, lakes, hillsides and other natural resources that exist on a site.
- b.** Subdivisions shall be designed to preserve cultural and historic resources.

D. Blocks

- 1.** The lengths, widths, and shape of blocks must be suited for the planned use of the land, zoning requirements, and need for convenient access, control and safety of street traffic and the limitations and opportunities to the terrain.
- 2.** Blocks shall have sufficient width to provide for two tiers of lots of appropriate depth except where otherwise required to separate residential development from through traffic.
- 3.** Blocks may not exceed 1,000 feet in length. Pedestrian ways of not less than 10 feet in width must be provided near the center of any block that is 600 feet or more in length where deemed necessary in the opinion of the Planning and Zoning Commission to provide adequate pedestrian circulation or access to schools, shopping center, churches, parks or transportation facilities.

E. Lots

- 1.** The lot size, width, depth, shape and orientation, and the minimum setback lines must be appropriate for the location of the subdivision and for the type of development and use contemplated.

2. Lot dimensions, including width, depth, area and setbacks, must conform to the requirements of the Unified Development Code unless otherwise expressly stated in this section.
3. Corner lots for residential use must have extra width to permit appropriate building setback from, and orientation to both streets.
4. 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 the Unified Development Code.
5. Double frontage and reverse frontage lots may be approved at the time of preliminary plat approval where necessary to provide separation of residential development from through traffic or overcome specific disadvantages of terrain and orientation. No access shall be allowed onto a collector or arterial road.
6. The depth and width of properties reserved or laid out 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.
7. Unless otherwise approved by the Director of Public Works, the minimum finished floor elevation for the garage slab shall be one and one-half feet above the top of curb. The maximum finished garage floor elevation shall be such as to provide a maximum driveway slope of eight percent.
8. When land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged in such a manner as to allow for the opening of future streets and logical further re-subdividing of the parcel.

F. Subdivision Adjacency Standards

The following subdivision adjacency standards are intended to provide adequate transition between new single-family and two-family developments adjoining recorded platted single-family subdivisions in the City.

1. Applicability

For preliminary or final plat applications, if the median lot area per dwelling unit of proposed lots is less than 75 percent of the median lot of the adjacent existing platted lots, the requirements of this section shall apply.

2. Exempted Subdivisions

- a. New subdivisions separated from existing recorded platted subdivisions in the City by a right-of-way for the entire length of the new subdivision shall be exempt from the requirements of this section. If the right-of-way only extends for a portion of the distance between the two subdivisions, then one of the adjacency options shall be utilized along the remaining common lot line.
- b. An application for final plat approval that is part of a subdivision that obtained preliminary plat approval prior to January 22, 2007 shall be exempt from the provisions of this section.
- c. An application for preliminary plat or final plat approval that is part of a subdivision that has an approved Memorandum of Understanding regarding development of the entire subdivision shall be exempt from the requirements of this section.

3. Standards

New residential subdivisions subject to the requirements of this section must provide one of the following lot compatibility techniques along the common property line:

a. Landscape Buffer with Berm

- (1) Shall have a minimum width of 25 feet;
- (2) Shall have a minimum height of four feet;
- (3) Evergreens shrubs, trees or other landscape plantings shall be utilized to create a Type A opaque buffer as defined in Section 430.080C1;
- (4) Perimeter barriers, including fencing or walls, may be utilized within the landscape buffer; and
- (5) The buffer shall be part of an open space or landscape tract.

b. Landscape Buffer without Berm

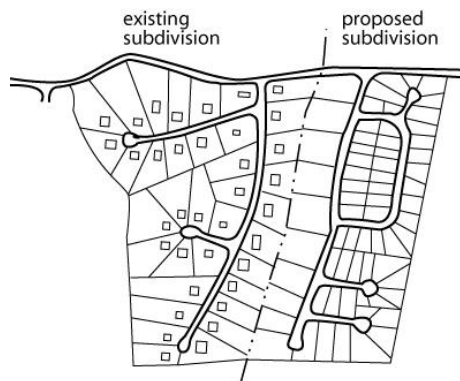
- (1) Shall have a minimum width of 30 feet;
- (2) Evergreens, shrubs, trees, or other landscape plantings shall be utilized to create a Type A opaque buffer as defined in Section 430.080C1;
- (3) Perimeter barriers, including fencing or walls may be utilized within the landscape buffer; and
- (4) The buffer shall be part of an open space or landscape tract.

c. Open Space Buffer

- (1) Shall have a minimum width of 50 feet;
- (2) Shall contain a 10 foot wide trail, pedestrian or bike path that provides pedestrian connectivity; and
- (3) The buffer shall be part of an open space or landscape tract.

d. Yard Matching

The rear yard widths of the proposed development shall match the rear yard widths of the existing adjacent development.



e. Parkland

Dedication of City parkland accepted by the Raymore Parks and Recreation Board.

4. Combination of Options

A combination of options may be utilized to fulfill the adjacency requirement along the entire length of the common property line between the proposed lots and existing platted lots.

G. Monuments

1. The subdivider shall cause a registered land surveyor to install permanent reference points on all perimeter corners of the property.
2. All required monuments disturbed, destroyed, obliterated or lost during construction shall be replaced upon completion of the work by the developer or his/her contractors at the cost of the developer.

H. Easements *(Amendment 13 – Ordinance 2012-074 9.24.12) (Amendment 24 - Ordinance 2017-004 2.13.17)*

1. Utility Easements

The Director of Public Works may require general utility easements of adequate width along lot lines where necessary or advisable for poles, wires, conduits, sanitary sewers, gas, water, power, and other utility lines as dictated by the plans of the developer to provide utility connections. The following are established as minimum width for any general utility easements on all lots:

- a. front line easements--10 feet;
- b. side line easements--five feet;
- c. rear line easements--seven and one-half feet if adjacent to a general utility easement of at least five feet in width otherwise, 10 feet.

2. Drainage Easements

- a. Suitable drainage easements as required by the Director of Public Works must be dedicated on the subdivision plat to provide for the natural drainage of storm water through the plat and in consideration of proposed improvements.
- b. The minimum width for drainage easements shall not be less than 15 feet for closed conduits and 20 feet for open channels, but, in any case, must provide for conveyance of a 100 year storm flow with additional width of not less than 10 feet for construction and maintenance equipment and operations. Any variations to these standards should be noted on the final plat certified by the Director of Public Works.
- c. These drainage ways must be improved to the extent necessary to properly accommodate storm flows in a manner to eliminate erosion and possible loss and damage to life, land and property. The location, width and alignment of such drainage easements and the improvements shall be subject to the approval of the Director of Public Works.

3. Private Easements

- a. A proposed subdivision plat shall not dedicate any private utility easement in the public rights-of-way.
- b. Dedication of rights-of-way as part of a subdivision plat shall be free and clear of private easements.

4. Restriction of Use

- a. No building or structure shall be constructed, installed or placed in an easement area.
- b. See Section 440.030A2 regarding fence location in an easement.

I. Streets *(Amendment 28 – Ordinance 2018-066 9.10.18)*

1. Street Access

All lots located in any subdivision must provide direct access to a dedicated public street, except that private streets may be permitted as a part of a Planned Unit Development or as otherwise permitted by this chapter.

2. Arrangement, Width and Location

In any new subdivision, the street layout must conform to the arrangement, width, and location indicated on the Transportation Plan. Streets shall be designed and located in proper relation to existing and proposed streets; to the terrain; to natural features such as streams and tree growth; to public convenience and safety; to the proposed use of the land served by such streets; and to the most advantageous development of the adjoining area.

3. Connectivity

- a. Proposed streets must extend to the boundary line of the tract being subdivided unless prevented by topography or other physical conditions; or unless in the opinion of the Planning and Zoning Commission such extension is not necessary or desirable for the coordination of the layout of the subdivision or for the advantageous development of the adjacent tracts.
- b. Streets within new subdivisions shall be connected with existing streets in adjacent subdivisions to provide connectivity between subdivisions.

4. Buffer Strips

- a. Whenever a proposed residential subdivision contains lots that back onto an arterial or major collector, a buffer strip must be provided, according to one of the following two options:

	Option A	Option B
Buffer strip width	30 feet	20 feet
Canopy trees	1 deciduous shade tree every 60 feet	1 deciduous shade tree or 2 evergreens every 60 feet
Understory trees	Allowed, not required	3 ornamental and 1 evergreen tree every 100 feet
Large flowering shrubs	4 clustered every 150 feet	4 every 30 feet

Berm	Allowed, not required	Allowed, not required
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- b.** All trees and shrubs must be set back from the right-of-way line at least five feet.
- c.** The buffer may not be a part of the platted lots and must have the following restriction lettered on the plat:

“This buffer reserved for the planting of trees or shrubs by the developer; the building of structures and fences hereon is prohibited.”
- d.** At the time of final plat, the developer must provide a landscape plan for the buffer strip area.
- e.** A wall or fence consisting of a unified and consistent design and materials may be installed within the buffer area. The wall or fence must be included in the landscape plan submitted to the Planning and Zoning Commission.

5. Intersections

Streets must intersect at right angles unless otherwise dictated by topography or other factors of good design.

- a.** The number of intersections along arterial and collector streets shall be held to a minimum. Wherever practical the distance between such intersections shall not be less than 1000 feet.
- b.** Property lines at street intersections shall be rounded with a minimum radius of 15 feet. A greater radius may be required by the Director of Public Works where anticipated traffic justifies such a requirement.
- c.** Streets parallel to a limited access highway shall, when intersecting an arterial or collector street, highway or a collector street be located at a minimum distance of 250 feet from said right-of-way, highway or collector street. Such distance, when desirable and practical, shall be determined with due consideration of the minimum distance required for the future separation of grades by means of appropriate approach gradients.
- d.** Local streets need not continue across arterial or collector streets; but, if the centerline of such local street approach the arterial or collector streets from opposite sides thereof within 150 feet, however, the Director of Public Works may require an appropriate easement to accommodate drainage facilities, pedestrian traffic or utilities.

6. Street Dimensions

- a.** All streets must conform to the following requirements:

	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Cul-de-sac	Alley	Pedestrian Way
Minimum right-of-way width (feet)	100	80	80	60	50	Per Design Manual ²		
Maximum grade¹ (%)	6	6	6	8	10	15 (10 for turnaround only)	10	15
Minimum curve radius (feet)	500	250	250	200	150			

Minimum tangents between reverse curves (road centerline dimension, in feet)	100	100	100	100				
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¹ Unless necessitated by exceptional terrain and subject to the approval of the Director of Public Works.

² See City of Raymore Technical Specifications and Design Criteria Manual for cul-de-sac design requirements

- b.** All changes in street grade shall be connected by vertical curves and be designed for safe stopping sight distance as determined by the project engineer. Wherever practical, street grades shall be established in such a manner to avoid excessive grading or promiscuous removal of ground cover and tree growth, and a general leveling of the terrain. Grades so established will reduce hazards by maintaining adequate sight distance for classification of streets and design speeds.
- c.** The developer may request a variance to the above curve and tangent requirements based on engineering considerations of topography, length of street, number of curves and other factors which may dictate a lesser radius. Such request may be approved by the Director of Public Works.

7. Standard Street Sections and Details

The City of Raymore Technical Specifications and Design Criteria Manual shall be used for future residential, minor collector and arterial streets, and major collector and arterial streets constructed within the City of Raymore. The following additional standards are also required.

a. Design for Persons with Disabilities

Access ramps for disabled persons must be installed whenever new curbing or sidewalks are constructed or reconstructed in the City of Raymore. Such ramps must conform to Americans with Disabilities Act (ADA) standards subject to review and approval by the Director of Public Works. These standards apply to any City street or connecting street for which curbs and sidewalks are required by this chapter, on which curb and sidewalk have been prescribed by the City Council or where sidewalks have been provided by the developer.

b. Approval of Grades

Profiles of streets must be submitted to and approved by the Director of Public Works. Submittal information required for review of the preliminary plat must include preliminary street profiles. Final calculated street profiles will be required in submittal of construction plans required during review of the final plat.

c. Maximum and Minimum Grades

The grades of all streets may not be greater than the maximum grades for each classification as set forth in this section, except where topographical conditions unquestionably justify a departure from this maximum, as determined by the Director of Public Works. The minimum grade for all streets must be eight-tenths percent. The minimum grade must be at least one percent wherever possible.

8. Half Streets (*Amendment 25 - Ordinance 2017-051 8.28.17*)

- a.** Where an existing dedicated or platted half street is adjacent to the tract being subdivided, the other half of the street right-of-way must be dedicated by the subdivider. Half street dedications are not permitted, unless there is satisfactory agreement with the

City that all adjacent property owners agree to dedicate and construct the one-half of the street that is adjacent to their property.

- b. When a collector or arterial road is adjacent to the subdivision, one-half of the applicable right-of-way for the road shall be dedicated to the City as part of the subdivision plat.

9. Suburban Estate Streets

Streets in subdivisions with lots two and one-half acres in area or larger and with frontages of 200 feet or greater, or any streets in subdivisions in the RE district, may be designed in accordance with the cross section as shown in the City specification for streets, subbase and base for residential lots larger than two and one-half acres.

10. Cul-de-sac Streets (*Amendment 22 – Ordinance 2015-068 - 9.14.15*)

- a. Cul-de-sac streets may not be longer than 600 feet, measured from the centerline of the cul-de-sac to the centerline of the connecting street. In subdivisions with lots one-half acre or larger, cul-de-sac streets may be up to 800 feet in length. Exceptions may be made where topographic or other unusual existing conditions so require, subject to the approval of the Director of Public Works and the Planning and Zoning Commission.
- b. Turnaround design must be submitted to and approved by the Director of Public Works in accordance with the City of Raymore Technical Specifications and Design Criteria Manual.
- c. A decorative island shall be required at the center of a cul-de-sac turnaround to provide for stormwater treatment. Decorative islands must be designed and maintained in accordance with Section 450.020 of the Unified Development Code.

11. Private Streets

Private streets are permitted subject to the approval of the City Council. A homeowner's association or business district association must be formed to maintain any private street.

12. Street Classification

Street classification in new subdivisions must first be determined by the Director of Public Works when the Preliminary Plat of a subdivision is submitted. The final classification will be determined by the City Council as approval of the final plat is made by that Council.

13. Street Names and Signs (*Amendment 25 - Ordinance 2017-051 8.28.17*)

- a. Street names must be suggested by the developer and approved by the Planning and Zoning Commission at the time of the preliminary plat approval.
- b. Street names must comply with the City Addressing and Street Naming Policy.
- c. Reflective street signs, approved by the Director of Public Works, will be provided and installed by the subdivider at all street intersections at the subdivider's expense.

J. Street Lighting (*Amendment 8 – Ordinance 2011-9 2.28.11*) (*Amendment 24 - Ordinance 2017-004 2.13.17*)

- 1. The subdivider shall be responsible for installation of all required street lights associated with any new subdivision at the time public improvements are installed. Street lights shall be required as follows:

- a. On any collector or arterial street immediately adjacent to the subdivision wherein street lights are not currently installed; and
 - b. On any street within the subdivision in accordance with a street light plan designed by an engineer registered in the State of Missouri, submitted by the subdivider, and approved by the Director of Public Works.
2. Street lights required to be installed on adjacent collector or arterial streets shall be installed in accordance with a street light plan already approved by the City or a plan designed by an engineer registered in the State of Missouri, submitted by the subdivider, and approved by the Director of Public Works.
 3. The subdivider shall take the necessary steps to secure placement of required street lights. Street lights shall be installed and be operational prior to acceptance of any public improvements in the subdivision.

K. Sidewalks *(Amendment 17 – Ordinance 2014-005 2.10.14) (Amendment 24 - Ordinance 2017-004 2.13.17)*

1. Requirement

a. Residential developments

- (1) Sidewalks shall be installed on both sides of all public streets except upon lots greater than 3 acres in size, or in the case of a residential subdivision, when the average lot size is greater than 3 acres.
- (2) Sidewalks shall be installed in the right-of-way, 1 foot from the property line adjacent to the street, along the street frontage of all lots.
- (3) Sidewalks along private streets shall be determined as part of preliminary plat review.
- (4) Corner lots that do not contain an ADA curb ramp shall have the ramp installed at the time sidewalk is installed upon the lot.

b. Commercial, Industrial and all other developments

- (1) Sidewalks shall be installed on both sides of all public streets.
- (2) Sidewalks shall be installed in the right-of-way, 1 foot from the property line adjacent to the street, along the street frontage of all lots.
- (3) Sidewalks shall be provided along one side of access drives and shall connect to sidewalks along all public streets adjacent to the development.
- (4) Corner lots that do not contain an ADA curb ramp shall have the ramp installed at the time sidewalk is installed upon the lot..

2. Installation of Sidewalks

a. Residential developments *(Amendment 8 – Ordinance 2011-9 2.28.11) (Amendment 12 – Ordinance 2012-050 6.25.12) (Amendment 22 - Ordinance 2015-068 - 9.14.15) (Amendment 23 - Ordinance 2015-091)*

- (1) Sidewalks on an individual lot shall be installed along all public streets adjacent to the lot prior to the issuance of a certificate of occupancy for the structure on the lot.
- (2) Sidewalks in common areas that are not adjacent to any lot(s) shall be installed at the time public improvements are installed. All other sidewalk in common areas shall be installed by the owner of the common area at the time adjacent lot(s) are developed.
- (3) Sidewalks along local roads adjacent to land not included in the subdivision phase shall be installed at the time public improvements are installed.
- (4) Sidewalks along arterial or collector streets shall be installed at the time public improvements are installed.
- (5) The owner of any undeveloped lot within the subdivision or subdivision phase shall be required to construct a sidewalk on that lot when:
 - (a) 66% or more of the lots on the same side of the street in the same block already have a sidewalk; and
 - (b) it has been 3 years from the date the first Certificate of Occupancy was issued in the subdivision or subdivision phase that contains the undeveloped lot.
- (6) If any portion of a corner lot has frontage along a street that meets the threshold of sub-section 5 above then sidewalk is required to be installed on all street frontages of the corner lot.
- (7) Should any sidewalk not be completed within the required time period, the city may, after holding a public hearing, proceed with constructing the sidewalk and levy a special assessment against the property owner for the costs thereof.
- (8) Any final plat approved after the effective date of this Code shall include a note on the plat that includes the language stated in Section 445.030K2a5.
- (9) After holding a public hearing, the City Council shall consider the following factors in its deliberation to determine if the City is to install a sidewalk on an undeveloped lot and levy a special assessment against the property owner for the costs thereof:
 - (a) Whether the sidewalk segment is necessary to create a continuous sidewalk from the subdivision to a school.
 - (b) Whether the sidewalk segment is necessary to create a continuous sidewalk from the subdivision to a sidewalk or trail on an arterial street.
 - (c) Whether installation of the sidewalk segment eliminates a safety concern.

- (d) The percentage of the developed lots (degree of completion) in the subdivision or subdivision phase is high enough to warrant the installation of the sidewalk segment.
- (e) The likelihood that the lot would be developed within the next year.
- (f) Whether the sidewalk segment is necessary to create a continuous sidewalk to a park or subdivision amenity such as a pool.
- (g) Whether the sidewalk segment is necessary to create a continuous sidewalk between subdivisions.
- (h) Whether the sidewalk was required under a previously adopted City Code provision.

b. Commercial, Industrial and all other developments

- (1) All required sidewalks shall be installed upon the lot under development prior to the issuance of a certificate of occupancy for any building upon the lot.

c. Construction Standards *(Amendment 11 – Ordinance 2011-52 8.08.11)*

All sidewalks shall be constructed according to the Kansas City Metro Materials Board (KCMMB) 4K concrete material specification and City of Raymore Standard Specifications and Design Criteria.

3. Sidewalk width

- a. Sidewalks along any street classified in the Transportation Master Plan as a collector or arterial shall be at least 5 feet in width.
- b. Sidewalks along any other public street shall be at least 4 feet in width.
- c. Sidewalks along any access drive shall be at least 4 feet in width.

L. Trails

Trails shall be provided in accordance with Section 445.040C.

M. Dedications of Rights-of-Way

- 1. When a land use permit or building permit is requested on a lot or tract abutting a public street, the Community Development Director must determine that adequate right-of-way exists on that portion of the public street abutting the property. The minimum right-of-way, measured from the centerline of the street of the property line of the lot or tract, will be determined based upon the classification of the abutting street. Classification of the abutting street shall be determined by reference to the Transportation Plan; or, if the classification is not designated on any of such documents, the Director of Public Works shall determine the street classification by reference to existing or planned land uses of abutting properties and the Transportation Plan.
- 2. Once the street classification has been determined, right-of-way requirements shall be calculated in an amount equal to one-half of the total right-of-way requirement established for such street classification in the Transportation Plan. Where the property lies on both sides of the public street, the right-of-way requirement must equal the amount set forth in the plan.

3. No land use permit or building permit will be issued for any lot or tract where the abutting right-of-way does not clearly comply with the right-of-way requirements until title for the additional required right-of-way has been conveyed to the City by plat or deed and accepted by the City Council.
4. Any requirement for dedication of right-of-way pursuant to this section may be waived by the Community Development Director where the permit being requested does not result in a change or expansion of use of the property or an increase in the square footage of any building.
5. Where development or construction will require easements and right-of-way dedications outside subdivision plat boundaries, no approval of construction plans for developments will be granted until verification of the recording of all easements and right-of-way dedications has been received.

N. Exceptions for Existing Improvements

1. Where the proposed subdivision is a resubdivision or concerns an area presently having any or all required improvements as previously set out, and where such improvements meet the requirements of this section and are in good condition as determined by the City Council upon its consideration of the opinion of the Director of Public Works, no further provision need be made by the subdivider to duplicate such improvements. However, where such existing improvements do not meet said requirements as determined by the City Council upon its consideration of the opinion of the Director of Public Works, the subdivider shall provide for the repair, correction or replacement of such improvements so that all final improvements will then meet said requirements as determined by the City Council upon its consideration of the opinion of the Director of Public Works.
2. Where the proposed subdivision is a resubdivision or concerns an area presently abutting or continuing any existing public street of less than the minimum required right-of-way width or roadway width, land shall be dedicated so as to provide a minimum street right-of-way width established by this Code or by the policy of the City Council; and the subdivider of such proposed subdivision shall provide an additional roadway pavement meeting the minimum standards set by this Code and the City Council. The City Council shall determine what adjustment to make where the aforesaid widening merges with existing streets which are of smaller width at the boundary of such proposed subdivision. The City Council may reduce the minimum roadway system in the proposed subdivision if the extension of such roadway is already improved at each end of such roadway in the subdivision and the roadway in the proposed subdivision is two blocks or less in length.

O. Street Trees

Where street trees are provided within a subdivision, they must comply with the requirements of Section 430.070.

P. Stormwater Drainage Systems

1. Storm drainage systems must be designed by a registered professional engineer, approved by the Director of Public Works and installed by the subdivider.
2. Reinforced concrete pipe (RCP) must be installed at street crossings for storm sewers.

Q. Sewage Disposal Systems

- 1.** Sanitary sewers must be designed by a registered professional engineer, approved by the Missouri Department of Natural Resources, approved by the Director of Public Works and installed by the subdivider.
- 2.** The minimum requirement for sewer lines is the installation of eight inch sewer line and service connection to all adjacent lots.
- 3.** Sewage treatment plants and pumping stations, if approved, must be constructed according to the specifications and standards of the Missouri Department of Natural Resources.
- 4.** All new homes shall be connected to a public sanitary sewer system.
 - a.** In the RE district, any new subdivision development not connecting to a public sanitary sewer system shall utilize a common sewage collection and treatment system, with provisions made for future connection to a public sanitary sewer system.
 - b.** Existing lots that are a minimum of three acres in size and are not within 300 feet of a public sanitary sewer system may utilize an individual sewage disposal system.
- 5.** Existing residences with an individual sewage disposal system that is properly functioning are not required to connect to a public sanitary sewer system. Should the individual sewage disposal system fail, connection shall be made to a public sanitary sewer system. If no public sanitary sewer system is available within 300 feet of the primary structure, then the individual sewage disposal system may be repaired or replaced.

R. Water Distribution Systems

- 1.** Water distribution system, including the number and location of fire hydrants, shall be designed by a registered professional engineer and approved by the Missouri Department of Natural Resources and Director of Public Works and installed by the subdivider.
- 2.** The minimum requirement for water systems is the extension of eight inch water distribution mains and service connections to all adjacent lots according to the City's minimum specifications.