

93
ORDINANCE NO. 5758-8
AN ORDINANCE PROVIDING
REGULATIONS FOR THE
SUBDIVISION OF LAND

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF URBANA, ILLINOIS:

That for the purpose of controlling the future development of the City of Urbana and for the promotion of the public health and the safety, comfort, morals and welfare of persons living within the territory governed by the City of Urbana, the provisions and regulations hereinafter contained shall govern the subdivision and platting of lands lying within the corporate limits of the City of Urbana as now or hereafter existing and, to the extent that such provisions and regulations may be applicable, shall also govern the subdivision and platting of lands lying within contiguous territory which is not more than one and one-half ($1\frac{1}{2}$) miles beyond the corporate limits of the City of Urbana.

Section 1. Meaning of "Subdivision." For the purpose of this Ordinance the word subdivision shall mean the dividing of a tract of land into two or more lots, parcels or tracts for the purpose, either immediate or future, of sale or building development, including a re-subdivision for any such purpose.

Section 2. All plans and specifications shall be prepared by a registered professional engineer and before the completed improvements are approved or accepted by the city, such engineer shall furnish the city a completion certificate stating that such improvements comply with all the requirements of such plans and specifications.

Section 3. Requirements with Reference to Streets, Alleys and Walks in the Subdividing and Platting of Lands. The following shall be the minimum requirements for streets, alleys and walks in any new subdivision within the City of Urbana or within contiguous territory which is not more than one and one-half ($1\frac{1}{2}$) miles beyond the corporate limits of the City of Urbana.

A. Location of Streets and Walks.

1. Each lot or parcel of ground within a new subdivision shall be adjacent to a public street.

2. The street system in each new subdivision shall continue and extend existing, connecting streets in adjoining subdivisions, except minor streets across a major intervening street where such continuation or extension is not necessary to protect the interests of the public.

3. The street system in each new subdivision shall be extended and dedicated to any adjacent unsubdivided property except in those instances in which the adjacent property is not capable of being subdivided.

4. No street shall be located less than 330 feet nor more than 1320 feet from any parallel street, measured from the center lines of the streets, except in those instances in which the topography of the land being subdivided, or the physical situation of that land, makes such a street arrangement impractical.

5. Whenever two parallel streets are located more than 660 feet apart a public walk having a right-of-way of not less than 10 feet in width shall be provided for pedestrian travel. Each such public walk for pedestrian travel shall be located approximately equidistant between the two parallel streets.

6. No private streets will be permitted.

B. Design of Streets.

1. The minimum widths of rights-of-way for streets shall be as follows:

(a) Major streets - being those streets used primarily for through traffic, including those shown and designated on the official plan of the City of Urbana as major arterial streets - 80 feet, except where a lesser width is deemed adequate to serve the public need, but in no case less than 66 feet.

(b) All other streets, including those designated and shown on the official plan of the City of Urbana, Illinois as secondary streets and minor streets, - 60 feet, except in those instances where the physical situation of that land makes such a width impractical.

2. Whenever a street in a new subdivision is a continuation of an existing street in an adjoining subdivision, and the right-of-way of the existing street is less than the applicable width prescribed in subparagraph 1 of this paragraph 'B,' then the narrower right-of-way may be continued into the new subdivision if the interests of the public are not adversely affected.

3. Whenever a street in a new subdivision is a permanent dead-end street and is not and cannot be continued to another street, the street shall be provided with a permanent turnaround, the right-of-way for which shall be not less than 100 feet in diameter.

4. In each instance in which the subdivider owns the land on both sides of a proposed street the entire right-of-way for the street shall be dedicated by the subdivider.

5. When a new subdivision adjoins a dedicated half street in an existing subdivision, the subdivider shall dedicate the remainder of the street.

6. In those instances in which the owner or owners of a new subdivision own the land on only one side of an existing street, the right-of-way of which is narrower than that required by subparagraph 1 of this paragraph 'B,' the subdivider shall dedicate additional right-of-way of sufficient width to make that portion of the right-of-way lying between the center line of the existing right-of-way and the outside edge of the additional right-of-way at least equal to one-half ($\frac{1}{2}$) of the required right-of-way width.

7. Major streets may be designed with gradual curves having a radius of at least 500 feet except where a lesser radius is deemed safe and adequate to serve the public need. All other streets may be designed with gradual curves having a radius of at least 250 feet, except where a lesser radius is deemed safe and adequate to serve the public need. No street shall be laid out with reverse curves or jogs having center line offsets of less than 125 feet.

8. Cul-de-sacs shall have a maximum length of 300 feet measured from the center line of the intersecting street to the center of the turnaround.

C. Location and design of Alleys.

1. Alleys shall be provided for all lots or parcels of ground intended for business, commercial or industrial uses.

2. No alleys shall be provided for lots intended for one and two-family residential uses.

3. The minimum widths of rights-of-way for alleys shall be as follows: Alleys to serve business, commercial or industrial uses-- 24 feet.

4. No dead-end alleys will be permitted.

5. No private alleys will be permitted.

D. Names of Streets and Alleys.

Proposed streets which are obviously in alignment with, or continuations of, existing streets already named shall bear the same name as the existing streets. In no case shall the name of a proposed new street duplicate the name of an existing street.

E. Construction of Streets, Alleys and Walks.

1. The grades of major streets shall not be steeper than 3%. The grades of all other streets shall not be steeper than 5%. No street grade shall be less than .3%.

2. All streets, other than existing streets, all alleys and all public walks for pedestrian travel shall be graded and the surface thereof improved with pavement. Street pavement shall be bounded by curbs, gutters, or combination curbs and gutters.

3. The minimum widths of improved paved areas of streets measured from face of curb to face of curb, shall be as follows:

(a) Major streets - 40 feet.

(b) All other streets - 30 feet.

(c) Permanent turnarounds at the end of a cul-de-sac - 30 feet. The outside diameter of the surfaced area of a turnaround shall be not less than 80 feet.

4. The minimum widths of improved paved areas of alleys shall be as follows: Alleys to serve business, commercial and industrial areas or uses - 20 feet.

5. Pavements for major streets may be constructed with either Portland cement concrete or bituminous concrete in accordance with existing specifications of the Division of Highways of the Department of Public Works and Buildings of the State of Illinois. If constructed with Portland cement concrete, the pavement shall be not less than 7 inches thick. If constructed with bituminous concrete, the pavement shall be not less than 2½ inches thick laid over a base of crushed stone or gravel, installed in two courses, not less than 8 inches thick after compaction.

6. Pavements for all other streets or alleys may be constructed with Portland cement concrete not less than 6 inches thick, bituminous concrete not less than 2½ inches over a base of crushed stone or gravel not less than 7 inches thick after compaction; or pavement described as Class A-3 in the current specifications of the Division of Highways of the State of Illinois constructed on a gravel or crushed stone base having a compacted thickness of not less than 7 inches.

7. Combination curbs and gutters shall be concrete not less than 24 inches in overall width and not less than 6 inches thick where the curb abuts the street pavement.

8. Bituminous concrete curb shall be permitted provided the base is at least 9 inches wide and the height 6 inches.

9. All curb corners shall have a radius of not less than 20 feet and at intersections involving major streets such radius shall not be less than 25 feet.

10. All public walks designed for pedestrian travel shall be improved with not less than 4 inches of Portland cement concrete pavement or 2 inches of bituminous concrete pavement on a base of crushed stone or gravel not less than 4 inches thick after compaction, to a width of at least 4 feet.

11. All streets shall be provided with necessary drainage and underground drainage facilities having a design capacity adequate to carry off surface water falling on or coming on the area involved for a 5-year storm, as that design is defined and used in the publications of the State Water Survey Division of the Department of Registration and Education of the State of Illinois.

12. No plan of any subdivision shall be finally approved by the Council until:

(a) A copy of the plans and specifications for the required street, alley and public walk improvements, including street drainage, has been filed with and approved by the City Engineer.

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(b) The improvements (including the street drainage) have actually been constructed in accordance with such plans and specifications or a surety bond payable to the People of the City of Urbana, Illinois in a penal sum equal to at least ~~\$5000~~ per lineal foot of street pavement, conditional upon the construction of the improvements in full conformity with the plans and specifications within two years from the date thereof, and with surety thereon satisfactory to the Council has been filed with the City Clerk. Any bond so given to guarantee the construction of any such improvement may be released by the Council only upon the certification by the City Engineer that the improvement has been constructed in full compliance with the plans and specifications.

Section 4. Sanitary Sewers. No plat of any new subdivision shall be approved by the City Council unless the same provides for and assures the construction by the subdivider of a sanitary sewer system adequate to serve the needs of the entire subdivision when the same is fully developed and the location and design of that system has been approved by the City Engineer, the Illinois State Sanitary Water Board, and the corporate authorities of any sanitary district in which such subdivision or any part thereof may be located. This requirement shall not be applicable to any new subdivision which is not within the boundaries of a sanitary district or cannot be provided with sanitary sewer service by a sanitary district or a public utility.

Section 5. Plat Requirements:

1. All plats shall be on a scale of 50 feet to the inch when the longest dimension of the tract is 660 feet or less, 100 feet to the inch when the longest dimension of the tract is more than 660 feet and not more than 1,320 feet, and 200 feet to the inch on tracts whose longest dimension is over 1,320 feet. In certain unusual instances, for example, where the subdivided area is of unusual size or shape a variation in the scale of the plat may be permitted.

2. Plats shall cover an area sufficiently larger than the area being subdivided to show the relationship of streets in adjoining subdivisions to the proposed subdivision.

3. All lot dimensions, street widths, and building restrictions which are more restrictive than the City Zoning requirements, utility easements, radii and location of points of curvature and points of tangency, and location and description of all monuments set must be shown.

4. All lot and block numbers shall appear on the plat.

5. The date of preparation of the plat shall appear on the plat.

6. The north sign shall appear on the plat.

7. The legal description of the property subdivided with the surveyor's certificate to the effect that the plat represents a survey made by him and that all monuments are set as shown, and that there are no encroachments, must appear on the face of the plat.

8. Provision must be made on the face of the plat for approval of the Plan Commission, Traffic Commission, (if required) and City Council to be noted.

9. All proper seals, certificates, and signatures as required by law shall be on the certificate.

10. A copy of the plat shall be given to the proper township assessor.

Section 6. That Section 2 of this Ordinance shall be, and it is hereby, adopted as part of the official plan of the City of Urbana, Illinois.

Section 7. All Ordinances or parts of Ordinances in conflict with this are hereby repealed and the City Council shall certify the passage and approval of this Ordinance and it shall be published in the official newspaper, or by having copies of the ordinance available.

Section 8. The provisions of this Ordinance are hereby declared to be separable and the invalidity of any section or provision hereof shall not affect the validity of other provisions hereof.

Section 9. The Commissioner of Public Works shall refuse to issue a building permit on any lot in any subdivision which is laid out after the date of passage of this Ordinance which does not comply with all the requirements of this Ordinance.

Section 10. This Ordinance is declared to be urgent and necessary for the immediate preservation of the public health and safety and shall therefore take effect and be in force ~~ten days after its publication~~ from this date.

PRESENTED this 1st day of July, A.D. 1957.

PASSED this 1st day of July, A.D. 1957.

APPROVED this 1st day of July, A.D. 1957.

RECORDED this 1st day of July, A.D. 1957.

PUBLISHED this 1st day of July, A.D. 1957.

ATTEST:

Bess D. Holmes
CITY CLERK

Stanley B. Stewart
MAYOR