

9-6-2

SUBDIVISION APPROVAL FLOW CHART

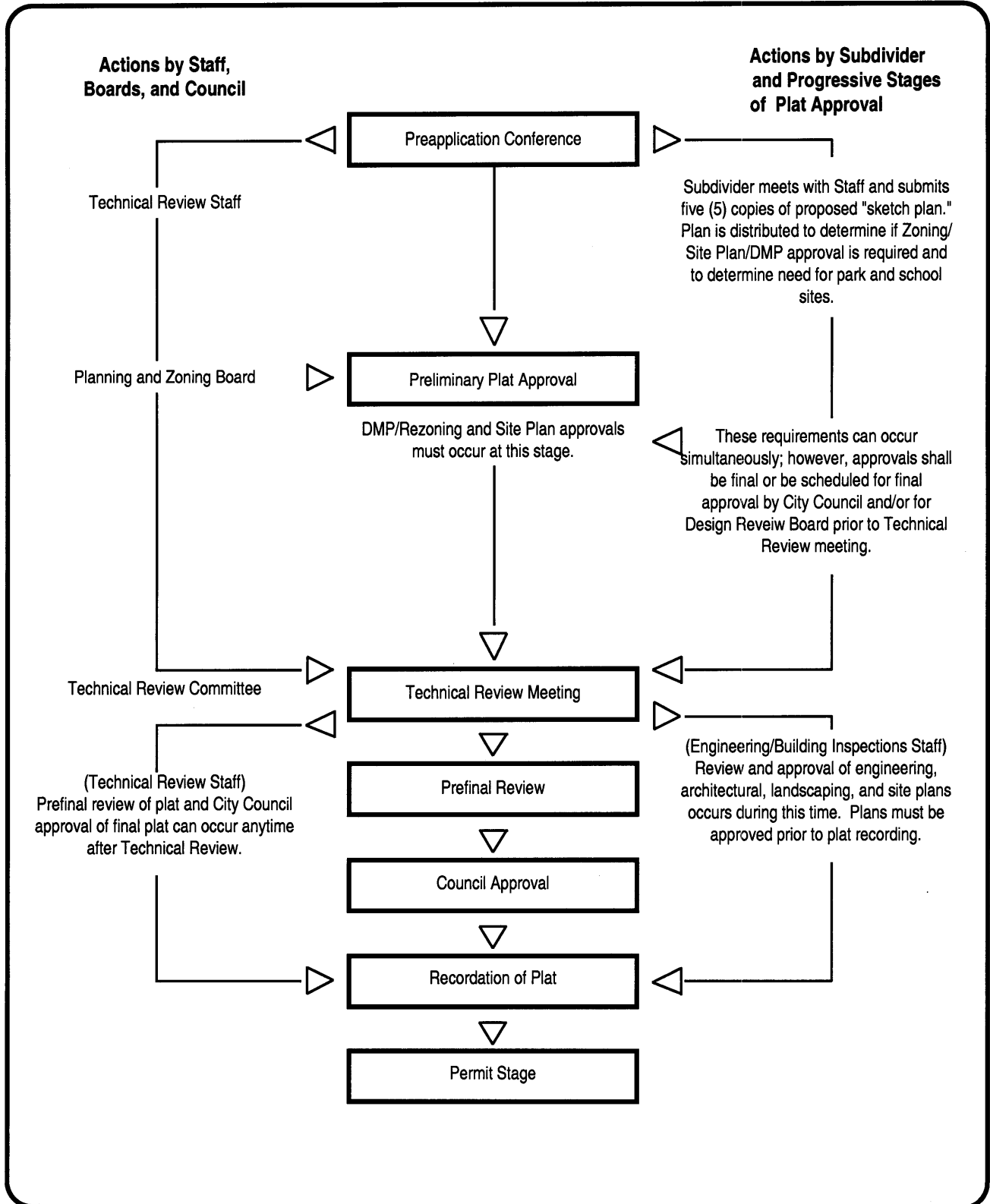
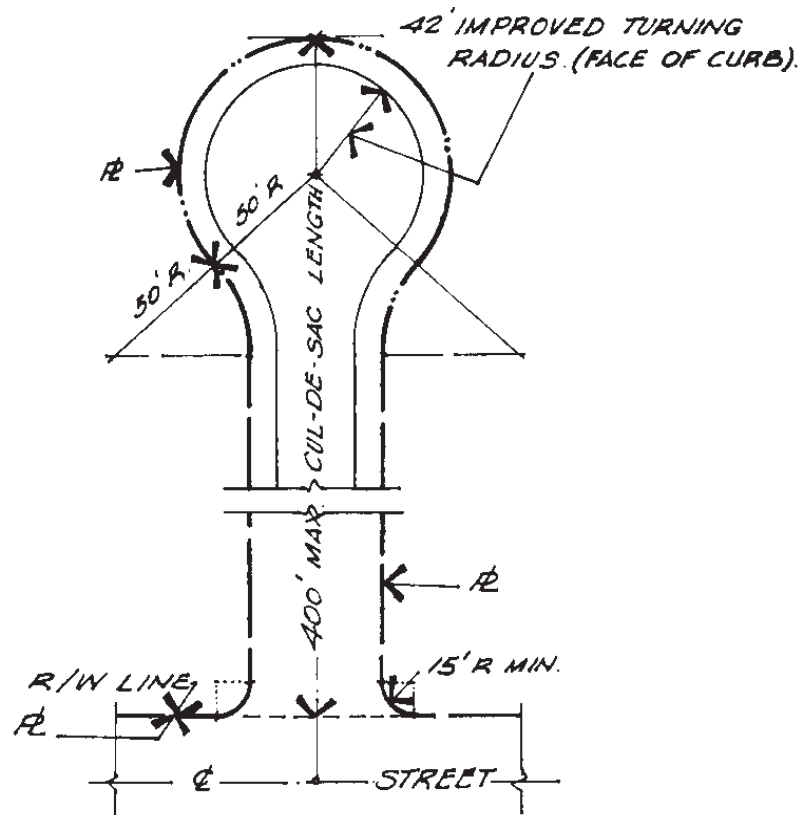


FIGURE 1

9-6-3

CUL-DE-SAC DESIGN REQUIREMENTS



If, due to special conditions, the City approves a variance to the maximum cul-de-sac length, then the cul-de-sac radius will increase to 55' with an improved turning radius of 50'.

FIGURE 3

9-6-3

CUL-DE-SACS FOR LOCAL STREETS

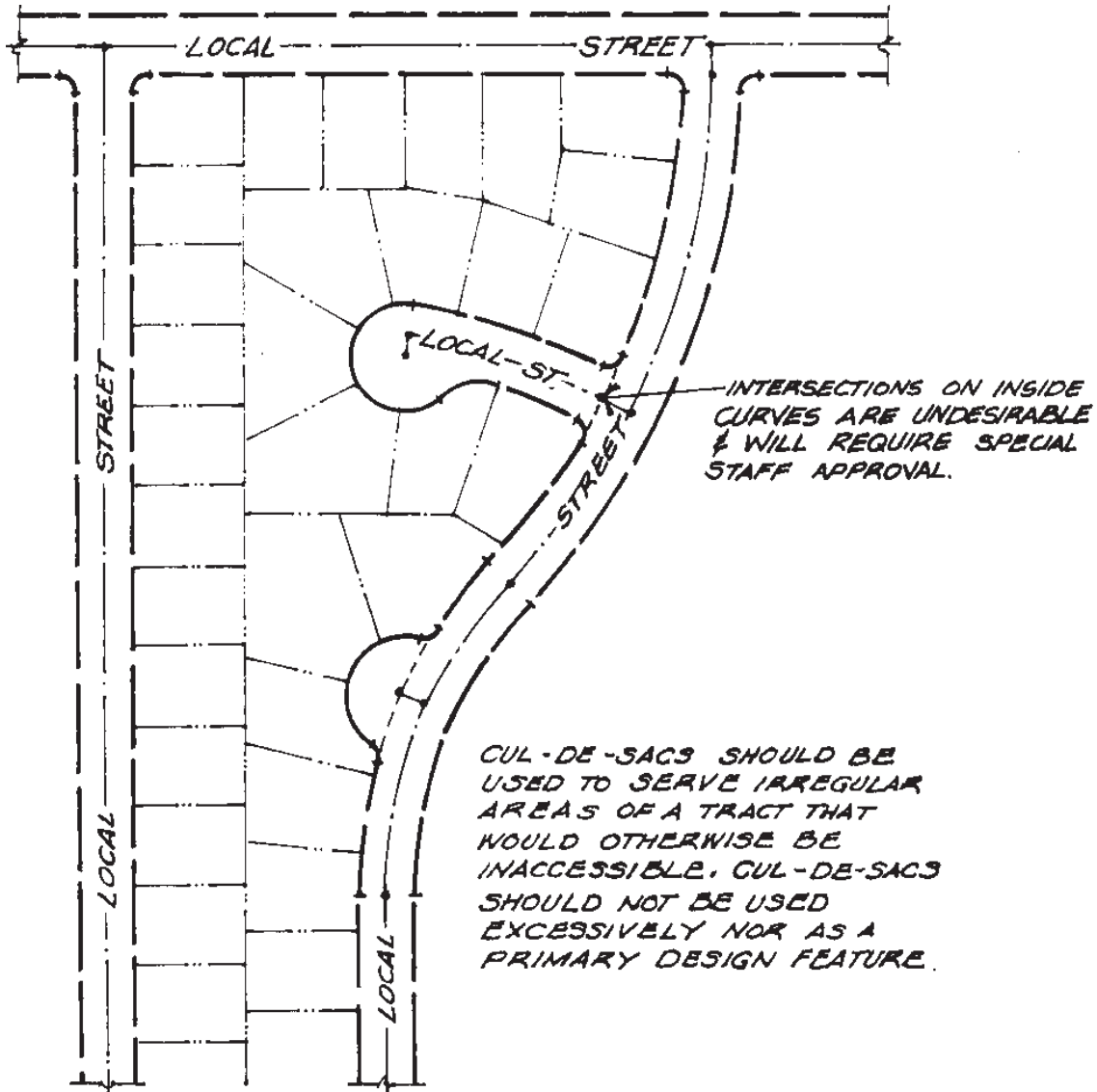


FIGURE 4

LOT DESIGN - GENERAL

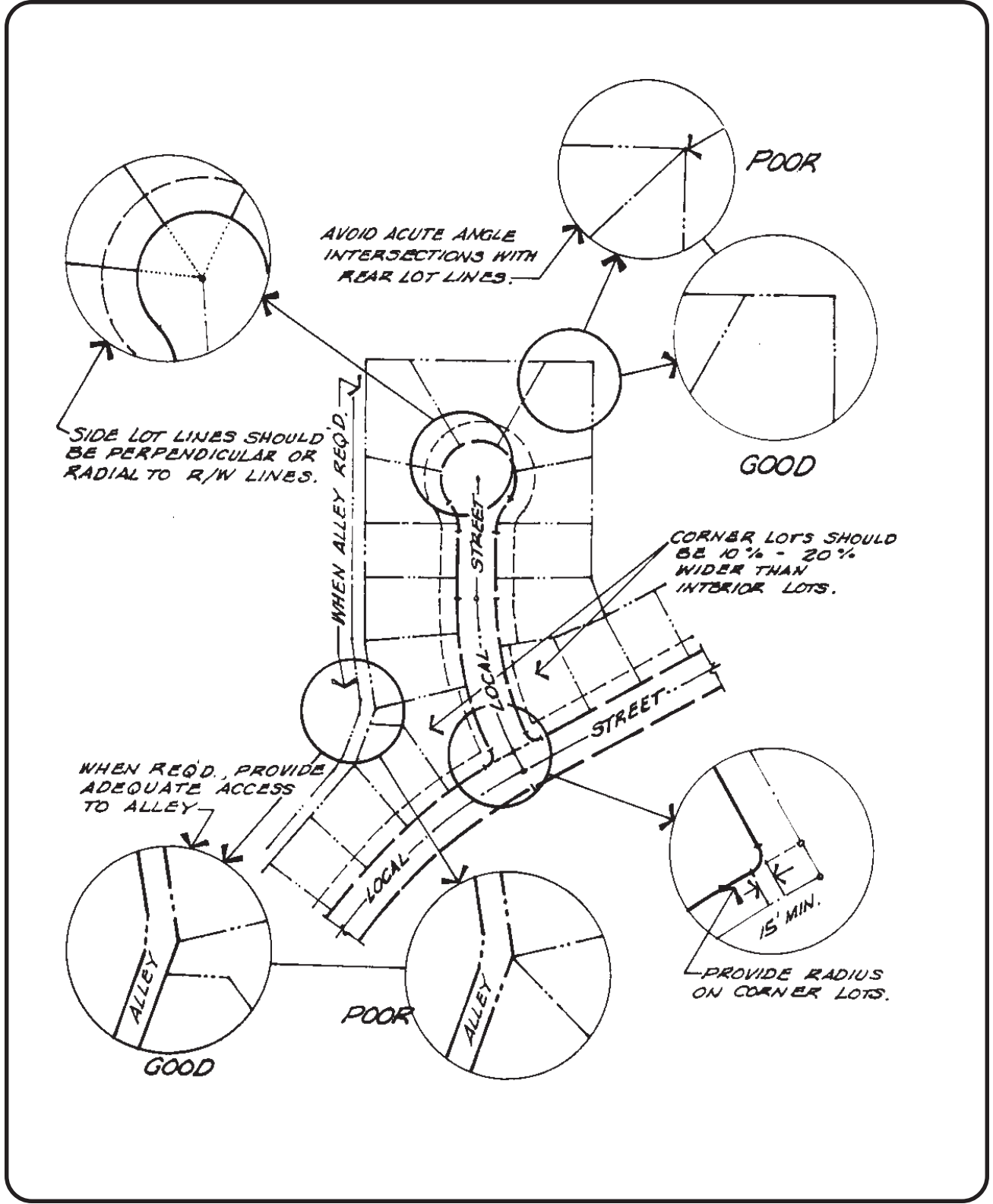


FIGURE 5

CURVE DATA FOR LOCAL STREETS

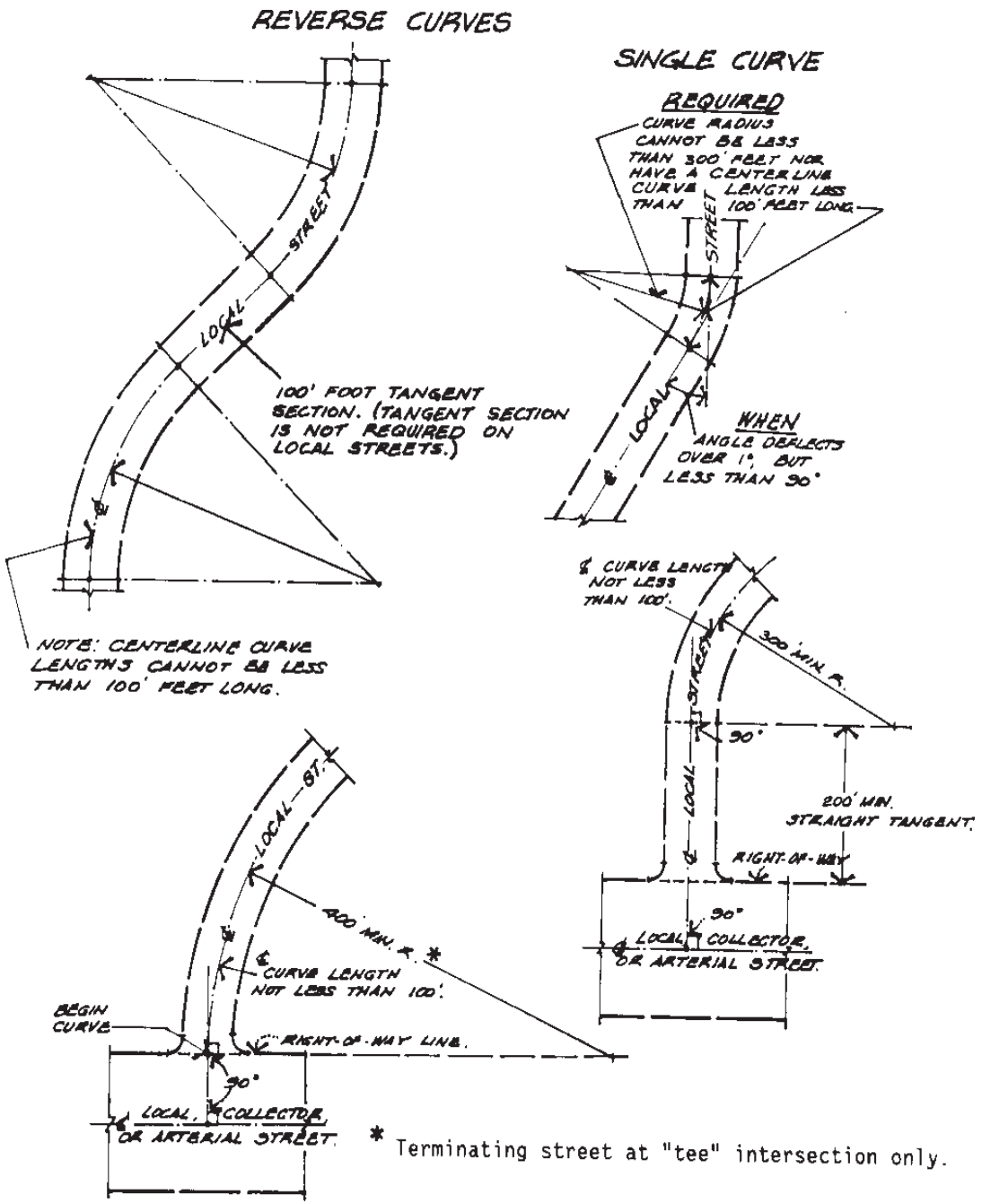
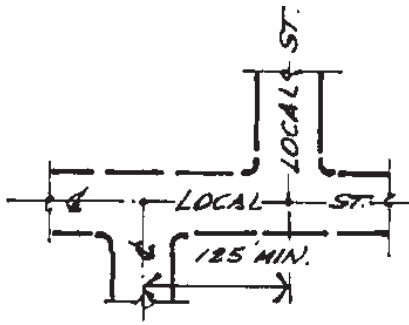


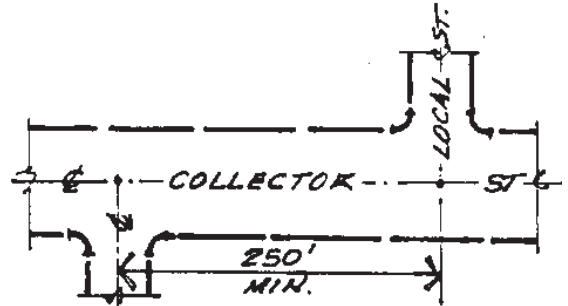
FIGURE 6

9-6-3

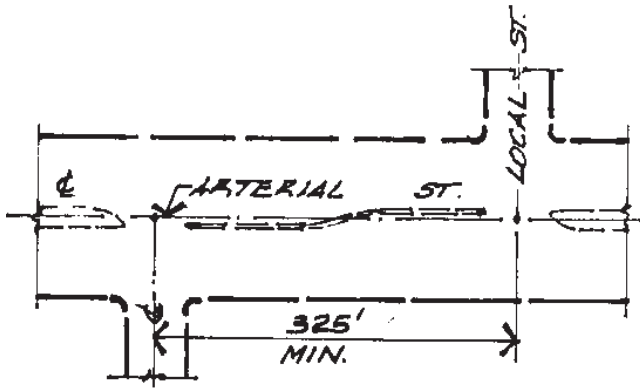
MINIMUM CENTERLINE OFFSETS FOR LOCAL, COLLECTOR, AND ARTERIAL STREETS



MIN. OFFSET FOR LOCAL
& 40' COLLECTOR STREETS.



MIN. OFFSET FOR ALL
OTHER COLLECTOR STREETS.



ARTERIAL TO ARTERIAL STREET
INTERSECTIONS MUST ALIGN.

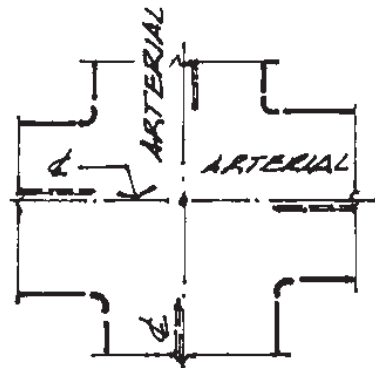
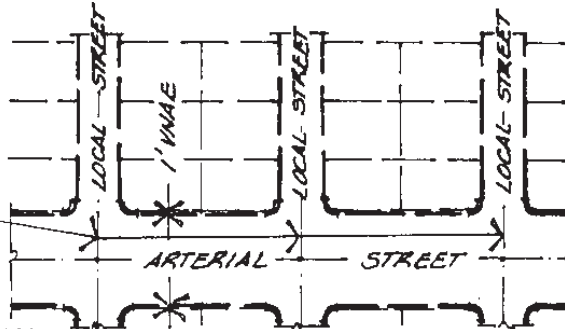


FIGURE 7

INTERSECTIONS

ILLUSTRATION #1
UNACCEPTABLE DESIGN
(INTERSECTIONS ARE TOO CLOSE AND EXCESSIVE).



INTERSECTIONS WITH ARTERIAL STREETS SHOULD BE LIMITED TO QUARTER MILE INTERVALS. HOWEVER, SHOULD MORE FREQUENT INTERSECTIONS BE NECESSARY, THEY SHOULD BE 'T' TYPE INTERSECTIONS AS ILLUSTRATED IN 2 & 3.

ILLUSTRATION #2

PREFERRED DESIGNS

ILLUSTRATION #3

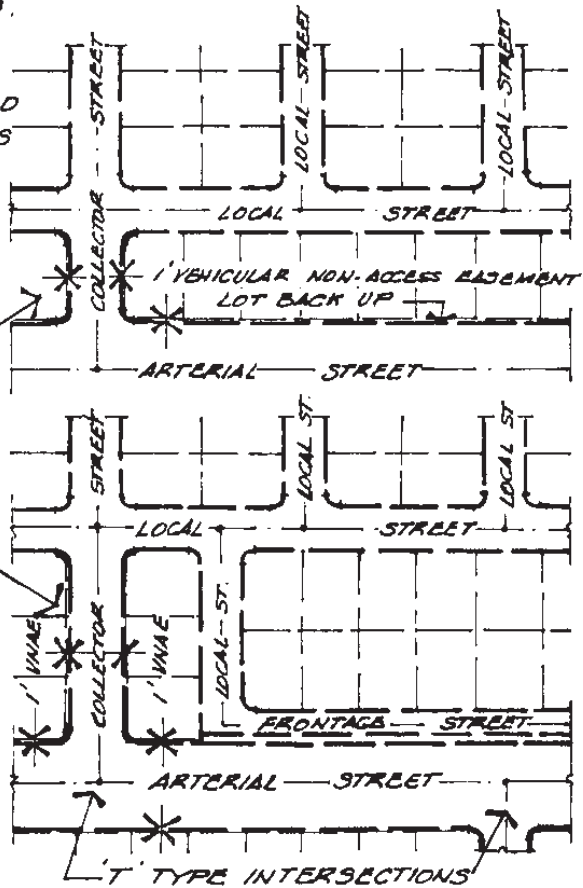


FIGURE 8

9-6-3

PROHIBITED INTERSECTIONS

ILLUSTRATION #1
MULTIPLE LEGS-
IN EXCESS OF FOUR (4).

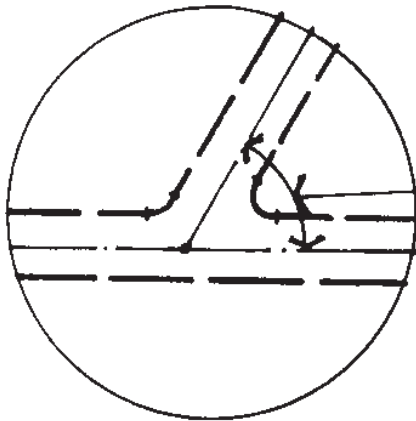
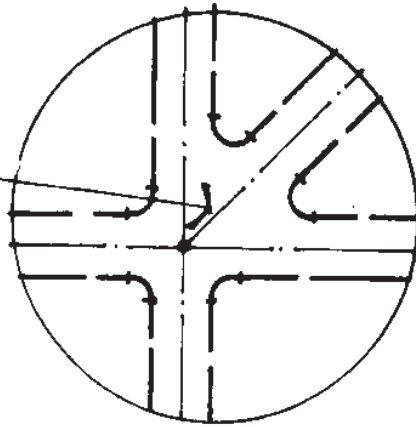


ILLUSTRATION #2
ACUTE ANGLE OR Y-TYPE
INTERSECTIONS,
(LESS THAN 90°).

ILLUSTRATION #3
INSIDE OF A CURVE

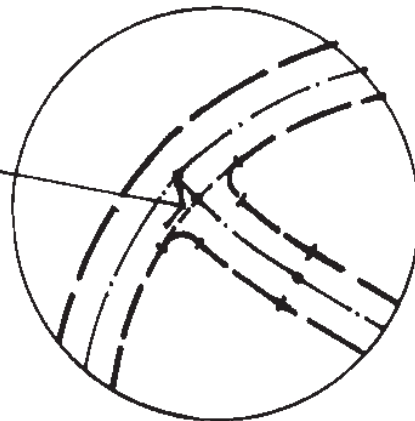
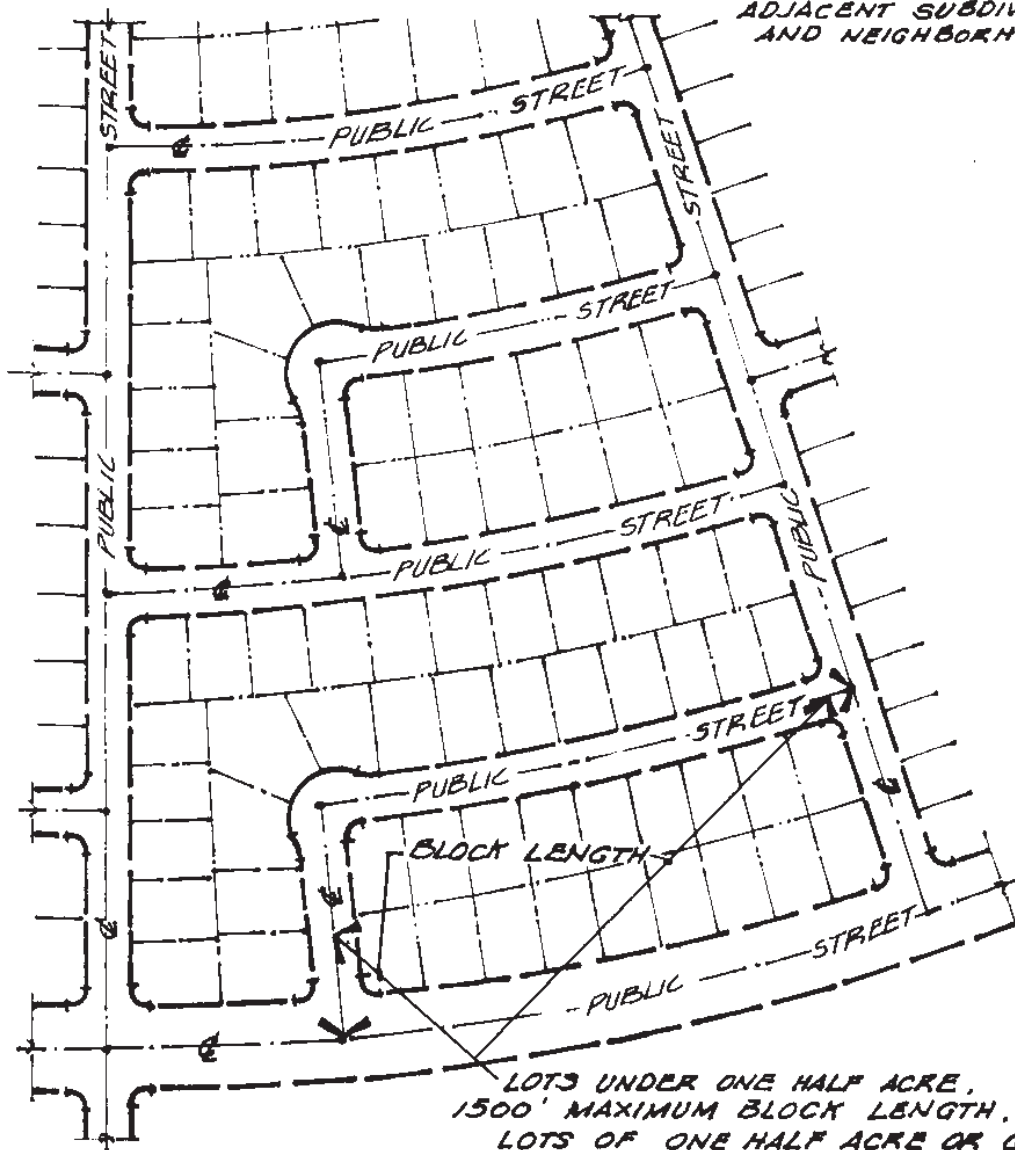


FIGURE 9

9-6-3

MAXIMUM BLOCK LENGTHS

BLOCKS SHALL BE AS LONG AS REASONABLY POSSIBLE IN ORDER TO ACHIEVE ADEQUATE STREET LENGTH, REDUCE EXPENSE AND SAFETY HAZARDS ARISING FROM EXCESSIVE STREET INTERSECTIONS, YET STILL PROVIDE NECESSARY INTERIOR CIRCULATION BETWEEN ADJACENT SUBDIVISIONS AND NEIGHBORHOODS.



LOTS UNDER ONE HALF ACRE,
1500' MAXIMUM BLOCK LENGTH,
LOTS OF ONE HALF ACRE OR GREATER,
2000' IS THE MAXIMUM BLOCK LENGTH.

FIGURE 10

9-6-3

PEDESTRIAN/BICYCLE WAY & ALLEY DESIGNS

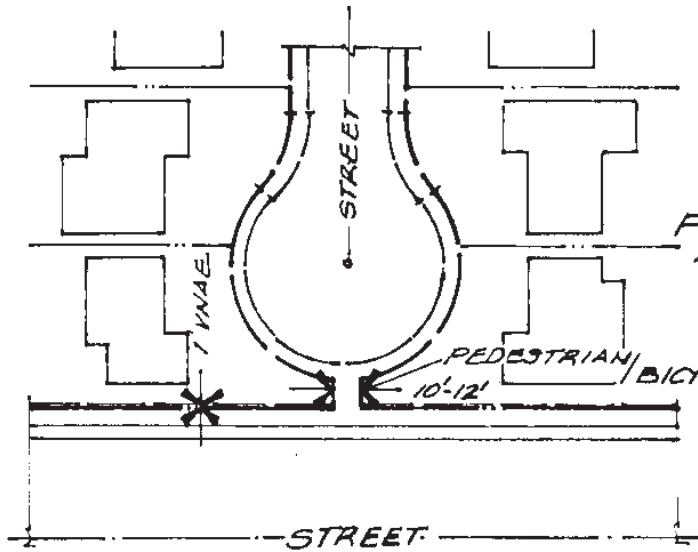


ILLUSTRATION #1
PEDESTRIAN/BICYCLE WAY
REQUIRED UNDER SPECIAL
CONDITIONS FOR ACCESS
TO SCHOOLS, PARKS,
SHOPPING CENTERS ETC.

ILLUSTRATION #2

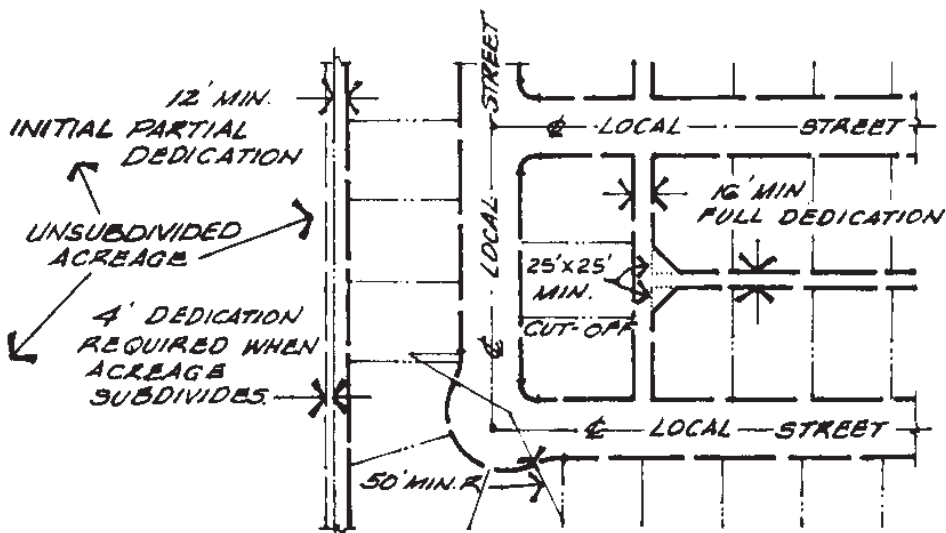


FIGURE 11

9-6-3

LOT DESIGN

(DEPTH & WIDTH RATIO AND LOT ACCESS)

THE DEPTH-TO-WIDTH RATIO OF THE USABLE AREA OF THE LOT SHALL NOT BE GREATER THAN THREE (3) TO ONE (1).

ILLUSTRATION # 1

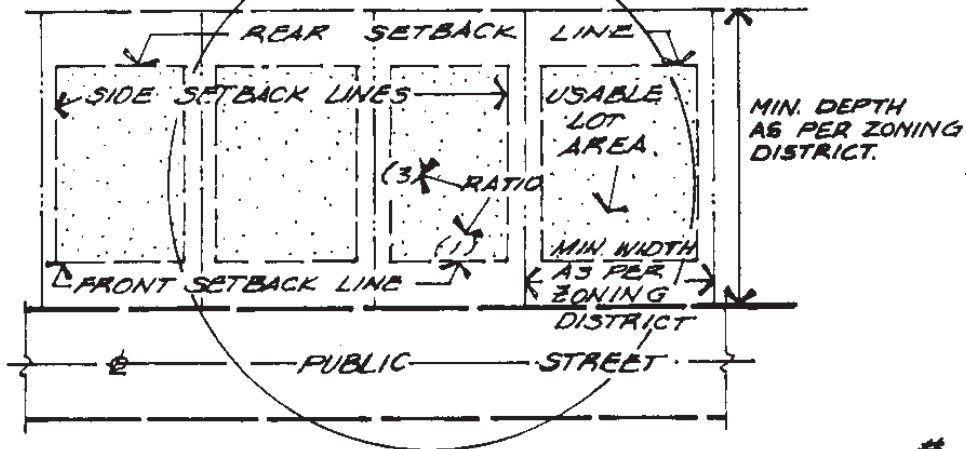


ILLUSTRATION # 2

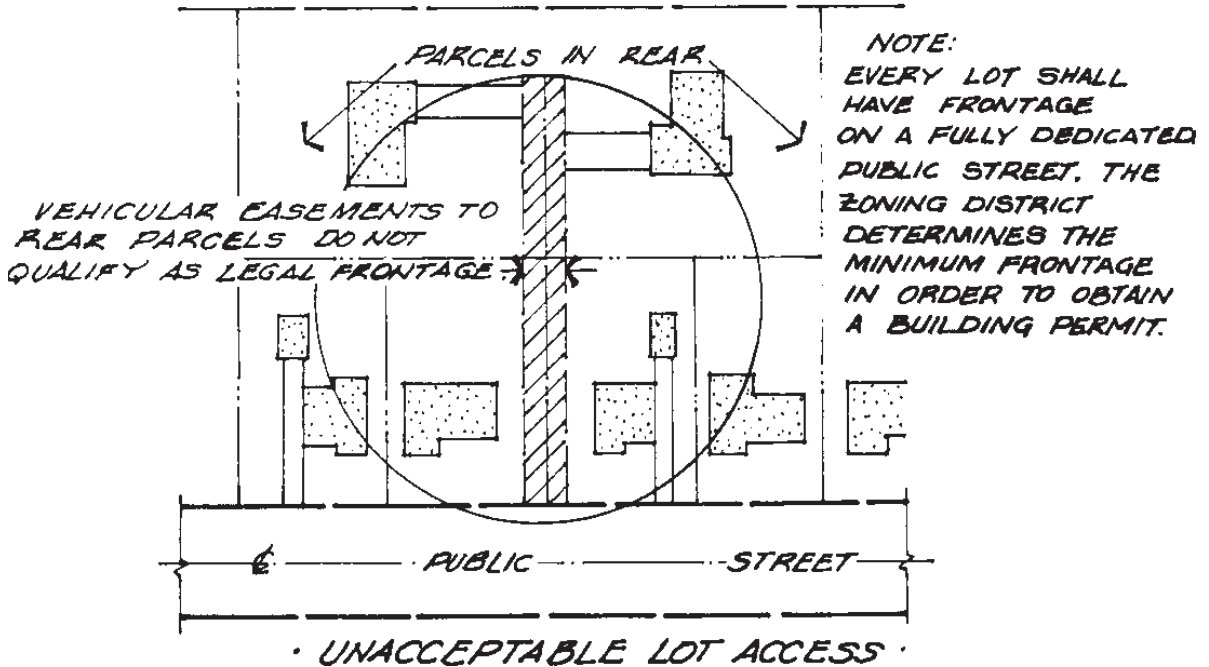


FIGURE 12

9-6-3

RESIDENTIAL LOT DESIGN: WIDTH & DEPTH MINIMUMS

NOTE: LOTS MAY BE DESIGNED WHICH MEET ALL CODE MINIMUMS, YET WILL NOT ACCOMODATE A BUILDERS PRODUCT. SUCH LOTS ARE UNACCEPTABLE AND WILL NOT BE APPROVED. ADEQUATE BUILDING AREAS MUST BE PROVIDED.

SPECIAL LOT TYPES WILL RECEIVE SPECIAL CONSIDERATION WHEN DETERMINING LOT WIDTHS AND DEPTHS.

BUILDING SETBACK LINES.

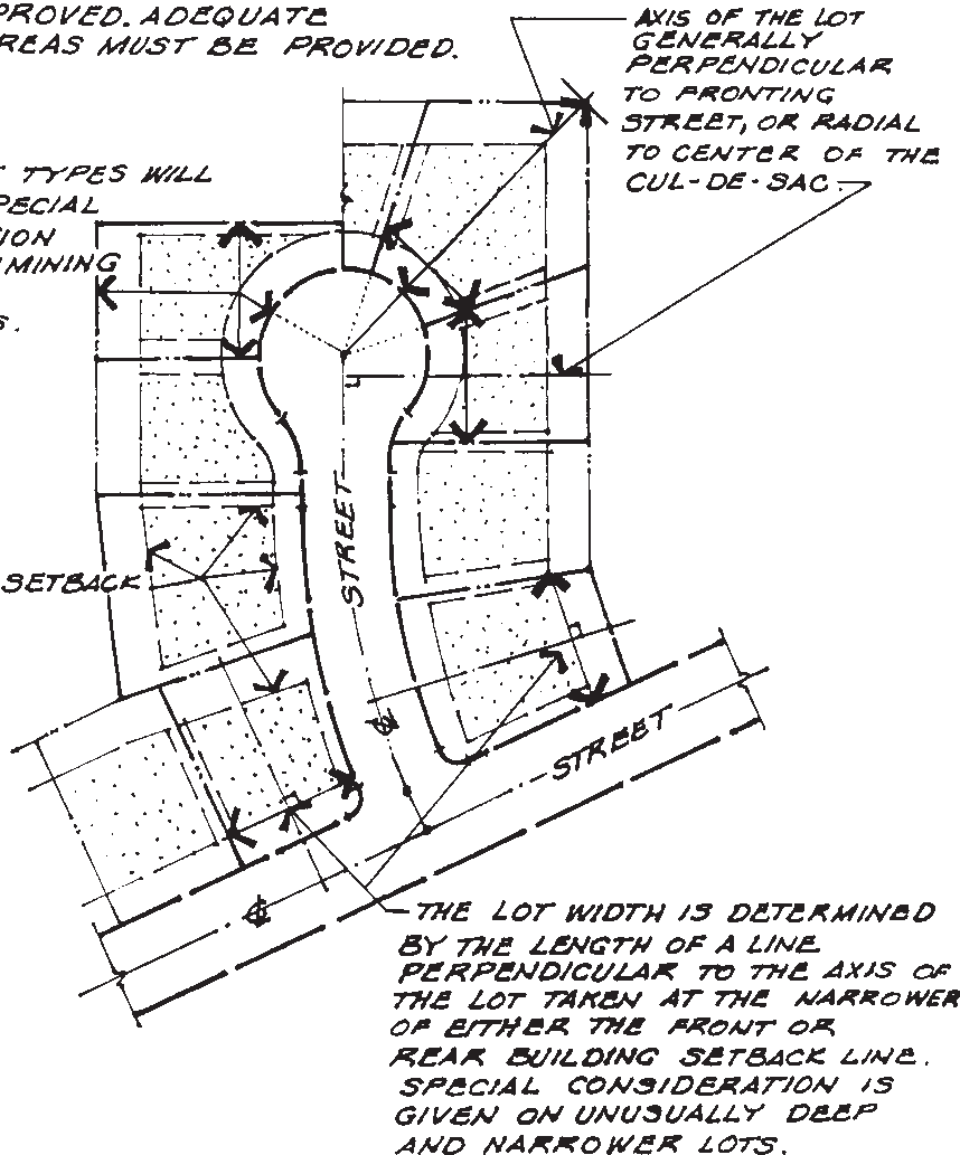


FIGURE 13

9-6-3

RESIDENTIAL REAR LOT LINES (CURVED AND STRAIGHT)

REAR LOT LINES SHALL BE A SERIES OF STRAIGHT LINE SEGMENTS OCCURRING AT JUNCTIONS OF SIDE AND REAR LOT LINES.

ILLUSTRATION #1

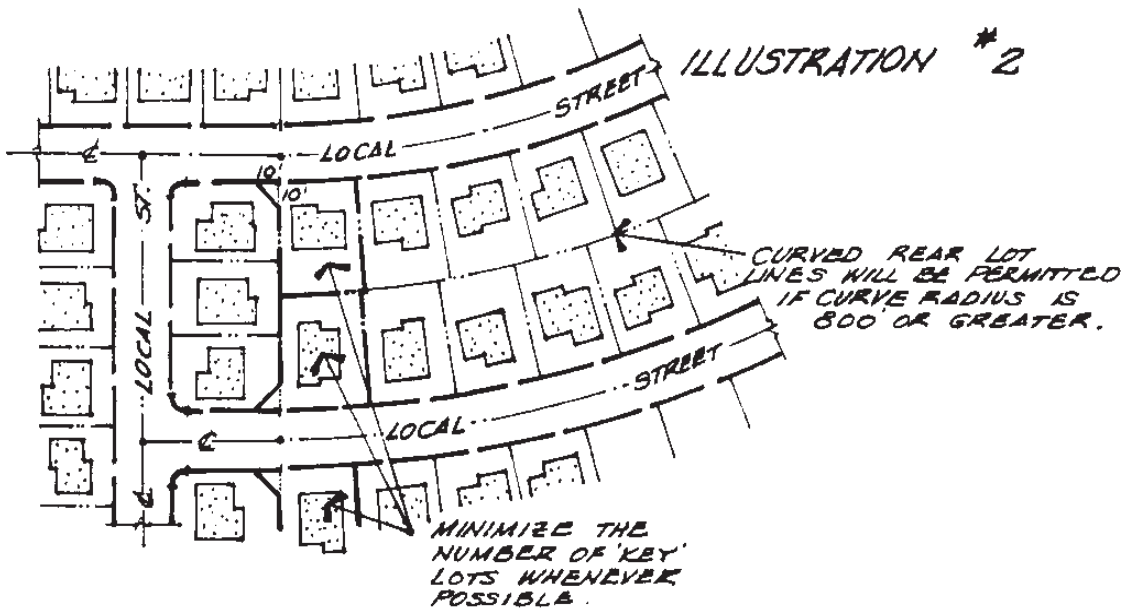
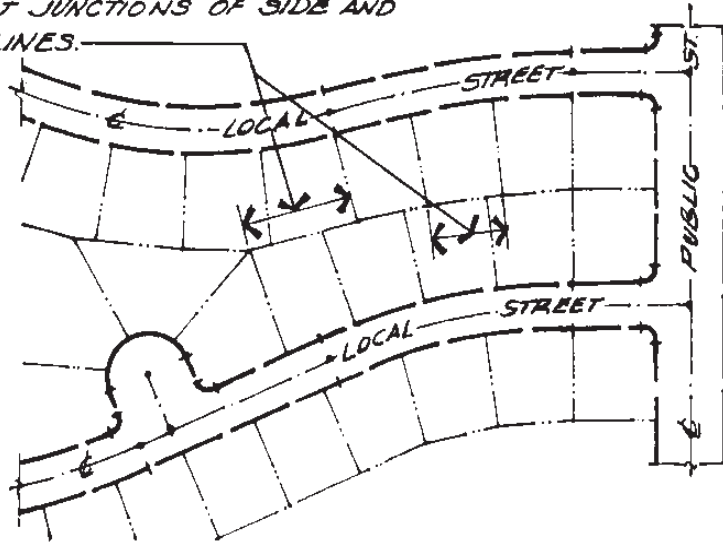


FIGURE 14

9-6-3

RESIDENTIAL LOT BACKUP AND CORNER LOTS

TYPICALS

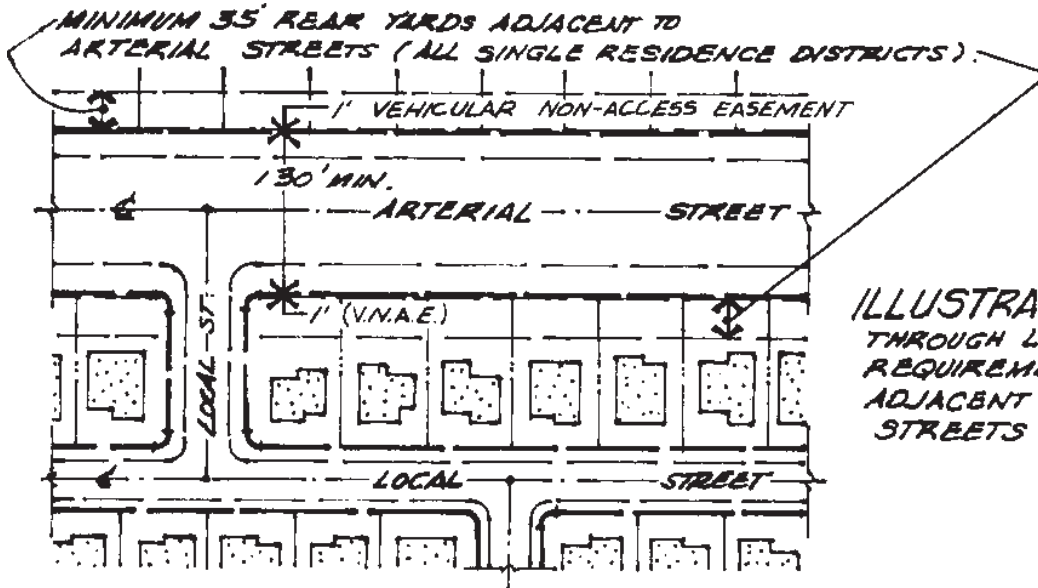


ILLUSTRATION #1
THROUGH LOT
REQUIREMENTS
ADJACENT TO ARTERIAL
STREETS.

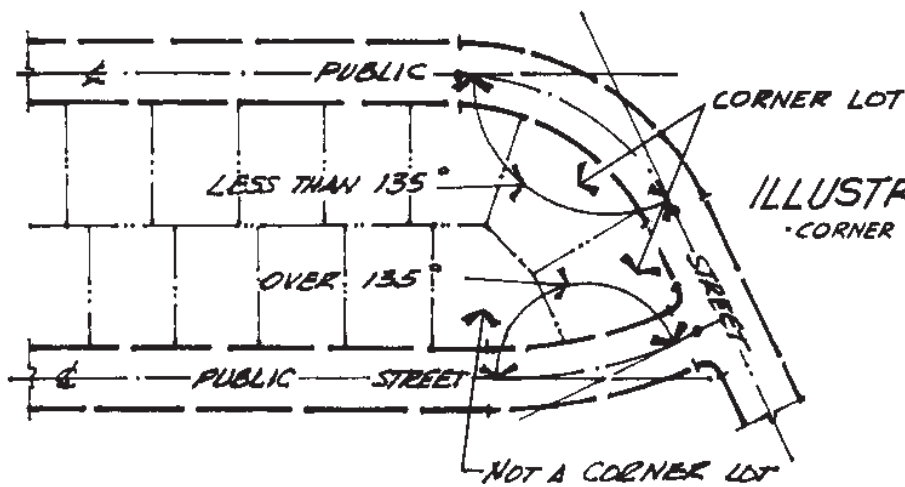


ILLUSTRATION #2
CORNER LOT EXAMPLES.

FIGURE 15

9-6-3

USABLE LOT AREA

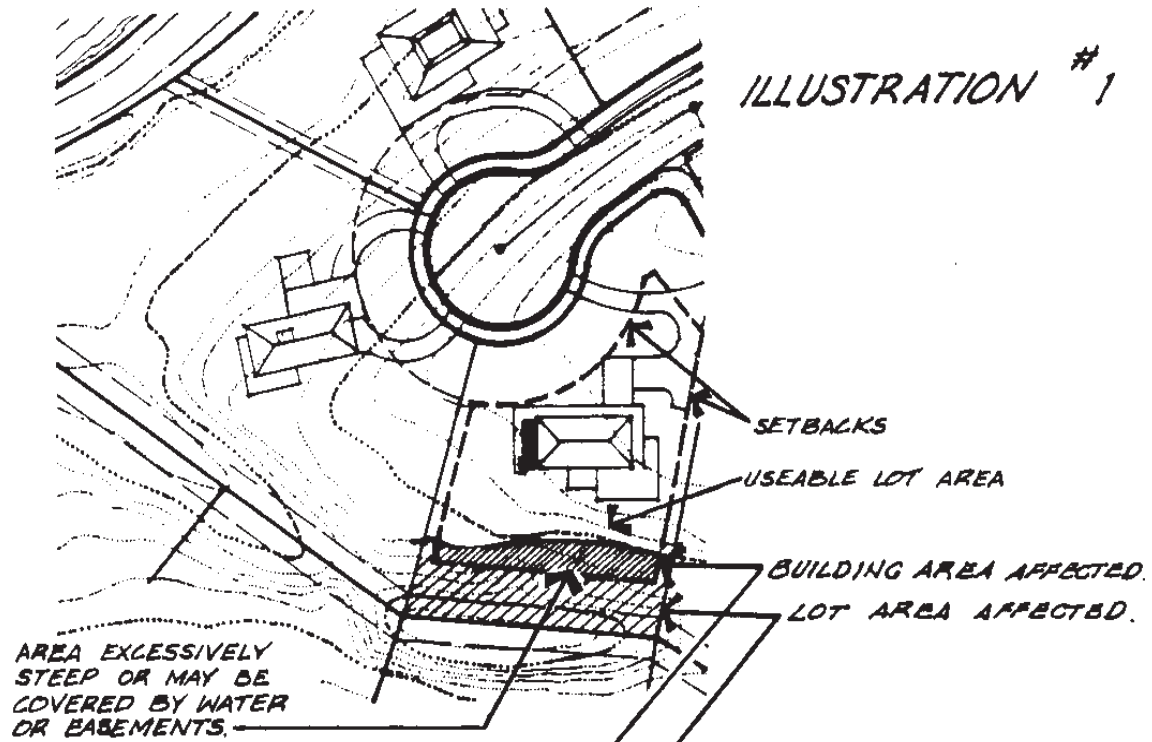


ILLUSTRATION # 2

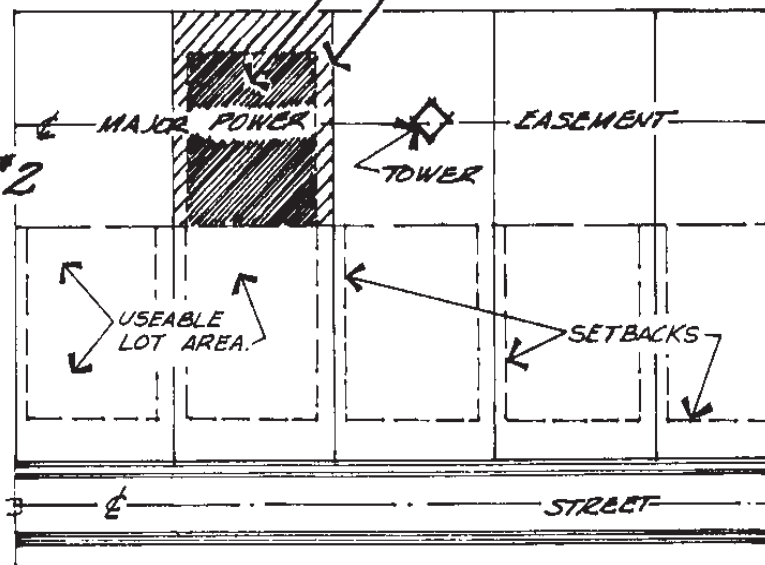


FIGURE 16

9-6-3

EASEMENT DESIGN

(P.U.F.E., AERIAL, GUY, & ANCHOR)

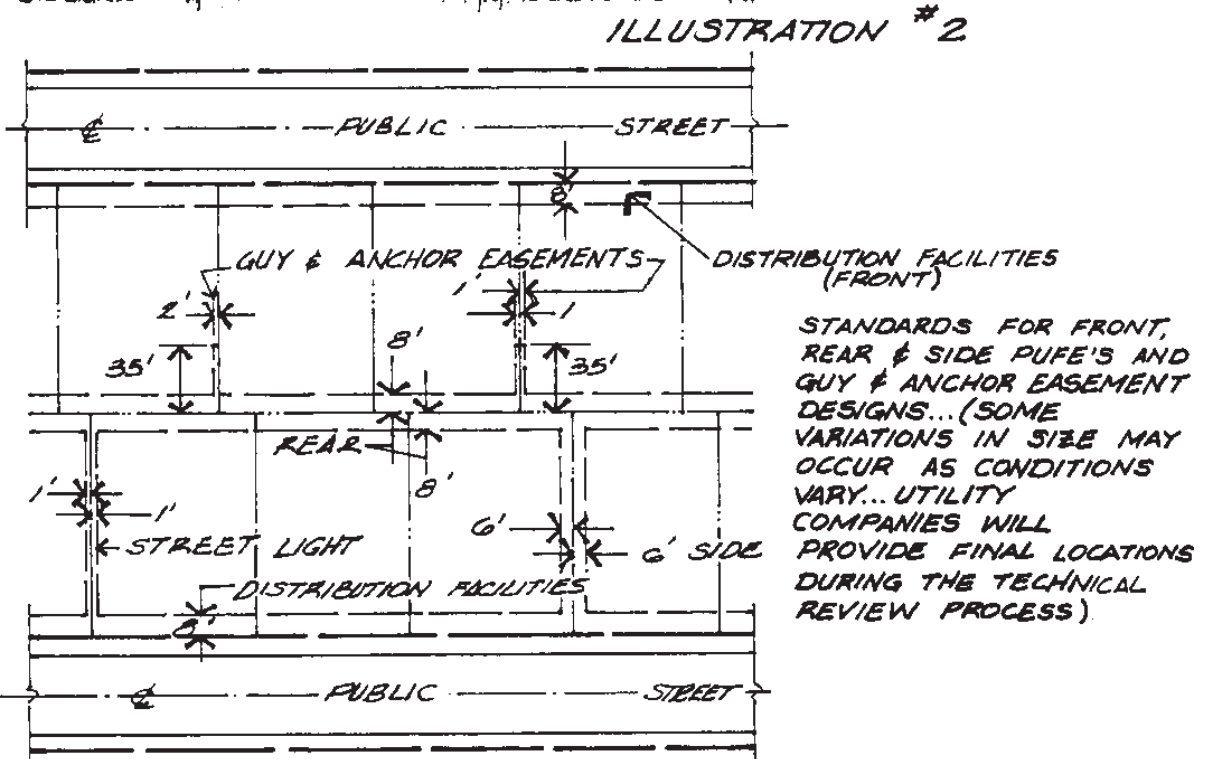
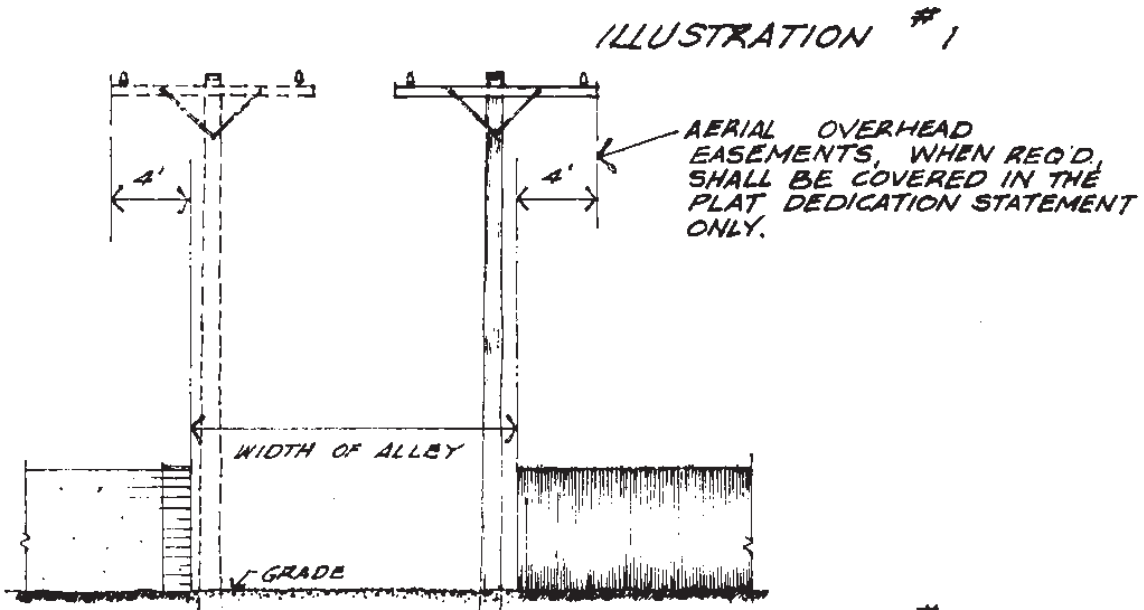


FIGURE 17

9-6-3

PUBLIC ALLEY REQUIREMENTS

WIDTHS, PAVING, PARKING, AND DUMPSTER EASEMENTS

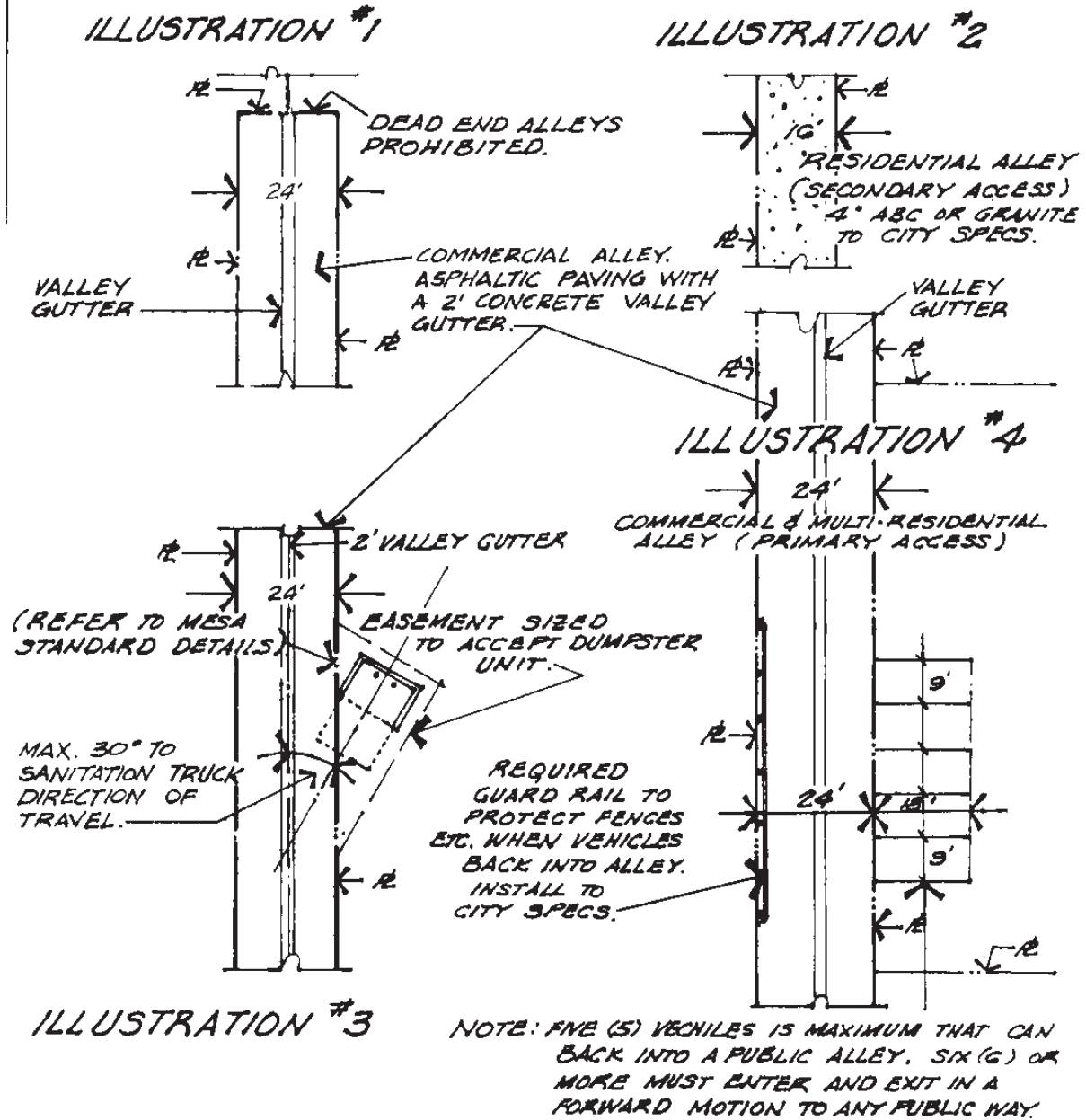


FIGURE 18

9-6-3

HALF-STREET PAVING REQUIREMENTS

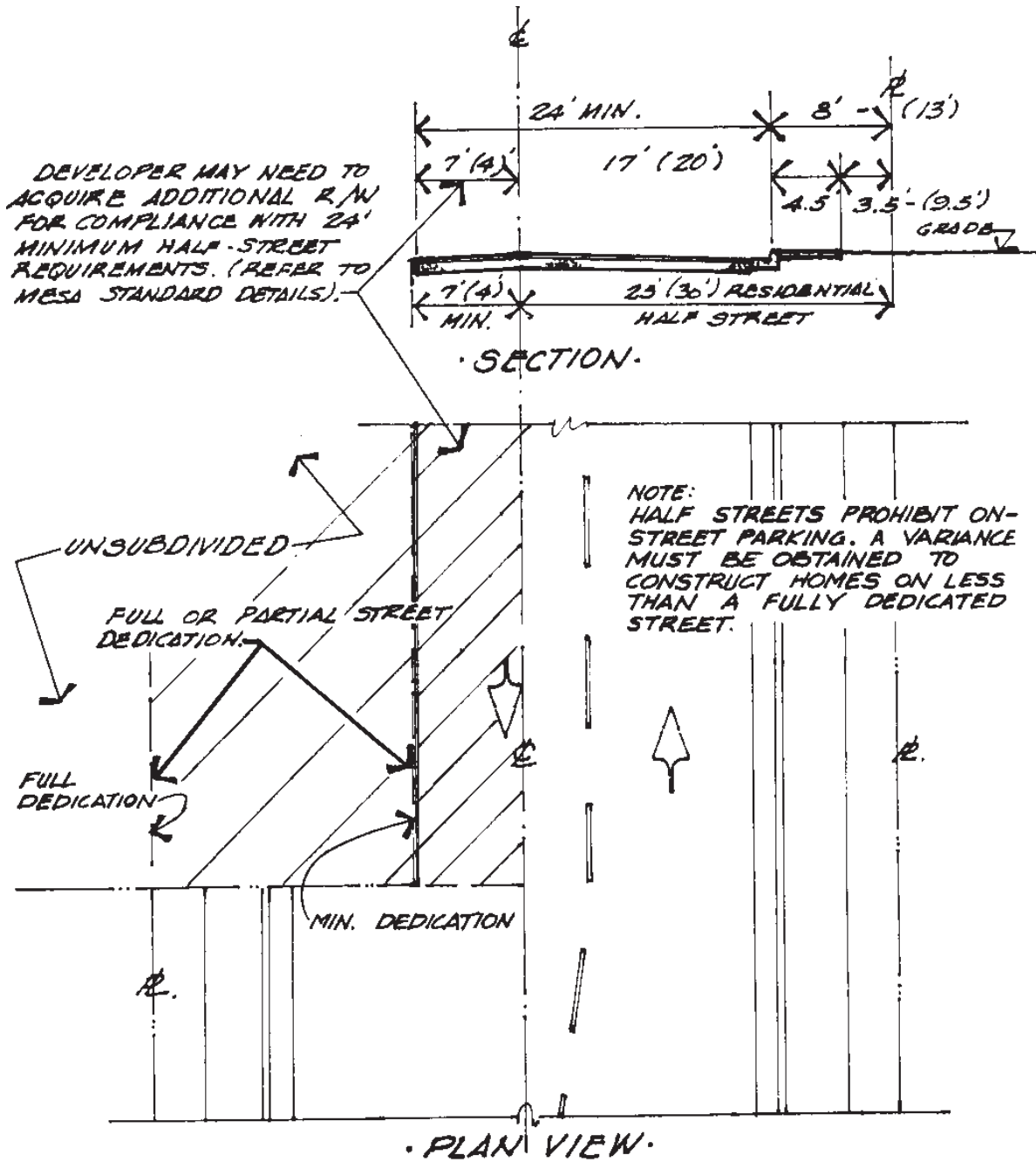


FIGURE 19

9-6-3

SIGHT DISTANCE REQUIREMENTS

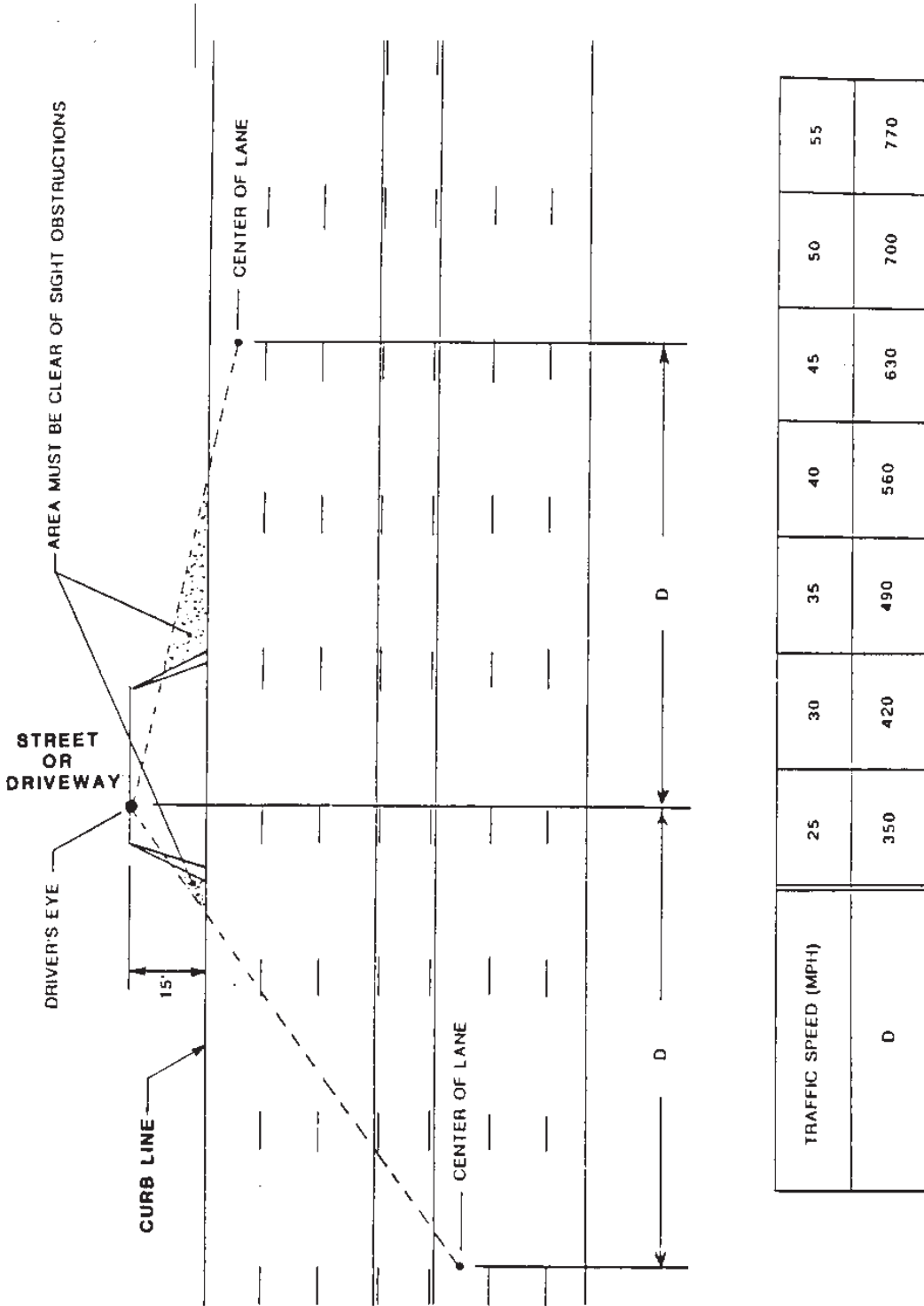


FIGURE 20

9-6-3

"EYEBROW" DESIGNS FOR LOCAL STREETS

ON VERY SHORT CUL-DE-SACS, EITHER DESIGN IS ACCEPTABLE.

NOTE: EYEBROW DESIGNS SHOULD NOT BE USED ON COLLECTOR OR ARTERIAL STREETS.

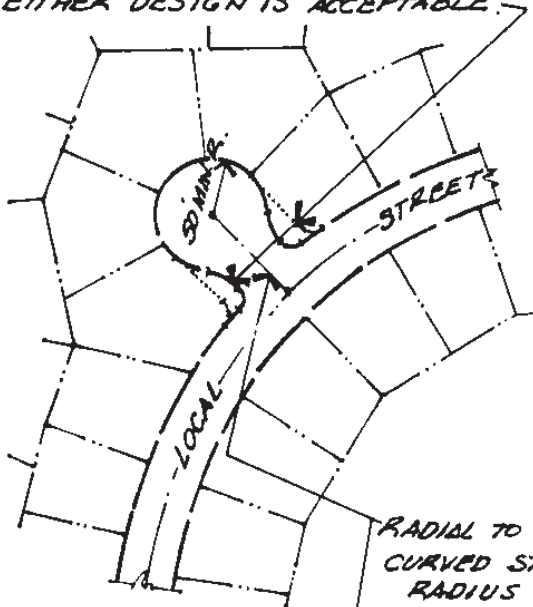


ILLUSTRATION #1

EYEBROW DESIGN PROVIDES NECESSARY FRONTAGE FOR ADDITIONAL LOTS; HELPS TO BALANCE LOT SIZE AND CREATE SAFETY ZONES IN THE DEEPER PORTIONS OF A BLOCK THAT RESULT FROM CURVILINEAR STREET PATTERNS.

RADIAL TO THE CURVED STREETS RADIUS POINT.

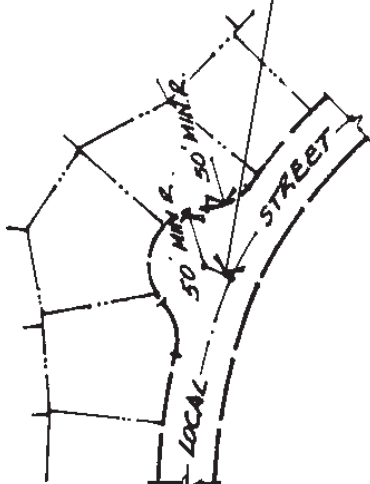


ILLUSTRATION #2

EYEBROW RADIUS POINT LOCATION IS DETERMINED BY THE NEED TO ACHIEVE THE REQUIRED LOT WIDTH AND DEPTH THAT RESULTS IN BETTER DESIGN.

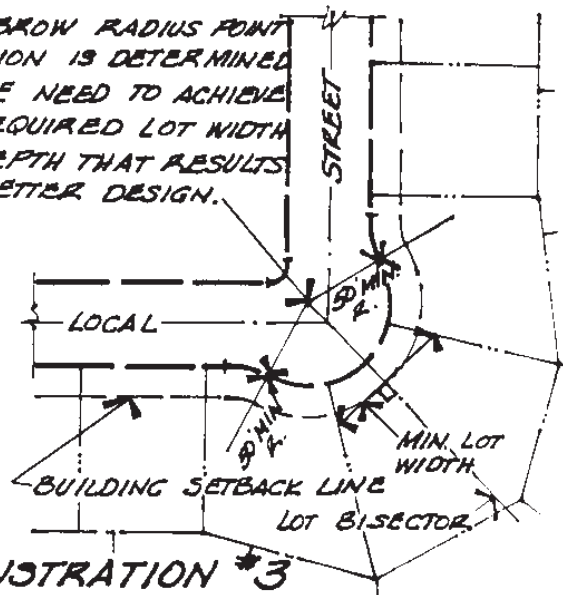


ILLUSTRATION #3

FIGURE 21

9-6-3

TEMPORARY TURNAROUND

ALTERNATE TURNAROUNDS FOR DIFFICULT SITES

ILLUSTRATION #1

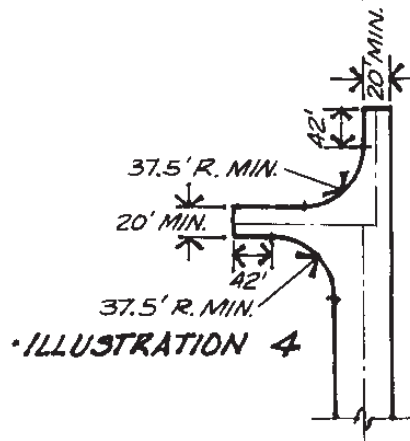
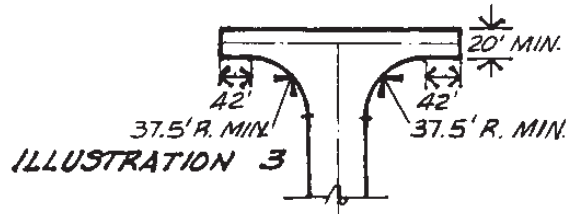
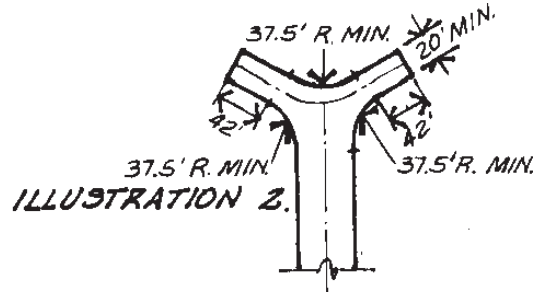
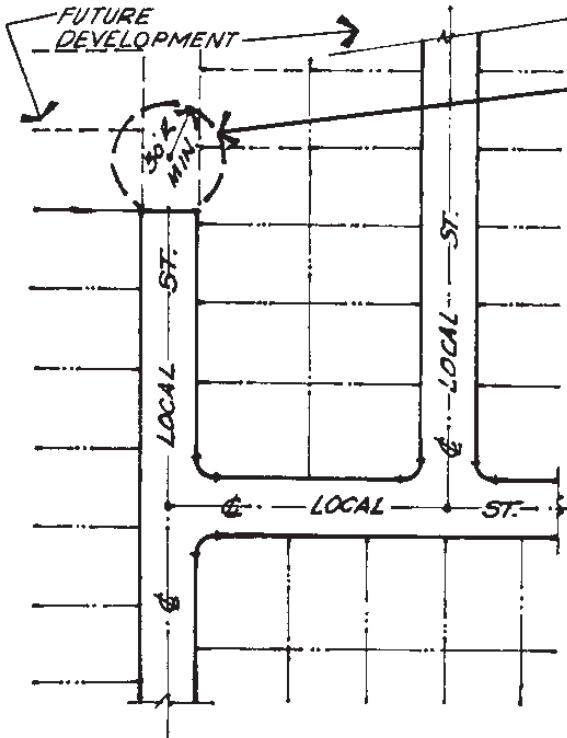
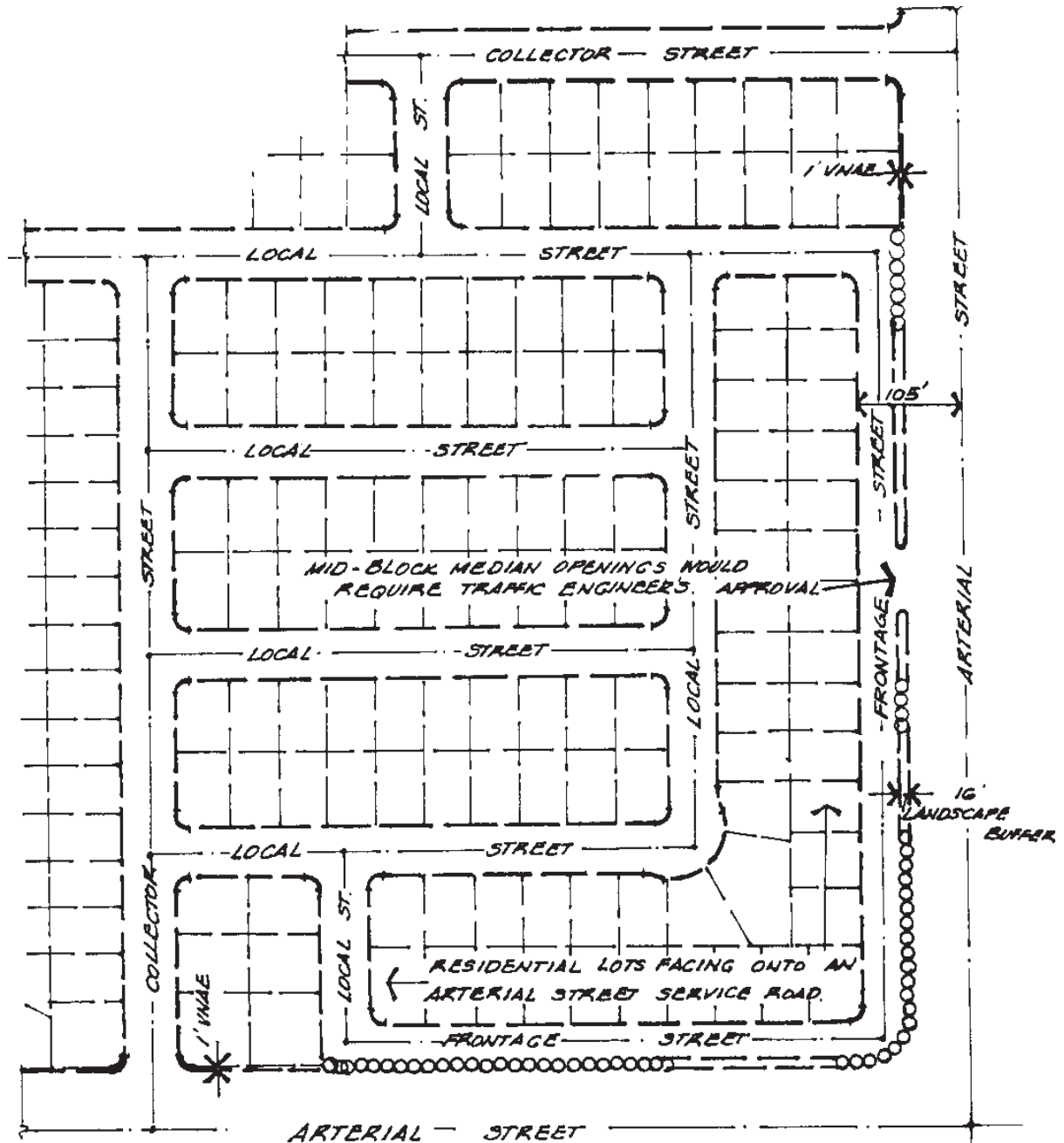


FIGURE 22

9-6-3

FRONTAGE STREET DESIGN STANDARDS

(REQUIRES SPECIAL APPROVAL BY BOARD AND COUNCIL)



NOTE: DUE TO EXCESSIVE COSTS, FRONTAGE STREETS ARE PERMITTED ONLY WITH SPECIAL APPROVAL BY THE BOARD AND COUNCIL.

FIGURE 23

9-6-3

STREET DRAINAGE FOR LOCAL STREETS #1

STREETS SHOULD BE SO DESIGNED AND
ARRANGED IN RELATION TO EXISTING
TOPOGRAPHY AS TO FACILITATE DRAINAGE.
PROPER DESIGN WILL ELIMINATE EXCESSIVE
CUTS AND FILLS AND UNNECESSARY DRAINAGEWAYS
BETWEEN LOTS.

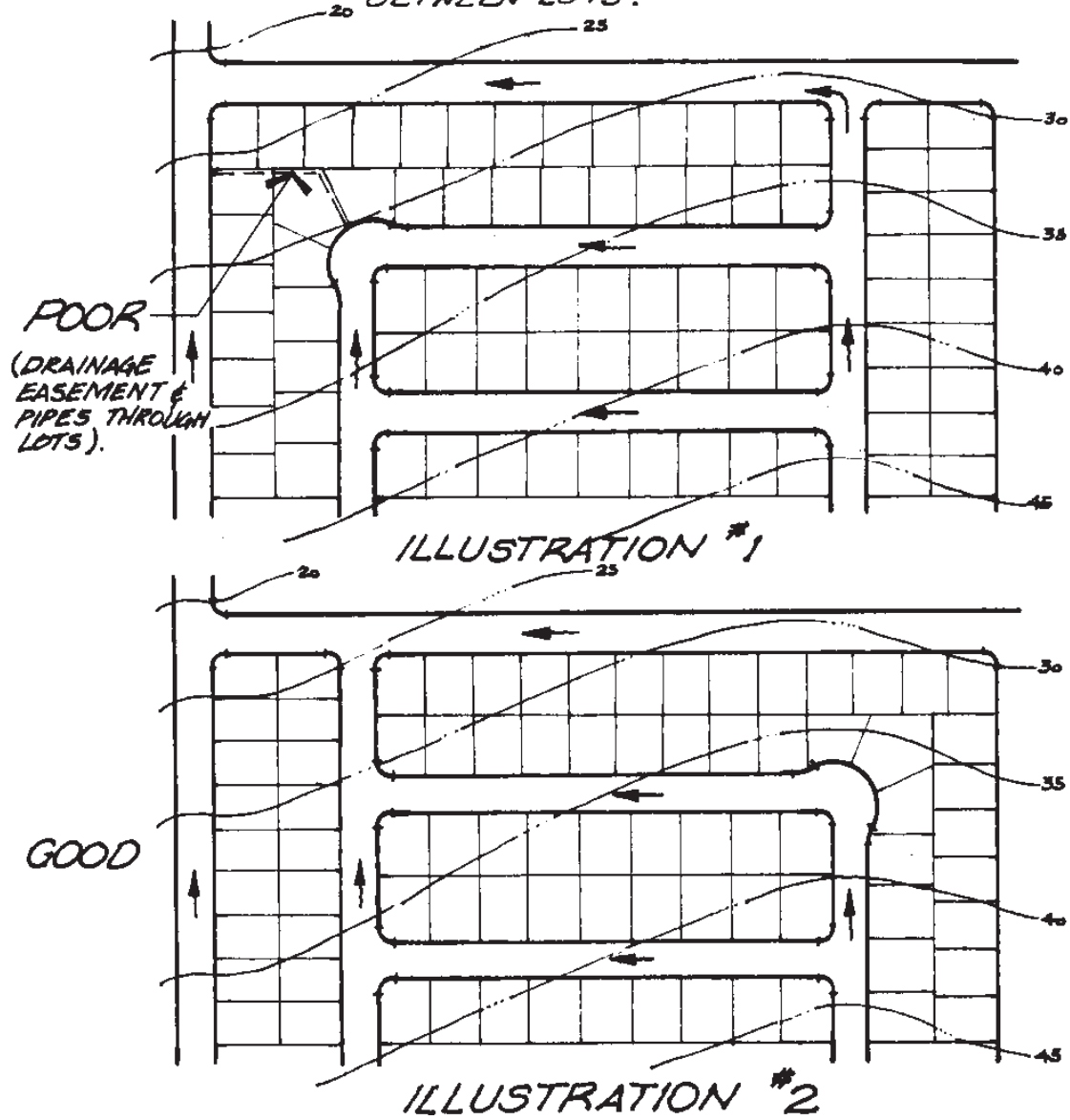


FIGURE 24a

9-6-3

STREET DRAINAGE FOR LOCAL STREETS #2

*STREETS SHOULD BE SO
DESIGNED AND ARRANGED
IN RELATION TO EXISTING
TOPOGRAPHY AS TO FACILITATE
DRAINAGE. PROPER DESIGN
WILL ELIMINATE EXCESSIVE
CUTS AND FILLS AND UNNECESSARY
DRAINAGEWAYS BETWEEN LOTS.*

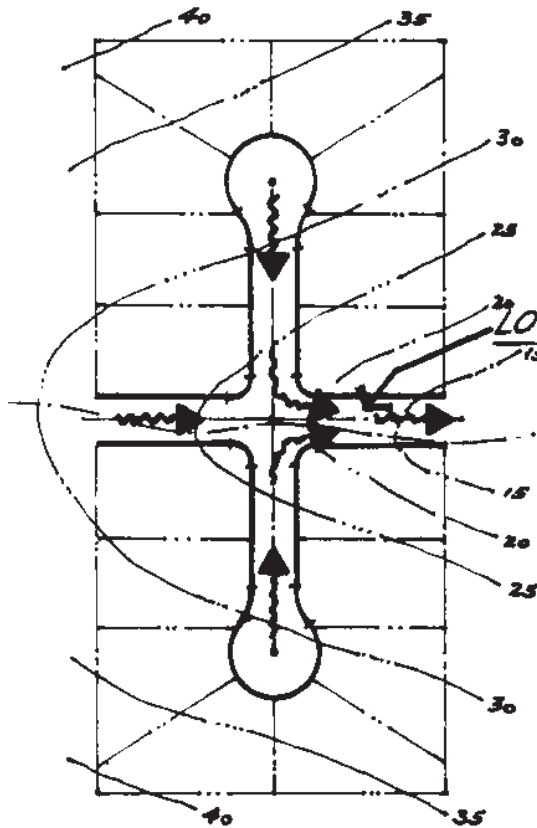


ILLUSTRATION #1

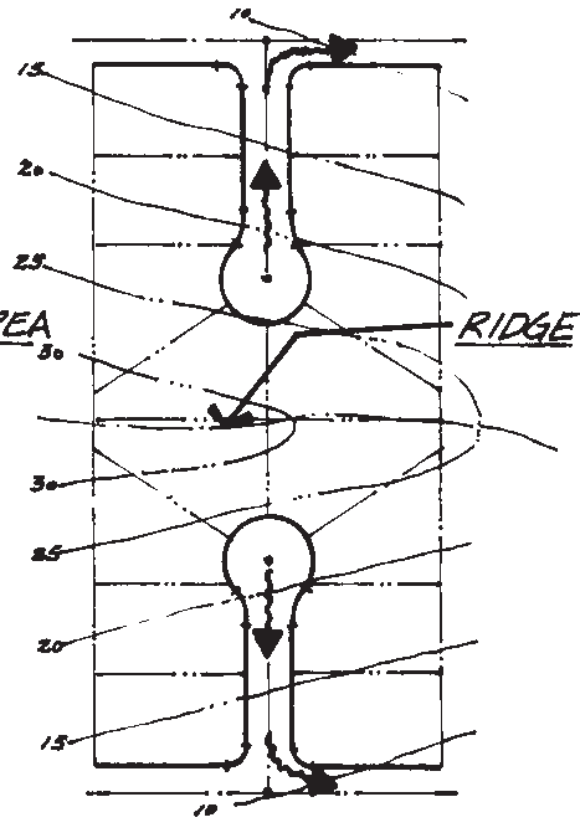


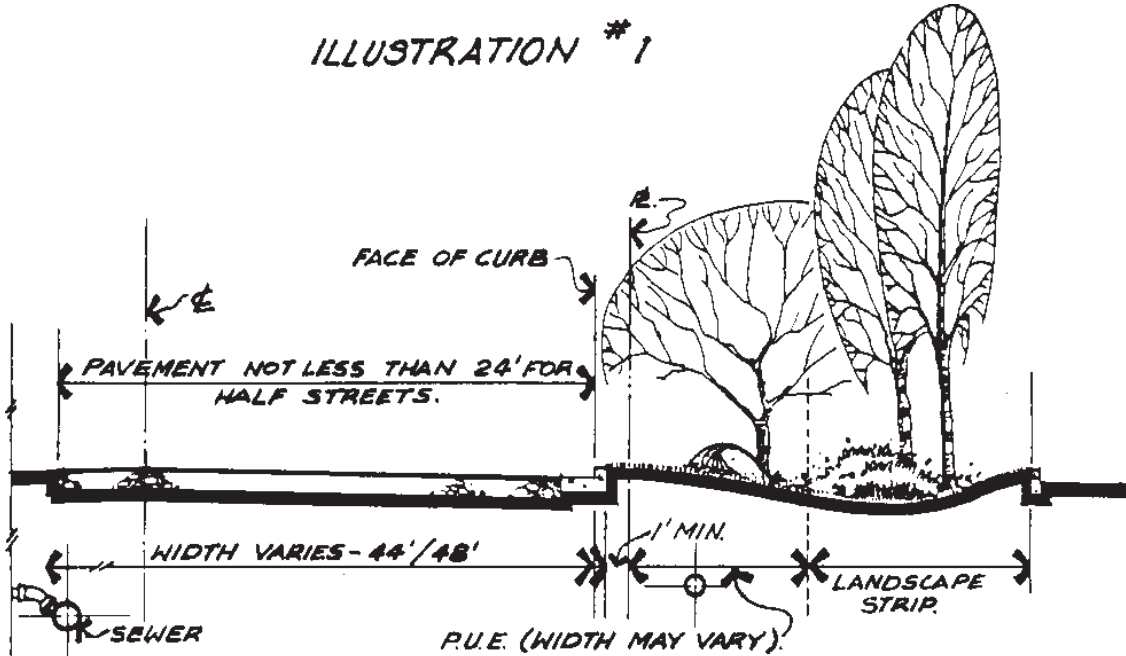
ILLUSTRATION #2

FIGURE 24b

9-6-3

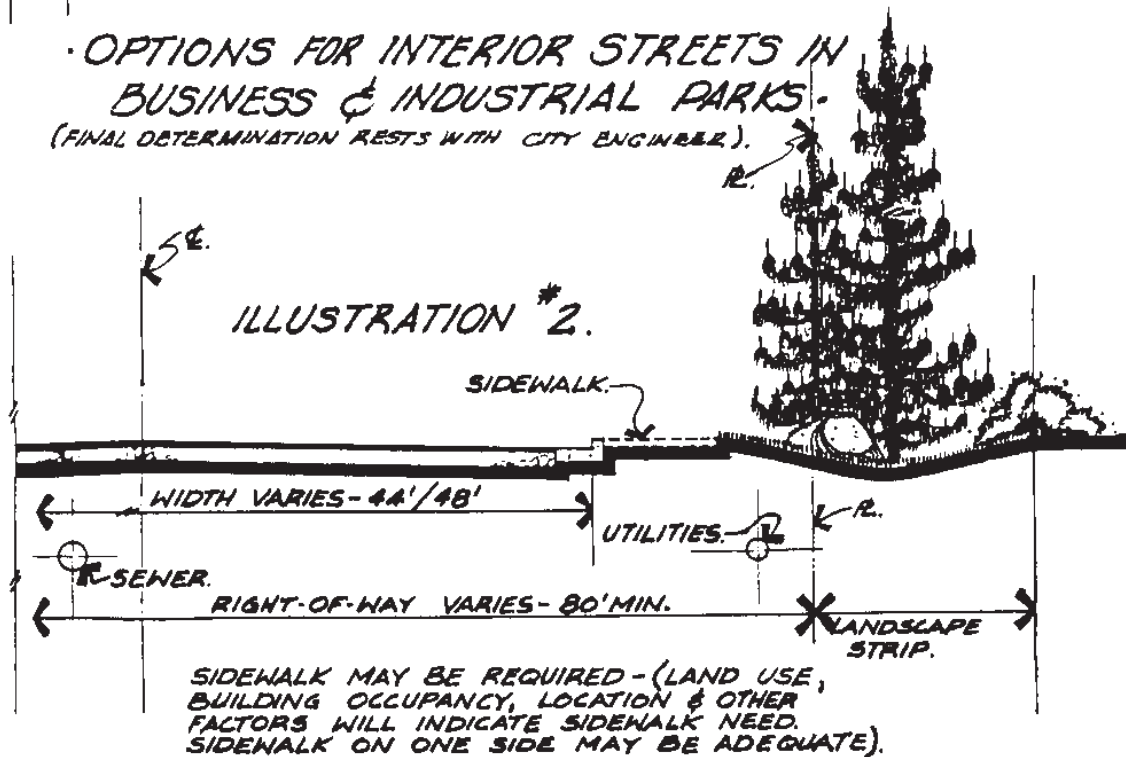
INDUSTRIAL STREET DESIGN

ILLUSTRATION #1



OPTIONS FOR INTERIOR STREETS IN
BUSINESS & INDUSTRIAL PARKS.
(FINAL DETERMINATION RESTS WITH CITY ENGINEER).

ILLUSTRATION #2.



SIDEWALK MAY BE REQUIRED - (LAND USE,
BUILDING OCCUPANCY, LOCATION & OTHER
FACTORS WILL INDICATE SIDEWALK NEED.
SIDEWALK ON ONE SIDE MAY BE ADEQUATE).

FIGURE 25

9-6-5

RIDGE LINE RESTRICTIONS

CURVE RADII & LENGTH, STREET GRADES

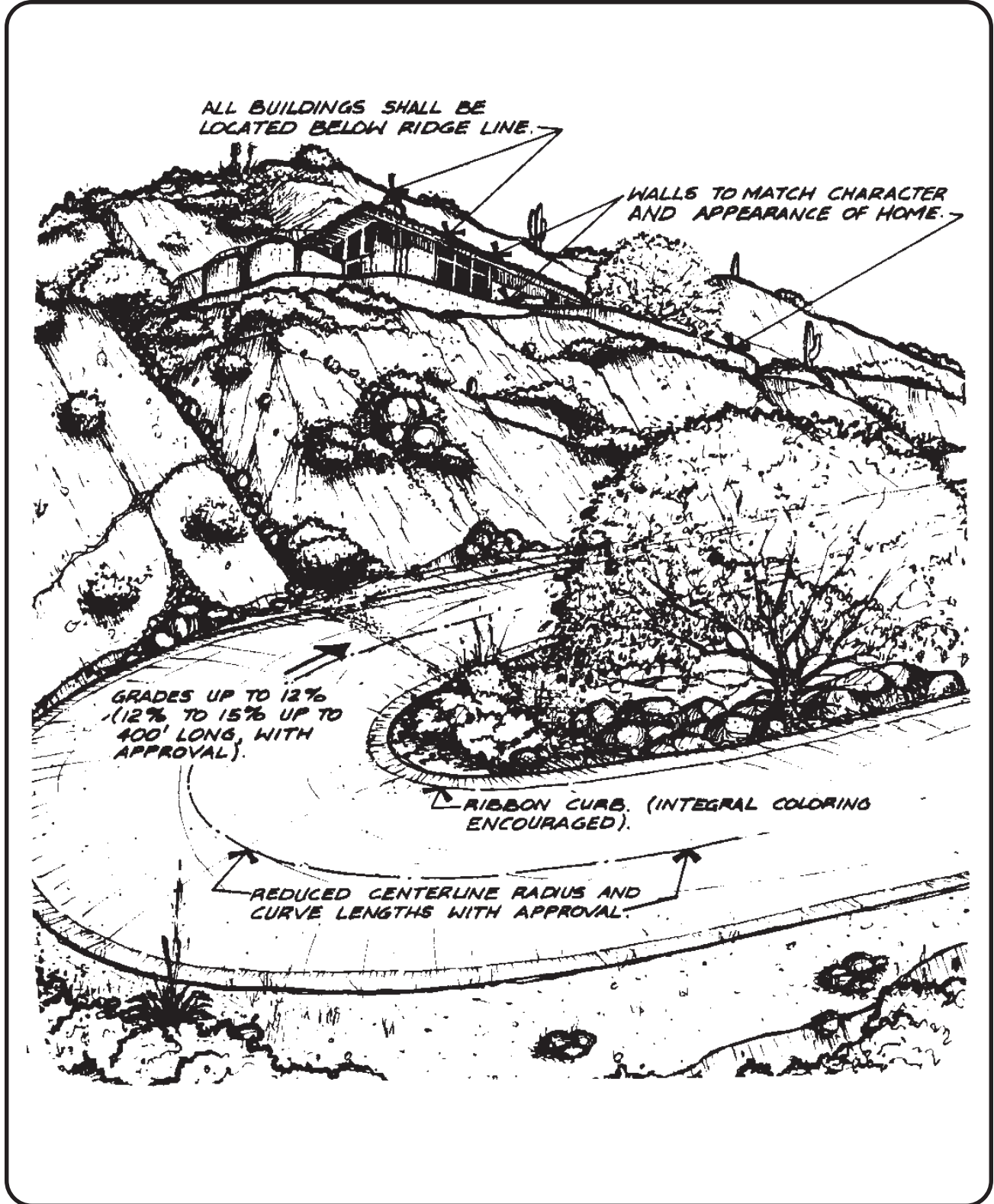


FIGURE 26

9-6-5

RETAINING WALL DESIGN

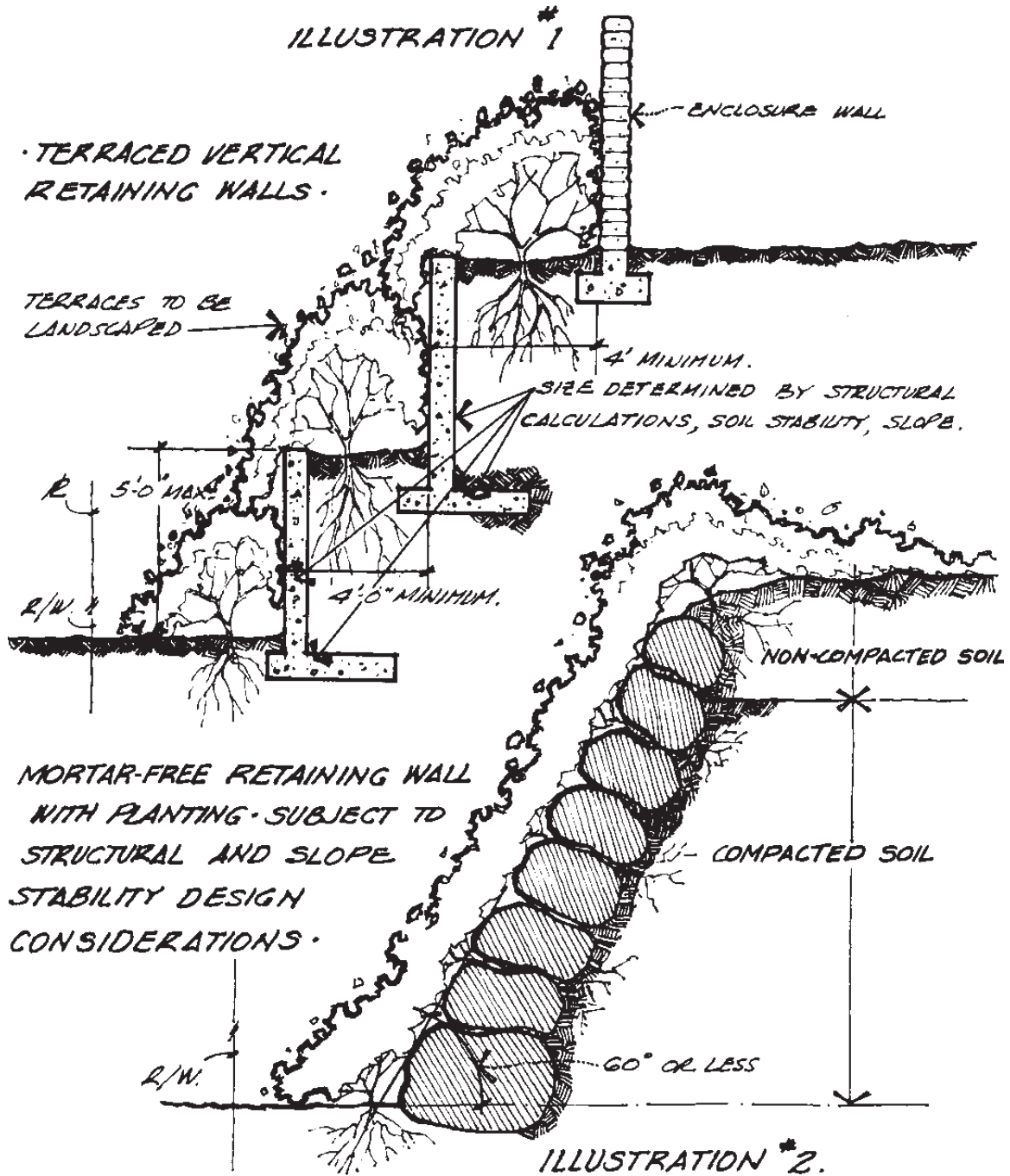
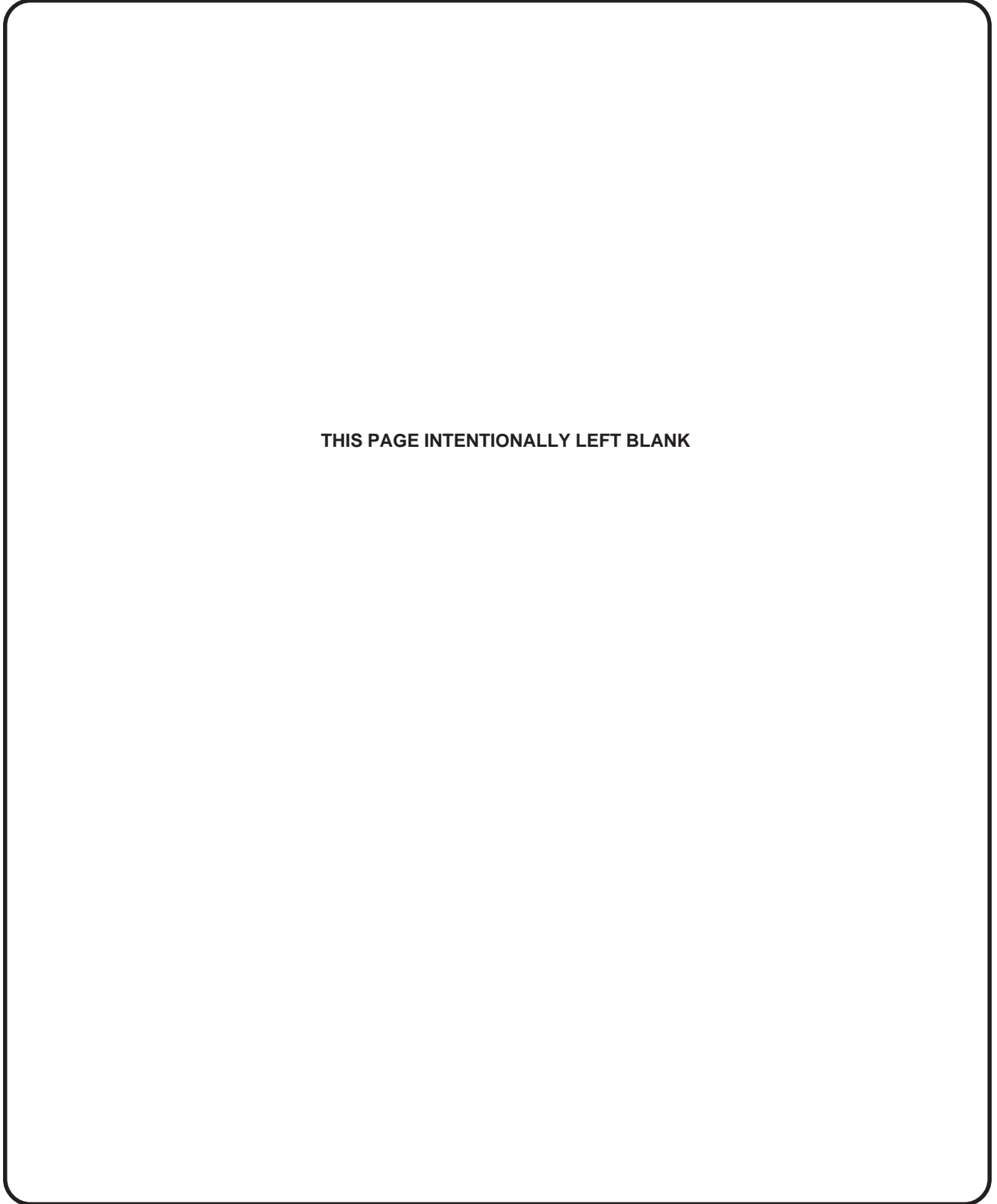
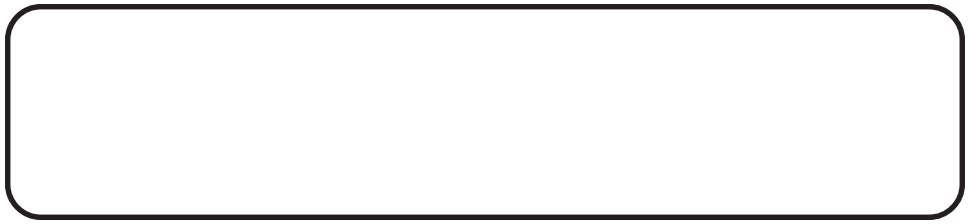
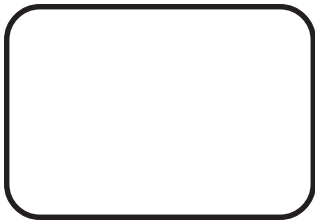


FIGURE 27



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FIGURE 28

9-6-5

DRAINAGEWAY CROSSING CULVERT AND DIP SECTION

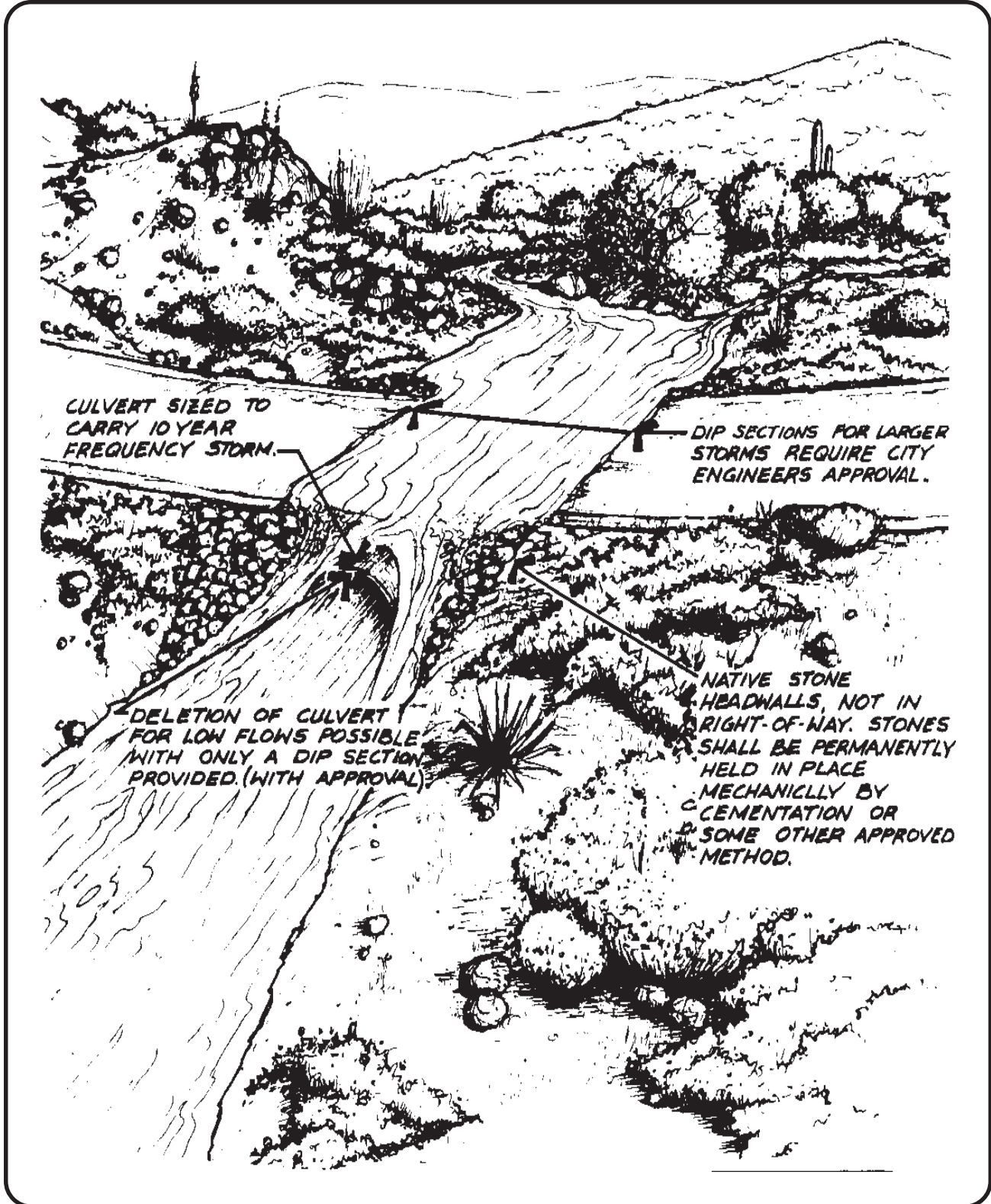


FIGURE 29

9-6-5

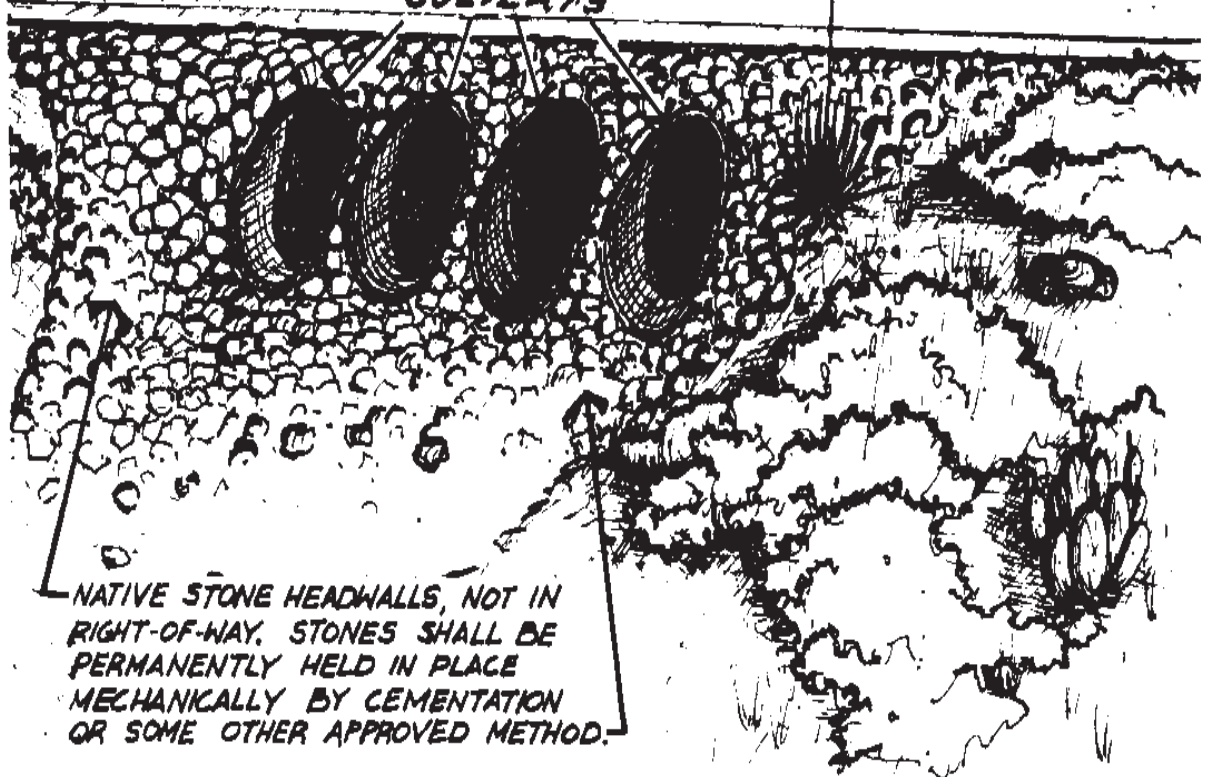
MULTIPLE CULVERTS FOR LARGER DRAINAGEWAYS



← ROADWAY →

MULTIPLE CULVERTS SUGGESTED FOR
SHALLOW WASHES, SUBJECT TO HYDRAULIC
REQUIREMENTS, TO CARRY 10 YEAR STORM.

CULVERTS

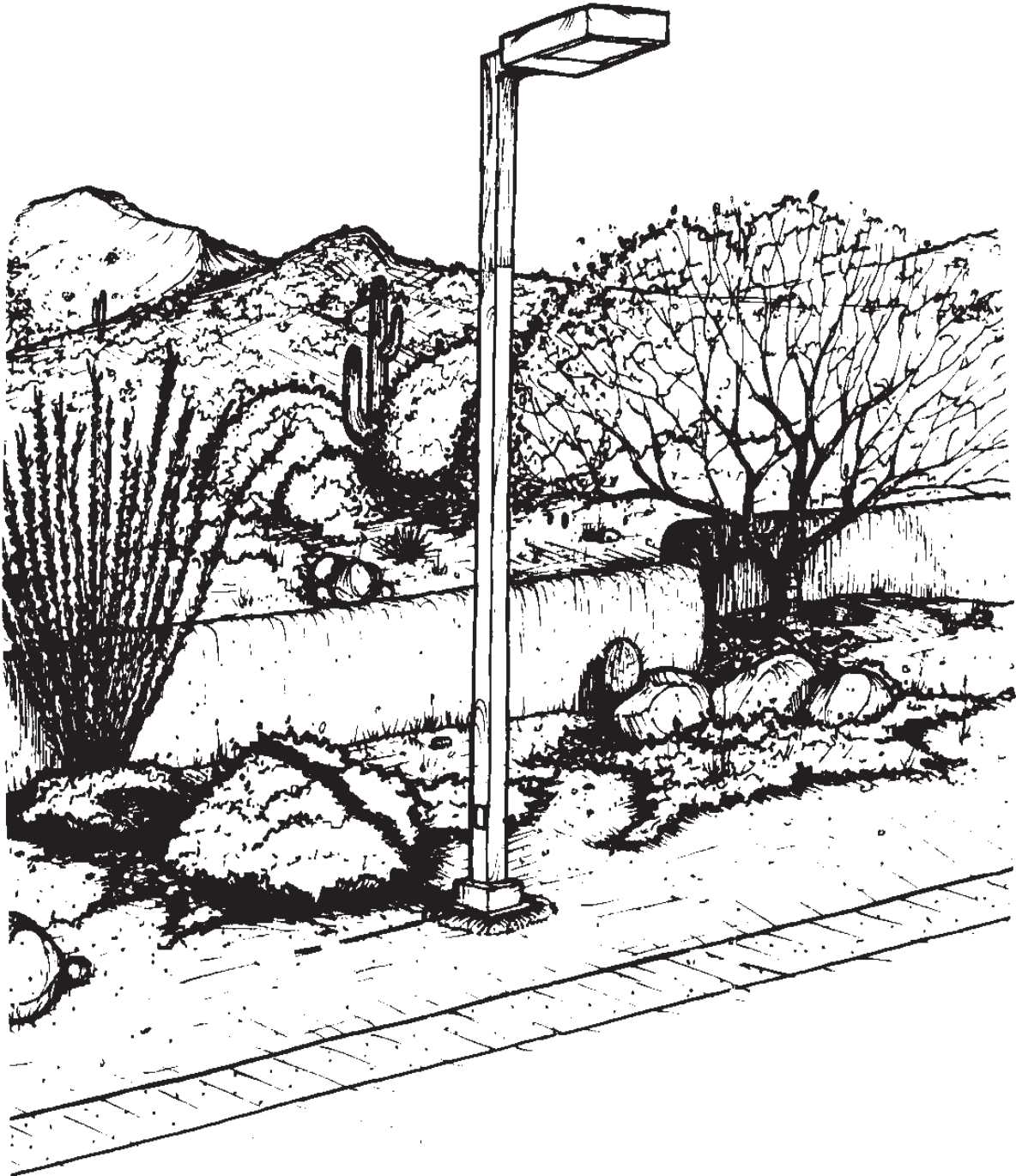


NATIVE STONE HEADWALLS, NOT IN
RIGHT-OF-WAY. STONES SHALL BE
PERMANENTLY HELD IN PLACE
MECHANICALLY BY CEMENTATION
OR SOME OTHER APPROVED METHOD.

FIGURE 30

9-6-5

"SHOEBOX" STREETLIGHT

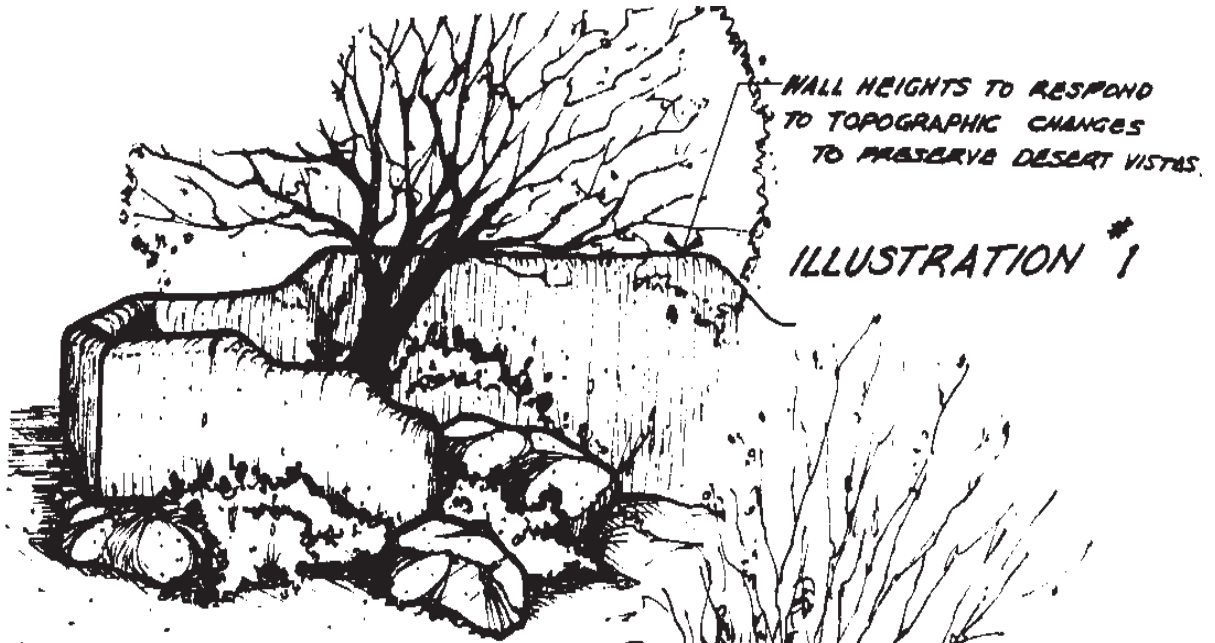


REFER TO ENGINEERING PROCEDURE MANUAL &
MESA STANDARD DETAILS FOR SPECIFIC REQUIREMENTS

FIGURE 31

9-6-5

DESERT UPLANDS AREA PERIMETER WALLS



WALL HEIGHTS TO RESPOND
TO TOPOGRAPHIC CHANGES
TO PRESERVE DESERT VISTAS.

ILLUSTRATION #1

INDIVIDUAL LOT WALLS, VISIBLE
FROM STREET TO MATCH CHARACTER
AND APPEARANCE OF HOME.

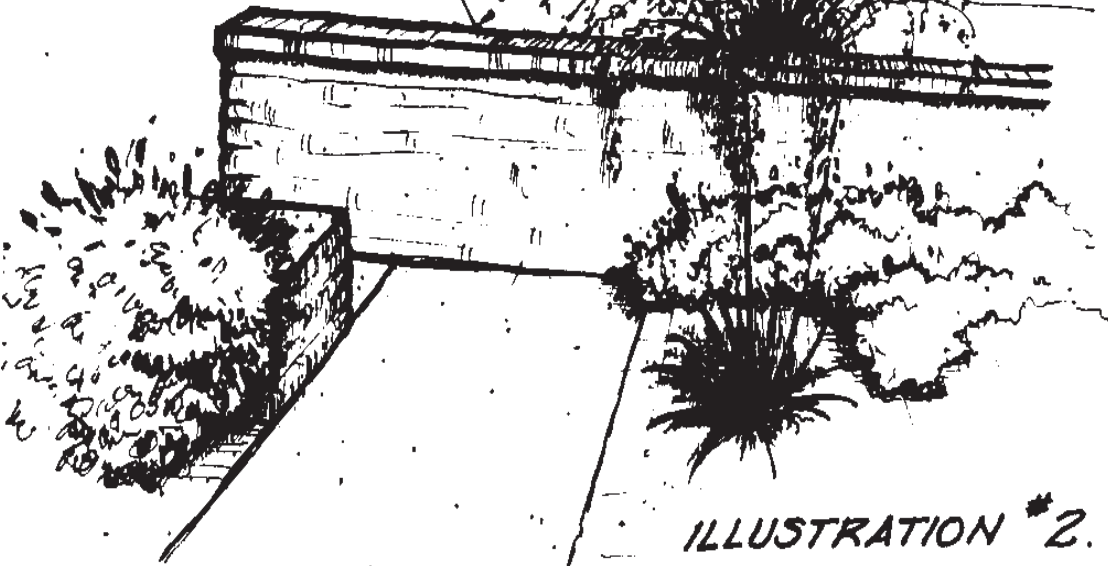


ILLUSTRATION #2.

IN LARGER SUBDIVISIONS, FENCING
ENCOURAGED TO BE CONFINED TO
PRIVATE ACTIVITY AREAS.

FIGURE 32

9-6-5

THORNY PLANT BUFFERING REQUIREMENTS

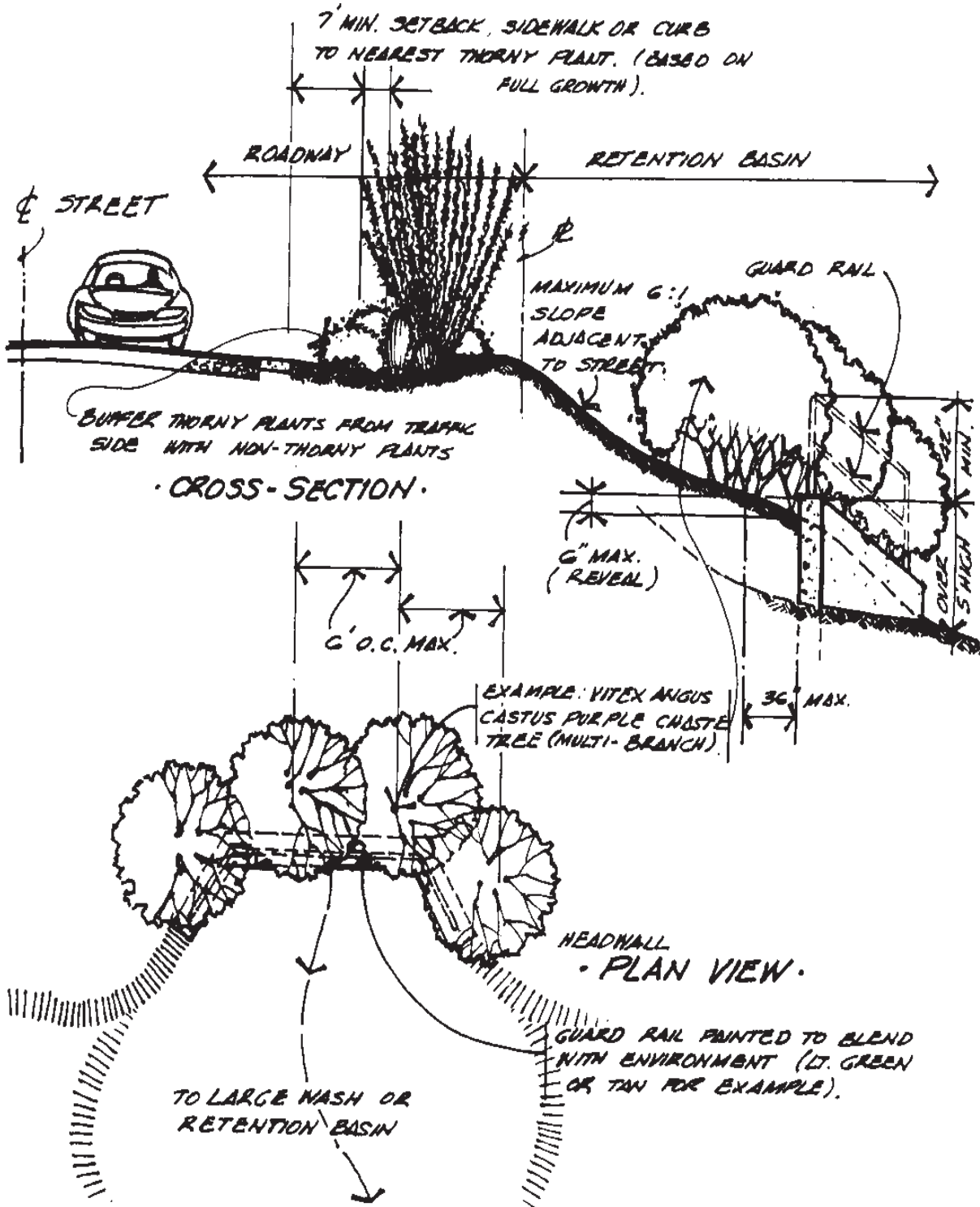


FIGURE 33

9-6-5

BOULDERS, TREES, & THORNY PLANTS IN LARGE-WIDTH MEDIANS

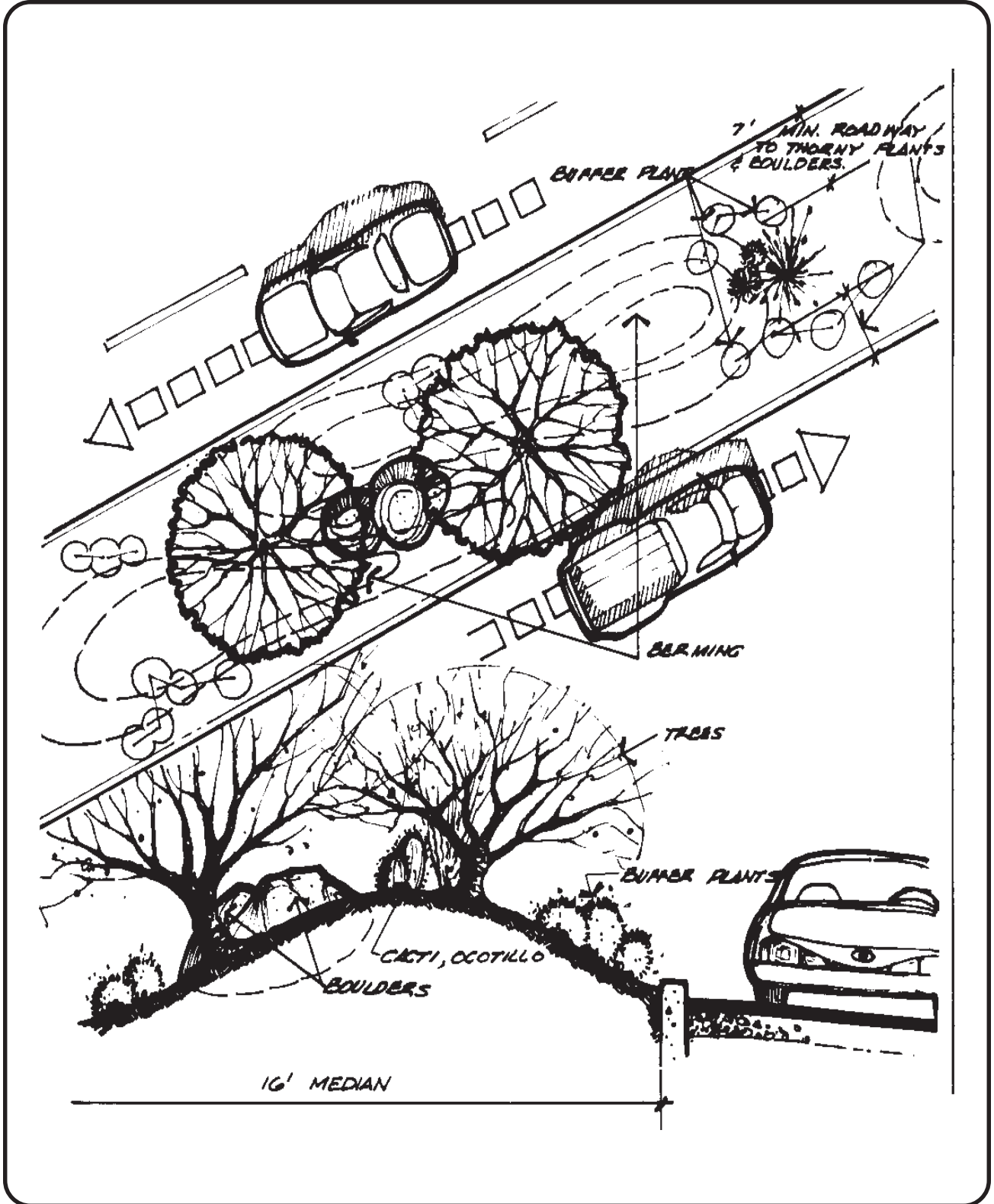


FIGURE 34

9-6-5

NATURAL DESERT CHARACTER FOR DRAINAGE CHANNELS

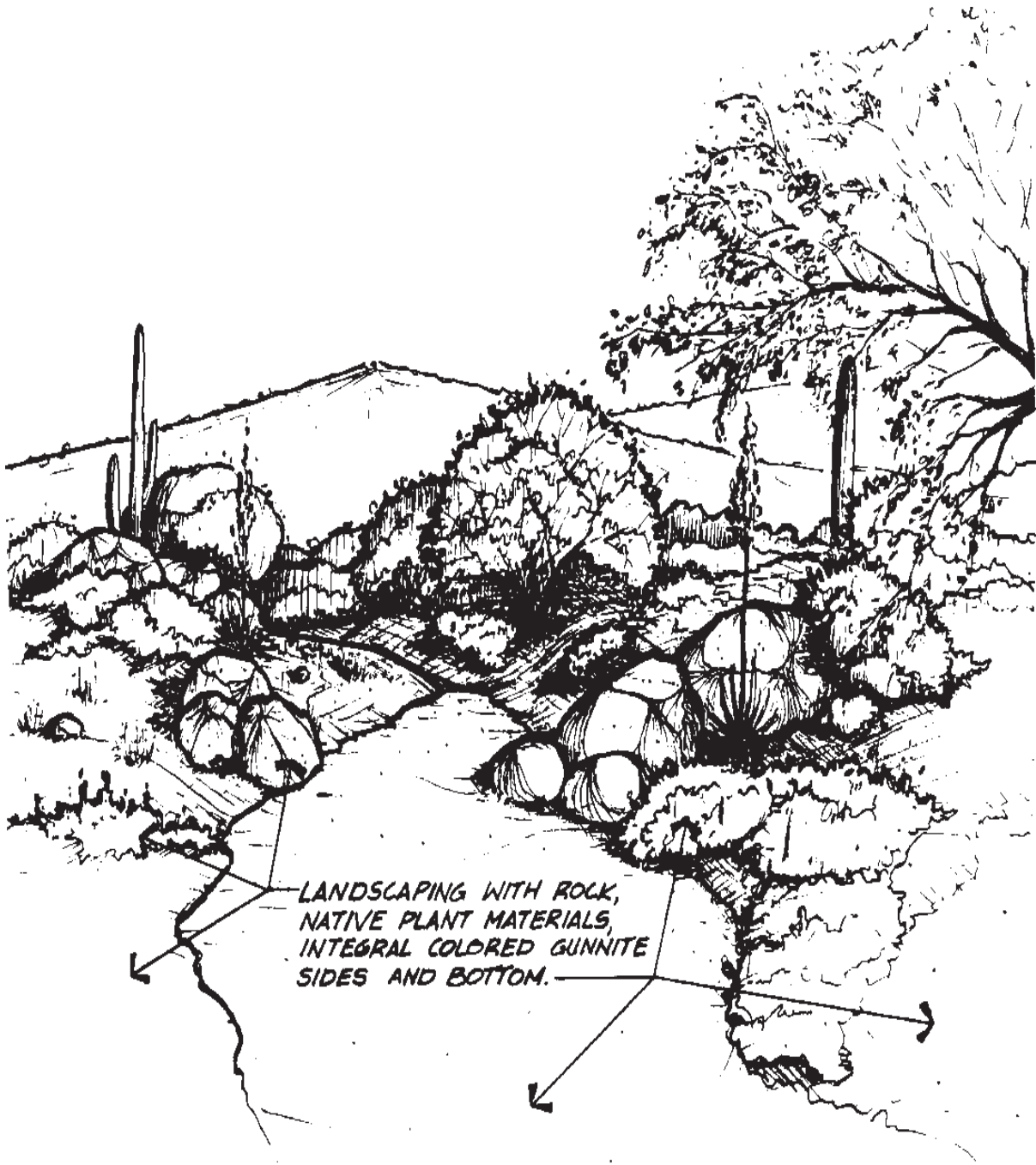


FIGURE 35

9-6-5

NATIVE PLANT PRESERVATION DESERT UPLANDS AREA

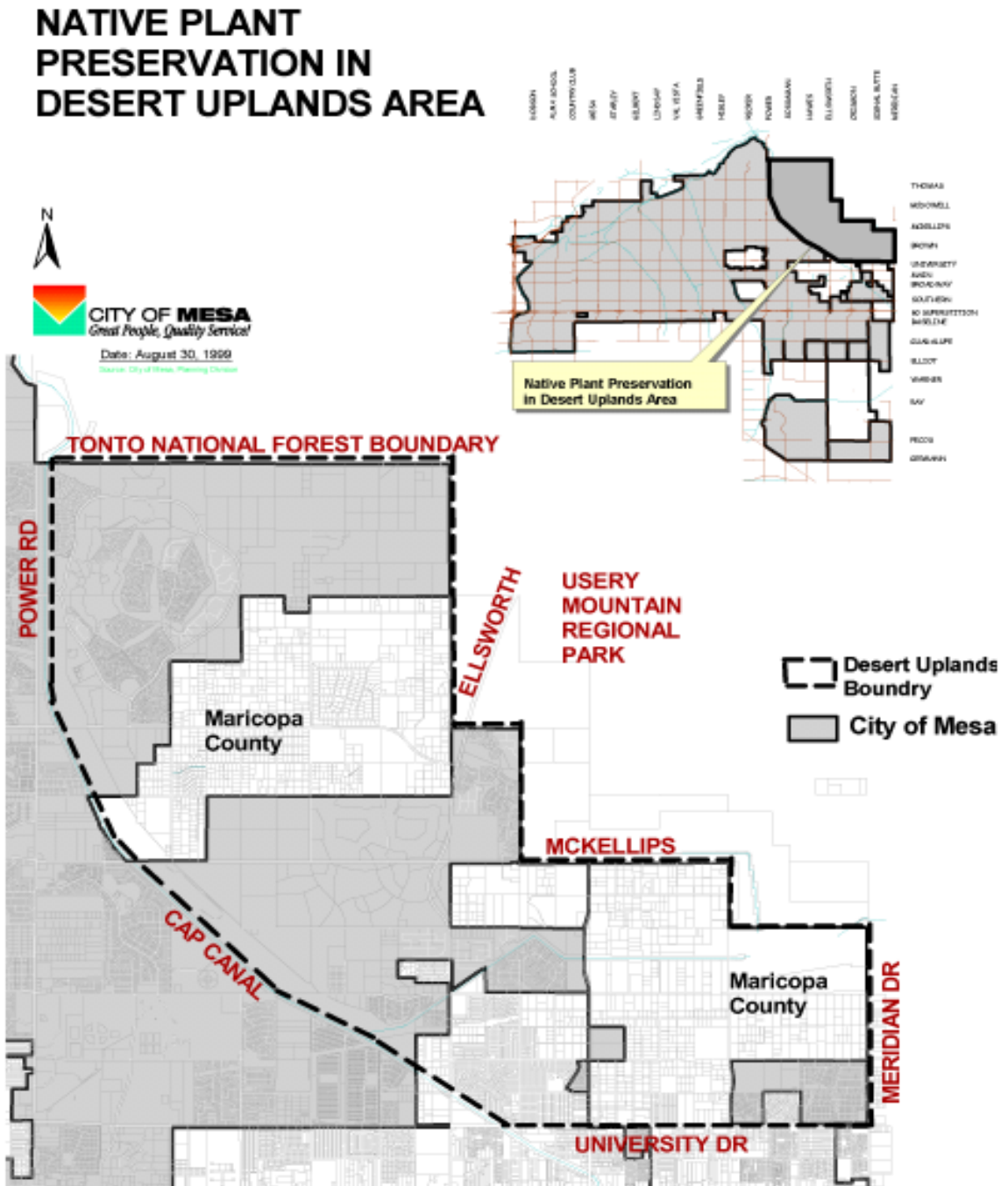


Figure 36

FIGURE 36

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