

## **1005.180 Street Standards.**

The arrangement, character, extent, width, grade, and location of all streets shall be considered in their relation to existing and proposed streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. The following standards shall apply:

1. General Standards - These apply to residential and non-residential types of subdivisions.
  - a) The developer shall make provision for the extension and relocation of major, collector, and minor streets which affect the property. Except for dead-end streets, streets normally shall connect with streets already established, or provide for future connections to adjoining unsubdivided tracts, or shall be a reasonable projection of streets in the nearest subdivision tracts. Where a stub street is being extended into a new subdivision and a temporary turnaround exists, the temporary turnaround shall be removed and the area restored to surrounding conditions as part of the roadway construction. (Revised O. No. 17,724 - Adopted 9/22/95)
  - b) Where a subdivision abuts or contains an existing or proposed major street, the Department may require frontage or service streets, double frontage lots with screen planting, and non-access strips at the rear of such lots.
  - c) Minor street intersection jogs or discontinuities with centerline offsets of less than one hundred (100) feet shall be avoided.
  - d) Reserved strips of land which control or limit access at the terminus of streets are prohibited.
  - e) A tangent of less than one hundred (100) feet in length shall be avoided between reverse curves on major and collector streets.
  - f) A subdivision entrance street shall intersect the major or collector street with an interior angle between seventy (70) degrees and ninety (90) degrees and be positioned to provide adequate sight distance along each intersecting roadway as determined by the Department of Highways and Traffic.
  - g) All streets intersecting major or collector streets shall be directly opposite existing or other proposed streets or shall be a minimum of three hundred (300) feet distant, as measured between street center lines.
  - h) Where a collector street enters or connects with a major street, intersection geometrics shall be provided as directed by the Department of Highways and Traffic. Additional traffic lanes or other widening, pavement thickness, drainage facilities, granular base, traffic control devices, and other improvements may be required to accommodate heavy traffic volumes, unsuitable soil conditions, steep grades, or other conditions.
  - i) Streets shall be constructed to St. Louis County standard specifications.
  - j) Any subdivision platted along an existing street shall provide additional right-of-way, not to exceed twenty (20) feet on either side.

- (1) When the subdivision is located on one side of an existing street, required right-of-way width shall be provided measured from the center line of the right-of-way as originally established or as traveled. The center line must meet requirements of the Department of Highways and Traffic with regard to radius when located on a curved roadway.
  - (2) Additional right-of-way beyond twenty (20) feet may be requested by the Department of Highways and Traffic subject to approval by the Department of Planning. Appeals to this requirement are subject to the provisions of Section 1005.385 of this Chapter.
- k) The Department may require a street to be dedicated to public use wherein it is deemed in the best interest of the traveling public in order to provide circulation.
- l) No building permit may be issued for any lots abutting a temporary turnaround as shown on any recorded subdivision plat unless and until the temporary turnaround is actually constructed and has been approved by the Department of Highways and Traffic. In addition no building permit will be issued for display units on proposed lots that would be located where temporary turnarounds are required. The Department of Planning may grant a variance providing that the following conditions are met:
- (1) The developer submits to the Department of Planning statements from all prospective lot purchasers affected by the temporary turnaround, excluding the developer himself, declaring that they agree to the use of their driveways for executing the turnaround movements at the terminus of the street and acknowledging that any repairs made necessary due to damage to the driveway caused by the use of their driveway for the turnaround movement shall in no way be deemed the responsibility of St. Louis County; and
  - (2) Provide an easement for the turnaround movement approved by the Department of Highways and Traffic.
- m) A subdivision plat involving new or existing streets crossing railroad tracks shall provide adequate rights-of-way, including approach rights-of-way and slope easements for construction of an underpass or overpass, unless otherwise specified by the Planning Commission. Approval of the Public Service Commission and the Department of Highways and Traffic must be received in connection with all railroad crossings.
- n) Private streets, including multiple family access streets shall have pavement thickness constructed to County standards. Maintenance of these streets shall be the sole responsibility of the property owners or trustees of the subdivision.
- o) When streets are proposed as private, the developer shall be required to have either a trust indenture or statement on the record plat establishing the method for providing continuous maintenance of streets, as well as storm sewers.
- p) Any public roads proposed within a development and located within the flood plain shall be protected from flood damage as directed by the Department of Highways and Traffic.

2. Residential Standards - In addition to the above the following shall apply for residential developments:
  - a) A minimum radius of twenty (20) feet at street right-of-way intersection and a minimum radius of thirty-two (32) feet at the back of the curb or edge of pavement shall be required. Greater radii may be required at the intersection and at the back of curb or edge of pavement of a street with a major or collector street as directed by the Department of Highways and Traffic. The Department may permit comparable cut-offs or chords in lieu of rounded corners.
  - b) All stub streets in excess of four hundred and fifty (450) feet in length measured from centerline of the street intersection to the property line on plat boundary shall be provided with a temporary turnaround. Temporary turnarounds shall remain in service until removed as part of the street's extension into new development. (Revised O. No. 17,724 - Adopted 9/22/95)
  - c) All streets shall be designed to meet the minimum requirements set forth in the matrix table which follows, with the exception of large lot subdivisions to which such requirements are not applicable. The matrix, or variable street specifications table, is designed to provide the maximum allowable flexibility in street construction standards, while at the same time insuring the protection of the public interest. The widths of right-of-way and pavement are allowed to vary as functions of the type of street and the corresponding intensity of use.
  - d) Roadway easements for the servicing of large lot subdivisions shall have a minimum width of fifty (50) feet.
  - e) Streets within subdivisions in the Non-Urban District utilizing the Density Development Procedure shall have a minimum pavement width of twenty-four (24) feet and shall be private. (O. No. 13113 - Adopted 12/19/87)
  - f) A street on which residential lots front and which parallels but is not adjacent to a railroad right-of-way shall be at a distance from the railroad right-of-way sufficient to provide lots with a minimum depth of one hundred sixty (160) feet.
  - g) The pavement width set forth in the street specifications matrix for multiple family access streets does not allow for parking, nor will parking be permitted on the streets. For each parallel parking space adjacent to these streets an additional width of ten (10) feet shall be provided. Additional parking requirements shall be as provided herein and by the standards established by the Commission.
  - h) All developments with lots solely fronting on major streets should have a turnaround maneuvering area which eliminates having to back out onto streets.
  - i) Alleys
    - (1) Alleys may be provided in a residential district and shall be at least twenty (20) feet wide and shall be constructed according to St. Louis County standards.

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- (2) Alleys with one-way traffic and designed as a loop for proper traffic circulation shall have at least fourteen (14) feet of pavement width, be located in a twenty (20) foot easement, and be constructed according to St. Louis County standards.
  - (3) All alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be designed to permit safe vehicular movement.
  - (4) A dead-end alley shall have an adequate turnaround facility at its termination.
- j) Blocks shall not exceed one thousand five hundred (1500) feet except as the Department deems necessary to secure the efficient use of land or desired features of street layout.

(VARIABLE STREET SPECIFICATION TABLE FOLLOWS)

## STREET SPECIFICATION MATRIX

		Minimum Frontage**** at Building Line	Right-of-Way	Maximum Loop Length Lots Served	Maximum Cul-de-sac Length Lots/ Units Served
R-1 1 Acre	Minor Street	125'	44' if loop or cul-de-sac; 50' if otherwise * Exception 34'	45 lots 2,800 feet	13 lots 800 feet
	*** Collector Street	125'	60'		
R-1A 22,000 sq. ft.	Minor Street	100'	50' ** 40'	50 lots 2,600 feet	15 lots 750 feet
	*** Collector Street	100'	60'		
R-2 15,000 sq. ft.	Minor Street	85'	50' ** 40'	56 lots 2,450 feet	16 lots 700 feet
	*** Collector Street	85'	60'		

\* Exception: In the R-1 Zoning District, where the minimum lot frontage is one hundred and twenty-five (125) feet, sidewalks may be omitted on loop streets of not more than twenty-six (26) lots and on cul-de-sac streets of not more than thirteen (13) lots. The right-of-way requirement would then be thirty-four (34) feet; with additional easements as required for drainage and utilities, however, a minimum building line of forty (40) feet shall be maintained.

\*\* In any residential zoning district where eight (8) or fewer single family lots, including corner lots, are proposed on a cul-de-sac street which will not contain sidewalks, a forty (40) foot right-of-way is permitted with additional easements as required for drainage and utilities.

Pavement Width Lots Served	Turnaround
<p>26' Standard 20' if designed as a loop or cul-de-sac street provided that the cul-de-sac does not serve more than 13 lots and loops limited to 45 lots</p> <p>38'</p>	<p>54' radius right-of-way, 42' pavement radii, 26' pavement width with island optional. optional: 62' radius road maintenance and utility easement, 55' radius right-of-way, 55' pavement radii, 24' pavement width for turnaround only.</p> <p>N/A</p>
<p>26' Standard 20' if designed as a loop or cul-de-sac street provided that the cul-de-sac does not serve more than 15 lots and loops limited to 50 lots</p> <p>38'</p>	<p>54' radius right-of-way, 42' pavement radii, 26' pavement width with island optional. optional: 62' radius road maintenance and utility easement, 55' radius right-of-way, 55' pavement radii, 24' pavement width for turnaround only.</p> <p>N/A</p>
<p>26'</p> <p>38'</p>	<p>54' radius right-of-way, 42' pavement radii, 26' pavement width with island optional. optional: 62' radius road maintenance and utility easement, 55' radius right-of-way, 55' pavement radii, 24' pavement width for turnaround only.</p> <p>N/A</p>

\*\*\* Right-of-way and pavement widths indicated are minimum requirements. Additional widths may be required based on traffic study as directed by the Department of Highways and Traffic.

\*\*\*\* Minimum frontage is a function of lot size and is determined as explained in Section 1005.150.

## STREET SPECIFICATION MATRIX

		Minimum Frontage**** at Building Line	Right-of-Way	Maximum Loop Length Lots Served	Maximum Cul-de-sac Length Lots/ Units Served
R-3 10,000 sq. ft.	Minor Street	70'	50' ** 40'	81 lots 2,310 feet	23 lots 660 feet
	*** Collector Street	70'	60'		
R-4 7,500 sq. ft.	Minor Street	60'	50' ** 40'	78 lots 2,200 feet	25 lots 630
	*** Collector Street	60'	60'		
R-5 6,000 sq. ft.	Minor Street	50'	50' ** 40'	91 lots 2,100 feet	26 lots 600 feet
	*** Collector Street	50'	60'		

\*\* In any residential zoning district where eight (8) or fewer single family lots, including corner lots, are proposed on a cul-de-sac street which will not contain sidewalks, a forty (40) foot right-of-way is permitted with additional easements as required for drainage and utilities.

\*\*\* Right-of-way and pavement widths indicated are minimum requirements. Additional widths may be required based on traffic study as directed by the Department of Highways and Traffic.

\*\*\*\* Minimum frontage is a function of lot size and is determined as explained in Section 1005.150 (1)(c).

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Pavement Width Lots Served	Turnaround
26'	54' radius right-of-way, 42' pavement radii, 26' pavement width with island optional. optional: 62' radius road maintenance and utility easement, 55' radius right-of-way, 55' pavement radii, 24' pavement width for turnaround only.
38'	N/A
26'	54' radius right-of-way, 42' pavement radii, 26' pavement width with island optional. optional: 62' radius road maintenance and utility easement, 55' radius right-of-way, 55' pavement radii, 24' pavement width for turnaround only.
38'	N/A
26'	54' radius right-of-way, 42' pavement radii, 26' pavement width with island optional. optional: 62' radius road maintenance and utility easement, 55' radius right-of-way, 55' pavement radii, 24' pavement width for turnaround only.
38'	N/A

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## STREET SPECIFICATION MATRIX

		<b>Minimum Frontage**** at Building Line</b>	<b>Right-of-Way</b>	<b>Maximum Loop Length Lots Served</b>	<b>Maximum Cul-de-sac Length Lots/ Units Served</b>
R-6A	Multiple Family Access Street	On Review	Not Applicable	On Review	On Review
	Minor Street	On Review	55' ***** 45'	On Review	On Review
	*** Collector Street	On Review	60'	On Review	On Review
R-6	Multiple Family Access Street	On Review	Not Applicable	On Review	On Review
	Minor Street	On Review	55' ***** 45'	On Review	On Review
	*** Collector Street	On Review	60'	On Review	On Review
R-7	Multiple Family Access Street	On Review	Not Applicable	On Review	On Review
	Minor Street	On Review	55' ***** 45'	On Review	On Review
	*** Collector Street	On Review	60'	On Review	On Review
R-8	Multiple Family Access Street	On Review	Not Applicable	On Review	On Review
	Minor Street	On Review	55' ***** 45'	On Review	On Review
	*** Collector Street	On Review	60'	On Review	On Review

\*\*\* Right-of-way and pavement widths indicated are minimum requirements. Additional widths may be required based on traffic study as directed by the Department of Highways and Traffic.

Pavement Width Lots Served	Turnaround
22'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
32'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
38'	N/A
22'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
32'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
38'	N/A
22'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
32'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
38'	N/A
22'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
32'	26' pavement, 42' outer pavement radius, inner pavement radius 16' when designed with optional island
38'	N/A

\*\*\*\* Minimum frontage is a function of lot size and is determined as explained in Section 1005.150 (1)(c).

\*\*\*\*\* Where no sidewalks are required, a forty-five (45) foot right-of-way is permitted with additional easements as required for drainage and utilities.

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3. Non-Residential Standards - In addition to those standards described in the General Standards section stated above, the following shall apply to non-residential developments:

a) Pavement Width and Right-of-Way:

(1) All streets in a non-residential subdivision shall be designed to meet at least the minimum requirements of pavement width and right-of-way width as set forth in the following table, except where additional requirements are determined by the Department to be necessary in which case the Department shall receive prior determination from the Department of Highways and Traffic. Non-residential subdivisions using a fifty (50) foot roadway easement will be allowed only if prior approval is granted by this Department.

**NON-RESIDENTIAL SUBDIVISION STREET DESIGN CRITERIA**

	Minimum Right-of-Way in feet	Minimum Pavement Width in feet	Minimum Road Maintenance and Utility Easement in feet on both sides of R-O-W
Local Access and Minor	40	26	10
Collector	50	38	10
Major	60	51	10

- (2) Minimum pavement widths shown above are to be measured from back to back of curbs.
- (3) Collector streets in a non-residential subdivision may be built in two (2) stages of two (2) lanes each stage.
- (4) A minimum radius of thirty-two (32) feet at the back of the curb or edge of pavement shall be required at all minor street intersections in a non-residential subdivision, except tracts developed in an "M-1," "M-2," or "M-3" Industrial Zoning District, which shall require a minimum radius of forty-five (45) feet at all minor street intersections. Intersections of major and collector streets shall require intersection geometrics as directed by the Department of Highways and Traffic.
- (5) All curbs shall be six (6) inch minimum vertical curb with appropriate wheelchair ramps where sidewalks are required.

b) Dead-End Streets:

(1) The Department may approve dead-end streets of more than six hundred (600) feet in non-residential subdivisions, but all such dead-end streets shall have a turnaround with a minimum diameter at the back of the curb of at least one hundred and ten (110) feet. In some cases the Department may determine that a diameter of eighty-four (84) feet is appropriate, where parking areas can be utilized for turnaround movements.

(2) Islands shall not be required in turnarounds in a non-residential subdivision.

c) Alleys:

Alleys or other provisions for service access may be required by the Department in non-residential subdivisions only where other provisions have not been made for service access, such as off-street loading, unloading, and parking, which provisions are adequate for the uses proposed within the subdivision.

d) Right-of-Way Dedication at Railroad Crossings:

There shall be no requirement for a non-residential subdivision to provide for rights-of-way, including approach right-of-way and slope easements, for construction of an underpass or overpass where a street in a non-residential subdivision crosses railroad tracks, except in the case of major and collector streets as defined elsewhere in this Chapter. Where at grade crossings of railroad tracks occur, the installation of electric warning signals or other precautionary measures may be required if deemed by the Commission to be necessary for the public safety. Approval of the Public Service Commission and Department of Highways and Traffic is required for all railroad crossings.

e) Private Streets:

(1) Private streets may be permitted in non-residential subdivisions.

(2) The pavement thickness of such streets shall be constructed to St. Louis County standards. (O. No. 12035 - Adopted 4/25/85)

\*(O.No. 13113 - Adopted 2/19/87)