



# PRELIMINARY PLAT DESIGN REQUIREMENTS

Updated 4/8/2016

The following items are required for the preliminary plat. Numbers correspond with those on the example preliminary plat.

## RENO COUNTY SUBDIVISION REQUIREMENTS COUNTY RESOLUTION NO. 2014-52

	<b>1. Scale.</b> <input type="checkbox"/> Prepared at a scale of: 1" = 60' or 1" = 100' <input type="checkbox"/> For areas > 100 acres, scale may be increased to: 1" = 200' <input type="checkbox"/> All phases of a phased subdivision shall be drawn at the same scale.
	<b>2. North arrow.</b>
	<b>3. Lettering on the plat is legible.</b>
	<b>4. Legend.</b>
	<b>5. Angles, bearings, or azimuths (Closure Table).</b>
	<b>6. Adjoining parcels. (NOT SHOWN ON EXAMPLE)</b> <input type="checkbox"/> Identified by the owner of record.
	<b>7. Surveyor information.</b> <input type="checkbox"/> Name, address, phone number, date, signature and seal of surveyor responsible for the work.
	<b>8. Legal description.</b>
	<b>9. Point of beginning.</b>
	<b>10. Title and subtitle of plat.</b> <input type="checkbox"/> Include the words, "Preliminary Plat." <input type="checkbox"/> Subtitle = quarter, section, township, range, city, county and state.
	<b>11. Lots.</b> <input type="checkbox"/> Numbered sequentially within blocks. <input type="checkbox"/> Include the square footage (or acreage, if large) of each lot.
	<b>12. Buildings. (NOT SHOWN ON EXAMPLE)</b> <input type="checkbox"/> Locations of existing buildings defined by measurements perpendicular to the boundaries. <input type="checkbox"/> If no buildings, including a note: "No buildings within this platted area."
	<b>13. Vicinity map.</b>
	<b>14. Floodplain.</b> <input type="checkbox"/> Floodplain designation. <input type="checkbox"/> FIRM Number and effective date.
<b>CITY OF HUTCHINSON SUBDIVISION REQUIREMENTS CHAPTER 9, HUTCHINSON CITY CODE</b>	
	<b>15. Applicant and owner information.</b> <input type="checkbox"/> Include name, phone number and mailing address of the applicant and owner of record, if not the same as the applicant.
	<b>16. Water features. (NOT SHOWN ON EXAMPLE)</b> <input type="checkbox"/> Location of lakes, rivers, ponds, stormwater drainage channels and creeks.
	<b>17. Streets and alleys. (Sec. 9-609)</b> <input type="checkbox"/> Location of all existing and proposed streets, alleys and road rights-of-way. <input type="checkbox"/> Include width, approximate grade and connections to the existing road network. <input type="checkbox"/> All roads meet the minimum requirements of Sec. 9-609.

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	<p><b>18. Street names. (Sec. 9-610)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Streets clearly aligned with existing streets are given the same name.</li> <li><input type="checkbox"/> East-west streets that cross Main St or have a counterpart street to the east or west of Main are labeled with the prefix “East” or “West.”</li> <li><input type="checkbox"/> North-south streets that cross Sherman Avenue or have a counterpart street to the north or south of Sherman are labeled with the prefix “North” or “South.”</li> <li><input type="checkbox"/> New street names do not duplicate names of existing streets and are substantially different so as to be distinguishable.</li> <li><input type="checkbox"/> Streets generally running in one direction have one name that continues throughout the course of the roadway.</li> <li><input type="checkbox"/> Streets that change directions by 90 degrees or more and continue in a new direction for more than 400 feet are given a new name from the change of direction.</li> <li><input type="checkbox"/> Loop streets may be given one name throughout provided they do not span more than 400 feet.</li> <li><input type="checkbox"/> Streets running east-west have the suffix “Avenue.”</li> <li><input type="checkbox"/> Streets running north-south have the suffix “Street.”</li> <li><input type="checkbox"/> Curving streets that run more than one direction have the suffix “Drive.”</li> <li><input type="checkbox"/> Cul-de-sac or dead-end streets may be assigned the suffix “Circle”, “Lane”, “Court”, “Place” or “Way.”</li> </ul>
	<p><b>19. Common and reserve areas. (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Identified and numbered separately.</li> <li><input type="checkbox"/> Allowed where: <ul style="list-style-type: none"> <li>✓ A <u>draft agreement</u> for development and maintenance of the common area or reserve area is submitted for review by City.</li> <li>✓ Said agreement addresses the ownership, use, preservation, liability and continued maintenance of common areas and reserve areas, which are included among the covenants and restrictions for the development.</li> <li>✓ The restrictions and covenants ensure that the common areas and reserve areas do not become the maintenance or ownership liability of the City.</li> <li>✓ Common areas and reserve areas are owned by a corporation, partnership, neighborhood association or organization existing or to be created with legal authority to hold and maintain property.</li> <li>✓ City may approve, amend or disapprove the proposed restrictions and covenants.</li> <li>✓ Approved restrictions and covenants shall be recorded with the final plat.</li> <li>✓ All subdivisions containing common or reserve areas shall include the following note: <b>“It shall be the joint responsibility of all owners of property located within this plat to provide for the ongoing maintenance and upkeep of all common and reserve areas.”</b></li> </ul> </li> </ul>
	<p><b>20. Restrictions and covenants. (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Notation of restrictions and covenants, if associated with the plat.</li> </ul>
	<p><b>21. Utility and pedestrian corridors. (Sec. 9-606.B.5) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Required for blocks exceeding 800 feet in length, where feasible.</li> <li><input type="checkbox"/> Minimum width is 10 feet.</li> <li><input type="checkbox"/> Must contain a paved walking path or sidewalk constructed of asphalt or concrete at least 5-feet-wide.</li> <li><input type="checkbox"/> Area surrounding path is landscaped with materials that generally match the remainder of the subdivision.</li> </ul>
	<p><b>22. Special flood hazard area. (Sec. 9-618)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Property located within the designated Special Flood Hazard Area contains: <ul style="list-style-type: none"> <li>✓ Boundaries for the 100-year and 500-year floodplain.</li> <li>✓ Base Flood Elevations.</li> </ul> </li> </ul>
	<p><b>23. Topography.</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Contour lines at a maximum interval of 2 feet.</li> </ul>
	<p><b>24. Utilities.</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Location of all existing utilities and a notation of whether they are above or below ground, including: <ul style="list-style-type: none"> <li>✓ water</li> <li>✓ sanitary sewer</li> <li>✓ electric lines</li> <li>✓ gas</li> <li>✓ stormwater drainage facilities</li> </ul> </li> <li><input type="checkbox"/> Location of all proposed new utilities to service the subdivision, including their connections to the existing network.</li> <li><input type="checkbox"/> <b>All new utilities and any existing utilities located on private property shall be located underground.</b></li> </ul>

**25. Easements.**

- Utility easements are required for all public or private utilities and are dedicated for their intended purpose.
- Utility easements are located adjacent to the existing or proposed right-of-way, unless an alternate location would be more reasonable for the development (i.e., if the existing utilities in surrounding developments are located in the rear yards).
- Utility easements are a minimum of:
  - ✓ 20-feet-wide (City utility easement).
  - ✓ 10-feet-wide (other utilities).

*The City Engineer may increase or decrease minimum width based upon local conditions and pipe size.*
- Drainage easements are not collocated with other utility easements.
- Recreational easements may be required in conjunction with:
  - ✓ Trails.
  - ✓ Trailheads.
  - ✓ Other parks and recreation facilities.

*The size and location of recreational easements shall be approved by the Director of Parks and Facilities.*

**26. Existing Trees. (Sec. 9-615)**

- Existing trees shown and annotated with species and size on preliminary plat.
- Director of Parks and Facilities will review the preliminary plat and determine which trees are noteworthy.
- Noteworthy trees are included as part of a **tree preservation area** and are protected from all construction activities.
- Utility easements and development located away from tree preservation areas.
- When utilities or infrastructure systems must cross tree preservation areas, every effort shall be made to minimize tree removal.
- If removal of trees is deemed excessive, the Director of Parks and Facilities may require replacement of trees or payment into the Trees for Tomorrow Fund.
- Trees removed from within a tree preservation area are replaced with a species approved by the Director of Parks and Facilities.
- Where replacement of existing trees is not feasible, payment of a cash equivalent permitted at the rate of 1.5 times the monetary value of the tree and topsoil destroyed, up to a maximum of \$10,000 per tree.
- Monetary value determined based upon tables and formulas produced by the Council of Tree and Landscape Appraisers. Alternately, the subdivider may, at his sole cost, obtain an appraisal by a certified arborist using the International Society of Arboriculture Manual of Plant Appraisal.

**27. Sidewalks. (Sec. 9-614)**

- Location and width of existing and proposed sidewalks, ramps and crosswalks.
- Sidewalks designed and constructed in accordance with the following:

Roadway Type	Where Required	Minimum Width (feet)	Location
Local Street <sup>1</sup>	Both sides of the street	4 <sup>3</sup>	Within the ROW; either adjacent to the street or separated by a planter strip a minimum of 5 feet in width, as determined by the Developer in conjunction with the City Engineer.
Collector Street	Both sides of the street	5	Within the ROW; separated by a planter strip a minimum of 5 feet in width.
Arterial Street	Both sides of the street	8	Within the ROW; separated by a planter strip a minimum of 5 feet in width. <sup>2</sup>
Expressway	Not required	10	If installed, within the ROW; separated by a planter strip a minimum of 10 feet in width.
Private	At least one side of the street	5	Within the private roadway dedication; adjacent to the curb.

<sup>1</sup> Residential development abutting local streets in the T-A, R-1 and R-2 zoning districts may request a subdivision variance from this requirement.  
<sup>2</sup> If the sidewalk of a new development is being installed that will connect to a neighboring sidewalk which is directly adjacent to the curb, the developer shall be responsible for installing the new sidewalk 5 feet from the curb, and connecting it to the existing sidewalk. This 5-foot setback shall not be required if the development is between two pre-existing sidewalks that are directly adjacent to the curb. In such a situation, the sidewalk may be continued adjacent to the curb.  
<sup>3</sup>A 5-foot-wide sidewalk may be required for reasons of safety or handicap accessibility.

- Sidewalks installed with development of the abutting lot.
- Sidewalks inspected and approved prior to issuance of a final certificate of occupancy.
- Developers have a maximum of seven years from issuance of the first building permit in a residential subdivision phase to complete installation of all new sidewalks associated with that subdivision phase.
- City may require a bond, developer’s agreement or other instrument in order to ensure installation of sidewalks within the seven year period.

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	<ul style="list-style-type: none"> <li><input type="checkbox"/> For infill development, City Engineer may make a recommendation to City Council as to whether sidewalks are required based upon due consideration of the following factors: <ul style="list-style-type: none"> <li>✓ Proximity to schools, shopping destinations and other pedestrian destinations.</li> <li>✓ Potential connectivity to the existing sidewalk system.</li> </ul> </li> </ul> <p><i>City Council has final authority over sidewalk requirement in infill developments.</i></p>
	<p><b>28. Street Trees. (Sec. 9-612)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Street trees are spaced as uniformly as possible, with an average spacing of 40 linear feet between trees. <ul style="list-style-type: none"> <li>✓ minimum of one tree per lot in residential districts.</li> <li>✓ minimum caliper of two inches as measured six inches above the ground.</li> <li>✓ Street trees have a one-year warranty.</li> </ul> </li> <li><input type="checkbox"/> A minimum of two street trees are required on corner lots.</li> <li><input type="checkbox"/> Street trees count toward the landscaping requirements for multi-family and commercial developments.</li> <li><input type="checkbox"/> Exceptions to the location and spacing of trees may be allowed to accommodate for the location of utilities, streetlights, driveways, storm drain structures and traffic sight distance triangle areas.</li> <li><input type="checkbox"/> Street trees are located: <ul style="list-style-type: none"> <li>✓ between the back of curb and the sidewalk (subdivisions with planter strips).</li> <li>✓ in the vegetated portion of the right-of-way behind the curb or behind the sidewalk (subdivisions with no sidewalk or where sidewalk abuts the street).</li> </ul> </li> </ul>
	<p><b>29. Parkland, trails, bikeways and open space dedications. (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Location and size are shown.</li> <li><input type="checkbox"/> Public trails and trail segments required as part of the subdivision where identified on the <i>Bicycle and Pedestrian Master Plan</i></li> <li><input type="checkbox"/> Trails meet the following standards: <ul style="list-style-type: none"> <li>✓ Trails are constructed of asphalt or concrete, installed at a minimum depth of four inches.</li> <li>✓ Trails are a minimum of 10 feet in width and are located within a dedicated public easement.</li> <li>✓ Trails are separated from roadways by a minimum distance of 10 feet, where possible.</li> </ul> </li> </ul> <p><i>The City Engineer, in conjunction with the Director of Parks and Facilities, have the authority to modify the above requirements in cases where physical constraints on the property limit installation of trails and trail segments.</i></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> On-street bikeway improvements, including cycle tracks, bike lanes and bike routes, are provided within the boundaries of subdivisions located along adjacent arterial and collector streets when identified in the <i>Bicycle and Pedestrian Master Plan</i>.</li> <li><input type="checkbox"/> Developer shall dedicate adequate width for bikeways where these facilities are shown in the Plan.</li> <li><input type="checkbox"/> The City is responsible for installing bike markings on pavement.</li> </ul>
	<p><b>30. Watercourse protection areas. (Sec. 9-618.D.) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> City requires dedication of easements for watercourse protection areas.</li> <li><input type="checkbox"/> Watercourse protection areas are a minimum of 2.5 times the average width of the watercourse.</li> <li><input type="checkbox"/> In cases where there is an established Special Flood Hazard Area, the protection area shall follow the 100-year floodplain boundary.</li> <li><input type="checkbox"/> Amenities, such as walking paths and landscaping, allowed within the watercourse protection area.</li> <li><input type="checkbox"/> Structures not allowed within watercourse protection area.</li> <li><input type="checkbox"/> City Engineer may require a study to establish the limits of a protection area in areas where existing watercourses have experienced recurring floods.</li> <li><input type="checkbox"/> Subdivider may hire a civil engineer licensed to practice in the State of Kansas to prepare a study to reduce the dedication width in areas where there is not a mapped floodplain.</li> <li><input type="checkbox"/> Exceptions for existing developments or infill properties may be granted via subdivision variance.</li> </ul>
	<p><b>31. Zoning.</b> Current zoning designation for the subject property and surrounding properties.</p>
	<p><b>32. Landscape and screening plan. (Sec. 27-908.E.12) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Residential subdivisions located adjacent to major streets contain a landscaped buffer, as follows: <ul style="list-style-type: none"> <li>✓ located on the outside of any subdivision fence.</li> <li>✓ contains a combination of trees, shrubs, grasses, ground cover, earthen berms and/or rock or stone accents arranged to achieve visual continuity.</li> <li>✓ buffer has a minimum of 4 landscape points for every 20 feet of frontage.</li> <li>✓ buffer is located entirely on private property and not within the public right-of-way.</li> <li>✓ trees, shrubs and berms that would interfere with vision are located outside of the sight triangle.</li> <li>✓ buffer does not interfere with utilities.</li> </ul> </li> </ul>
	<p><b>33. Section and city limit lines.</b> Location of section lines and city limit lines within and immediately adjacent to the subdivision. (NOT SHOWN ON EXAMPLE)</p>
	<p><b>34. Bridges and culverts.</b> Location of existing and proposed culverts and bridges. (NOT SHOWN ON EXAMPLE)</p>
	<p><b>35. Public facilities.</b> Locations and dimensions of sites proposed for schools or other public purposes. (NOT SHOWN ON EXAMPLE)</p>

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	<p><b>36. Benchmarks.</b> Locate and list the elevations of all benchmarks established.</p>
	<p><b>37. Blocks. (Sec. 9-606)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Identification of all blocks.</li> <li><input type="checkbox"/> Lettered sequentially, beginning with “A.”</li> <li><input type="checkbox"/> Residential blocks do not exceed 1,300 feet unless special provisions are met.</li> <li><input type="checkbox"/> Blocks have sufficient depth to provide for two tiers of lots of appropriate depth.</li> <li><input type="checkbox"/> One tier of lots allowed where adjacent to arterial streets, expressways, major collector streets, railroads or waterways.</li> </ul>
	<p><b>38. Lots. (Sec. 9-607)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Location and dimensions of all lots are shown.</li> <li><input type="checkbox"/> Numbered sequentially within each block, beginning with “1.”</li> <li><input type="checkbox"/> Lot size, width, depth, shape and orientation comply with minimum requirements of the zoning regulations.</li> <li><input type="checkbox"/> Arrangement of lots is such that there will be no foreseeable difficulty securing permits.</li> <li><input type="checkbox"/> Side lot lines are generally perpendicular to straight streets and radial to curved streets.</li> <li><input type="checkbox"/> All residential lots have frontage on a public street.</li> <li><input type="checkbox"/> Non-residential lots front on a public or private street or have access to a public or private street by means of an access easement approved by the City.</li> <li><input type="checkbox"/> Lots are not so large as to encourage lot splitting in the future.</li> <li><input type="checkbox"/> Through lots are permitted for commercial, industrial, multi-family uses. For other uses, through lots are allowed only where they are needed to separate residential development from a state highway, expressway, freeway, county highway or arterial street. In said cases, a subdivision buffer installed in accordance with Sec. 27-908 is required.</li> <li><input type="checkbox"/> Flag lots prohibited in new residential subdivisions.</li> <li><input type="checkbox"/> Flag lots allowed in infill development areas only where:             <ul style="list-style-type: none"> <li>✓ Needed to facilitate development where land would otherwise be undevelopable.</li> <li>✓ Adequate provision for vehicular access, utilities and drainage is possible.</li> </ul> </li> </ul>
	<p><b>39. Streetlights. (Sec. 9-613)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Location of all existing and proposed streetlights.</li> <li><input type="checkbox"/> Developer is responsible for coordination of installation of streetlights with the electric utility provider.</li> <li><input type="checkbox"/> Streetlight installation shall occur prior to the issuance of an occupancy permit in the subdivision.</li> </ul>
	<p><b>40. Fire hydrants. (Sec. 9-605.B.4)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Location of all existing and proposed fire hydrants.</li> <li><input type="checkbox"/> Located at each intersection and at an interval not to exceed 500 feet.</li> <li><input type="checkbox"/> No anticipated structure is located more than 250 feet from a fire hydrant.</li> </ul>
	<p><b>41. Utility improvements.</b> Location of all existing and proposed manholes, lift stations and other utility improvements.</p>
	<p><b>42. Preservation of natural features and amenities. (Sec. 9-615) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Existing features, including historic sites and structures, and other irreplaceable assets are identified, labeled and preserved, wherever feasible.</li> <li><input type="checkbox"/> Subdivisions containing structures listed on the local, state or national register are required to comply with applicable historic regulations.</li> </ul>
	<p><b>43. Drainage facility/holding pond landscaping. (Sec. 27-908.E.13) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Plans required and shall:             <ul style="list-style-type: none"> <li>✓ be designed to retard erosion and preserve the finished contour.</li> <li>✓ consist of living vegetation, such as trees, shrubs and grasses in combination with natural, existing vegetation together with stone, grave, concrete and other materials to preserve and enhance function and appearance.</li> </ul> </li> </ul>
	<p><b>44. Driveways and access management. (Sec. 9-611.A) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Each lot has access to a public roadway, either directly or via a private roadway access easement.</li> <li><input type="checkbox"/> Subdivisions located in commercial, industrial or multi-family residential districts show the anticipated range of proposed driveway locations.</li> <li><input type="checkbox"/> In the interest of public safety and for the preservation of traffic carrying capacity of abutting roadways, the Planning Commission may recommend and the City Council shall have the right to control points of access to all property from the public street system.</li> </ul>
	<p><b>45. Driveway alignment. (Sec. 9-611.B) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Multi-family and non-residential driveways aligned with existing driveways on the opposite side of the street or offset by a minimum distance of 150 feet, wherever feasible.</li> <li><input type="checkbox"/> Driveway geometrics compatible with those for the opposing driveway.</li> </ul> <p><i>Waivers of this requirement may be granted by the City Engineer for existing properties with no other means of access or where a traffic study is performed.</i></p>

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	<p><b>46. Shared access. (Sec. 9-611.C) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Shared accesses and shared driveways are encouraged for commercial and industrial development.</li> <li><input type="checkbox"/> Driveways may be shared by adjacent property owners if an access easement for ingress and egress is provided.</li> </ul>
	<p><b>47. Private streets. (Sec. 9-609.F) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Private streets are discouraged.</li> <li><input type="checkbox"/> Private streets allowed only where the Planning Commission and City Council have been provided with adequate assurances that private parties will be responsible for the ongoing care, maintenance and surfacing of these facilities.</li> <li><input type="checkbox"/> Private streets comply with the same design standards as public streets.</li> <li><input type="checkbox"/> Private streets are designated as a separate tract or a tract under common ownership on the plat.</li> <li><input type="checkbox"/> Private streets contain public access easements to ensure adequate access to all adjacent properties.</li> <li><input type="checkbox"/> The dedication statement indicates that private streets are open to traffic.</li> </ul>
	<p><b>48. Street connectivity. (Sec. 9-609.B) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Where adjoining properties are not subdivided, arrangement of streets provides for extension of streets into the unsubdivided area.</li> <li><input type="checkbox"/> Lots are arranged to allow for the opening of future streets and logical connections to future subdivisions.</li> <li><input type="checkbox"/> Unless precluded by topography or physical conditions, streets shall extend to the boundary of the property being subdivided.</li> <li><input type="checkbox"/> At least one street shall extend to the boundary line of the property being developed for each 1,200 linear feet of the boundary between adjoining tracts (unless the area is a floodplain or other sensitive development area).</li> </ul>
	<p><b>49. Intersections. (Sec. 9-609.D) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Intersections of more than two streets at a single point are prohibited.</li> <li><input type="checkbox"/> Streets intersect at approximately a 90 degree angle. Angles smaller than 75 degrees are prohibited.</li> <li><input type="checkbox"/> T-intersections (3-way) permitted for local and collector streets. Other streets require approval of the City Engineer.</li> <li><input type="checkbox"/> Off-center intersections are offset by a minimum centerline to centerline dimension of 150 feet.</li> <li><input type="checkbox"/> Roundabouts permitted with approval of the City Engineer.</li> </ul>
	<p><b>50. Median strips and entrance ways. (Sec. 9-609.G) (NOT SHOWN ON EXAMPLE)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Median strips located in the public right-of-way may be used only for landscaping, lighting, subdivision entrance signs, a public utility or by the City.</li> <li><input type="checkbox"/> Developer may beautify a median strip with landscaping as long as sight distance requirements are met. A development agreement shall be required.</li> </ul>