9-6-2

SUBDIVISION APPROVAL FLOW CHART

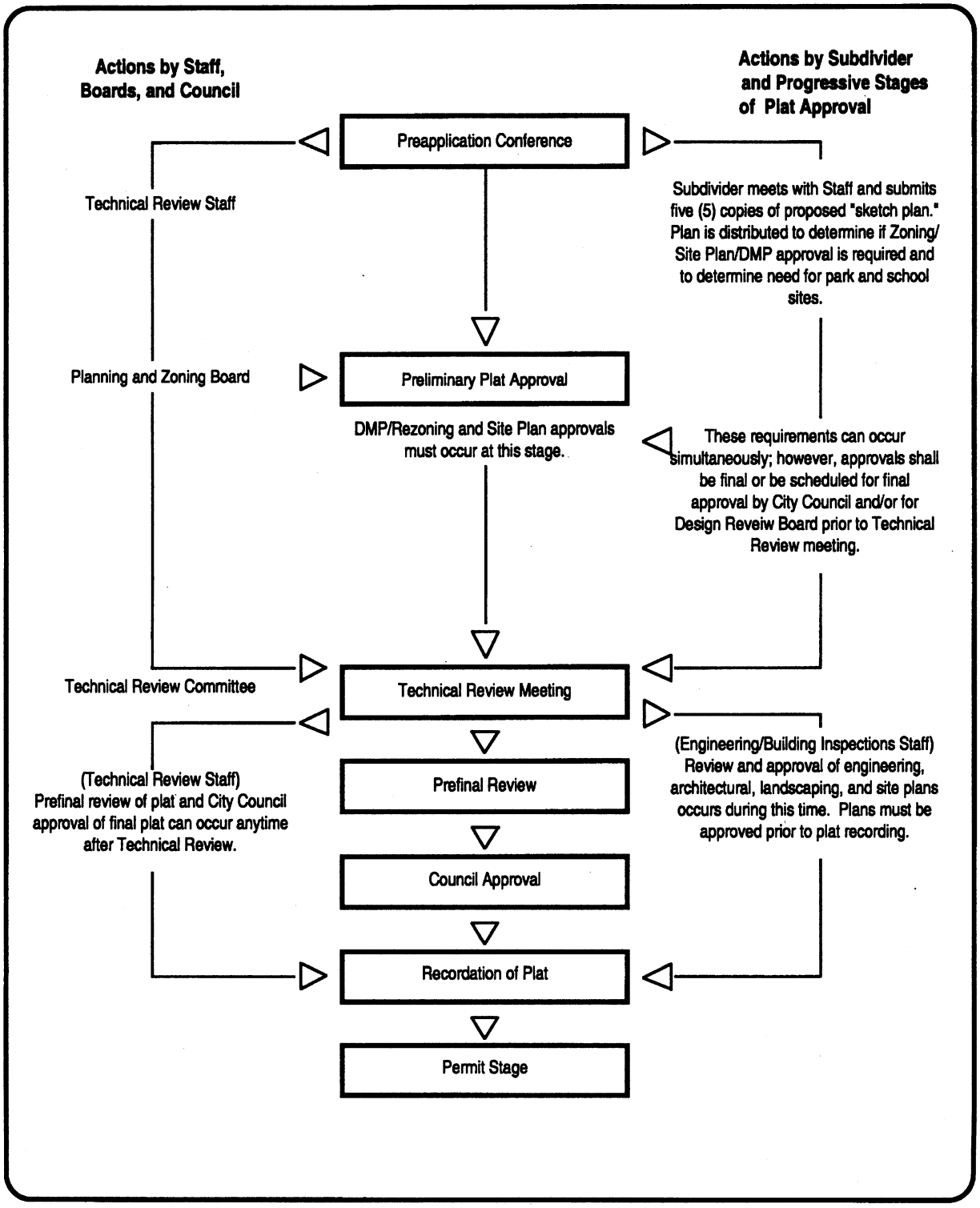


FIGURE 1

9-6-2

DEVELOPMENT MASTER PLAN

TYPICAL

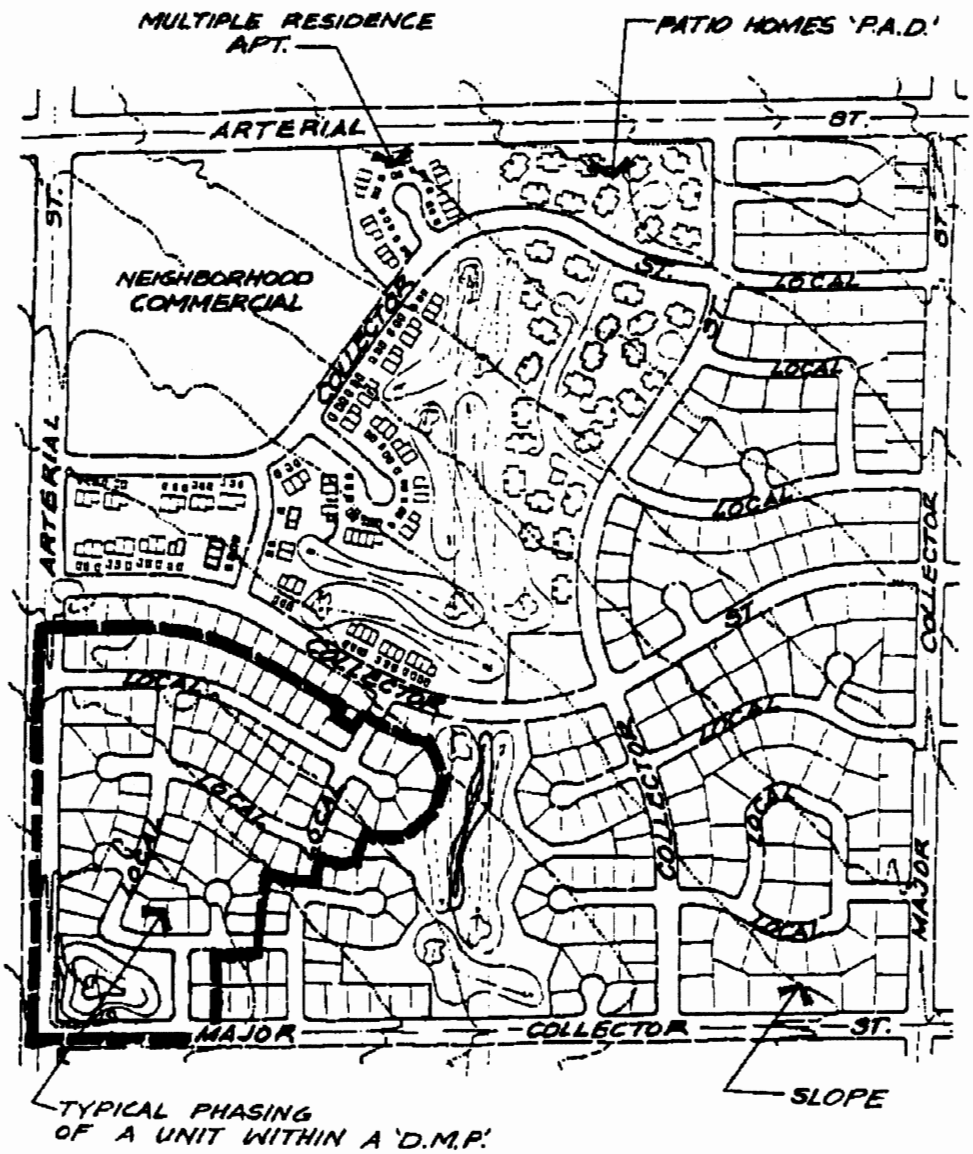
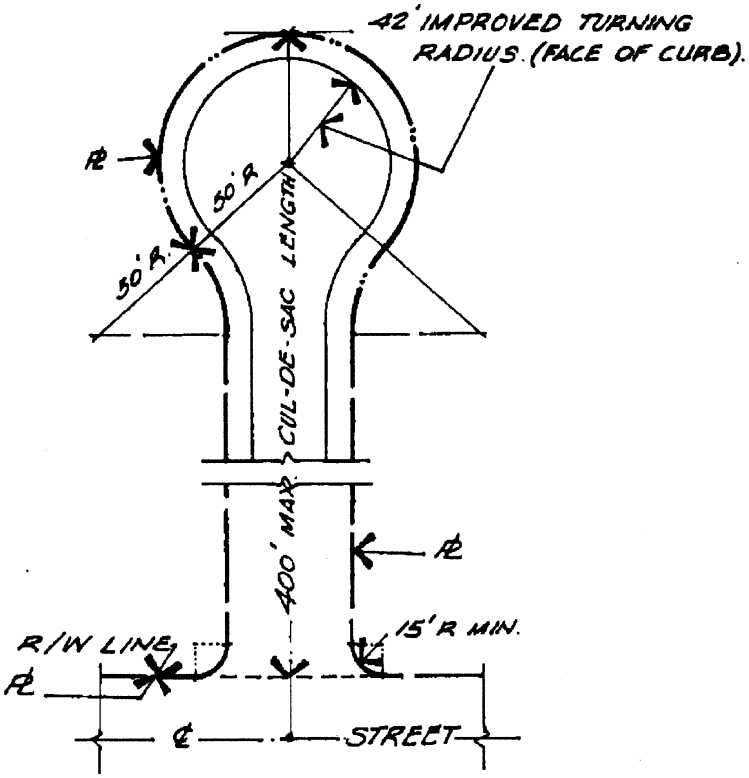


FIGURE 2

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

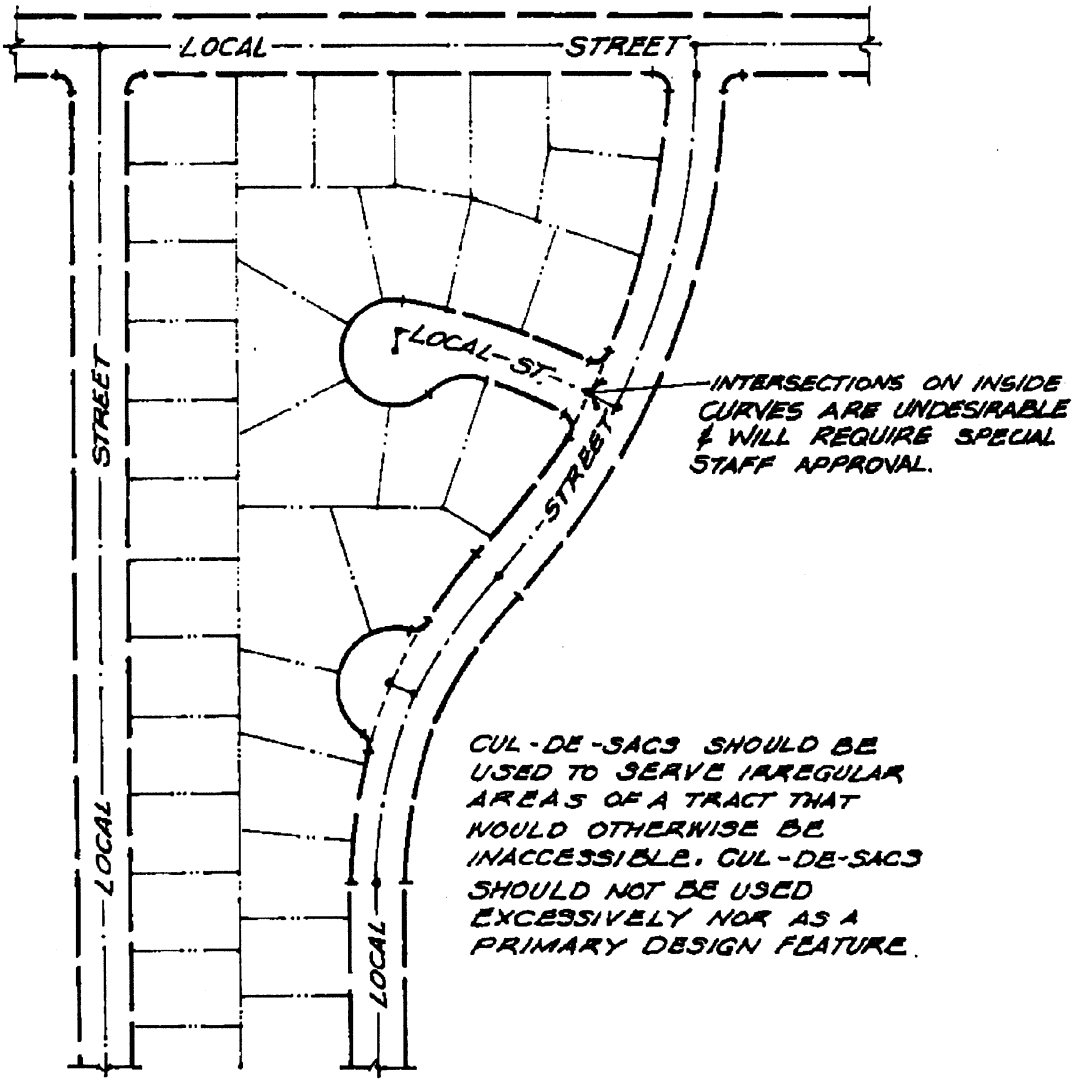


FIGURE 4

9-6-3

LOT DESIGN - GENERAL

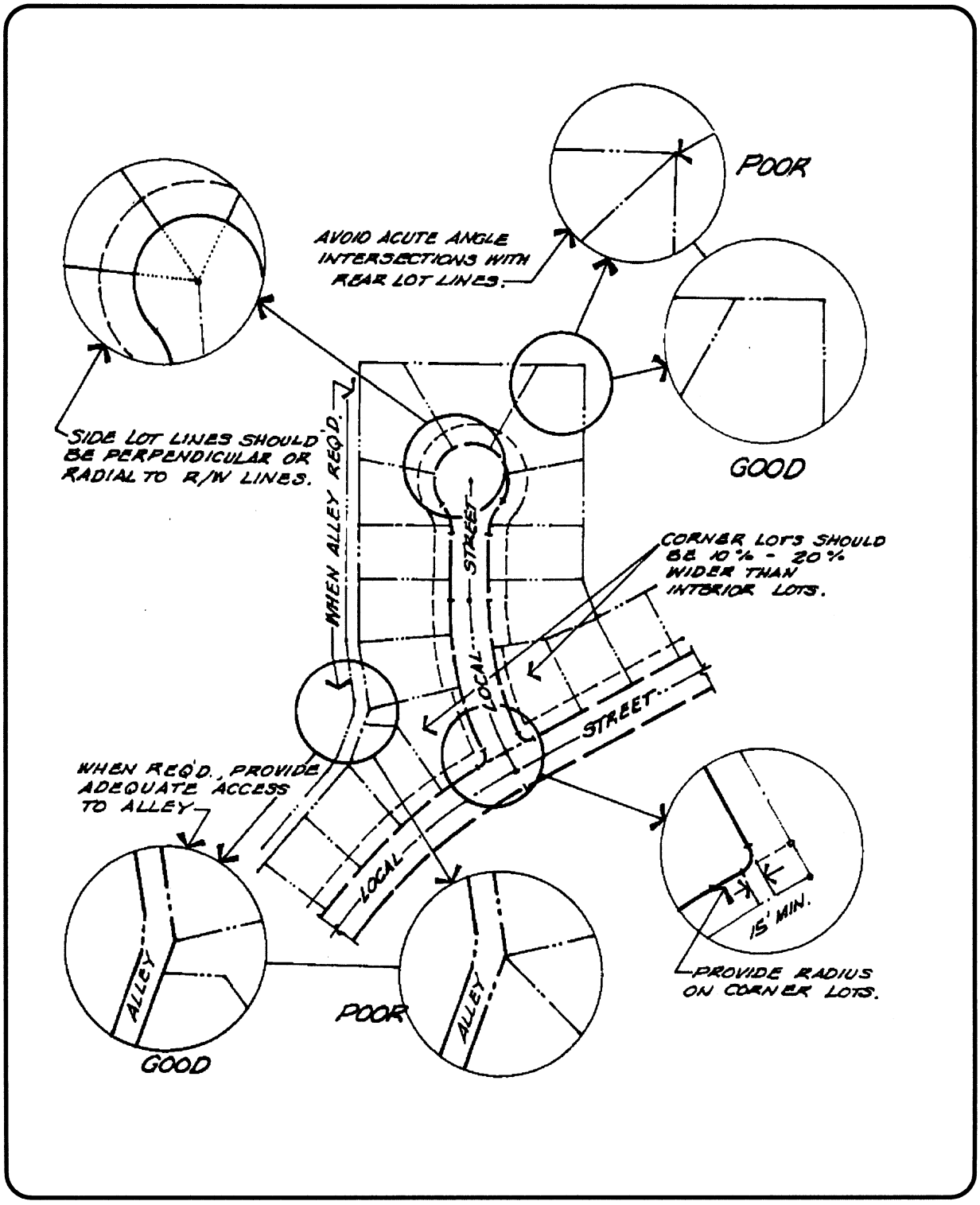
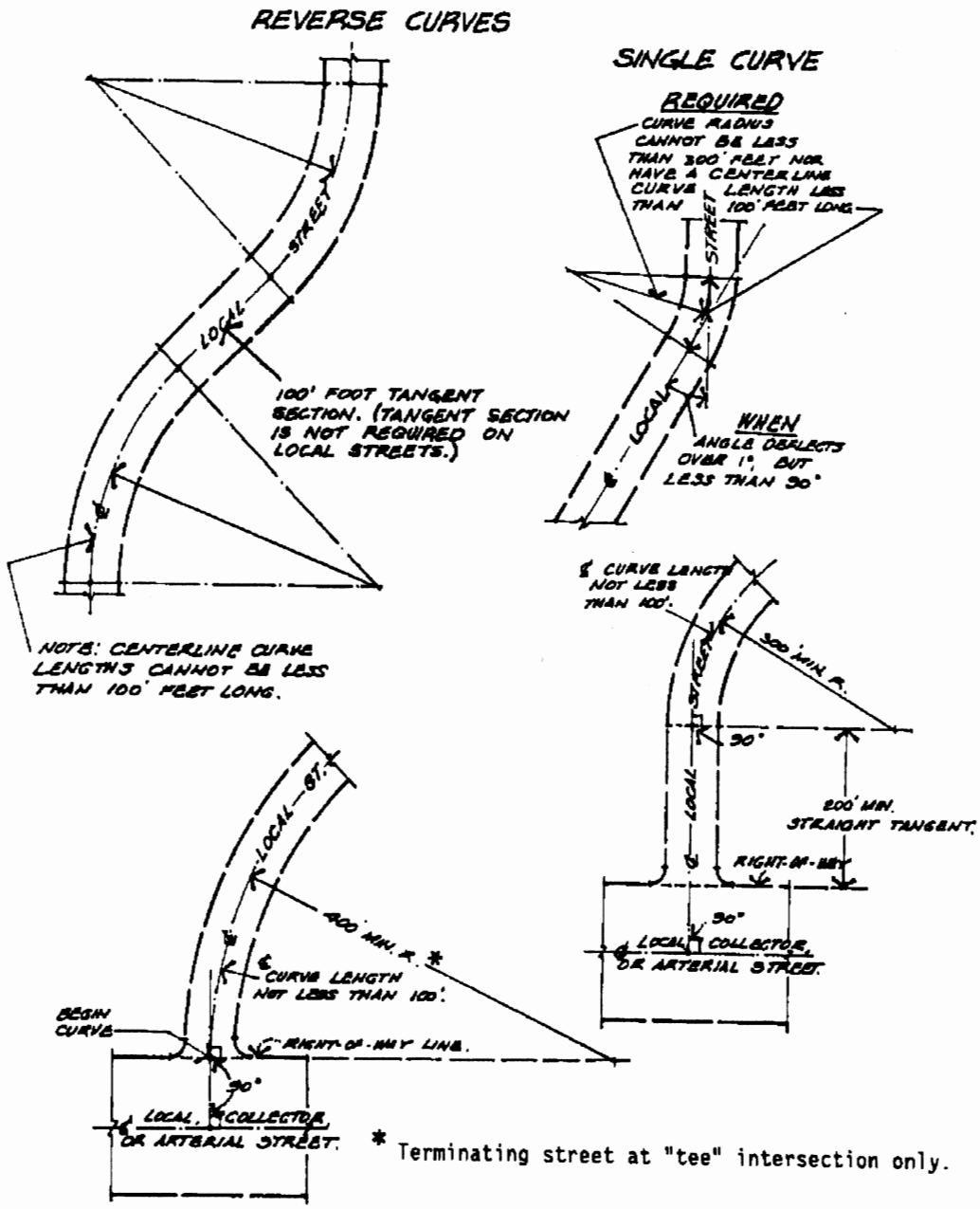


FIGURE 5

9-6-3

CURVE DATA FOR LOCAL STREETS



* Terminating street at "tee" intersection only.

FIGURE 6

9-6-3

MINIMUM CENTERLINE OFFSETS FOR LOCAL, COLLECTOR, AND ARTERIAL STREETS

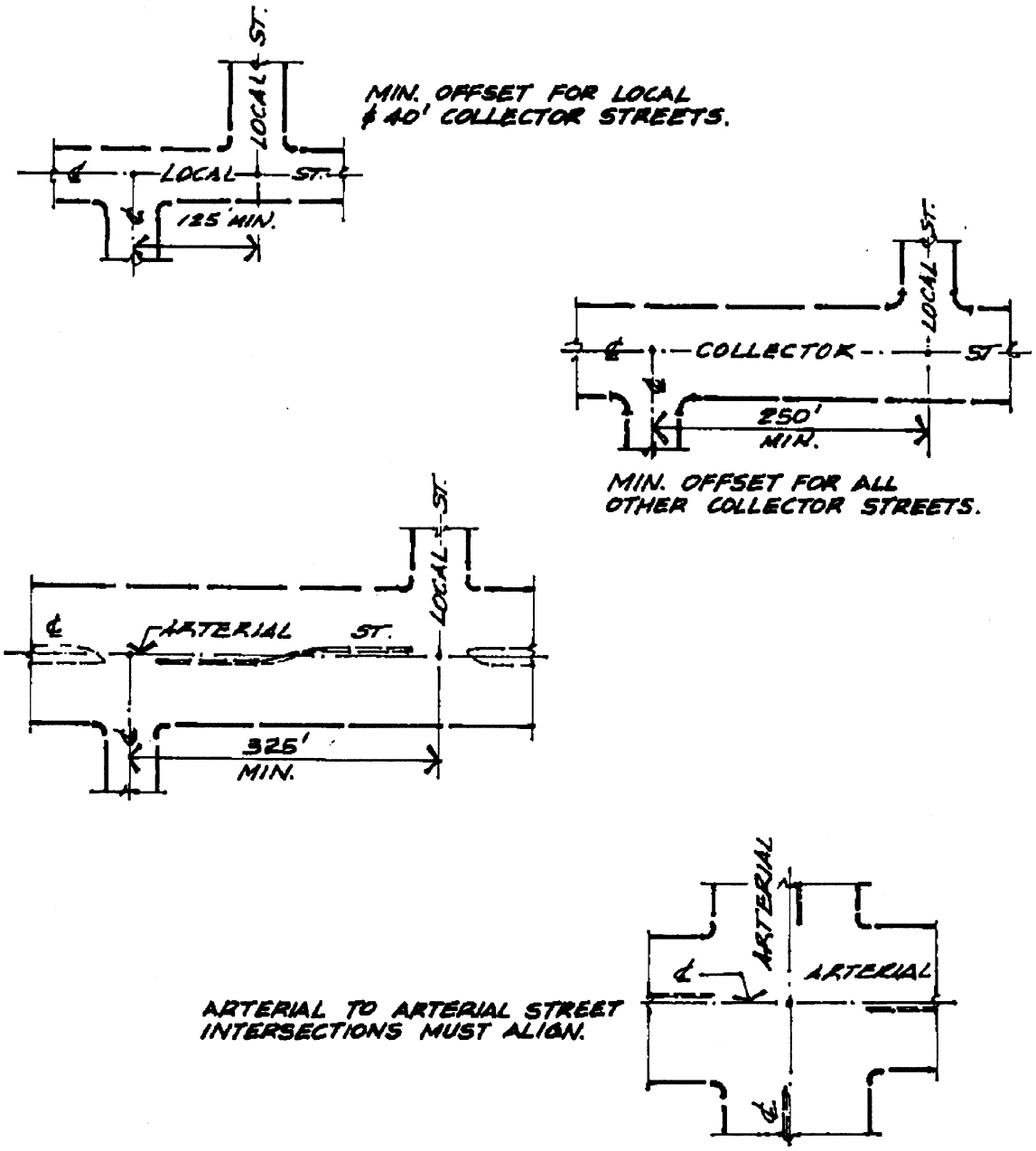


FIGURE 7

9-6-3

INTERSECTIONS

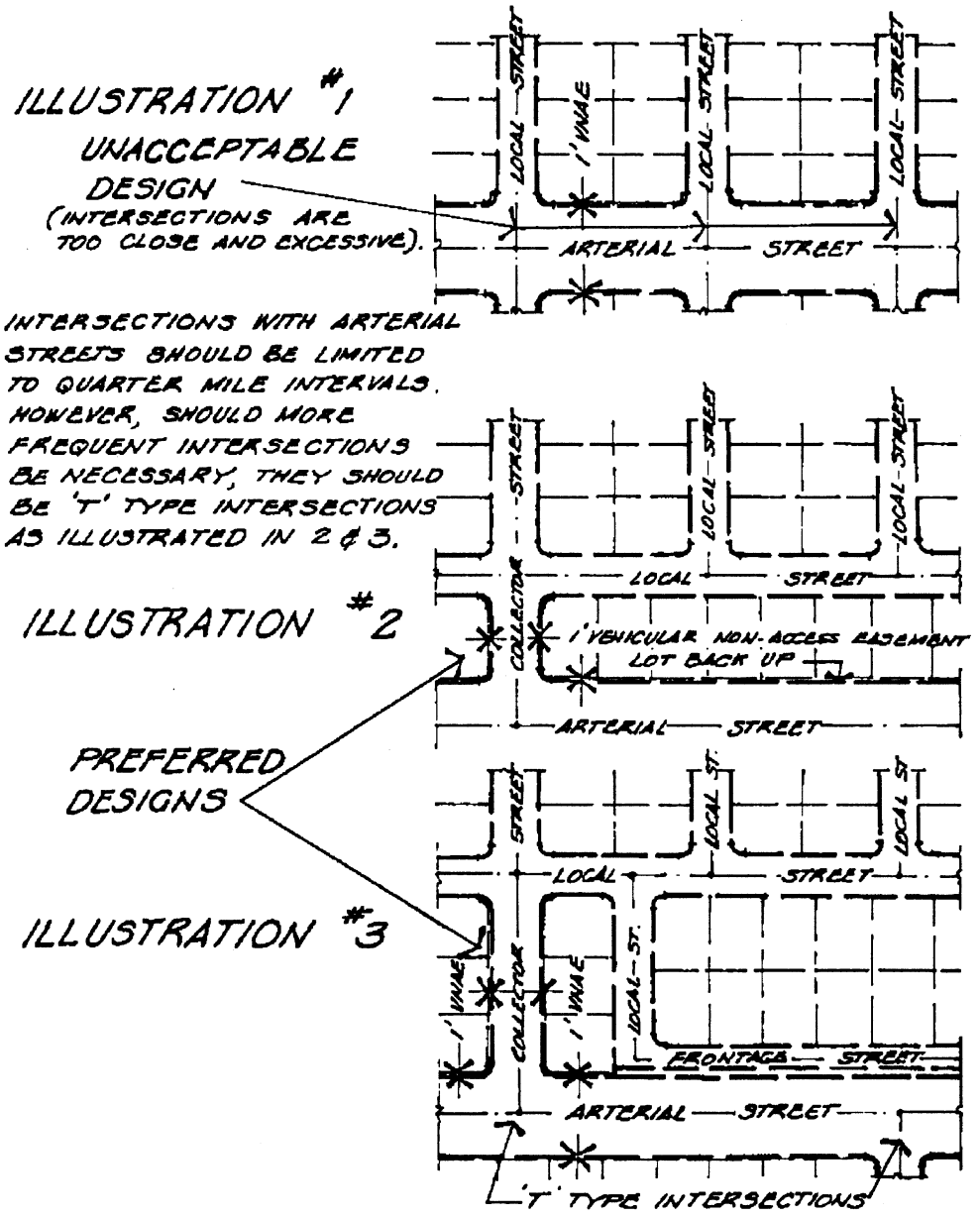


FIGURE 8

9-6-3

PROHIBITED INTERSECTIONS

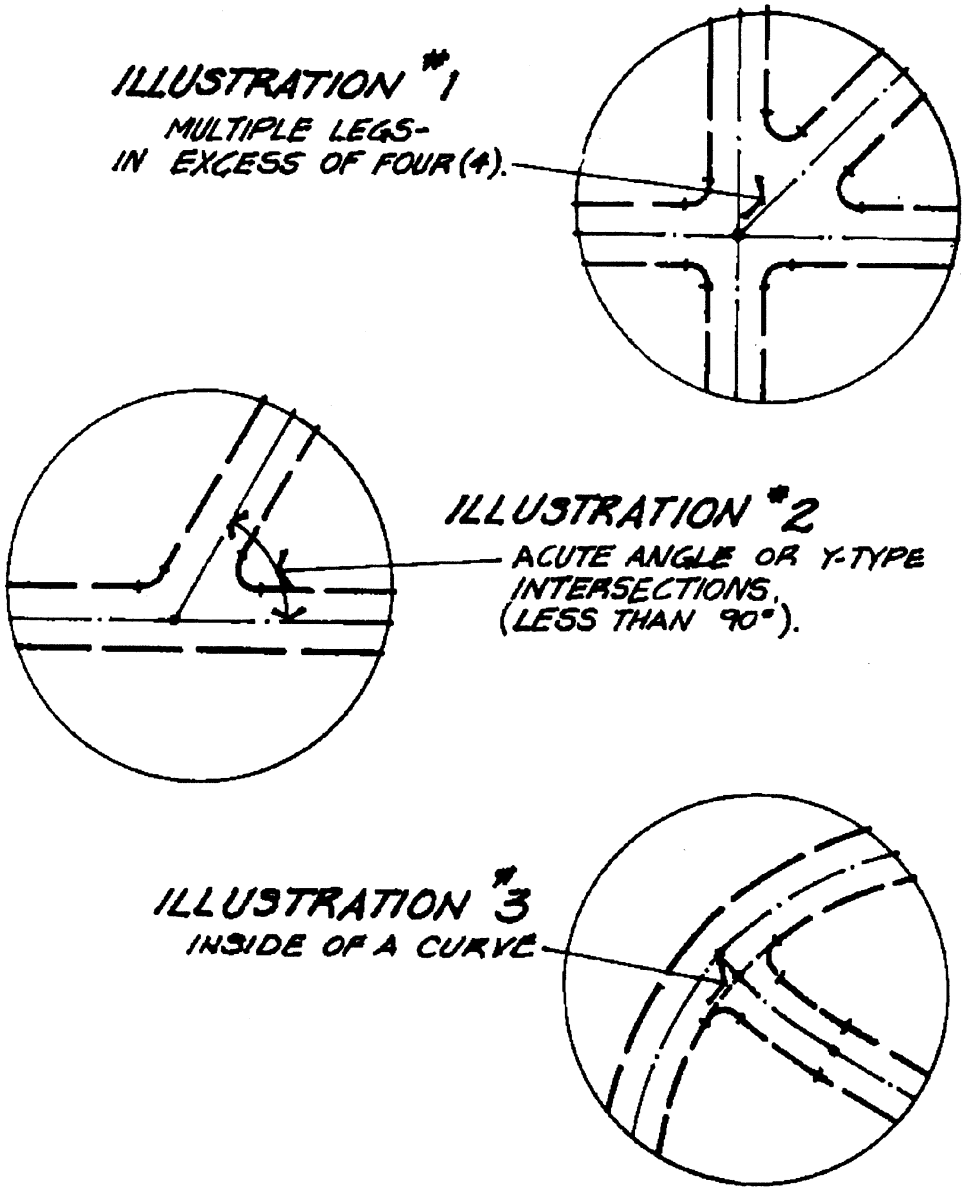


FIGURE 9

9-6-3

MAXIMUM BLOCK LENGTHS

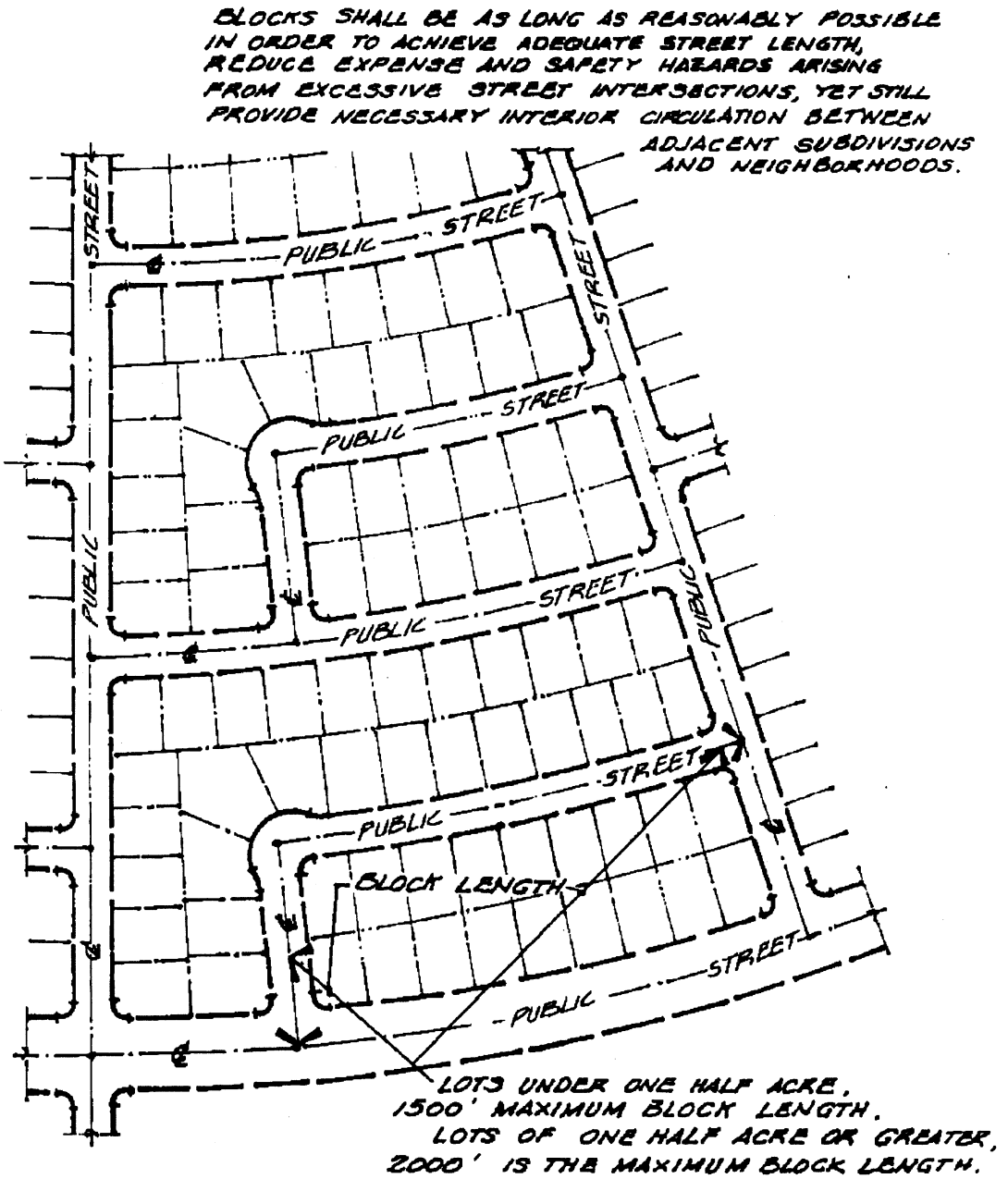
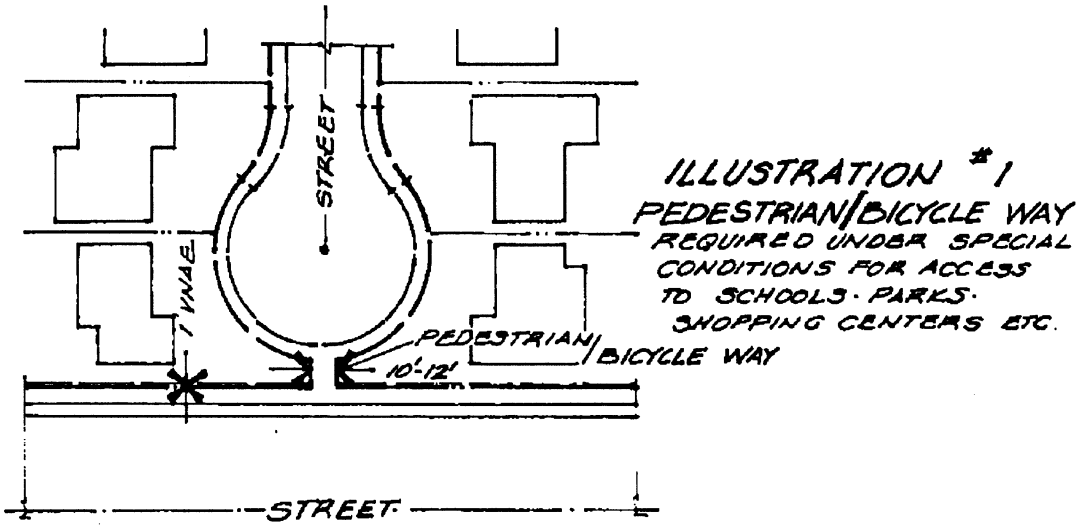


FIGURE 10

9-6-3

PEDESTRIAN/BICYCLE WAY & ALLEY DESIGNS



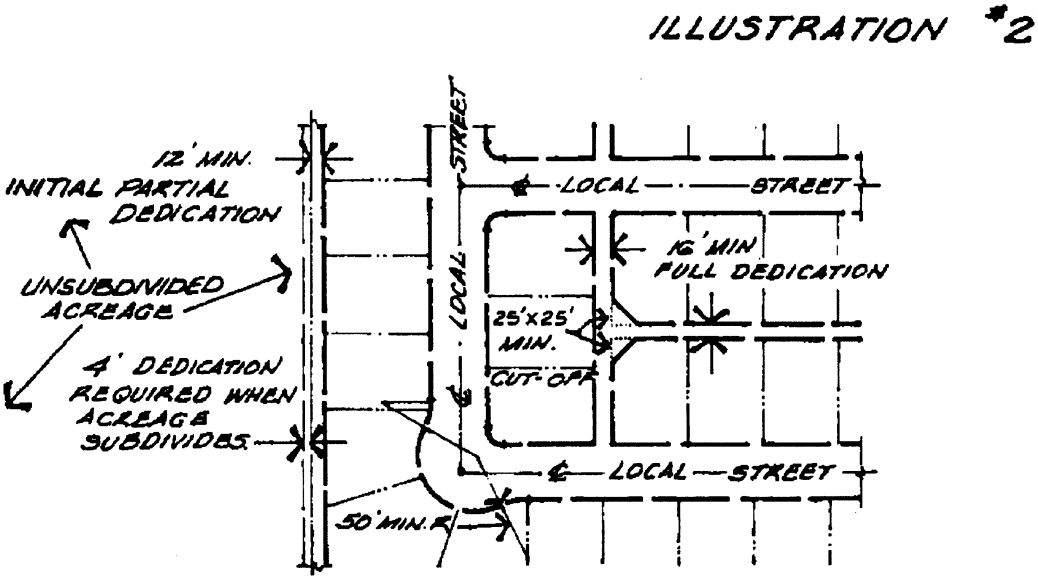


FIGURE 11

9-6-3

LOT DESIGN

(DEPTH & WIDTH RATIO AND LOT ACCESS)

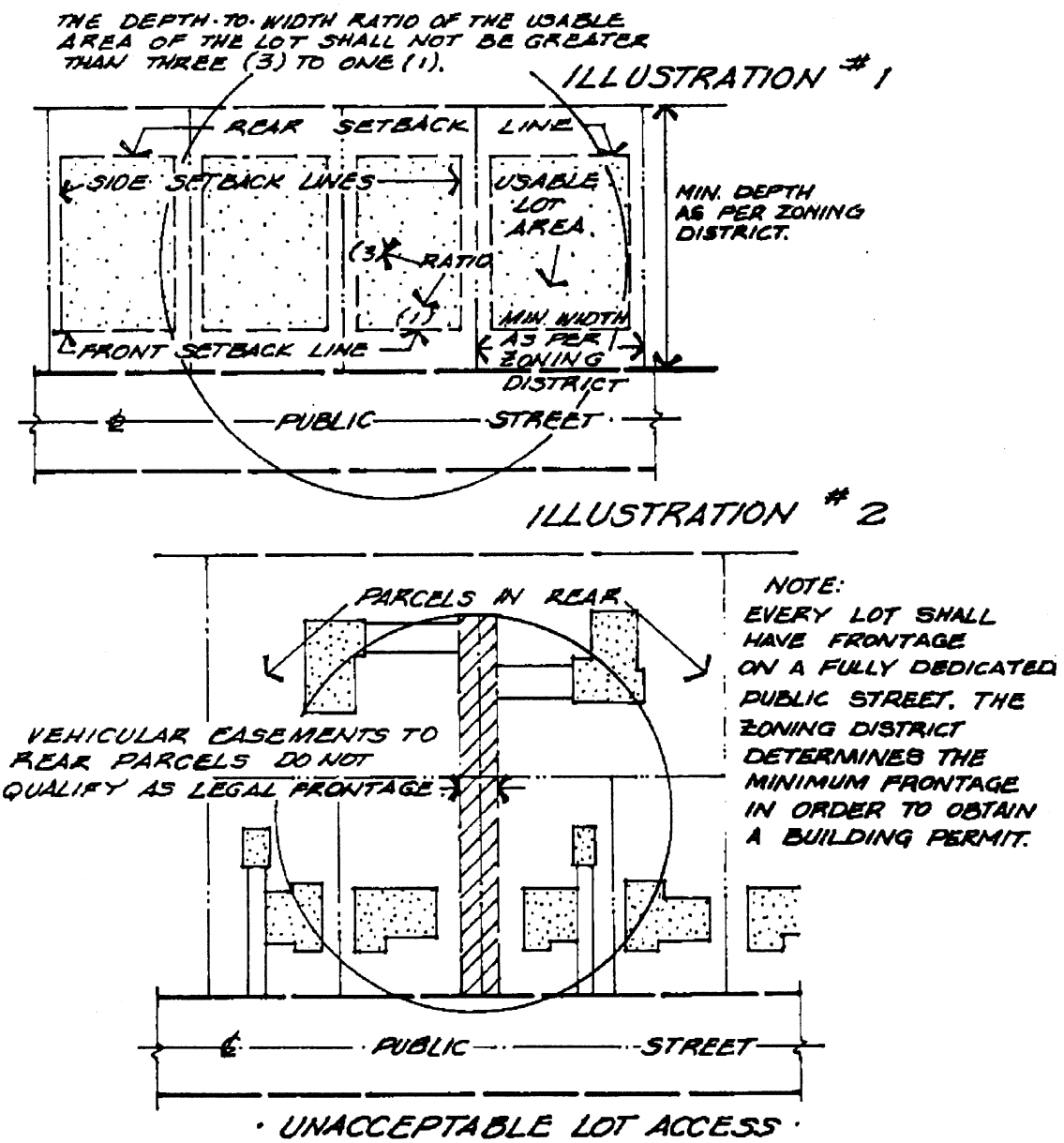


FIGURE 12

9-6-3

RESIDENTIAL LOT DESIGN: WIDTH & DEPTH MINIMUMS

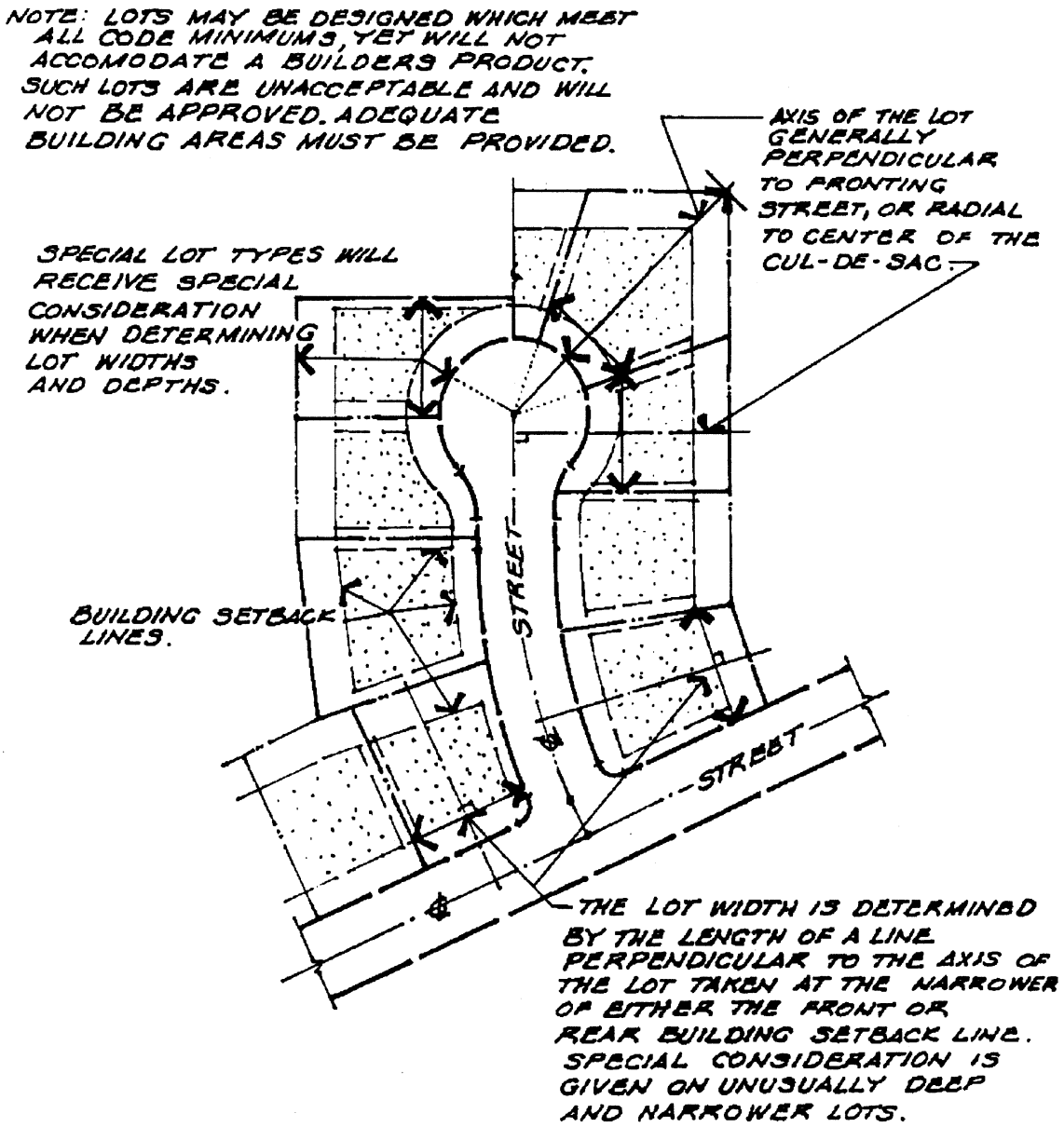


FIGURE 13

9-6-3

RESIDENTIAL REAR LOT LINES

(CURVED AND STRAIGHT)

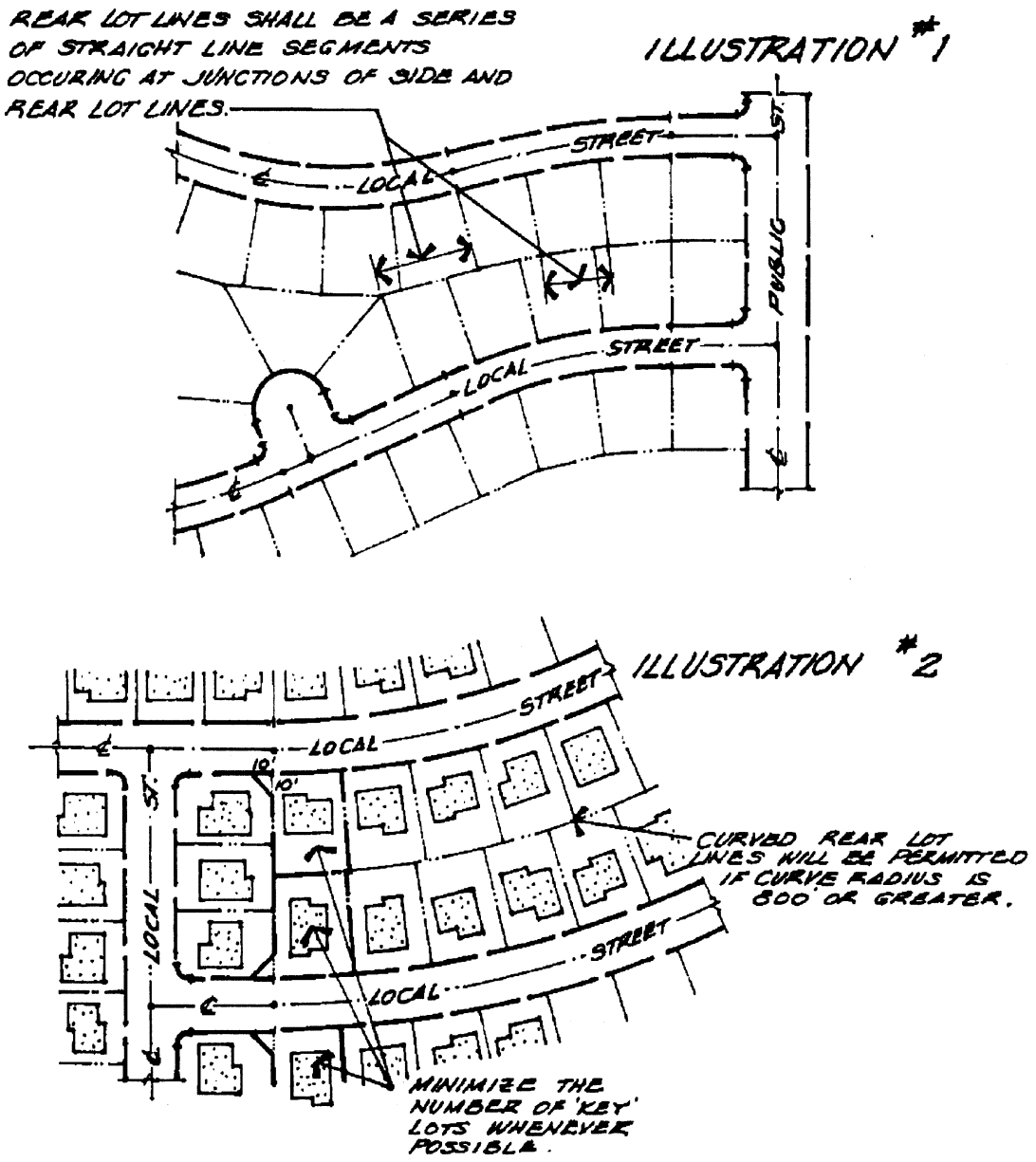
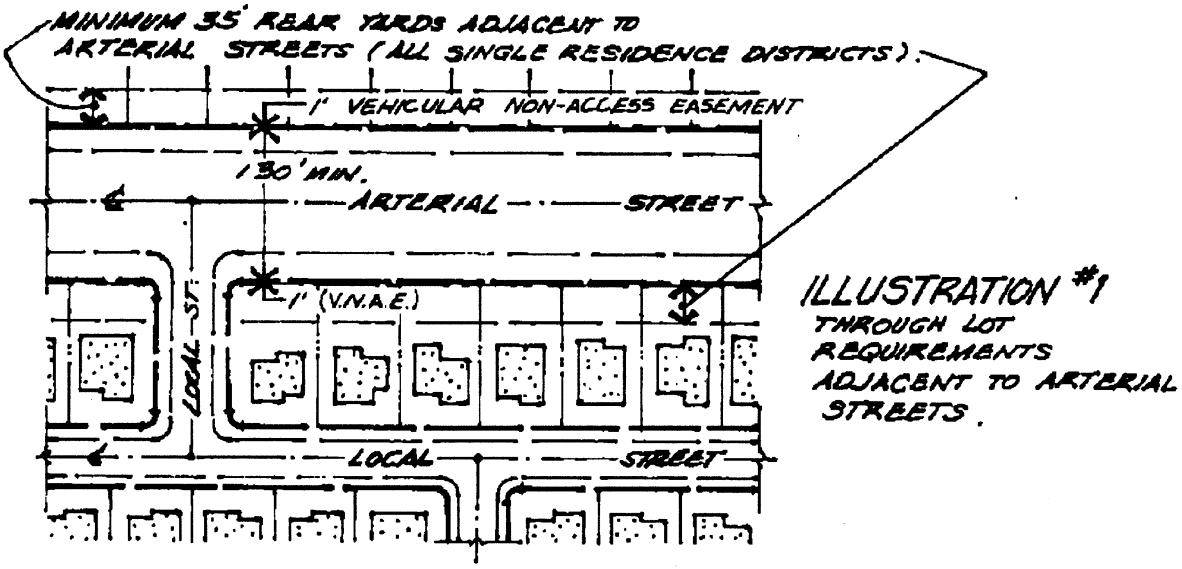


FIGURE 14

9-6-3

RESIDENTIAL LOT BACKUP AND CORNER LOTS

TYPICALS



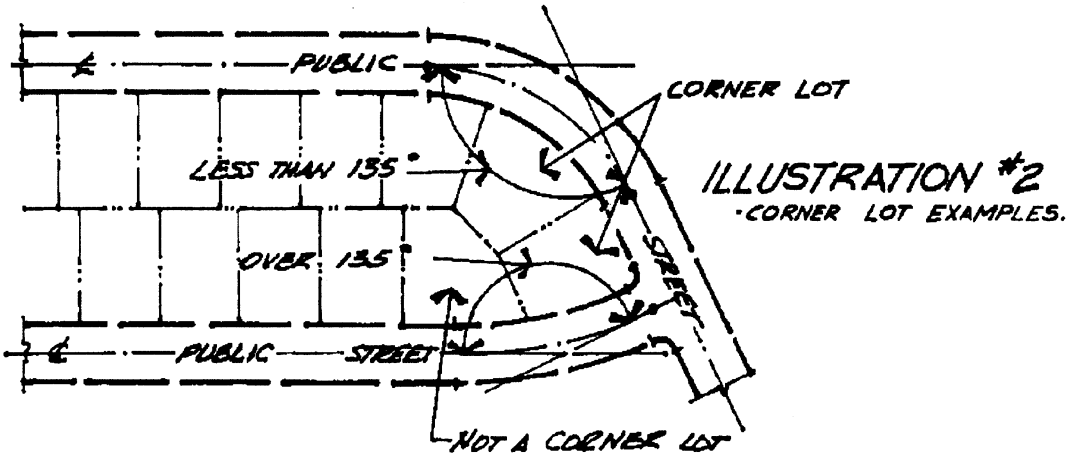


FIGURE 15

9-6-3

USABLE LOT AREA

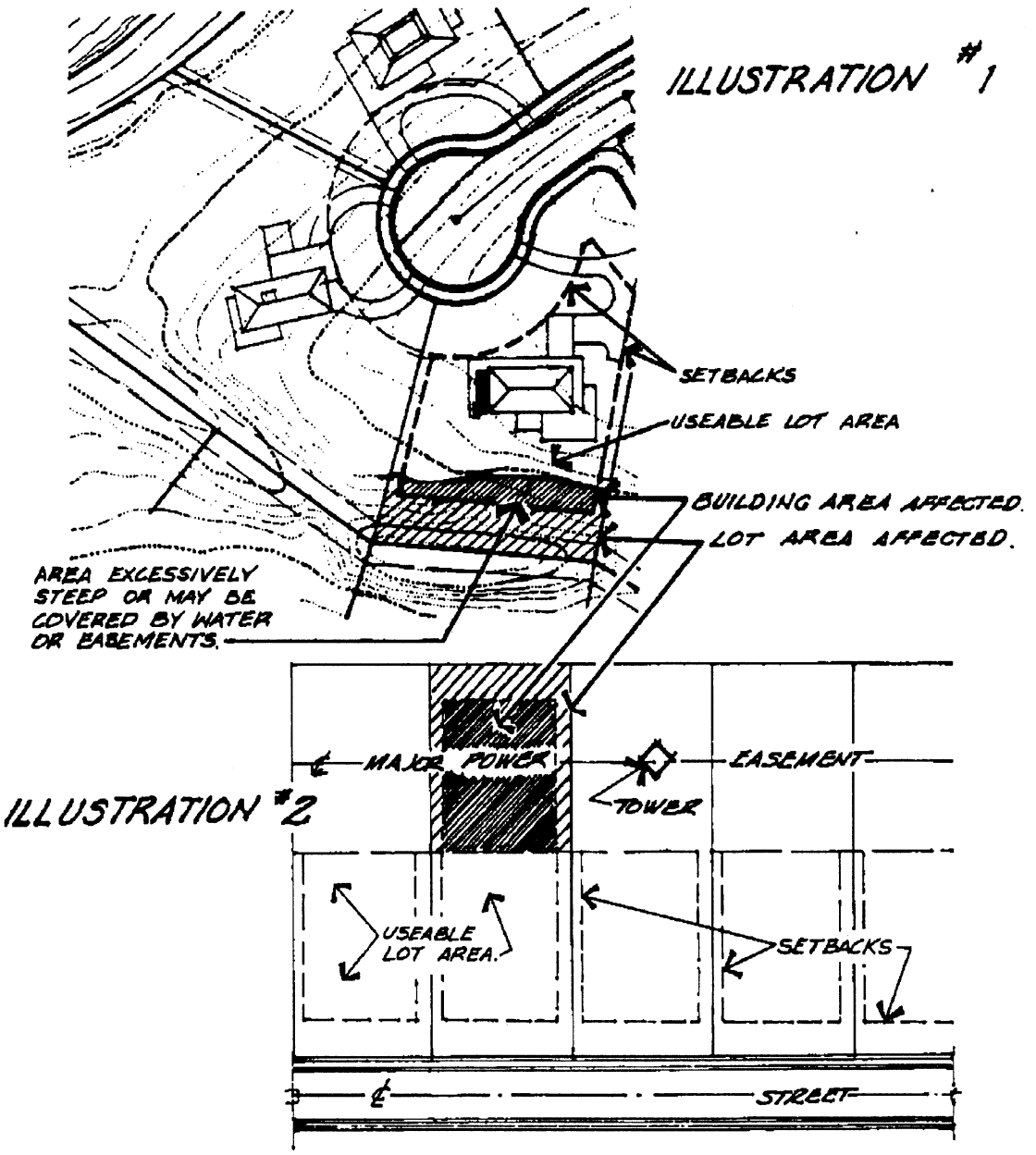


FIGURE 16

9-6-3

EASEMENT DESIGN

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

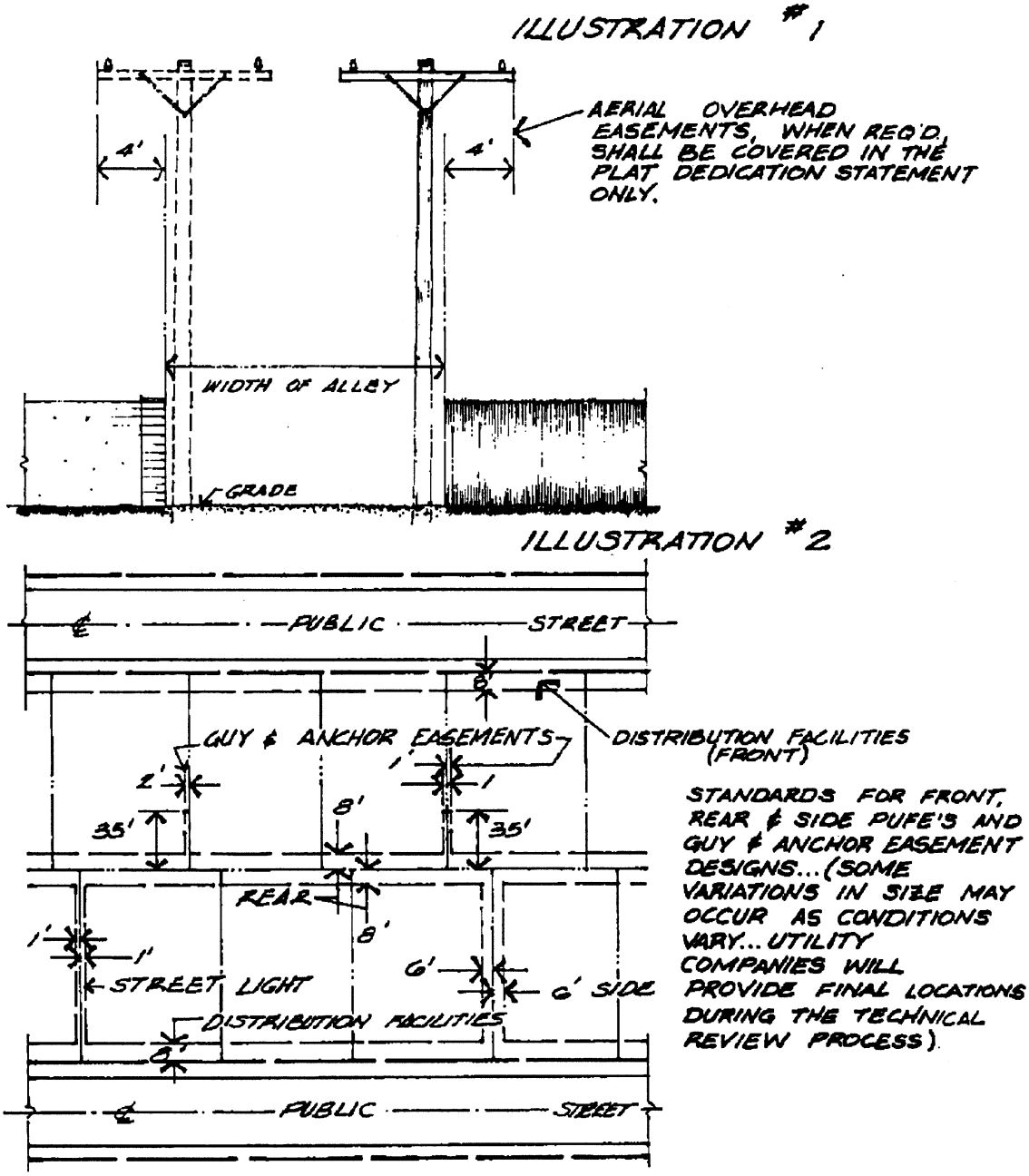


FIGURE 17

9-6-3

PUBLIC ALLEY REQUIREMENTS

WIDTHS, PAVING, PARKING, AND DUMPSTER EASEMENTS

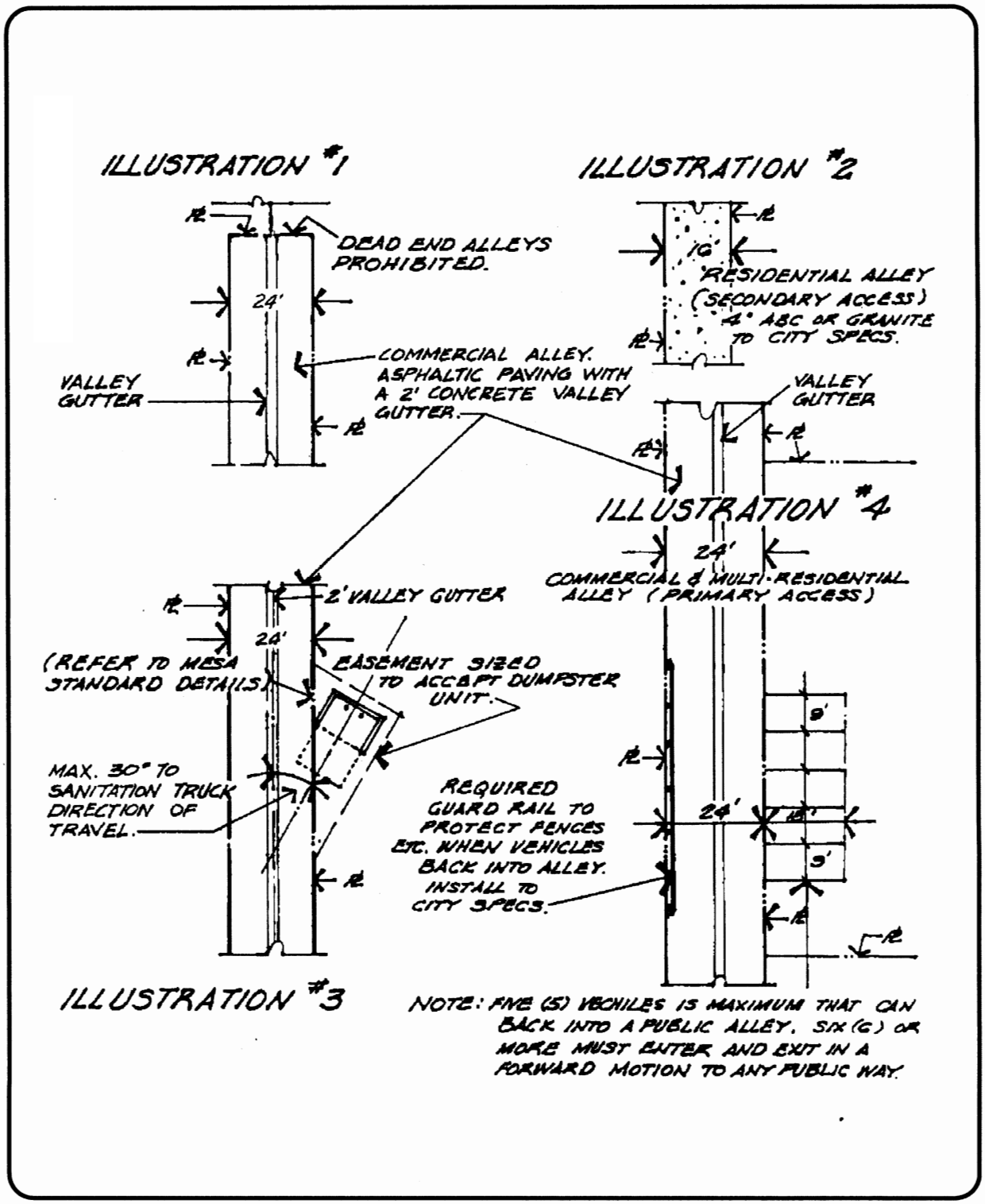


FIGURE 18

9-6-3

HALF-STREET PAVING REQUIREMENTS

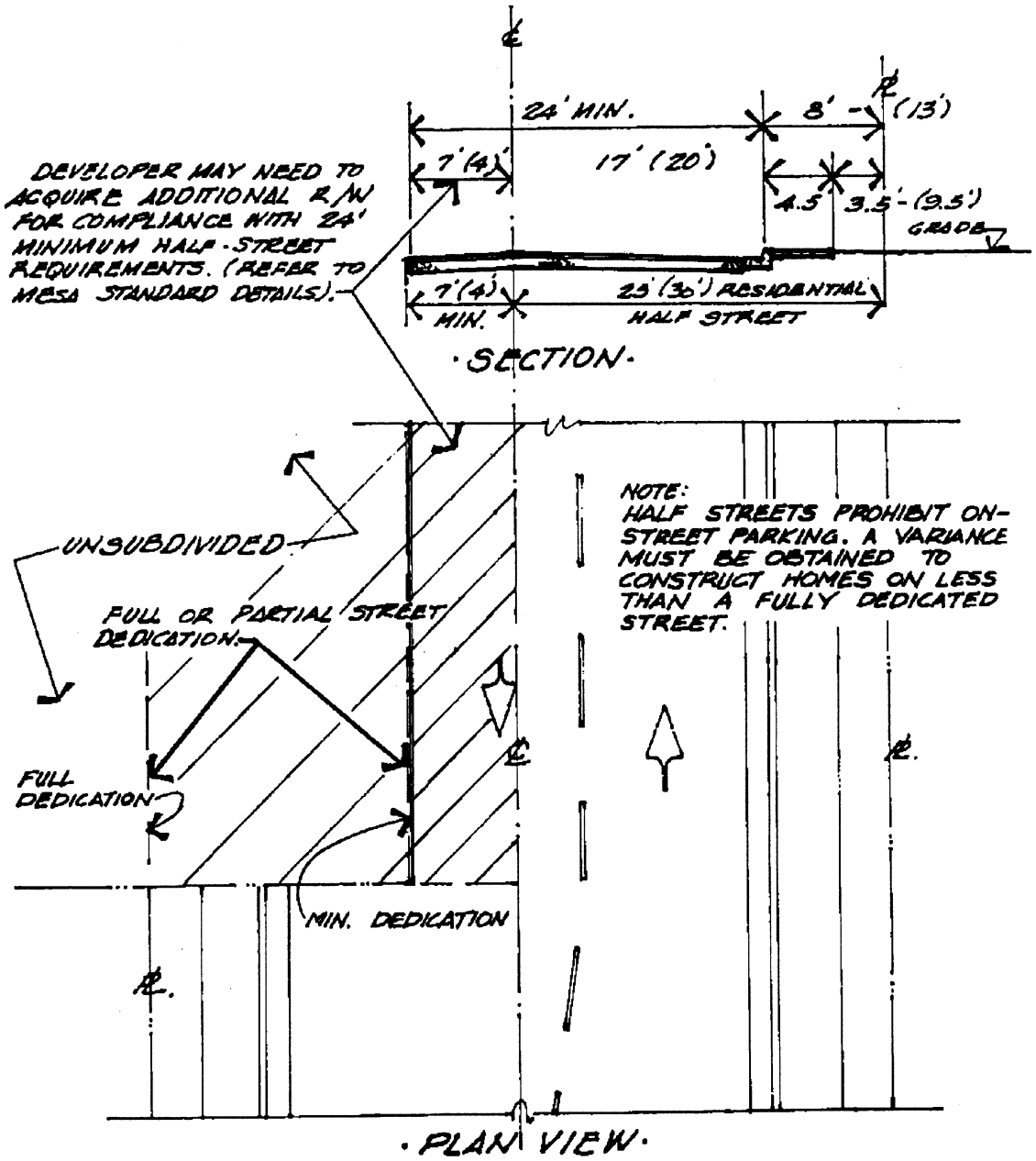
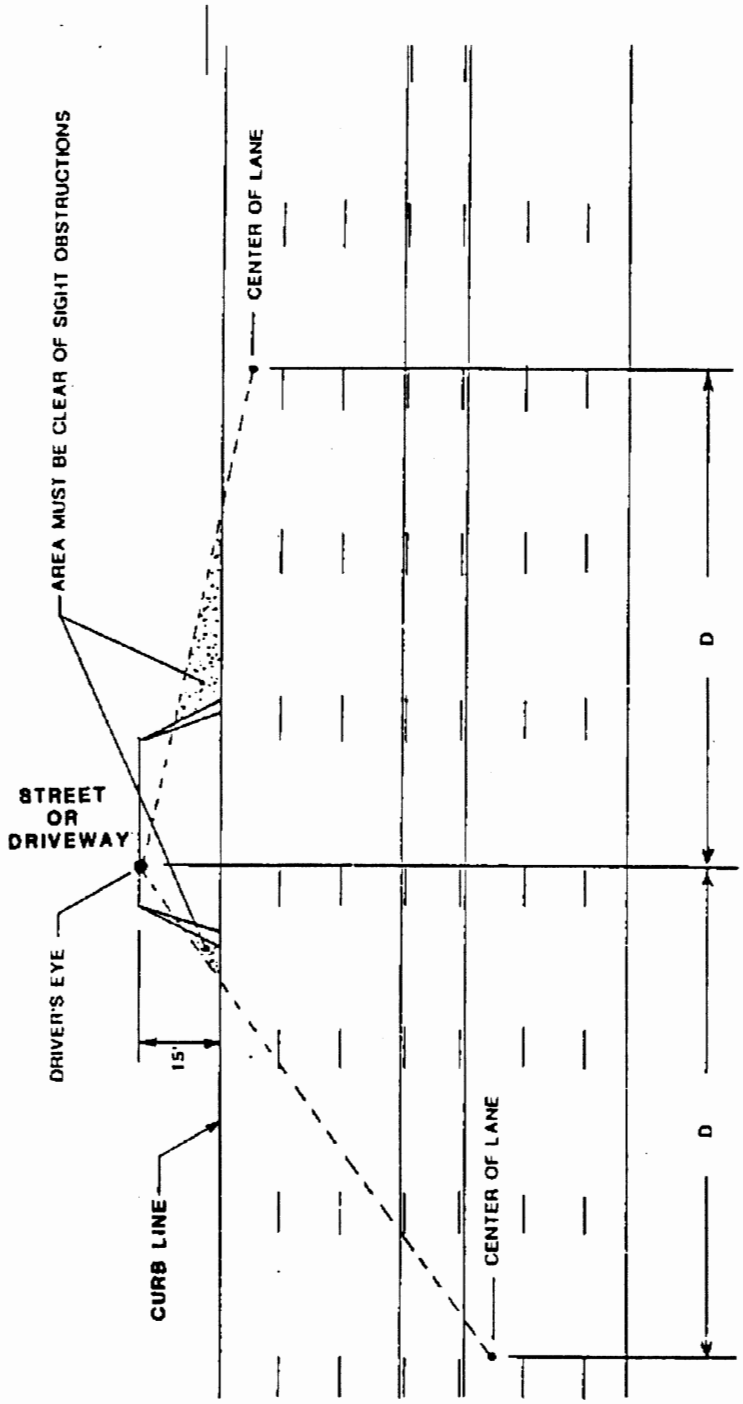


FIGURE 19

9-6-3

SIGHT DISTANCE REQUIREMENTS



TRAFFIC SPEED (MPH)	25	30	35	40	45	50	55
D	350	420	490	560	630	700	770

FIGURE 20

9-6-3

"EYEBROW" DESIGNS FOR LOCAL STREETS

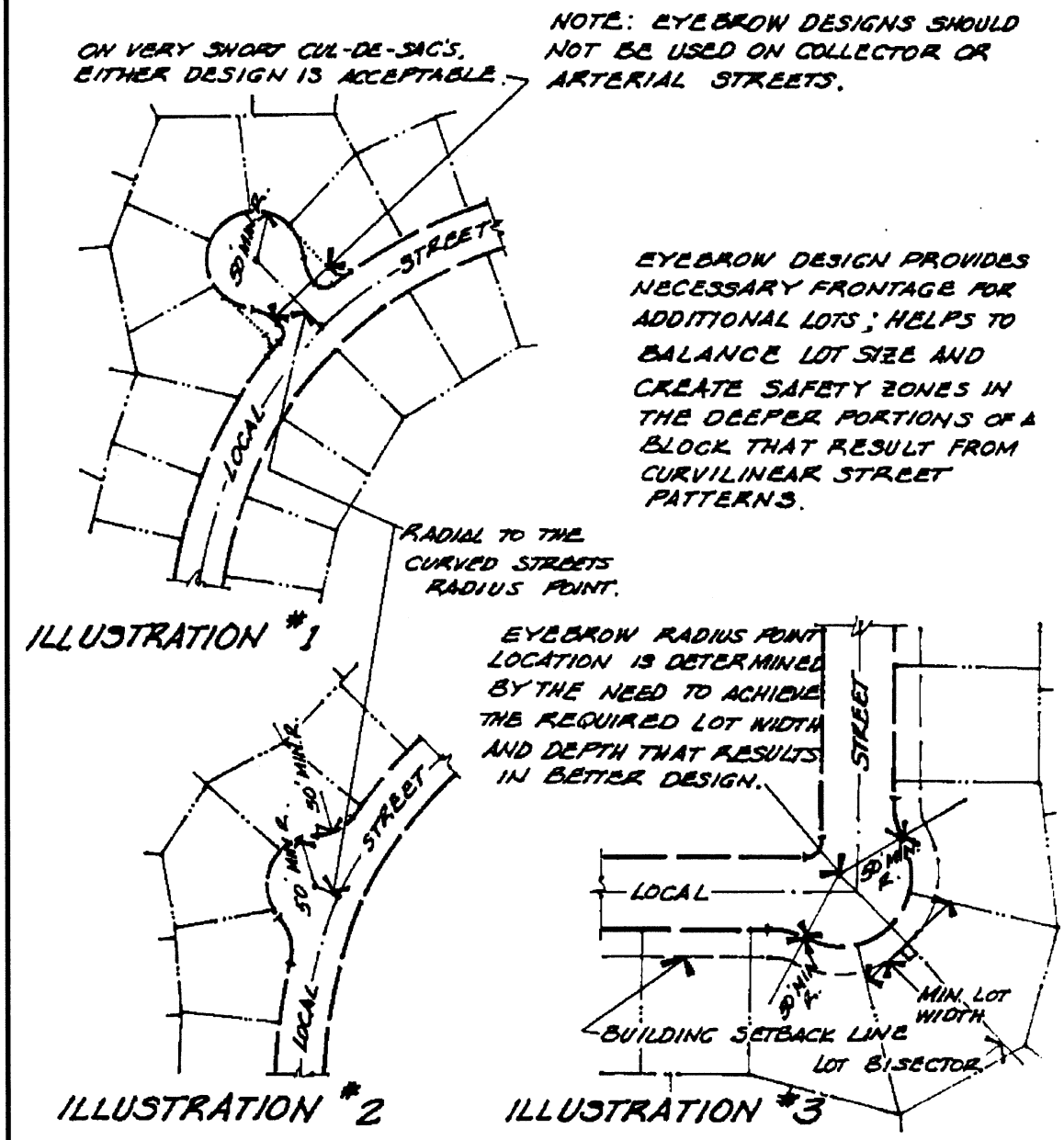


FIGURE 21

9-6-3

TEMPORARY TURNAROUND

ALTERNATE TURNAROUNDS FOR DIFFICULT SITES

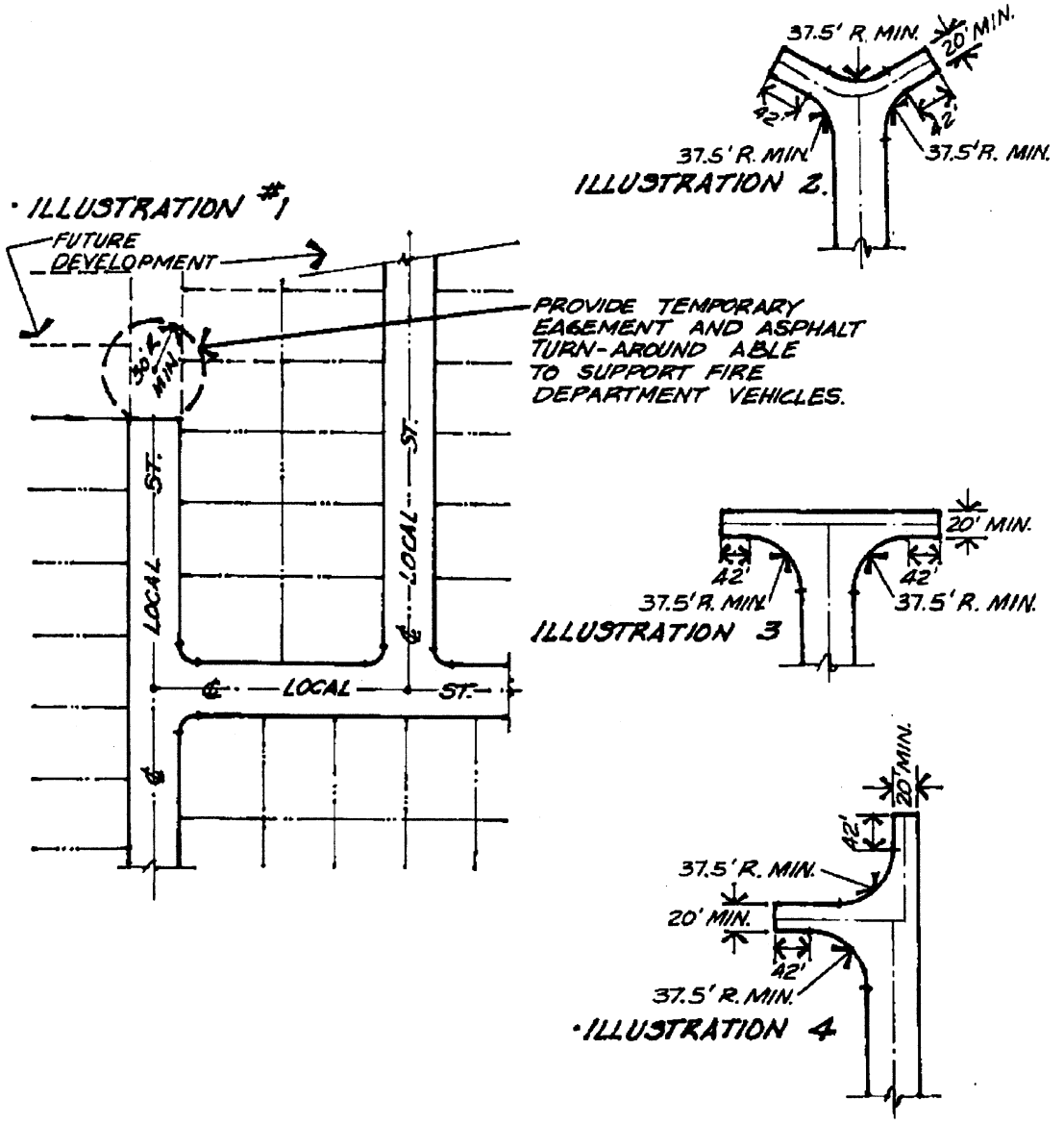
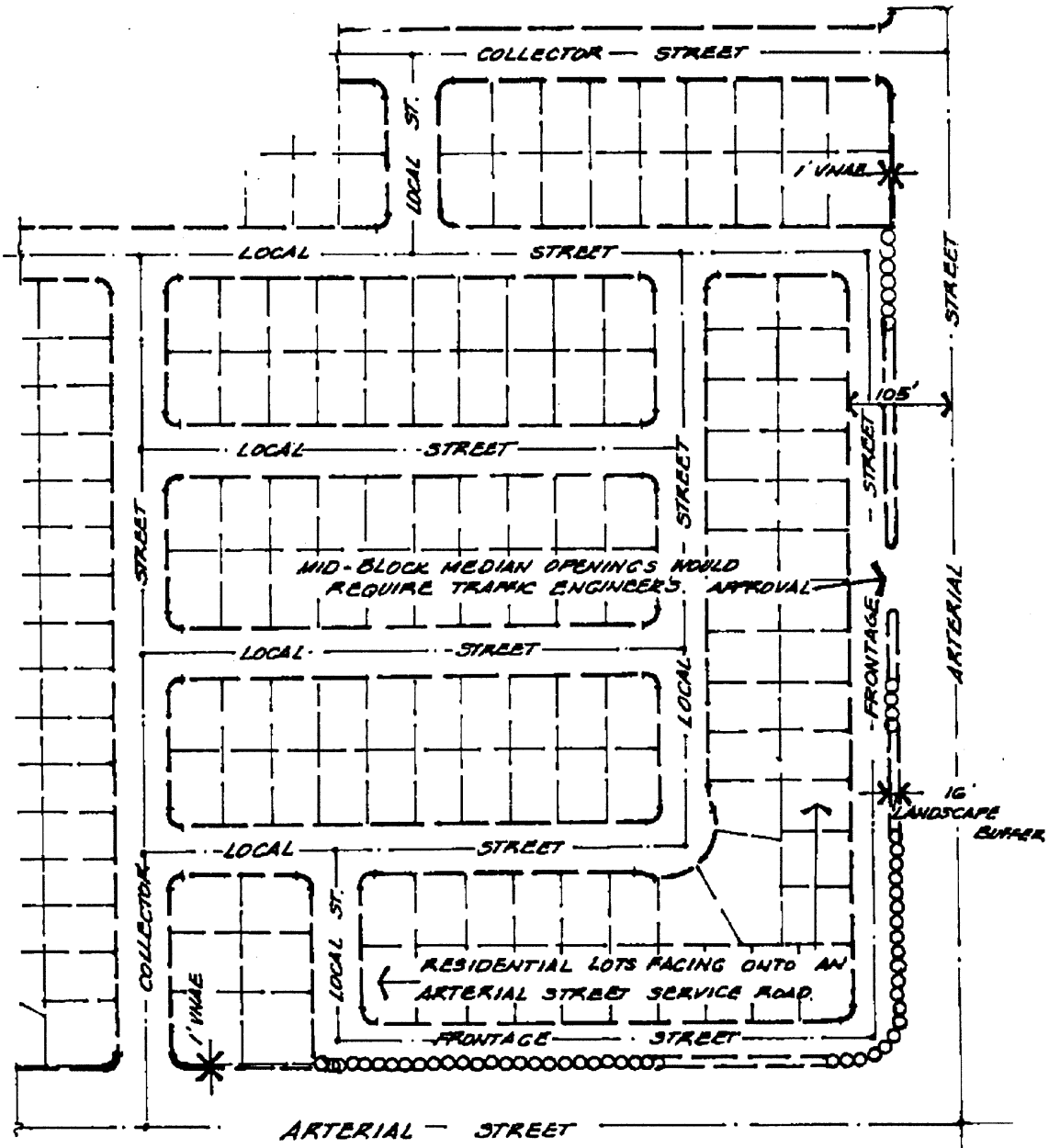


FIGURE 22

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.

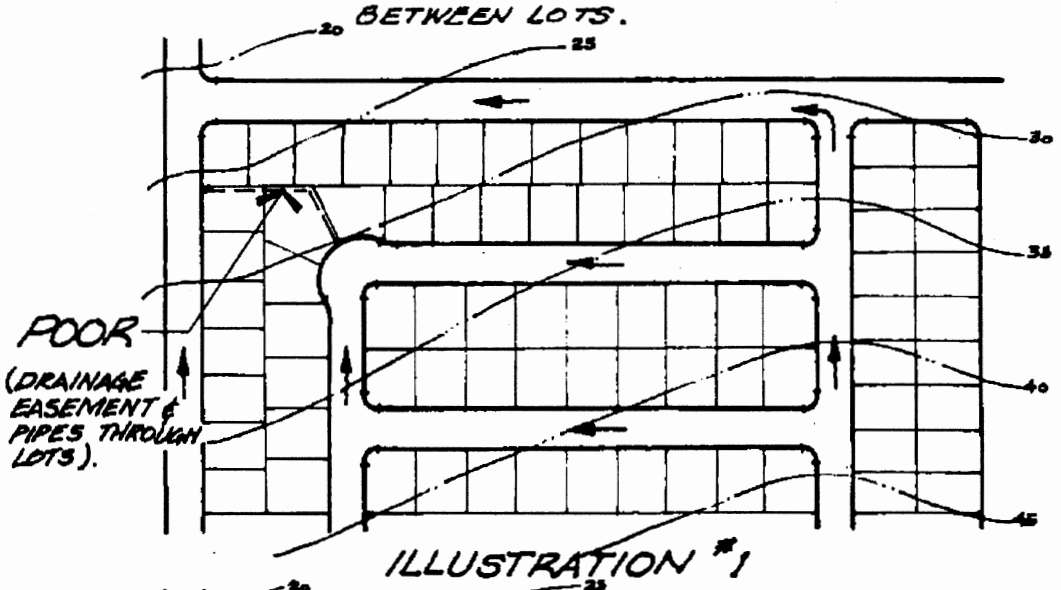


ILLUSTRATION #1

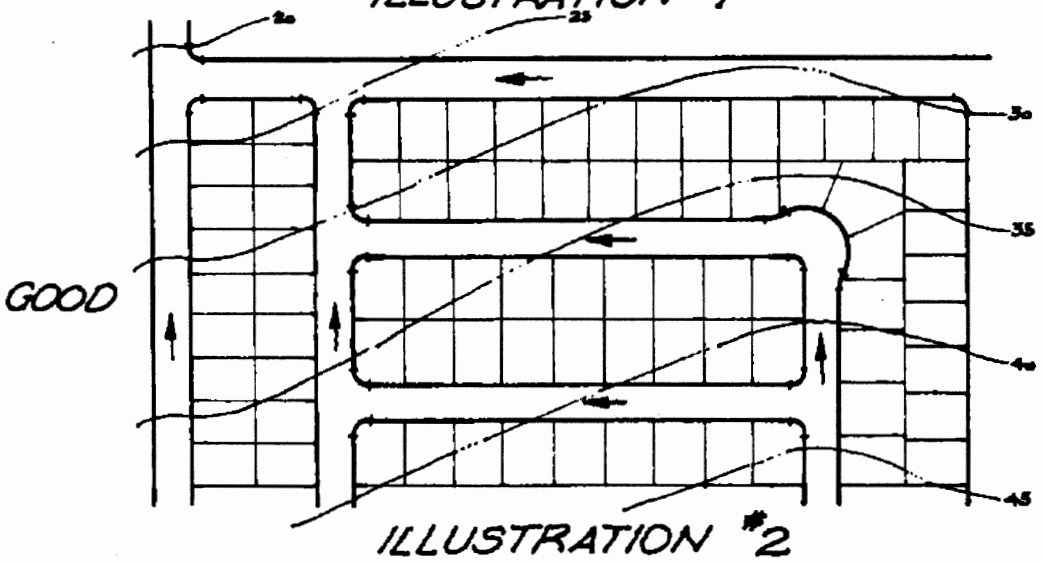


ILLUSTRATION #2

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.

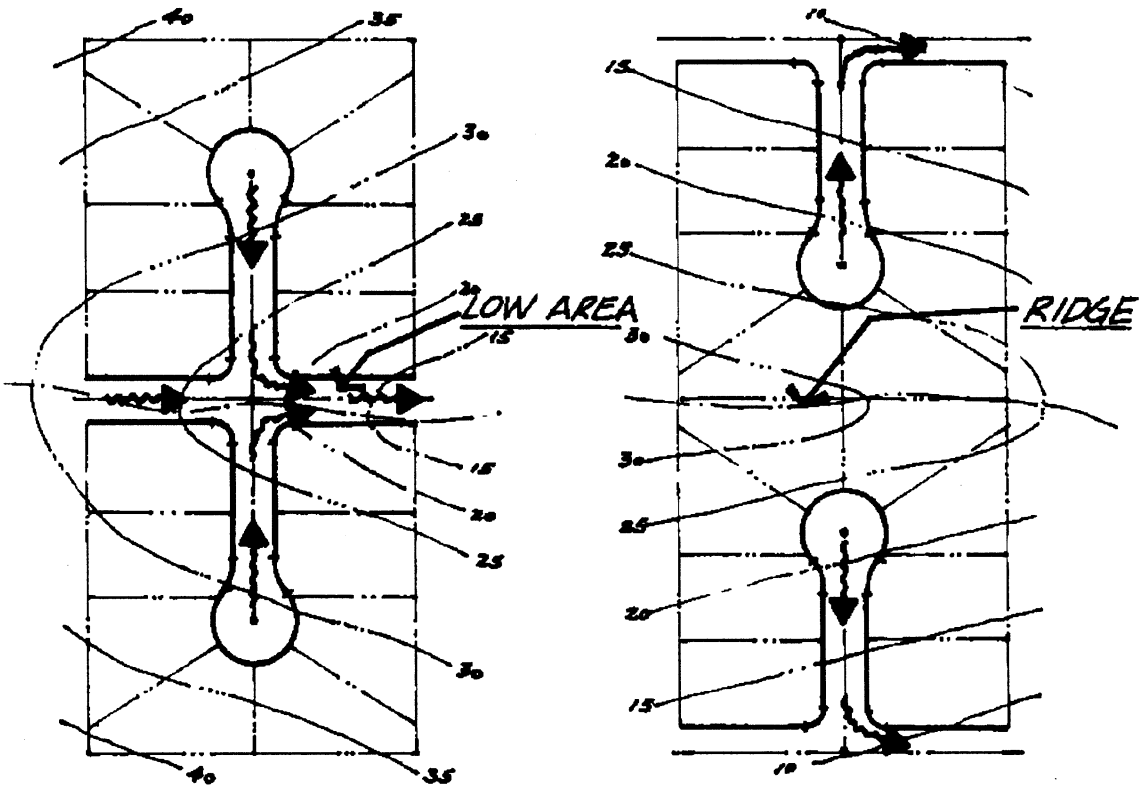


ILLUSTRATION #1 ILLUSTRATION #2

FIGURE 24b

9-6-3

INDUSTRIAL STREET DESIGN

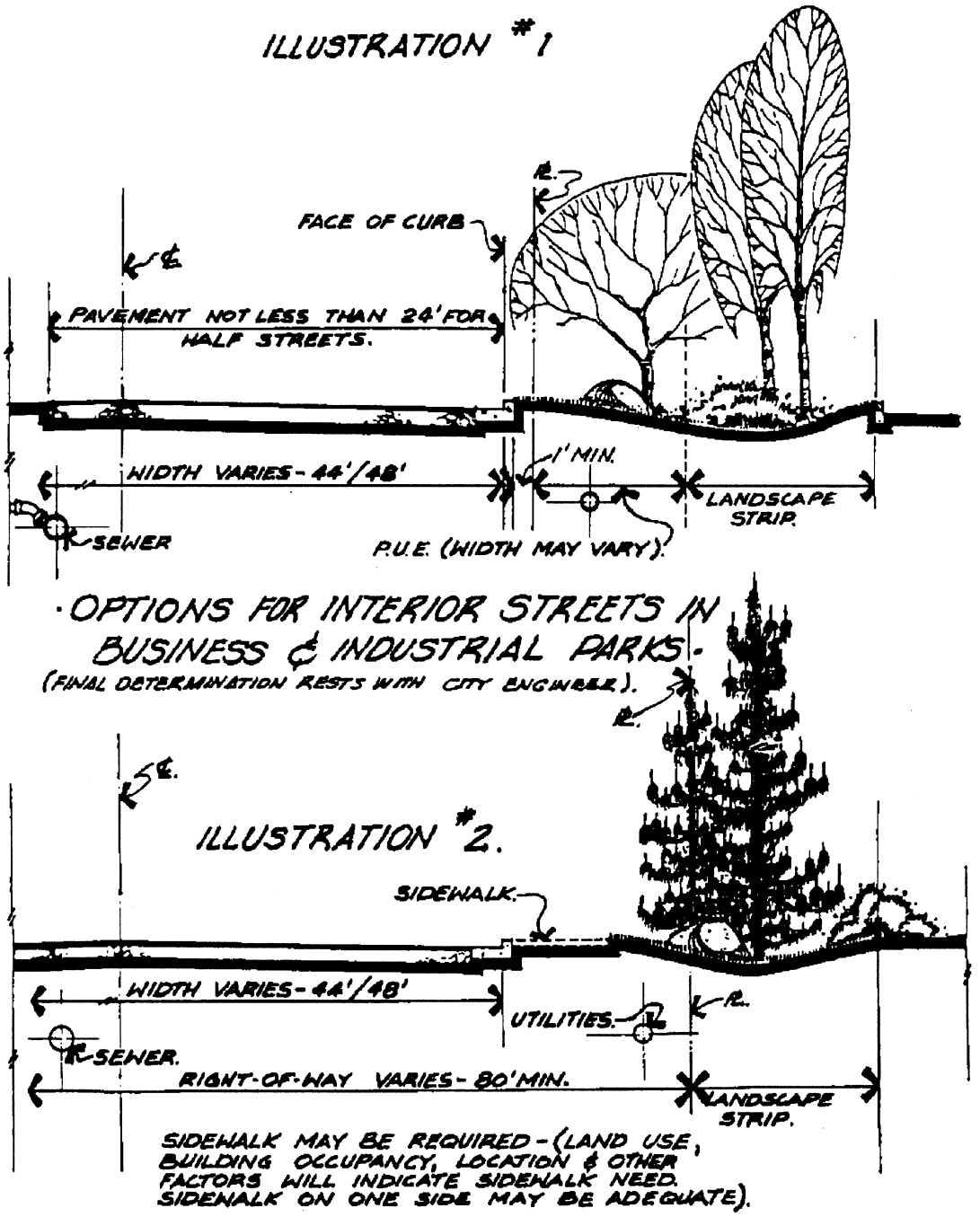


FIGURE 25

9-6-5

RIDGE LINE RESTRICTIONS

CURVE RADII & LENGTH, STREET GRADES

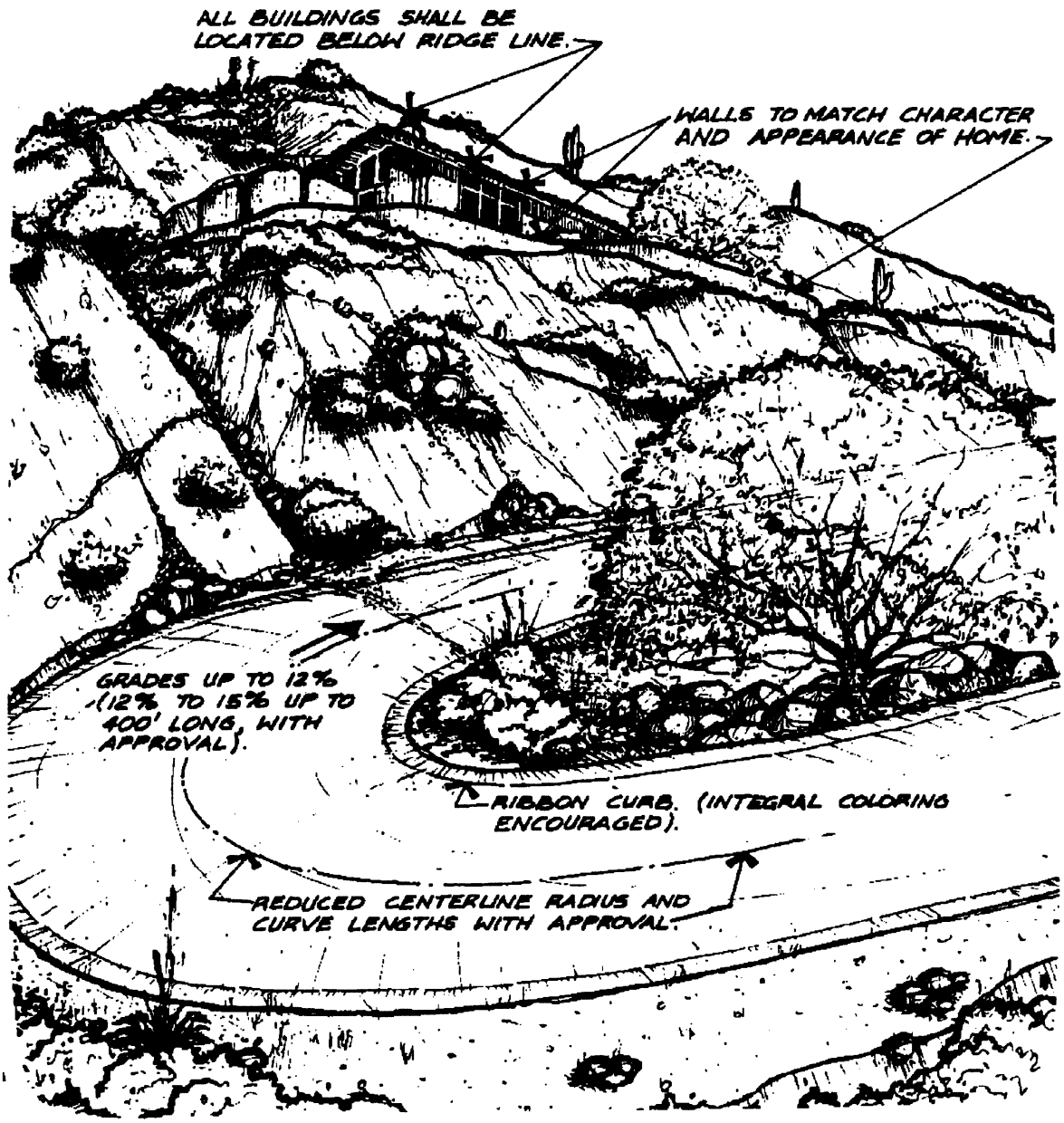


FIGURE 26

9-6-5

RETAINING WALL DESIGN

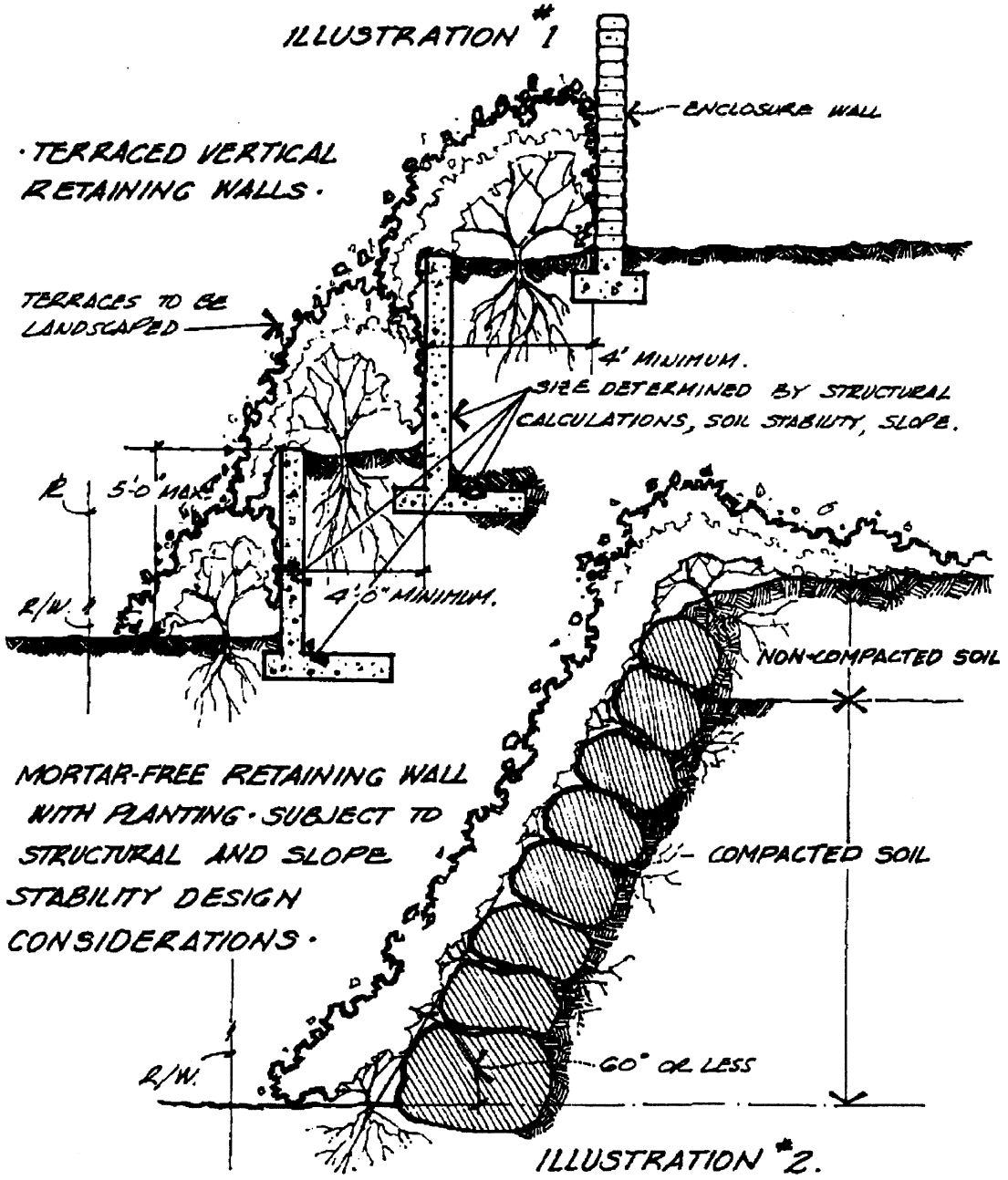


FIGURE 27

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FIGURE 28

9-6-5

DRAINAGEWAY CROSSING

CULVERT AND DIP SECTION

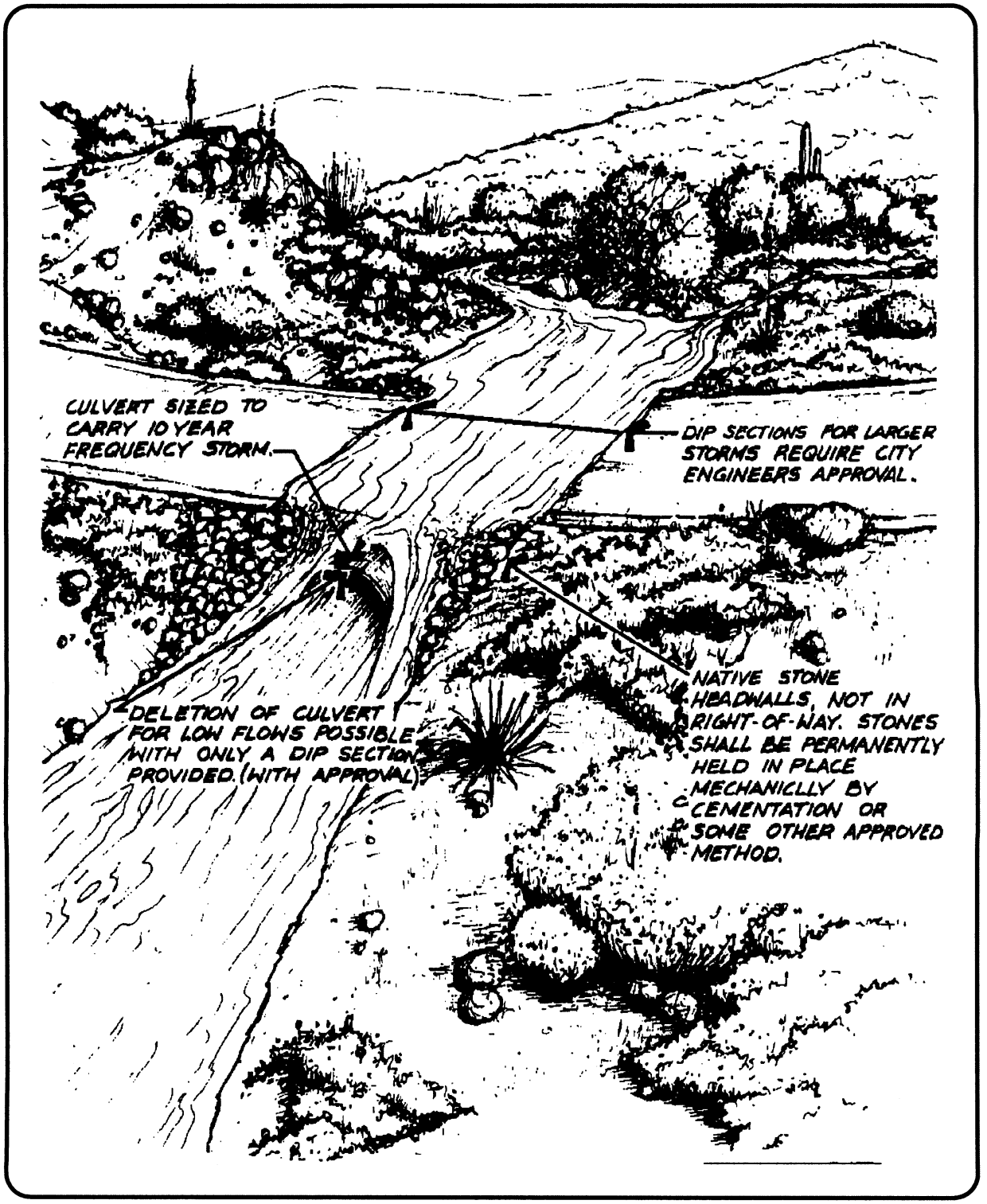


FIGURE 29

9-6-5

MULTIPLE CULVERTS

FOR LARGER DRAINAGEWAYS

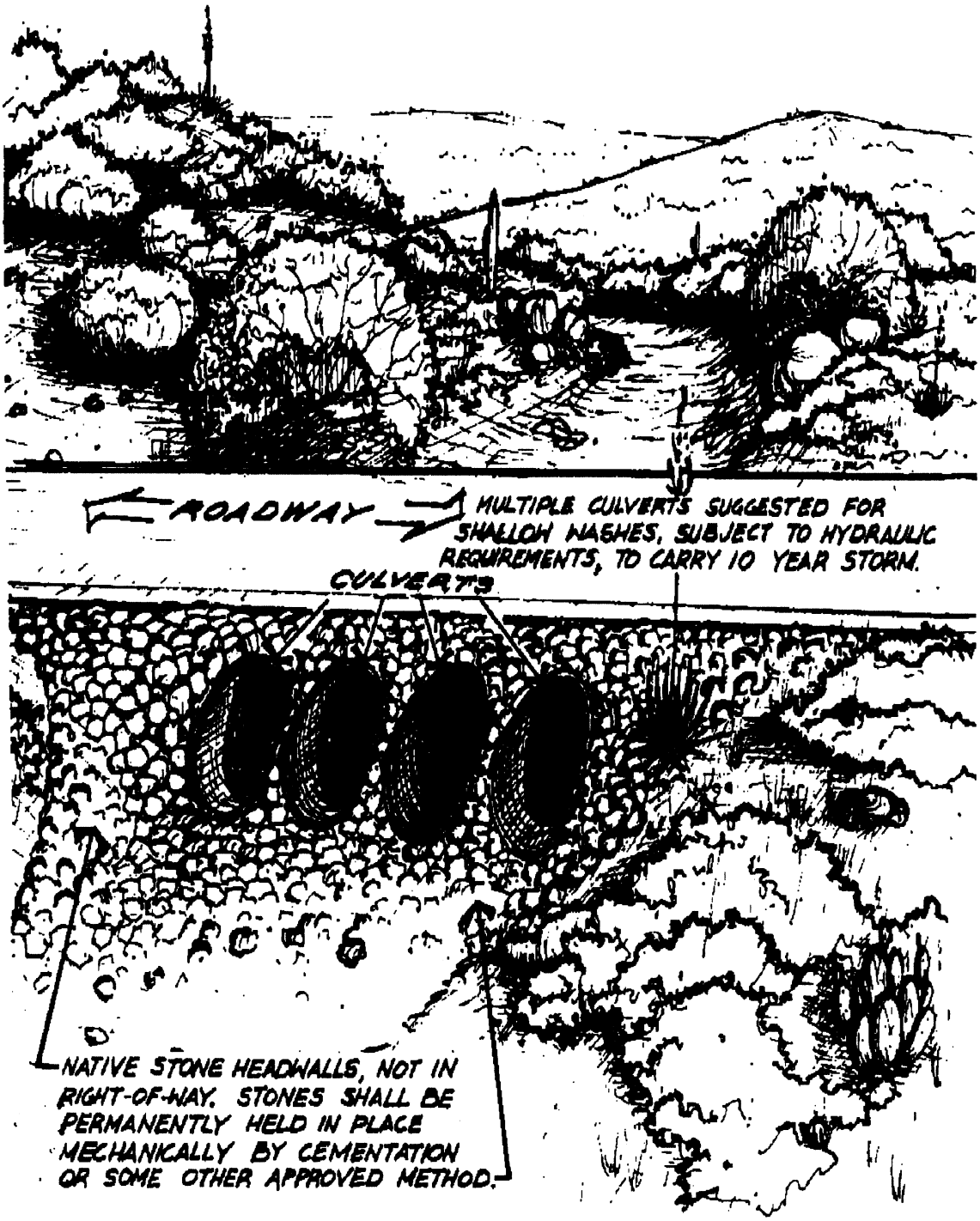
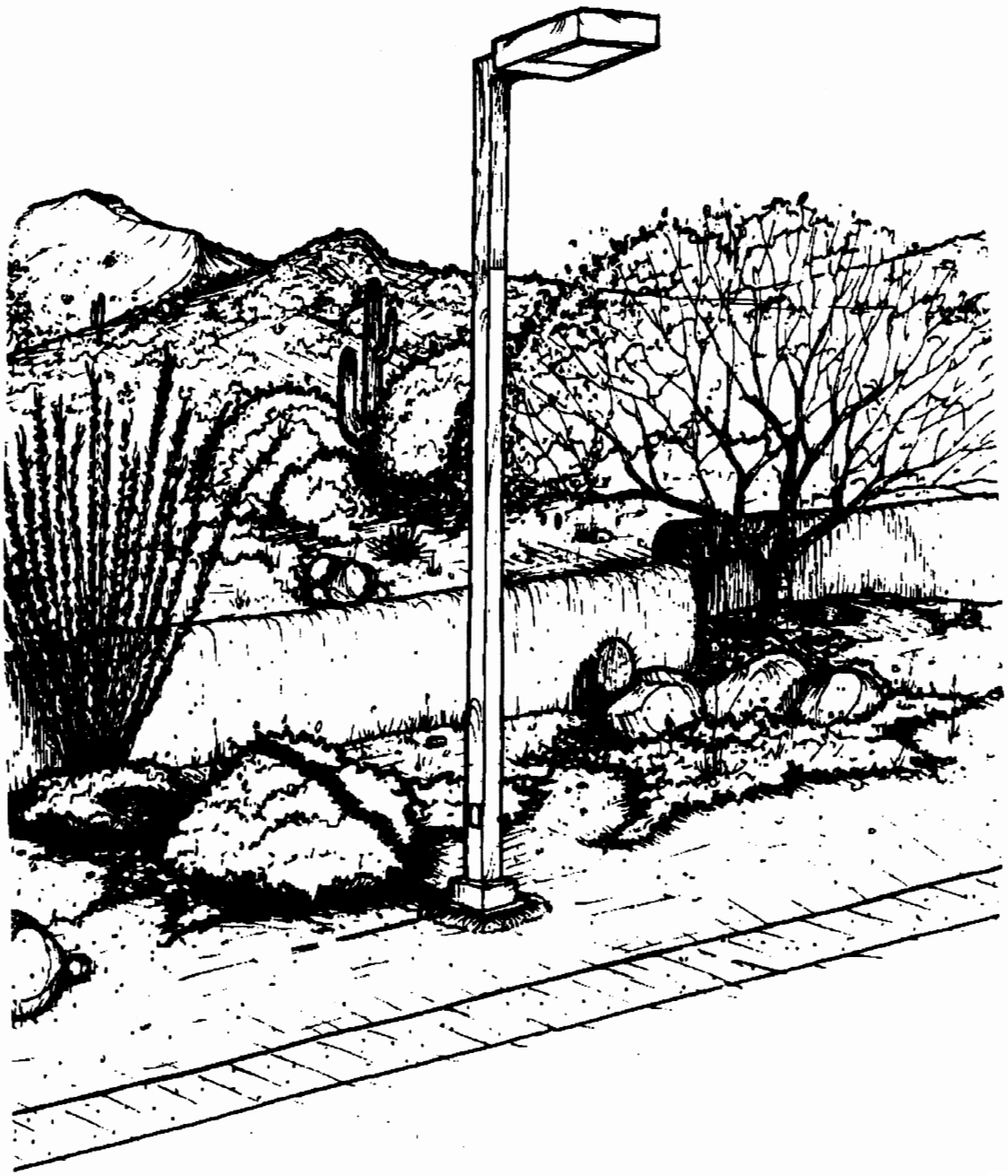


FIGURE 30

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

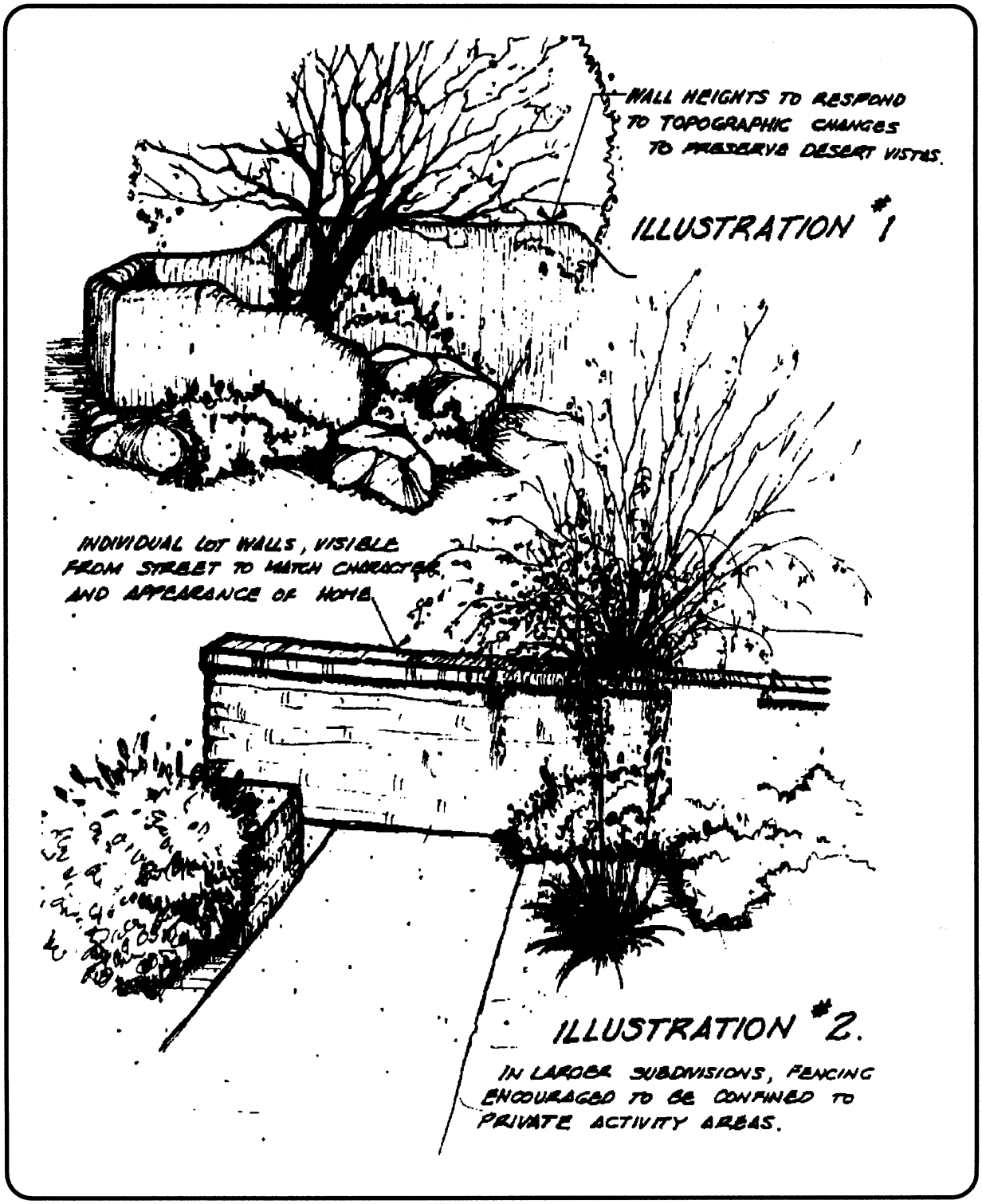


FIGURE 32

9-6-5

THORNY PLANT BUFFERING REQUIREMENTS

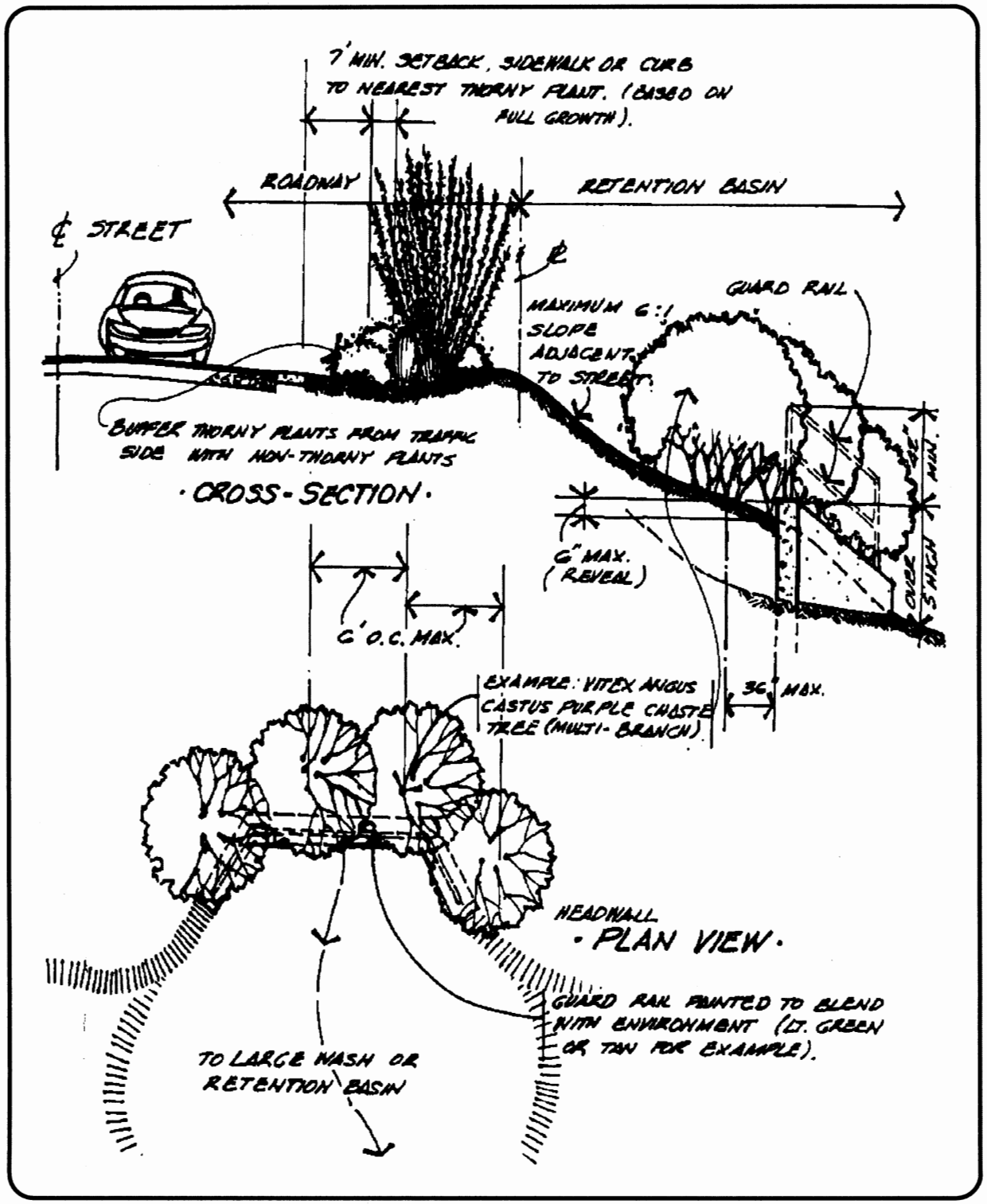


FIGURE 33

9-6-5

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

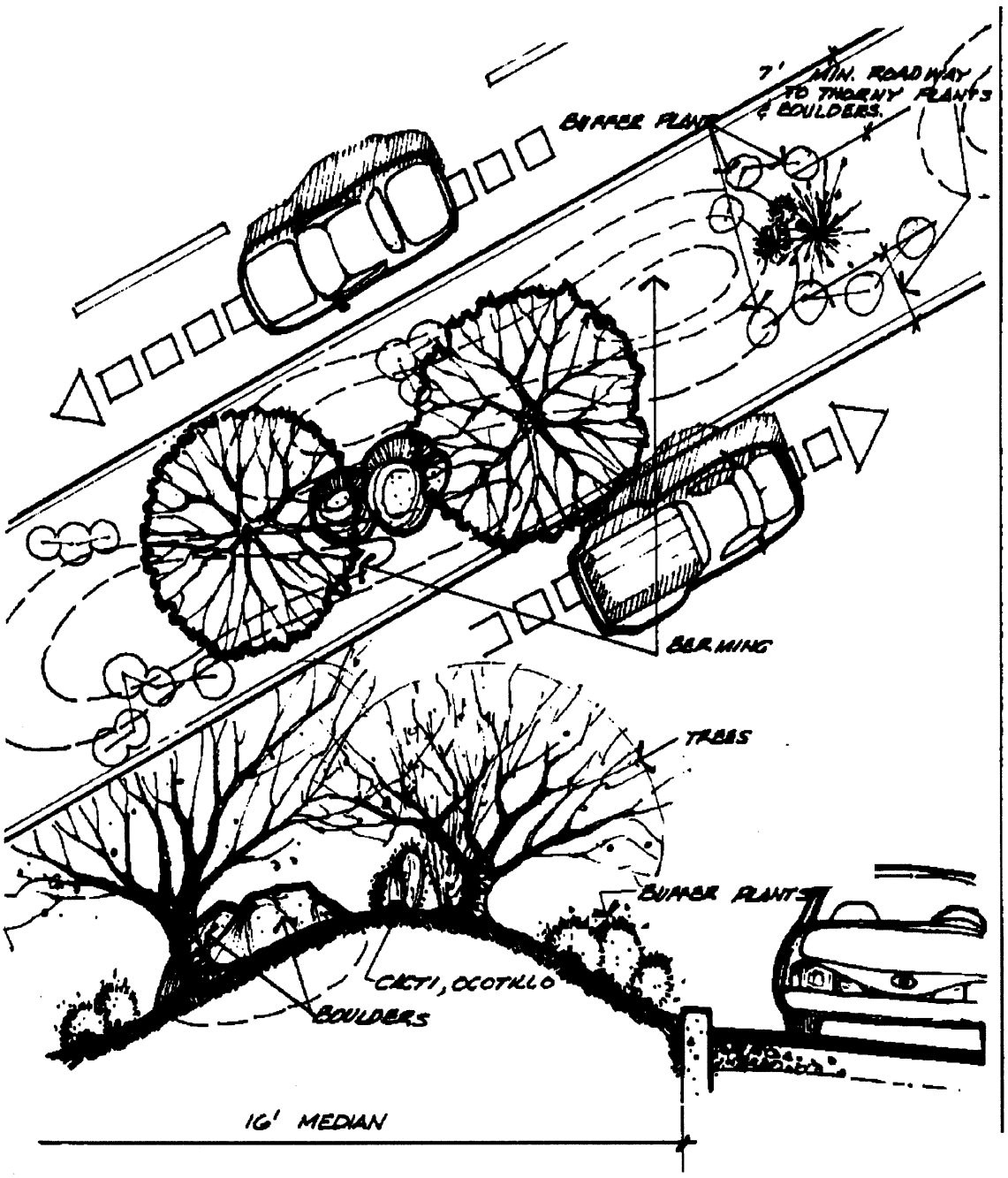


FIGURE 34

9-6-5

NATURAL DESERT CHARACTER FOR DRAINAGE CHANNELS

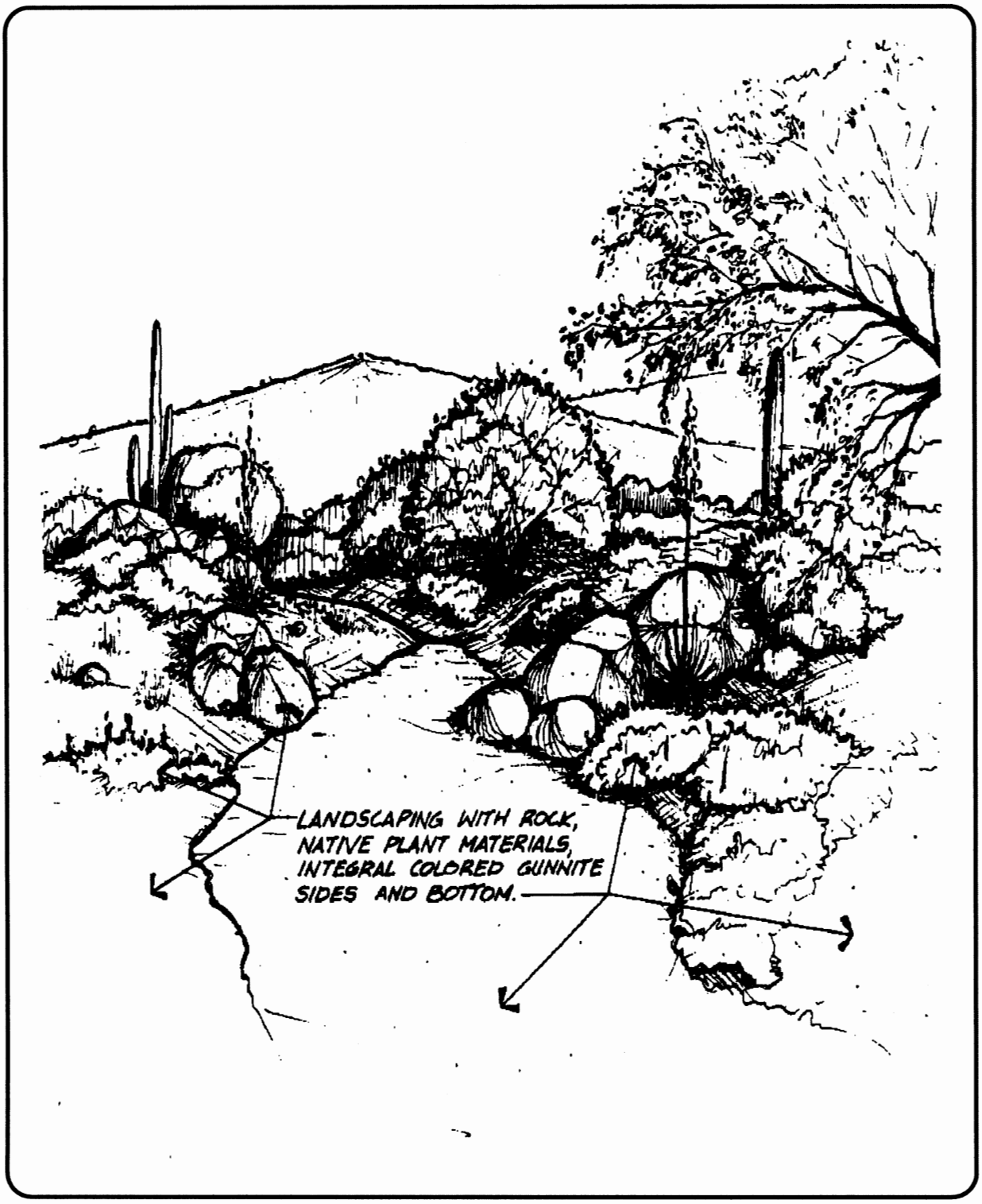


FIGURE 35

9-6-5

NATIVE PLANT PRESERVATION DESERT UPLANDS AREA

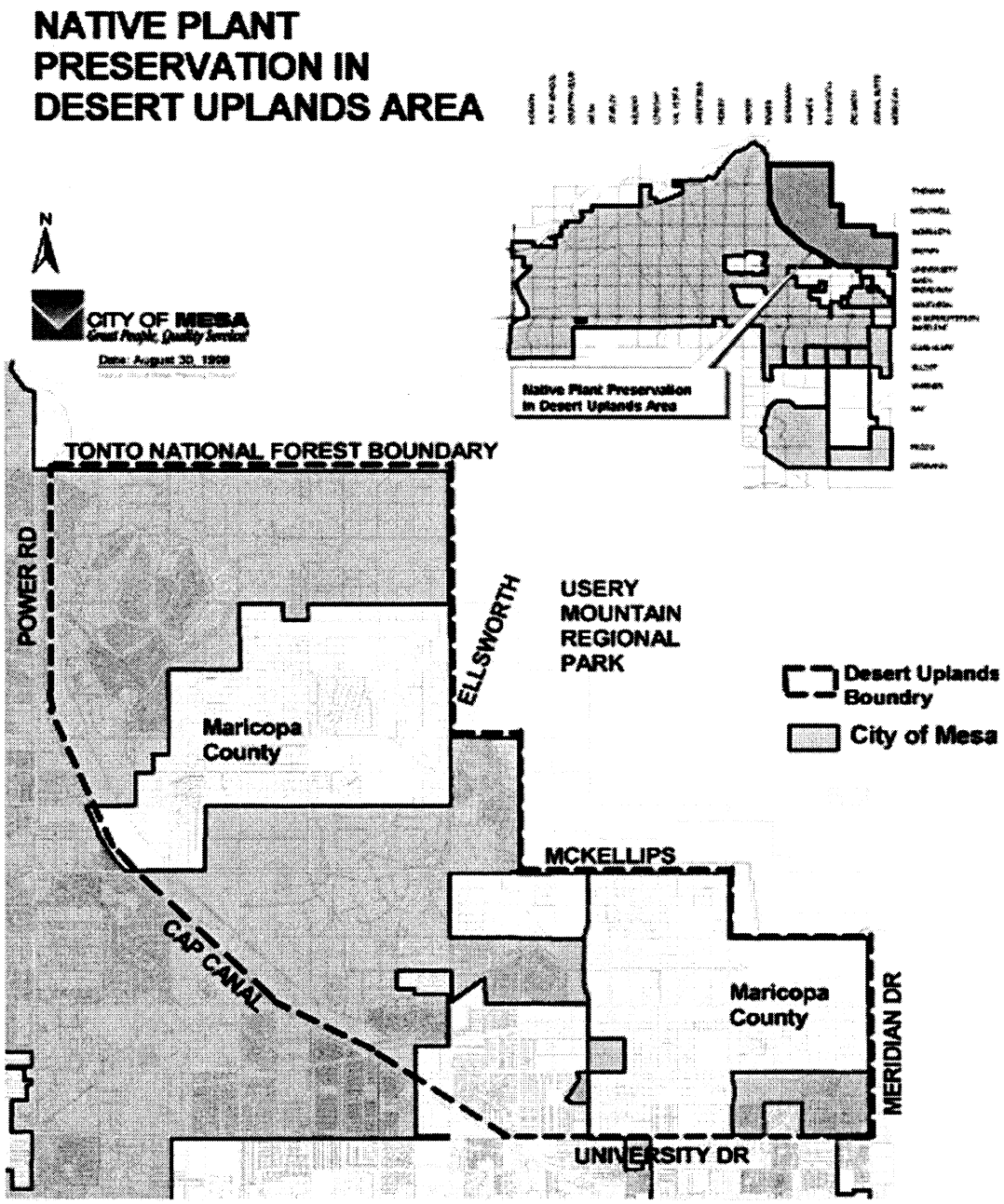


Figure 36

FIGURE 36

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