

Section 3 Design Standards

Subdivision 1 Blocks

1. Block Length. In general, for intersecting streets and roads, block length shall be provided at such intervals as to serve cross-traffic adequately and to meet existing streets and roads. Where no existing plats control, the blocks in residential subdivisions shall not exceed thirteen hundred twenty (1,320') feet in length, except where topography or other conditions justify a departure from this maximum. In blocks longer than eight hundred (800') feet, pedestrian ways and/or easements through the block may be required near the center of the block. Blocks for business or industrial use shall not exceed six hundred (600') feet in length.
2. Block Width. The width of the block shall be sufficient to allow two (2) tiers of lots of appropriate depth. Blocks intended for business or industrial use shall be of such width as to be considered most suitable for their respective use, including adequate space for off-street parking and deliveries.

Subdivision 2 Lots

1. The minimum lot area, lot width, and lot depth shall conform to the requirements of the Zoning District in which the plat is situated as required by the Isanti County Zoning Ordinance.
2. Corner lots for residential use shall have additional width to permit appropriate building setback from both roads as required by the Isanti County Zoning Ordinance.
3. Side lines of lots shall be approximately at right angles to road or street lines or radial to curved road or street lines.
4. Double frontage lots shall be avoided except where lots back on a highway or other arterial road, or where topographic or other conditions render subdividing otherwise unreasonable.
5. Every lot must have a minimum required frontage on a public dedicated road or street other than an alley, except on curvilinear street frontage the required frontage may be measured at the building setback line.
6. On the Preliminary Plat, Setback or building lines shall be shown on all lots intended for residential use and shall not be less than the setback required by the Isanti County Zoning Ordinance. On those lots which are intended for business or industrial use, the setback shall not be less than the setback required by the Isanti County Zoning Ordinance.

Subdivision 3 Roads, Highways, Streets, and Alleys

1. Except for cul-de-sacs, roads and streets normally shall connect with roads and streets already dedicated in adjoining or adjacent subdivisions, or provide for future connections to adjoining unsubdivided tracts, or shall be a reasonable projection or roads in the nearest subdivided tracts. The arrangement of highways shall be considered in their relation to the reasonable circulation of traffic, to topographic conditions, to runoff storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the area to be served.
2. Dead end streets and roads shall be prohibited, but cul-de-sacs will be permitted where topography or other conditions justify their use.
3. Where the plat to be submitted includes only part of the tract owned or intended for development by the subdivider, a tentative plan of a proposed future street and road system for the unsubdivided portion shall be prepared and submitted by the subdivider.
4. When a tract is subdivided into larger than normal building lots or parcels, such lots or parcels shall be so arranged as to permit the logical location and openings of future roads and appropriate resubdivision, with provision for adequate utility connections for such resubdivision.
5. Under normal conditions, roads shall be designed so as to intersect as nearly as possible at right angles, except where topography or other conditions justify variations. The minimum angle of intersection of roads shall be eighty (80°) degrees. Road intersection jogs shall have an offset of not less than one hundred twenty five (125) feet.
6. Wherever the proposed subdivision contains or is adjacent to the right-of-way of a State highway, provision may be required for a marginal access street or road approximately parallel and adjacent to the boundary of such right-of-way, or for a road at a distance suitable for the appropriate use of land between such road and right-of-way. Such distance shall be determined with due consideration for the minimum distance required for approach connections to future grade separations, or for lot depths.
7. Alleys shall be provided in commercial and industrial districts, except that this requirement may be waived where other definite and assured provision is made for service access, such as on-site loading, unloading and parking consistent with and adequate for the uses proposed. Except where justified by special conditions, such as the continuation of an existing alley in the same block, alleys will not be approved in residential districts. Alleys where provided, shall not be less than twenty (20') feet wide. Dead end alleys shall

be avoided wherever possible, but if unavoidable, such dead end alleys may be approved if adequate turn around facilities are provided at the closed end.

8. Dedication of half streets or half roads will not be approved.
9. For all public ways hereafter dedicated and accepted, the minimum right-of-way width for streets, roads, highways, alleys, or pedestrian ways included in any subdivision shall not be less than the minimum dimensions for each classification as follows:

State Highway	As required by the Mn DOT
County Highways - major collector	120 feet
County Highways - all other	100 feet
Minor Roads	66 feet
Marginal Service Access Roads	66 feet
Alley	20 feet
Pedestrian Way	10 feet

Where the existing or anticipated traffic on State or County highways warrants greater widths of rights-of-way, these shall be required. Right-of-way widths for major intercity highways shall also meet standards established by the Minnesota Department of Transportation (Mn DOT).

10. Access to State and Federal highways shall be as required by the Mn DOT.
11. Road and highway grades. The grades in all streets, roads, highways and alleys in any subdivision shall not be greater than the maximum grades for each classification as follows:

State Highways	As required by the Mn DOT
County Highways	As required by the Isanti County
Highway Dept Minor Roads	Six percent (6%)
Marginal Service Access Roads	Six percent (6%)
Alleys	Six percent (6%)

In addition, there shall be a minimum grade on all roads and highways of not less than five tenths (5/10) of one percent (1%).

12. Road and Highway Alignments. The minimum horizontal and vertical alignment standards on all roads, highways and streets shall be as follows:

a. Horizontal - radii of center line:

State Highways	As required by the Mn DOT
County Highways	As required by the Isanti County
Highway Dept	Minor Roads Two Hundred fifteen (215') Feet
Marginal Service Access Roads	Two Hundred fifteen (215') feet

b. Vertical - all changes in street grades shall be connected by vertical parabolic curves of such length as follows:

State Highways	As required by the Mn DOT
County Highways	As required by the Isanti County
Highway Dept Minor Roads	Fifty (50) feet per 1% of algebraic grade difference

13. All proposed streets or roads shall be offered for dedication as public rights-of-way. Private roads shall only be allowed as part of a Planned Unit Development and shall be subject to the provisions of an approved "homeowners association" agreement approved by the County as part of the plat approval.

a. Additional conditions for private roads shall include:

(1) a duly executed and recordable contract applicable to all to property owners in the plat which specifies the method of assessment of maintenance costs, and a mechanism to enforce payment by each benefiting property owner.

(2) written reasons why it is in the best interest of the subdivider and future property owners that the road system be private and not accessible to the public and not to be accepted or maintained as a township road. Each deed of conveyance must contain reference to the contract for maintenance cost sharing stated above. The plat shall also make reference to the contract for maintenance sharing.

(3) the private road request shall also provide for access of emergency vehicles, should the road be capable of being blocked or gated, the individuals in the subdivision shall have the separate ability to open the road.

b. If the Planning Commission finds the reasons and enforcement mechanisms in place, it shall make a recommendation of approval to the County Commissioners as part of the final plat submission.

- c. Any private road approved by the County Board of Commissioners shall be constructed in accordance with the standards set forth for public roads in this ordinance.
 - d. The private road shall be memorialized on the plat .
14. Cul-de-sacs shall be limited to six hundred (600) feet in length. All cul-de-sacs shall have an outside curb radius of at least sixty (60) feet.
15. All roads improved as part of a subdivision plat shall meet the following road cross-section requirement;
- a. A minimum graded roadway top of thirty (30) feet,
 - b. A gravel surface of twenty -six (26) feet wide
 - c. A minimum of six (6) inches of Class 5 aggregate base,
 - d. A minimum inslope of 4:1, and a backslope of 3:1,
 - e. A minimum ditch depth of two (2) feet measured from the shoulder,
 - f. A minimum ditch bottom width of four (4) feet,
 - g. All available topsoil shall be salvaged on the slopes and ditch bottom, and seeded with an appropriate seed mixture. All exposed slopes shall also be stabilized to reduce erosion.

Subdivision 4 Easements

1. An easement for utilities at least seven (7') feet wide shall be provided along the side line of lots, front line and/or rear line of lots where necessary to from a continuous right-of-way, at least fourteen (14') feet in width. If necessary for the extension of main water or sewer lines or similar utilities, easements of greater width may be required along lot lines or across lots.
2. Utility easements shall connect with easements established in adjoining properties. These easements, when approved, shall not thereafter be changed without the approval of the County Board, by ordinance, upon the recommendation of the Planning Commission.
3. Drainage and Wetland easements shall be required where necessary to ensure proper drainage, and protect the interests of the public and the environment.

Subdivision 5 Public Sites and Open Space

1. In order to provide for suitable public and semi-public parks, playgrounds , conservation areas or other public recreation or open space areas, the County shall receive an established fee based upon the number of lots to be created, or a per lot basis. This fee shall be collected prior to the filing of the application for the final plat and all funds shall be deposited into a

separate account held by the County for the express purposes of park, or open space acquisition and development. The fee shall be established by Board resolution and may be revised from time to time by the Board.

Subdivision 6 Shoreland Land Suitability Analysis

- 1 Each lot created must be suitable in its natural state for the proposed use with minimal alteration.
2. Suitability analysis shall be based upon material provided by the DNR and shall consider the following:
 - a. susceptibility to flooding;
 - b. existence of wetlands;
 - c. soil and rock formations with severe limitations for development;
 - d. severe erosion potential;
 - e. steep topography;
 - f. inadequate water supply or sewage treatment capabilities;
 - g. near shore aquatic conditions unsuitable for waterbased recreation;
 - h. important fish and wildlife habitat;
 - i. presence of significant historic sites;
 - j. any other feature of the natural land likely to be harmful to the health, safety, or welfare of future residents of the proposed subdivision or the current residents of the county.
3. The suitability analysis may find the presence of the identified conditions, however, their presence may not necessarily render the site unsuitable for subdivision. The subdivision shall be required to incorporate these features into the design of the subdivision.