

- (e) Local street intersections with four (4) legs and all collector and arterial street intersections shall be designed to comply with the curve and tangent section requirements given in the Curve Table of this Section, unless otherwise approved by the Traffic Engineer and City Engineer (see Figure 6). (2474/Reso. 6188)
- (f) Local streets intersecting any street shall have a tangent section of centerline at least two hundred feet (200') in length measured from the right-of-way line of the intersecting street; except that no such tangent is required when the local street curve has a centerline radius of four hundred feet (400') or greater and is the terminating street at a "tee" intersection, with the center located on the intersecting street right-of-way line. Where topographic conditions make necessary other treatment to secure the best overall design, these standards may be modified by the Traffic Engineer and City Engineer (see Figure 6). (2474/Reso. 6188)
- (g) Street intersections with more than four (4) legs and Y-type intersections where legs meet at acute angles shall be prohibited. Intersections on the inside of a horizontal curve on arterial, collector, or local streets shall be avoided, unless otherwise approved by the Traffic Engineer and City Engineer (see Figure 9). (2474/Reso. 6188)
- (h) At all street intersections, property line corners shall be rounded by a circular arc, said arc having a minimum radius of fifteen feet (15') or by a cutoff whose tangent lengths would be equal to those of a rounded corner (see Figure 5). (2474/Reso. 6188)
- (i) All street intersections shall be designed to meet minimum sight distance visibility requirements (~~see Figure 20~~ **REFER TO ENGINEERING PROCEDURE MANUAL FOR SPECIFIC REQUIREMENTS**). (2474/Reso. 6188)

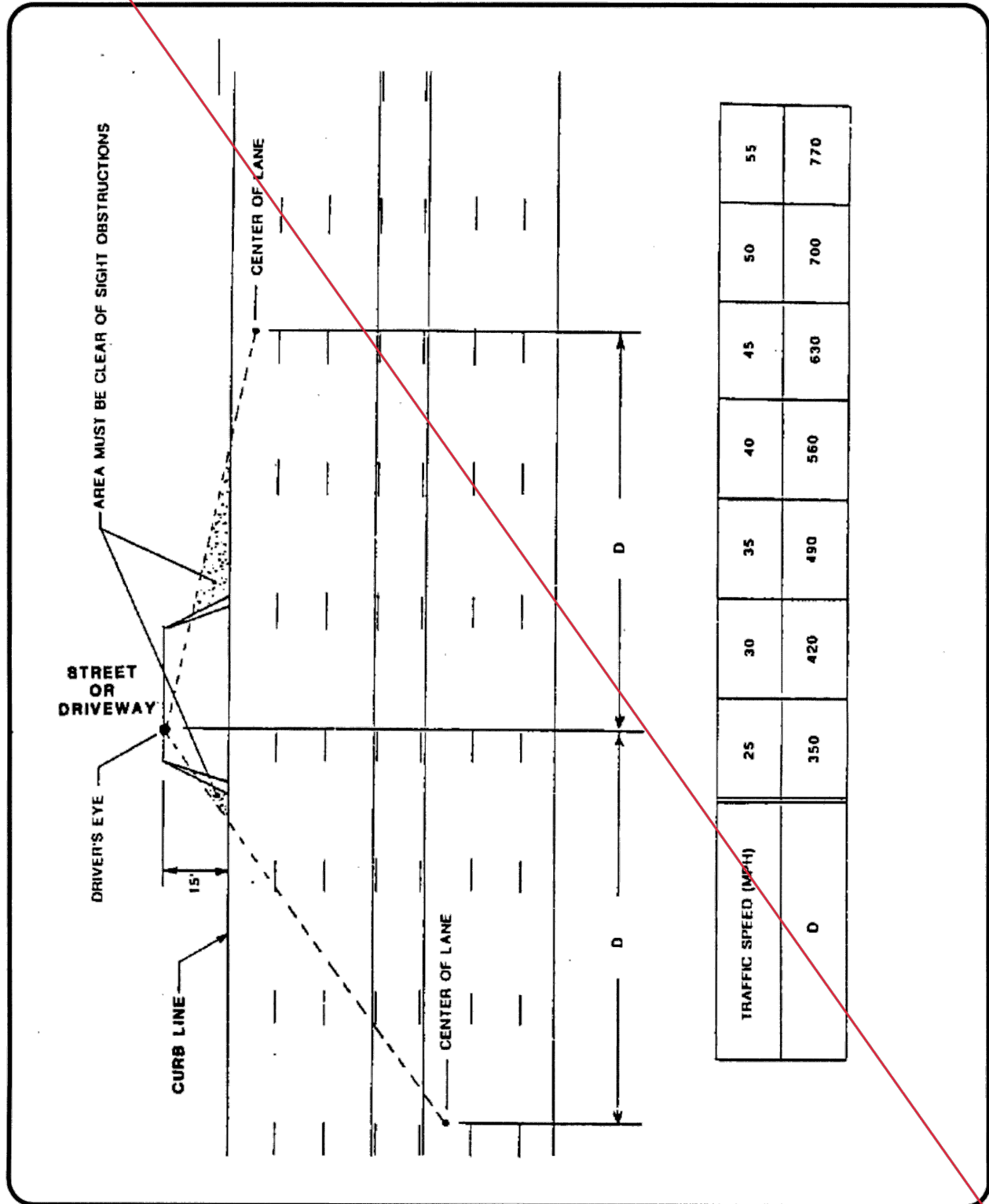
- 5. Private Streets. Private streets shall conform to the above-stated design standards. Where site conditions necessitate unique design solutions, modifications may be approved by the City Engineer. (2474/Reso. 6188)
- 6. Half-streets. Half-streets shall conform to the above-stated design standards. They shall, however, be a minimum of twenty-four feet (24') wide measured from the face of the curb to the edge of the asphaltic pavement. Additional right-of-way in excess of that normally required for one-half (1/2) of a street of that classification may be required as determined by the Traffic Engineer and City Engineer. (2474/Reso. 6188)

(D) Block Design. (2474/Reso. 6188)

- 1. The maximum length of blocks measured along the centerline of the street and between intersecting street centerlines is one thousand five hundred feet (1,500'); except that in a development with lot areas averaging one-half (1/2) acre or more or where conditions warrant, this maximum may be exceeded by five hundred feet (500'). Blocks shall be as long as reasonably possible under the circumstances within the above maximums in order to achieve depth and possible street economy and to reduce the expense and safety hazard arising from excessive street intersections (see Figure 10). (2474/Reso. 6188)

9-6-3

SIGHT DISTANCE REQUIREMENTS



10. Streetlights. Streetlights shall be installed along all streets within the subdivision and along all perimeter streets developed in conjunction with the subdivision. Streetlights shall be installed by the subdivider in accordance with plans approved by the Engineering Department and in conformance with City standards. For a single parcel development with less than one hundred fifty feet (150') of street frontage, the City Engineer may waive the required streetlight installation. If installation is waived, prior to the issuance of a building permit, the subdivider shall pay an amount determined by the City based on the street frontage to pay for the future installation of streetlights by the City or others. (2474/Reso. 6188)

11. Traffic Control Devices. Traffic control devices shall be provided or existing control devices shall be modified in conjunction with the development in accordance with designs approved by the Development Services Department, where required in accordance with the Mesa Transportation Division. The Transportation Division may defer the installation of required traffic control devices. (4570)

When the installation of required traffic control devices is deferred, the owner/developer shall pay the City a payment in-lieu of causing the actual design, installation, and/or construction of the devices. This in-lieu payment shall be based upon a cost estimate prepared by a professionally registered civil engineer and approved by the City of Mesa. The in-lieu payment cost estimate shall include all design costs, labor and materials costs, plus twenty percent (20%) for future contingency costs. All in-lieu payments shall be remitted to the City of Mesa as a condition of and in conjunction with the issuance of any on-site construction permits and/or off-site rights-of-way permits associated with the development project. (4570)

12. Street Name Signs. Street name signs shall be placed in all street intersections. The subdivider shall install signposts ~~meeting City standards at locations designated~~ **PER MESA STANDARD DETAILS WITH DESIGNS APPROVED** by the City **TRAFFIC** Engineer. ~~The signposts shall be in place prior to the completion of street paving. Prior to the issuance of a City permit for street paving, the subdivider shall pay to the City an amount per street name sign location as determined by the City Engineer to pay for the fabrication and installation of sign plates by the City.~~ (2474,4570/Reso. 6188)

13. Survey Monuments. Survey monuments conforming to City standards shall be installed at all corners, angle points, and points of curves and at all street intersections for streets within and around the perimeter of the subdivision and at such other locations as may be required by the City Engineer. After all improvements have been installed, the subdivider's registered land surveyor shall check the location of the monuments and mark the brass cap. (2474,4570/Reso. 6188)

14. Lot Corners. Iron pipe or round reinforced steel bars not less than one-half inch (1/2") in diameter shall be set at all corners, angle points, and points of curve for each lot within the subdivision prior to the recording of the plat, except that the City Engineer may approve a temporary delay where topographic conditions make it necessary. (2474,4570/Reso. 6188)

15. Parkway Landscaping. Parkway areas along arterial streets and other streets, as deemed necessary by the City Engineer, shall be landscaped in accordance with approved plans and standards set by the City Engineer. In PADs, a statement shall be contained in both the deed restrictions and the owners' association by-laws that all landscaping, including that within the public right-of-way adjacent to the site, shall remain the responsibility of the owners' association to maintain in perpetuity. (2474,4570/Reso. 6188)

10. Street Name Signs. Street name signs shall be placed in all street intersections. The developer shall install signposts ~~AND SIGNS meeting City standards at locations designated~~ **PER MESA STANDARD DETAILS WITH DESIGNS APPROVED** by the City **TRAFFIC** Engineer. ~~The signposts are to be in place prior to the completion of street paving. Prior to the issuance of a City permit for street paving, the developer shall pay to the City an amount, as determined by the City Engineer, per street name sign location for the fabrication and installation of sign units by the City.~~ (1095,4570)

11. Survey Monuments. Survey monuments conforming to City standards shall be installed at all corners, angle-points, points of curves, and at all street intersections adjacent to the land under development and at such other locations as may be required by the City Engineer. After all improvements have been installed, a registered land surveyor or registered civil engineer shall check the locations of the monuments and mark the brass cap. (1095,4570)

10-Oversize of Required Public Improvements. The developer may be required to oversize certain public street and utility improvements for the purpose of ensuring that the City of Mesa's public improvement standards for transportation, utility service, and infrastructure are maintained. The City of Mesa may participate in the increased costs of oversize improvements when approved by the Development Services Manager. The City's commitment to participate in these increased costs may be formalized in a development agreement limited to those improvements specifically identified as oversize and executed by the developer and the Development Services Manager. (2907,3105,3766, 4570)

9-8-4: MODIFICATIONS: (1095,1656,3105, 4570,4606,4771,4777)

- (A) Where an individualized assessment reveals the existence of special conditions involving topography, land ownership, adjacent development, parcel configuration, or other factors relating to the impact the development will have on the City's need for off-site improvements associated with the proposed development, the City Manager or designee may reduce, defer, or approve alternatives to the requirements and specifications contained in this Chapter based upon a finding that such conditions or factors exist and that the requirements will substantially impair existing uses or the ability for development. (3105,3766,4606,4771)
- (B) Where an individualized assessment reveals the existence of extraordinary conditions involving topography, land ownership, adjacent development, parcel configuration, or other factors, relating to the impact the development will have on the City's need for the dedication of rights-of-way, the City Manager or designee may eliminate, reduce, defer or approve alternatives to the dedication of rights-of-way requirements contained in this chapter upon finding that such conditions or factors exist and that the requirements will substantially impair existing uses or the ability for development. (4570,4606,4771,4777)