

Schedule B

Standards for Street Configurations

1. Major streets are wherever possible to be continued through the area being subdivided, without jogs, at a width deemed appropriate by the Approving Officer for the particular street involved.
2. Local streets shall conform in alignment, where practicable, to existing adjacent streets and shall have a width deemed sufficient by the Approving Officer for the particular area.
3. Jogs in local street alignment are to be avoided, unless the distance between centre lines at the jog is 100 feet (30.480 m) or more.
4. Where bends occur in street alignment exceeding 10 degrees, the angle shall be replaced by a curve with a minimum centre line radius of 200 feet (60.960 m).
5. Reversed curves in street alignment shall be separated by tangents if the Approving Officer so directs.
6. Streets are to be laid out with due regard to the topography so as to avoid flat or excessive grades.
7. Intersecting streets must meet at right angles or in close approximation thereto, unless the Approving Officer otherwise requires or permits. No streets shall intersect at an angle of less than 30 degrees.
8. Corner cut-offs may be required at acute angled intersections of streets and lanes.
9. Culs-de-sac, or dead-end streets, shall have an ample turn-around area at the closed end thereof, with proper facilities for street drainage. Unless otherwise approved by the City Engineer, any such culs-de-sac shall be not less than 40 feet (12.192 m) in width, and no more than 400 feet (121.920 m) in length.
10. Lanes shall be 20 feet (6.096 m) in width and shall, except with respect to any turn-around area aforesaid, be free from curves along their boundaries.
11. At right angle bends in a lane, triangular corner cut-offs, measuring not less than 10 feet (3.048 m) each way from the corner, may be required by the Approving Officer.
12. Acute angled intersections of lane with streets shall in general be avoided but due consideration shall be given to the continuity of lanes from block to block, in order to facilitate pole-line and other utility construction.
13. In determining block lengths, regard shall be had to access facilities for fire fighting and for other public and private utilities and services, as well as the need for facilitating vehicular and pedestrian traffic.

