

Figure 1

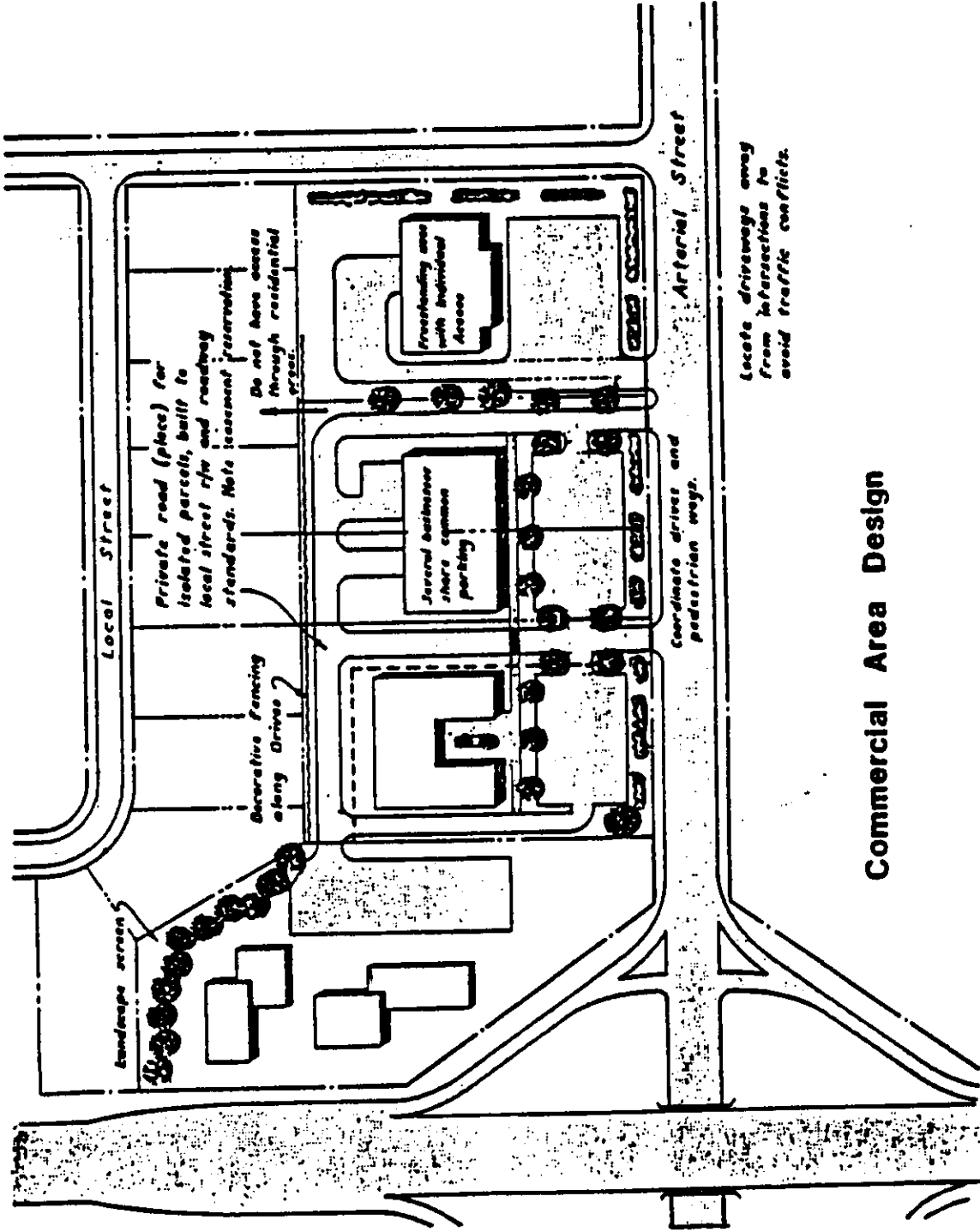
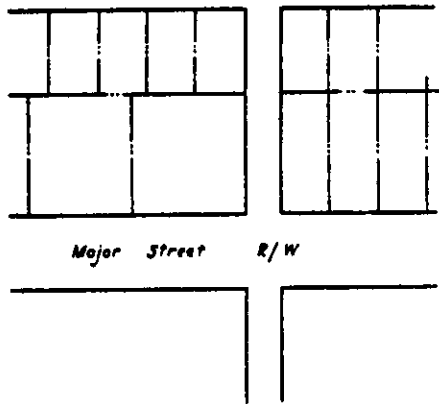


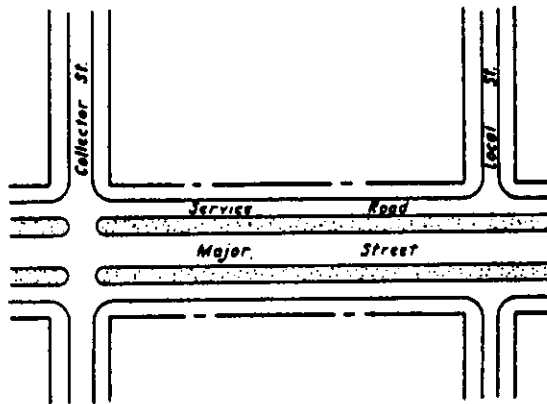
FIGURE 2

Suggested Treatment of Lots on Major Streets

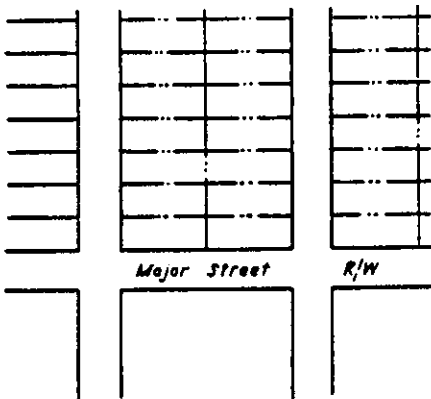
A. EXTRA SIZED LOTS



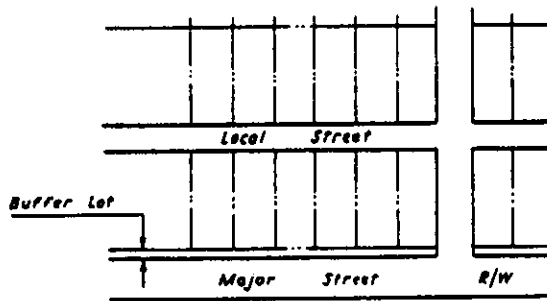
B. SERVICE ROADS



C. LOTS ORIENTED TO LOCAL ROADS



D. DOUBLE FRONTAGE LOTS



§ 151.38 COMMERCIAL SUBDIVISIONS.**(A) General.**

(1) The creation of new lots and of improvements in commercial areas involves features unique to these areas. To promote efficiency in the internal and external function of commercial areas as well as to promote visual attractiveness, certain elements should be incorporated in commercial subdivisions.

(2) Two factors are significant to commercial areas:

(a) Because of the typical pattern of multiple ownerships, the coordination of elements such as driveways, drives, and pedestrian ways becomes critical; and

(b) As commercial development requires specific commercial zoning, a careful review of zoning boundaries is necessary to ensure that unusable or mixed areas are not created.

(B) Commercial area design.

(1) When rear parking is not provided, off-street parking should also create an access and service drive with as few driveways as possible.

(2) Private streets (places) should not be encouraged. Where required, they can provide access to lots which would otherwise be inaccessible from a commercial street, or they can serve multiple building developments, where allowed by zoning. Normally, this condition will be necessary only with Planned Unit Developments (PUD).

(3) All commercial uses should be accessible only from major streets or from commercial streets as defined by the Planning Commission. Traffic for main commercial districts should not be required to travel on local streets. Neighborhood commercial centers or areas should be served by collector or arterial streets.

(4) Excessively deep lots should be avoided. Commercial uses should not project into residential areas, nor should unusable rear areas be created.

(5) When buildings are being sited whose businesses could involve pedestrian use, their orientation should consider walkway, sidewalk, and court systems.

(6) In a commercial subdivision where a proposed industrial development is in a park setting, public

sidewalks are required only on arterial and collector streets as specified in the transportation section of the Bowling Green master plan. Public sidewalks along interior, local streets are not required.

(1980 Code, § 151.38) (Ord. 3704, passed 6-5-1978; Am. Ord. 6525, passed 9-20-1999)

CONSTRUCTION STANDARDS**§ 151.45 STREETS AND SIDEWALKS.**

(A) All streets shall have straight curb and gutter, and the streets shall be designed according to the design considerations of the city.

(B) Only straight curb is permitted.

(C) No surface-treated or gravel streets or alleys will be permitted.

(D) Sidewalks shall be provided on all residential and commercial lots, except for industrial uses in a park setting as modified by § 151.38(B)(6) where sidewalks are provided only on arterial and collector streets. Minimum widths shall be four feet. Handicap ramps shall be built at intersections. These ramps shall comply with ODOT and ADA standards, being 42 U.S.C. §§ 12101 et seq. On all cul-de-sacs, an eight and one-half foot easement shall be provided in addition to the right-of-way for sidewalks. The easement shall start at the throat of the cul-de-sac. See Figure 3 for graphic illustration of cul-de-sac layout with the required sidewalk easement.

(E) Regulatory and street name signs and signposts meeting the standard specifications of the city shall be provided at the expense of the developer, as required by the city, with installation by the city. After initial installations, replacement signs and signposts shall be provided by the city.

(F) Streets and alleys shall be graded to full width of the dedicated right-of-way, and side slopes, if any, shall start at the right-of-way line and slope upward or downward as topography necessitates.

(G) Where alleys or similar accessways are approved by the Planning Commission, they shall be properly graded the full width of the right-of-way and with pavement designed to the above specifications.

(H) Guardrail shall be constructed and berm width increased two feet when the vertical distance from the