

CONSTRUCTION STANDARDS
for the
TOWN OF SANFORD

Broome County, New York

ADOPTED BY:

The Town Board of the Town of Sanford — June 15, 1993

The Planning Board of the Town of Sanford — June 9, 1993

ARTICLE 100--REQUIRED IMPROVEMENTS

101. General

After adoption of a resolution approving a Final Subdivision Plat and before the Plat is endorsed by the Planning Board, the applicant shall be required to complete, at his expense and without reimbursement by the Town or any special district, all road, sanitary, storm drainage, and other improvements, including lot improvements as shown on the approved Construction Plans or as otherwise specified in the resolution. The Planning Board may, in a special or peculiar circumstance of a particular case, modify or waive a requirement only by specific resolution.

102. Performance Bond and Completion of Improvements

Before the Planning Board grants Final Approval of the Subdivision Plat, the applicant shall follow the procedure set forth in either subparagraph A) or subparagraph B) below and comply with Section 277 of the Town Law.

A) In an amount set by the Planning Board from an estimate proposed by the Town Highway Superintendent or other duly designated officer, the applicant shall either file with the Town Clerk a certified check to cover the full cost of the required improvements or the applicant shall file with the Town Clerk a performance bond issued by a bonding or surety company approved by the Town Board to cover the full cost of the required improvements. Any such bond shall comply with the requirements of Section 277 of the Town Law and further shall be satisfactory to the Town Board and Town Attorney as to form, sufficiency, manner of execution and surety. A period of one year (or other such period as the Planning Board may determine appropriate, not to exceed three (3) years, shall be set forth in the bond within which required improvements must be completed.

...OR...

B) The applicant shall complete all required improvements to the satisfaction of the Road Review Committee or other representative designated by the Town Board to fulfill such duties who shall file with the Planning Board a letter signifying the satisfactory completion of improvements required by the Board. For any required improvements not so completed and not approved, the applicant shall file with the Town Clerk a bond or certified check covering the costs of satisfactorily installing any improvements not approved by the Road Review Committee. Any such bond shall be satisfactory to the Town Board and Town Attorney as to form, sufficiency, manner of execution, and surety.

The Road Review Committee shall be appointed by the Town Supervisor to review plans and make periodic inspections during the construction phase of required improvements. The committee shall consist of one (1) member of the Planning Board, one (1) member of the Town Board, and the Town Highway Superintendent or his designee.

C) Modification of Bond

1) Extension of Bond

The time period specified for the completion of all required improvements as set forth in the bond, may be extended only by resolution of the Planning Board upon request in writing by the applicant, setting forth in detail the amount of work which has been completed, reasons for failure to complete the remainder of the work within the specified period, the maximum estimated time required to complete the remainder of the work and the time period extension which is requested.

2) Reduction of Bond

An applicant may request in writing that the Planning Board authorize a reduction in the amount of the bond. Such request shall itemize the extent of required improvements remaining to be completed and the bond reduction requested. Upon approval of the Town Board, and after due notice and public hearing, the Planning Board may, if it determines that sufficient required improvements have been install-

to warrant such action, reduce the face amount of the bond by an appropriate amount so that the new amount will cover the cost in full of all required improvements remaining to be completed, and any security deposited with the bond may be reduced proportionately.

103. *Modification of Required Improvements*

If, at any time before or during the construction of the required improvements, it is demonstrated to the satisfaction of the Road Review Committee that unforeseen conditions make it necessary or preferable to modify the location or design of such required improvements, the Road Review Committee shall, upon approval by the Planning Board, authorize modifications provided these modifications are within the spirit and intent of the Planning Board's approval and are not tantamount to the waiver or substantial alteration of the function of any improvements required by the Planning Board. If such modification affects the scope of work covered by a bond, the Planning Board may require or allow appropriate modification of such bond.

104. *Temporary Improvements*

The applicant shall build or pay for all costs of temporary improvements required by the Planning Board. Prior to the construction of any temporary facility or improvement, the applicant shall file with the Town Clerk a separate suitable bond for temporary facilities, which bond shall insure that the temporary facilities will be properly constructed, maintained and removed.

105. *Inspection of Improvements*

A) *Routine Inspection*

At least five (5) days prior to commencing construction of required improvements, the applicant shall pay to the Town Clerk the inspection fee required by the Planning Board and shall notify the Road Review Committee in writing of the time when he proposes to commence construction of such improvements. The Committee will then make periodic inspections to assure that all Town specifications and requirements shall be met during the construction of required improvements, and to assure the satisfactory completion of improvements and utilities required by the Planning Board.

B) *Final Inspection*

A final inspection of all improvements will be made to determine whether the work is satisfactory and in agreement with the approved Final Plat and construction drawings. The Planning Board may require that the final inspection report be certified by the Town Engineer. Upon a satisfactory final inspection report, action will be taken to release the performance bond covering such improvements and utilities (if a bond was filed). The Board Review Committee shall also notify the Planning Board that all work has been completed to its satisfaction.

C) *Inspection Fee*

An inspection fee, as may be promulgated from time to time, and on file with the Town Clerk, shall be paid to the Town prior to the time that Planning Board signs the Final Plat. No Building Permits nor Certificates of Occupancy shall be issued until all inspection fees (if required) are paid.

106. *Proper Installation Of Improvements*

If the Road Review Committee finds, upon inspection, that, either the required improvements have not been completed in accordance with the plans and specifications filed by the applicant, or that the required improvements have not been completed within the period specified in the Planning Board resolution of approval or the expiration date of the performance bond (if one exists), such approval shall be deemed to have expired, unless, upon request of the applicant, the period has been extended by resolution of the Planning Board.

If a bond has been filed, and if no application for the extension of such period has been made by the applicant, the Town Board may declare said bond to be in

default. The Town Board shall then notify the applicant and, if necessary, the bonding company and take all necessary steps to preserve the Town's rights under the bond. No plat shall be approved by the Planning Board as long as the applicant is in default on a previously approved Plat.

107. *Escrow Deposits For Lot Improvements*

A) *Acceptance*

Whenever, or by reason of the season of the year, any lot improvements required by these Regulations cannot be performed, the Road Review Committee may, nevertheless, permit the issuance of a Certificate of Occupancy, provided there is no danger to health, safety or general welfare, upon accepting a cash escrow deposit in an amount to be determined by the Road Review Committee for the cost of said improvements, if a performance bond covering such lot improvements is not already in existence. Any performance bond covering such lot improvements shall remain in full force and effect.

B) *Procedures*

All required improvements for which escrow monies have been accepted by the Town of Sanford at the time of issuance of a Certificate of Occupancy shall be installed by the developer within a period of nine (9) months from the date of deposit and issuance of the Certificate of Occupancy. In the event that the improvements have not been properly installed at the end of the time period, the Road Review Committee shall give two (2) weeks written notice to the applicant requiring him to install same; and, in the event the same are not installed properly in the discretion of the Road Review Committee, the Road Review Committee may request the Town Board to authorize the Town of Sanford to proceed to contract out the work for the sum not to exceed the amount of the escrow deposit. At the time of the issuance of the Certificate of Occupancy for which escrow monies are being deposited with the Town of Sanford, the applicant shall obtain the Certificate of Occupancy, a notarized statement from the purchaser or purchasers of the premises authorizing the Town of Sanford to install the improvements at the end of the nine (9)-month period, in event the same have not been duly installed by the applicant.

108. *Certificate of Occupancy*

A certificate of Occupancy shall not be issued for a structure within a subdivision where the improvements are guaranteed by a performance bond unless it is determined by the Planning Board that the following conditions have been complied with.

A) *Status of Road Improvements*

The improvement of the road or roads giving access to the structure has progressed to a stage deemed adequate by the Planning Board to render safe all-weather vehicular access for both routine and emergency purposes.

B) *Maintenance Agreements*

Written agreements have been filed providing for the maintenance of the bonded road or streets in such all-weather passable condition, including snow removal and sanding, during the period between the issuance of the Certificate of Occupancy and the acceptance of the fully completed road by the Town Board. If the road is not to be offered for dedication to the Town, maintenance agreements shall have been required by the Planning Board.

ARTICLE 200—GENERAL IMPROVEMENTS AND DESIGN STANDARDS

The Planning Board, in considering an application for the subdivision of land, shall be guided by, but shall not be bound by the following considerations and standards, upon which the Planning Board shall be the determining agent. In general, these standards shall be deemed to be the minimum requirements, for the convey-

nience, health, safety and welfare of the town and may be waived by the Planning Board only under special circumstances as determined by the Planning Board.

201. General Considerations

A) Conformance with Applicable Rules and Regulations

In addition to the requirements established herein, all subdivision plats shall comply with the following laws, rules and regulations.

1) All applicable statutory provisions

2) All local government laws, ordinances, rules, regulations and orders as applicable in the town including the Land Use Management Local Law of the Town of Sanford.

3) Town Comprehensive Plan, Official Map, Public Utilities Plan, and Capital Improvement Plan, as they may exist.

4) The rules and regulations of the Broome County Department of Health and the New York State Department of Health, Department of Environmental Conservation and other appropriate agencies as may be applicable.

5) The rules of the New York State Department of Transportation, if the subdivision abuts a State Highway.

6) The rules of the Broome County Department of Public Works, if the subdivision abuts a County highway.

7) All required improvements shall be constructed or installed to the Town's specifications.

8) Plat approval may be withheld if a subdivision is not in conformity with the above guidelines or with the policies established in Article 100 of these Standards.

B) Self-imposed Restrictions

The applicant may place restrictions on any of the land contained within the subdivision which are greater than those required by the Planning Board and these Regulations. Such restrictions shall be indicated on the final subdivision plat.

C) Plats Straddling Municipal Boundaries

In general, a lot as permitted by these Regulations shall not be divided by a municipal boundary. Where this is necessary, the Planning Board may require suitable legal agreements to assure that the portions of the lot will not be separated in the future and the portion(s) of the lot in the adjoining municipality will not be used for any purpose that would make it nonconforming if the entire lot were located in the town. Whenever a subdivision includes land in two or more municipalities, the approximate location of the municipal boundary line shall be shown on the plat.

Whenever access to a proposed subdivision can be obtained only across land in another municipality, the applicant shall furnish proof, satisfactory to the Planning Board, that such access has been legally established and that such access has been adequately improved or that a performance bond has been duly executed and is sufficient in amount to assure the adequate construction of the access road. However, the Planning Board may condition its approval of those parts of a subdivision which have access only across land in another municipality, by providing that no Building Permit shall be issued on lots within the town until such access to them has been properly established.

Approval by the Planning Board shall be granted only for that portion of the subdivision lying within the town, and such approval shall be contingent upon notification and/or approval by the Planning Board having jurisdiction over that portion within the adjacent municipality.

D) Monuments

Permanent monuments, to the minimum standards of one-half inch ($\frac{1}{2}$ ") steel rod, shall be required wherever deemed necessary by the Planning Board to enable all lines to be reproduced on the ground.

In general, monuments shall be located no more than 500 feet (500') apart on road lines and are required at all lot corners or at points of curvature or tangency on curved roads, and spaced to be within sight of one another along lines entirely within the road right-of-way.

Monuments shall be set vertically in solid ground at a height approved by the Planning Board with accurate reference to a permanently identifiable fixed point and shall meet or exceed the construction requirements specified in town construction codes and specifications.

E) Character of Land

Land to be subdivided shall be of such character that it can be used safely for building purposes without danger to health or peril from fire, flood or other natural hazard. Land subject to such hazards shall not be subdivided nor developed for residential purposes, nor for such other uses as may increase danger to health, life or property, or aggravate a flood hazard. Such land may be set aside for uses as shall not involve such danger nor produce unsatisfactory living conditions.

F) Reservations and Easements

All reservations and easements shall be clearly indicated on the Final Subdivision Plat, along with appropriate notations indicating the rights which exist with respect to each such reservation and/or easement title, if vested in interests other than the developer, shall be clearly indicated on all reservations for park and playground purposes.

G) Subdivision Name

The proposed name of the subdivision shall not duplicate, or too closely approximate phonetically, the name of any other subdivision in the area covered by these Regulations.

202. Lot Improvements

A) Lots To Be Buildable

The lot size, width, depth, shape and arrangement shall be such that there will be no foreseeable difficulty for reasons of topography or other natural conditions in securing building permits to build on all lots in compliance with these Regulations, the Broome County Department of Health and the New York State Health Department, Town Law 280(a) and the Land Use Management Local Law of the Town of Sanford.

B) Side Lines

Side lines of lots shall generally be at right angles to straight road lines and radial to curved road lines, unless a variance from this rule will give a better road or lot arrangement.

C) Corner Lots

In general, corner lots should be larger than interior lots to provide for proper building setback from each road and to provide a desirable building site.

D) Double Frontage Lots

Lots fronting on two roads, other than corner lots, shall be avoided except where deemed essential by the Planning Board in order to provide separation of residential development from major or collector roads, or to overcome problems of topography or orientation. The Planning Board may require greater lot depth, access limitations and/or buffer landscaping for such double frontage lots where the Board determines that such measures would be appropriate. The Planning Board shall determine the front lot line.

E) Lot Dimension

Lots shall be of sufficient size to accommodate buildings and individual sanitary sewage disposal systems designed in accordance with minimum specifications of any applicable State, County, Town of Sanford agencies having jurisdiction and with the Land Use Management Local Law of the Town of Sanford.

1. Driveways

For driveways with steep grades [any portion of a driveway with grade of twelve per cent (12%) or more], the Planning Board may require one or more off-road parking spaces at the base of the driveway to facilitate parking in inclement weather. Driveway access shall conform to the standards of the Town, County and State Highway Departments.

G) Access From Private Roads

The area proposed to be subdivided and all proposed lots shall have frontage on and direct access to a public road or private road which conforms to Town Law and construction specifications as prescribed in this Regulation.

Such required improvements to a private road shall be a condition of subdivision approval.

H) Soil Preservation

1) Soil Preservation and Final Grading

Land to be subdivided shall be designed in reasonable conformity to existing topography in order to minimize grading, cut and fill, to retain the natural contours, to limit storm water runoff, and to conserve the natural vegetative cover and soil. No top soil or excavated material shall be removed from its natural position except where necessary to the improvement of lots, the construction of roads and related facilities in accordance with the approved plan.

Topsoil shall be restored to its original depth and properly seeded and fertilized in those distributed areas not occupied by buildings or structures.

2) Lot Drainage

Lots shall be laid out so as to provide positive drainage away from all buildings and individual lot drainage shall be coordinated with the general storm drainage pattern for the area. Drainage shall be designed so as to avoid concentration of storm drainage water from each lot to adjacent lots.

I) Water Bodies

No more than twenty-five per cent (25%) of the area of a lot may be under water.

J) Other Improvements

The Planning Board may require the following improvements where the subdivision adjoins existing services or special districts: sidewalks, curbs, gutters, road lighting, road signs, road trees, school bus pickup areas, water mains, sanitary sewers, storm drains, fire hydrants and other utilities. The Planning Board may require such improvements as it considers necessary in the interest of the public health, safety and welfare.

K) Performance Bond To Include Lot Improvement

The performance bond shall include an amount to guarantee completion of all requirements contained in Article 100 of these Standards and the Subdivision Regulations of the Town of Sanford including, but not limited to, soil preservation, final grading, lot drainage, seeding, removal of debris and waste, and all other lot improvements required by the Planning Board.

Whether or not a Certificate of Occupancy has been issued, at the expiration of the performance bond, the local government may enforce the provisions of the bond where the provisions of this section or any other applicable law, ordinance, or regulation have not been complied with.

203. Roads

A) Road Layout

1) Location, Width, and Construction

Roads shall be of sufficient width, suitably located and adequately constructed to conform with the Town's Comprehensive Plan and the Land Use Management Local Law of the Town of Sanford and to accommodate the prospective traffic and

to afford satisfactory access to police, fire fighting, snow removal and other road maintenance equipment. The arrangement of roads shall be such as to cause no undue hardship to adjoining properties and shall be coordinated so as to compose a convenient system.

2) Continuation of Roads Into Adjacent Properties Arrangement

The arrangement of roads shall provide for their continuation between adjacent properties where such continuation is determined necessary for proper traffic movement, effective fire protection, efficient provision of utilities, and/or where such continuation is in accordance with a proposal shown in the Town Comprehensive Plan. Alternatively, if a road continuation is not determined to be warranted by the circumstances, or would result in unsafe traffic conditions or otherwise jeopardize the public safety and welfare, the Planning Board may require such road to be terminated short of the boundary lines of the subdivision.

3) Special Treatment Along Major Roads

When a subdivision abuts or contains an existing or proposed major road, the Planning Board may require the development of marginal access roads.

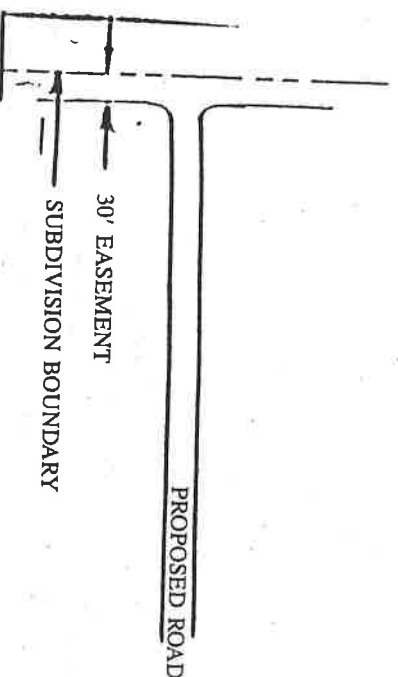
4) Provision for Future Resubdivision

Where a tract is subdivided into lots substantially larger than the minimum size and frontage recommendations in these Regulations, the Planning Board may require that roads and lots be laid out so as to permit future resubdivision in accordance with the requirements contained in these Regulations.

5) Dead End Roads

a) The construction of a cul-de-sac at the end of a dead end road is to be discouraged. In lieu of a cul-de-sac, the proposed road shall be constructed to the end of the subdivision boundary. This road shall terminate in a "T" shaped configuration of an easement 30' wide with the appropriate curb radius. The length of the arms of the "T" shall be established with the concurrence of the subdivision and the Town Highway Superintendent. The entrance at a dead end road shall bear a "Dead End" sign.

b) When necessity demands the provision of a cul-de-sac on a dead end road, the road shall be provided with a turnaround having a minimum radius of 60 feet to the outer pavement edge or the curb line.



6) Intersections With Collector Or Major Road

Minor or secondary road openings into such roads shall, in general, be at least five hundred feet (500') apart.

7) Offset Intersection

Offset intersections with line offsets of less than one hundred twenty-five feet (125') shall be avoided.

8) Angle of Intersection

In general, all roads shall join each other so that for a distance of at least sixty feet (60') the road is approximately at right angles to the road it joins. No road shall intersect with another at an angle of less than eighty degrees (80°) except a minimum of sixty degrees (60°) as allowed by the Planning Board after review. Provision shall be made for adequate grading, sight lines and width of road mouth.

9) Relation to Topography

The road plan of a proposed subdivision shall bear a logical relationship to the topography of the property, and all roads should be arranged so as to obtain as many of the building sites as possible at or about the grade of the roads. Grades of roads should conform as closely as possible to the original topography. In addition, a combination of steep grades and curves shall be avoided.

10) Road Names

All road names shown on the Preliminary Plat and Final Plat shall be approved by the Planning Board. Proposed road names shall be substantially different in sound and spelling from present names in the town so as not to cause confusion. A road which is a continuation of an existing road shall bear the same name.

B) Road Design Standards

1) General

In order to provide for roads of suitable location, width and improvement to accommodate prospective traffic and afford satisfactory access to police, emergency vehicles, fire fighting, snow removal, sanitation and road maintenance equipment and school buses, the following design standards are hereby required. All roadway and related construction, whether to be offered for dedication or not, shall be the responsibility of the applicant unless otherwise indicated, and shall be in accord with the standards of this Section, summary charts A, B and C as found in the Appendix of these Standards, and other relevant road standards developed by the Town of Sanford.

2) Changes in Grade

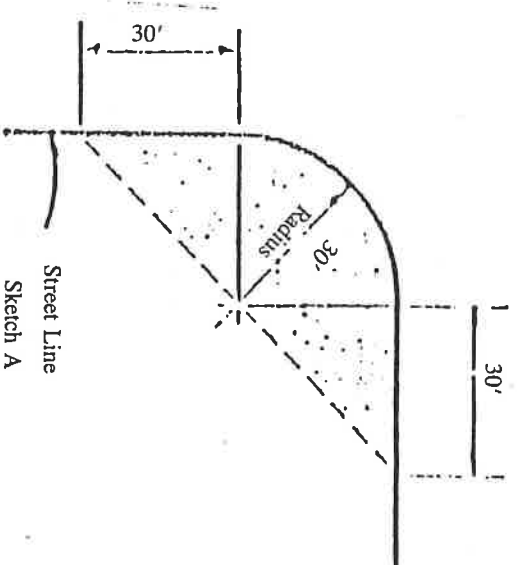
All changes in grade shall be connected by vertical curves of such length and radius as meet with the approval of the Road Review Committee so that clear visibility shall be provided for safe distance. A combination of steep grades and curves shall be avoided.

3) Watercourses And Bridges

Where a watercourse separates a proposed or existing road from abutting property, provision shall be made for access to all lots by means of culverts or other structures of design approved by the Road Review Committee.

4) Visibility of Intersections

In order to provide visibility for traffic safety, that portion of any corner lot (whether at an intersection entirely within the subdivision or of a new road with an existing road) which is shown shaded on Sketch A, shall be cleared of all growth (except isolated trees) and obstructions above the level three feet higher than the center line of the road. If directed, ground shall be excavated to achieve visibility. An easement for the enforcement of this provision shall be granted to the owner of the road and notation to this effect made on the Final Plat.



5) Slope Easements

Where steep slopes beyond the road right-of-way may require maintenance, an easement may be required for such purpose. Where the embankment slope is located on private land outside the subdivision, such easement shall be permitted only where the appropriate rights have been secured in a form satisfactory to the Town Attorney and suitable for recording in the Office of the Broome County Clerk.

6) Road Lighting Standards

Where required by the Planning Board, road lighting of a design and location approved by the appropriate utility company and the Planning Board shall be provided and installed by the applicant.

7) Road Signs

Road signs, of the type approved by the Road Review Committee, including highway warning and directional signs, shall be provided by the applicant and placed at all locations, within the road right-of-way and in locations approved by the Road Review Committee.

C) Commercial Road

1) Service Roads or Loading Space in Commercial Development

Paved rear service roads of not less than twenty feet (20') in width, or in lieu thereof, adequate off-road loading space, suitably surfaced, shall be provided in connection with lots designed for commercial use.

2) Free Flow of Vehicular Traffic Abutting Commercial Developments

In front of areas designed for commercial use, or where commercial use is contemplated the road width shall be increased by such amount on each side as may be deemed necessary by the Planning Board to assure the free flow of traffic without interference by parked or parking vehicles, and to provide adequate and safe parking space for such commercial or business district.

D) Road Dedications and Reservations

1) New Perimeter Roads

Road systems in new subdivisions shall be laid out so as to eliminate or avoid new perimeter half-roads. The Planning Board may authorize a new perimeter road where the applicant improves and dedicates the entire required road right-of-way width within the subdivision.

2) Widening and Realignment of Existing Roads

Where a subdivision borders on an existing road which is narrower than the recommended right-of-way width as specified for such roads in these Regulations, or where a subdivision borders an existing road planned for widening or realignment in such a way as to require the use of some land in the subdivision, the Planning Board may require the subdivision plat to show such areas which shall be marked "Reserved for Road Realignment (or Widening) Purposes". Land reserved for such purposes may not be counted in satisfying yard or lot area requirements.

3) School Bus Pickup Areas

Where a subdivision contains or abuts a major collector road, the Planning Board may require that the applicant reserve, clear, grade, pave or otherwise improve an area of such size and location as will provide a safe and suitable place for use by children awaiting school buses. Such area shall be included within the boundaries of the proposed subdivision except that it shall be outside the existing and proposed road right-of-way. Such an area shall be attached to the road right-of-way and shall be maintained subject to the maintenance agreement required by Planning Board. The layout and design shall be subject to Planning Board approval.

204. Drainage Improvements

The Planning Board may require that the applicant make adequate provision for storm or flood water runoff channels or basins. The storm water drainage system shall be separate and independent of any sanitary sewer system.

A) Removal of Spring and Surface Water

The applicant may be required by the Planning Board to carry away by pipe or open ditch any spring or surface water that may exist either previous to, or as a result of, the subdivision. Such drainage facilities shall be located in the road right-of-way where feasible, or in perpetual unobstructed easements of appropriate width, and shall be constructed in accordance with the town construction standards and specifications.

B) Accommodation of Upstream Drainage Areas

Drainage facilities shall in each case be large enough to accommodate potential runoff from their entire upstream drainage area, whether inside or outside the subdivision, based on a fifty (50) year storm and assuming conditions of maximum potential development within the water shed. The applicant shall be responsible for submitting such computations to the Planning Board in sufficient detail to make possible the ready determination of the adequacy of the proposed drainage installations. Concentrated drainage from lots onto the road right-of-way shall not be permitted.

C) Effect on Downstream Drainage Area

The Planning Board may also require a study of the effects of the subdivision on existing downstream drainage facilities. Where it is anticipated that the additional runoff incident to the development of the subdivision will overload an existing downstream drainage facility, the Planning Board shall notify the owner of such downstream facility and the Town Board of such potential condition and may withhold approval of the subdivision until provision has been made for the correction of said potential condition.

D) Wetlands

Areas shown on DEC maps as official freshwater wetlands shall be regulated according to the provisions contained in Article 24 of the NYS Environmental Conservation Law, including subsequent amendments, which is adopted herein by reference.

E) Flood Plain Areas

Flood plain areas shall be those defined on the official H.U.D. Flood Hazard Maps. Residential and commercial construction shall be prohibited within these flood plain

areas. These flood areas shall be preserved from any and all destruction or damage resulting from clearing, grading or dumping of earth, waste material or stumps.

F) Drainage Easements

Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of such watercourse, and of such width and construction as will be adequate for the purpose as required by the Road Review Committee, and in no case less than twenty feet (20') in width.

Where topography or other conditions are such as to make impractical the inclusion of drainage facilities within road right-of-way, perpetual unobstructed easements shall be provided for such across properties outside the road lines and with satisfactory access to the road.

A note to this effect shall be shown on the Final Plat.

205. Water Facilities

A) Wells and Central Water Systems

Wells and central water systems must conform to the rules and regulations of both the Broome County Health Department and the New York State Department of Health, as well as other applicable regulations governing community water systems.

B) Water Mains, Fire Hydrants and Fire Ponds

Where required by the Planning Board, the applicant shall install water mains and fire hydrants of the type and in a manner prescribed by the regulations of the appropriate water or fire district or other municipal agency having jurisdiction. Where the installation of water mains and fire hydrants is not immediately required, the Planning Board may require the installation of dry hydrants where it is determined that such hydrants are desirable and a satisfactory source of water supply can be made available in a reasonable future period of time.

In situations determined appropriate by the Planning Board, it may require the construction or enlargement of a pond or other water body for the purpose of providing such a water supply.

206. Sewage Facilities

A. Community Systems

If the applicant is proposing to install a community sanitary sewer facility, he shall install it in a manner prescribed by the Town of Sanford, any instituted sewer district, and in accordance with the regulations of the New York State Health Department and the Broome County Health Department.

B) Individual Systems

All lots shall be of sufficient size, width and depth to insure that an individual on-site sewage disposal system may be installed in compliance with Broome County Department of Health and New York State Department of Health standards.

207. Sidewalks Or Walkways

A) General

The Planning Board may require sidewalks as it deems necessary to provide for the safety of pedestrians. The construction of a walkway or sidewalk shall be of suitable materials approved by the Road Review Committee.

B) Easements for Pedestrian Access

The Planning Board may require, in order to facilitate pedestrian access from roads to schools, parks, public areas, and roads to neighboring areas, the reservation of perpetual unobstructed easements for such purposes.

208. Utility Improvements

A) General

All utility lines and related equipment for providing electric power and communication services shall be installed in the manner prescribed by the regulations of the utility company having jurisdiction. All utilities shall be shown on the construction drawings.

B) Fire Alarm Signal Devices

Where required by the Planning Board, the applicant shall install fire alarm signal devices, including necessary ducts, cables and other connecting facilities, of a type and in a manner and location prescribed by the appropriate fire district or other municipal agency having jurisdiction.

C) Easements

Where topography or other conditions are such as to make impractical the incision of utilities within road rights-of-way, perpetual unobstructed easement shall be provided for such utilities across properties outside the road lines and with satisfactory access to road.

209. *Non-Single Family And Commercial Subdivisions*

A) General

The applicant, for approval of the subdivision, shall cause to be prepared and shall file with the application a plan showing that a development meeting all the above described standards, as well as the following Town applicable development standards and requirements, is feasible on each of the lots in the proposed subdivision. The Planning Board shall approve such a plan, and the approved plan shall be filed in the records of the Planning Board with the approved Subdivision Plat.

B) Standards

1) Vehicular Access

Each lot shall have adequate width of space giving it vehicular access between the road frontage and the portion or portions of the lot where parking and loading areas can be located, allowing for the location of a building or buildings on the lot. Such width of access to such parking and loading areas shall be adequate for two directions of vehicular travel, unless a one-way traffic flow is to be planned, in which case a notation to that effect shall be placed on the Subdivision Plat in a form satisfactory to the Planning Board and Town Attorney.

2) Traffic Flow

Areas planned for off-road parking and loading on adjoining lots in the subdivision shall be so located that movement of traffic between adjoining lots will be possible, thereby minimizing the number of necessary vehicular entrances and exits crossing the road sidewalk in the subdivision, increasing safety to pedestrians on the sidewalk, increasing convenience to those using the lots in the business of industrial buildings in the subdivision. An easement or easements, in form satisfactory to the Town Attorney, permitting such flow of traffic between parking areas on adjoining lots, shall be indicated on the Plat.

3) Sidewalks

Sidewalks, if deemed necessary and required, shall be at least four feet (4') in width, with a tree planting area of at least six feet (6') in width along the road curb and have curb cuts at each corner to allow access for handicapped persons in accordance with the Americans with Disabilities Act.

4) Buffer Planting Areas

An area at least ten feet (10') in width, or more if required by the Planning Board as part of a development plan, shall be reserved along all boundaries of a lot adjoining residential areas. Where this part of the lot is on a slope, the buffer area shall be located at the top of each slope and shall be reasonably level to accommodate the buffer planting.

5) Parking Requirements

The Planning Board may require that paved off-road parking areas be provided for each dwelling and/or commercial unit in the subdivision to meet the needs of the occupants and their guests without interference with normal traffic.

210. *Environmental Considerations*

A) Preservation of Natural Features

Existing natural features which are of ecological, aesthetic or scenic value to residential development or to the Town as a whole, such as wetlands, water courses, water bodies, rock formations, stands of trees, historic spots, views and vistas, man made features indigenous to the area, such as stone walls and similar irreplaceable assets, shall be preserved, insofar as possible, through harmonious design of the subdivision and where appropriate, the Planning Board may require the inclusion of such features in permanent reservations.

1) Trees

A conscious effort should be made to preserve all worthwhile trees and shrubs which exist on the site. On individual lots or parcels, care should be taken to preserve selected trees to enhance the landscape treatment of the development. For subdivisions of twenty-five (25) acres or greater a forestry management plan shall be prepared and submitted as part of the application process should the applicant include tree cutting in the subdivision. The forestry Management Plan shall be a plan prepared by a professional forester which shows how the applicant will provide for the protection and conservation of trees and related vegetation on the site and which plan shall comply with the provisions and intent of General Municipal Law, Section 96-b (The Tree Conservation Law of 1978). Where removal of trees and vegetation is indicated, such plan shall show how the potential effects to the natural ecology will be minimized.

The Planning Board may require the planting of road trees in subdivisions which are lacking in trees or in which a substantial loss of trees will occur in the process of road construction. Such trees shall be of a hardwood variety indigenous to the neighborhood, and shall be at least two inches (2") caliper at a height of six inches (6") above ground planting level. Where they are required by the Planning Board, such trees shall be planted along both sides of the road, within the road right-of-way, and spaced approximately sixty feet (60') on center.

2) Soil

Natural fertility of the soil shall be preserved by disturbing it as little as possible.

B) Flood Areas

Land subject to regular flooding shall not be subdivided if such subdivision would increase the flood danger to the property or to other upstream or downstream properties. The provisions of this section shall apply to all land falling within the one hundred-year flood area (Zone A) as located on the Flood Insurance Rate Maps of the Federal Emergency Management Agency.

C) Steep Slopes

Development of steep slope [over fifteen per cent (15%)] sites will be acceptable if erosion and sedimentation control measures are incorporated into the design, construction, and operation of the development according to standards set by the U.S. Soil Conservation Service.

D) Sediment Control

The applicant shall provide effective sediment control measures for planning and construction of subdivisions. Use of the following technical principles shall be applied as deemed appropriate by the County Soil and Water Conservation District.

- 1) The smallest practical area of land shall be exposed at any one time during the development.

- 2) When land is exposed during development, the exposure shall be kept to the shortest practical period of time.

- 3) Temporary vegetation and/or emulsion shall be used to protect critical areas exposed during development.

Design Standards for New Roads in Subdivisions

- 4) Sediment basins, debris basins, (siltng basins or silt traps) shall be installed and maintained to remove sediment from runoff waters on land undergoing development.
 - 5) Provision shall be made to effectively accommodate the increased runoff caused by changing soils and surface conditions during and after development.
 - 6) Permanent final vegetation and structures should be installed as soon as practical in the development.
 - 7) The development plan should be fitted to the type of topography and soils so as to create the least erosion potential.
 - 8) Wherever feasible, natural vegetation should be retained and protected.
- E) Performance Standards
- The interpretation of these Standards will be guided by the following performance criteria:
- 1) Will not result in undue water or air pollution.
 - 2) Has sufficient water available for the reasonable foreseeable needs of the subdivision or development.
 - 3) Will not cause unreasonable burden on an existing water supply, if one is to be utilized.
 - 4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result.
 - 5) Will not cause unreasonable highway congestion or unsafe condition with respect to use of the highway, existing or proposed.

MINIMUM RIGHT-OF-WAY

60 feet

MINIMUM PAVEMENT WIDTH

18 feet

MINIMUM SHOULDER WIDTH

5 feet

MINIMUM DITCH WIDTH

4 feet per ditch, from shoulder to opposite or back side of ditch

SLOPE GRADE (CUT AND FILL)

1 on 2 desired, 1 on 1 1/2 maximum allowed, or flatter

CROWN SLOPE

1/2 inch/foot or more

SHOULDER SLOPE

1 inch/foot

MAXIMUM GRADE

10%—Grades up to 13% shall be allowed for up to 10% of road length pending Planning Board review. No grade within 60' of an intersection shall exceed 3%. Grades over 10% shall be double surface treated.

SIDEWALKS (IF REQUIRED)

1 at 4 feet

MINIMUM GRADE

1%

MINIMUM CENTERLINE

RADIUS OF CURVE

100 feet

MAXIMUM RADIUS AT

INTERSECTION

20 feet right-of-way

30 feet pavement

MINIMUM TANGENT LENGTH

BETWEEN CURVES

100 feet

MINIMUM SIGHT DISTANCE

200 feet

MINIMUM SIGHT DISTANCE AT INTERSECTIONS

200 feet along street

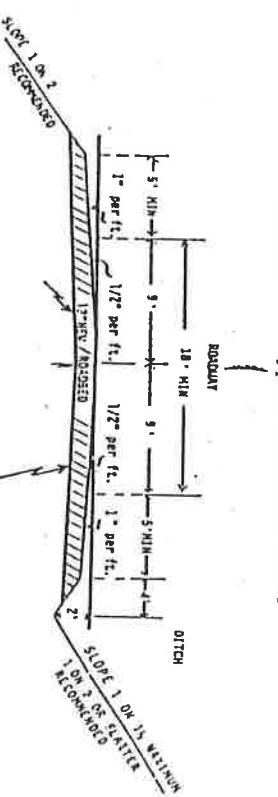
75 feet across corner at intersection

MINIMUM LENGTH OF

VERTICAL CURVE

(see reference chart)

Recommended Typical Section for Roads



DRAINAGE

1. Use 18" Min. & Larger Culverts and shall meet State Standards except that 12" Driveway Pipes are required.
2. Use 23" x 22" Pipe Arches as Equivalent 18" Min.
3. Place one Guide Post at each end.
4. Skew Culverts (20' min.) on Grades of 4% or more with exception of existing water courses.
5. Construct Dry Stone Masonry Headwalls Installing "L" Shaped Headwalls where appropriate.

GENERAL NOTES

1. 60' Min. R.O.W. any Existing Stone Walls parallel to the Road should be included in the Dedicated Right-of-Way.
2. Remove Brush for Sight Distance Seed and Mulch All Disturbed Areas.

Town of Sanford
Additional Design Standards for New Roads
in Subdivisions

Chart B

NEW ROAD BED

Compacted, 12" minimum using coarse bank run gravel with no larger than 6" stone. Top 4" should be crushed or screened gravel which will pass through a 2" screen or equivalent.

All roadways are to be stabilized with salt or calcium, including shoulders.

- 1) Calcium chloride—Minimum 11 ton/mile
- 2) Sodium chloride—Minimum 18-20 ton/mile

The following materials are not acceptable for final grade or sub-grade: top soil, clay, mud, plain dirt, trees, brush, or stumps. If sub-grade is of poor material, more gravel may be required. Grades over 10% shall be double surface treated.

Optional—A hard surface road may be constructed by the developer. It requires a minimum double surface treatment of no less than 1/2 gallon per square yard of bituminous material as recommended by Town Highway Superintendent. First course no less than No. 1 stone, second course No. 1A.

SIDE SLOPES

Remove brush for sight distance and seed and mulch all disturbed areas. Seed mixture should use the following rate or batch per acre: 10# Red Fescue, 4# Rye, 7# Crown Vetch.

SHOULDER

Shoulders shall be gravel rather than dirt to permit drainage from road bed.

BRIDGES

Where a bridge is necessary, it is to be 24' wide, carry a maximum legal New York State load, accommodate the water flow of a 50-year storm, and any wood used in construction shall be pressure treated. Bridge plans shall be prepared by a New York State licensed engineer and shall be submitted to the Town Highway Superintendent for approval in consultation with the County Highway Department prior to the start of construction.

DRIVEWAYS

Where driveway pipes are necessary, move ditch line back to 19' from centerline. Blend change in alignment 50' ahead and 50' beyond centerline of drive. Minimum 30' of 12" pipe required. All driveways shall have a landing area of at least 20' in length as measured from the edge of the shoulder, with a maximum slope of 3%.

APPLICATIONS FOR TOWN TAKEOVER

All applications must conform to Sections 170 and 171 of the Town Highway Law. There may be additional requirements by the Town Board before dedication is considered.

MINIMUM LENGTH OF VERTICAL CURVE - REFERENCE CHART

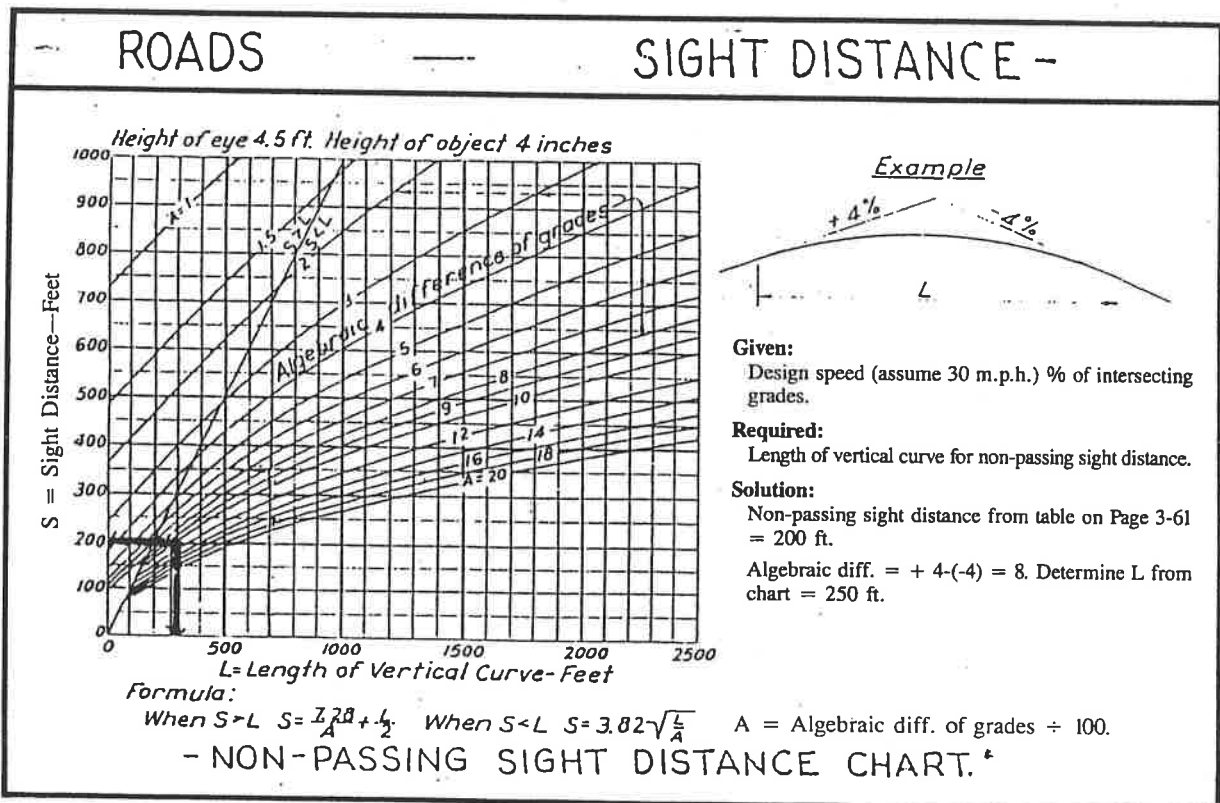


Chart C