ARTICLE 9 ROADS AND STREETS

901 OBJECTIVE

The purpose of these provisions is to establish appropriate standards for the design of streets and access points to streets and ways that will (1) promote the safety and convenience of vehicular traffic; (2) minimize the long term costs for maintenance and repair of streets; and (3) provide for cost-effective water, sewer and stormwater management standards within such ways.

902 JURISDICTION

These provisions shall be applicable to the design and construction of all public streets, streets in subdivisions and streets constructed in conjunction with site plan and access points thereto.

903 AUTHORITY IN ADOPTION

This Article is adopted pursuant to the Constitution of the State of Maine and Title 30-A, M.R.S.A. Subsection 3001, et seq.

904 PRELIMINARY MAP & DATA

The preliminary map and data required shall contain the following information:

904.1 The purposed name of the development;

904.2 Its location as forming a part of some larger tract or parcel of land referred to on the most recent tax maps for the City of Brewer, sufficient information to accurately locate the plan (reference to existing streets, plans, etc., may be used). If such do not exist within reasonable distance of the proposed subdivision, a vicinity plan on a small scale should accompany the preliminary plan;

904.3 The boundary lines of the tract to be involved, accurate in scale and bearing;

904.4 Contours at two-foot intervals; Contours at five feet intervals will be accepted if the City Engineer determines that five feet contour information is sufficient;

904.5 North-arrow and scale of the plan;

904.6 The map shall be drawn to a horizontal scale of not more than one hundred (100) feet to the inch; (the final plan must be at a scale of not more than sixty (60) feet to the inch);

904.7 Verification of right, title or interest in the property;

904.8 An actual field survey of the boundary lines of the tract, giving complete descriptive data by bearings, distances, made and certified by a licensed land surveyor. The corners of the tract shall be located on the ground and marked by the monuments;

904.9 A copy of the deed from which the survey is based. A copy of all covenants or deed restriction, easements, rights-of-way, or other encumbrances currently affecting the property;

904.10 A copy of that portion of the county Soil Survey covering the development. When the medium intensity soil survey shows soils which are generally unsuitable for the uses proposed, the Board may require the submittal of a high intensity soil survey or a report by a Registered Soil Scientist or Registered Professional Engineer experienced in geotechnics, indicating the suitability of soil conditions for those uses;

904.11 If an portion of the development is in a flood-prone area, the boundaries of any flood hazard areas and the 100-year flood elevation shall be delineated on the plan.

904.12 MONUMENTATION (#4)

1. Rights of Way: Granite, precast concrete monuments or iron pins shall be set at all street intersections and points of curvature, but no farther apart than 750 feet on streets without intersections or curves.

2. Subdivision Boundaries: Granite, precast concrete monuments or iron pins shall be set at all corners and all angle points where the interior angle of the subdivision boundary is 135 degrees or less.

3. Lots: All lots shall have a permanent marker at each corner. A permanent marker shall include, but not limited to, the following: a granite, precast concrete monument, or an iron pin.

904.13 STREETS

The location, widths, and other dimensions of all existing or planned streets and other important features such as railroad lines, water courses, exceptional topography, etc., within and contiguous to the tract to be subdivided; Other dimensions shall include:

1. Profile of streets.

2. Cross sections at all culverts, PC's, PT's, PVC's, and any access point such that at least one cross section is provided for any 50 feet of road.

3. Complete curve data for all horizontal and vertical curves.

4. Turning radii at all intersections.

5. Centerline gradients.

6. Locations of all existing and proposed overhead and underground utilities, to include but not be limited to water, sewer, electricity and street lighting.

904.14 Existing sanitary sewers, storm drains and culverts within the tract and immediately adjacent thereto;

904.15 A written statement indicating the proposed use of the lots, scope of development;

904.16 Description of the improvements to be made; This will include a written construction specification, prepared by the Project Engineer, describing methods and materials proposed for the construction of improvements. The City Engineer shall evaluate same and report to the Planning Board;

904.17 An estimate of the amount and type of vehicular traffic to be generated on a daily basis and at peak hours. This estimate shall be consistent with Institute of Transportation Engineers - "Trip Generation Manual, sixth edition, 1997;"

904.18 Developments involving 40 or more parking spaces or projected to generate more than 400 vehicle trips per day, a traffic impact analysis, prepared by a Registered Professional Engineer with experience in traffic engineering, shall be submitted. The analysis shall indicate the expected average daily vehicular trips, peak-hour volumes, access conditions at the site, distribution of traffic, types of vehicles expected, effect upon the level of service of the street giving access to the site and neighboring street which may be affected, and recommended improvements to maintain the desired level of service on the affected services. Trip generation rates used shall be the mean value of most recent data contained in the Institute of Transportation Engineers (ITE) Trip Generation Report.

904.19 EROSION & SEDIMENT CONTROL.

1. GENERAL STANDARDS.

A. 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;

B. All earth changes will be designed, constructed, and completed in such a manner so that the exposed area of any disturbed land will be limited to the shortest period of time possible.

C. Sediment caused by accelerated soil erosion will be removed from runoff water before it leaves the development site.

D. Any temporary or permanent facility designed and constructed for the conveyance of water around, threw, or from the site will be designed to limit the water flow to a non-erosive velocity.

E. Documentation to be presented to evaluate the potential impact due to soil erosion and sedimentation will consist of a narrative and plan map.

2. NARRATIVE

The narrative will consist of the following eight items:

A. Existing site conditions - A description of the existing topography, vegetation and drainage.

B. Adjacent Areas - A description of neighboring areas, such as streams, lakes, residential areas, roads, etc., which might be affected by the land disturbance.

C. Soils - A brief of the soils of the site giving such information as soil, map, unit, name, erodibility, permeability, depth, texture and structure.

D. Critical Areas - A description of areas on the site which have potentially serious erosion problems and wetlands, regardless of the size of those wetlands.

E. Erosion and sediment control practices - A description of the methods which will be used to control erosion and sedimentation on the site.

F. Permanent stabilization - A brief description, including specifications, of how the site will be stabilized after construction is completed.

G. Schedule - A timing schedule indicating the anticipated starting and completion dates of the development and sequence and time of exposure of each area prior to the completion of runoff, erosion, and sediment control measures.

H. Maintenance - A schedule of regular inspections and repair of erosion and sediment control structures should be set forth.

Narrative items A. thru E. are required submissions with the preliminary plan. Items F. thru H. are necessary elements for final plan approval.

3. PLAN MAP

The plan map shall consist of the following:

A. Vicinity Map - A small map locating the site in relation to the surrounding area.

B. Existing Contours - The existing contours of the site should be shown on a map. Two foot contour intervals are the standard to be used.

C. Existing vegetation- The existing tree lines, grassy areas, or unique vegetation should be shown.

D. Soils - The boundaries of the different soil map units should be shown where feasible.

E. Indicate North - The direction of north in relation to the site should be shown.

F. Critical erosion areas - Areas with potentially serious erosion problems should be shown.

G. Existing drainage problems - The dividing lines and the direction of flow for the different drainage areas should be shown.

H. Final contours - Changes to the existing contours should be shown.

I. Limits of clearing and grading - Areas which are to be cleared and graded should be outlined.

J. Locations of erosion and sediment control practices used on site should be shown.

Items A. thru J. are required submissions with the preliminary. Items H, I, and J, as proposed, are subject to approval.

The standards and practices established in the Environmental quality Handbook, March 1991 edition, prepared by the Maine Soil and Water conservation Commission are used as a part of this section, as are the erosion and sedimentation control guidelines adopted April, 1989, for use under the Site Location of Development Law.

905 PLAN INFORMATION

Data required shall be as follows:

905.1 Name of the development and the name, if applicable of the larger development or tract of which it forms a part;

905.2 Names of the applicant and the engineer or surveyor;

905.3 The boundaries of the tract with accurate distances and bearings (which shall be determined by an accurate survey in the field which must be closed and balanced);

905.4 The accurate location and description of all monuments;

905.5 The accurate outline of all property which is offered for dedication for public use, with the purpose indicated thereon and of all property that may be reserved by covenant for the common use of the property owners in the development;

905.6 Private restrictions, if any;

905.7 North-arrow, date and scale of sixty (60) feet to the inch or less. One Hundred (100) feet to the inch is allowed when suitable detail can be shown at that scale as approved by the City Engineer;

905.8 A certificate of a licensed engineer or surveyor to the effect that the plan represents a survey made by him and that all of the monuments shown thereon actually exist and their positions are as shown;

905.9 Any other data that may be required by the Planning Board as part of its preliminary approval.

906 STANDARDS FOR STREETS

906.1 ACCESS CONTROL TO DEVELOPMENT FROM EXISTING STREETS

Provision shall be made for vehicular access to the development in such a manner as to safeguard against hazards to both vehicular and pedestrian traffic on existing streets, to avoid traffic congestion on any street, and to provide safe and convenient circulation on existing public streets.

1. TRAFFIC CARRYING CAPACITY

The street(s) giving access to the development and which can be expected to carry traffic to and from the development shall have the traffic carrying capacity, or be suitably improved, to accommodate the amount and types of traffic generated by the proposed subdivision. No development shall increase the volume to capacity ratio of any street above 0.8 nor reduce the street's Level of Service to "D" or below.

2. TURNING LANES, ETC.

Where necessary to safeguard against hazards to vehicular and pedestrian traffic and to avoid traffic congestion, provisions shall be made for turning lanes, traffic directional islands, frontage roads, and traffic controls both on proposed streets and within existing public streets.

3. QUEUING CAPACITY

The street(s) giving access to the development shall be of a design and have sufficient capacity to avoid queuing of entering vehicles on any street.

4. DESIGN STANDARD

Design of the access to the development shall meet the following minimum design standards:

A. Sight Distances: Access shall be designed in line and grade to provide the required sight distance in each direction, as outlined in the table below:

Vehicle type expected to enter or cross highway	Sight distance (given in feet per each 10 mph of posted speed)	
	2 lane	4 lane
Passenger car	100	120
Single unit truck	130	150
Multi-unit truck	170	200

Sight distance shall be measured at a distance of 15' back from the edge of the travel way and at a height of 3.5 feet above the proposed access road grade to an object 4.25 feet above the pavement. Each direction of traffic shall be considered separately.

B. Skew Angle: Streets shall intersect existing roads at an angle as near to 90 degrees as site conditions permit, but not less than 75 degrees.

906.2 LAYOUT OF STREETS (#4)

All streets in the development shall be designed so as to provide safe vehicular travel, and in the case of minor streets, shall be designed so as to discourage movement of through traffic.

1. TWO STREET CONNECTIONS

Whenever possible, developments containing fifteen lots or more shall have at least two street connections with existing public streets.

2. RIGHT ANGLE INTERSECTIONS

Streets shall intersect existing roads at an angle as near to 90 degrees as site conditions permit, but not less than 75 degrees.

3. SIGHT DISTANCES

Intersections shall be designed in line and grade to provide a safe sight distance in each direction, as outlined in section 906.1.4.A. Intersections shall be designed to operate without any control device other than a yield or stop sign.

4. ACCESS TO ADJOINING PARCELS

Where topography and other conditions allow, provision shall be made for circulation access connections to adjoining parcels of land of similar existing or potential use when such access connection will facilitate fire protection and public safety services as approved by the fire and police chiefs; or when such access will enable the public to travel between two existing or potential uses, generally open to the public without need to travel on a more heavily traveled public street.

5. DEAD-END STREETS

Dead-end streets, where approved by the Planning Board, shall serve no more than 20 (twenty) residential dwelling units. Residential loop roads shall serve no more than 50 (fifty) residential dwelling units.

6. CIRCULAR TURN-AROUND

Provision shall be made for a circular turn-around at the end of all dead-end streets. Such turn-arounds shall meet the provisions of 906.3.

7. TEMPORARY DEAD-ENDS

In phased subdivisions where temporary dead-end streets are created, such dead-end streets shall meet the requirements of sections 906.2.5, 906.2.6, and 906.3.

8. SIGNAGE AND SIGNALIZATION

The developer shall provide all necessary roadway signs and traffic signalization as may be required by the municipality, based upon municipal standards, state standards and a traffic impact study (if required).

9. FOUR-CORNERED INTERSECTIONS

Cross (4-cornered) street intersections shall be avoided insofar as possible, except at important traffic intersections. A minimum distance of one hundred fifty (150) feet shall be maintained between centerline of minor street and two hundred (200) feet between collector or a collector and minor street.

906.3 STREET DESIGN STANDARDS (#4)

For the purposes of this Article, streets are divided into the two following classifications: Residential and Commercial/Industrial. Residential streets shall further be divided into two sub-categories: Minor streets and Collector streets. Commercial/Industrial Streets shall further be divided into three sub-categories: Minor Streets, Local Service Streets and Collector Streets.

1. LOCAL SERVICE STREETS

Local service streets are defined as streets which are streets with no through traffic and have no potential for future extension; serve a predominance of repeat traffic; and serve mainly warehousing and distribution facilities. Local Service streets shall have a projected average daily traffic (ADT) volume of less than 500 trips per day.

2. MINOR STREETS

Minor streets are defined as streets which, by virtue of their layout, do not encourage through traffic. Short loop roads and dead-end streets would meet this definition. Minor streets shall have a projected ADT of between 200 and 1000 trips per day.

3. COLLECTOR STREETS

Collector streets are defined as streets which encourage through traffic, or which are intersected by one or more minor streets. Collector streets shall have a projected ADT of between 800 and 2000 trips per day.

4. AVERAGE DAILY TRAFFIC

Project average daily traffic shall be calculated based on proposed land use and data from the most recent edition of "Trip Generation" published by the Institute of Transportation Engineers (ITE).

5. RESIDENTIAL STANDARDS (#4)

The following minimum standards shall be met by all streets within Residential developments, and shall control the roadway, shoulders, curbs, sidewalks, drainage systems, culverts and other appurtenances:

MINIMUM DESIGN AND CONSTRUCTION
STANDARDS FOR STREETS
RESIDENTIAL DEVELOPMENTS

ITEM	COLLECTOR	MINOR
1. Minimum right of way width	60'	50' (see note 1)
2. Minimum pavement width	32'	24'
3. Minimum paved shoulder width (each side)	4	3' (see note 1)
4. Minimum travel way (each side)	12'	11'
5. Minimum grade	0.5%	0.5%
6. Maximum grade	8%	10%
7. Maximum grade at intersections	3%	3%
for minimum distance	75'	50'
8. Number of sidewalks	1	1

9.	Number of curbed sides	2	2
10.	Minimum centerline radii	250'	150'
11.	Minimum tangent length between reverse Curves	200'	100'
12.	Gravel base (6" minus aggregate)	18"	18"
13.	Crushed aggregate (2" minus aggregate)	6"	6"
14.	Pavement thickness-base course	2"	2"
15.	Pavement thickness-surface course	1.25"	1.25"
16.	Minimum cross slope (travel way)	2%	2%
17.	Minimum cross slope (shoulders)	4%	4%
18.	Sidewalks		
	1. Minimum width	5'	5'
	2. Gravel base course	12"	12"
	3. Pavement thickness	2"	2"
19.	Dead-end or cul-de-sac streets		
	1. Maximum length (see section 906.2.5.)		
	2. Minimum right of way radius		65'
	3. Minimum pavement radius at CL (center line) of road		45'
20.	Minimum pavement/curb radii at intersection	30'	25'
	• If minor intersects with minor		25'
	• if minor intersects with collector		25'
21.	Max sub-elevation (Collector)	0.08	

22. Grades of streets should conform as closely as possible to the original relief of the land.
23. All changes in grade shall be connected by vertical curves such as to provide clear visibility for a distance of 200'.
24. All residential streets shall have a drainage system consisting of underdrains and storm drains.
25. All materials shall meet the standards set forth in "Department of Transportation (State of Maine) Standard Specification for Highways and Bridges", 1988 and as subsequently revised.
26. Design speed, 35 mph for collector streets and 25 mph for minor streets.

Note 1: Minor streets abutting lots reviewed under the Adaptive Reuse District provisions of this ordinance may, with favorable recommendation of the City Engineer and upon approval of the Planning Board, be reduced to a minimum right of way width of 36 feet as long as two – twelve foot wide paved travel lanes, two – one foot wide paved shoulders and accommodations for one sidewalk and all public utilities are provided. (#32)

6. COMMERCIAL, INDUSTRIAL STREETS

   The following minimum standards shall be met by all streets within a Commercial or Industrial development, and shall control the roadway, shoulders, curbs, sidewalks, drainage systems, culverts, and other appurtenances. These are meant to be minimum standards. In all cases, where the design requirements of vehicles expected to use the

streets, exceed the minimums set forth in this Article, AASHTO standards shall take precedence.

MINIMUM DESIGN AND CONSTRUCTION
STANDARDS FOR STREETS
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

ITEM	COLLECTOR	MINOR	LOCAL SERVICE
1. Minimum right of way width	70'	60'	50'
2. Minimum pavement width	40'	24'	24'
3. Minimum width (travel lane)	14'	12'	12'
4. Minimum width (shoulders)	6'	4	'3'
5. Minimum grade	0.5%	0.5%	0.5%
6. Maximum grade	6%	5%	5%
7. Maximum grade at intersections	3%	3%	3%
(within	100'	75'	75')
8. Number of sidewalks	1	1	1
8a. Number of curbs	2	2	2
9. Minimum centerline radii	350'	250'	125'
10. Minimum tangent length between reverse curves	200'	200'	100'
11. Gravel base (6" minus aggregate)	21"	18"	18"
12. Crushed aggregate (2"minus aggregate)	6"	6"	6"
13. Pavement thickness base course	2.75"	2.75"	2.75"
14. Pavement thickness surface course	1.25"	1.25"	1.25"
15. Minimum cross slope			
Travel way	2%	2%	2%
Shoulders	4%	4%	4%
16. Sidewalks			
1. Minimum width	5'	5'	5’
2. Gravel base course (8" base with 6" minus) (4" base with 2" gravel)	12”	12"	12"
Pavement thickness	2"	2"	2”
17. Dead-end or cul-de-sac streets			
1. Minimum right of way radius		80'	80'
2. Minimum pavement radius at CL (center line of road)		60'	60'
18. Design speed (in miles per hour	30	25	20

19. The largest vehicle expected to travel the streets on a daily basis shall govern the curb radii at street intersections with the minimum at 30 feet.

20. Grades of streets should conform as closely as possible to the original relief of the land.
21. All changes in grade shall be connected by vertical curves such as to provide clear visibility for a distance of 200'.
22. All commercial streets shall have a subsurface drainage system consisting of underdrains, curbs and storm drains. Streets serving an industrial district shall have either subsurface or open drainage systems within the right-of--way limits. Curbs are not required for streets approved with an open drainage system in the Industrial Zone.
    All materials shall meet the standards set forth in "Department of Transportation (State of Maine) Standard Specification for Highways and Bridges", 1988 and as subsequently revised. 20
23. The largest vehicle expected to travel the streets on a daily basis shall govern the curb radii at street intersections with the minimum at 30 feet.
24. Grades of streets should conform as closely as possible to the original relief of the land.
25. All changes in grade shall be connected by vertical curves such as to provide clear visibility for a distance of 200'.
26. All commercial streets shall have a subsurface drainage system consisting of underdrains, curbs and storm drains. Streets serving an industrial district shall have either subsurface or open drainage systems within the right-of--way limits. Curbs are not required for streets approved with an open drainage system in the Industrial Zone.
27. All materials shall meet the standards set forth in "Department of Transportation (State of Maine) Standard Specification for Highways and Bridges", 1988 and as subsequently revised.

7. SANITARY SEWERS

The size and slope of public sanitary sewers shall be subject to the approval of the City Engineer but in no event shall the diameter be less than eight (8) inches. The velocity standard for sanitary sewers shall be a minimum of 2-1/2 feet per second and a maximum of 10 feet per second (flowing full). Manholes shall be installed: at the end of each line; at all changes in grade, size or alignment; at all intersections; and at distances not greater than 300 feet for all sewers.

8. STORMWATER SEWERS

The size of public stormwater sewers shall be subject to approval of the City Engineer but in no event shall the diameter be less than 10 inches. The minimum slope for a 10 inch storm drain shall than be 1/2 percent. The design of the storm system shall be based on a minimum 24 hour 25 year storm. In industrial areas where on-site temporary storage can be used without negative impact on property values, a ten year design storm may be used. The City Engineer may specify a larger diameter storm drain where, in his judgment, the slope of the terrain, the soil type, natural drainage or other factors dictate this.

Calculations shall utilize the methodology described in Soil Conservation Service publication "TR55: Urban Hydrology for Small Watersheds", 1986 or as subsequently revised, or TR-20, and shall include the watershed sub-basin, including offsite areas.

9. UNDERDRAINS

Underdrains shall conform to Section 605 of the "Department of Transportation (State of Maine) Standard Specification for Highways and Bridges", 1995 edition. Underdrains shall be utilized under all streets and roads except where it can be demonstrated by the applicant thru evidence presented to the City Engineer and the Planning Board that:

A. Soils data, showing soil types and test areas and certified by a Registered Soil Scientist or a Registered Professional Engineer indicates that underdrains are not warranted.

B. An acceptable engineering alternative has been developed, presented in the form of a set of plans stamped by a Registered Professional Engineer.

The City Engineer shall submit a written evaluation of the submittal to the Planning Board with his recommendation thereon.

10. GEOTEXTILES

All roads and streets shall be provided with stabilization geotextiles meeting the specifications found in Sections 620.01 to 620.05 of the "Department of Transportation (State of Maine) Standard Specification for Highways and Bridges", 1995 edition and the standard detail shown as Figure D.

The use of geotextiles may be waived where it can be demonstrated by the applicant, thru evidence presented to the City Engineer and the Planning Board in the form of a report presented by a Registered Engineer which documents that geotextiles are not warranted based on soil, groundwater, and loading factors.

11. TIMING OF INSTALLATION

Any drain, sewer line, water line, utility main, piping conduits, or other underground facility in said street or way, shall be constructed or installed before the gravel or other road material is placed thereon.

The City Engineer shall submit a written evaluation of the submittal to the Planning Board with his recommendation thereon.

906.4 ACCESS CONTROL TO LOTS FROM STREETS. (#4)

Provision shall be made for vehicular access to the individual lots in such a manner as to safeguard against hazards to both vehicular and pedestrian traffic on proposed streets, to avoid traffic congestion on any street, and to provide safe and convenient circulation on streets.

1. INTERSECTION ANGLE

   Driveways shall intersect streets at an angle as near to 90 degrees as site conditions permit, but in no case less than 75 degrees.

2. SIGHT DISTANCE

   Driveways shall be located and designed in line and grade to provide a safe sight distance in each direction as outlined in section 906.1.4.A.

3. PAVEMENT

   All driveways within the street right of way shall be paved with bituminous concrete pavement. All commercial and industrial in access points, regardless of access volume, shall provide a paved apron extending 30 feet beyond the right of way.

4. NUMBER OF ENTRANCES

   Unless approved by the Planning Board, no parcel shall have more than two entrances on any one street nor shall commercial or industrial entrances be spaced any closer than 120' away from other entrances as measured from the closest adjacent edge of each driveway excluding radii, whether these be located on the subject lot, or adjacent lots.

5. LINING UP ACCESS DRIVES

Access drives shall be either lined up with access drives located across streets or offset by a minimum distance of 100'. The Planning Board shall have the option of waiving this

provision on individual lots after a review of the volume of traffic to be generated by a specific proposed use.

6. DISTANCE FROM INTERSECTIONS

A. Single-Family Lots. Residential driveways shall be located not less than 40 (forty) feet from the tangent point of the curb radius of any intersection. Driveways to corner lots shall gain access from the street of lower classification when a corner lot is bounded by streets of two different classifications. The standards set forth on diagram 9.1 shall apply to driveways for all single-family lots.

B. Commercial and Industrial access drives shall be located so as to allow the maximum clearance distance from street intersections as practical, based on site constraints. No access drive shall be located closer than 150 feet from any intersection measured from the closest adjacent edge of pavement excluding radii. Driveways to corner lots shall gain access form the street of lower classification when a corner lot is bounded by streets of two different classifications.

7. MULTI-FAMILY DWELLINGS

All access drives serving more than four (4) residential dwelling units shall meet the standards for minor residential streets.

8. COMMERCIAL INDUSTRIAL ACCESS ON STATE ROUTES

Commercial and industrial access points on State routes shall conform to the standard entrance design criteria of the Maine Department of Transportation, as revised.

907 WAIVERS

The Planning Board may authorize a waiver of some of the design requirements of this Article only upon a written Finding of Fact of the following:

907.1 That a waiver of the design standards is required due to particular physical site conditions, or conditions in the existing street or utility systems;

907.2 That the granting of a waiver will not result in circumvention of the health and safety provisions of this Article and;

907.3 That the strict application of the standards of this Article would make the subdivision of an applicant's property not feasible, where feasibility is determined by physical, practical, and economic considerations.

908 ACCEPTANCE

No street shall be accepted by the City of Brewer unless it is in compliance with this Article.

DIAGRAM 9-1
RESIDENTIAL DRIVEWAY