

ARTICLE V.
DEVELOPMENT PREREQUISITE TO FINAL APPROVAL

Section A. Required Improvements

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A perfectly prepared and recorded subdivision or plat means little to a prospective lot buyer until he can see actual physical transformation of raw acreage into lots suitable for building purposes and human habitation. The City, working with the developer will develop subdivisions to produce additional tax revenue and reduce future tax liability to the citizens of Paris. Improvements by the sub-divider spare the community a potential tax liability. The following tangible improvements or provisions for their estimated cost are required before final plat approval in order to assure the physical reality of a subdivision which approval and recordation will establish legally.

Section A. Required Improvements Every subdivision developer shall be required to grade and improve streets and alleys, and install sewers, storm water inlets, water mains and monuments in accordance with the "Local Government Public Works Standards and Specifications" as modified or where the design can be proven to be in accordance with current editions of engineering design standards, etc., i.e. ASSHTO. Improvements to be inspected by the City Manager or his designated representative unless otherwise specified.

1. **Monuments**
 - a. Concrete monuments four (4) inches in diameter or four (4) inches square, three (3) feet long, with a flat top, shall be set at all street corners, at all points where the street lines intersect the exterior boundaries of the subdivision, and at angle points and points of curve in each street. The top of the monument shall have an indented cross to identify properly the location and shall be set flush with the finished grade.
 - b. All lot corners shall be marked with appropriate monuments.

2. **Grading** All streets, roads and alleys shall be graded to their full width by the sub-dividers so that pavements and sidewalks can be constructed to the required cross section. Deviation from the above, due to special topographical conditions, will be allowed only with special approval of the Planning Commission. All grading and excavation shall conform to the Standard Excavation and Grading Code adopted by the Paris City Commission.
 - a. **Preparation** Before grading is started the entire right-of-way area shall be first cleared of all stumps, roots, brush and other objectionable materials and all trees not intended for preservation.

- b. Cuts All tree stumps, boulders and other obstructions shall be removed to a depth of two (2) feet below the subgrade. Rock, when encountered shall be sacrificed to a depth of twelve (12) inches below the subgrade. Banks that have been cut shall be sodded or seeded according to their grade.
 - c. Fill All suitable material from roadway cuts may be used in the construction of fills, approaches, or other places as needed. Excess materials, including organic materials, soft clays, etc., shall be removed from the development site. The fill shall be spread in layers not to exceed twelve (12) inches loose and compacted by a sheep's foot roller. The filling of utility trenches and other places not accessible to a roller shall be mechanically tamped, but where water is used to assist compaction the water content shall not exceed the optimum of moisture.
3. Storm Drainage An adequate drainage system, designed and certified by a registered professional engineer or professional surveyor, including necessary open ditches, pipes, culverts, intersectional drains, drop inlets, bridges, etc. shall be provided for the proper drainage of all surface water. All open ditches used for storm drainage must be seeded or sodded according to their grade.

Cross drains shall be provided to accommodate all natural water flow, and shall be of sufficient length to permit full width roadway and the required slopes. The size openings to be provided shall be determined by Manning Formula but in no case shall the pipe be less than twelve (12) inches in diameter. Cross drains shall be built on straight lines and grade, and shall be laid on a firm base but not on solid rock. Pipes shall be laid with the spigot end pointing in the direction of the flow and with the ends fitted and matched to provide tight joints and a smooth uniform invert. They shall be placed at a sufficient depth below the roadbed to avoid dangerous pressure of impact, and in no case shall the top of the pipe be less than one (1) foot below the roadbed.

Only pipes constructed of ABS and concrete will be allowed. No corrugated metal pipes will be permitted.

Note: Charts and standards are in the "Local Government Public Works Standards and Specification".

The sub-divider shall be responsible for the cost and installation of the storm drainage system. The storm drainage system shall be inspected by the City Manager or the City Manager's designated representative.

4. Roadway Improvement Roadway improvements shall be constructed as set forth in the "Local Government Public Works Standards and Specifications,"

except where the design can be proven to be in accordance with current editions of engineering design standard, etc., i.e. ASSHTO, and as set forth below:

- a. Base A compacted gravel base course eight (8) inches deep and three (3) feet wider than the width of the pavement on each side of the street shall be installed on all streets, including cul-de-sacs, temporary turn-arounds and access streets to adjoining properties according to specifications set forth in the “Local Government Public Works Standards and Specifications”. Before any base is installed, the dirt subgrade shall be inspected and approved by the City Manager and/or the City Manager’s designated representative.
- b. Curbs and Gutters Curbs and gutters shall not be required on any street in the development other than the high density streets. All cost shall be paid by the developer. See the “Local Government Public Works Standards and Specifications” except where the design can be proven to be in accordance with current editions of engineering design standard, etc., i.e. ASSHTO.)
Backfill shall be towards the street and be higher than the curb or street to insure drainage of surface water into the drainage system.
One-half (1/2) inch to three-fourths (3/4) inch expansion and contraction joints for the curbs and gutters, where required, shall be placed at intervals not exceeding sixty (60) feet.
In the region, as the drainage system, the Planning Commission may accept swales on streets where the finished grade does not exceed two (2) percent. Where side swales are used the slopes must not exceed one vertical foot to three feet horizontally and all slopes must be seeded or sodded to prevent erosion as set forth in the “Local Government Public Works Standards and Specification”.
- c. Roadway Surfacing Within the City the developer shall be responsible for 1-1/2” inches of binder and 2” of EMix topping that meets TDOT specifications on any street within the development. Before any asphalt is applied on the base, the base material must undergo a compaction test. The test must be performed under the direction of the City Manager and/or the City Manager’s designated representative. The developer is responsible for notifying the City of Paris when the base is installed and ready for testing.
- d. Within the Paris Planning Region, the developer shall, as a minimum, provide a Double Bituminous Surface Treatment (DBST) meeting TDOT specifications. FAILURE OF THE DEVELOPER TO GET ANY OF THE APPROPRIATE INSPECTIONS DONE BY THE CITY MANAGER OR THE STREET SUPERINTENDENT SHALL CAUSE THE STREET TO BE CORE DRILLED EVERY ONE HUNDRED (100) FEET AND CERTIFIED BY A CERTIFIED AND APPROVED TESTING LABORATORY WITH THE EXPENSE BEING PAID BY THE DEVELOPER.

- e. All ditches and trenches are to be backfilled with sand or washed stone.
- f. The Planning Commission may specify additional requirements for road improvements if warranted by the type soil where the street or road is to be developed.

5. Minimum Pavement Widths

- a. Arterial Streets.....(Not paved by developer)
- b. High Density Streets.....36 feet
- c. Medium Density Streets.....28 feet
Most minor streets in residential developments involving parking and/or considerable traffic, or as may be directed by the Planning Commission.
- d. Low Density Streets.....20 feet
Maximum length 1200 feet or 25 dwelling units or as defined by development density.

6. Sidewalks

- a. Intent For the safety of pedestrians and/or children at play, installation of sidewalks shall be required on arterial or high density streets under the following terms and conditions.
- b. Location Sidewalks shall be located not less than 24 inches from the curb line to provide a buffer between the pedestrian and vehicular traffic. The buffer area between the curb line and the sidewalk shall be covered in living landscape such as grass, or other ground covers of non-living (artificial) landscape material such as rocks, pebbles, sand, gravel, stone or mulch.
- c. Size Sidewalks shall be four (4) feet wide and four (4) inches thick. Designs and construction of sidewalks shall conform to the standards as included in the Local Government Public Works Standards and Specifications adopted by the Board of Commissioners of the City of Paris, Tennessee.
- d. Number of Sidewalks Required Sidewalks shall be required on both sides of any new or existing street whenever development occurs.
- e. Exceptions:

Waiver Criteria Where the provisions of this section are applicable, the Planning Commission may waive the requirement of sidewalks under the following terms and conditions:

- 1) The developer can justify to the Planning Commission that strict compliance with the terms of this chapter would not be in the best interest of the citizens of Paris.
- 2) Such a waiver by the Planning Commission shall be based on a finding of no present or future use and/or need for such sidewalks. Character of the development, financial burden, economic

hardship, or topography shall not be valid criteria for granting such a waiver.

7. Installation of Utilities After grading is completed and approved and before any base is applied, all of the underground work, water mains, gas mains, etc., and all service connections shall be installed completely and approved throughout the length of the road and across the flat section. All driveways for houses to be built by the developer shall be cut and drained. Within flood prone areas new and replacement water supply systems shall be designed to eliminate or minimize flood damage. Trenches and ditches shall be backfilled with sand or washed stone. All utilities shall be extended to the farthest extreme of the development.

8. Water Supply System Water mains shall be properly connected with the community water supply system or with an alternative supply approved by the county health officer and shall be constructed in such a manner as to serve adequately for both domestic use and fire protection to all lots shown on the subdivision plat.
Water mains for a community water supply system shall be no less than six (6) inches in diameter and the Planning Commission may require larger mains if they are needed to serve future extensions. The location and types of valves and hydrants, the amount of soil cover over the pipes and other features of the installation shall be approved by the Planning Commission based on requirements as set forth by the Board of Public Utilities as referenced in Article IV, Section K of the Subdivision Regulations. Fire hydrants shall be installed in all developments so that there is no more than 500 feet between hydrants or no more than 500 feet from any lot to the nearest hydrant. All systems shall be designed to minimize the infiltration of flood water.
The developer shall be responsible for installing individual lot services to property line consisting of connection to main, service tubing, curb stop and meter box. Inspections shall be conducted by the Paris Board of Public Utilities.

9. Sanitary Sewers When located within or adjacent to a public sewerage system, sanitary sewer mains no less than eight (8) inches in diameter and of a type approved by the Planning Commission based on requirements as set forth by the Board of Public Utilities as referenced in Article IV, Section L of the Subdivision Regulations. The system shall be installed in such a manner as to serve all lots with connection to the public system. All systems shall be designed to minimize or eliminate infiltration of, or discharges from flood waters.
The developer shall be responsible for installing individual lot services to property line consisting of connection to main and service pipe with plumb.

Note: The City Commission may issue a resolution including provisions for reimbursement for private construction of water and sewer to residential sub-dividers to promote a population growth in the City of Paris.

10. Permanent Easements, Vehicular A permanent vehicular easement may be permitted under certain conditions. These easements shall meet the following minimum requirements and any special conditions attached by the Planning Commission, and the requirements and special conditions for the easement shall be placed on the final plat for recording:
 - a. A permanent easement shall be of a required width of no less than fifty (50) feet; however, the Planning Commission may require greater widths if necessary to meet special conditions present on a plat.
 - b. A permanent easement providing legal access to more than one lot shall be improved to meet the road construction standards established in Article V of these regulations.
 - c. Permanent easement improvements shall be maintained by the developer/owner or by a legally established home owners association or other similar group approved by the Planning Commission. The legal documents establishing the easement shall be submitted with the final plat for review and approval and shall be recorded with the final plat.
 - d. If, at any future date, a permanent easement is submitted for acceptance as a public street or road, it shall be submitted to the Planning Commission for approval. In considering the easement for approval as a public street or road, the Planning Commission shall require the improvements to the easement to meet the minimum street construction standards in effect at the time the request for public acceptance is made.
 - e. A building permit may be issued for a building to be located on a recorded lot of record as of 6/13/96, which lot fronts on a permanent easement with access to an existing public street or road; provided, however, that any future subdivision of said lot shall be subject to these provisions (Resolution # 1261, 6/13/96).

11. Mail Delivery and Mail Receptacles:
Developer is responsible for contacting United States Postal Service to determine and follow the most recent regulations for mail delivery.

Section B. Recommended Improvements The planting of street trees and installation of street name signs is considered a duty of the sub-divider as well as good business practice.

1. Street Trees Street trees are a protection against excessive heat and glare and enhance the attractiveness and value of abutting property. The Planning

Commission will assist the sub-divider in location of trees and species to use under varying conditions.

It is recommended that trees be planted inside the property lines where they are less subject to injury, less likely to cause motor accidents and enjoy more favorable conditions for growth. If trees are to be planted within a planting strip in the right-of-way, their proposed locations and species to be used must be submitted for the Planning Commission's approval since the public inherits the care and maintenance of such trees. Any trees or shrubs planted shall conform to the zoning regulations and if no zoning is in effect the Planning Commission shall set minimum standards for protection from obstructions to vision at intersections and exits from driveways.

2. Street Name Signs Appropriate street signs also add sales value to land subdivisions and enable strangers, delivery concerns and even potential lot buyers to find their way around. Street names should appear at all intersections. Upon request the Planning Commission will aid the sub-divider with specifications for the construction, placing and setting of such signs.

Section C. Guarantees in Lieu of Completed Improvements No final subdivision Plat shall be approved by the Paris Municipal – Regional Planning Commission or accepted for record by the county Register of Deeds until one of the following conditions has been met:

1. All required improvements have been constructed in a satisfactory manner and approved by the Paris Municipal – Regional Planning Commission; or
2. An Escrow Account has been established, a Security Bond has been posted, or a Letter of Credit has been obtained and accepted by the Paris Municipal – Regional Planning Commission in an amount equal to the estimated costs of installation of the required improvements, whereby improvements may be made and utilities installed without cost to the City and/or County in event of default of the developer. Estimated costs are to be obtained by the developer from the Board of Public Utilities, Paris Henry County Public Utility District, the County Road Department or City Street Department or other body as shall be specified by the Paris Municipal – Regional Planning Commission.

Section D. Street Lighting In those subdivisions where the developer chooses not to use the standard street light being installed by the City of Paris at the time of development, the developer may install an alternative design of street light in said development under the following criteria:

1. The alternative street light selected by the developer must be acceptable to the electrical department of the Board of Public Utilities and the City of Paris and meet their standards for compatibility with the existing street light system in the City of Paris and any other criteria the electrical department of the City of Paris may set;

2. Any additional cost for purchase and installation of alternative street light designs shall be paid for by the developer.

Section E. Warranty Once all improvements have been constructed in a satisfactory manner and approved by the Paris Municipal – Regional Planning Commission the developer shall be required to warrant said improvements for one (1) year from the date of such approval. Any repair, maintenance, upkeep, or replacement of such improvement shall be the sole responsibility of the developer at the developer's sole cost.

The developer shall be required to provide an Escrow Account, Security Bond, or Letter of Credit in an amount required by the Paris Municipal – Regional Planning Commission. Said Escrow Account, Security Bond, or Letter of Credit is to assure the necessary funds to fulfill said warranty obligations so that any such repair, maintenance, upkeep, or replacement may be made without cost to the City and/or County in the event of default by the developer.