

BILL NO. 08-45-05

ORDINANCE NO. 2992

AN ORDINANCE REPEALING SECTION 8 OF THE SUBDIVISION REGULATIONS AND ENACTING IN LIEU THEREOF A NEW SECTION 8 ADOPTING DESIGN STANDARDS FOR THE IMPROVEMENTS OF LANDS WITHIN THE CITY OF SUGAR CREEK

BE IT ORDAINED BY THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF SUGAR CREEK, MISSOURI AS FOLLOWS:

SECTION 1 That Section 8 of the Subdivision Regulations, which adopted Design Standards for Improvements is hereby repealed and enacted and in lieu is a new Section 8 for Design Standards as follows:

Section 8 - DESIGN STANDARDS

A. SCOPE:

All subdivisions of land subject to these Zoning Regulations shall conform to the design standards of this Section.

B. DEVELOPMENT PLAN:

1. No subdivision shall conflict with the Comprehensive Strategic Plan of the City of Sugar Creek, Missouri.
2. Flood Hazard: Land that the Building Official finds to be detrimental to the public welfare because of being in a Special Flood Hazard Area, potential damage from excessive run-off or standing water due to improper drainage, shall not be subdivided without plans to correct these findings.
3. When a subdivision is traversed or bounded by a watercourse, a drainage easement shall be dedicated and improved in accordance with the adopted City Design Standards.

C. ACCESS:

1. All lots located in any subdivision shall be served directly by a public street except that private streets may be permitted as a part of a Planned Unit Development or equivalent thereto.
2. Residential lots shall not have direct access to highways, arterial streets, collectors or parkways.
3. [Ingress/Egress. In determining whether the subdivision provides for an adequate amount of points of ingress and egress, all relevant factors shall be considered including but not limited to the following:
 - a. Residential Subdivision. As a general rule, there shall be two points of ingress and egress for each new subdivision of land involving more than one cul-de-sac street. In addition, one point of ingress to and egress from the subdivision shall be required for each fifty (50) dwelling units in a subdivision.
 - b. Nonresidential Subdivisions. The adequacy of the number of points of ingress to and egress from nonresidential subdivisions shall be determined as a part of and based on the consideration of the site plan for the proposed development. The plat for such development shall show the same number of ingress and egress points as are shown on the approved site plan. If no

site plan has been approved, all approvals of the preliminary plat shall be conditioned upon the final plat being consistent with the site plan with respect to the number of points of ingress and egress from the subdivision.

c. The level of traffic using each point of ingress to and egress from the subdivision should not exceed the level of traffic that the type of street proposed (i.e., residential, collector, etc) is designed to accommodate.]

D. STREETS:

1. In any new subdivision, the street layout shall conform to the arrangement, width, and location indicated on the Comprehensive Strategic Plan. Streets shall be designed and located in proper relation to existing and proposed streets, to the terrain, to such natural features as streams and tree growth, to public convenience and safety, to the proposed use of the land served by such streets, and to the most advantageous development of the adjoining area. Each lot within the subdivision shall provide access to a dedicated public street. Proposed streets shall extend to the boundary line of the tract being subdivided unless prevented by topography or other physical conditions; or unless the opinion of the Planning and Zoning Commission such extension is not necessary or desirable for the coordination of the layout of the subdivision or for the advantageous development of the adjacent tracts.

2. The standards within these Zoning Regulations recognize and reference subdivision streets by functional classification.

3. Whenever the proposed subdivision contains or is adjacent to a limited access highway, and where lots back onto an arterial or minor arterial street, the subdivision shall provide the following treatment:

a. In residential districts a buffer strip area of at least fifty (50) feet in depth shall be provided. The buffer shall not be a part of the platted lots and shall have the following restriction lettered on the face of the plat:

"This buffer reserved for the preservation, conservation, and maintenance of old growth trees or the planting of trees or shrubs by the developer; the building of structures and fences hereon is prohibited."

b. The developer shall at the time of final plat provide a landscape plan for the common area buffer. The developer shall first preserve any old growth trees in good health and condition. The buffer must include:

- i. One (1) deciduous shade tree every sixty (60) feet;
- ii. Four (4) large flowering shrubs clustered every one hundred fifty (150) feet;
- iii. The trees and shrubs shall be set back from the right-of-way line at least five (5) feet.

c. The depth of the buffer may be reduced to thirty (30) feet with the following criteria, if no existing old growth trees are in the initial fifty (50) foot buffer strip:

- i. Berming at least five (5) feet in height (measured from the top of the nearest curb) at the low point of the berm. The berm may extend onto the private lots but not onto right-of-way;
- ii. One (1) deciduous shade tree or two (2) evergreen trees every sixty (60) feet;

- iii. Three (3) ornamental and one (1) evergreen tree every one hundred (100) feet;
- iv. Four (4) large flowering shrubs every thirty (30) feet;
- v. The trees and shrubs shall be set back from the right-of-way line at least five (5) feet.

4. Streets shall intersect each other at right angles unless otherwise dictated by topography or other factors of good design.

a. The number of intersections along major streets shall be held to a minimum. Wherever practical the distance between such intersections shall not be less than twelve hundred (1200) feet.

b. Property lines at street intersections shall be rounded with a minimum radius of fifteen (15) feet. The City Engineer may require a greater radius where anticipated traffic justifies such a requirement.

c. Streets parallel to a limited access highway shall, when intersecting a major street, highway or a collector street be located at a minimum distance of two hundred fifty (250) feet from said right-of-way, highway or collector street. Such distance, when desirable and practical, shall be determined with due consideration of the minimum distance required for the future separation of grades by means of appropriate approach gradients.

d. Local streets need not continue across major or collector streets; but, if the centerline of such local street approach the major streets from opposite sides thereof within one hundred fifty (150) feet, however, the City Engineer may require an appropriate easement to accommodate drainage facilities, pedestrian traffic or utilities.

e. Streets shall connect with streets already dedicated in adjoining subdivisions or provide for future connections to adjacent unsubdivided tracts or the reasonable projections of streets in the nearest subdivided tracts.

f. The intersection of streets shall either be directly across from each other or have a centerline off-set of one hundred twenty-five (125) feet.

g. Curb intersections on collector and minor streets shall have a minimum radius of twenty (20) feet.

h. Under normal conditions, streets shall be laid out so as to intersect as nearly as possible at right angles, except where topography or other conditions justify variations. The minimum angle of intersection shall generally be seventy-five (75) degrees. Variations will be considered to a minimum angle of sixty (60) degrees.

i. Alleys shall be provided in commercial and industrial districts unless other definite and assured provision is made for service access.

5. The minimum right-of-way of all proposed streets shall be as follows:

Type Of Street	Right-Of-Way
Highways	State Highway Standards
Arterial Streets	80 feet min.
Collector	60 feet min.
Parkways	No Minimum
Local Street	50 feet min.
Alleys	20 feet min.

Every cul-de-sac shall terminate in a circular turn-around having a minimum right-of-way diameter of one hundred (100) feet.

6. The minimum pavement widths shall be as follows:

Type Of Street	Width
Highways	State Highway Standards
Arterial Streets	48 feet, Back to Back of Curb
Industrial Collector	42 feet, Back to Back of Curb
Collector	36 feet, Back to Back of Curb
Parkways	Planning Commission will establish width
Local Street	32 feet, Back to Back of Curb
Residential Estate	24 feet, No curb regulation
Alleys	12 feet, No curb regulation

7. Unless necessitated by exceptional terrain and subject to the approval of the City Engineer, the maximum street grades shall be the following:

Type Of Street	Maximum Grade In Percentage
Arterial Streets	7 %
Collector	8%
Minor (local/residential street)	10%
Cul-de-sac (excluding turn-around)	15%
Cul-de-sac (turn-around only)	10%
Residential Estate	15%
Alleys	10%
Pedestrian Ways	15%

The minimum grade for all streets shall be eight-tenths percent (0.80%). The minimum grade shall be at least one percent (1%) wherever possible.

All changes in street grade shall be connected by vertical curves and be designed for safe stopping sight distance as determined by the City Engineer using Federal highway administration design criteria. Vertical curves shall be based on the following minimum sight distances:

Type Of Street	Sight Distance
Arterial Streets	400 feet
Collector	250 feet
Minor	100 feet

Wherever practical, street grades shall be established in such a manner to avoid excessive grading, or promiscuous removal of ground cover and tree growth, and a general leveling of the terrain. Grades so established will reduce hazards by maintaining adequate sight distance for classification of streets and design speeds.

8. The centerline radius of a horizontal curve shall be as follows:

Type Of Street	Minimum Curve Radius
Arterial Streets	500 feet
Collector	300 feet
Minor	150 feet

A minimum tangent length of one hundred (100) feet shall be provided between curves of opposite direction on arterial and collector streets.

The developer may request a variance to the above minimums based on engineering considerations of topography, length of street, number of curves and other factors that may dictate a lesser radius. The City Engineer may approve such request.

9. Where an existing dedicated or platted half street is adjacent to the tract being subdivided, the other half ($\frac{1}{2}$) of the street right-of-way shall be dedicated by the subdivider. Half street dedications for minor streets are not permitted, unless there is satisfactory agreement with the City that both adjacent developers agree to dedicate and construct one-half ($\frac{1}{2}$) of the street.

10. Street names shall be suggested by the developer and approved by the Planning and Zoning Commission at the time of the preliminary plat approval.

11. Minimum sight distance shall be provided at each intersection by providing an area free of trees, shrubs, signs or other obstructions greater than two (2) feet in height as measured from the elevation at the edge of pavement. This area shall be determined by constructing two (2) overlapping triangles such that the long leg of each triangle is measured along the edge of pavement one hundred forty (140) feet, the short leg of each triangle is measured along the adjacent edge of pavement fifteen (15) feet, and the hypotenuse is constructed to connect the two (2) legs thus forming an intersecting area to remain free of obstructions.

12. *Cul-de-sac Streets.* Cul-de-sac streets shall be not more than six hundred (600) feet in length measured from the centerline of the cul-de-sac to the centerline of the connecting street (eight hundred (800) feet in subdivisions of one-half ($\frac{1}{2}$) acre or larger lots). Exceptions may be made where topographic or other unusual existing conditions so require. Cul-de-sacs shall terminate with a minimum outside property line turnaround radius of fifty (50) feet and a minimum curb line radius of forty (40) feet. The use of a "T" design for the cul-de-sac's terminus may be considered for cul-de-sacs of short length (less than three hundred (300) feet) when specifically approved by the City Engineer.

13. *[Roundabouts.* All roundabouts shall be designed according to the "Roundabouts: An Informational Guide" produced by the U.S. Department of Transportation Federal Highway Administration (latest version) Construction and materials shall comply with Division II of the APWA Standards.]

14. *Decorative Islands* When specifically approved by the City Council, islands to be used for landscaping, statuary or other decorative purposes may be constructed by a developer in a dedicated reserve in the center of a cul-de-sac or other roadway pavement section. Decorative islands shall not be approved if it is possible that their installation would in any way impede traffic or create unsafe conditions, as directed by the City Engineer.

a. If decorative islands are approved, the developer shall, as a condition of such approval, assign full responsibility for maintenance of such islands to the homeowners' association created by the developer for the subdivision. Provisions of the homeowners' association articles of agreement related to

such maintenance shall be reviewed and approved by the City Council before approval of the Final Plat.

15. *Private Streets.* Private streets are generally unacceptable in subdivisions in which any of the streets are dedicated to the public. Exceptions will be considered in commercial and industrial subdivisions and in planned unit developments if they are constructed to standards of this Section. A homeowner's association or business district association shall be formed to maintain any private street. A sinking fund shall be established by any such association to finance maintenance of private streets, a monthly accounting of which shall be submitted annually to the City Clerk.

16. *Marginal Access Streets.* Where marginal access streets are required, the developer shall be responsible for improving said marginal access streets according to City standards and shall dedicate, after construction, such streets and rights-of-way to the City of Sugar Creek. A landscaped strip at least twenty (20) feet wide shall be provided between a marginal access street and the adjacent street.

17. *Street Names And Signs.* Street names shall not duplicate names of any existing street in Sugar Creek and adjacent communities except where a new street is a continuation of an existing street. Street names that are spelled differently but sound the same shall be avoided. Generally no street should change direction by more than ninety degrees (90°) without a change in street name. Night glowing street signs, approved by the City Engineer, will be provided and installed by the City at all street intersections at the developer's expense.

18. *Street Classification.* The Board of Aldermen shall determine the classification of all streets. The City Engineer shall first determine street classification in new subdivisions when the Preliminary Plat of a subdivision is submitted. The Board of Aldermen shall determine the final classification as that Board makes approval of the final plat.

a. *Standard Street Sections And Details.* The Subsections that follow set forth standard street sections and details which are to be used for future residential, minor secondary thoroughfare and collector, and major secondary thoroughfare and collector streets and for primary thoroughfares constructed within the City of Sugar Creek.

b. *Design for persons with disabilities.* Access ramps for disabled persons shall be installed whenever new curbing or sidewalks are constructed or reconstructed in the City of Sugar Creek. Such ramps shall conform to Americans with Disabilities Act (ADA) standards subject to review and approval by the City Engineer. These standards shall apply to any City street or connecting street for which curbs and sidewalks are required by this Section or on which curb and sidewalk have been prescribed by the Board of Aldermen.

c. *Approval of grades.* Profiles of streets shall be submitted to and approved by the City Engineer. Submittal information required for review of the preliminary plat shall include preliminary street profiles. Final calculated street profiles will be required in submittal of construction plans required during review of the final plat.

d. *Maximum and minimum grades.* The grades of all streets shall not be greater than the maximum grades for each classification as set forth in this Section, except where topographical conditions unquestionably justify a departure from this maximum, as determined by the City Engineer. The minimum grade for all streets shall be eight-tenths percent (0.80%). The

minimum grade shall be at least one percent (1%) wherever possible.

e. *Compaction requirements for cut and fill areas.* All fill areas within the street right-of-way shall be compacted to ninety-five percent (95%) of standard maximum density. Layers shall be placed in depths not to exceed ten (10) inches loose material. All embankment materials and compaction methods shall be subject to approval of the City Engineer. In cut areas, the top of the subgrade under areas to be paved shall be scarified and compacted to a minimum depth of six (6) inches to not less than ninety-five percent (95%) of standard maximum density at optimum moisture. Maximum density shall be determined in accordance with requirements of the Standard Compaction Test.

f. *Approval of subgrade.* The City Engineer shall approve the subgrade before any base course or surface is placed thereon. The subgrade shall be so constructed that it will be uniform in density throughout. The entire width and length shall conform to line, grade, and typical cross-section shown on the plans or as established by the City Engineer. If any settling or washing occurs, or where hauling results in ruts or other objectionable irregularities, the contractor shall re-shape and re-roll the subgrade before the base or surfacing is placed.

g. *Sewer and water work before base construction.* No base course work may proceed on any street until all trenching for storm and sanitary sewers and for water lines within an area extending one (1) foot behind curbs has been properly backfilled satisfactory to the City Engineer. Wherever possible, the developer shall schedule installation of gas or buried electric utility lines so that trenches for such lines can be properly backfilled before street base course construction.

h. *Storm sewers and inlets.* Manholes, storm sewers, inlets and utility valves shall be adjusted to meet the proper grade of street or yard areas to the satisfaction of the City Engineer.

19. Exceptions For Existing Improvements.

a. Where the proposed subdivision is a resubdivision or concerns an area presently having any or all required improvements as previously set out, and where such improvements meet the requirements of this Section and are in good condition as determined by the Board of Aldermen upon its consideration of the opinion of the City Engineer, no further provision need be made by the subdivider to duplicate such improvements. However, where such existing improvements do not meet said requirements as determined by the Board of Aldermen upon its consideration of the opinion of the City Engineer, the subdivider shall provide for the repair, correction, or replacement of such improvements so that all final improvements will then meet said requirements as determined by the Board of Aldermen upon its consideration of the opinion of the City Engineer.

b. Where the proposed subdivision is a resubdivision or concerns an area presently abutting or continuing any existing public street of less than the minimum required right-of-way width or roadway width, land shall be dedicated so as to provide a minimum street right-of-way width established by these Zoning Regulations or by the policy of the City Council; and the subdivider of such proposed subdivision shall provide an additional roadway pavement meeting the minimum standards set by these Zoning Regulations and the City Council. The City Council shall determine what adjustment to make where the aforesaid widening merges with existing streets that are of

smaller width at the boundary of such proposed subdivision. The City Council may reduce the minimum roadway system in the proposed subdivision if the extension of such roadway is already improved at each end of such roadway in the subdivision and the roadway in the proposed subdivision is two (2) blocks or less in length.

E. BLOCKS AND LOT DESIGN

The lengths, widths, and shape of blocks shall be suited for the planned use of the land, zoning requirements, and need for convenient access, control and safety of street traffic and the limitations and opportunities to the terrain.

1. Block lengths in residential areas shall not, as a general rule, be less than six hundred (600) feet in length between street lines unless dictated by exceptional terrain or other limiting factors of good design. The length of a block shall not exceed twelve hundred (1200) feet.

2. Blocks shall have sufficient width to provide for two (2) tiers of lots of appropriate depth except where otherwise required to separate residential development from through traffic.

3. Pedestrian ways or crosswalks of not less than five (5) feet in width, shall be provided near the center and entirely across any block which is nine hundred (900) feet or more in length where deemed essential in the opinion of the Planning and Zoning Commission to provide adequate pedestrian circulation or access to schools, shopping center, churches, parks or transportation facilities. At the time of preliminary plat approval, this requirement may be modified in an instance where this access is adequately served otherwise.

F. LARGE LOTS OR PARCELS

When land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged in such a manner as to allow for the opening of future streets and logical further re-subdividing of the parcel. Lot splits are prohibited in final platted subdivisions where additional buildable lots are created.

G. LOT DESIGN

The lot size, width, depth, shape and orientation, and the minimum setback lines shall be appropriate for the location of the subdivision and for the type of development and use contemplated.

1. Lot dimensions shall conform to the requirements of the Zoning Regulations unless established in accordance with this Section.

2. The minimum widths of residential lots measured at the setback lines thereof shall not be less than:

a. Seventy (70) feet when the lot contains an area of eight thousand (8,000) square feet.

b. One hundred (100) feet when the lot contains an area of twenty thousand (20,000) square feet or more, but less than thirty thousand (30,000) square feet.

3. The frontage of every lot shall abut and have access to a local public street. Flag lots shall not be permitted. Frontages shall be as established in the Zoning Ordinance.

4. Side lot lines shall be as nearly as possible right angles to street lines.

5. Single tier lots shall not have access to both front and rear streets.

6. The minimum residential lot depth shall generally be 110 feet.
7. Residential lots fronting or backing on major streets shall be platted with extra depth to permit increased distances between the buildings and traffic-ways.
8. Where lots front upon a cul-de-sac or curved street having a radius of two hundred (200) feet or less and fifty percent (50%) or more of the lot frontage is located on the radius, a minimum width measured at the setback line shall be no less than seventy (70) feet. The lots shall maintain the minimum square footage of the Zoning Ordinance.
9. The area of the street right-of-way shall not be included and calculated in the area of the lot with respect to minimum lot area requirements of these Subdivision Regulations or of any Zoning Code applicable to the property. Lots shall be required to have more than the minimum area dimensions provided for in this Section where such greater area or dimensions are required to meet the yard requirements of the Zoning Ordinance.
10. Double frontage and reverse frontage lots may be approved at the time of preliminary plat approval where necessary to provide separation of residential development from through traffic or overcome specific disadvantages of terrain and orientation.
11. The depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
12. Corner lots for residential use shall have extra width to permit appropriate building setback from, and orientation to both streets.
13. Front and side yard setback requirements shall be the same on both sides of the street for residential structures to provide a consistent line of sight throughout the entire subdivision. Recorded final plats, and current preliminary plats, shall be exempt from this Chapter. If a preliminary plat is not renewed within the two (2) year period, all new ordinances shall apply.
14. *Lot elevation relative to sewer line elevation.* Minimum basement floor elevations (MBF) shall be shown on each sewerable lot of the recorded plat and grading plan. Minimum low opening elevations (MLO) shall be shown on each lot adjacent to a waterway on the recorded plat and grading plan. MBF's and MLO's may need to be revised in the event the "as-built" engineering plans show a significant change in the elevation of the sanitary sewer main or in the elevation of the 100-year flood plain.
15. Unless otherwise approved by the City Engineer, the minimum finished floor elevation for the garage slab shall be one and one-half (1½) feet above the top of curb. The maximum finished garage floor elevation shall be such as to provide a maximum driveway slope of eight percent (8%).

H. DAMS, RETENTION BASINS AND SILTATION CONTROL

1. Where dams are proposed in any subdivision, they shall be designed by a professional engineer registered in the State of Missouri. A preliminary engineering report including soil investigations and design procedures shall be submitted to the City Engineer for review. When a dam is planned on private property, the engineer shall certify that the dam is constructed in accordance with the approved plans and specifications.
2. When the proposed development of a subdivision would increase the runoff of storm water onto adjoining properties, above that normally expected for residential development typical for the City, retention basins

may be required on-site to control the rate of runoff except as otherwise permitted by the City Engineer on the basis of an individual subdivision design and approval on the preliminary plat.

I. CONFORMANCE TO APPLICABLE RULES AND REGULATIONS

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

- i.** All applicable provisions of the Missouri Statutes.
- ii.** The City of Sugar Creek Zoning Code, Building and Housing Codes, and all other applicable laws.
- iii.** The Comprehensive Strategic Plan as adopted.
- iv.** The special requirements of these Zoning Regulations and any adopted policies and rules of the City Engineer, and the Department of Natural Resources of the State of Missouri.
- v.** The rules of the Missouri Highway and Transportation Department if the subdivision of any lot contained therein abuts a State highway or connecting street.
- vi.** The standards and regulations adopted by the City Engineer and all Boards, Commissions, Departments, Agencies and Officials of the City adopted pursuant to any law or ordinance.

Plat approval may be withheld if a subdivision is not in conformity with the above guides or the intent and purposes of these Zoning Regulations

J. ADOPTION OF APWA CONSTRUCTION AND MATERIAL SPECIFICATIONS

1. The Construction and Material Specifications, titled Section 1100 - General Conditions, approved and adopted August 1985, by the Kansas City Metropolitan Chapter of the American Public Works Association (APWA) is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

2. The Construction and Material Specifications, titled Section 2000 - General, approved and adopted on October 21, 1981, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

3. The Construction and Material Specifications, titled Section 2100 - Grading and Site Preparation, approved and adopted August 2003, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

4. The Construction and Material Specifications, titled Section 2200 - Paving, approved and adopted May 2001, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

5. The Construction and Material Specifications, titled Section 2300 - Incidental Construction, approved and adopted December 2002, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this

Section.

6. The Construction and Material Specifications, titled Section 2400 - Seeding and Sodding, approved and adopted October 1981, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

7. The Construction and Material Specifications, titled Section 2500 - Sanitary Sewers, approved and adopted December 1992, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

8. The Construction and Material Specifications, titled Section 2600 - Storm Sewers, approved and adopted April 1996, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

9. The Construction and Material Specifications, titled Section 2700 - Structures, approved and adopted November 1998, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

10. The Construction and Material Specifications, titled Section 2800 - Street Lights, approved and adopted December 1982, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

11. The Construction and Material Specifications, titled Section 2900 - Waterlines, approved and adopted December 1984, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

12. The Construction and Material Specifications, titled Section 5100 - Site Work and Erosion Control, approved and adopted August 2003, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

13. The Construction and Material Specifications, titled Section 5200 - Streets, approved and adopted April 1996, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

14. The Construction and Material Specifications, titled Section 5300 - Incidental Construction and Local Bicycle Facility Design Guidance, approved and adopted December 2002, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

15. The Construction and Material Specifications, titled Section 5500 - Sanitary Sewer and Appurtenances, approved and adopted April 1996, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within

the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

16. The Construction and Material Specifications, titled Section 5600 - Storm Drainage Systems and Facilities, approved and adopted November 2003, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

17. The Construction and Material Specifications, Storm Drainage BMP Manual, approved and adopted November 2003, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

18. The Construction and Material Specifications, titled Section 5700 - Structures, approved and adopted December 1986, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

19. The Construction and Material Specifications, titled Section 5800 - Street Lighting, approved and adopted December 1982, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

20. The Construction and Material Specifications, Standard Drawings, latest approved and adopted version, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

21. The Construction and Material Specifications, Erosion and Sediment Control Standard Drawings, latest approved and adopted version, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

22. The Construction and Material Specifications, Bicycle Facility Standard Drawings, latest approved and adopted version, by the Kansas City Metropolitan Chapter of the APWA is hereby adopted within the City Code of the City of Sugar Creek, Missouri, with the additions, insertions, deletions, and changes, if any, prescribed in the following paragraphs of this Section.

SECTION 2 This Ordinance shall take affect from and after its passage.

Passed by the Board of Aldermen this 22nd day of August, 2005

Stanley J. Salva, Mayor
President of the Board of Aldermen

Approved by the Mayor this 22nd day of August, 2005

Stanley J. Salva, Mayor

ATTEST:

Jana J. Olivarez-Dickerson, City Clerk