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PLANNING

Planning is a Division of the Department of Planning & Development Services

SUBDIVISIONS DESIGN GUIDELINES - DRAINAGE AND SIDEWALKS

What are the guidelines for drainage design?

Design features for drainage that may be required include, but are not limited to, the following:

- **Lot Layout** - Individual lot drainage should be coordinated with the general storm drainage pattern for the area, & lots should be laid out so as to provide positive drainage away from all buildings.
- **Drainage Rights** - When a proposed drainage system will carry water across private land outside the subdivision, appropriate drainage rights must be secured and indicated, or referenced, on the plat.
- **Easements** - Adequate drainage easements shall be obtained and designated on the subdivision plat, when required.
- **Drainage Networks** - Networks shall be designed to accommodate potential run off from the entire upstream drainage area, whether inside or outside the subdivision.
- **Drainage Studies** - The developer may be required to hire an engineer to prepare a drainage report for review and approval by the City staff. The Stormwater Engineer will make any recommendations as necessary.
- **Flooding** - For usual drainage design considerations, the 50 year flood should be contained in the street right-of-way, and the 100 year flood should not inundate buildings and homes. Subdivisions located within the 100 year flood plain shall be required to obtain a flood plain development permit from the City Engineer.
- **Indemnification** - The developer may be required to submit legal documents indemnifying the City for those areas where surface run-off from streets, alleys and drainage ways discharge onto private property.

What are the guidelines and requirements for sidewalks?

Sidewalks are required when lots are platted adjacent to a road or a street with a pavement width less than thirty-six (36) feet. The City may require the construction of sidewalks in any subdivision or land development if it is deemed necessary for safety reasons in areas where heavy pedestrian and vehicular traffic is anticipated.