

Proposed amendments (February 11, 2019)

CHAPTER 118 - PLATTING

ARTICLE IV - DESIGN STANDARDS

Sec. 118-46. - Streets

~~(m) *Marginal access streets.* Where a one-family or two-family residential lot or development has frontage on or borders an arterial street, highway or freeway, the planning commission may require marginal access streets to be provided on the residential development side of these streets, unless the adjacent lots back up to, side up to, or front with extra depth (see subsection 118-45(e)), or access off an alley, and provide some other means of restricting individual access directly to an arterial street, highway or freeways, or unless the planning commission determines such marginal access streets are not desirable under the facts of a particular case for adequate protection of the lots and separation of through and local traffic.~~

(m) *Access and driveways.* The provisions of this section and chapter 114 shall apply to all access and driveways. Access shall be approved in accordance with the approved plat and by the local agency with permitting authority.

(1) *Frontage and access on collector or major thoroughfare streets.* Access to collector or major thoroughfare streets shall not be allowed for residential lots that require backing maneuvers onto a street. Residential lots having direct access on a collector or major thoroughfare streets may be platted only if:

(a) All lots are greater than one (1) acre in size, have a minimum lot frontage of one hundred (100) feet, and provide for permanent vehicular turnaround on the lot to prevent backing onto the street. A note shall be placed on the plat stating a permanent vehicular turnaround shall be provided on each lot to prevent a vehicle from backing onto the street.

(b) Access points which would permit vehicular access to lots less than one (1) acre in size may be allowed if a marginal access street or easement to serve two (2) or more lots spaced a minimum of two hundred (200) feet apart and two hundred (200) feet from an existing driveway or street is constructed. The marginal access street or easement shall be designed to prevent a vehicle from backing onto collector or major thoroughfare streets.

(c) The street is classified as a residential collector with a minimum of 36 feet of pavement, has daily traffic volumes of less than 2,000 vehicles per day, and includes traffic calming measures.

(d) The street is classified as a residential collector with a minimum of 40 feet of pavement, has daily traffic volumes of less than 4,000 vehicles per day, and includes traffic calming measures.

(2) *Marginal access street or easement.* Where a developer furnishes a marginal access street or easement, it shall be designed to allow for emergency access, on-street parking, sidewalk connection to the collector or major thoroughfare street, and solid waste operations that do not require backing within the marginal access street or easement.

(y) *Traffic impact analysis.*

- (1) *Requirements.* No master plan, plat, building permit or driveway access shall be approved unless a traffic impact analysis (TIA) worksheet or TIA, as provided for in this section, is completed by the developer and approved by the city engineer. A TIA may also be required by the planning director, the commission or the city council as part of a zoning change application. If the specific land use is unknown, the TIA worksheet or appropriate level TIA shall be based on the Future Land Use Plan with consideration to existing topography and comparable properties.

(9) *Turn lane requirements.* Turn lanes are exclusive deceleration and storage lanes that allow for vehicles to turn left and right at intersections outside the through lane. Design of deceleration lanes shall be in accordance with the latest edition of AASHTO *A Policy on Geometric Design of Highways and Streets*.

(a) Left and right turn lanes shall be required:

- (1) At all driveway or street intersections with a daily entering traffic volume of five hundred (500) vehicle trips or fifty (50) vehicle peak hour trips;
 - (2) At all driveway or street intersections on the state highway system at the option of TxDOT; or
 - (3) Based on other factors such as street classification, travel speeds, sight distance, truck traffic, crash history, and other site conditions.
- (b) The design of turn lanes shall be based on the existing centerline of the roadway. The existing and new pavement for turn lane improvements shall be designed based on the development traffic loads and may include rehabilitation. At minimum, a surface course treatment is required for the full improvements including taper and pavement marking area.
- (c) The construction of turn lanes may be limited due to topographic conditions or need to obtain right-of-way from adjacent property owners. The applicant must show that all reasonable efforts have been made to implement turn lanes required by the TIA or this chapter. This may include relocating driveways or streets to allow for the construction of turn lanes or alternate design options.