

Proposed amendments to Chapter 118 Platting Ordinance

Section 118-46. Streets.

(x) *Private Streets.*

(5) Gated Subdivision Streets. When a gated entry is installed on a private street, the following provisions shall be met:

a. Emergency Access. An approved keyed or keyless entry system shall be provided on all gates. This security access system shall include the following for the specified type of gate:

1. Electric-Operated Gates:

(a) A gate override in case of power failure;

(b) Access provided to the school district, law enforcement, and utility providers; and,

(c) A fire department lock box for the fire department having jurisdiction.

2. Non-electric Operated Gates:

(a) A fire department lock box. If within the ETJ, the key or code of the fire department lock box shall be provided to the appropriate County Office of Emergency Management.

(b) Non-electric operated gates shall only be utilized at secondary access points.

3. Written approval from the responding fire department confirming their satisfaction with the access being provided shall be submitted.

b. Queuing. At gated entrances where traffic can queue into public streets, the gate and entrance design must provide for sufficient storage capacity so that no vehicles will queue into the public street. Gated entrance shall be designed as follows:

1. The gated entryway vehicle storage length measured from the call box to the public right-of-way shall meet the following requirements:

(a) A minimum of 40 feet for up to 100 peak hour trips.

(b) For developments over 100 peak hour trips, the traffic impact analysis shall include a queuing analysis to determine the minimum entryway vehicle storage length for the gated entry.

2. The gated entryway distance from the call box to the entry gate shall be a minimum of 30 feet.
 3. The gated entryway pavement width for each egress and ingress shall be a minimum of 20 feet.
 4. The gated entryway center median shall be a minimum of four feet.
 5. The gated entryway area between the entry gate and public right-of-way shall be free from overhead structures, mail boxes or other objects that may limit the safe movement of vehicles or restrict sight distance.
 5. The subdivider shall provide for vehicle turnaround capability based on the single unit design (SU-30) vehicle as provided in the 2011 American Association of State Highway and Transportation Officials *A Policy on Geometric Design of Highways and Streets*, or latest revision thereof or be able to make a three-point turning movement to prevent a motorist from backing onto the public street.
- c. Connectivity. The street system shall comply with other street standards of this Chapter.
- d. Gates shall be installed and operational prior to completion of construction of required public/subdivision improvements as defined in this Chapter, and be accepted by the Fire Marshal and City Engineer.