Chapter 118 - PLATTING

ARTICLE IV. - DESIGN STANDARDS

Sec. 118-46. - Streets.

(a) *Street layout.* Adequate streets shall be provided by the subdivider and the arrangement, character, extent, width, grade and location of each shall be considered in their relation to existing and planned streets, topographical conditions, public safety and convenience, and in their appropriate relationship to the proposed uses of land to be served by such streets. Local residential streets should be laid out so as to discourage their use by through traffic. A waiver may be considered for local residential streets as defined in subsection (s). that may curve, meander, and otherwise deviate from the radius and tangent requirements set forth in subsection (s) when:

(1) The developer's engineer designs streets that meet recognized standards, and

(2) The planning commission determines that such design is not contrary to the best interest of the city and the users of its street system.

(b) *Streets on city comprehensive plan or thoroughfare plan.*

(1) With regard to the comprehensive plan, the city council has adopted the city comprehensive plan as a guide for growth and development of the entire city and its extraterritorial jurisdiction. In particular the future land use plan, shall not be nor be considered a zoning map, nor constitute zoning regulations or establish zoning boundaries and shall not be site nor parcel specific and shall be used to illustrate generalized locations. The thoroughfare plan shall depict generalized locations of new alignments which are subject to modification to fit local conditions and are subject to refinement as development occurs.

(2) Whenever a tract to be platted borders on or embraces any part of any street shown on the thoroughfare plan, such part of such proposed street shall be shown on the master plan or the plat. All arterial and collector street locations, alignments, right-of-way widths, pavement widths, and cross sections shall be determined by the planning commission and city council in accordance with its adopted thoroughfare plan.

(l) *Medians and traffic calming.* A median is the portion of the roadway separating opposing directions of the traveled way. Medians are desirable on collectors and arterials carrying four or more lanes of traffic for operations, access management and safety. Other uses of a median are that it may offer an open green space, may provide a refuge area for pedestrians and may control the location of intersection traffic conflicts. Median design shall meet recognized engineering design standards. Landscaping, vegetation and other natural features in medians may constitute roadside obstacles and shall meet recognized roadside and sight distance standards. Traffic calming is the use of physical devices to influence vehicle operations in order to reduce anticipated speeds and through traffic, and increase driver awareness in residential areas. Traffic calming may be placed on local and residential collector streets adjacent to one and two family residential lots. Traffic calming measures may include road narrowing, midblock medians, cul-de-sac islands, curb extensions, traffic circles and roundabouts. Traffic calming measures shall meet recognized engineering design standards.

Remove Figures

Deleted: and residential sub-collector streets

Deleted: *Landscaped islands*

Deleted: Landscaped islands

Deleted: and t

Deleted: in

Deleted: developments and

Deleted: as provided for herein:

Formatted: Font: Italic

Formatted: Font: Bold, Italic

Deleted: ... [1]

(s) *Pavement and rights-of-way widths, street grades and horizontal curves for public streets.* Pavement widths shall be measured from the face of one curb to the face of the other curb. Pavement and rights-of-way widths, street grades, horizontal curves and sidewalks shall be in accordance with the adopted regional transportation plan and as follows, unless an exception is granted by the city council after review and recommendation by planning commission and the city engineer:

1. *Interstate.*
    a. Right-of-way (min.): 300-450'
2. *Expressway.*
    a. Right-of-way (min.): 200-300'
3. *Parkway.*
    a. Right-of-way (min.): 200'
4. *Principal Arterial.*
    a. Right-of-way (min.): 150'
    b. Pavement width (min.): 72'
    c. Centerline radius (min.): 1,200'
    d. Tangent between reverse curves (min.): 375'
    e. Minimum grade: 0.5%
    f. Maximum grade: 5%
    g. Design speed: 50 mph
    h. Sidewalks: Yes
    i. Parking allowed: No
5. *Minor Arterial.*
    a. Right-of-way (min.): 120'
    b. Pavement width (min.): 48'
    c. Centerline radius (min.): 1,200'
    d. Tangent between reverse curves (min.): 375'
    e. Minimum grade: 0.5%
    f. Maximum grade: 5%
    g. Design speed: 45 mph
    h. Sidewalks: Yes
    i. Parking allowed: No
6. *Major Collector.*
    a. Right-of-way (min.): 90'
    b. Pavement width (min.): 48'
    c. Centerline radius (min.): 770'
    d. Tangent between reverse curves (min.): 250'
    e. Minimum grade: 0.5%
    f. Maximum grade: 6%

Deleted: thoroughfare plan

Deleted: planning commission

Formatted: Font: Not Italic

Formatted

Formatted: Font: Not Italic

g. Design speed: 40 mph

h. Sidewalks: Yes

i. Parking allowed: Varies depending on lane configuration

7. *Minor Collector.*

a. Right-of-way (min.): 60'

b. Pavement width (min.): 40'

c. Centerline radius (min.): 510'

d. Tangent between reverse curves (min.): 100'

e. Minimum grade: 0.5%

f. Maximum grade: 8%

g. Design speed: 35 mph

h. Sidewalks: Yes

i. Parking allowed: Varies depending on lane configuration

8. *Residential Collector.*

a. Right-of-way (min.): 60'

b. Pavement width (min.): 36'

c. Centerline radius (min.): 340'

d. Tangent between reverse curves (min.): 100'

e. Minimum grade: 0.5%

f. Maximum grade: 10%

g. Design speed: 30 mph

h. Sidewalks: Yes

i. Parking allowed: Yes

j. Average daily traffic: Less than 5,000

9. *Local Street, Multifamily, Industrial and Commercial.*

a. Right-of-way (min.): 60'

b. Pavement width (min.): 40'

c. Centerline radius (min.): 340'

d. Tangent between reverse curves (min.): 50'

e. Minimum grade: 0.5%

f. Maximum grade: 10%

g. Design speed: 30 mph

h. Sidewalks: Yes

i. Parking allowed: Yes

j. Average daily traffic: Less than 1,000

10. *Local Street, One- and Two-Family Residential.*

a. Right-of-way (min.): 50'

b. Pavement width (min.): 30'

c. Centerline radius (min.): 125'

d. Tangent between reverse curves (min.): 50'

e. Minimum grade: 0.5%

f. Maximum grade: 12%

g. Design speed: 20 mph

h. Sidewalks: Yes

i. Parking allowed: Yes

j. Average daily traffic: Less than 1,000

11. *Local Street, One-Family Large Lot Residential (Minimum 100 feet lot frontage).*

a. Right-of-way (min.): 60'

b. Pavement width (min.): 24'

c. Centerline radius (min.): 125'

d. Tangent between reverse curves (min.): 50'

e. Minimum grade: 0.5%

f. Maximum grade: 12%

g. Design speed: 20 mph

h. Sidewalks: No

i. Parking allowed: No

j. Average daily traffic: Less than 1,000

Design standards not specified in this section shall conform to the latest edition of the American Association of State Highway and Transportation Officials *A Policy on Geometric Design of Highways and Streets.* Design standards on state highways shall conform to the requirements of the Texas Department of Transportation.

Remove Figures

Formatted: Indent: Left: 0", Hanging: 0.3", No bullets or numbering

Formatted: Indent: Left: 0.3", No bullets or numbering

Formatted: Indent: Left: 0", Hanging: 0.3", No bullets or numbering

Deleted: <#> ¶
(1) . *150-foot highway.* ¶
a. . Minimum right-of-way: 150 feet. ¶
b. . Minimum pavement width: N/A. ¶
c. . Minimum centerline radius of curve: 1,200 feet. ¶
d. . Minimum tangent between reverse curves: 375 feet. ¶
e. . Maximum sustained grade (shall not be over 300 feet): Five percent. ¶
(2) . *120-foot highway.* ¶
a. . Minimum right-of-way: 120 feet. ¶
b. . Minimum pavement width: N/A. ¶
c. . Minimum centerline radius of curve: 1,200 feet. ¶
d. . Minimum tangent between reverse curves: 375 feet. ¶
e. . Maximum sustained grade (shall not be over 300 feet): Five percent. ¶
(3) . *Major arterial, five lanes.* ¶
a. . Minimum right-of-way width: 80 feet. ¶
b. . Minimum pavement width: 60 feet. ¶
c. . Minimum centerline radius of curve: 1,000 feet. ¶
d. . Minimum tangent between reverse curves: 250 feet. ¶
e. . Maximum sustained grade (shall not be over 300 feet): Six percent. ¶
(4) . *Major arterial, four lanes with median.* ¶
a. . Minimum right-of-way width: 80 feet. ¶
b. . Minimum pavement width: 48 feet. ¶
c. . Minimum centerline radius of curve: 1,000 feet. ¶
d. . Minimum tangent between reverse curves: 250 feet. ¶
e. . Maximum sustained grade (shall not be over 300 feet): Six percent. ¶
(5) . *Minor arterial.* ¶
a. . Minimum right-of-way width: 70 feet. ¶
b. . Minimum pavement width: 48 feet. ¶
c. . Minimum centerline radius of curves: 600 feet. ¶
d. . Minimum tangent between reverse curves: 200 feet. ¶
e. . Maximum sustained grade (shall not be over 300 feet): Eight percent. ¶
(6) . *Local streets serving multifamily, commercial or industrial property.* ¶
a. . Minimum right-of-way width: 60 feet. ¶
b. . Minimum pavement width: 40 feet. ¶
c. . Minimum centerline radius of curves: 200 feet. ¶
d. . Minimum tangent between reverse curves: 50 feet. ¶
e. . Maximum sustained grade (shall not be over 300 feet): Ten percent. ¶
(7) . *Collector streets serving one and two family residential development, parking on both sides of street.* ¶
a. . Minimum right-of-way width: 60 feet. ¶
b. . Minimum pavement width: 36 feet. ¶ ... [2]

(t) *Responsibility for right-of-way dedication and public street construction.*

1. *Internal streets.*

a. The developer shall be responsible for the dedication and construction of all local and collector streets within his subdivision at his own expense. The developer may also be required to construct at least 2 lanes of an arterial street, if such is supported by a traffic impact analysis (TIA), and if such construction does not impose a disproportionate burden on the property owner or his property.

b. The developer may be required to dedicate additional ROW and construct additional lanes of an arterial street or TxDOT road based on the planning commission's review of a traffic impact analysis (TIA), and if such construction does not impose a disproportionate burden on the property owner or his property.

c. The planning commission may allow in lieu of construction an escrow be deposited for a period no longer than ten years equal to the developer's roughly proportionate share of the cost of constructing streets, the value of which shall be approved by the city engineer.

d. Streets shall be constructed in accordance with this chapter.

(2) *Perimeter streets.*

a. The developer shall, at his own cost, dedicate or reserve such right-of-way for approach and perimeter streets, if such dedication or reservation does not impose a disproportionate burden on the property owner or his property.

b. The city may at the city's sole option pay for street right-of-way acquisition or street construction that is in excess of the demand caused by the subdivision or development.

c. Adequate access.

1. All subdivisions shall have access to an adequate perimeter or approach street. An adequate perimeter or approach street is a dedicated public street that has an average pavement width of at least 24 feet adjacent to the area being platted, even though such pavement is not to city standards at the time of platting. If the approach or perimeter street is adequate, the developer shall not be required to build additional approach or perimeter streets, but shall be required to dedicate or reserve right-of-way according to this section. If a subdivision does not have access to an adequate perimeter or approach street, as defined above, the planning commission may deny the plat, the developer may construct an adequate street as determined by the commission, or the developer may offer to enter into a development agreement with the city for sharing in the cost of constructing an adequate street. Such development agreement may be approved by the city council.

2. If there is more than one perimeter or approach street adjacent to the area being platted, at least one of those streets must be adequate, or be constructed to be adequate, and improvement of the other(s) perimeter or approach street(s) is (are) not required to be adequate. However, right-of-way shall be dedicated or reserved according to this section for all perimeter or approach roads.

3. If the area being platted has adequate access but is adjacent to other inadequate perimeter or approach street(s), the developer may either improve the inadequate street(s) to city specifications in the area adjacent to the area being platted or not take access to the inadequate street(s). The planning commission may require a "stub out" of an internal street to the inadequate perimeter or approach street and the developer may be required to provide a temporary turn around for a dead end street in accordance with this chapter.

4. The construction of an adequate access shall be according to the standards of this chapter and chapter 114.

Deleted: , sub-collector,

d. Based on a traffic impact analysis, the commission may require a developer to dedicate or reserve right-of-way and/or construct street improvements to mitigate adverse traffic impacts shown by the analysis which the commission deems appropriate and roughly proportionate to the development's impact.

(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.

Remove Traffic Impact Analysis (TIA) Threshold Worksheet

(z) *Street signs.* Street signs shall be installed, at the cost of the developer and at no cost to the city, in accordance with approved construction plans.

Deleted: project

Deleted: form

Deleted: Within the corporate limits and ETJ of the city, on both public and private streets, street signs shall be erected and installed by the city. Before final approval and acceptance of the streets by the city, the developer shall pay the city such sum, as computed by the city engineer, for street sign materials, and the cost of labor for making and installing such signs.