

AN ORDINANCE AMENDING CHAPTER 23, "PLANNING AND COMMUNITY DEVELOPMENT," SUBPART D, "SUBDIVISION REGULATIONS," OF THE ABILENE MUNICIPAL CODE, BY AMENDING CERTAIN SECTIONS AS SET OUT BELOW; PROVIDING A SEVERABILITY CLAUSE; AND DECLARING A PENALTY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ABILENE, TEXAS:

PART 1: That Chapter 23, Subpart D, "Subdivision Regulations," of the Abilene Municipal Code be amended as set out in Exhibit "A," attached hereto and made a part of this ordinance for all purposes.

PART 2: That if any provision or any section of this ordinance shall be held to be void or unconstitutional, such holding shall in no way affect the validity of the remaining provisions or sections of this ordinance, which shall remain in full force and effect.

PART 3: That any person, firm or corporation violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine of not more than One Thousand Dollars (\$1,000.00). Each day such violation shall continue, or be permitted to continue, shall be deemed a separate offense. Said ordinance, being a penal ordinance, becomes effective ten (10) days after its publication in the newspaper as provided by Section 19 of the Charter of the City of Abilene, Texas.

PASSED ON FIRST READING this 10 day of January,
A.D. 19 85.

PASSED ON SECOND AND FINAL READING this 24 day of
January, A.D. 19 85.

ATTEST:

Atricia Patton
CITY SECRETARY

David Stubbeman
MAYOR

APPROVED:

Karen Anderson

EXHIBIT "A"

Delete Subdivision Regulation Sections 23-262.5(A) and (B), and add the following Subdivision Regulations 23-262.5(A) and (B) concerning standards for design of streets and cul-de-sac's to read as follows:

- (A) Street Design. All streets shall be improved, and rights-of-way platted, in accordance with standards prescribed herein for each of the following categories of streets. Additional right-of-way may be required at some street intersections to accommodate utilities, sidewalks, traffic control devices and/or sight distances.
- (1) Freeways. Streets designed to accommodate cross-country and/or limited cross-city traffic movement, with partial control of access and possible grade separation at major intersections. Designated freeway alignments shall have a right-of-way at least two hundred (200) feet in width. The width of pavement in the right-of-way will vary from one location to another.
- (2) Arterial. Streets designed to accommodate cross-city traffic movement, distributing traffic to and from collector streets. Arterial streets shall have a right-of-way up to 120 feet wide, as needed. The improved portion of the street shall be as required by Section 23-260.3 of this chapter, concerning arterial streets within and bordering subdivision boundaries. The minimum centerline radius shall be sufficient to accommodate a design speed of 45 miles per hour.
- (3) Collector. Streets designed to collect traffic from local streets (i.e., subcollector and minor) and connect with arterial streets and freeways.
- (a) Where all public and private utilities are required or desired to be placed within the street right-of-way. Collector streets shall have a right-of-way at least 61 feet or 65 feet wide, depending on the subdivider's option to provide a common trench for electric and communication utilities. (See the City of Abilene's Utility Placement Policy.) Otherwise, collector streets shall have a minimum width of 60 feet. Additional right-of-way and paving width may be required on approaches to arterial streets and freeways. The minimum centerline radius shall be 400 feet.
- (b) The improved portion of the street shall be a minimum of 41 feet in width, measured from the back of adjoining curbs.
- (4) Subcollector. Generally, shall refer to streets designed to accommodate traffic movement from minor streets to higher classifications of streets as well as provide direct access to activity on individual lots. Specifically, a subcollector may be defined as any street or portion thereof providing direct access to property within commercial or industrial districts as designated on the official Zoning Map of the City of Abilene, any street or portion thereof providing the shortest direct route to a collector street for 25 dwelling units or more, or any street segment extending without offset from a minor street and connecting two or more collector streets.
- (a) Where all public and private utilities are required or desired to be placed within the street right-of-way, subcollector streets shall have a right-of-way at least 57 feet or 61 feet wide, depending on the subdivider's option to provide a common trench for electric and communication utilities. (See the City of Abilene's Utility Placement Policy.) Otherwise, subcollector streets shall have a minimum width of 60 feet. The minimum centerline radius shall be 250 feet, except at L-shaped intersections.
- (b) The improved portion of the street shall be a minimum of 37 feet in width, measured from the back of adjoining curbs.
- (c) Where subcollector streets are terminated by a permanent turnaround, standards for street width and paving shall be as described in other paragraphs of this section specifically concerning cul-de-sacs.

- (5) Minor. Streets designed to provide direct access to residential activity. Minor streets shall be designed in such a way as to discourage through traffic.
- (a) Where all public and private utilities are required or desired to be placed within the street right-of-way, minor streets shall have a right-of-way at least 51 feet or 55 feet wide, depending on the subdivider's option to provide a common trench for electric and communication utilities. (See the City of Abilene's Utility Placement Policy.) Otherwise, minor streets shall have a minimum width of 50 feet. The minimum centerline radius shall be 150 feet except at L-shaped intersections.
- (b) The improved portion of the street shall be a minimum of 31 feet in width, measured from the back of adjoining curbs.
- (c) Where minor streets are terminated by a permanent turnaround, standards for street width and paving shall be as described in other paragraphs of this section specifically concerning cul-de-sacs.

(B) Cul-de-Sacs. Except where projecting into adjacent unsubdivided areas, any street having only one vehicular access to another street shall be terminated by a permanent turnaround. Standards for both the turnaround and its street approach are set forth below:

- (1) That portion of any street extending from an intersection to a turnaround shall be improved, and rights-of-way platted, no less than the dimensions prescribed below:

<u>activity served</u>	<u>paving* width</u>	<u>r.o.w. width</u>	<u>r.o.w.** width</u>
1-12 dwellings	26'	50'	46' or 50'
13-25 dwellings	29'	50'	49' or 53'
Medical Use, College University, and commercial zoning districts (except Heavy Commercial)	37'	60'	57' or 61'
Industrial and Heavy Commercial districts	41'	60'	61' or 65'

*Measured from the back of adjoining curbs.

**Where all public and private utilities are required or desired to be within street right-of-way. The more narrow measure indicates the subdivider exercises his option to provide a common trench for electric and communication utilities. (See the City of Abilene's Utility Placement Policy.)

- (2) The turnaround portion of any cul-de-sac shall be improved, and rights-of-way platted, as prescribed below:

<u>activity served</u>	<u>paving radius*</u>	<u>r.o.w. radius**</u>
Medical Use, College University, residential and commercial zoning districts (except Heavy Commercial)	40'	50' or 54'

Industrial and Heavy Commercial Zoning districts	50'	60'	60' or 64'
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*Measured to outside of adjoining curbs.

**Where all public and private utilities are required or desired to be within street right-of-way. The more narrow measure indicates the subdivider exercises his option to provide a common trench for electric and communication utilities. (See the City of Abilene's Utility Placement Policy.)

- (3) No cul-de-sac in any multi-family, industrial or commercial district shall exceed six hundred (600) feet in length. No cul-de-sac in any other zoning district shall exceed one thousand (1,000) feet in length, nor shall any such cul-de-sac be designed to serve more than twenty-five (25) dwelling units. For purposes of this paragraph, cul-de-sac length shall be measured along the centerline of the cul-de-sac from a point beginning at the intersection of the cul-de-sac street with the centerline of the street from which it extends to the center of the turnaround at the end of such cul-de-sac.