

Chapter 5 Subdivision standards

10.501 Intent

These subdivision standards are intended to:

- Promote the public health, safety and general welfare of the city and its extraterritorial jurisdiction.
- Standardize the procedure and requirements for developing property and submitting plans for review and approval.
- Establish reasonable standards of design and procedures for subdivisions, to further the orderly layout and use of land, and to insure proper legal descriptions and monumenting of subdivided land.
- Establish adequate and accurate records of land subdivision.
- Protect the character and the social and economic stability of all parts of the city, and to encourage orderly and beneficial development of all parts of the community.
- Promote efficient land use by preventing overcrowding and unsustainable scattered development that would injure health, safety or the general welfare due to the lack of water supplies, sanitary sewer, drainage, transportation or other public services, or excessive expenditure of public funds for those services.
- Provide the best possible design for each parcel being subdivided.
- Create a highly connected transportation system to provide choices for pedestrians, bicyclists, public transit passengers, and drivers; promote walking, bicycling and public transit; connect neighborhoods to each other and to local destinations such as schools, parks, and shopping centers; reduce vehicle miles of travel and travel times; improve air quality; reduce emergency response times; increase effectiveness of municipal service delivery; and free up arterial capacity to better serve regional and long distance travel needs.
- Ensure that public facilities are available and will have a sufficient capacity to serve the proposed subdivision and areas reasonably anticipated to be served by those facilities.
- Provide open space through the most efficient design and layout of the land, including use of average density in providing for minimum width and area of lots, while preserving the density of land as established in this code and applicable plans.
- Provide the cost of improvements to minimum standards that primarily benefit the parcel being developed is borne by the owner or developers of the tract.

10.502 Applicability and exceptions

10.502.1 Exceptions

The provisions of this chapter do not apply to the following.

- Cemeteries complying with all state and local regulations.
- Division of land created by order of a court of competent jurisdiction.
- Division of an existing legal lot caused by acquisition by the city, county or state, when the acquisition is in the best interest of the public health, safety and welfare. Resulting parcels are considered legal lots for development purposes on acquisition.
- Division of land exempted from platting requirements by Texas Local Government Code Section 212.

10.502.2 Extraterritorial jurisdiction

The provisions of this section cannot be applied to land in the extraterritorial jurisdiction of the city in any way regulating:

- Use of any building or parcel for any lawful purpose;
- Bulk, density or number of buildings on a parcel;
- Intensity of development on a parcel; and
- Number of dwelling units that can be built on a parcel.

10.503 Lot division and adjustment processes

10.503.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes	Yes

10.503.2 Amended plat

10.503.2.1 Applicability

The amended plat process may be used for the following in the city and its extraterritorial jurisdiction:

- Adjust or relocate the boundary or lot lines between one or more adjacent lots on an approved plat, where the number of lots will not increase.
- Join two or more adjacent lots on an approved plat, where the entire plat will not be vacated.
- Correct an error or omission on an approved plat.
- Show monuments set after death, disability, or retirement from practice of the engineer or surveyor charged with responsibilities for setting monuments.
- Show the proper location or character of monuments that have been changed in location, character, or shown incorrectly on an approved plat.

10.503.2.2 Criteria and process

The amended plat process and review criteria are described in Section 10.203.2. Submittal material requirements and internal review procedure is determined by Development Services staff, and will be consistently applied for all similar projects.

10.503.3 Major subdivision

10.503.3.1 Applicability

A major subdivision permits the division of a parcel into two or more lots and/or tracts. The major subdivision process may be used to subdivide legal lots, if the subdivision is not eligible for the short form subdivision process.

10.503.3.2 Criteria and process

The major subdivision process and review criteria are described in Section 10.203.7. Submittal material requirements and internal review procedure is determined by Development Services staff, and will be consistently applied for all similar projects.

10.503.4 Short form subdivision (short form final plat, minor subdivision)

10.503.4.1 Applicability

A short form subdivision provides for the timely review of proposed land division that does not discernibly impact surrounding properties, environmental resources, city character or public facilities. The short form subdivision process may be used for the following land divisions:

- Division of existing legal uses with separate utilities, except nonconforming billboards. This process cannot be used to divide accessory uses from principal uses or create an opportunity for more principal uses.
- Division of an unplatted lot into four lots or less, with no new streets, with the condition that further subdivision must be approved through the major subdivision process.

- Divisions of land for public utilities, open space, schools or other public uses.

10.503.4.2 Criteria and process

The short form subdivision process and review criteria are described in Section 10.203.14. Submittal material requirements and internal review procedure is determined by Development Services staff, and will be consistently applied for all similar projects.

10.503.5 Plat vacation

10.503.5.1 Applicability

Plat vacation provides for the vacation of an entire subdivision plat if development will not occur consistent with the approved plat.

10.503.5.2 Criteria and process

The plat vacation process and review criteria are described in Section 10.203.11. Submittal material requirements and internal review procedure is determined by Development Services staff, and will be consistently applied for all similar projects.

10.503.6 Right-of-way vacation

10.503.6.1 Applicability

Right-of-way vacation permits the vacation of rights-of-way and easements that are no longer needed. Subject to review criteria, City Council may grant a right-of-way or easement vacation for any right-of-way or easement of record where the city has jurisdiction. Right-of-way vacation results in a new lot configuration, and also requires an amended plat.

10.503.6.2 Criteria and process

The right-of-way vacation process and review criteria are described in Section 10.203.13. Submittal material requirements and internal review procedure is determined by Development Services staff, and will be consistently applied for all similar projects.

10.504 Plat types

10.504.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes	Yes

10.504.2 Preliminary plat

10.504.2.1 Purpose

A preliminary plat provides detailed graphic information and associated text showing property boundaries, easements, land use, streets, utilities, drainage, and other information required to evaluate proposed subdivisions of land. The preliminary plat includes the location of required by this article and other applicable city ordinances, codes and policies. Preliminary plats cannot be recorded or used as a plat of record.

10.504.2.2 Criteria and process

Information required for preliminary plat submittal is described in the City of Hutto Development Administrative Guide Manual.

10.504.3 Final plat

10.504.3.1 Purpose

A final plat provides detailed graphic information and associated text showing property boundaries, easements, streets, utilities, drainage, and other information required for the maintenance of public records of the subdivision of land. Final plats are recorded and used as a plat of record, subject to the regulations in this chapter.

10.504.3.2 Criteria and process

Information required for concept plan submittal is described in the City of Hutto Development Administrative Guide Manual.

10.505 General provisions

10.505.1 Required improvements

10.505.1.1 Required features

The developer or applicant must make all of the following improvements.

- Dedicate right-of-way necessary to achieve the width required by applicable transportation-related plans for streets adjoining the property.
- Reserve, but not dedicate, right-of-way for controlled access highways.
- Pave and install curbs and gutters along streets adjoining the property.
- Install sidewalks and pedestrian pathways.
- Install street signs.
- Install street lighting.
- Install development perimeter walls, if walls are required.
- For residential development, provide open space and recreational facilities.
- Install all utilities underground.
- Landscaping, drainage, fire protection, etc.

10.505.1.2 Developer responsibility

The developer shall construct or provide all applicable public improvements required by this chapter. All improvements which the developer is required to make shall be made at the developer's expense without reimbursement by the City, except as provided otherwise in this UDC. The City may contract with a developer to construct public improvements relating to the development in accordance with Chapter 212, Subchapter C of the Texas Local Government Code, as amended.

10.505.2 Timing and inspection of improvements

Unless otherwise stated, a subdivider developer cannot begin construction activities in the city's jurisdiction, including clearing and/or rough grading, before first obtaining all city approvals required by this chapter.

10.505.3 Phasing plan requirements

Proposals for projects to be developed in multiple phases must meet all the following requirements unless otherwise approved by the Development Services Director.

- If requested in the original application, a major subdivision may be considered for approval for phased development.
- Phasing plans must be included in the first submittal and are reviewed by Development Services staff and/or other city staff and evaluated as part of the overall development plan.
- Each phase of a development needs to be “stand alone” for utilities, fire protection, streets and stormwater management. Phase lines must follow reasonable and logical boundaries, such as terminating at intersections or following topographical breaks.
- Phases should be created so each phase consists of at least 15% of the total number of lots in a development.
- Phases must be constructed in the approved manner to ensure orderly and planned development.
- Phases must be planned to ensure the efficient construction of adjacent future phases (phases immediately next to the subject phase, sharing a common boundary line), and to ensure that phased development is contiguous.
- Lot numbers shall not be duplicated in different phases of the same subdivision.
- Each proposed phase must, at a minimum, include the transportation, utility, and other public/private infrastructure shown on the proposed phasing plans, so each phase is independent of later phases.
- Right-of-way and/or easements for public infrastructure servicing the respective phase must be recorded with the first plat.
- Water and sewer extension permit applications for each individual phase of the project are required after plan approval.

10.505.4 Construction plans submission

10.505.4.1 Submittal

Subdivision improvement construction plans shall be submitted for review and approval by the City Engineer for all development for which public improvements are required.

10.505.4.2 Developer must retain engineer

The developer must retain the services of an engineer registered in the state of Texas, whose seal shall be placed on the subdivision improvement construction plans in accordance with the Texas Engineering Practice Act. The engineer shall be responsible for the services described in City Standards. The services performed by the engineer shall be as designated in the latest edition of the “Manual of Professional Practice – General Engineering Services,” published by the Texas Society of Professional Engineers, and shall include both design and inspection as defined in this code.

10.505.4.3 Submittal content

Except as provided in this code, after preliminary plat approval, subdivision improvement construction plans may be submitted to the City Engineer for approval. The subdivision improvement construction plans submittal shall include all of the information specified in the Development Administrative Guide.

10.505.4.4 State review

All subdivision improvement construction plans must comply with the Texas Accessibility Standards administered by the Texas Department of Licensing and Regulation (TDLR) and the Americans with Disabilities Act of 1990, as amended. The developer shall submit applicable portions of the subdivision improvement construction plans to TDLR for review. Upon the completion of construction, the developer shall request inspection of all pedestrian facilities by the TDLR and pay all necessary fees. The City will not accept the public improvements until the developer provides evidence that the plans have been reviewed and approved by TDLR and that payment of the required inspection fees has been made.

10.505.4.5 Expiration of approval subdivision improvement construction plans

The subdivision improvement construction plans will expire 2 years from the date of approval by the City Engineer if construction has not commenced. Even after construction has commenced, the approved subdivision improvement construction plans will expire 3 years from the date of approval. If approved

subdivision improvement construction plans expire, the plans shall be resubmitted for review and approval to ensure compliance with the current design and construction standards.

10.505.4.6 Pre-construction conference

After the approval of the subdivision improvement construction plans, a pre-construction conference shall be required to commence construction of the public improvements. Said conference shall be held with the City Engineer and include the following persons: developer, developer's contractor, developer's engineer, and other parties as determined by the City Engineer.

10.505.5 Construction of public improvements

10.505.5.1 Requirement

All public improvements required by these regulations shall be installed and constructed by the developer, or his successors in title, within 3 years from the approval of the subdivision improvement construction plans. All improvements shall conform with the provisions of this code and approved plans.

10.505.5.2 Failure to complete improvements

Where public improvements are not completely installed and constructed within 3 years, the City may do the following:

- Where an additional fiscal surety was required, obtain the funds to complete the public improvements using a third party selected by the City; and/or
- Exercise any other rights available under the law.

10.505.5.3 Sidewalk construction

- *Sidewalks for single-family, two-family, and single-unit townhouse lots*
Except as provided in Section 8.405(3), a developer shall install sidewalks on the rear of double frontage lots, on the side of a corner lot, and where shown on the subdivision improvement construction plans.
- *Sidewalks for multi-unit townhouse, multifamily, and non-residential lots*
A developer shall install sidewalks for multi-unit townhouse, multifamily, and non-residential lots that abut a public street and where shown on the subdivision improvement construction plans. A subdivision shall not be accepted until the sidewalk has been constructed in accordance with the regulations of this code and has been inspected and approved by the City Engineer.
- *Deferment of sidewalk construction*
Sidewalks shall be installed in accordance with this section except under the following circumstances, as determined by the City Engineer:
 - Where the existing cross-section of street makes immediate construction of a sidewalk impractical;
 - Where a non-residential subdivision abutting an existing street is isolated from any other sidewalk by a distance of twice the frontage of the subdivision; or
 - Where construction or reconstruction of the road where a sidewalk is to be placed is imminent and the sidewalk would be destroyed if constructed.

The City may require a cash payment by the developer in lieu of construction of the sidewalk if the Planning and Zoning Commission determines that the sidewalk should not be built within the 3-year period of the construction plans. The cash payment shall equal the cost of constructing and installing the sidewalk at the time of acceptance of the public improvements. The developer shall pay the cash payment prior to the acceptance of the public improvements by the City.

- *State review*
All sidewalks must comply with the Texas Accessibility Standards administered by the Texas Department of Licensing and Regulation (TDLR) and/or with the Americans with Disabilities Act of 1990, as amended, whichever is more restrictive. The developer shall submit its sidewalk plans to TDLR for review and, upon completion of its construction, for inspection. The City will not accept public improvements until the developer provides evidence that the sidewalk plans have been

reviewed and approved by TDLR. The developer is responsible for all fees associated with the State plan review and inspection, and must submit to the City evidence of payment of all required inspection fees.

10.505.5.4 Benchmarks

- *Designation*

A permanent benchmark shall be designated with each addition or subdivision. Benchmarks shall be located on public property in a location acceptable to the City Engineer. Benchmarks are considered public improvements and shall consist of a brass disk, approved by the City Engineer, set in a concrete structure of such mass and dimensions and constructed on an unyielding foundation that, in the opinion of the City Engineer, will ensure the integrity of the benchmark.

- *Installation*

Prior to the acceptance of the public improvements, benchmarks shall be installed by the developer. The elevation, horizontal datum, and description of each benchmark installed shall be certified by a surveyor and submitted to the City Engineer. In the event that public improvements are not required, benchmarks shall still be installed by the developer and the certification and description provided to the City Engineer prior to plat recordation.

- *Modification*

The City Engineer may modify the benchmark requirement if he/she determines one of the following:

- The requirement would create needless redundancy of benchmarking because of an established public benchmark exists in the immediate vicinity, is readily accessible, and will not be removed or made inaccessible by construction associated with the addition or subdivision;
- The requirement creates undue hardship on the developer;
- There is no feasible opportunity to install a brass disk in a suitable structure. In this case, the City Engineer may approve a permanent benchmark established in conformance with generally accepted surveying and engineering practices; or
- Lack of development within the subdivision or addition.

10.505.6 Restrictions on certificate of occupancy

City staff cannot issue certificates of occupancy for development until staff certifies the developer or subdivider has installed all improvements in conformance to the requirements of this section and the approved final plat and construction drawings. All improvements must be functional and under the warranty period for maintenance.

10.505.7 Construction traffic and alternative routes

Construction traffic from the development of new subdivisions and/or site plans shall be required to use a reasonable alternative route until 75% of the total certificates of occupancy are issued in the new development boundary as identified with the associated subdivision/site plan. If no reasonable alternative route exists, existing public streets may be used (e.g., infill projects).

10.505.8 Street signs

Street name signs conforming to city design standards must be placed at street intersections. The subdivider or developer must install the signs before city acceptance of required improvements. Street signs are included in improvements where fiscal surety may be submitted instead of completed improvements. The subdivider or developer is required to replace or repair street signs that are damaged during construction.

10.505.9 Street lights

The property owner or developer must install street lighting along proposed public and/or private streets, streets, and along existing streets adjoining the property. Development Services and Public works staffs approve street light location and design. Illumination must conform to lighting regulations in Section 10.409. The subdivider or developer is required to replace or repair lights that are damaged during construction.

10.506 Assurances for improvement completion**10.506.1 Applicability**

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes	Yes

10.506.2 Improvements or surety instrument before final plat recording

On approval of a final plat by City Council, but before recording, the applicant must:

- Construct all improvements as required by this chapter, and provide a surety instrument guaranteeing their maintenance as required in this code; or
- Provide a surety instrument in accordance with this UDC guaranteeing construction of all improvements required by this article and in this code and other applicable regulations.

10.506.3 Completion of improvements

Before the final plat is recorded, the developer must:

- Complete all improvements required by this article according to the approved construction plans and subject to the City Engineer's approval and the City's acceptance, except as otherwise provided.
- Construct all sidewalks in common areas and at street corners as shown on the approved final plat and according to the City's regulations or the City's standard details and specifications. Sidewalks must be constructed and approved for each lot before a certificate of occupancy is issued.

10.506.4 Fiscal security

A developer must post fiscal security with the City prior to a request for recordation of the final plat if the public improvements have not been accepted by the City and provided that the subdivision improvement construction plans have been approved by the City Engineer.

10.506.4.1 Amount

The amount of fiscal security posted by the developer shall equal the estimated cost plus ten percent to complete the public improvements that have not been accepted. The developer's engineer must provide the City Engineer with a sealed opinion of the probable cost for his approval.

10.506.4.2 Types

A developer may post as fiscal security:

- A performance bond; or
- A letter of credit, approved by the City Attorney.

10.506.4.3 Return of fiscal security

The City shall return the fiscal security to the developer when the City accepts the public improvements.

10.506.4.4 Expenditures of fiscal security

The City may draw on the fiscal security and pay the cost of completing the public improvements if it determines that the developer has breached the obligations secured by the fiscal security or the 3-year time period for the installation of the required public improvements has expired. The City shall refund the balance of the fiscal security, if any, to the developer. The developer shall be liable for the cost that exceeds the amount of fiscal security, if any.

10.506.5 Inspection and acceptance**10.506.5.1 Entry and inspection**

The City Engineer and other City employees shall have the right to enter upon the construction site for the purpose of conducting inspections. The City Engineer shall conduct inspections of the public improvements during construction to ensure general conformity with plans and specifications as accepted. If the City Engineer finds, upon inspection, that any of the public improvements have not been constructed in accordance with City ordinances, then the developer shall be responsible for making the necessary changes to insure compliance.

Upon completion of the public improvements, the developer shall arrange with the City Engineer for a final inspection to determine that the public improvements have been installed in conformity with the approved subdivision improvement construction plans. The developer shall pay all necessary inspection fees prior to the acceptance of the public improvements by the City.

10.506.5.2 Acceptance of improvements

- *Request acceptance of improvements*

Upon completion of the construction of the public improvements, the developer shall request that the City accept the improvements for maintenance. Concurrent with the request for acceptance of the public improvements for maintenance, the developer shall submit all information required for acceptance of improvements specified in the Development Administrative Guide.

10.506.6 Maintenance of improvements

The developer shall be responsible for the maintenance and repair of all public improvements for 2 years after acceptance of said public improvements by the City. Prior to acceptance of improvements by the City pursuant to Section 10.506.5, a 2-year maintenance guarantee, in favor of the City, shall be provided by the developer by means of a warranty bond, subject to approval of the City.

10.507 Construction standards**10.507.1 Applicability**

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes	Yes

10.507.2 General

Construction for streets and drainage must conform to the City of Hutto Standard Details and the City of Georgetown Construction Specifications and Standards.

Construction standards and specifications for electrical and gas utilities must be in conformance to the standards of the approved utility provider.

10.508 Lot configuration

10.508.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	No	Yes

10.508.2 Lots

10.508.2.1 General standards

- Size, shape, and location of lots must be established considering topographic conditions, contemplated uses, and the character of the surrounding area.
- Lot sizes and building setback lines must conform to the minimum lot area, minimum lot width, and minimum yard standards required in the underlying zoning district.
- Lots that front on more than one street other than corner lots, resulting in the need for a large development perimeter wall facility, should be minimal or avoided.
- Side lot lines must be substantially at right angles or radial to street alignments.
- Residential lots that back up to parks or schools should be minimal or avoided.

10.508.2.2 Lot width

Lot width at the street right-of-way line at the end of a cul-de-sac or the outside of a sharp curve must be at least 20 ft., to accommodate driveways, drainage facilities, and utilities.

10.508.2.3 Lot shape

- Lots should be as rectangular as practicable. Sharp angles between lot lines should be avoided.
- Width to depth ratio of lots for single household and two household dwelling developments shall be at least 1:3, as determined by the smallest rectangle enclosing the extreme limits of the lot.

10.508.2.4 Lot numbering (not address numbering)

- Lots must be numbered consecutively in each block. Lot numbering may be cumulative throughout the subdivision if the numbering continues from block to block in a uniform manner approved on a preliminary plat.
- Blocks must be numbered consecutively in the overall plat and/or sections of an overall plat as recorded.

Required lot sizes, dimensions and building envelopes are in Section 10.403.

10.508.3 Easements

Easements must be dedicated for dry and wet utilities, drainage ways, and access paths where necessary, and may be required across parts of lots (including side lines) if in the opinion of the city, they are needed.

Utility easements should be located where they will not prevent tree planting in tree lawns.

10.509 Parkland and open space dedication

10.509.1 Intent

This subsection is intended to ensure the city has enough parkland to meet the recreational needs of its residents.

10.509.2 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes; SmartCode supersedes for conflicts	Yes

10.509.3 Applicability: overview of requirements

A subdivider or developer of land for residential or non-residential purposes is required to dedicate a portion of land or pay a fee in lieu for public park and/or open space development to serve the recreational needs of the residents of the subdivision or development.

The following dedications and improvements must be installed before the approval of the final plat for a subdivision, in conformance to the standards of this section.

10.509.4 Land dedication and improvement fees for parks and open space

10.509.4.1 Land dedication

Subdividers and developers must dedicate a minimum of at least 1,000 sq. ft. of park area for each single household lot or proposed number of dwelling units, or cash instead of dedication. If the dedicated land is in a 100 year floodplain, or the slope is greater than 15%, the required dedication is at least 2,000 sq. ft. per single household lot or proposed number of dwelling units, or cash instead of dedication.

If an area is replatted before construction of the development, and/or the number of anticipated dwelling units increases, the developer must adjust either the amount of dedicated parkland dedicated, or the amount of cash in lieu, to provide for the change in units.

Private parks to be intended to be maintained by private organizations such as homeowners/property owners associations will be given a 25% credit for the area of the proposed private park. This credit is not extended to private amenity centers.

10.509.4.2 Parkland development fees

Subdividers and developers must pay a parkland development fee for the cost of parkland improvements. Parkland development fees are detailed in the fee schedule.

If an area is replatted before construction of the development, and/or the number of anticipated dwelling units increases, the developer must adjust the parkland development fees to provide for the change in units.

10.509.5 Dedication procedure and fee determination**10.509.5.1 Dedication proposal**

Proposed parkland dedication must be presented as part of the preliminary plat review. The area to be dedicated must be shown on the preliminary plat and final plat; and must be included in the dedication statement. Dedicated parkland must meet the requirements and guidelines of this section, and the City of Hutto Parks, Recreation, Open Space and Trails Master Plan, as amended. Potential parkland dedication must be approved by the Parks and Recreation Director or designated agents at the conceptual plan stage, and approved by the Parks Advisory Board and Parks and Recreation Director at the preliminary plat stage.

10.509.5.2 Dedication or fee required before plat recording

Land and/or fee requirements instead of land for subdivisions and other residential development must be met before the plat is recorded.

10.509.5.3 Fee instead of parkland dedication

If Development Services staff and/or the Parks and Recreation Department finds a land dedication in conformance to this chapter would not serve the public interest, they may require payment of a fee instead of the dedication or may require dedication of a smaller amount of land than would otherwise be required, and payment of a fee instead of the part not dedicated. The amount of the fee is set by a per-dwelling-unit calculation as described in the City's Fee Schedule.

All fee payments must be used for acquisition of future parkland.

Fees instead of a land dedication will be required when the dedication formula would result in a dedication of no more than 3 acres.

10.509.5.4 Dedication by warranty deed

Parkland must be dedicated to the city by general warranty deed, and acceptable evidence of clear title and payment of all taxes must be provided to the city.

10.509.5.5 Improvements by park site

The subdivider or developer is responsible for installation of public improvements next to the park site including, but not limited to, curb and gutters, streets, sidewalks, storm drainage facilities, and bridges made necessary by the development.

10.509.6 Nature of parkland**10.509.6.1 Unity**

Dedicated park land must form a single parcel, unless Development Services staff or Parks and Recreation Department finds that two or more parcels would be in the best interest of the public, given the type and distribution of open spaces needed to adequately serve the proposed development. In those cases, a dedicated strip of land at least 30 ft. wide connecting the dedicated parcels may be required.

10.509.6.2 Usability

At least 50% of the total parkland dedicated must be located outside the 100 year flood plain, alluvial soils, lakes, or other water bodies, and areas with slopes at least 15%. At least 75% of the total land dedicated must be located outside of wetlands subject to Federal or State regulatory jurisdiction. Lakes, ponds, creeks, or other water bodies, and wetlands may be dedicated if sufficient abutting land is dedicated as a public recreation area or park, or if the area is a necessary part of the drainage control system.

Parks and active open space must be improved with water, sanitary sewer (if available), storm sewer (if available) and electrical service.

10.509.6.3 Shape

The shape of a dedicated park site must be compact and sufficiently rectangular or round, so it is a meaningful, quality open space. Parks and open space areas cannot take the form of narrow strips, except corridors in conjunction with the parks master plan, and medians at least 100 ft. wide.

10.509.6.4 Location

Dedicated parkland is ideally located in a central location that is in a reasonable walking distance (1000 ft. - 1,500 ft.) of residents of the subdivision or planned development. Dedicated parkland may be located outside of the residential development to conform to comprehensive or neighborhood plans, to add property to existing parkland, or to combine land dedication efforts with other developments.

10.509.6.5 Access

At least 50% of the perimeter of a park or open space area of no more than 10 acres, and at least 30% of the perimeter of a community park or open space area of greater than 10 acres, must front on a public street with a residential lane or greater classification. Large parks (greater than 20 acres, or with greater than 1500 ft. of street frontage, and linear parks (e.g. greenlinks, rail-to-trail paths, lakefront corridors, riparian corridors, etc.) must front on a public street with a residential lane or greater classification to the maximum extent practicable.

Convenient pedestrian and vehicular access to parks and open space must be provided. In areas of parkland not fronting a public street, access by frequent greenlinks or public paths must be provided.

10.509.6.6 Topography

The average slope of the portion of dedicated parkland cannot exceed the average slope of the entire subdivision or planned development. Slope on the usable portion of dedicated park must be <15%.

10.509.7 Land not eligible for parkland dedication requirements

The following are criteria for land ineligible for parkland dedication requirements. Ineligible land can be dedicated for parkland, but it cannot be counted towards the minimum necessary to meet dedication requirements.

- Detention ponds, retention ponds, and drainageways.
- Rights-of-way and/or easements of irrigation ditches, laterals and aqueducts, power lines, pipelines or other public or private utilities.
- Wetlands that are saturated for greater than 25% of the year, swamps, and boggy lands.
- Entry features, areas devoted to decorative landscaping, green lanes, traffic islands, medians <100 ft. wide, tree lawns, and areas following development perimeter walls.
- Private community and amenity centers.
- Golf courses, country clubs and similar facilities.
- Land used for mining or oil or gas wells.

10.510 Pedestrian and bicycle facilities

10.510.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	No; see SmartCode Section 3.7, Section 4.8	Yes

10.510.2 Sidewalks

10.510.2.1 Location

- Sidewalks must be installed on both sides of all public streets, except limited access highways and loop lanes.
- Sidewalks must be placed inside the public right-of-way as close to the outer edge of the right-of-way as possible, to provide a tree lawn at least 5 ft. deep. Sidewalks may be placed in an access easement on private property, for a deeper tree lawn.
- Sidewalks may meander to avoid trees, utility poles and boxes, and other obstacles; and for aesthetics.

10.510.2.2 Timing of sidewalk construction

- The builder or developer of a site must build a sidewalk when the adjacent site is developed. When streets are built, the subdivider or developer must also build sidewalks along streets adjacent to amenity centers, open space, easement rights-of-way, and land dedicated for parks and other purposes.
- Sidewalks located along collector and arterial streets must be built at when the thoroughfare is constructed.
- All required sidewalks must be built before a certificate of occupancy is issued.

10.510.2.3 Connectivity

- Sidewalks must connect to existing adjacent sidewalks, or be designed and placed to allow connection to future adjacent sidewalks. Required sidewalks serving non-residential lots must connect to parking in the lot and to primary building entrances. Required connections may include street crosswalks but may not span distances of at least 50 ft. without an improvement to protect pedestrians from vehicles.
- Sidewalks must be installed to provide all residential areas with direct access to all neighborhood facilities, including schools, parks and playgrounds, places of worship and assembly, shopping centers, amenity centers, and public transit stops.

10.510.2.4 Pedestrian crossing

- Pedestrian crossings must be made safer for pedestrians whenever possible by shortening crosswalk distance with curb extensions, reducing sidewalk curb radii, and eliminating free right-turn lanes. Signals allowing longer crossing times in shopping districts, mid-block crossings in high-pedestrians use areas, corner neckdowns, textured pavement, and medians must be provided as appropriate.
- Adequate signs and street markings must be provided for all crosswalks

10.510.2.5 Easements

- Easements for sidewalk connections to adjacent required sidewalks not yet built are required. Easements for all accessways are required.
- Easements must be established to provide public access for sidewalks, pedestrian paths / trails / greenbelts, or bicycle trails identified in applicable city plans.

Sidewalk width is regulated in Section 10.511.

10.510.3 Bicycle paths and lanes

10.510.3.1 Location

Bicycle lanes must be incorporated in the design of new and/or improved arterial streets, and wide outside lanes must be incorporated in the design of new and/or improved collector streets. On local streets low traffic speeds and volumes allow bicyclists and motorists to safely share the street. Sidewalks are not acceptable as substitutes for bicycle lanes.

10.510.3.2 Construction standards

Design and construction of all bicycle facilities must meet or exceed standards in the “Guide for Development of Bicycle Facilities” published by the American Association of State Highway and Transportation Officials (AASHTO). Signing and pavement markings for such facilities must conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Bicycle path type and width is regulated in Section 10.511.

10.510.4 Multi-use paths

While not encouraged to substitute for a good system of on-street facilities, multi-use paths may be used to enhance pedestrian and bicycle travel where the existing circulation system does not serve these patrons well or provide corridors free of obstacles. Paths must connect to the street and sidewalk system safely and conveniently, and must meet the following requirements and those in city design standards.

- Path connections must be well signed with destination and directional signing.
- Paths must be located in corridors that serve origin and destination points such as residential areas, schools, shopping centers, and parks.
- Paths must be built in locations that are visible and easily accessible, for the personal safety of users.
- Whenever possible, paths must be designed so motor vehicle crossings are removed or significantly minimized. Where crossings exist, they must be carefully designed to ensure the safety of the users. Where asphalt paths are proposed to run parallel with streets, they must be offset at least 6 ft. from the back of the curb.
- Paths must be constructed of durable, low-maintenance materials, with sufficient width and clearance to allow users to walk or bike at reasonable speeds. Paths must be at least 8 ft. wide.
- Where multiple uses are intended (e.g., shared pedestrian and bicycle traffic) the path should be 8 ft. wide whenever possible.

10.511 Street classification**10.511.1 Applicability**

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	No; see SmartCode Section 3.7, Section 4.8	Yes

10.511.2 Alley

An alley (residential or commercial) is a public street designed to provide access to the rear or side of a lot including garage access, solid waste access, fire access and utility easements.

- Alleys are required for all residential lots fronting on a Residential Lane

- Alleys are required in Non-Residential Zoning Districts where it is necessary to provide for adequate access for service vehicles, off-street loading or unloading, access for emergency vehicles or similar reasons consistent with the intent of this Chapter.
- Alleys may not access arterial streets.
- All alleys shall have at least two direct access points to public streets and are subject to block length criteria included in this code.
- Alleys shall be dedicated to the public.

10.511.3 Green lane

A green lane has no road surface, but rather takes the form of a park or pedestrian plaza fronted by single household dwellings, two to four household dwellings, and/or townhouses or rowhouses.

- Green lanes cannot access arterial streets
- Facades and front porches (if any) of dwellings on lots fronting green lane must face the lane, not the alley
- A homeowner association maintains the groundcover and vegetation of the green lane.

10.511.4 Loop lane

A loop lane is an alternate street design that offers a turnaround in place of a cul-de-sac. A loop lane provides open space instead of the expanse of asphalt paving found in a standard cul-de-sac.

- Loop lanes may not access arterial streets.
- The lane must be dedicated to the city.
- A homeowner association maintains the green space.
- Utilities and water detention may be in the green space.

10.511.5 Residential lane

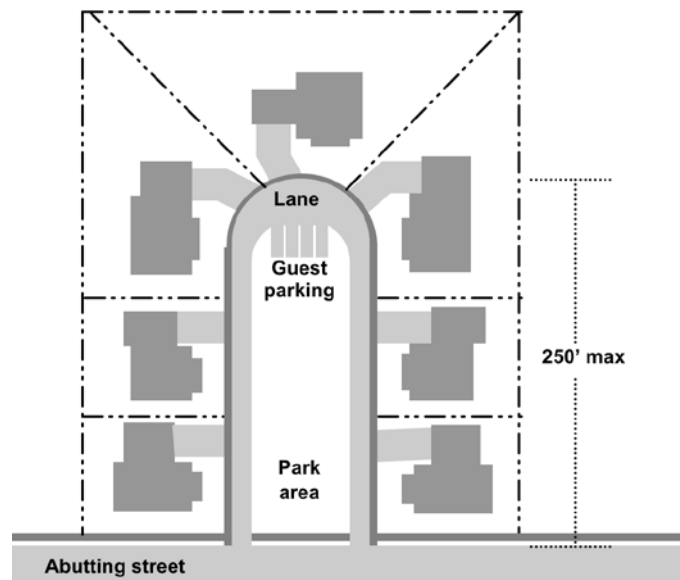
A residential lane serves up to 80 dwelling units is expected to carry less than 800 vehicles per day.

- No driveway access to residential units is permitted.
- Alleys are required in order to provide access.
- On-street parking, where provided, shall be provided in additional bays.

10.511.6 Residential local street

A Residential Street serves up to 80 dwelling units and is expected to carry less than 800 vehicles per day.

- Driveway access to residential units is permitted.
- Alleys are permitted in conjunction with Residential Streets, but are not required.
- On local streets, no driveway is permitted closer to a corner than 50 feet.



10.511.7 Residential collector

A Residential Collector is a street that has an actual or anticipated traffic flow of 800 average daily trips (ADT) or greater.

- A Residential Collector may provide access to any type of residential unit.
- A Residential Collector shall provide two-through lanes for traffic
- A Residential Collector shall provide parking on both sides of the roadway.
- Driveway access to single-family or two-family dwelling units is permitted when spaced 125 feet apart measured from center to center.
- On collector streets, no driveway is permitted closer to a corner than 125 feet.
- Medians may be allowed with approval of City Staff.

10.511.8 Major collector street

A Major Collector is a street that has an actual or anticipated traffic flow of 2500 ADT or greater.

- A Major Collector is generally shown in the City's Comprehensive Plan, however; they may be required in other locations based on the size and density of development.
- A Major Collector shall provide access to all types of commercial and industrial uses.
- A Major Collector shall provide for two through lanes with parking on each side or four through lanes.
- No driveway access to single-family or two-family dwelling units is permitted.
- Medians may be allowed with approval of City Staff.

10.511.9 Minor arterial street

A Minor Arterial is a street whose main purpose is to serve as a major route through and between different areas of the City.

- A Minor Arterial is generally shown in the City's Comprehensive Plan, however; they may be required in other locations based on the size and density of development.
- Minor Arterials have two through lanes in each direction separated by a median.
- No parking is permitted.
- No driveway access to single-family or two-family dwelling units is permitted.

10.511.10 Major arterial street

A Major Arterial is a street, including Interstate Highway Service Roads, whose main purpose is to serve as a major route into, out of or across the City.

- These streets are generally shown in the City's Comprehensive Plan, however; they may be required in other locations based on size and density of development.
- Major Arterials have at least three lanes in each direction separated by a median.
- Interstate Highway Service Road standards are established by the Texas Department of Transportation and do not include a bicycle lane within the street Section.
- No parking is permitted.

10.511.11 Freeway

A Freeway is a street with controlled access and intended to move traffic through or around the City.

- Service and frontage road standards are established by the Texas Department of Transportation and do not include a bicycle lane within the street section. A landscaped tree lawn at least 5 ft. deep, with a sidewalk at least 5 ft. wide, is required on the far side of the service or frontage road.

Access to Freeways shall only be provided at designated interchanges.

10.511.12 Street classification standards

Street Classification Standards:

Standard	Alley	Green Lane	Loop Lane	Residential Lane	Residential Local	Residential Collector	Major Collector	Minor Arterial	Major Arterial
ADT (Avg Daily Traffic)	---	--	<150	< 800	< 800	> 800	> 2500	> 12,500	> 24000
ROW (Right of Way)	20	50	92	49	55	69	69	110	135
FOC – FOC (Face of curb to Face of curb)	--	--	20	24	30	44	44	82	106
Length	--	< 250	< 250	#	#	#	#	#	#
Lanes	1	n/a	1	2	2	2	2-4	4	6
Lane Width	20	36-40	11-12	10-12	8-15 (includes parking)	10-12	10-12	12	12
Median Width	---	---	---	---	---	---**	---**	24	24
Design Speed	---	---	15	20-30	20-30	30-35	30-35	35-45	35-45
Driveways	Yes	Alley	Yes	No	Yes	Yes	Yes	Yes	Yes
Parking	No	#	Yes	No*	Both Sides	Both Sides	Both Sides***	No	No
Tree Lawn	No	No	No	5', both	5', both	5', both	5', both	5', both	5', both
Sidewalks	No	5', both	5', both	5', both	5', both	5', both	5', both	5', both	5', both
Commercial Driveway Spacing for City / County Controlled Roadways and State System Highways									
Posted Speed (MPH)					Driveway Spacing (Feet)				
< 30					200				
35					250				
40					305				
45					360				
50					425				

Unless otherwise specified, all width dimensions are in feet and speeds are in mph.

Refer to standards defined elsewhere in this code

* On-street parking, where provided, shall be provided in additional bays

** Median allowed with approval of City Staff

*** 2 Lane Roadways Only

10.511.13 SmartCode street assemblies/profiles

Street assemblies/profiles described in the SmartCode, including two 4 ft. wide bicycle lanes on collector and arterial streets, may be used in place of the street types described above, if appropriate for the expected average daily traffic.

Vertical deflection traffic calming improvements (traffic circles, corner neckdowns, chicanes, tapers, landscape medians) may encroach into required pavement areas. See Section 10.512.5.

10.512 Street design

10.512.1 Applicability

This Section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	No; see SmartCode Section 3.7, Section 4.8	Yes

10.512.2 Right-of-way width measurement

Right-of-way width is measured from front lot line to front lot line of opposite lots.

10.512.3 Geometry

10.512.3.1 Horizontal alignment

Maximum deflection in alignment permitted without the use of a curve shall be ten degrees.

10.512.3.2 Arterial street curves

Curves in arterial streets shall be designed in accordance with design speed standards found in AASHTO manual, with exceptions to this standard granted only by the Final Approval Authority.

10.512.3.3 Collector street curves

Curves in collector streets shall be designed in accordance with design speed standards found in AASHTO manual, with exceptions to this standard granted only by the Final Approval Authority.

10.512.3.4 Local street curves

Curves in local streets shall be designed in accordance with design speed standards found in AASHTO manual.

10.512.3.5 Reverse curves

Reverse curves shall be separated with a minimum tangent of 100 feet.

10.512.3.6 Vertical curves

Vertical curves shall be designed in accordance with AASHTO standards.

10.512.3.7 Cul-de-sacs and temporary turnarounds

- Cul-de-sac bulbs or turnarounds must have a paved radius of at least 50 ft. for single household and two-household use, and at least 60 ft. for other uses.
- No more than 200 projected average daily trips (using ITE standards) shall be allowed for any cul-de-sac longer than 200 feet.
- Temporary turnarounds meeting the requirements outlined in the most recently adopted IFC shall be provided at the end of streets more than 100 feet long that will be extended in the future. The following note should be placed on the plat: "Crosshatched area is temporary easement for turn-around until street is extended (give direction) in a recorded plat." No temporary dead-end street in

excess of 400 feet may be created unless no other practical alternative is available. A sign must be posted at the turnaround stating the street may be extended in the future.

10.512.3.8 Reserve strips

Reserve strips or “spite strips” at the end of streets are prohibited.

10.512.4 Intersections

10.512.4.1 Intersection angle

Streets must intersect at a 90° angle unless existing conditions prevent it. Variations of greater than 10° on collector and local streets and greater than 5° on major and minor arterials must be approved by the city engineer.

10.512.4.2 Radius at corners

- Local and collector street corners must have a 10 ft. - 15 ft. radii; acute corners must have a 20 ft. - 25 ft. radii.
- Arterial street corners must have a 20 ft. - 25 ft. radii.
- Buildings, signs or parking is prohibited in the area between the corner curves and the chord connecting the ends of the curves except as approved by planning staff or the city engineer.
- Street intersections with one or more residential collector level and higher classified streets must include 25 ft. right of way flares/cutbacks. The flare/cutback is measured along tangents from the point of intersection of the two right of way lines.

10.512.4.3 Centerline tie with existing streets

New streets intersecting with or extending to meet existing streets must be tied to the existing street on centerline with dimensions and bearings to show relationship.

10.512.4.4 Partial or half streets

Partial or half streets are strongly discouraged. Partial or half streets may be provided only where the city finds a street should be located on a property line, where the proposed road has a center median.

10.512.5 Traffic calming

10.512.5.1 Horizontal deflection improvements

Traffic calming improvements that use horizontal deflection, including traffic circles, corner neckdowns, chicanes, tapers, landscape medians, are encouraged. Horizontal deflection improvements may encroach into the required paved area for a street type described in §10.511, if reasonable access is not obstructed. The city engineer and Development Services staff must approve the design and implementation of horizontal deflection improvements.

10.512.5.2 Vertical deflection improvements

- Traffic calming improvements that use vertical deflection, including speed bumps, speed humps, speed cushions, and speed tables, are strongly discouraged. The city engineer and Development Services staff must approve the design and use of vertical deflection improvements.
- Speed tables, if used, should be integrated into pedestrian crossings at intersections and greenlinks.
- Speed humps and speed cushions, while strongly discouraged, are preferable to speed bumps.

10.513 Street grid, circulation and connectivity

10.513.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	No; see SmartCode Section 3.7, Section 4.8	Yes

10.513.2 General alignment

The precise alignment of thoroughfares included in the Plan may be varied to allow adjustments that increase the compatibility of the right-of-way with natural or manmade features such as steep slopes, waterways, wildlife habitats, neighborhoods, historic structures or existing roadways.

10.513.3 Street arrangement and internal connectivity

10.513.3.1 Conformity to plan

Width and location of streets must conform to the underlying concept plan and the transportation element of community, neighborhood and other applicable land use and development plans.

10.513.3.2 Topography

The street system must have a logical relationship to the natural topography of the ground.

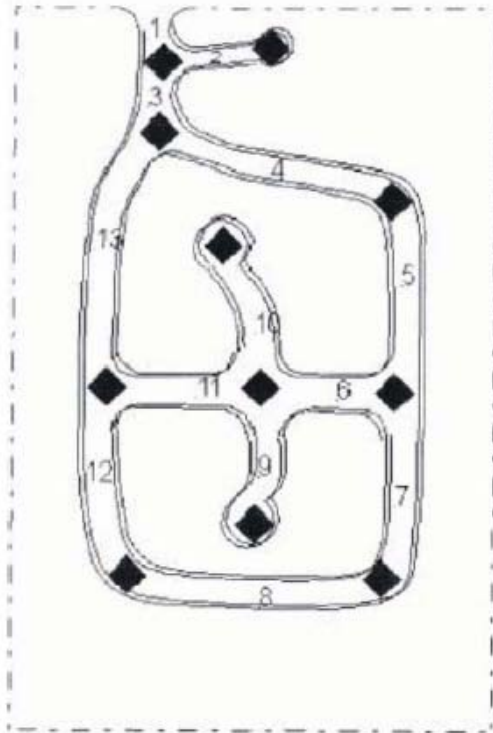
10.513.3.3 Connectivity index

The street network in a residential development must achieve a connectivity index of at least 1.20 unless Development Services staff finds it impractical due to topography, existing development, and/or natural features. If this requirement is waived, 5 ft. wide pedestrian trails in at least 15 ft. greenlinks must link cul-de-sacs and provide through-block access where Development Services staff finds pedestrian connectivity is needed.

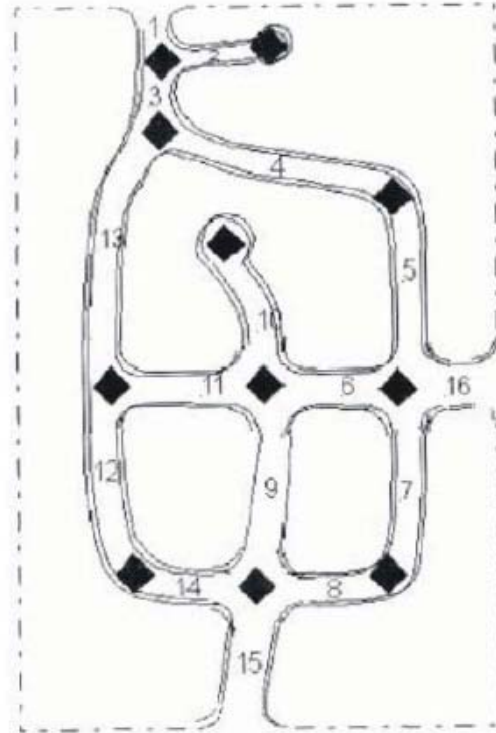
A connectivity index is a ratio of the number of street links (street sections between intersections and cul-de-sacs) divided by the number of street nodes (intersections and cul-de-sac heads). A higher index means travelers have increased route choice, allowing more direct connections for access between any two locations. The following illustration is an example of how to calculate the index. Street links on existing adjacent streets that are not part of the proposed subdivision are not included in the connectivity index calculation.

The measure of connectivity is the number of street links divided by the number of nodes. Intersections with alleys are not included. Nodes exist at street intersections and cul-de-sac heads. Links are the stretches of street that connect nodes. Stub-outs must also be considered as links.

Example 1: Does not meet required 1.20 ratio
(13 links/11 nodes = 1.18 ratio)
ratio)



Example 2: Same project modified to meet
req'd 1.20 ratio (16 links/11 nodes = 1.45
ratio)



Numbers indicate counted Links ◆ = Nodes

10.513.3.4 Collector street connectivity

All collector-designated streets shall connect on both ends to an existing or planned collector or higher-level street.

10.513.3.5 Blocks

10.513.3.5.1 Maximum block length

Block lengths must be no more than 1,000 ft., except along major arterials.

10.513.3.5.2 Block depth

Blocks should have sufficient width to allow two tiers of lots of appropriate depth. Alleys giving access to the rear of lots on a block is strongly encouraged.

10.513.3.5.3 Single tier blocks and double frontage lots

- Residential blocks with one tier of double frontage lots are strongly discouraged. Alternative block configurations not relying on single tier blocks or long stretches of double frontage lots to separate residential development from through traffic and arterials, or placement of higher density multiple household residential development along arterial streets, is encouraged.

- For residential double frontage lots, there must be an easement at least 10 ft. deep abutting a traffic arterial or other disadvantageous use, dedicated to the appropriate governmental entity, with no right of cross access. There must also be at least a 10 ft. deep tract or easement on the other side of the property line abutting a traffic arterial or other disadvantageous use, for a development perimeter wall and landscaping buffer.

10.513.3.6 Mid-block greenlinks

Greenlinks at least 15 ft. wide with a sidewalk that is at least 4 ft. wide must be placed near the center and entirely across blocks that are greater than 600 ft. long, to give convenient pedestrian circulation through the development. Greenlinks must be landscaped in conformance to landscaping standards for connecting walkways in this code, and maintained by the underlying homeowner association.

10.513.3.7 Circulation

- Each subdivision shall provide for the continuation of all arterial streets and highways as shown on the City's Comprehensive Plan. Arterial streets should be located on the perimeter of the residential neighborhood.
- Collector and local streets should be designed to provide access to each parcel of land within the residential neighborhood and within industrial areas. They should be planned so that future urban expansion will not require the conversion of minor streets to arterial routes.
- Collector streets should be designed to provide a direct route from other minor streets to the major street and expressway system and to provide access to public facilities within the neighborhood; however, collector streets should not be aligned in a manner that will encourage their use by through traffic.
- Collector-designated streets must connect on both ends to an existing or planned collector or higher-level street.
- Permitted alternatives to cul-de-sacs include loop lanes and T-streets, and any similar alternative approved by the City Engineer.

10.513.3.8 Required subdivision access points

- Subdivisions with <100 residential units must provide vehicular access to three or more existing or planned public streets
- Subdivisions with 100 to 199 residential units must provide vehicular access to four or more existing or planned public streets.
- One or more additional access points must be provided for each 100 lots exceeding 199 lots.
- Development Services staff may reduce the required number of access points due to topography, natural features, or the configuration of adjacent developments.
- Additional access points must be shown on the plat and construction plans for the development. Construction of the street may be postponed to a later phase of development. The Planning and Zoning Commission may require the construction of any access point when the final plat is approved.

10.513.3.9 Relation to adjoining street systems

To provide connectivity to other neighborhoods existing streets in adjacent or adjoining areas shall be continued in the new development, in alignment therewith. Whenever connections to anticipated or proposed surrounding streets are required by this Section, the right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. The permit-issuing authority may also require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency or service vehicles. Notwithstanding the other provisions of this subsection, no temporary dead-end street in excess of 400 feet may be created unless no other practical alternative is available.

- *Street jogs*
Where offsets in street alignment are, in the opinion of the City Engineer, unavoidable due to natural features or other unique elements of the land, such offsets may be included, provided the distance between center lines is not less than 125 feet.
- *Large lot subdivision*
If the lots in the proposed subdivision are large enough to suggest re-subdivision in the future, or if part of the parent tract is not platted, consideration must be given to possible future street openings and access to future lots which could result from such re-subdivision.
- *Through traffic*
Local streets shall be designed so as to meet the local street connectivity requirements of Section 10.513.
- *Half streets*
No half streets shall be platted or constructed except for arterial streets.
- *Dead-end streets*
Dead-end streets shall be prohibited except short stubs to permit extension. Temporary turnarounds shall be required where the street stub exceeds one lot or 100 feet in length, whichever is greater. The developer shall provide a sign at the stub declaring that the particular street will connect with future development.
- *Topography*
The street system shall bear a logical relationship to the natural topography of the ground.
- *Private streets*
 - Private streets are prohibited.
 - All streets shall be constructed to City standards for public streets. Common access easements may be required.
- *Unpaved street rights-of-way*
The portion of the street right-of-way between a private lot line and the curb or pavement edge shall be designed and constructed to meet the requirements of the City's Construction Standards and Specifications for Roads, Streets, Structures and Utilities.
- *Access to public streets from private property*
 - No person shall cut a curb or gutter Section nor pave a street right-of-way without first obtaining a permit from the City, and complying with City Codes. Where no curb and gutter street construction is permitted, no person shall construct or pave the borrow ditch street Section without first obtaining a permit from the City and complying with City Code.
 - No temporary utility service will be provided to the building lot or site until a curb cut, street right-of-way permit has been issued and no permanent utility service will be provided until the work authorized by permit is satisfactorily completed and approved by the City.

10.513.3.10 Intersections

- *Sight triangle*
According to the following requirements, a sight triangle shall be established at all intersections.
 - On local streets the sight triangle shall be based on the back of the curb, on all other streets it shall be based on the right-of-way.
 - The sides of the sight triangle shall extend for 25 feet along the right-of-way/curb from the projected intersection of said right-of-way/curb. Where the right of-way/curb curves as the intersection is approached, the tangents at the points of beginning for the corner curve shall be projected to determine the origination of the sides of the sight triangle.
 - No construction, planting or grading shall be permitted to interfere with the sight triangle between the heights of three and seven feet as measured from the crowns of the adjacent streets.
- *Angle of intersection*
Except where existing conditions will not permit, all streets, major and minor, shall intersect at a 90 degree angle. Variations of more than ten degrees on minor streets and more than five degrees on major streets must first be approved by the City Engineer.

- Radius at corners
 - All local and collector street corners shall have 15 foot radii and shall meet required fire apparatus access, except acute corners which shall have a radius of 25 feet. Arterial streets shall have a minimum corner radius of 25 feet. No buildings, sign or parking shall be allowed in the area between the corner curves and the chord connecting the ends of the curves.
 - All street intersections containing one or more residential collector level and above streets shall include 25 foot right of way flares/cutbacks. The 25 foot flare/cutback will be measured along the tangents from the point of intersection of the 2 right of way lines.
- Center line tie with existing streets

Each new street intersecting with or extending to meet an existing street shall be tied to the existing street on center line with dimensions and bearings to show relationship.

10.514 Driveways and easements

10.514.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes	Yes

10.514.2 Easements

10.514.2.1 Utility easements

All easements must be dedicated to the City and their locations shall be clearly denoted on plat documents.

- Uniform and continuous easements shall be provided along lot lines for utility service. The City may approve a location other than along a lot line.
- Easements for water, sewer, and storm sewer lines shall be at least 20 feet in total width if between lots. 10-foot public utility easements should be included along all street rights-of-way.
- Other utility easements (for other than water, sewer, and storm sewer lines) shall be a minimum of five feet in width when abutting the street lot lines and at least three feet in width when abutting interior lot lines.

10.514.2.2 Emergency access easements

Emergency access easements shall be defined by the local fire code as amended. Emergency access easements shall not be divided by lot lines.

10.514.3 Driveway spacing from intersections

10.514.3.1 No driveway is permitted closer to a corner than the driveway separation standard provided in Section 10.511.12.

10.514.3.2 Driveway spacing shall be measured from the edge of the street to the center of the driveway.

10.514.3.3 Any request to deviate from these standards may be submitted to the City Engineer. Any such request requires a Transportation Impact Study as described in Section 10.515.3.

10.514.4 Design requirements and standards

10.514.4.1 Additional Access

The City Engineer may require more than one access point onto a collector or arterial street for a single parcel during Site Plan review provided that the number and location of access points onto local streets and the additional access points onto collector and arterial streets must be approved by the highway authority having jurisdiction over the roadway from which access is being taken.

10.514.4.2 Width of Access

The width of access driveways shall be determined by the highway authority having jurisdiction over the roadway from which access is being taken. However, in no case shall an individual driveway width be greater than 35 feet. Where a highway authority has not established driveway width requirements and standards, the standards and requirements of the Texas Department of Transportation shall apply.

10.514.4.3 Closure or Relocation of Existing Access Points

The City Engineer, in conjunction with the highway authority having jurisdiction over the roadway from which access is being taken, shall have the authority to require the closure or relocation of existing access points where multiple access points to the site are available.

10.514.4.4 Curb Cuts at Intersections

A curb cut for a corner parcel at the intersection of any streets shall be located the maximum practical distance from the center of the intersecting streets, without intrusion into any required buffer. The number and location of the curb cut must be approved by the highway authority having jurisdiction over the street from which access is being taken. Where a highway authority has not established curb cut requirements and standards, the standards and requirements used by the Texas Department of Transportation shall apply.

10.515 Road adequacy standards

10.515.1 Applicability

This section applies in the following areas.

City of Hutto conventional zoned areas	City of Hutto SmartCode transect zones	Hutto extraterritorial jurisdiction (ETJ)
Yes	Yes	Yes

10.515.2 Purpose and general policy

- New development within the urban area must be supported by an adequate roadway network.
- Collector-level and higher streets are an essential component of the City's street network and are necessary to accommodate the continuing growth and development of the City.
- It is necessary and desirable to obtain rights-of-way for off-site, abutting, and internal streets to support new development at the time of platting or development of the land.
- There must be a rough proportionality between the traffic impacts created by a new development and requirements placed on the property owner to dedicate and improve off-site and abutting street rights-of-way.
- The City desires to assure both that development impacts are mitigated through contributions of street rights-of-way and improvements and that a development project contribute no more than its fair share of street costs.
- It is the City's intent to institute a procedure to assure that mandatory dedications of street rights-of-way and thoroughfare construction requirements are proportional to the traffic demands created by a new development.

10.515.3 Street naming

Proposed street names must appear on a preliminary plat. Street names become official with the city after the following takes place:

- The plat is recorded; and
- Williamson County 911 Addressing accepts the street name.

10.515.4 Traffic impact analyses

10.515.4.1 When required

A Traffic Impact Analysis shall be required with any application for a subdivision or plat approval, Site Plan approval, PUD or other procedure for which the proposed development generates traffic in excess of 2,000 average daily trips, based upon the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. In the event that specific land uses for the development are not specified at the time of subdivision or plat application, the daily trip generation rate for the most intensive land use from the ITE Manual for the land use classification of the application shall be used to compute the estimated average daily trips.

10.515.4.2 Study scope

When a Traffic Impact Analysis is required, the scope of the analysis shall be determined during a scoping meeting with the City Engineer. The scoping meeting may occur during any required pre-application meeting, but may also be scheduled after an initial pre-application meeting. No application requiring a Traffic Impact Analysis may be made until the scope of the required analysis has been determined. The City Engineer may involve representatives of or request assessments from other agencies and departments. The elements to be determined during the scoping session shall include the following:

- *Definition of impact area*
The points of access and key streets and intersections that may be affected by development of the subject tract constitute the impact area. Traffic recorder and turning movement assessment locations shall be determined.
- *Period of analysis*
Periods of analysis shall include: average daily traffic, peak AM and PM or weekend peak hour.
- *Analysis scenarios*
Scenarios for analysis include: existing conditions, opening year conditions with and without development, and 10 years after opening with and without development.
- *Process*
Process for determining trip generation and distribution including: trip generation category, diversion assumptions, distribution assumptions, and capacity analysis.
- *Growth rate assumption*
The rate of growth assumed in background traffic assumptions.
- *Future development*
Planned developments in the area that have been approved or are under review.

10.515.4.3 Submission requirements:

- Every application for a subdivision or plat approval, Site Plan approval, PUD or other procedure for which the proposed development generates traffic in excess of 2,000 average daily trips, shall be accompanied by a Traffic Impact Analysis shall be based on the ITE Manual, prepared in accordance with standard transportation engineering practices for purposes of determining the adequacy of the road network to serve the proposed development, and whether off -site road dedication and improvements should be made to mitigate the effects of the development proposed in the application.
- An initial Traffic Impact Analysis shall be submitted with the first subdivision application for the development. An updated Traffic Impact Analysis shall be submitted with each Final Plat

submitted for approval and shall be generally consistent with the initial Traffic Impact Analysis. The initial Traffic Impact Analysis shall be updated whenever a subdivision plat or Site Plan is modified to authorize more intensive development.

10.515.4.4 Traffic study elements

A letter report or special report shall only include those elements agreed upon in the scoping meeting. A full Traffic Impact Study shall include the following elements:

- Existing condition survey
 - *Street system description*

The street system shall be described including geometric features, lane usage traffic control, signage, sight distances and adjacent uses and curb cuts.
 - *Traffic volume*

Existing traffic volumes shall be provided for the impact area including both ADT (average daily traffic) and “Design” peak hour volumes. ADT shall be derived from the latest available counts taken by the City or Texas Department of Transportation. Peak hour volumes shall be obtained from field counts. Data shall be adjusted for daily and seasonal variations. Turning movement counts for the peak hour shall be provided for critical intersections. Peak hour periods shall be as determined at the scoping meeting.
 - *Capacity analysis*

Existing capacity of signalized and un-signalized intersections.
 - *Other*

Other items may be required at the discretion of the City Engineer depending upon the type and scale of the project. These may include but are not limited to: queue length analysis, pedestrian counts, accident data, traffic speeds (both 50th and 85th percentile), and stopping sight distances.
- *Future without development*

Capacity analysis is to be provided for opening year and plus 10-year for key intersections (and roadway segments where appropriate) without the development but including any planned developments. The analysis shall be based upon the Highway Capacity Manual or other methodologies approved in advance by the City Engineer.
- *Future with development*
 - Projections of the daily and peak hour traffic generation of the project shall be made using the latest edition of the ITE Trip Generation Manual unless the City Engineer determines that locally derived data will provide more accurate forecasts. Data from similar facilities may be used where the information is not available from ITE.
 - The projected trips shall be distributed onto the road network as agreed in the scoping meeting.
 - Capacity analysis for opening year and plus 10-year for key intersections (and roadway segments where appropriate).
 - Special analysis as may be required to determine warrants for signalization, minimum safe sight distances, gap analysis, turning radius requirements, queue length analysis, turning lane length analysis, curb cut locations or similar requirements.
- *Mitigation plan*

Where the analysis indicates that the project will create deficiencies in the impact area, improvements shall be recommended which shall include projected cost estimates. The design of improvements shall be in accordance with specifications of the City Engineer and, where appropriate, the Texas Department of Transportation. The mitigation plan shall also include any dedications necessary to comply with the Minimum Road Standards described below. Where the final approval authority for any procedure determines that a mitigation plan is not adequate to address the traffic impacts of the project, it may serve as a basis for denial of the permit or subdivision plat.

10.515.4.5 Consultants

The City may require that an independent licensed professional traffic engineer be hired by the applicant to perform the required Traffic Impact Analysis or to review all or part of a study by the applicant's consultants.

10.515.4.6 Minimum road standards

All applications for plat approval, Site Plan approval, or PUD rezoning shall provide for adequate roads to support proposed development through compliance with the following minimum standards governing dedication and improvement of internal roadways and adjacent thoroughfares. For purposes of this Section "adjacent thoroughfares" shall include thoroughfares abutting the proposed subdivision, whether located within the boundaries of the subdivision or within public rights-of-way.

- *Standards and specifications*
The property owner shall dedicate and improve all required rights-of-way for internal roadways and adjacent thoroughfares required by these regulations in accordance with the classification of streets contained in the Comprehensive Plan.
- *Dedication of internal roadways adjacent thoroughfares*
 - The property owner shall dedicate and improve one-half of the right-of-way necessary to meet the specification in the Comprehensive Plan.
 - The City may require additional land and improvements for rights-of-way for adjacent thoroughfares where necessary to achieve adequacy of the road network and where such additional land and improvements are proportional to the traffic impacts generated by the proposed development, depending on factors such as the impact of the development on the adjacent thoroughfare, the timing of development in relation to need for the thoroughfare, and the likelihood that adjoining property will develop in a timely manner.
 - In the case of adjacent frontage or service roads for State and Federally designated highways, the property owner shall dedicate sufficient right-of way and make authorized improvements in order to provide an adequate road network to serve the development.
- *Substandard street improvements*
Where an existing thoroughfare that does not meet the City's right-of-way or design standards abuts a proposed new development, the City may require the property owner to dedicate the right-of-way for a standard thoroughfare width, and to improve the street according to the dimensions and specifications in the Comprehensive Plan or Section 10.511 of this Code, depending on factors such as the impact of the development on the thoroughfare, the timing of development in relation to need for the thoroughfare, and the likelihood that adjoining property will develop in a timely manner.
- *Capital improvements plan for roads*
A road improvement may be considered adequate for an application if the required improvement is included, funded, and approved in the City's, County's or State's two year capital improvements plan for roads, or if the improvement is included, funded, and approved in the City's, County's or State's three to five year capital improvements plan for roads, provided that the applicant agrees to phase development to conform to such scheduled improvement. This Section shall not be construed to prevent the City from requiring dedication of rights-of-way for such roads, or from assigning trips to such roads in a traffic impact study in order to determine a development project's proportionate costs of improvements.
- *Participation in costs of improvements*
The City may participate in the costs of improvements required by this Section in order to achieve proportionality between the traffic impacts created by the proposed development and the obligation to provide adequate roadways. In such cases, the property owner shall be responsible for the entire initial costs of road improvements, including design costs. Reimbursement of the City's agreed share of the costs shall be made as funds become available. The construction of improvements and the provisions for participation in costs by the City shall be included in a subdivision improvement agreement.

10.515.4.7 City evaluation and action

The City shall evaluate the adequacy of the Traffic Impact Analysis prepared by the applicant. Based upon such evaluation, the City shall determine (1) whether the application may be approved in the absence of dedication of rights-of-way or construction of improvements to each affected thoroughfare and (2) the extent of the applicant's obligations to make such dedications or improvements. The City shall condition the approval of the subdivision application on one or more of the following performances by the applicant:

- Delay or phasing of development until thoroughfares with adequate capacity or intersection improvements are constructed;
- A reduction in the density or intensity of the proposed development sufficient to assure that the road network has adequate capacity to accommodate the additional traffic to be generated by the development;
- The dedication or construction of thoroughfares or traffic control improvements needed to mitigate the traffic impacts generated by the proposed development.

10.515.4.8 Deferral of obligation

Upon request of the applicant or property owner, the obligation to dedicate or improve thoroughfare rights-of-way or to make intersection improvements imposed on an application may be deferred to a later stage of the development process. As a condition of deferring the obligation to dedicate rights-of-way for or to improve thoroughfares, which deferral shall be in the sole discretion of the City, the City shall require the developer to execute a subdivision improvement agreement specifying the amount and timing of the rights-of-way dedication or improvements to thoroughfares.

10.515.4.9 Cash contributions

In lieu of the obligation to dedicate or improve thoroughfares or make traffic control improvements to achieve road adequacy, the applicant may propose to make equivalent cash contributions based upon the development project's proportionate share of the costs of improvements, which the City in its sole discretion may accept in satisfaction of road adequacy standards in this Section. Any funds accepted by the City shall be earmarked for construction of the improvements for which the contribution was made.

10.515.4.10 Options

Whenever the proposed development's share of the costs of a thoroughfare or traffic control improvement needed to mitigate traffic generated by the development is less than 100 percent, the City in its sole discretion may do the following:

- Participate in excess costs; or
- Aggregate the costs of improving the multiple thoroughfares or intersections identified in the Traffic Impact Analysis, and require improvements to only some of the thoroughfares or intersections affected by the development.

10.515.4.11 Appeal of road adequacy conditions

Any appeal of a disapproved or denied final action resulting, in full or in part, from a determination that the Mitigation Plan was insufficient shall include the following:

- The appeal shall allege that recommended conditions requiring dedication or construction of thoroughfares or traffic control improvements are not roughly proportional to the nature and extent of the traffic impacts on the road network created by the development being proposed.
- The appeal may also allege that the imposition of the conditions deprives the owner of the economically viable use of the land, or of a vested property right.
- The applicant shall provide a study in support of the appeal including the following information:
 - Total vehicle miles of road capacity utilized by the proposed development, employing average trip length and equivalency Tables provided by the City.
 - Total vehicle miles of road capacity supplied by proposed dedications of rights of-way or improvements to thoroughfares.

- The appeal Hearing body, that is the City Council, shall consider the appeal and determine whether the street or traffic control dedication and construction requirements are roughly proportional to the nature and extent of the impacts on the road network created by the development proposed. If the petition also alleges that the proposed dedication or construction requirements constitute a deprivation of economically viable use or of a vested property right, the Hearing body also shall consider such issues. Following such determinations, the appeal Hearing body may take any of the following actions regarding the road adequacy portion of the appeal:
 - Deny the appeal, upon determining that the required dedications of rights-of-way for or improvements to thoroughfares or traffic control improvements are roughly proportional to the nature and extent of the impacts created by the development, and order that such dedication or improvements be made as a condition of approval of the subdivision application.
 - Deny the appeal, finding that the dedication or improvement requirements are inadequate to achieve road adequacy, and either deny the subdivision application or require that additional dedications of rights-of-way dedication for or improvements to thoroughfares, or traffic control improvements, be made as a condition of approval of the application.
 - Grant the appeal and waive in whole or in part any dedication or construction requirement that is not roughly proportional; or
 - Grant the appeal and direct that the City participate in the costs of acquiring rights-of-way or constructing improvements sufficient to achieve proportionality.

The street name change process and review criteria are described in Section 10.203.19.