

4. SUBDIVISION STANDARDS

4.1. Lot Division and Adjustment Processes

4.1.1. Amended plat

4.1.1.1. Applicability

The amended plat process may be used for the following in the PUD:

- 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.

4.1.1.2. Criteria and process

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

4.1.2. Major subdivision

4.1.2.1. 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.

4.1.2.2. Criteria and process

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

4.1.3. Short form subdivision (short form final plat, minor subdivision)

4.1.3.1. 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.

4.1.3.2. Criteria and process

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

4.1.4. Plat vacation

4.1.4.1. Applicability

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

4.1.4.2. Criteria and process

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

4.1.5. Right-of-way vacation

4.1.5.1. 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.

4.1.5.2. 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.

4.2. Plat Types

4.2.1. Preliminary plat

4.2.1.1. 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.

4.2.1.2. Criteria and process

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

4.2.2. Final plat

4.2.2.1. 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.

4.2.2.2. Criteria and process

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

4.3. General Provisions

4.3.1. Required improvements

4.3.1.1. 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, excluding transmission lines.
- Provide landscaping, drainage, fire protection required for the project.

4.3.1.2. Developer responsibilities

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 PUD or related development agreement. 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.

4.3.2. Timing and inspection of improvements

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

4.3.3. Phasing plan requirements

Projects to be developed in multiple phases must meet all the following requirements unless otherwise approved by the Development Services staff.

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 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.

4.3.4. Construction plans submission

4.3.4.1. 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.

4.3.4.2. 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.

4.3.4.3. 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.

4.3.4.4. 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.

4.3.4.5. Expiration of approval subdivision improvement construction plan

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.

4.3.4.6. 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.

4.3.5. Construction of public improvements

4.3.5.1. 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 to the provisions of this PUD and approved plans.

4.3.5.2. 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.

4.3.5.3. Sidewalk construction

- Sidewalks for single-family and two-family lots

Except as provided in this PUD, 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 single family attached, multifamily, and non-residential lots

A developer shall install sidewalks for single family attached, 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 PUD 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.

4.3.5.4. 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

4.3.6. 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.

4.3.7. 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.

4.3.8. 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.

4.3.9. 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 3.22. The subdivider or developer is required to replace or repair lights that are damaged during construction.

4.4. Assurances for Improvement Completion

4.4.1. 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 PUD guaranteeing construction of all improvements required by this article and in this PUD and other applicable regulations.

4.4.2. 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.

4.4.3. 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.

4.4.3.1. 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.

4.4.3.2. Types

- A developer may post as fiscal security:
- A performance bond; or
- A letter of credit, approved by the City Attorney.

4.4.3.3. Return of fiscal security

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

4.4.3.4. 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.

4.4.4. Inspection and acceptance

4.4.4.1. 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.

4.4.4.2. 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.

4.4.5. 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 4.4.4.2, 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.

4.5. Construction Standards

4.5.1. 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.

4.6. Lot Configuration

4.6.1. Lots

4.6.1.1. 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.

4.6.1.2. 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.

4.6.1.3. Lot shape

Lots should be as rectangular as practicable. Sharp angles between lot lines should be avoided.

4.6.1.4. Lot 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.

4.6.2. 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.

4.7. Parkland Dedication

4.7.1. Dedication procedure

4.7.1.1. Parkland Dedication

Parkland dedication requirements set forth in this Ordinance shall satisfy all parkland requirements of the City with respect to the PUD. A minimum of 26.9 acres of land within the Brushy Creek 100-year floodplain within the PUD, as generally depicted **Exhibit A, PUD Concept Plan**, shall be dedicated to the City as parkland.

With the consent of the City, parkland may be conveyed to a third party for later conveyance to the City of Hutto, provided no additional costs are incurred by the developer.

Except as provided herein, no parkland dedication, cash payment in lieu of parkland dedication or improvements in lieu of parkland dedication shall be required for the PUD. 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.

4.7.1.2. Parkland trail improvement

The developer shall be responsible improving the parkland with a 10 ft. wide concrete shared use trail that is consistent with the City of Hutto Parks, Recreation, Open Space and Trails Master Plan. The shared use trail shall be located in the Brushy Creek 100-year floodplain and extend from the FM 685 ROW to the SH 130 ROW. The alignment of the trail shall be approved by the Parks and Recreation Director prior to construction. The trail alignment must be shown on the preliminary plat and final plat of the parkland.

At the City's option, the trail may be constructed by the developer and conveyed to the City upon acceptance, or cash may be paid to the City in lieu of the trail construction. The cash amount will be based on a construction estimate of the trail. If constructed by the developer, the trail construction must be constructed and accepted prior to the completion of the first phase of residential development, unless an alternative date is agreed upon by both the developer and Parks and Recreation Director. Maintenance of the trail shall be the responsibility of the City of Hutto.

4.7.1.3. Dedication required before plat recording

Land requirements must be met before the plat is recorded.

4.7.1.4. 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.

4.7.1.5. 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, and storm drainage facilities made necessary by the development.

4.7.2. Nature of parkland

4.7.2.1. Access

Convenient pedestrian and vehicular access to park land must be provided. In areas of parkland not fronting a public street, access by frequent green links or public paths must be provided.

4.8. Pedestrian and Bicycle Facilities

4.8.1. Sidewalks

4.8.1.1. 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, except that sidewalks may be placed in an access easement on private property.

Sidewalks may meander to avoid trees, utility poles and boxes, and other obstacles; and for aesthetics.

4.8.1.2. 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.

4.8.1.3. 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, wherever possible.

4.8.1.4. 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, where practical. 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

4.8.1.5. 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.

4.8.2. Bicycle paths and lanes

4.8.2.1. Location

Bicycle lanes must be incorporated in the design of arterial streets located within residential areas of the PUD, and wide outside lanes must be incorporated in the design of major collector streets. On local streets and residential collectors low traffic speeds and volumes allow bicyclists and motorists to safely share the street and bike lanes, therefore, are not required.

4.8.2.2. 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).

4.8.3. 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 multi-use 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.

4.9. Street Classifications

4.9.1. 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 areas 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 PUD.
- 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 PUD.

Alleys shall be dedicated to the public.

4.9.2. 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

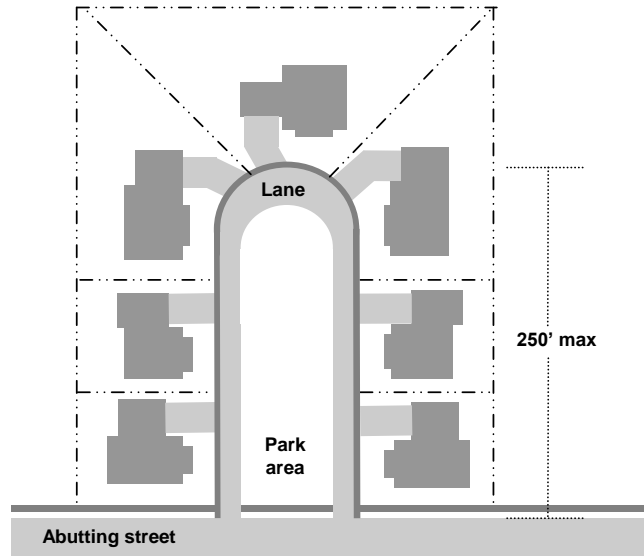
A homeowner association shall maintain the groundcover and vegetation of the green lane.

4.9.3. 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 shall maintain the green space.

Utilities and water detention may be located in the green space.



4.9.4. Residential lane

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

- On-street parking, where provided, shall be provided in additional bays.
- Continuous sidewalks and street trees at regular intervals are required on both sides of the residential lane



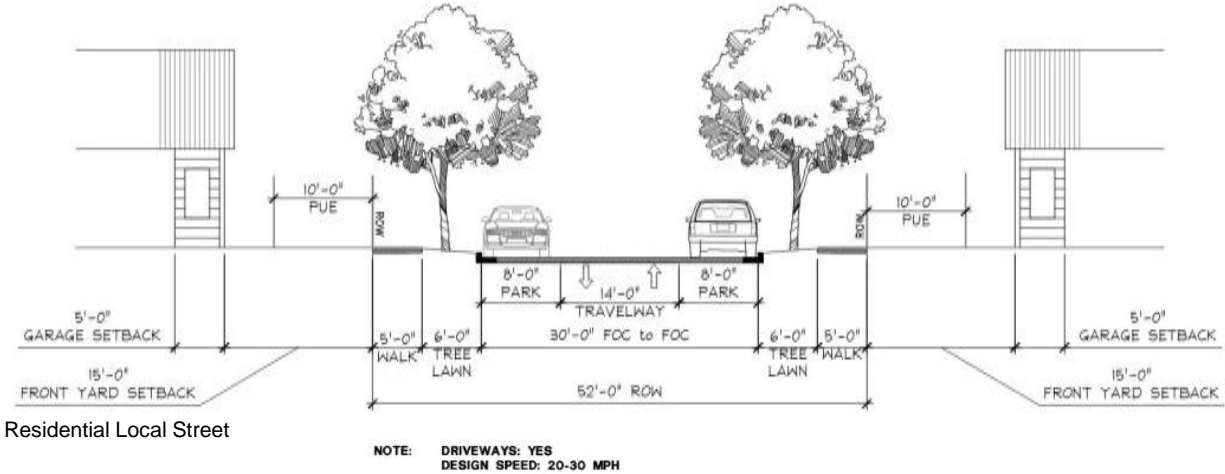
Street Trees in the tree lawns

4.9.5. Residential local street

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

- Continuous sidewalks and street trees at regular intervals are required on both sides of a residential street

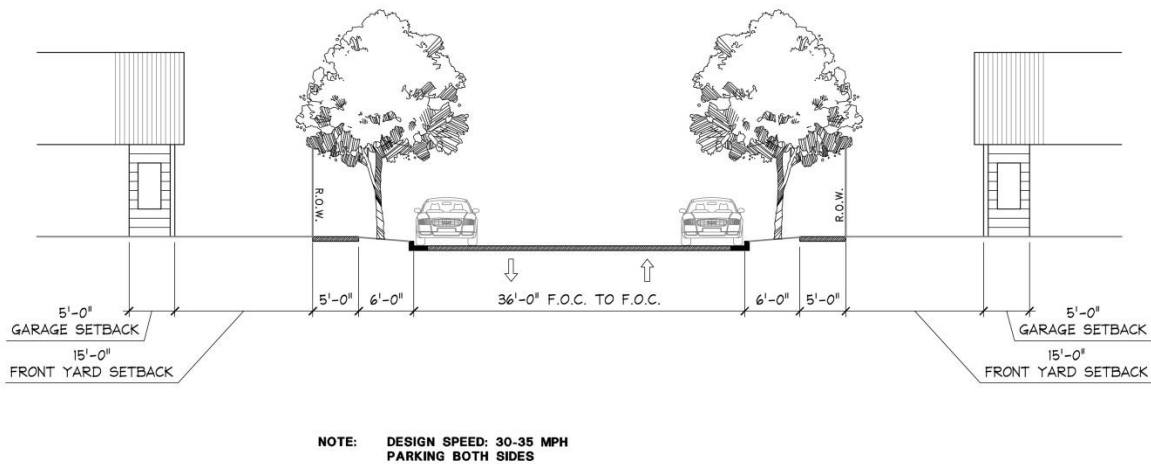
- Driveway access to residential units is permitted.
- Alleys are permitted in conjunction with Residential Streets, but are not required.
- On local streets, no driveway is permitted closer to a corner than 50 feet.

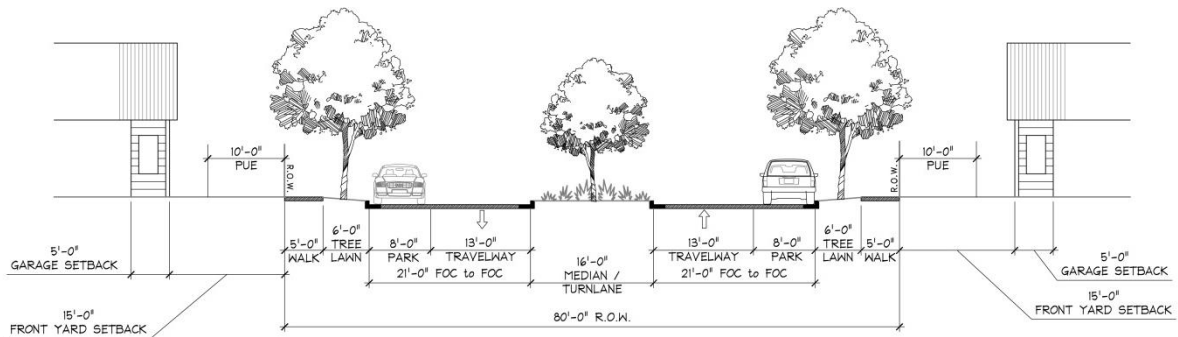


4.9.6. Residential collector

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

- Continuous sidewalks and street trees at regular intervals are required on both sides of a residential collector.
- 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 no less than 50 feet apart measured from center to center.
- On collector streets, no driveway is permitted closer to a corner than 100 feet.
- Planted medians are permitted on a Divided Residential Collector.





Divided Residential Collector

4.9.7. 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.
- Continuous sidewalks and street trees at regular intervals are required on both sides of a major collector street.

4.9.8. 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.
- Continuous sidewalks and street trees at regular intervals are required on both sides of a minor arterial street.

4.9.9. 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.
- Continuous sidewalks and street trees at regular intervals are required on both sides of a major arterial street.

4.9.10. Private interior drive

Development within the PUD, including multifamily and single family uses, may be organized to include private interior drives which serve residents. Private interior drives, if any, shall be maintained by the Property Owners Association (POA) and shall comply with all City fire and emergency regulations. All private interior drives shall be a minimum pavement width of twenty (20) feet.

4.9.11. Street classification standards

Standard	Alley	Green Lane	Loop Lane	Residential Lane	Residential Local	Residential Collector	Divided Residential Collector	Major Collector	Minor Arterial	Major Arterial
ADT (Avg Daily Traffic)	---	--	<150	< 800	< 800	> 800	>800	> 2500	> 12,500	> 24000
ROW (Right of Way)	20	50	92	49	52	58	80	66	110	135
FOC – FOC (Face of curb to Face of curb)	--	--	20	24	30	36	2 @21	44	82	106
Length	--	< 250	< 250	#	#	#	#	#	#	#
Lanes	1	n/a	1	2	2	2	2	2-4	4	6
Lane Width	20	36-40	11-12	10-12	8-14 (includes parking)	10	10	10-12	12	12
Median Width	---	---	---	---	---	---**	16'	---**	24	24
Design Speed	---	---	15	20-25	20-25	25-30	25-30	30-35	35-45	35-45
Driveways	Yes	Alley	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parking	No	#	Yes	Yes*	Both Sides	Both Sides	One Side, Each Way	Both Sides***	No	No
Tree Lawn	No	No	No	5', both	6', both	6', both	6', both	6', both	6', both	6', both
Sidewalks	No	4', both	4', both	4', 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 chapter

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

** Median allowed with approval of City Staff

*** 2 Lane Roadways Only

4.10. Street Design

4.10.1. Right-of-way width measurement

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

4.10.2. Geometry

4.10.2.1. Horizontal alignment

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

4.10.2.2. 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.

4.10.2.3. 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.

4.10.2.4. Local street curves

Curves in local streets shall be designed in accordance with design speed standards found in AASHTO manual. The requirement for local streets exempts 90-degree or 'elbow' curves provided a radius of 50 ft is provided.

4.10.2.5. Reverse curves

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

4.10.2.6. Vertical curves

Vertical curves shall be designed in accordance with AASHTO standards.

4.10.2.7. 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. A landscape island located in the center of the bulb is permitted.
- 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.

4.10.2.8. Reserve strips

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

4.10.3. Intersections

4.10.3.1. Intersection angle

Streets must generally intersect at a 90° angle, except that 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.

4.10.3.2. 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.

4.10.3.3. Center line 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.

4.10.3.4. 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.

4.10.4. Traffic calming

4.10.4.1. Horizontal deflection improvements

Traffic calming improvements that use horizontal deflection, including traffic circles, corner neckdowns, chicanes, tapers, landscape medians, are permitted. Horizontal deflection improvements may encroach into the required paved area for a street type

described in this Ordinance, if reasonable access is not obstructed. The city engineer and Development Services staff must approve the design and implementation of horizontal deflection improvements.

4.10.4.2. 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 green links.

Speed humps and speed cushions, while strongly discouraged, are preferable to speed bumps.

4.11. Street Grid, Circulation, and Connectivity

4.11.1. 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.

4.11.2. Street arrangement and internal connectivity

4.11.2.1. 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.

4.11.2.2. Topography

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

4.11.2.3. Street Connectivity

The street network in a residential development must be strongly promoted, unless Development Services staff finds it impractical due to creek and drainageways, existing right-of-way, and/or natural features. If this requirement is waived, 5 ft. wide pedestrian trails in at least 15 ft. green links must link cul-de-sacs and provide through-block access where Development Services staff finds pedestrian connectivity is needed.

4.11.2.4. Collector street connectivity

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



4.11.2.5. Blocks

4.11.2.5.1. Maximum block length

Residential local street block lengths shall be no more than 600 ft., excepting along SH 130, the Union Pacific railroad right-of-way, 100 year floodplain and streets crossing a transmission line easement. Block lengths shall be measured along the block face from intersecting curb to intersecting curb.

4.11.2.5.2. 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.

4.11.2.5.3. 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.

4.11.2.6. Mid-block green lengths

Except for perimeter block frontages along SH130, UP railroad and FM 685, green links at least 12 ft. wide including a sidewalk that is at least 5 ft. wide must be placed near the

center and entirely across blocks that are greater than 800 ft. long, to give convenient pedestrian circulation through the development. Green links must be landscaped in conformance to landscaping standards for connecting walkways in this PUD, and maintained by the underlying homeowner association.

4.11.2.7. 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.

4.11.2.8. Required subdivision access points

- To the extent practical, subdivisions with <100 residential units must provide vehicular access to two or more existing or planned public streets
- To the extent practical, subdivisions with 100 to 199 residential units must provide vehicular access to three or more existing or planned public streets.
- To the extent practical, 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, or other constraints including SH130, Brushy Creek floodplain, and Union Pacific railroad.
- 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.

4.11.2.9. 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*
Offsets in street alignment are permitted, 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 4.12.2.3.
- *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.

4.11.2.10. 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.

4.12. Driveways and Easements

4.12.1. Easements

4.12.1.1. 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.

4.12.1.2. 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.

4.12.2. Driveway spacing from intersections

4.12.2.1. No driveway is permitted closer to a corner than the driveway separation standard provided in Section 4.7.12.

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

4.12.2.3. Any request to deviate from these standards may be submitted to the City Engineer.

4.12.3. Design requirements and standards

4.12.3.1. 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.

4.12.3.2. 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.

4.12.3.3. 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.

4.12.3.4. 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.

4.13. Road Adequacy Standards

4.13.1. 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.

4.13.2. Traffic impact analysis, when required

The TIA shall conform to the requirements set forth in **Section 10.515.4 of the Hutto UDC**. A Traffic Impact Analysis shall be required with any application for a subdivision or plat approval, Site Plan approval, 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.

4.13.3. Stormwater and drainage standards

Except as set forth in this Section 4.14.3, the stormwater and drainage standards established in **Section 10.701 of the UDC** shall apply to development of this PUD.

4.13.3.1. Stormwater drainage system

- Drainage channels and detention ponds that are to be maintained by the public shall be contained within drainage lots. Adequate room for access shall be provided for drainage channels and detention ponds. Ramps no steeper than 5 feet horizontal to 1 foot vertical shall be provided at appropriate locations to allow access to drainage channels and detention ponds. The minimum bottom width for any channel with vegetative side slopes shall be 8 feet, except that drainage channels associated with streets have no minimum width. If required, a 5-inch thick reinforced concrete trickle channel shall be provided in all newly constructed channels and from detention pond inlets to outlets. The area adjacent to trickle channels shall slope at a minimum of 2 percent.
- Open drainage sections:
Minor collectors (draining less than 20 acres) shall be constructed using best practices for stormwater drainage to the greatest extent practical. Surface

conveyance may be utilized if it can be established to the satisfaction of the City Engineer that it is physically feasible and preferred to storm sewers. Open ditches may be used, provided that such ditches are lined with permanent materials accepted by the City Engineer.

4.13.4. Grading

Grading of lots with existing slopes of 1 percent or greater will not be required, provided it is demonstrated to the satisfaction of the City Engineer that there are no existing or proposed features that will prevent the lots from adequately draining.

4.13.5. Water and wastewater standards

The water and wastewater standards established in **Section 10.801 of the UDC** shall apply to development of this PUD.

