

ORDINANCE NO. 20080214-095

**AN ORDINANCE AMENDING CHAPTER 25-4 OF THE CITY CODE
RELATING TO SUBDIVISION BLOCKS, STREETS, AND PEDESTRIAN
ACCESS.**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Section 25-4-151 (*Street Alignment*) of the City Code is amended to read:

§ 25-4-151 STREET ALIGNMENT AND CONNECTIVITY.

Streets of a new subdivision shall be aligned with and connect to existing streets on adjoining property unless the Land Use Commission determines that the Comprehensive Plan, topography, requirements of traffic circulation, or other considerations make it desirable to depart from the alignment or connection.

PART 2. Section 25-4-153 (*Block Length*) of the City Code is amended to read:

§ 25-4-153 BLOCK LENGTH.

- (A) A block may not exceed 1,200 feet in length, except as provided in this section.
- (B) A residential block that is parallel and adjacent to an arterial street may be up to 1,500 feet in length.
- (C) A residential block that is more than 900 feet in length must be transected by a pedestrian path that is located not less than 300 feet from each block end. The pedestrian path must be not less than five feet wide, comply with City standards for a sidewalk or trail, and be located within an easement or right-of-way, as determined by the director, that is not less than 15 feet wide. The director may waive or modify this requirement if the director determines that the pedestrian path cannot comply with the Americans with Disabilities Act.
- (D) [~~C~~] A commercial or industrial block may be up to 2,000 feet in length if the director determines that there is adequate traffic circulation and utility service.
- (E) [~~D~~] The director may waive a block length restriction if the director determines that the proposed block length adequately meets the requirements of traffic circulation, utility service, topography, and the Comprehensive Plan.

(F) [~~E~~] An applicant may appeal the director's denial of a waiver under this section to the Land Use Commission.

PART 3. Section 25-4-157 (*Subdivision Access Streets*) of the City Code is amended to read:

§ 25-4-157 SUBDIVISION ACCESS STREETS.

(A) In this section:

- (1) ACCESS STREET means a street that provides access to a subdivision by connecting to an external street.
- (2) ADDITIONAL PEDESTRIAN ACCESS means a pedestrian path that meets City standards for a sidewalk or trail, is established to connect a new street in a subdivision to an existing street on adjoining property, and is at least 300 feet from an access street.
- (3) [~~2~~] EXTERNAL STREET means a street that is outside the boundaries of a subdivision, and that is:
 - (a) a publicly maintained street;
 - (b) a street that is offered for dedication and for which a construction performance bond is posted pending acceptance of the dedication; or
 - (c) a private street that complies with the requirements of this Code and each applicable criteria manual.

(B) Except as otherwise provided in this section:

- (1) a new subdivision must have at least two access streets; and
- (2) each of the two access streets must connect to a different external street.

(C) A new subdivision may have only one access street if the director determines that:

- (1) except as provided in Subsection (E), the subdivision has an additional pedestrian access;
- (2) [~~4~~] the access street:
 - (a) does not cross an area with a high wildland fire protection rating, as determined in accordance with the National Fire Protection

Association Bulletin 299, "Protection of Life and Property from Wildfire", published in 1992;

(b) is not inundated by more than nine inches of water by a 100-year flood, as determined in accordance with the Drainage Criteria Manual; and

(c) has a paved width of at least 36 feet from the intersection of the access street with the external street for a distance of:

(i) 100 feet; or

(ii) 50 feet if the access street has curb and gutter; and

(3) ~~(2)~~ the access street:

(d) is not more than 2,000 feet in length, and provides access to not more than 30 single-family residential dwellings; or

(e) is an arterial or collector street, and its intersection with the external street will function at a level of service of "C" or better during construction and after build-out of the subdivision, as determined by an intersection analysis that is:

(i) approved by the director; and

(ii) if the subdivision generates more than 1,000 vehicle trips a day, prepared by a registered professional engineer in accordance with the Transportation Criteria Manual, or Transportation Research Board Special Report 209, "Highway Capacity Manual", published in 1994.

(D) A new subdivision may have only one access street if the director determines that:

(1) except as provided in Subsection (E), the subdivision has an additional pedestrian access; and

(2) providing more than one access street is undesirable, unnecessary, or impractical after considering:

(a) ~~(1)~~ traffic circulation;

(b) ~~(2)~~ traffic safety;

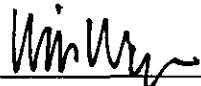
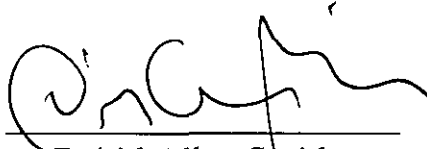
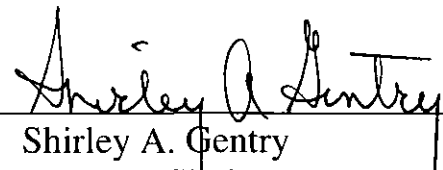
(c) ~~(3)~~ flood and fire safety;

- (d) [(4)] topography;
- (e) [(5)] the density of the subdivision and surrounding developed property;
- (f) [(6)] whether later development of adjacent property is anticipated to provide additional access;
- (g) [(7)] whether traffic through the subdivision should be limited;
- (h) [(8)] the environmental effect of a cut or fill, waterway crossing, or other surface disturbance necessary to provide more than one access street;
- (i) [(9)] whether the access street is a divided street;
- (k) [(10)] whether adverse effects, if any, from permitting one access street are mitigated, including whether secondary pedestrian access is provided; and
- (l) [(11)] whether the subdivider:
 - (i) [(a)] owns adjacent property through which access can be provided;
 - (ii) [(b)] has the right to provide a second access street across another person's property; or
 - (iii) [(c)] is able to develop the subdivision if more than one access street is required.

(E) The director may waive or modify the requirement of Subsection (C) or (D) for additional pedestrian access if the director determines that providing additional pedestrian access is impractical because of existing development or topography.

PART 4. This ordinance takes effect on February 25, 2008.

PASSED AND APPROVED

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<u>February 14</u> , 2008	§	<u></u>
		Will Wynn
		Mayor
APPROVED: <u></u>	ATTEST:	<u></u>
David Allan Smith		Shirley A. Gentry
City Attorney		City Clerk