

City of Belton Street Standards and Policy

Proposed Revisions

Section 502: Street Standards and Policy

(Throughout section, P&ZC needs to be replaced with City Council)

502.01 Streets should conform to the Major Thoroughfare Plan and the following standards. The major thoroughfare plan will be amended as needed by the City Council as recommended by the Planning and Zoning Commission. The collector street portion of the Master Thoroughfare Plan can be amended as needed by the ~~Planning and Zoning Commission~~ **City Council** according to the collector street criteria set forth in the following collector street subsection.

A. **Street Right-of-Way** – The owner shall be required to dedicate street right-of-way as shown in the officially adopted Thoroughfare Plan and according to the standards and criteria shown below:

1. Standards and criteria for right-of-way pavement width and general alignment of major thoroughfare shall be as shown on the Major Thoroughfare Plan.
2. Collector street standards and criteria are set forth as follows:
 - a. Basic Functional Classification Criteria
 - 1) At least one (1) collector street per area between arterials to collect neighborhood traffic to the major arterials.
 - 2) Collector street (or larger) required for higher intensity land uses where the intensity is defined as a minimum twelve (12) units/acre on two or more acres, industrial areas, and commercial areas.
 - b. Technical Classification Criteria
 - 1) Collects neighborhood traffic and feeds to major arterials.
 - 2) In low density areas, normally spaced at one-fourth (1/4) to one-half (1/2) miles intervals. In high intensity areas, may be spaced every block.
 - 3) Residential (Single or Two-Family) or Local Streets
 - c. Fifty (50) feet of right-of-way.
 - d. The following types of pavement (from back of curb to back of curb) sections are permitted for local streets when serving the corresponding residential density of units per acre:
 - 1) Twenty-four (24) feet, one (1) unit per two (2) acres.
 - 2) Twenty-eight (28) feet, four (4) units or less per acre.
 - 3) Thirty-one (31) feet, five (5) to ten (10) units per acre.
3. Street in Apartments, Commercial, or Industrial Area – Sixty (60) feet (collector street) of right-of-way with a minimum of thirty-seven (37) feet of paving from back of curb to back of curb.

B. Design Requirements

1. The following design guidelines shall be followed. Interpretation of street need classification shall be governed first by the approved Thoroughfare Plan. If outside the detail of the Thoroughfare Plan, street classification shall be interpreted on the basis of need as determined by a study of the

neighborhood area in which the subdivision is proposed and the intensity of the area’s future development.

2. In the case of existing topographic features which prohibit the reasonable use of the following specified design requirements, consideration will be given for a variation. A written request for such a variation must be made to the ~~Planning and Zoning Commission~~ **City Council** or shown on the proposed subdivision, and sufficient data submitted to analyze the variation.

STREET DESIGN STANDARDS

Refer to the City of Belton Design Manual and Thoroughfare Plan for Street Design Standards.

	MAJOR THOROUGHFARE	COLLECTOR	LOCAL/ RESIDENTIAL
Right of Way	As per Plan	60 feet	50 feet
Pavement (Back to Back)	As per Plan	37 feet	24, 28, 31 or 37 feet*
Grade Maximum	5%	5-7%	5-7%
Grade Minimum	.5%	.5%	.5%
Sight Distance, Minimum	350-500 feet	250-350 feet	200 feet
Horizontal Curvature —— (Maximum Radius)	1,000 feet	450 feet	150 feet
Radius for Curb Return —— at Intersections	35 feet	20 feet	20 feet

- ~~All streets having a width of 37' back of curb to back of curb shall require a right of way of 60 feet.~~

- C. **Street Cost and City Participation** – The owner shall be responsible and pay all costs for the design and construction of all streets within his development except streets over thirty-seven feet (37’) as required by the City as defined below. The developer shall build these streets in accordance with City standards. The city will participate in the paving cost only (excavation, sub-grade preparation, base and wearing surface, and subject to funds available and approval of City Council) on street paving costs above the thirty-seven feet (37’) pavement section on streets required by the City, above and beyond the traffic needs of the proposed development.
- D. **Relating to Adjoining Street System** – The proposed street system shall extend all existing major streets and such collector streets up to logical termination according to the preceding criteria. Local access streets are to be extended as may be desirable for public safety and convenience of circulation. Where possible, the width and the horizontal and vertical alignment of extended streets shall be preserved.
- E. **Offset Street Intersections** – Where offsets (jogs) in street alignment are desirable, in the opinion of the ~~Planning and Zoning Commission~~ **City Council**, such offsets may be employed provided the distance between center lines is not less than one hundred twenty-five feet (125’).
- F. **Cul-de-Sacs and Dead-End Streets (Amendment #2016-26)**
 1. The maximum length of a cul-de-sac or dead-end street with a permanent turnaround shall usually be one thousand feet (1000’), except under unusual conditions with the approval of the City Council. Intermediate turnarounds are required when a cul-de-sac exceeds 1,000 feet. Consideration of the number of intermediate turnarounds shall be based on the overall length.

2. Turnarounds are to have a minimum right-of-way width of one hundred feet (100') and a minimum forty-foot (40') outside radius for single-family and two-family uses, and a minimum right-of-way width of one hundred twenty feet (120') and a minimum fifty-foot (50') outside radius for all other uses.
3. Temporary dead-end streets may be approved by the ~~Planning and Zoning Commission~~ **City Council** if adequate, all-weather turnaround is provided. "Adequate, all-weather turnaround" is defined as a turnaround that is of sufficient size to accommodate fire and sanitation vehicles and is of a construction quality comparable to standard road cross-sections.

G. **Street Intersection** – Except where existing conditions will not permit, all streets shall intersect at a ninety degree (90°) angle. Variations of more than ten degrees (10°) on residential or local street and more than five degrees (5°) on collectors and thoroughfares must have the approval of the Planning and Zoning Commission.

H. **Perimeter Streets**

1. General – Partial or half streets may be provided where the ~~Planning and Zoning Commission~~ **City Council** ~~feel determine~~ a street should be located along a property line. Wherever a half street has already been provided adjacent to an area to be subdivided, the other remaining portion of the street shall be platted with such subdivision. Where part of a street is being dedicated along a common property line, the first dedication shall be one-half of the proposed street right-of-way.
2. Unimproved Perimeter Streets Adjacent to Subdivisions and Development Lots.
 - a. ~~The term "unimproved street" shall mean a public thoroughfare without paved curb and gutter which affords access by vehicles and pedestrians to abutting property. The term "unimproved street" shall mean a public thoroughfare property.~~
 - b. **City staff will evaluate perimeter street needs and may determine when improvements are needed.**
 - c. Upon any land being subdivided or otherwise developed in an area adjacent to existing unimproved streets (excluding State or Federal highways), the developer shall bear half the total cost of paving (up to 18.5 feet width) and installing curb and gutter for all such unimproved perimeter streets adjacent to the area being subdivided or otherwise developed. ~~provided, however, that the Planning and Zoning Commission may either waive or postpone this requirement in the manner as set forth below.~~
 - ~~1) For the following listed developments, the Planning and Zoning Commission may waive the required improvements of an unimproved street by the developer after considering such factors as (1) the extent of existing and anticipated development in the area; (2) the amount of anticipated vehicular and pedestrian traffic; and (3) the current condition of the unimproved streets under consideration:~~
 - a) ~~Single family development not exceeding three (3) acres in size or three (3) lots.~~
 - b) ~~Industrial, Commercial, or Multi-Family development not exceeding three (3) acres in size.~~
 - 2) **d. City staff may waive this requirement for subdivision plats that qualify for administrative approval as defined in Section 304, after considering such factors as (1) the extent of existing and anticipated development in the area; (2) the amount of anticipated vehicular and pedestrian traffic; and (3) the current condition of the unimproved streets under consideration.**

- 3) In all developments, the ~~Planning and Zoning Commission~~ **City Council** may postpone the required improvements of an unimproved street by the developer should it be determined that such improvements are not feasible or desirable at the time of development. If such improvements are postponed, the developer shall either:
 - a) Post an approved performance bond acceptable to the City for one and one-half the current estimated cost of construction and enter into a written agreement with the City obligating the developer to pay for such costs.
 - b) Place his pro-rata share (half the total cost of paving and installing curb and gutter for the unimproved street) in an escrow account with a Bell County bank acceptable to the City and enter into a written agreement obligating the developer to pay such pro-rata share. Said interest from such an escrow account shall be made payable to the City to offset inflationary costs of construction. If the funds are not used within ~~none~~ **nine** (9) years, the City shall hold a public hearing to show clear intent to improve the road within one year; if no such intent is shown, the funds and interest will be returned.
 - 4) Any developer who builds one half the street and desires to provide ultimate drainage facilities for the whole street will be able to collect up to one-half of the cost of the drainage improvements when adjacent properties develop by signing an appropriate pro-rata agreement with the City of Belton.
- I. **Street Names** – New streets shall be named so as to provide continuity of name with existing streets and to prevent conflict with identical or similar names in other parts of the City.
 - J. **Private Streets** – Private streets shall be prohibited except in Planned Development zoning districts **or** as approved by the City Council.

Subdivision Street Access Standards (Amendment #2016-26)

1. Pursuant to this ordinance, any single family residential subdivision within the City of Belton or the City’s extraterritorial jurisdiction shall provide the number of subdivision entrance/access streets in accordance with the table below:

Number of Lots	Minimum Entrances
1-50	1
51-100	2
101+	3

2. In cases where a future subdivision phase will be submitted within twelve (12) months from the date of Council action, a temporary vehicle access street may be constructed to serve as a second or third entrance. If a subdivision plat is not submitted within that time frame, the subdivider will be required to provide a permanent access/entrance street.

- K. **Large Lot Subdivisions** – If the lots in the proposed subdivision are large enough to suggest resubdivision in the future or if a part of the tract is not subdivided, consideration must be given to possible future street openings and access to future lots which could result from each resubdivision.

- L. **Estate Subdivisions** – For Estate Subdivision as herein defined two (2) acre lots with two hundred (200) feet or more frontage for single family use, a pavement width of twenty-four (24) feet without curbs is allowed in a seventy (70) feet right-of-way. Pavement quality must meet the minimum quality of the City of Belton standard specifications.

REV 01/24/19