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## Section 5.03 Streets and Thoroughfares

### A. *General Policy.*

1. Every subdivision or development shall be served by streets and thoroughfares adequate to accommodate the vehicular traffic to be generated by the development. Proposed streets shall provide a safe, convenient, and functional system for traffic access and circulation, shall be properly related to the City's Comprehensive Plan and Thoroughfare Plan, and shall be appropriately designed and sized for the traffic characteristics of each development.
2. The arrangement, character, extent, width, grade, and location of all streets shall conform to the City of Keller Thoroughfare Plan, the Design Standards, and the Technical Construction Standards of this UDC; and shall be considered in their relation to existing and planned streets or driveways, topographical conditions, public safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. A Traffic Impact Analysis (TIA) may be required to determine if additional measures must be taken to adequately serve both the development and the public circulation system. Reserve strips of land controlling access to or egress from other property, or to or from any street or alley, or having the effect of restricting or damaging the adjoining property for subdivision purposes or which will not be taxable or accessible for special improvements shall not be permitted in any subdivision. All streets shall be designed and constructed in accordance with the Design Standards and Technical Construction Standards of this UDC.
3. Minor residential streets shall be so laid out that their use by through traffic will be discouraged, and access is provided to adjacent subdivisions.
4. Direct residential driveway access onto all thoroughfares as shown on the Thoroughfare Plan is prohibited unless specifically approved by a Planned Development Zoning District. Where a subdivision contains an existing or proposed thoroughfare, or where a thoroughfare is the only access point to a residential lot, the City may require marginal access streets, reverse frontage, deep lots, rear service alleys, or such treatment as may be necessary for adequate protection to residential properties and to afford separation of through and local traffic.

### B. *Responsibility for Adequacy of Streets and Thoroughfares, Right-of-Way Dedication and Construction.*

1. The developer is responsible for the dedication of the right-of-way and construction of all street(s) within the development including all thoroughfares as shown on the Thoroughfare Plan, additional lanes as determined by a TIA, and one-half of the street(s) that abuts the development or the proportionate cost of constructing one-half (1/2) of the street that abuts the development. Any off-site street required, by the platting process, to provide adequate access to the development shall be the entire responsibility of the developer. These provisions shall apply in all cases including where there is an existing sub-standard street.
2. When the owner or subdivider is responsible for one-half (1/2) of the street construction, the owner or subdivider may escrow the amount of the construction cost of the facility unless the City participates in the construction of the facility. Whenever a partial street previously has been platted along a common property line, the other portion of the street right-of-way shall be dedicated at the time of Final Plat approval.
3. Roadway impact fee credit for road construction shall be given in accordance with the Impact Fee Ordinance. The developer shall be responsible for constructing the thoroughfare(s) that is within or adjacent to the development. When appropriate, impact fee credits will be applied based on the assessment rate (Schedule 1) as shown in the Impact Fee Ordinance and in no case shall exceed the actual cost of construction. The City may elect to participate in any road construction at a ratio approved by the City Council.

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C. *Deviation From Thoroughfare Plan.*

1. A developer/applicant desiring to deviate from the Thoroughfare Plan must make application to amend the Plan prior to proceeding with the development. All expenses related to a request for the Thoroughfare Plan amendment will be the responsibility of the developer/applicant. This includes a Traffic Study to support the change in the plan. Failure to provide for such approval prior to submission of a plan shall be grounds for automatic denial.
2. When such a street is not on the Thoroughfare Plan, the arrangement of streets in a subdivision shall:
  - a. Provide for the continuation or appropriate projection of existing streets into surrounding areas.
  - b. Conform to a plan for the neighborhood approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance or conformity to existing streets impracticable.
  - c. Provide for future access to adjacent vacant areas that will likely develop under a similar zoning classification.
  - d. Not conflict in any way to existing or proposed driveway openings.

D. *Street Dedications.* Dedication of Rights-of-way - The property owner shall provide all rights-of-way required for existing or future streets and on-site streets including perimeter streets and approach roads as shown in the Thoroughfare Plan or other valid detailed development plans. Prior to submittal of a Traffic Impact Analysis (TIA), a completed Trip Generation Form shall be submitted for review.

E. *Road Network.*

1. New subdivisions and developments shall be supported by a road network having adequate capacity and safe and efficient traffic circulation. The adequacy of the road network for developments of more than five hundred (500) trips per day for residential traffic and more than two thousand (2,000) trips per day for commercial traffic, or for developments involving collector or arterial streets not appearing on the City's approved Thoroughfare Plan, shall be demonstrated by preparation of a Traffic Impact Analysis.

Developer shall be responsible for mitigation if traffic impact exceeds five percent (5%) of current traffic counts or causes level of service (LOS) to drop below a LOS "C".

2. If a property to be developed is intended as a phase in a larger development project, or constitutes a portion of the land to be ultimately developed, the City may require a demonstration of adequacy pursuant to this section, for additional phases or portions of the property, as a condition of approval for the proposed plat.

F. *Approach Roads and Access.* All subdivisions or developments must be connected to the City's approved thoroughfare and street system by one or more approach roads of such dimensions and approved to such standards as are hereinafter set forth. Requirements for dedication of rights-of-way and improvement of approach roads may be increased depending on the density or intensity of the proposed development if the need is demonstrated by a Traffic Impact Analysis.

G. *Points of Access.* Subdivisions generally may provide one point of access in each direction (north, east, south and west) to a public street and/or future connection, which is adequately designed and sized to handle the traffic adjacent to the development. For a development of over fifty (50) lots, a minimum of two (2) functional access points shall be required. Developments of fifty (50) lots or less but more than twenty (20) lots may be served with one point of access and one point of future connection. Developments of twenty (20) lots or less may be served with one point of access. For new dwelling unit developments, single points of access, including cul-de-sac streets, may exceed six hundred feet (600') if a residential fire sprinkler system is provided and a recommendation from the Fire Chief or their designee and approval of the City Council. "For

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existing dwelling unit developments making modifications, single points of access, including cul-de-sac streets, may exceed six hundred feet (600') if a residential fire sprinkler system is provided or an alternative plan is approved by the Fire Chief or their designee which addresses any conditions that pose a distinct hazard to life and property. Factors to consider as an alternative plan may include but are not limited to ensuring safe access and egress for emergency vehicles, adequate distance to the nearest fire hydrant, use of fire-resistant building materials or installation of early detection and notification systems.”

- H. *Intersection Improvements.* Intersection improvements and traffic control devices shall be installed by the developer as warranted in accordance with the traffic impact analysis. The signals shall be installed in accordance with procedures specified in the state Manual of Uniform Traffic Control Devices.
- I. *Street Dimensions.*
1. Street right-of-way widths shall be as shown on the Thoroughfare Plan.
  2. The classification and widths of rights-of-way listed within this section are subject to changes per the City's Thoroughfare Plan and can be revised in accordance with the Thoroughfare Plan without an amendment to this Code.
- J. *Half Streets.* Construction of half streets shall be prohibited, except when essential to the reasonable development of the subdivision in conforming with the other requirements of these regulations and the Thoroughfare Plan, and where the City finds it will be practical to require the dedication of the other one-half when the adjoining property is subdivided. When the owner or subdivider is responsible for one-half (1/2) of the street construction, the owner or subdivider shall escrow the amount of the construction cost of the facility unless the City participates in the construction of the facility. Whenever a partial street previously has been platted along a common property line, the other portion of the street shall be dedicated at the time of Final Plat approval.
- K. *Cul-De-Sac Streets.* A cul-de-sac street is a street with only one inlet/outlet and may be used with a suitable turnaround provided for, with an outside right-of-way diameter of one hundred twenty feet (120') and pavement diameter of one hundred feet (100'). The cul-de-sac shall be measured from the centerline of the intersecting street to the center of cul-de-sac turnaround. Cul-de-sacs greater than six hundred feet (600') in length may be allowed for developments of less than twenty (20) lots with a recommendation from the Fire Marshal and approval of the City Council.
- L. *Dead End or Stub Streets.*
1. Dead end or stub streets are not allowed except as required to provide future access to adjacent vacant land areas that will likely develop under a similar zoning classification and in no case shall be more than one hundred fifty feet (150') in length or equal to one lot depth, whichever is greater.
  2. A sign shall be placed at the beginning of a dead end street stating "No Outlet" and barricades will be placed at the dead end. Such sign and barricades shall be installed at the expense of the developer.
- M. *Street Pavement Design and Standards.*
1. All new streets shall be constructed in accordance with paving widths and specifications as set forth in the Design Standards and Technical Construction Standards of this UDC.
  2. Pavement widths shall be thirty feet (30') from face-of-curb to face-of-curb on local residential streets with curbs. All streets with curbs shall be considered local residential for width design unless one of the following conditions exists:
    - a. Designated as a collector or thoroughfare by the City's Thoroughfare Plan.
    - b. Adjacent to commercial, multi-family, industrial, or public land uses or in a residential subdivision where, in the opinion of the City, additional street width is indicated for proper access and circulation.

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- c. Where, in the opinion of the City or in the opinion of the developer with the concurrence of the City, the aesthetic value is achieved if extra width is dedicated.
  - d. Residential subdivision street connections to the thoroughfares, at the entrance to the subdivision, shall provide for a ten-foot (10') extra right-of-way and five-foot (5') of additional pavement to accommodate for easier turning movement. These entrances to residential additions shall provide a divided entry with a landscaped island. The landscaping and irrigation for the islands shall be shown on the landscaping plans for the development. All raised islands within developments and/or medians that have no landscaping shall be paved with brick/concrete pavers or stamped concrete as approved by the City.
3. In the case of 2.a above, the section to be constructed shall be in accordance with the Thoroughfare Plan or a revision thereof based on updated conditions. In the case of 2.b and 2.c, each condition shall be studied individually and approved by the City prior to approval of the subdivision in question.
- N. *Street Construction.* All streets shall be constructed in accordance with current City standards and specifications before the street(s) are accepted for maintenance by the City.