



ORDINANCE NO. 3249

AN ORDINANCE OF THE CITY OF FARMERS BRANCH, TEXAS, AMENDING CODE OF ORDINANCES OF THE CITY OF FARMERS BRANCH, APPENDIX "B" "THOROUGHFARE PLAN" BY RE-ADOPTING THE CITYWIDE MASTER THOROUGHFARE PLAN; PROVIDING GENERAL GUIDELINES, CONDITIONS AND POLICIES REGARDING THE ALIGNMENT AND WIDTH OF STREETS; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the orderly design and location of streets within the City of Farmers Branch is of paramount importance to the overall planning and development of property within the City and to the health and safety of the public who travel on the streets and highways within the City of Farmers Branch; and

WHEREAS, the City has previously approved the Citywide Master Thoroughfare Plan ("the Thoroughfare Plan") setting forth the locations of the City's major streets and highways, both present and future, including the certain guidelines, conditions, and policies regarding the same; and

WHEREAS, City Administration from time to time reviews and makes recommendations regarding possible amendments to the Thoroughfare Plan; and

WHEREAS, City Administration, based on its most recent review of the Thoroughfare Plan, recommends re-adoption of the plan without any substantive amendments; and

WHEREAS, the City Council of the City of Farmers Branch finds it to be in the public interest to concur in the City Administration's recommendation;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, THAT:

SECTION 1. The City of Farmers Branch, Texas, hereby amends the Code of Ordinances of the City of Farmers Branch, Appendix "B" "Thoroughfare Plan" by re-adopting the Citywide Master Thoroughfare Plan, as set forth in Exhibit "A", attached hereto incorporated herein by reference.

SECTION 2. The standard minimum street rights-of-way are established as follows:

- A. Two-lane undivided streets shall have a dedicated right-of-way width of not less than fifty (50) feet.
- B. Three-lane undivided streets shall have a dedicated right-of-way width of not less than eighty (80) feet.

- C. Four-lane undivided streets shall have a dedicated right-of-way width of not less than sixty-four (64) feet.
- D. Four-lane divided streets shall have a dedicated right-of-way width of not less than eighty (80) feet.
- E. Six-lane divided streets shall have a dedicated right-of-way width of not less than one hundred (100) feet.
- F. Eight-lane divided streets shall have a dedicated right-of-way width of not less than one hundred-thirty (130) feet.

SECTION 3. The standard minimum street rights-of-way set forth in Section 2 of this Ordinance may be modified on a case-by-case basis as follows:

- A. When development occurs at or near major intersections, additional right-of-way can be required for construction of auxiliary traffic lanes;
- B. When a proposed development is projected to generate a large volume of traffic entering the development from a thoroughfare, additional right-of-way can be required in the vicinity of driveways for construction of deceleration lanes or other auxiliary lanes;
- C. When a development is expected to require on-street parking along a thoroughfare, additional right-of-way can be required for construction of parking lanes;
- D. In developed areas, a lesser right-of-way may be approved, when practical, in order to minimize impacts on existing adjacent developments provided that upon redevelopment standard rights-of-way will be secured;
- E. At locations where the width and number of lanes of a thoroughfare change, the right-of-way width shall be based upon the need to construct safe and efficient pavement transition areas;
- F. The City reserves the right to accept equivalent street easements or public access easements in lieu of the rights-of-way that would otherwise be required in this Ordinance;
- G. Additional easements may be required to accommodate necessary utilities including fiber optic communication infrastructure.

SECTION 4. The following general guidelines concerning the implementation of the Thoroughfare Plan are hereby adopted:

- A. The Thoroughfare Plan shall be the general policy of the City and shall be used for obtaining right-of-way based on development or redevelopment through platting, site plan review, or rezoning where possible.
- B. The scheduling of right-of-way acquisition and roadway construction shall be dependent upon current traffic demand or projected demands. Construction of those roadways which are designed primarily to accommodate future development will be scheduled to the greatest extent possible to coordinate with such developments. The City shall consider alternative transportation systems management and engineering improvements as interim or alternative measures to improvements requiring additional rights-of-way.
- C. The City will make every effort to minimize the negative impact of right-of-way acquisition or roadway construction and to coordinate future identification of right-of-way alignment and construction schedules with adjoining property owners.
- D. The adoption of this Thoroughfare Plan is not intended to create additional restrictions or to be used to prohibit the occupancy or renovation of existing structures. Such restrictions will require further action by the City Council.
- E. Alignments indicated on the Thoroughfare Plan are diagrammatic only and may be shifted as redevelopment occurs. The City may design and construct divided streets with a raised median or with a flush median, center lane or other alternative design to accommodate left turns. The City may allow, regulate or prohibit parking on any street.
- F. All plans for proposed development within the City must demonstrate and provide for adequate access and circulation of traffic between the development site and nearby thoroughfares. In some cases, this access may best be accommodated by existing collector streets, extensions of existing collector streets or new collector streets connecting the development to existing thoroughfares and collector streets. Right-of-way standards for collector streets will conform to the same requirements stated herein for thoroughfares. Location and alignment of collector streets will be determined as development and redevelopment occurs through platting, site-plan review, or rezoning.
- G. In the event future decisions by the Texas Department of Transportation or other state, regional or local jurisdictions are inconsistent with routes provided herein, the City shall review and modify, as appropriate, this City-wide Master Thoroughfare Plan.

SECTION 4. Should any sentence, paragraph, subdivision, clause, phrase or section of this Ordinance be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this Ordinance as a whole, or any part or provision thereof other than the part so

decided to be invalid, illegal or unconstitutional, and shall not affect the validity of the Ordinance as a whole.

SECTION 5. This Ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and charter in such case provide.

DULY PASSED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, ON THE 5TH OF NOVEMBER 2013.

ATTEST:

APPROVED:

Angela Kelly, City Secretary

William P. Glancy, Mayor

APPROVED AS TO FORM:

Peter G. Smith, City Attorney
(kbl:10/8/13:62835)

Exhibit "A" to Ordinance No. 3249

