

ADDISON, TEXAS



UNIFIED DEVELOPMENT CODE PART 2: DEVELOPMENT STANDARDS

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Article 1: General Provisions

[To be drafted in Part 3]

Article 2: Zoning Districts

[Submitted with Part 1]

Article 3: Use Regulations

[Submitted with Part 1]

Article 4: Development Standards

Commentary:

This article contains standards that address development quality, such as grading and drainage, parking, landscaping, and building design. The current ordinances contain development quality standards in multiple locations. The primary tasks in drafting this article were to consolidate the various related and overlapping provisions and to remove unnecessary material (either because it is outdated, or duplicative, or because it belongs in separate administrative or design review guidelines).

This proposed draft also contains a substantial amount of new material based on the Assessment Report and Annotated Outline and follow-up discussions with staff and other community stakeholders. In this article, and subsequent articles, we often refer to an “Administrative Manual,” which was recommended in the Assessment report and is proposed to include the requirements for application submittal materials, fees, time periods for review, and other administrative information that does not need to be included in this UDC. Keeping such material outside the UDC allows it to be updated more regularly without formal UDC amendments.

4.1 Purpose¹

This article includes standards that regulate the physical layout and design of development within Addison to ensure the protection of the health, welfare, safety, and quality of life and to implement the Addison Comprehensive Plan. These standards address the physical relationship between development and adjacent properties, public streets, neighborhoods, and the natural environment, in order to create and maintain an attractive, efficient, and livable community.

4.2 Applicability²

Except as otherwise provided in this Article 4: *Development Standards*, the standards of this article shall apply to all development located within the Town, pursuant to the TLGC and **Section ---**³, and as further detailed below.

Commentary

This section specifies the applicability of this article to various types of development and redevelopment projects. While new construction always must comply with all the standards, the related question is what to do about partial redevelopment projects. The following sections propose a tiered approach to determining which and to what extent the development standards of this article apply to various types of redevelopment projects. A uniform tiered structure like this will increase the predictability of the development review process and better balance required development standards with the size and scale of a project.

Such an approach is not unusual around the country, but few of Addison’s peer communities in north Texas have adopted such a methodical, formal approach in this way. Other local communities generally apply development standards based on the underlying zoning district or the building type (i.e., residential versus nonresidential) rather than based on the physical condition and extent of proposed changes to a structure.

4.2.1 Development Standards Applicability Table

- A. Paragraph (C) below identifies activities that trigger compliance with specific development standards contained in Article 4: *Development Standards*. These standards shall not exempt development activity that falls below the thresholds identified in Subsections 4.2.2 or 4.2.3 from complying with applicable standards of this UDC or any applicable federal, state, or local regulations.

¹ New.

² Based on and updates current 34-203, but mostly new. The current applicability thresholds are unnecessarily complex; this section attempts to apply more uniform applicability thresholds to development town-wide.

³ This will be updated to reference the general applicability and jurisdiction standards to be drafted in Part 3.

- B. For purposes of this section, “entire site” shall mean the total area of the lot on which development is occurring. “Development impact area” shall mean those areas of the lot or those portions of the structure that are included in the project area or that are affected by the proposed development activity, as defined in Article 7: *Definitions*.
- C. Specific applicability thresholds and applicable exemptions are provided in Sections 1.1 through 4.10.

✓ = Entire Site ◇ = Development Impact Area Only				
UDC Standard	UDC Reference	New Construction	Minor: Tier 1	Major: Tier 2
Floods	1.1	✓	All development, see Section 1.1	
Grading and Drainage	4.4	✓	All development, see Section 4.4	
Access and Circulation	4.5	✓	All development, see Section 4.5	
Parking and Loading	4.6	✓	◇	✓
Landscaping, Buffering, and Fences	4.7	✓	◇	✓
Site and Building Design	4.8	✓	◇	✓
Exterior Lighting	0	✓	All development, see Section 0	
Signs	4.10	✓	[will be included in Part 4]	

4.2.2 Minor Redevelopment: Tier 1

- A. Expansions, alterations, or modifications that increase the gross floor area of an existing structure by the greater of 10,000 square feet or between 10 and 50 percent;
- B. Expansions, alterations, or modifications that increase the total number of existing dwelling units on a lot by the lesser of 10 dwelling units or between 10 and 25 percent;
- C. The alteration or expansion of any vehicular parking area by the greater of six spaces or 50 percent, excluding resurfacing or restriping;
- D. Any expansion or enlargement of a structure or land use that requires a Special Use Permit; or
- E. Applications for building permits or for certificates of occupancy for buildings previously unoccupied for a period of six consecutive months.

4.2.3 Major Redevelopment: Tier 2

- A. Expansions, alterations, or modifications that increase the gross floor area of an existing structure by more than 50 percent;
- B. Expansions, alterations, or modifications that increase the total number of existing dwelling units on a lot by more than 25 percent;
- C. An existing principal structure is relocated on the lot; or
- D. Applications for building permits or for certificates of occupancy for buildings previously unoccupied for a period of longer than six consecutive months.

4.2.4 Timing of Applicability

- A. The standards in this article shall become applicable to each individual lot at such time a site plan is submitted for review or an application for a building permit on such lot is made.

- B. When this UDC becomes applicable to a lot, its requirements are binding on all current and subsequent owners of the lot.

4.2.5 Planned Development (PD)⁴

- A. Development within any new planned development (PD) established after the effective date of this UDC shall be subject to this Article 4: *Development Standards*, unless alternative standards are adopted as part of the PD approval that, in the determination of the Director, are at least equal to the standards set forth in this article.

4.3 Floods

Commentary

This section carries forward the current Chapter 42, Article II, with no changes. These regulations are typical of how Texas cities address flood issues.

4.3.1 Generally

A. Statutory Authorization

Local governments are authorized by State law to adopt regulations designed to minimize flood losses, and to take all necessary and reasonable actions to comply with the requirements and criteria of the National Flood Insurance Program.

B. Applicability

This section applies to all areas of special flood hazard within the jurisdiction of the Town of Addison.

C. Penalties for Noncompliance

No structure or land shall hereafter be constructed, located, extended, converted, or altered, or have its use changed without full compliance with the terms of this section and all other applicable regulations. Violation of the provisions of this section by failure to comply with any of its requirements, including violations of conditions and safeguards established in connection with conditions, shall constitute a misdemeanor. Any person who violates this section or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$2,000.00 for each violation in accordance with Section --- of this Code. Each day a violation continues to exist will constitute a new and separate violation. Nothing contained in this section shall prevent the Town of Addison from taking such other lawful action as is necessary to prevent or remedy any violation.

D. Interpretation

In the interpretation and application of this section, all provisions shall be:

1. Considered as minimum requirements;
2. Liberally construed in favor of the city council; and
3. Deemed neither to limit nor repeal any other powers granted under state statutes.

E. Purpose

It is the purpose of this section to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

1. Protect human life and health;
2. Minimize expenditure of public money for costly flood control projects;

⁴ New.

3. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
4. Minimize prolonged business interruptions;
5. Minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in floodplains;
6. Help maintain a stable tax base by providing for the sound use and development of flood-prone areas in such a manner as to minimize future flood blight areas; and
7. Ensure that potential buyers are notified that property is in a flood area.

F. Basis for Establishing the Areas of Special Flood Hazard

The areas of special flood hazard identified by the Federal Emergency Management Agency with accompanying Flood Insurance Rate Maps and Flood Boundary-Floodway Maps (FIRM and FBFM) . The current maps are hereby adopted by reference and declared to be a part of this section.

G. Abrogation and Greater Restrictions

This section is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this section and another ordinance, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

H. Methods of Reducing Flood Losses

In order to accomplish its purposes, this section includes methods and provisions for:

1. Restricting or prohibiting uses that are dangerous to health, safety or property in times of flood, or that cause excessive increases in flood heights or velocities;
2. Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
3. Controlling the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;
4. Controlling filling, grading, dredging and other development which may increase flood damage; and
5. Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters, or which may increase flood hazards to other areas.

I. Warning and Disclaimer or Liability

The degree of flood protection required by this section is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. On rare occasions greater floods can and will occur and flood heights may be increased by man-made or natural causes. This section does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This section shall not create liability on the part of the town or any officer or employee thereof for any flood damages that result from reliance on this section or any administrative decision lawfully made under this section.

4.3.2 Flood Hazard Reduction

A. General Standards

In all areas of special flood hazards the following standards are required:

1. Anchoring

All new construction or substantial improvements must be designed (or modified) in such a manner that they are adequately anchored to prevent flotation, collapse or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.

2. **Construction Materials and Methods**

- a. All new construction or substantial improvements must be constructed by methods and practices that minimize flood damage.
- b. All new construction or substantial improvements must be constructed with materials resistant to flood damage.

3. **Utilities**

- a. All new construction and substantial improvements must be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and located so as to prevent water from entering or accumulating within the components during conditions of flooding.
- b. All new and replacement water supply systems must be designed to minimize or eliminate infiltration of floodwaters into the system.
- c. All new and replacement sanitary sewage systems must be designed to minimize or eliminate infiltration of flood waters into the system, and to minimize or eliminate discharge from the systems into flood waters.
- d. On-site waste disposal systems must be located to avoid impairment to them or contamination from them during flooding.

B. Specific Standards

In all areas of special flood hazards where base flood elevation data has been provided as set forth in Subsection 4.3.1F (regarding the basis for establishing the area of special flood hazard), Section ---⁵ (pertaining to the use of other base flood data), or Subsection 4.3.2C (pertaining to standards for subdivision proposals), the following provisions are required:

1. **Residential Construction**

New construction and substantial improvement of any residential structure must have the lowest floor, including basement, elevated at least two feet above the base flood elevation. A registered professional engineer, architect, or land surveyor shall submit a certification to the floodplain administrator that this standard is satisfied. The administrator shall maintain a record of such certification.

2. **Nonresidential Construction**

New construction and substantial improvements of any commercial, industrial or other nonresidential structure must either have the lowest floor, including basement, elevated at least two feet above the base flood elevation, or together with attendant utility and sanitary facilities, be designed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A registered professional engineer or architect shall develop or review the structural design, specifications, and plans for the construction, and shall certify to the floodplain administrator that the design and methods of construction are in accordance with accepted standards of practice as outlined in this section. A record of such certification that includes the specific elevation (in relation to mean sea level) to which such structures are floodproofed must be maintained by the floodplain administrator.

3. **Enclosures**

New construction and substantial improvements with fully enclosed areas below the lowest floor that are usable solely for parking of vehicles, building access or storage in an area other than a basement and which are subject to flooding, must be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:

⁵ Will refer to the duties of the floodplain administrator, to be drafted in installment 3.

- a. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding must be provided.
- b. The bottom of all openings must be no higher than one foot above grade.
- c. Openings equipped with screens, louvers, valves, or other coverings or devices must permit the automatic entry and exit of floodwaters.

4. Manufactured Homes

- a. Manufactured homes to be placed within Zone A on the FHB or FIRM must be installed using methods and practices that minimize flood damage. For the purposes of this requirement, manufactured homes must be elevated to two feet above the base flood elevation and anchored to resist flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This requirement is in addition to applicable state and local anchoring requirements for resisting wind forces.
- b. Manufactured homes that are placed or substantially improved within Zones A1-30, AH, and AE on the FIRM on sites (i) outside of a manufactured home park or subdivision, (ii) in a new manufactured home park or subdivision, (iii) in an expansion to an existing manufactured home park or subdivision, or (iv) in an existing manufactured home park or subdivision on which a manufactured home has incurred "substantial damage" as a result of a flood, must be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to or above the base flood elevation and be securely anchored to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.
- c. Manufactured homes placed or substantially improved on sites in an existing manufactured home park or subdivision within Zones A1-30, AH and AE on the FIRM that are not subject to the provisions of subsection (4)b. of this section must be elevated so that either:
 - i. The lowest floor of the manufactured home is at or above the base flood elevation, or
 - ii. The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade and are securely anchored to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

5. Recreational Vehicles

Recreational vehicles placed on sites within Zones A1-30, AH, and AE on the FIRM must either:

- a. Be on the site for fewer than 180 consecutive days;
- b. Be fully licensed and ready for highway use; or
- c. Meet the permit requirements of Section ---⁶ and the elevation and anchoring requirements for "manufactured homes" in Subsection 4.3.2B.4. A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has no permanently attached additions.

C. Standards for Subdivision Proposals

- 1. All subdivision proposals, including the placement of manufactured home parks and subdivisions, must be consistent with the need to minimize flood damage.
- 2. All proposals for the development of subdivisions, including the placement of manufactured home parks and subdivisions, must meet development permit requirements of this section.
- 3. Base flood elevation data must be provided for subdivision proposals and other proposed development, including the placement of manufactured home parks and subdivisions, that is greater than 50 lots or 5 acres, whichever is less, if not otherwise provided pursuant to Subsection 4.3.1F regarding the basis for establishing the areas of special flood hazard or Section ---⁷ pertaining to the use of other base flood data.

⁶ Will refer to the floodplain development permit, to be drafted in installment 3.

⁷ Will refer to the duties of the floodplain administrator, to be drafted in installment 3.

4. All subdivision proposals, including the placement of manufactured home parks and subdivisions, must have adequate drainage provided to reduce exposure to flood hazards.
5. All subdivision proposals, including the placement of manufactured home parks and subdivisions, must have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize or eliminate flood damage.

D. Standards for Areas of Shallow Flooding (AO/AH Zones)

Located within the areas of special flood hazard established in Subsection 4.3.1F, are areas designated as shallow flooding. These areas have special flood hazards associated with base flood depths of one to three feet where a clearly defined channel does not exist and where the path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow; therefore, the following provisions apply:

1. All new construction and substantial improvements of residential structures must have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the FIRM (at least two feet if no depth number is specified).
2. All new construction and substantial improvements of non-residential structures must:
 - a. Have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the FIRM (at least two feet if no depth number is specified);
 - b. Together with attendant utility and sanitary facilities be designed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads of effects of buoyancy.
3. A registered professional engineer or architect shall submit a certification to the floodplain administrator that the standards of this section are satisfied.
4. Within Zones AH and AO, adequate drainage paths must be provided around structures on slopes to guide flood waters around and away from proposed structures.

E. Floodways

Located within areas of special flood hazard established in Subsection 4.3.1F, are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters that carry debris, potential projectiles and erosion potential, the following provisions apply:

1. Encroachments are prohibited, including fill, new construction, substantial improvements and other development, within the adopted regulatory floodway, unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the town during the occurrence of the base flood discharge.
2. If paragraph (1) of this section is satisfied, all new construction and substantial improvements must comply with all applicable flood hazard reduction provisions of this section.
3. Under the provisions of the National Flood Insurance Program Regulations, a community may permit encroachments within the adopted regulatory floodway that would result in an increase in base flood elevations, provided that the community first completes all of the provisions required by the National Flood Insurance Program Regulations.

F. Severability

If any section, clause, sentence, or phrase of this chapter is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this chapter.

4.4 Grading and Drainage

Commentary

The Town's current grading and drainage standards are located in a separate [Drainage Criteria Manual](#) available on the Town's website. Rather than dismantling that document and relocating some standards here, we think it is more effective to reference that manual in the UDC to retain a "one stop shop" for these standards and so that readers know where to find that information. Some communities include general site layout and design standards in the UDC and reference an outside criterial manual for detailed engineering and other technical design standards.

All development is subject to the requirements in the Drainage Criteria Manual and any other applicable Public Works and Engineering Department standards.

4.5 Access and Circulation

Commentary

This is generally a new section for the Town's consideration. All provisions are new unless otherwise noted. This section is included in the general development standards, versus the subdivision standards, so that many of these improvements will be applied to redevelopment projects and individual sites, not just new subdivisions. The subsections cover vehicular, pedestrian, and bicycle connectivity independently.

4.5.1 Purpose

The purpose of this section is to support the creation of a highly connected transportation system within the Town in order to:

- A. Promote multimodal travel in Addison by providing options for automobiles, transit, bicycles, and pedestrians;
- B. Connect neighborhoods to each other;
- C. Connect neighborhoods to local destinations such as employment, schools, parks, and shopping centers;
- D. Reduce vehicle miles of travel and travel times;
- E. Mitigate the traffic impacts of new development and redevelopment;
- F. Reduce stormwater runoff, reduce heat island effect from large expanses of pavement, improve water quality, and minimize dust pollution;
- G. Improve air quality; and
- H. Reduce emergency response times.

Generally, access and circulation systems associated with any development shall provide for multiple travel modes (vehicular, transit, bicycle, and pedestrian), as appropriate to the development's size, character, and relationship to existing and planned community transportation systems. Vehicular, transit, bicycle, and pedestrian access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

4.5.2 Applicability

Except as otherwise provided in this section, the standards of this section shall apply to all development as established in Section 4.2: *Applicability*.

4.5.3 Developer Responsibility for Access and Circulation Improvements⁸

A. On-Site Circulation

1. If a street is proposed within a development site, the developer shall provide roadway, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards in this section, the Master Transportation Plan, current engineering design standards, and shall dedicate any required rights-of-way or easements as determined necessary by the Town.
2. If a development site includes the proposed corridor of a street designated on an adopted plan, the development shall incorporate provision of the street into the design of the development and shall dedicate right-of-way that meets the right-of-way width standards for the street. If a traffic impact analysis shows that the development itself is expected to generate sufficient traffic to warrant design of the street as a principal or minor arterial thoroughfare, the developer shall be responsible for constructing the street (including any bikeway, sidewalk, and other associated access and circulation improvements) in accordance with the Town's standards for a principal or minor arterial thoroughfare, as appropriate; otherwise, the developer shall be responsible for constructing the street (including any bikeway, sidewalk, and other associated access and circulation improvements) to meet at least those standards in the Town's Master Transportation Plan for a local or collector street as determined by Town staff.

B. Off-Site Circulation

1. If a development site fronts on and obtains vehicular access from an existing street, the developer shall be required to dedicate additional right-of-way along the street frontage or in the vicinity of the development and to provide roadway, bikeway, sidewalk, and other access and circulation improvements within the street right-of-way that are reasonably necessary to ensure the safe, convenient, efficient, and orderly accommodation of vehicular and pedestrian traffic demands and impacts generated by the proposed development.
2. Such improvements may include, but are not limited to, turn lanes, deceleration and acceleration lanes, widening or paving of substandard roadways, medians, bikeways, sidewalks, sidewalk ramps and crossings, street lights, bus shelters, and the relocation or improvement of utility lines and facilities needed to accommodate street improvements. The extent of required dedications and improvements related to the abutting street shall be roughly proportional to the traffic demands and impacts generated to and along that street by the proposed development.

4.5.4 Streets, Alleys, and Vehicular Circulation

A. Uniform Street Standards

All streets and related improvements shall be constructed in accordance with the standards in the Town's Master Transportation Plan and current engineering design standards.

B. Layout and Design

1. The street pattern shall be designed to afford safe and convenient access to all lots.
2. The street pattern shall have a logical relationship to topography.
3. Where possible, streets shall be aligned to afford maximum solar access to each building site.
4. Where a proposed development borders a principal or minor arterial, street intersections with the arterial street shall be at intervals of one-quarter mile or greater.
5. Bicycle lanes are required in the design of all arterial and collector streets where low traffic speeds and volumes allow bicyclists and motorists to share the road safely, as prescribed in the Master Transportation Plan.

⁸ This is intended to clarify when the Town may require a developer to construct public street improvements, reflecting limitations defined by the courts. This is likely already existing Town policy but is helpful to have spelled out in clear language in the code.

C. Circulation Plan

1. All development, except for single-family residential uses within previously platted subdivisions, shall prepare a circulation plan. The circulation plan shall be submitted with the respective site plan or subdivision application, as appropriate.
2. The circulation plan shall address, at a minimum: street connectivity, emergency and service vehicle access, parking movements, accommodation of loading and unloading operations, turning radii, traffic calming measures where future “cut-through” traffic is likely, and similar issues identified by the Director at a pre-application conference.
3. The Director may waive the requirement for a circulation plan upon determining that a proposed development is expected to have no impact on circulation or proposes no change in existing circulation patterns. This provision shall not be construed to exempt development that includes additional parking, driveways, or substantial modifications to the existing pedestrian network.

D. Street Connectivity

1. **Purpose**

Street and block patterns shall include a clear hierarchy of well-connected streets that distribute traffic over multiple streets and avoid traffic congestion on principal routes. Within each development, the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians through the development, and provide ample opportunities for linking adjacent neighborhoods, properties, and land uses. Local neighborhood street systems are intended to provide multiple direct connections to and between local destinations such as parks, schools, and shopping.

2. **Standards**

- a. The vehicular access and circulation for a development shall incorporate the continuation and connection of public street roadways and associated rights-of-way that have been extended or connected to the boundary of the development site from existing or approved abutting developments.
- b. The vehicular access and circulation for a development shall provide for the extension or connection of proposed internal public street roadways and associated rights-of-way to those boundaries of the development site whenever such extensions or connections are or may be necessary to ensure that the development site or the abutting property will have:
 - i. At least two vehicular access points to and from an external through street system, preferably on to two separate streets;
 - ii. Convenient and efficient access by vehicles needed to provide police, fire, and emergency services; and
 - iii. Convenient and efficient access by vehicles needed to provide other public services.
- c. An extension or connection of a public street roadway and right-of-way to an abutting property shall include the extension or connection of associated bikeways and sidewalks.
- d. The Director and/or the Director of Public Works and Engineering may require a temporary turnaround at the end of a roadway extension if needed to facilitate traffic flow or to accommodate emergency vehicles pending the roadway's connection to other roadways.
- e. The Director and/or the Director of Public Works and Engineering may waive or modify the requirements or standards for extension or connection of a public roadway from or to an abutting property if such extension is impractical or undesirable because it would:
 - i. Require crossing a significant physical barrier or environmentally sensitive area (e.g., watercourses, floodplains, riparian areas, steep slopes; wildfire hazard areas);
 - ii. Require the extension or connection of a proposed internal public street to an abutting property with existing development whose design makes it unlikely that the street will ever be part of a network of public streets (for example, the abutting existing development has no public streets, or there are no “stubbed-out” street rights-of-way or open corridors between

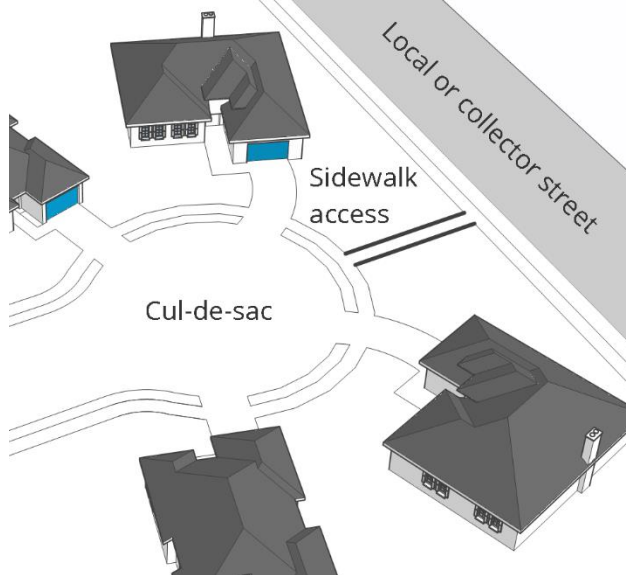
the proposed development site and public streets in the abutting development to accommodate a current or future extension or connection);

- iii. Require the extension or connection of a proposed internal public street to an abutting property owned by a government or public utility to which vehicular access is restricted, or other property to which vehicular access is restricted by easement or deed; or
- iv. Require the extension or connection of a proposed internal public street to an abutting property that is developed or zoned for a use whose level and type of generated traffic would be incompatible with the proposed development.

3. Cul-de-Sacs and Dead-End Streets

- a. Cul-de-sacs shall be avoided to the maximum extent feasible.
- b. Dead-end streets shall be avoided to the maximum extent feasible except where planned for future extension.
- c. Where residential developments have cul-de-sacs or dead-end streets, such streets shall be connected to the closest local or collector street or to cul-de-sacs in adjoining subdivisions via a sidewalk or multi-use path, except where deemed impractical by the Director.
- d. All stub streets and temporary dead-end streets greater than 100 feet in length shall terminate in a cul-de-sac.

Figure 4.1: Sidewalk Access for Cul-De-Sac or Dead-End Streets



4. Cross Access Between Abutting Development

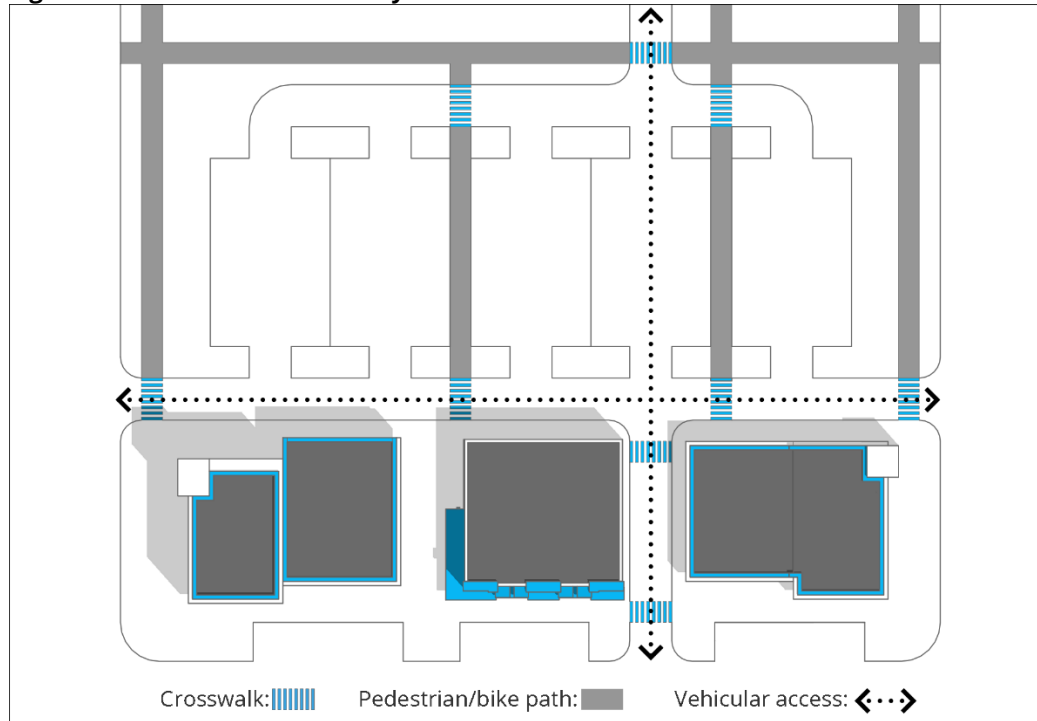
To facilitate vehicular, pedestrian, and bicycle access between abutting developments, encourage shared parking, and minimize access points along streets, new single-family attached, multifamily, nonresidential, and mixed-use development shall comply with the following standards:

- a. The internal circulation system shall be designed to allow for cross-access between the development’s common use areas and common use areas in an abutting single-family attached, multifamily, nonresidential, or mixed-use development, or to the boundary of abutting vacant land zoned to allow single-family attached, multifamily, nonresidential or mixed-use development.
- b. Required vehicular cross access between the abutting lots shall be provided through the use of a frontage or service street (if the lots front on a major arterial thoroughfare right-of-way), a single two-way driveway or drive aisle, or two one-way driveways or aisles that are sufficiently wide to accommodate traffic by automobiles, service vehicles, loading vehicles, and emergency vehicles.
- c. The Director, in conjunction with the Director of Public Works and Engineering, may waive or modify the requirement for cross access on determining that such cross access is impractical or undesirable because it would require crossing a significant physical barrier or environmentally

sensitive area (e.g., railroad, watercourse, floodplain, wetlands, steep slopes), or would create unsafe conditions or impede the application of other design requirements in this UDC.

- d. Easements allowing cross access to and from properties served by a vehicular, pedestrian, or bicycle cross-access, along with agreements defining maintenance responsibilities of property owners, shall be recorded with the County Clerk before issuance of a Building Permit for the development.

Figure 4.2: Internal Circulation System for Cross Access



E. Use and Maintenance

1. Access and circulation routes are intended to provide pedestrian, bicycle, and vehicle access. Vehicle parking, garbage containers, merchandise storage or display, utility boxes and poles, signs, trees, and other obstructions shall not encroach into the required minimum width of any required access or circulation route, unless otherwise authorized by this UDC.
2. Access and circulation routes required by this UDC shall be maintained in usable condition throughout the year.

4.5.5 Driveways and Access

A. Access

1. The number of access points to any property shall be limited to one, unless it can be shown that the development will generate sufficient volumes to require two points of access for safe internal operations.¹²
2. All driveways shall meet the spacing, clearance, and design requirements set forth in the Town's Transportation Technical Standards.

¹² From the "General Driveway Access Principles" in the current *Transportation Technical Standards*.

3. Direct driveway access (ingress or egress) from any single-family residential lot to any arterial street or commercial collector street is prohibited, unless no other legal access alternative is available.¹³
4. In the M-1 zoning district, site access and curb cuts shall be limited to one curb cut per lot for single-family residential uses.¹⁴
5. In the M-1, M-3 and M-5 zoning districts, site access and curb cuts shall be limited to two curb cuts per block, unless no other legal access alternative is available.¹⁵

B. Location

1. In the M-1, M-2, M-3, M-4, and M-5 zoning districts, driveways shall have a minimum setback of five feet from side lot lines. This requirement shall not apply to zero-lot-line or rowhouse developments, provided there is a five-foot wide landscaping strip between driveways.¹⁶
2. In all other zoning districts, driveway surfaces must be located a minimum of two feet from an interior side property line unless prior approval, recorded in the property records of Dallas County, Texas, has been obtained from the adjoining property owner. Where driveways are located parallel and adjacent to a side street property line, a minimum of five feet shall be provided between the surface and the property line.¹⁷
3. Driveways located near intersections shall maintain the vision clearance areas as required by Subsection 4.5.6, and the Town's Transportation Technical Standards.

C. Removing or Relocating Driveways¹⁹

1. Where the removal or relocation of one or more existing driveways or portions of driveways is necessary to comply with this UDC, any driveway or portion of driveway that is removed shall be replaced with the installation of curb and gutter along the gutter line of the street, in accordance with Public Works and Engineering Department specifications.
2. If there is no existing curb and gutter on the street, the driveway shall be removed in the manner specified by the Director of Public Works and Engineering.
3. The removal or relocation of one or more existing driveways or portions of driveways shall require the developer to maintain or improve drainage patterns to meet the standards of this UDC.
4. The removal or relocation of a driveway shall also require the installation of landscape treatments for that portion of the site pursuant to the standards in this UDC.

D. Surfacing²¹

1. All driveways and access drives to improved parking surfaces shall be constructed as a continuous improved surface of concrete, brick pavers, pavenstone, or other approved surfacing material designed to support vehicular weight and installed on an approved base course or other hard surfaced durable material designed to support vehicular weight approved by the Director of Public Works and Engineering.
2. Driveways and improved parking surfaces shall be designed and constructed in compliance with the improved driveway standards of the Town.

¹³ Replaces current standard in UC-Residential subdistrict that prohibits direct vehicular access to individual townhouses/condominiums fronting Quorum Drive, Spectrum Drive, and Mildred Street. New standard broadens applicability Town-wide and includes any arterial or commercial collector street.

¹⁴ Replaces current Article XIX, Section 3(G).

¹⁵ Replaces current Article XIX, Section 3(G) and Section 5(E). UC-Commercial currently limits curb cuts along principal collectors (category B) and the special events parkway/retail street (category E/F). Added "unless no other legal access alternative is available."

¹⁶ Consolidates standards from MXR and UC-Residential districts. Revised to apply to all mixed-use zoning districts.

¹⁷ From current Sec. 18-132, Driveway Requirements.

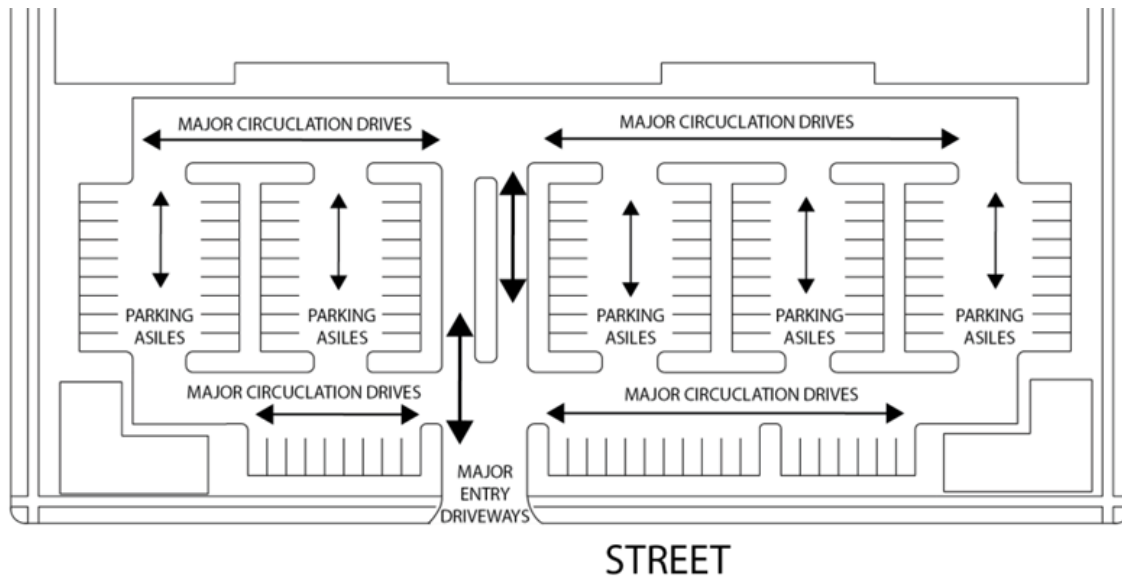
¹⁹ New, unless otherwise noted.

²¹ From current Sec. 18-132, Driveway Requirements.

E. Vehicle Maneuvering²³

1. Except for single-family, duplex, and triplex uses, groups of more than five vehicle parking spaces per lot shall be provided with adequate aisles or turn-around areas so that all vehicles may enter the public right-of-way in a forward manner.
2. Except for single-family, duplex, and triplex uses, more than five vehicle parking spaces shall be served by a driveway designed and constructed to facilitate the flow of traffic on or off the site, with due regard to pedestrian, bicycle, and vehicle safety, and shall be clearly and permanently marked and defined.
3. Vehicle parking lots exceeding one drive aisle and 100 spaces shall be designed with a clear hierarchy of circulation. The hierarchy shall consist of:
 - a. Major entry driveways without parking spaces; then
 - b. Major circulation drives with little or no parking; then
 - c. Parking aisles for direct access to parking spaces.

Figure 4.3: Vehicle Maneuvering



4.5.6 Vision Clearance²⁴

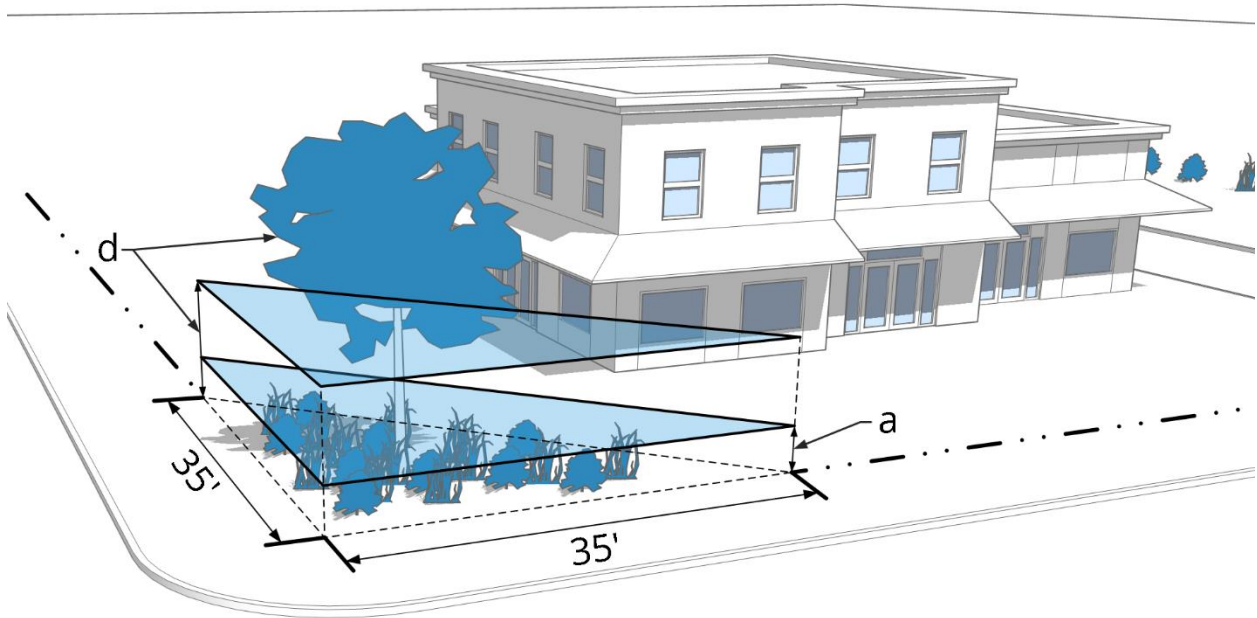
- A.** For all lots on which a front setback or build-to is required:
 1. No obstruction over 18 inches that will obscure or partly obscure the view of vehicle drivers shall be placed within the triangular area formed by joining points measured 35 feet along the property line from the intersection of two streets;
 2. No obstruction over 30 inches that will obscure or partly obscure the view of vehicles drivers shall be placed within the triangular area determined by site-specific AASHTO standards.
- B.** This restriction shall not apply to traffic control signs and signals, street signs, or utility poles placed within such area by the Town.

²³ New.

²⁴ Replaces current Article XXII(1) and 34-207(c). New standards: two required site triangles including the standard 35-foot triangle with a required overlapping AASHTO site triangle for all sites. The current maximum height allowed within the vision clearance area is two feet in Sec. 34-207(c); we have applied the 30-inch standard from Article XXII(1). A graphic will be preparing illustrating these two triangles.

- C. The use of plant material in a vision clearance area is intended to provide aesthetic appeal while not unduly limiting or restricting visibility, whether as a pedestrian or a passenger in a vehicle. Plants shall not reduce or limit visibility to such an extent that a safety hazard is presented. Plants normally considered as effective screens shall be prohibited within a vision clearance area.
- D. Trees within the vision clearance area may be placed within approval by the Director and shall be single trunked and have a minimum branching clearance of six feet from the ground to the first branch.
- E. Vertical measurement shall be made from the top of the curb on the street adjacent to the nearest street of the vision clearance triangle or, if no curb exists, from the edge of the nearest traveled way.

Figure 4.4: Vision Clearance Measurement



4.5.7 Pedestrian Circulation²⁵

A. Sidewalks

Sidewalks shall be installed on both sides of all streets and within and along the frontage of all new development or redevelopment, as required by the Master Transportation Plan.

1. Where Required

- a. Sidewalks shall be provided by the developer to allow convenient pedestrian access through or across the development and joining with pedestrian ways of adjacent properties.
- b. Sidewalks shall be installed on both sides of all arterials, collector streets, and local streets, and within and along the frontage of all new development and redevelopment.

2. Design and Materials

Sidewalks shall be constructed in accordance with the Master Transportation Plan and current engineering design standards.

²⁵ New.

B. On-Site Pedestrian Walkways

All multifamily, nonresidential, and mixed-use development shall provide an on-site system of pedestrian walkways that meets the following standards:

1. Areas to Connect

On-site pedestrian walkways shall provide direct access and connections to and between:

- a. The primary entrance or entrances to each building, including pad-site buildings;
- b. Any sidewalks, walkways, or multi-use paths on adjacent properties that extend to the boundaries shared with the development;
- c. Any parking areas intended to serve the development;
- d. Any sidewalk system along the perimeter streets adjacent to the development;
- e. Any public transit station areas, transit stops, park and ride facilities, or other transit facilities on-site or along an adjacent street; and
- f. Any adjacent or on-site public park, trail system, open space, greenway, or other public or civic use or amenity.

2. Walkway Design

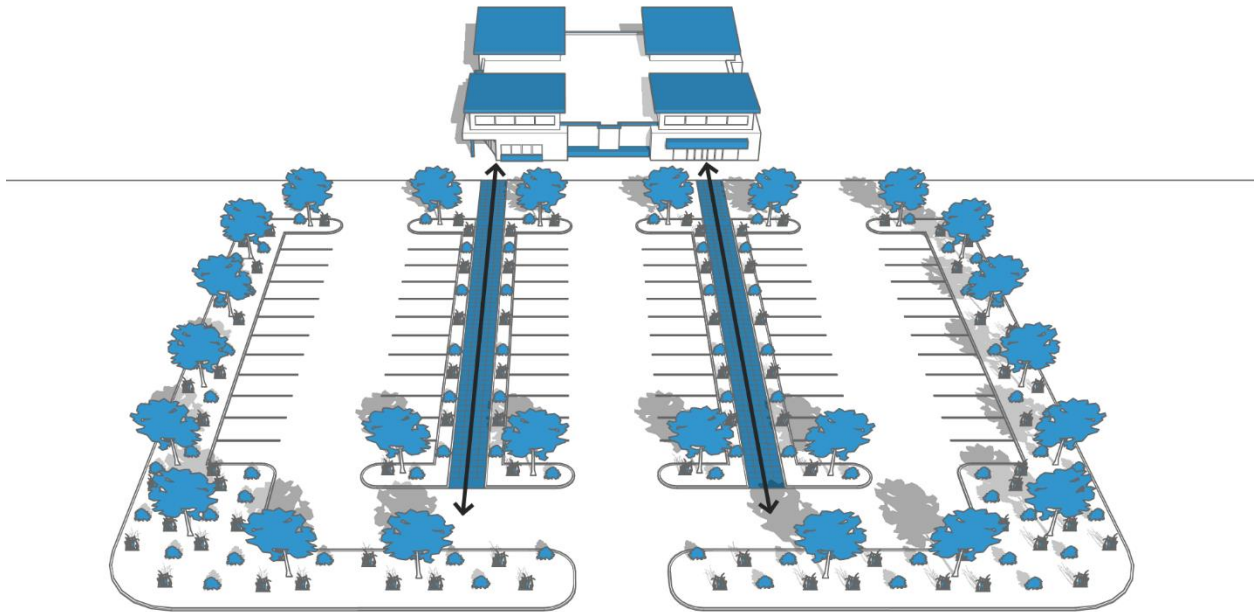
Required on-site pedestrian walkways shall be a minimum width of five feet. All required walkways shall:

- a. Be distinguishable from areas used by vehicles using one or more of the following techniques:
 - i. Changing surfacing material, patterns, and/or paving color, but not including the painting of the paving material;
 - ii. Changing paving height;
 - iii. Decorative bollards;
 - iv. Raised median walkways with landscaped buffers;
- b. Be designed with similar and/or complementary details, colors, and finishes as other interconnected walkways;
- c. Have adequate lighting for security and safety;
- d. Be conveniently and centrally located on the subject property;
- e. Be ADA-accessible; and
- f. Not include barriers that limit pedestrian access between the subject property and required connections to adjacent properties.

C. Pedestrian Access through Parking Areas

All parking lots that contain more than two double rows of vehicle parking shall include pedestrian walkways through the parking lot to the primary building entrance or a sidewalk providing access to the primary building entrance. At a minimum, walkways shall be provided for every three driving aisles or at a distance of not more than 150-foot intervals, whichever is less.

Figure 4.5: Pedestrian Access through Parking Areas



D. Pedestrian Access through Parking Garages

Pedestrian walkways shall be provided through parking garages from the parking area to the abutting public right-of-way and sidewalk and/or to the primary entrance of the building served. Pedestrian walkways shall not use vehicle entrance or exit driveways from the parking area to a public right-of-way.

E. Active Transportation Connectivity

Off-street trails, enhanced pedestrian paths, and active transportation corridors shall be installed in all new development or redevelopment, as required by the Master Transportation Plan.

4.5.8 Bicycle Circulation

- A.** Bicycle routes shall be established in accordance with the Master Transportation Plan and Public Works and Engineering Department specifications.
- B.** The development’s internal bicycle circulation system shall permit safe, convenient, efficient, and orderly movement of bicycles between the development’s internal origin and destination points and adjacent parts of an existing or planned external, community-wide bicycle circulation system, as well as any adjacent transit stations, bus stops and shelters, public parks, greenways, schools, community centers, and shopping areas.
- C.** Sidewalks shall not be used to satisfy the bicycle circulation requirement unless at least 10 feet wide and with the approval of the Director.

Article 5: Subdivision Standards

Commentary

This article consolidates and updates the current subdivision standards as outlined in the Assessment and Annotated Outline. This article also reorganizes content to be more user-friendly, beginning with general provisions, followed by subdivision design standards (i.e., how to layout and design the subdivision), and then regulations for subdivision improvements (i.e., required infrastructure and utilities). Footnotes throughout identify proposed changes from current standards.

5.1 General Provisions

Commentary:

This new section includes several new subsections to clarify the purpose, applicability, and administration of the subdivision standards. The current regulations lack a clear intent statement and do not explicitly identify when subdivision standards apply to development. Current sections related to the administration of the subdivision regulations have been relocated to this section.

5.1.1 Purpose¹⁷³

This article establishes standards that regulate the subdivision of property in order to:

- A. Facilitate the orderly growth and harmonious development of the Town and to protect and promote public health, safety, and welfare;
- B. Provide lots and parcels of sufficient size and appropriate design for the purposes for which they are to be used;
- C. Protect the natural environment;
- D. Promote the use of good design, landscape architecture, and civil engineering to preserve and enhance natural features, watercourses, drainage ways, floodplains, native vegetation, and trees;
- E. Provide safe ingress and egress for vehicular and pedestrian traffic;
- F. Ensure safe and efficient traffic circulation through coordinated street systems with relation to major thoroughfares, adjoining subdivisions, adjoining streets, and public facilities;
- G. Provide adequate water supply, sewage disposal, storm drainage, and other utilities and facilities;
- H. Provide for adequate sites for schools, recreation areas, and other public purposes;
- I. Protect or enhance real property values;
- J. Facilitate the transfer of lands having accurate legal descriptions and to establish and assure the rights, duties and responsibilities of subdividers and developers with respect to land development;
- K. Ensure that the costs of providing the necessary rights-of-way, street improvements, utilities and public areas and facilities for new developments are borne fairly and equitably; and
- L. Encourage the clustering of dwellings and other structures to preserve open space, minimize adverse visual impacts, minimize public infrastructure costs, and prevent public safety hazards; and
- M. Provide a common ground of understanding and an equitable working relationship between public and private interests, so that both independent and mutual objectives can be achieved in the subdivision of land.

¹⁷³ New.

5.1.2 Applicability¹⁷⁴

A. Regulatory Jurisdiction

1. Generally

This article shall apply to all land and all developments within the corporate limits of the Town of Addison, except as otherwise provided for in this subchapter.

2. Land Included

Except where otherwise specifically provided for in this article, all the provisions of this article shall apply to the following lands located within the corporate limits of the Town:

- a. Any tract of land which has not been recorded by plat in the plat records of Dallas County, Texas, and which is intended to be sold, leased, or otherwise subdivided from another tract of land or which is intended or proposed to be used for the purpose of development.
- b. Any tract of land which has been recorded as a lot or block by plat in the plat records of Dallas County, Texas; prior to and upon which no development has been constructed or placed prior to the effective date of this article.
- c. The division of any previously platted lot into two or more parts.
- d. The removal of one or more lot lines of any platted lot so as to permit the combining of two or more contiguous platted lots into one or more new lots.

B. Exemptions

1. Prior to the subdivision, re-subdivision, or development of any land within the Town, all plans, plats, and construction plans for public improvements shall first be approved in accordance with these regulations, except as provided in paragraph (2) below.
2. The following are exempt from the subdivision regulations of this article, but are subject to all other standards in this UDC:
 - a. The division of land into two or more parts, other than for purposes of development, if the smallest resulting parcels, tract or site is five acres or larger in size where each part has access and no public improvement is being dedicated.
 - b. Construction of additions or alterations to an existing building where no drainage, street, utility extension or improvement, additional parking or street access changes required to meet the standards of this article are necessary to support such building addition or alterations.
 - c. Construction of accessory structures or fences.
 - d. Dedication of easement or right-of-way by separate document recordable in the county records if approved by Town.
 - e. Cemeteries complying with all state and local laws and regulations.
 - f. Divisions of land created by order of a court of competent jurisdiction.
 - g. A change in ownership of a property through inheritance or the probate of an estate.

5.1.3 Compliance and Enforcement

- A. It shall be unlawful for any person to begin, continue, or complete any development on any land within the corporate limits of the Town to which the provisions of this article apply, except in accordance with and upon compliance with the provisions of this article.
- B. Except as otherwise authorized by this article, the Town shall not issue a building permit or certificate of occupancy required by any article of the Town for any land located within the corporate limits to which this article applies, until and unless there is compliance with this article.
- C. The Town may refuse to authorize or make utility connections on the grounds set forth in TLGC, § 212.012, as amended.

¹⁷⁴ New.

- D. No improvements shall be initiated until the approval of the Town has been given. Disapproval of a final plat by the Town shall be deemed a refusal by the Town to accept offered dedications shown thereon.
- E. Approval of a final plat shall not be deemed an acceptance of the proposed dedications and shall not impose any duty upon the Town concerning the maintenance or improvement of any such dedicated parts until the proper authorities of the Town have both given their written acceptance of the improvements and have actually appropriated the same by entry, use, or improvements.
- F. All subdivisions, as proposed or reflected in any plat, replat, amending plat, or otherwise, must conform to all applicable zoning regulations. A subdivision submission reflecting a condition not in conformity with applicable zoning regulations shall not be approved until any available relief from the board of adjustment has been finally obtained. If the property is not zoned as required for the proposed subdivision, permanent zoning shall be requested. Application for zoning includes completion of application forms, payment of required fees, and performance of other requirements of the zoning ordinance and the rules and regulations of the town, as the same may be, from time to time, passed or amended.¹⁷⁵

5.1.4 Withholding Improvements¹⁷⁶

It shall be the policy of the town to withhold all town improvements, including the maintenance of streets and the furnishing of sewage facilities and water service, from all additions, the platting of which has not been officially approved by the city council. No improvements should be initiated, nor contracts executed, until the approval of the city council has been given.

5.1.5 Annexation¹⁷⁷

If the property is not within the corporate limits of the Town Addison and the owner desires that it be annexed so as to be qualified to receive town services, when available, and be afforded zoning protection, the owner must petition the Town for annexation through lawful annexation proceedings.

5.1.6 Platting Requirements¹⁷⁸

A. Division of Property

1. No land may be subdivided or platted through the use of any legal description other than with reference to a plat approved pursuant to the procedures established in **Section ---¹⁷⁹**, and in accordance with the standards in this UDC.
2. Excepting agricultural leases, no land described in this article shall be platted or sold, leased, transferred, or developed until the property owner has obtained approval of the applicable plat pursuant to the procedures established in **Section ---**, and in accordance with the standards in this UDC.
3. A division of a tract under this subsection includes a division regardless of whether it is made by using a metes and bounds description in a deed of conveyance or in a contract for a deed, by using a contract of sale or other executory contract to convey, or by using any other method.
4. No plat may be recorded and no transfer of title to any part of a tract of land shall be made until a plat, accurately describing the property to be conveyed, is approved in accordance with these provisions and recorded.

¹⁷⁵ Current Appendix B, Section VI.

¹⁷⁶ Current Appendix B, Section II.

¹⁷⁷ Current Appendix B, Section V.

¹⁷⁸ New.

¹⁷⁹ References highlighted in yellow will be updated in the Consolidated Draft.

B. Permits for Construction Activity or Public Improvements

The Town shall not issue permits for any construction activity or allow any public improvements for a development until a plat is approved and filed of record and all public improvements have been accepted (if applicable) except as provided in Section 5.1.2: *Applicability*, or for the following:

1. Model Homes

A developer may construct no more than four model homes within a single-family, duplex, triplex, or fourplex development phase containing public improvements that have not yet been finally accepted, provided that:

- a. All off-site drainage or regional improvements have been installed, inspected and accepted;
- b. Each model home is inspected and found to meet all building, plumbing, and fire code requirements prior to being opened to observation by the public;
- c. The home will not be sold or occupied as a dwelling unit until all public improvements within that phase have been completed and accepted by the Town; and
- d. The applicant complies with Section 4.4: *Grading and Drainage*.

2. Multifamily or Nonresidential Development

Upon application and satisfaction of the following conditions, together with other UDC, Town Ordinance, and Criteria Manual requirements, otherwise applicable to full building permits, the Building Official may issue a building permit for multifamily or nonresidential development to allow for limited construction subject to the following:

- a. The applicant shall complete installation of all drainage and other regional improvements, including off-site improvements. This requirement may be satisfied by constructing temporary drainage improvements (such as detention ponds) that, in the opinion of the Director of Public Works and Engineering, are adequate to offset the decrease in permeable surface of the permitted phase of development and prevent harm to downstream properties, pending completion and acceptance of required permanent regional improvements for drainage.
- b. The applicant must enter into an agreement with the Town, in a form approved by the Town Attorney, which indemnifies and holds the Town harmless for any failure of the applicant, owner, or builder to obtain necessary access and drainage easements and permits, or to build needed offsite improvements.
- c. A building permit issued in this manner may be withdrawn upon failure to meet any imposed condition, as set forth in **Section --- (reference to enforcement section)**.
- d. The applicant shall install and demonstrate proper function of fire hydrants and all-weather access improvements for fire apparatus required by the Fire Code and the Addison Code of Ordinances, prior to any construction above slab.
- e. The applicant complies with Section 4.4: *Grading and Drainage*.

5.2 Subdivision Design Standards

Commentary:

This section establishes the general standards for how subdivisions should be designed in Addison, including lot planning, access, block length, and block arrangement. This section also includes street design and construction standards, several of which are technical in nature and recommended to be relocated to a criteria manual outside of the UDC. Private street standards are also included in this section. New cluster subdivision regulations are introduced to allow alternate forms of development in exchange for permanently protected sensitive lands and/or common open space.

5.2.1 General

- A. Every subdivision shall comply with all other ordinances and regulations of the Town and the TLGC.

- B. Public infrastructure shall be constructed in accordance with this UDC, the Town of Addison Criteria Manuals or, if no standard or specification can be found, then the standard or specification used shall be subject to approval by the Director of Public Works and Engineering based on professional engineering practices.
- C. The applicant shall make all required improvements, at their expense, according to Town regulations, without reimbursement by the Town, except for certain reimbursable costs as provided in this UDC.

5.2.2 Lot Planning¹⁸¹

A. General

The size, shape, and orientation of lots shall be appropriate to the location of the proposed subdivision and to the type of development contemplated. The following lot design standards shall apply to all subdivisions:

1. All lots created through the subdivision process shall be developable and conform to the minimum zoning, development, and floodplain standards provided in this UDC. No subdivision shall create lots that prohibit development due to configuration of the lots, steepness of terrain, location of watercourses or floodplain, natural physical conditions, or other existing conditions.
2. The minimum area and dimensions of all lots shall conform to the requirements of Article 2: *Zoning Districts*, and Article 4: *Development Standards*, relating to the zoning district in which the lot is located.
3. Side lot lines shall be at right angles or radial to street lines, except where other terrain makes such design impractical.
4. Double frontage lots may be allowed; however, driveways are only permitted on one frontage.
5. Flag lots and other irregularly shaped lots shall be avoided to the maximum extent practicable.
6. Corner lots may be required to be wider than interior lots to facilitate conformance with required setbacks.
7. The town, county, school district, or other taxing agency boundary shall not divide a lot except in conformance with this UDC.

B. Drainage

Lots shall be designed and located to provide positive drainage away from all buildings and shall comply with the standards in Section 4.4: *Grading and Drainage*.

C. Access

1. Each lot shall be provided with adequate access to an existing or proposed public street.
2. At least two points of vehicular access into the proposed subdivision shall be provided, where feasible, unless it can be shown to the satisfaction of the Director of Public Works and Engineering that legal, topographical, and/or engineering constraints preclude such access.

D. Common Area and Facilities

Such areas shall be noted on the plat and the association's covenants shall be filed with the county. Alternatively, other arrangements for permanent maintenance of these areas and facilities may be approved by the final decision-making body.

¹⁸¹ New.

5.2.3 Block Layout

A. Block Length¹⁸²

Blocks shall not be less than 200 feet nor more than 600 feet in length. The Town may approve a longer block length when necessary to accommodate natural features such as steep slopes, environmentally sensitive lands, and pedestrian linkages.

B. Block Arrangement¹⁸³

Blocks shall have sufficient width to provide for two tiers of lots of depth meeting the minimum requirements of this UDC, except where lots back onto a collector or greater classified street, natural feature, or subdivision boundary, or where lots face an approved cul-de-sac.

5.2.4 Street Design and Construction

A. General Requirements¹⁸⁴

In general, streets shall conform to the following standards:

1. Streets shall be in line and consistent with existing streets in adjoining subdivisions.
2. Streets shall be named so as to provide continuity with existing streets.
3. Dead-end streets shall be avoided except where planned for future extension.
4. The subdivision shall be platted with appropriate regard for all topographical features lending themselves to treatment and layout of utilities.
5. Streets and alleys shall generally not exceed 1,200 feet in length.
6. Cul-de-sacs shall not exceed 600 feet in length, measured from the centerline of the street it intersects with to the center point of the cul-de-sac.
7. In platting the subdivision, the developer shall provide additional right-of-way required for existing or future streets as shown in the *Addison Master Transportation Plan* or other plan approved by the City Council.
8. When land is subdivided or developed in areas adjacent to existing town streets or county roads that are not improved to town standards, the developer shall include the improvements of these streets in the overall development of the area. Should the City Council determine that it is not feasible to develop said street at the time of development of the area, the developer shall put their pro rata share for the improvements of said street in escrow until such time as improvement is deemed necessary by the City Council.

B. Master Transportation Plan and Pavement Requirements

1. Streets and alleys shall be platted and constructed in accordance with the *Addison Master Transportation Plan* or other plans approved by the City Council. and shall conform to the requirements in <Appendix A>.¹⁸⁶
2. **M-1, M-2, and M-4 Zoning Districts**
All streets and blocks shall conform to the following provisions:

¹⁸² Consolidates current block length standards from the MXR, UC-Residential, and Belt Line zoning districts and makes standard applicable generally town-wide. The current MXR standard does not include a minimum threshold. Did not carry forward language from Belt Line district allowing modifications through the major waiver procedure; the new minor modification tool may include allowances for minor deviations from this standard.

¹⁸³ Exceptions are new.

¹⁸⁴ Current Appendix B, Section XVI.

¹⁸⁶ Appendix A will eventually be formatted into a supplemental Engineering and Landscaping Manual outside of the UDC.

- a. Streets within the M-1 and M-4 zoning districts shall comply with the standards established in Ordinance 095-019, Appendix A: *Streetscape Cross Sections*, and made a part hereof by reference.¹⁸⁷
- b. Streets within the M-2 zoning district shall comply with the standards established in Ordinance 006-024, Appendix II: *Street Types*, and made a part hereof by reference.¹⁸⁸
- c. The types and pattern of all streets in the M-1, M-2, and M-4 zoning districts shall be in conformity with the *Addison Master Transportation Plan*. The location of streets on the *Addison Master Transportation Plan* is approximate. Precise location of streets shall be determined in conjunction with approval of the concept and development plans. Street patterns shall be based upon a small-scale grid system of interconnecting streets.¹⁸⁹

5.2.5 Private Street Regulations¹⁹⁰

A. General Requirements

1. A private street system shall comply with all design, construction, and other standards of the Town of Addison including, without limitation, this Article 5: *Subdivision Standards*, applicable to streets and alleys generally. Without limiting the foregoing, all references in this Article 5: *Subdivision Standards*, and other applicable regulations to "street," "public street," "right-of-way," "public right-of-way," or "alley" shall apply to a private street system.
2. A private street system shall provide access for emergency vehicles, public and private utility maintenance and service personnel, the U.S. Postal Service, and government employees in pursuit of their official duties.
3. The Town shall not pay for any portion of the cost of constructing, maintaining, repairing, or replacing a private street.
4. Each plat containing any private street shall contain the following wording on the face of the plat: "The streets have not been dedicated to the public, for public access, nor have been accepted by the Town of Addison, Texas as public improvements, and the streets shall be maintained by the property owners' or property owners' association within the subdivision, and the streets shall always be open to emergency vehicles, public and private utility maintenance and service personnel, the U.S. Postal Service, and governmental employees in the completion of their official duties."
5. Private streets leading into a private subdivision may not contain a gate or a controlled access mechanism at the entrance or exit of the private subdivision preventing free flow of traffic.
6. All building lines as required by zoning shall, in the case of private streets, be measured from the public utility and storm sewer easement.
7. Private streets and alleys shall be located in a "public utility and storm sewer easement." The width of the easement shall be the same as the required right-of-way for a public street, unless specifically approved at a lesser width by the City Council upon a recommendation by the Director of Public Works.

¹⁹⁰ Current Appendix B, Section VII-A. All regulations of the approval of new private streets have been removed as the Town does not intend to approve new private streets. Only regulations affecting the maintenance of existing private streets remain. Additional deletions may be possible to further streamline this section.

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¹⁹⁰ Current Appendix B, Section VII-A. All regulations of the approval of new private streets have been removed as the Town does not intend to approve new private streets. Only regulations affecting the maintenance of existing private streets remain. Additional deletions may be possible to further streamline this section.

B. Easements

1. Private street developments shall include any pre-existing easements unaffected by the platting process.
2. A private street and alley shall include and be subject to all public utility (including, without limitation, water and sanitary sewer) and storm sewer easements in favor of and reserved unto the Town of Addison, the width of which shall be the same as the entire width of the street or alley right-of-way.
3. A private street or alley shall include and be subject to all additional public utility easements required by any utility company (including, without limitation, any electric, telephone, gas, or cable television companies or providers) or public agency, as well as any easements existing at the time of the creation of the private street or alley.
4. There shall also be reserved other easements, including but not limited to easements for fire lanes, street lighting, government vehicle access, mail collection and delivery access, and utility meter reading access, as may be necessary or convenient.
5. Easements shall also provide the Town with the right of access for any purpose related to the exercise of a governmental service or function, including but not limited to fire and police protection, inspection and code enforcement.
6. Easement shall permit the Town to remove any vehicle or obstacle within the street lot that impairs emergency access.
7. Private streets and alleys may be required to have fire lane markings as determined by the Town's Fire Marshal. For purposes hereof, "Fire Marshal" means the Fire Chief or the Fire Chief's designee.

C. Hold Harmless Agreement

In connection with the approval of a subdivision with private streets or alleys, the applicant shall provide, in form and content acceptable to the Town, an agreement to be recorded in the appropriate records of Dallas County, whereby the applicant or the property owners' association, as the case may be, as the owner of the private streets and alleys, agrees to release, defend, indemnify, and hold harmless the Town of Addison, its officials, officers, employees, and agents, and any other governmental entity and public utility, and their respective officials, officers, employees or agents, for any damage to the private street or alley occasioned by the use thereof by the Town, governmental entity, or public utility (or their respective officials, officers, employees, and agents), and for damages and injury (including death) arising from the condition of said private street or alley; and for damages and injury (including death) arising out of any use of the subdivision by the Town, government entity, or public utility (or their respective officials, officers, employees, and agents). Further, such language shall provide that all lot owners shall release and forever discharge the Town, governmental entities, and public utilities (and their respective officials, officers, employees, and agents) for such damages and injuries. The indemnifications contained in this subsection apply regardless of whether or not such damages and injury (including death) are caused by the negligent act or omission of the Town, governmental entity, or public utility, or their respective officials, officers, employees or agents.

D. Conversion of Private Streets to Public Streets

1. Voluntary Conversion

The Town may in its sole discretion, but is not obligated to, accept private streets and alleys for public ownership, access and maintenance. The procedure to convert private streets and alleys to public streets and alleys must conform to all of the following provisions and such other standards as the Town may determine:

- a. The property owners' association must submit a petition signed by at least 75 percent of its members (or a greater number of signatures if required by the property owners' association document).
- b. All of the infrastructure to be converted from private to public status must be in a condition that is acceptable to the Town, in the Town's sole discretion.

- c. All monies in the reserve fund must be delivered and paid to the Town.
- d. The subdivision plat covering the area which is the subject of the conversion must be submitted as a replat, and upon approval shall be re-filed to dedicate the streets, alleys, utility, storm sewer easements, and other appurtenances to the Town or other appropriate entity, as determined by the Town.
- e. The property owners' association documents must be modified and re-filed to remove requirements specific to private street subdivisions.

2. Mandatory Conversion

- a. The Town will notify the property owners' association of violations of the private street regulations, including the standards and provisions set forth in this section. Failure to bring the subdivision into compliance with the regulations may cause the Town to revoke, amend, or modify the PD District zoning for the area covered by the private streets and alleys, including, without limitation, an amendment to remove the allowance for private streets and alleys under the PD District zoning.
- b. If the PD District zoning is so amended, modified, or revoked, the Town may correct all remaining violations and unilaterally re-file the subdivision plat thereby dedicating the streets, alleys, and appurtenances to the public. All monies in the reserve fund will become the property of the Town and will be used to offset any costs associated with converting the private streets to public streets. In the event the balance is not sufficient to cover all expenses, the property owners' association and/or the property owners will be responsible for the amount of unpaid work, and the Town shall have the right, in addition to any other rights it has or may have to collect such amounts from the property owners' association and/or the property owners, to levy an assessment upon each lot on a pro rata basis for the cost of such work and to collect the same, and the Town shall further have any and all liens and lien rights granted to the property owners' association to enforce such assessments; and/or to avail itself of any other enforcement actions available to the Town pursuant to state or Town codes, ordinances, and regulations. Provisions to this effect shall be included in the property owners' association documents, all property deeds, and the final plat.

5.2.6 Alternatives to Subdivision Standards

A. Alternatives Generally

Alternatives to the standards in this article shall be subject to approval by the City Engineer and Director prior to approval of the subdivision application pursuant to **Section ---: *Minor Modification***.¹⁹²

B. Cluster Subdivision

1. Purpose

This subsection provides optional standards for cluster subdivision development to protect sensitive lands and common open space areas, and to implement the Addison Comprehensive Plan and/or adopted small area plans. A cluster subdivision is a residential or mixed-use subdivision in which some or all of the lots are allowed to be smaller (in area and width) than otherwise required for the underlying zoning district, in exchange for permanent protection of sensitive lands and/or common open space.

2. Applicability

- a. The cluster subdivision option is available in the residential, mixed-use, and planned development zoning districts.
- b. The minimum parcel size for a cluster subdivision shall be at least three acres.
- c. All other standards in the UDC shall apply to cluster subdivisions unless modified by this subsection.

¹⁹² This will require further discussion during the draft of the administration article. The minor modification tool would be new.

C. Cluster Subdivision Standards¹⁹³

The standards for cluster subdivision lots are established below. The measurements and exceptions in **Section 2.9: Measurements and Exceptions**, shall also apply to cluster subdivision lots unless otherwise stated below.

Type of Standard	Requirement
Project Site Standards	
Parcel size, minimum	3 acres
Individual Lot Standards	
Lot area, minimum	15 percent reduction from underlying zoning district

D. Identification and Maintenance of Protected Lands

1. Protected lands shall be identified on the final subdivision plat with a notation that indicates that those lands shall not be used for future development.
2. Protected lands shall be marked in the field with appropriate permanent signage markers in order to distinguish these areas from private property.
3. Protected lands shall be permanently maintained and preserved as:
 - a. Open space lots with deed restrictions; or
 - b. Land dedicated to the Town; or
 - c. Protected through a conservation easement; or
 - d. Other means of permanent protection approved by the Town.
4. For any protected land not dedicated to the Town, the developer shall provide a permanent mechanism acceptable to the Town Attorney for the primary purpose of conservation, preservation, and management of protected lands.
5. There shall be no further subdivision of land in an area approved for cluster subdivision; however, dedication of easements for public purposes may be permitted.

E. Use of Protected Lands

1. Protected lands shall be left in an undisturbed natural state or landscaped pursuant to Section 4.7: *Landscaping, Buffering, and Fences*.
2. The protected lands shall be used for low-intensity recreation, buffers, or other passive park or open space purposes.
3. The use of protected lands may be further limited or controlled at the time of final approval where necessary to protect adjacent properties.

F. Review and Approval of Cluster Subdivisions

The review and approval of cluster subdivisions shall follow the procedures for preliminary and final plats in **Section ---**. The applicable procedure is dependent on the number of lots proposed in the cluster subdivision.

5.3 Subdivision Improvements

Commentary:

This section includes standards for required subdivision improvements within public rights-of-way or recorded easements (i.e., storm sewer, sanitary sewer, water, street lighting, sidewalks, street trees). Updated parkland

¹⁹³ New standards replace references to alternate plans pursuant to a cluster plan in the MXR zoning district. This tool allows for the preservation of land by clustering development on a site.

dedication standards derived from the current MXR and UC zoning districts are also included, providing developers with a dedication or payment-in-lieu option for providing required open space.

5.3.1 General Standards¹⁹⁴

- A. The developer shall furnish all easements and rights-of-way necessary for construction of electrical, gas, telephone service to the subdivision and all other public infrastructure identified in the standards.
- B. The developer shall be responsible for all damage to improvements caused during installation of utilities.
- C. The developer shall provide street signs for the subdivision. There shall be one sign for each three-way intersection and two signs for each four-way intersection. The signs will be ordered by the public works department and the developer billed a fixed fee for each sign. Such price shall include cost of the sign assembly, pole, and installation.
- D. All lots shall meet the following monumentation standards:¹⁹⁵
 - 1. At all angle points, points of curve, and points of tangency on the perimeter of the platted boundary, a minimum three inch metallic cap disc must be affixed to a metal pipe or rod and stamped with the addition name and the registered professional land surveyor number of the surveyor of record, or the name of the surveying company.
 - 2. At all block corners, a minimum two-inch metallic cap must be affixed to a metal pipe or rod. The cap must be stamped with the block number and registered professional land surveyor number of the surveyor of record, or the name of the surveying company.
 - 3. At all lot corners, points of curve, and points of tangency of curves, a minimum 1/2-inch diameter metal pipe or rod is required with a cap stamped with the registered professional land surveyor number of the surveyor of record, or the name of the surveying company.
 - 4. All monuments installed must contain a cap or disc imprinted with the addition name, if required, and the registration number of the surveyor or the name of the engineering or surveying firm that prepared the plat. In locations where such monuments cannot be installed, alternate types of monuments may be installed with the prior approval of the chief city surveyor. A request for alternate monumentation must be made in writing by the surveyor of record, and must include the City Plan File Number and the reason for the alternate monumentation request.
 - 5. Any points of monumentation that can not be set at the designated place must be referenced with sufficient witness monumentation.
 - 6. If the monument is placed on the boundary of property being platted in which no areas are to be dedicated to the public, the following standards apply:
 - a. Monuments must be installed on the boundary of such property being platted at all corners, angle points, and points of curvature and tangency.
 - b. The size, shape, and substance of monuments found or installed on the perimeter of the platted boundary must be described on the drawing and in the owner's certificate of the submitted plat.
 - 7. If the monument is placement on and within the boundary of property being platted in which areas are to be dedicated to the public, the following standards apply:
 - a. Monuments must be installed on the boundary of such property being platted at all corners, angle points, and points of curvature and tangency, except those points falling within areas to be dedicated. In areas to be dedicated, all points on new right-of-way lines must be monumented. Monuments must be installed within the boundary of such property being platted at the following points:
 - i. All corners of parks, squares, or other portions intended for public use.
 - ii. All block corners.

¹⁹⁴ From current Appendix B, Section XVI.F.

¹⁹⁵ New.

- iii. On the right-of-way lines of all alleys and public and private streets at all points of intersections, angle points, and points of curvature and tangency.
- 8. Monuments must be installed on each lot line and boundary line where these lines are intersected by or tangent with a floodway management area, floodway easement, conservation easement area, or the escarpment zone.
- 9. Monuments for floodway management areas, floodway easements, and detention areas must be installed at all angle points and points of curvature or tangency.
- 10. Floodway management areas, detention areas, escarpment zones, and conservation easement areas must be monumented with a minimum 1/2-inch iron rod with a cap stamped with the registered professional land surveyor number of the surveyor of record, or the name of the surveying company.
- E. Where subdivisions are platted so that the rear yards of single-family residential lots are adjacent to a dedicated roadway or separated from a roadway by an alley or service road, the developer shall provide, as their sole expense, a six-foot reinforced concrete or masonry wall to be located on private property at the public right-of-way line for the purpose of screening the rear yards from the street. The wall shall be maintained by an HOA and/or individual property owners as specified in the subdivision agreement. The City Council may waive or modify, in exceptional cases, this requirement. Plans and specifications for the wall shall be approved by the Public Works Department. The wall shall conform to the requirements of the ordinance of the Town governing the sight distance for traffic safety and other Town ordinances.
- F. Where landscaping in public rights-of-way or other public property is required or planned, such work shall first be approved by the Public Works Department. Such approval is intended to assure that plant materials used in the work will not create maintenance problems or require excessive amounts of Town labor during future maintenance. The work shall also conform to the Town ordinance governing sight distance for traffic safety.
- G. Before any street is opened to traffic in the Town of Addison, all necessary pavement markings necessary to comply with the most recent edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* shall be completed. All work must first have the approval of the Public Works Department.
- H. Maintenance of any and all easements shall be the responsibility of owners of the properties traversed by or adjacent to such easements. The Town shall have the right, but not the obligation, to enter upon such properties to abate any nuisances thereon in accordance with Chapter 34, Article IV, with costs attendant to such abatement charged to such property owners, which costs shall become a lien against said property in favor of the Town pursuant to such article.

5.3.2 Storm Sewers¹⁹⁶

An adequate storm sewer system, consisting of inlets, pipes, and other underground drainage structures, shall be constructed to conform with current drainage requirements and current engineering design standards of the Town of Addison. The following policy shall govern the installation of all drainage facilities within the Town:

A. Residential Subdivisions or Additions

- 1. The developer shall pay the total cost of storm drainage systems where pipe 72 inches in diameter or less is installed.
- 2. In cases where the storm drain is larger than 72 inches in diameter, but not larger than 84 inches, 25 percent of the cost of providing the additional pipe larger than 72 inches but smaller than 84 inches will be borne by the Town and shall be reimbursed to the developer when the Town funds become available. The developer shall pay for the remaining 75 percent and the cost of constructing the pipe to 72 inches in diameter. The developer shall also bear the cost of all channel excavation, inlets, laterals, headwalls, manholes, junction structures, and all other items required to complete the system.

¹⁹⁶ Current Appendix B, Section XVI.

3. In those cases where the runoff cannot be handled by a pipe 84 inches in diameter or smaller, the developer shall dedicate at their own expense a right-of-way of sufficient width to permit excavation and maintenance of an open channel of satisfactory depth and width. The developer shall complete all necessary excavation on the channel and shall sod or seed the channel to prevent erosion. If deemed necessary by the Public Works Department, the channel shall be lined with reinforced concrete to prevent erosion. The Town will pay for 25 percent of the cost of such lining and shall reimburse the developer for such costs when Town funds become available.
4. In street crossings (bridges or culverts) with an opening larger than that of a double 72-inch pipe culvert, the Town will participate to the extent of 25 percent of the cost of the structure as approved by the Director of Public Works, and shall reimburse the developer for such costs when Town funds become available.
5. Creeks may remain in open natural condition or excavated channels may be constructed provided they meet the criteria and standards set by the Town.
6. When a creek or excavated channel is allowed to remain open, or in its natural condition, it shall be dedicated to the Town through the use of the drainage and floodway easement form described in (update reference from current Appendix B, Section IX.P). The Planning and Zoning Commission may recommend waiving this dedication requirement only for the following exceptions:
 - a. Replats which were originally platted prior to the dedication requirement; or
 - b. Subdivisions of five lots or less.
7. The developer must provide sufficient access on each side of creeks and drainage ways for maintenance purposes. The location and size of the accessways shall be determined by the City Engineer and the Director of Public Works. The maximum width of the accessway shall be 15 feet. Permanent physical markers, the type and locations of which to be determined by the City Engineer, shall be placed along the boundaries of the accessway and private property. The requirements of paragraph (6) above.

B. Commercial and Industrial Developments

1. The developer shall pay the total construction cost of storm drainage systems where a double 72-inch diameter pipe or smaller pipe will carry the runoff.
2. In those cases where the runoff cannot be handled by a double 72-inch pipe or smaller, the developer shall dedicate, at their own expense, a right-of-way of sufficient width to permit excavation and maintenance of an open channel of satisfactory depth and width. The developer shall excavate the channel at their own expense and line the channel with reinforced concrete. The Town shall participate to the extent of 10 percent of the cost of such lining when Town funds become available.
3. In street crossings (bridges or culverts) with an opening larger than that of a double 72-inch pipe culvert, the Town will participate to the extent of 10 percent of the total construction cost of the structure as approved by the Director of Public Works and shall reimburse the developer for such costs when Town funds become available.
4. A creek may remain open in its natural condition, provided that the requirements of paragraphs 5.3.2A(5), (6), and (7) shall apply.

5.3.3 Sanitary Sewers

Sanitary sewer facilities shall be provided to adequately service the subdivision and conform to the Town of Addison sewer system master plan and current engineering design standards.

- A.** Sewer pipe shall have a minimum internal diameter of eight inches. Construction and materials shall conform to the standard specifications of the Town of Addison.
- B.** Sewer services for each lot shall be carried to the property line.

- C. Should the subdivision or addition abut and use a sewer main of the Town, the developer shall pay to the Town of Addison a "pro rata" charge as prescribed by the pro rata ordinance of the Town for the use of the same.
- D. The developer shall construct all manholes, cleanouts, and other appurtenances as required on the plans.
- E. Should a lift station, either temporary or permanent, be necessary to provide a sanitary sewer service to the subdivision, the developer shall construct the station and all appurtenances, at their own expense. If and when the lift station is no longer needed, the installation will remain the property of the Town of Addison for disposal.

5.3.4 Water

Water systems shall have a sufficient number of outlets and shall be of sufficient size to furnish adequate domestic water supply, to furnish fire protection to all lots, and to conform to the Town of Addison water system master plan and current engineering design standards.

- A. Water pipe shall be a minimum of eight-inch nominal internal diameter. Construction and material shall conform to the standard specifications of the Town of Addison.
- B. Water services for each lot shall be stubbed out with an angle stop to the location required as shown on the standard details. A meter box conforming to the requirements of the standard specifications shall be installed over the end of each service.
- C. Valves and fire hydrants shall be located at intervals of 300 feet.
- D. Should the subdivision or addition abut and use a water main of the Town, the developer shall pay to the Town of Addison a "pro rata" charge as prescribed by the pro rata ordinance of the Town for use of the same.

5.3.5 Street Lighting

Street lighting shall be provided in accordance with the following:

- A. The developer shall pay for the number of streetlights required in the subdivision as determined by the Director of Public Works. After acceptance of the subdivision, service charges for electricity will be paid by the Town.
- B. Each street shall have streetlamps uniformly spaced between trees, located 2½ feet from back of curb.
- C. On boulevards, large streets, and side streets, locate streetlamps at intervals no greater than 250 feet.
- D. Unless otherwise approved by the Town of Addison, mounting height of streetlamps shall be between 10 feet and 12 feet.
- E. Unless otherwise approved by the Town of Addison, lamps shall be metal halide type.

5.3.6 Sidewalks¹⁹⁹

- A. Any owner or person in control of real estate fronting upon a public street which is improved with street paving and curbs and gutters shall not be issued a building permit for any construction when sidewalks have not been installed unless such owner, either as a part of the construction covered by the building permit or other separate arrangements satisfactory to the Director of Public Works and Engineering, constructs public sidewalks in accordance with the Master Transportation Plan and current engineering and design standards.
- B. The failure to so construct the required sidewalk shall constitute a violation of the Town's code of ordinances.

¹⁹⁹ From current Chapter 70, Article I, Sec. 70-2.

- C. Sidewalk construction may be delayed until development of the lot, except across bridges or culverts. In these cases, the sidewalks shall be constructed with the other improvements to the subdivision.²⁰¹
- D. The City Council may upon application of a property owner, affected by the provisions herein, waive the requirements for installation of sidewalks because of unusual circumstances or hardship.

5.3.7 Parkland Dedication²⁰³

A. General Requirements²⁰⁴

1. Whenever land is proposed for residential subdivision, the developer shall provide land or fee-in-lieu of land for park land demand generated by the proposed use.²⁰⁵
2. Dedicated park land may include public parks, greenbelts, school recreation facilities, open space, floodplain lands, national and state historical or natural features, and bikeways, trails, and pedestrian paths identified in the Addison Master Transportation Plan.
3. All park facilities shall conform to the design guidelines set forth in the Addison Parks, Recreation and Open Space Master Plan.²⁰⁶
4. Required park land shall be suitable for the development of active recreation areas, passive open areas, and when applicable, to preserve natural resources.

B. Amount of Land Required²⁰⁷

1. Eight acres for every 1,000 residents shall be dedicated for public use by the project applicant to be computed by estimating the number of dwelling units authorized for a proposed project, multiplied by a factor of one and one-half persons per dwelling unit.
2. Land proposed to be dedicated as park land shall be clearly shown on the preliminary plat or development plan and shall be marked accordingly.
3. Sufficient land for open space shall be provided in each phase of the development to assure that the recreational needs of district residents are satisfied, taking into consideration the nature of open space required to serve the district, and the amount of land previously provided, or to be provided, in conjunction with the phase of the development under consideration.
4. The Town shall, during the preliminary plat or development plan review process, determine whether the land proposed to be dedicated for park land is of a size, location, dimension, topography, and general character, as appropriate for park land use and whether such site is in conformance with the Addison Parks, Recreation and Open Space Master Plan and the Town's Comprehensive Plan.
5. Dedication requirements may be satisfied in part on land located in a planned development district abutting the proposed development, if such land is functionally tied to open space within the development.

C. Approval

1. Land to be dedicated for park land shall be approved initially by the Planning and Zoning Commission and then shall be submitted to the City Council for acceptance of the proposed dedication. No dedication shall be deemed approved without express action of the City Council in the form of a

²⁰¹ From current Appendix B, Section XVI.F(2).

²⁰³ Did not carry forward linear greenbelt requirement from the current MXR standards. Updated all instances of "active recreation space" to be "park land" for clarity.

²⁰⁴ New standards to better align with language in Addison Parks, Recreation, and Open Space Master Plan.

²⁰⁵ **Policy Discussion:** Does the Town want to require park land dedication (and fee-in-lieu) for nonresidential development?

²⁰⁶ The plan has four classifications of in the plan that differ by minimum size and facilities/amenities required.

²⁰⁷ From current UC zoning district and MXR zoning district standards. Replaced UC standard (two acres per 1,000 residents) and MXR standard (four acres per 1,000 residents) to align with the recommendation in the Addison Parks, Recreation and Open Space Master Plan. The provision allowing the decrease in required park land dedication after it has been provided for 2,250 residents has been removed. **Policy Discussion:** What is the Town's desired level of service for park land?