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PLANNING

Planning is a Division of the Department of Planning & Development Services

SUBDIVISION DESIGN GUIDELINES – STREETS & ROADS

What are the general guidelines for design of streets & roads?

- Public Access - No lot shall be created unless it has direct abutting access to an approved, accepted and publicly dedicated street right-of-way.
- Traffic Generators - All streets should be properly related in terms of widths and construction standards to special traffic generators, to population densities and to the pattern of existing and proposed land uses.
- Street Pattern - Minor or local streets should be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide convenient and safe access to property.
- Business & Industrial Developments - Streets and other access ways should be planned in connection with the grouping of buildings, location or rail facilities and the provision of alleys, truck loading and maneuvering areas and walks and parking areas, to minimize conflict of movement between the various types of traffic, including pedestrian.

What are the guidelines for design of streets bordering subdivisions?

All such streets bordering a subdivision are required to be improved and/or right-of-ways dedicated. Except for freeways bordering subdivision boundaries and state-maintained rights-of-way, the following regulations apply:

- One half the additional increment of pavement necessary for compliance with the Subdivision Ordinance and the Thoroughfare Plan must be provided;
- Dedication of more than one half this additional increment may be required in some instances to maximize use of the existing roadway or ensure consistency;
- Installation of an appropriate concrete gutter along that length of street pavement which directly borders the subject property to be subdivided; and,
- The subdivider will have the option of contributing to the City an amount of money equal to that necessary for completing the improvements, or securing those improvements with a performance guarantee. FMI see the performance guarantee handout, or Ch. 6 of the Subdivision Ordinance.

What are the guidelines for design of streets projecting laterally from a subdivision?

If street access to a subdivision is available exclusively through right-of-way for a single street projecting laterally from the bounds of a subdivision, or which projects in direct alignment from a street right-of-way bordering the subject property, then the following regulations apply:

- The subdivider must obtain all additional right-of-way necessary to comprise the complete width of right-of-way required by the Thoroughfare Plan; and
- The subdivider must install all pavement and/or appropriate curbing to meet standards commensurate with the functional classification of the street.

What are the guidelines for designs of street extensions?

When extending a street in a subdivision the following items will be considered:

- Boundary Lines - Proposed streets should be extended to the boundary lines of the tract to be subdivided, unless prevented by some physical condition, or unless the Planning Commission and City Council determine it unnecessary.
- Continuation - The arrangement of streets will provide continuation of principal streets between adjacent properties when such continuation is necessary for convenient movement of traffic, effective fire protection and efficient provision of utilities or the implementation of the Master Thoroughfare Plan.
- Termination - Where a road does not extend to the boundary of the subdivision and its continuation is not required by the Planning Commission and City Council for access to adjoining property, its terminating point will normally not be nearer than 50 feet to the boundary.

What are the guidelines for design of dead-end streets?

Dead-end streets cannot exceed 750 feet in length or provide exclusive frontage to more than 40 lots or tracts of land. All dead-end streets must provide an appropriate turnaround at the termination point. Appropriate turnarounds and general design guidelines are outlined in Ch. 9, Sec. III.C.

What are the guidelines for design of intersections?

Streets must be laid out so as to intersect nearly as possible at right angles. Additionally, no more than two streets will intersect at any one point unless specifically approved by the City and must maintain clear sight visibility in either direction.

What are the guidelines for design of railroads & limited access highways?

Subdivisions adjacent to railroads and limited access highways must follow requirements for buffering in residential districts and depth in commercial/industrial districts. These are outlined in Ch. 9, Sec. III.G.