

ORDINANCE NO. 2013 – 004

AN ORDINANCE OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, AMENDING THE TOWN OF SOUTHWEST RANCHES UNIFIED LAND DEVELOPMENT CODE (ULDC), SECTION 090-100, "ROADWAY CAPACITY, CONSTRUCTION AND DESIGN STANDARDS," TO PROVIDE FOR RURAL ROADS WITH REDUCED RIGHTS-OF-WAY SUBJECT TO MEETING ENUMERATED CRITERIA; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Southwest Ranches is desirous of preserving and protecting its rural character; and

WHEREAS, the Town's local roadways have been designed rural in nature; and

WHEREAS, the Drainage and Infrastructure Advisory Board has met and has determined that subject to meeting certain criteria, there are situations within the Town whereby thirty (30) feet of right-of-way is all that is required for a rural road; and

WHEREAS, the Town Engineer has reviewed the proposal and has developed criteria to ensure that the Town has the appropriate amount of right-of-way, subject to criteria to protect the Town's local roadway system.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA:

Section 1: That the foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Ordinance.

Section 2: That Section 090-100, "Roadway capacity, construction and design standards," of the Code of Ordinances is hereby amended as attached hereto and incorporated herein by reference as Attachment "A".

Section 3: Conflicts. All Ordinances or parts of Ordinances, Resolutions or parts of Resolutions in conflict herewith, be and the same are hereby repealed to the extent of such conflict.

Section 4: Severability. If any word, phrase, clause, sentence or section of this Ordinance is, for any reason, held unconstitutional or invalid, the invalidity thereof shall not affect the validity of any remaining portions of this Ordinance.

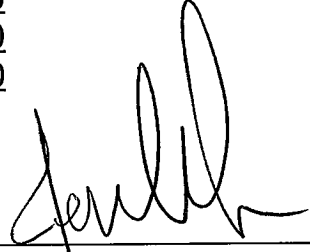
Section 5: Codification. The Town Clerk shall cause this ordinance to be codified as a part of the UDLC during the next codification update cycle.

Section 6. Effective Date. This Ordinance shall take effect immediately upon adoption.

PASSED ON FIRST READING this 13th day of December, 2012 on a motion made by Council Member Fisikelli and seconded by Council Member Jablonski.

PASSED AND ADOPTED ON SECOND READING this 24th day of January, 2013, on a motion made by Council Member McKay and seconded by Council Member Fisikelli.

Nelson	<u>YES</u>	Ayes	<u>5</u>
McKay	<u>YES</u>	Nays	<u>0</u>
Breitkreuz	<u>YES</u>	Absent	<u>0</u>
Fisikelli	<u>YES</u>		
Jablonski	<u>YES</u>		



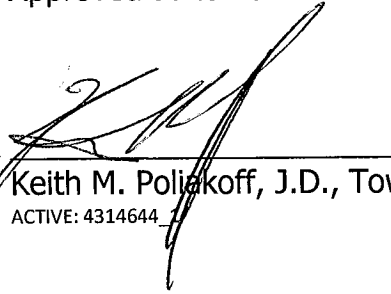
Jeff Nelson, Mayor

Attest:



Erika Gonzalez-Santamaria, EMC, Town Clerk

Approved as to Form and Correctness:



Keith M. Poliakoff, J.D., Town Attorney
ACTIVE: 4314644

ATTACHMENT "A"

Sec. 090-100. - Roadway capacity, construction and design standards.

(I) *Design criteria for local streets by development type.* The design of local streets shall comply with the requirements of the provisions and tables 90-2 through 90-5, depending on the type of development proposed. Deviations from the numerical standards of tables 90-2 through 90-5 may be allowed, but only where approved by the town engineer upon a finding that substantially equivalent protection of the public safety can be achieved by alternative standards; provided, however, that no alternative standard having more than a ten (10) percent deviation from the numerical standard stated below shall be permitted. If a proposed development includes more than one (1) type of use, the highest criteria shall apply.

TABLE 90-2. Rural Development Design Standards

Minimum lot size: more than 2.5 acres gross.

	Local Streets	
	Local	Local Dead-end /Rural Road
Typical Volume	300-2000 VPD	0-300 VPD
Direct Access	Yes	Yes
Design Speed	30 MPH	20 MPH
Typical Space Between Streets	330 feet	330 feet*
Intersection Space Maximum	½ mile	Not Applicable
Intersection Space Minimum	250 feet (e)	250 feet (e)
Lanes	2	2
Minimum Pavement	18 feet	18 feet
Pavement Mark/Signing	Yes(f)	Yes(f)
Driveway Design	Swale-Drive(d)	Swale-Drive(d)
Parking on Street	Prohibited	Prohibited
Median	No	No
Traffic Signal	No	No
*Turn Lanes	No	No
Pedestrian Crossing	Intersection Only (f)	None
*Building Setback	25- foot min.	25- foot min.
*Approach Widening (Intersection Improvement)	No	No
*ROW	50 feet	30 feet (i)(j)
Design Vehicle (Geom)	WB 40	WB 40
*Bikeways	25-foot radius	25-foot radius
*Sidewalks	Pursuant to section 090-130, "Sidewalks."	Pursuant to section 090-130, "Sidewalks."

*Further explanation in provisions of this section.

N/A Not applicable.

(a) Net = fee simple ownership.

(b) Over 300 VPD may be allowed if an alternate emergency access is provided.

(c) Residential access may be allowed for lots with a minimum of 200 feet frontage or for collectors if volume does not exceed a projection of 3,000 VPD.

(d) Reserved.

(e) See section 90-100(F), "Local street requirements."

(f) As delineated in the Manual on Uniform Traffic Control Devices (MUTCD).

(g) On Collectors—For collector/collector intersections or local/collector intersections with more than 1,000 VPD.

(h) If determined acceptable by the town engineer, existing roads may be resurfaced to the same pavement width that exists prior to resurfacing.

(i) Rural Road Criteria. The minimum required right-of-way for a local cul-de-sac street shall be fifty (50) feet unless all of the following criteria are satisfied, in which case the minimum required right-of-way shall be thirty (30) feet:

1. The street shall have been in existence as of June 6, 2000 (the date of the Town's incorporation)
2. The street shall be located entirely within the town limits of the Town of Southwest Ranches.
3. There shall be at least one dwelling that was issued a building permit by Broward County as of June 6, 2000 (date of Town's incorporation), built less than seventy-five (75) feet from the centerline of the right-of-way.
4. The street shall be designated as a local, dead-end street with a total projected traffic volume of not more than three hundred (300) average daily trips (ADT) once all land currently and potentially accessing the street is developed at the full density permitted by the ULDC.
5. The street shall not be planned for a future traffic way, thoroughfare or collector road, nor future connection to another public street.
6. The street shall be no longer than one quarter mile (1,320 feet), measured from the terminus of the road to the center of the closest intersection with another street.
7. Any part of any street that connects any two (2) or more dead-end street segments shall not be eligible for the reduced right-of-way requirement under this section.
8. The street design shall be a maximum of two (2) travel lanes.
9. If more than thirty (30) feet of right-of-way has already been dedicated, the full width of dedicated right-of-way shall remain in place unless affected property owner(s) successfully petition for vacation of the additional right-of-way.
10. A speed limit of twenty (20) MPH shall be posted on the street.
11. These criteria do not pre-empt the requirement in this article for additional street right-of-way necessary for a turn around, provided that additional right-of-way for a turnaround shall not be required to the extent that it would reduce the established front yard of a dwelling to less than the minimum yard requirement of this ULDC.

(j) The street which meets the criteria for reduction of street rights-of-way requirement listed in (i), above shall be classified as local rural road which will allow the following design standards:

1. Street rights-of-way: thirty (30) feet, minimum.
2. Street travel lanes or pavement width: eighteen (18) feet, minimum.
3. Grassed area shoulder and swale on each side of the street: six (6) feet.
4. Grass swale side slope: maximum of four to one (4:1).
5. There shall be no centerline or edge-of-pavement paint striping.

Table 90-3. Low density residential development design standards

(Thirty-five thousand (35,000) square feet net (a) to two and one-half (2½) acres gross)

	Local Streets	
	Local	Local Dead-end/Rural Road
Typical Volume	300-2000 VPD	0-300 VPD
Direct Access	Yes	Yes
Design Speed	30 MPH	20 MPH
Typical Space Between Streets	330 feet	330 feet*
Intersection Space Maximum	½ mile	Not Applicable
Intersection Space Minimum	250 feet (e)	250 feet (e)
Lanes	2	2
Minimum Pavement	18 feet	18 feet
Pavement Mark/Signing	Yes(f)	Yes(f)
Driveway Design	Swale-Drive(d)	Swale-Drive(d)
Parking on Street	Prohibited	Prohibited
Median	No	No
Traffic Signal	No	No
*Turn Lanes	No	No
Pedestrian Crossing	Intersection Only (f)	None
*Building Setback	25- fot min.	25- fot min.
*Approach Widening (Intersection Improvement)	No	No
*ROW	50 feet	30 feet (i)(j)
Design Vehicle (Geom)	WB 40	WB 40
*Bikeways	25-foot radius	25-foot radius
*Sidewalks	Pursuant to section 090-130, "Sidewalks."	Pursuant to section 090-130, "Sidewalks."

*Further explanation in provisions of this section.

N/A Not applicable.

(a) Net = fee simple ownership.

- (b) Over 300 VPD may be allowed if an alternate emergency access is provided.
- (c) Residential access may be allowed for lots with a minimum of 200 feet frontage or for collectors if volume does not exceed a projection of 3,000 VPD.
- (d) Reserved.
- (e) See section 90-100(F), "Local street requirements."
- (f) As delineated in the Manual on Uniform Traffic Control Devices (MUTCD).
- (g) On Collectors—For collector/collector intersections or local/collector intersections with more than 1,000 VPD.
- (h) If determined acceptable by the town engineer, existing roads may be resurfaced to the same pavement width that exists prior to resurfacing.
- (i) Rural Road Criteria. The minimum required right-of-way for a local cul-de-sac street shall be fifty (50) feet unless all of the following criteria are satisfied, in which case the minimum required right-of-way shall be thirty (30) feet:
 1. The street shall have been in existence as of June 6, 2000 (the date of the Town's incorporation)
 2. The street shall be located entirely within the town limits of the Town of Southwest Ranches.
 3. There shall be at least one dwelling that was issued a building permit by Broward County as of June 6, 2000 (date of Town's incorporation), built less than 75 feet from the centerline of the right-of-way.
 4. The street shall be designated as a local, dead-end road with a total projected traffic volume of not more than three hundred (300) average daily trips (ADT) once all land currently and potentially accessing the street is developed at the full density permitted by the ULDC.
 5. The street shall not be planned for a future traffic way, thoroughfare or collector road, nor future connection to another public street.
 6. The street shall be no longer than one quarter mile (1,320 feet), measured from the terminus of the road to the center of the closest intersection with another street.
 7. Any part of any street that connects any two (2) or more dead-end street segments shall not be eligible for the reduced right-of-way requirement under this section
 8. The street design shall be a maximum of two (2) travel lanes.
 9. If more than thirty (30) feet of right-of-way already have been dedicated, the full width of dedicated right-of-way shall remain in place unless affected property owner(s) successfully petition for vacation of the additional right-of-way.
 10. A speed limit of twenty (20) MPH shall be posted on the street.
 11. These criteria do not pre-empt the requirement in this article for additional street right-of-way necessary for a turn around, provided that additional right-of-way for a turnaround shall not be required to the extent that it would reduce the established front yard of a dwelling to less than the minimum yard requirement of this ULDC.
- (j) The street which meets the criteria for reduction of street rights-of-way requirement listed above shall be classified as local rural road which will allow the following design standards:

1. Street rights-of-way: 30 feet, minimum.
2. Street travel lanes or pavement width: 18 feet, minimum.
3. Grassed area shoulder and swale on each side of the street: 6 feet.
4. Grass swale side slope: 4 to 1, or gentler slope.
5. There shall be no centerline or edge-of-pavement paint striping.

ACTIVE: 4314644_1