

00913

RESOLUTION NO. 22-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, ADOPTING AN OFFICIAL STREET IMPROVEMENT POLICY FOR THE CITY OF MESQUITE, TEXAS, AND DECLARING AN EFFECTIVE DATE THEREOF.

WHEREAS, it is determined to be in the public interest to have a formal Street Improvement Policy.


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the attached Street Improvement Policy be, and the same is, hereby declared the official Street Improvement Policy of the City of Mesquite.


SECTION 2. The attached Street Improvement Policy is adopted as a guide for street construction and extension in the City to promote consistency and facilitate planning and is not intended as a substitute for the provision of State law requiring a public hearing and a finding of actual enhancement to property assessed.

SECTION 3. That this resolution shall take effect from and after its date of passage as the law in such cases provides.

DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 21 day of August, A.D., 1972.


George Boyce
Mayor

ATTEST:


Norma G. McGaughy
City Secretary

STREET IMPROVEMENT POLICYCITY OF MESQUITEI. Standard Classification of Streets:

- A. Streets constructed within the City of Mesquite shall be classified as follows:
1. Residential (27 foot pavement/50 foot right-of-way)
 2. Collector (37 foot pavement/60 foot right-of-way)
 3. Arterial
 - a. Single Section (48 foot pavement/80 foot right-of-way)
 - b. 4-Lane Boulevard (2-24 foot paved sections, with 14 foot median/minimum 80 foot right-of-way)
 - c. 6-Lane Boulevard (2-34 foot paved sections, with 14 foot median/minimum 100 foot right-of-way)
- B. Determination of the standard street section to be constructed shall be in accordance with the current Thoroughfare Plan and Subdivision Regulations of the City of Mesquite. Street construction as referred to in this policy includes the cost of street construction, drainage improvements and engineering costs.
- C. Generally, Construction of "half streets" is considered undesirable and is to be discouraged.

II. Responsibility for Street Right-of-Way: The property owner or owners shall be responsible for the dedication of all required public street right-of-way.

III. Street Improvements Initiated by the Developer:

- A. The term, "developer," as used in this policy, shall include any person, partnership, firm, association, or corporation who acts to subdivide or develop land

ALLEY CONSTRUCTION AND ASSESSMENT POLICYCITY OF MESQUITEI. Standard Classification of Alleys:

Alleys constructed within the City of Mesquite shall be classified as follows:

- A. Residential (non-rear entry)
(10 foot pavement/15 foot right-of-way)
- B. Residential (rear entry)
(16 foot pavement/20 foot right-of-way)
- C. Industrial and Commercial
(15 foot pavement/25 foot right-of-way)

II. Alley Petition and Assessment Policy:

- A. Alleys will be constructed, except in an emergency or where the best interests of the City will be served, only on petition and execution of Mechanic and Materialman's Liens by 60% of the owners of abutting property or owners of 60% of the abutting property on an alley or portion thereof designated by the City as a specific project. The City will prepare engineering plans and specifications for the petitioned project and contract the construction as the project can be scheduled. The City will participate with the abutting property owners in the cost of construction, subject to the availability of funds. Additional right-of-way needed for the project is expected to be dedicated by the abutting property owners.
- B. Owners of property through which an easement, rather than a dedicated alley right-of-way, exists will be required to dedicate that easement as public right-of-way prior to alley construction.

00224

C. The assessment of cost against abutting properties shall be in accordance with the following rates:

1. Residential (10 foot pavement) \$2.00/Foot
2. Residential (16 foot pavement) \$4.00/Foot
3. Commercial or Industrial (15 foot pavement)
90% of one-half the actual construction cost
for that portion abutting the property.

NOTE: This policy is subject to revision with the adoption of the new Subdivision Ordinance .