

**ORDINANCE NO. 725**

**AN ORDINANCE AMENDING THE 2012 COMPREHENSIVE PLAN BY AMENDING THE FUTURE TRANSPORTATION PLAN TO RECLASSIFY SWINEY HIETT ROAD AS AN AVENUE TYPE THOROUGHFARE AND TO REALIGN OAK CREST DRIVE; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Kennedale, Texas, is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government; and

**WHEREAS**, the City Council has previously adopted the 2012 Comprehensive Plan, a component of which is the Future Transportation Plan; and

**WHEREAS**, the City Council now deems it necessary to amend the Future Transportation Plan to reclassify Swiney Hiett Road as an Avenue type thoroughfare and to realign Oak Crest Drive; and

**WHEREAS**, the adoption of the amendments by this ordinance will promote the sound development of the City and is in the best interests of and will promote the public health, safety, and welfare.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS, THAT:**

**SECTION 1.**

The City of Kennedale 2012 Comprehensive Plan is hereby amended by amending the Future Transportation Plan to reclassify Swiney Hiett Road as an Avenue type thoroughfare and to realign Oak Crest Drive to intersect Kennedale Parkway at a 90-degree angle and allow for alignment with Gilman Road on the east side of Kennedale Parkway, as shown on the attached Exhibit "A". City staff is authorized to make amendments to the Future Transportation Plan that are in accordance with this ordinance and Exhibit "A".

**SECTION 2.**

This ordinance shall be cumulative of all provisions of ordinances and of the Code of Ordinances of the City of Kennedale, Texas, as amended, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances and such Code, in which event the conflicting provisions of such ordinances and such Code are hereby repealed.

**SECTION 3.**

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph, or section of this ordinance shall be declared invalid or unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such invalid or unconstitutional phrase, clause, sentence, paragraph, or section.

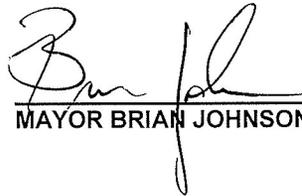
**SECTION 4.**

This ordinance shall be in full force and effect from and after its passage and it is so ordained.

**PASSED AND APPROVED THIS 20<sup>th</sup> DAY OF APRIL, 2021.**



**APPROVED:**

  
MAYOR BRIAN JOHNSON

**ATTEST:**

  
CITY SECRETARY LESLIE E. GALLOWAY

**APPROVED AS TO FORM AND LEGALITY:**

  
CITY ATTORNEY DREW LARKIN

**EFFECTIVE DATE:**

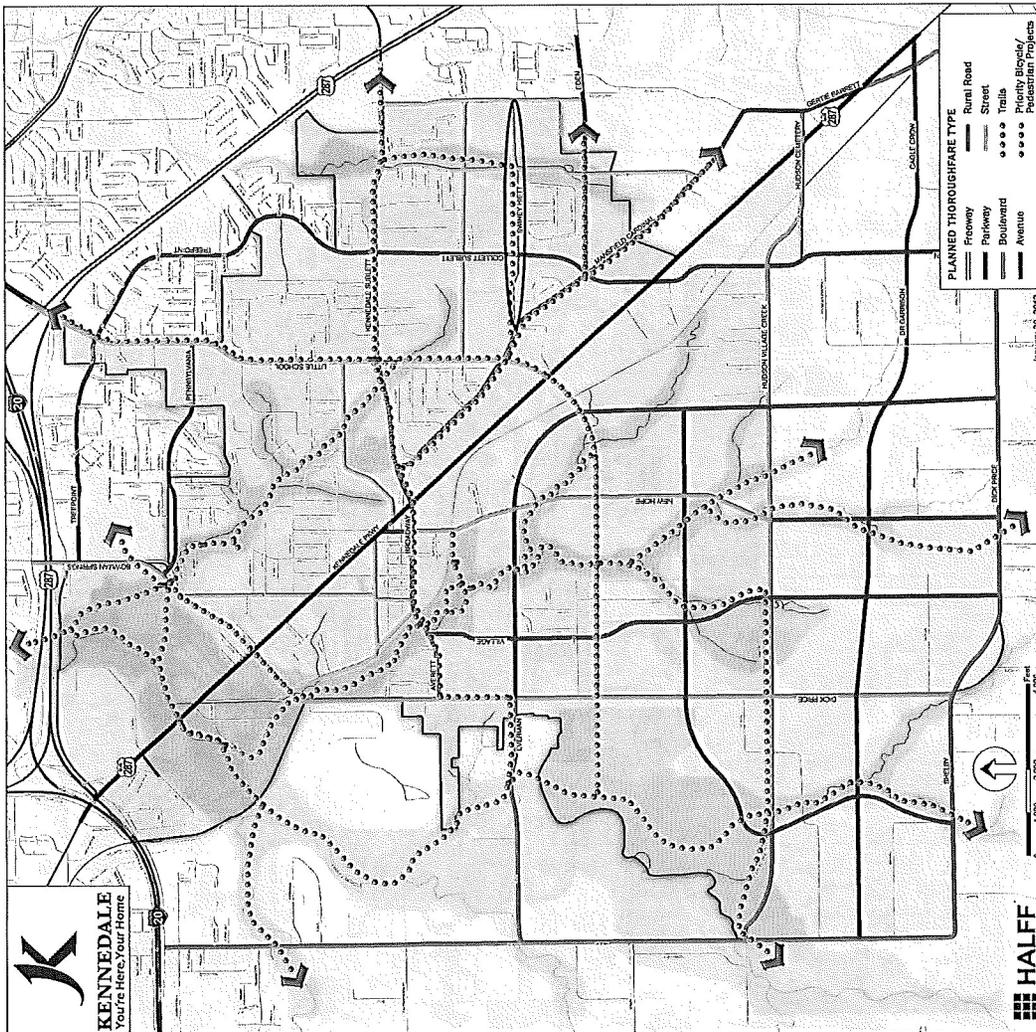
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# ORDINANCE NO. 725 EXHIBIT "A"

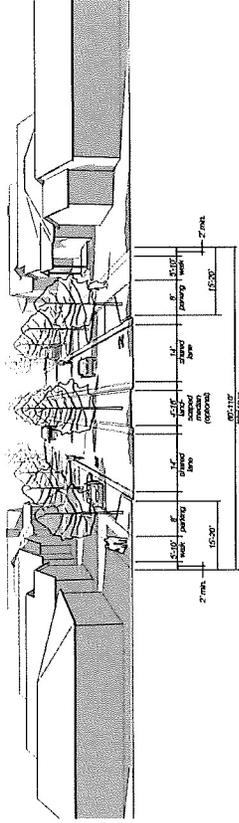
## 2012 COMPREHENSIVE PLAN UPDATE FUTURE TRANSPORTATION PLAN

Thoroughfare type	Parkway	Multway Parkway Main lanes / Access lanes	Boulevard	Avenue	Street	Rural Road
Number of Through Lanes	4	4 / 2	4	2 to 4	2	2
Desired Operating Speed (mph)	40-45	40-45 / 30-35	35-40	30-35	25-30	35-40
Median	16'-18'	12'-18' / 6'-8'	12'-18'	4'-16' (optional)	--	--
Driveway Access	Limited	From access lanes	Limited	Yes	Yes	Yes
Curb Parking	No	Yes (access lane)	Optional	Yes	Yes (not delineated)	No
Pedestrian Facilities <sup>1</sup> (clear through-way)	5'	5'-10' (access lanes)	5'-10'	5'-10'	5'-8'	5'
Bicycle Facilities <sup>2</sup>	SP or SH	BL or SL	BL or BBL	BL or SL	SL	SL or SH
Streetside Width <sup>3</sup>	18'-25'	15'-20'	18'-22'	15'-20'	10'-16'	25'-30'
Required ROW Width	100'-150'	120'-160'	100'-130'	60'-110'	50'-70'	80'-100'

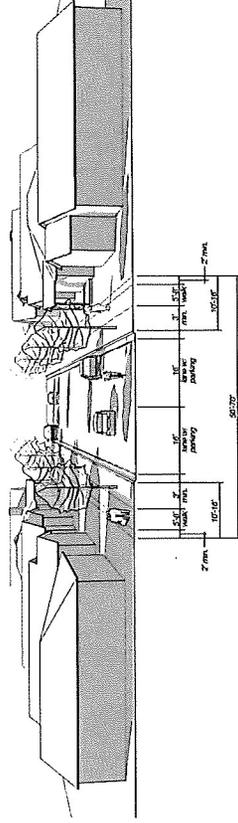
**NOTES:**  
 1 Proposed widths of pedestrian facilities should be applied to both sides of the street.  
 2 SP - Side Path  
 SH - Shoulder  
 BL - Bike lane  
 BBL - Buffered bike lane  
 3 Streetside Width refers to the area between the street and building. It includes the edge, furnishings/planing strip, clear throughway, and frontage zones.



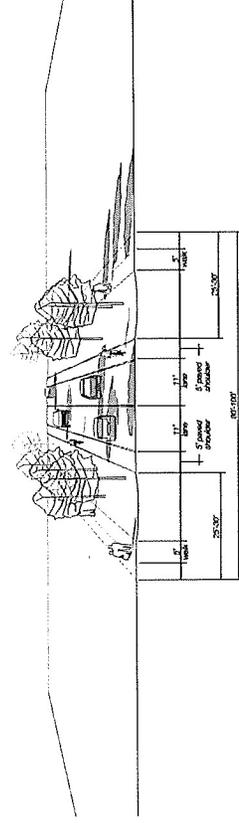
avenue (example)



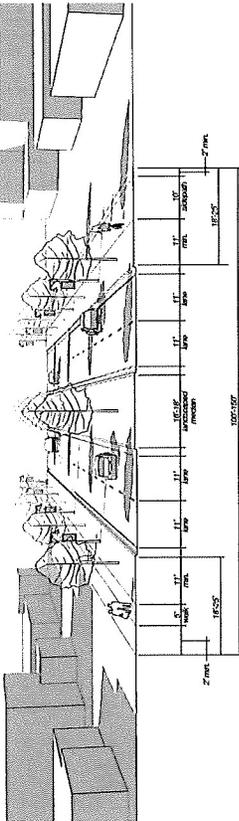
street (example)



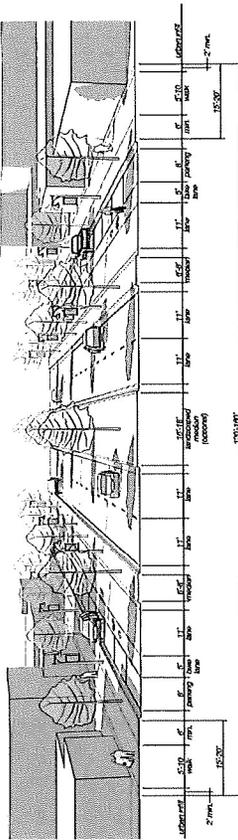
rural road (example)



parkway (example)



multiway parkway (example)



boulevard (example)

