

City of Fayetteville Item Review Form

2013-0183

Legistar File Number

12/03/2013

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Jesse Fulcher

Submitted By

Development Services

Department

Action Required:

ADM 13-4510 Administrative Item (CHAPTER 166.08 ACCESS MANAGEMENT). Submitted by CITY PLANNING STAFF for revisions to the Unified Development Code, Chapter 166.08. The proposal is to amend block layout and connectivity requirements.

Does this item have a cost? No

| | | |
|---|--|-----------------------------|
| Cost of this request | Category or Project Budget | Program or Project Name |
| Account Number | Funds Used to Date | Program or Project Category |
| Project Number | Remaining Balance | Fund Name |
| Budgeted Item? <input type="checkbox"/> | Budget Adjustment Attached? <input type="checkbox"/> | |

V20130812

Previous Ordinance or Resolution # _____

Original Contract Number: _____

Comments:

[Signature] Nov 18, 2013

Paul A. Butler 11-19-2013

[Signature] 11-19-13

[Signature] 11/20/13

11-15-13 12:21 RCVD

[Handwritten initials]

ENTERED
11/19/13 BRP

CITY COUNCIL AGENDA MEMO

To: Mayor Jordan, City Council

Thru: Don Marr, Chief of Staff
Jeremy Pate, Development Services Director

From: Jesse Fulcher, Senior Planner

Date: November 14, 2013

Subject: ADM 13-4510 (CHAPTER 166.08 ACCESS MANAGEMENT)

RECOMMENDATION

The Planning Commission and staff recommend approval of an ordinance to amend the block layout and connectivity requirements in Chapter 166.08.

BACKGROUND

Chapter 166.08, Street Design and Access Management Standards, were adopted by the City Council on August 5, 2008 by Ordinance No. 5156. These standards were created to ensure that new development provides safe and efficient movements for vehicular and pedestrian traffic and greater connectivity and openness.

Over the last several years these standards have improved public safety and roadway efficiency by limiting the number of curb-cuts and conflicting turning movements, especially along busy roadways and near congested intersections. Further, the ordinance provides clear development standards, in most cases. In a few areas, further clarification would be helpful, which is the primary purpose of this ordinance update.

Staff's proposal is to amend Chapter 166.08 to restate and/or revise several existing regulations and add one new section, as follows:

(C) Applicability. The section regarding private street design is being removed. Private streets may only be permitted through a Planned Zoning District application and are subject to the development standards of 166.05.

(D)(4) Tangents. Tangent requirements are already a part of the Minimum Street Design Standards Manual.

(E) Block Layout/Connectivity. The code currently has two different block lengths for local and residential streets, 800 and 600 feet respectively. This is a very clear standard. However, deciding when to utilize a local street or residential street is not a clear requirement. Often the decision is based on the need for on-street parking, or number of houses per block. Changes to the street width or block length create obvious challenges for the designer and developer, and often these issues continue into the Subdivision Committee and Planning Commission meetings. To address this, staff is recommending that the maximum block length be the same for both street types, 600 feet. This will create greater certainty for a developer during the design phase.

(E)(2) Double-frontage lots. With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted or discouraged roadways such as expressways or arterials. Alleys are not considered as frontage. Double frontage lots may also be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots.

(F) Access Management. A statement has been added for instances when a lot has frontage on two streets of the same classification.

(F)(1) Curb cut separation. A statement has been added to clarify that a 5 foot separation is required between a curb cut and an adjacent property.

(F)(2) Separation for two-family, three—family, multi-family and nonresidential development. This is a new title to clarify that the separation requirements are specific to these types of developments. A separate section has been created for single-family homes. The existing tables are being removed, since this information is already stated and they have been found to be confusing.

(F)(3)(a) Separation for single-family homes. The separation requirements for a driveway serving a single-family dwelling were 5 feet from the property line and 10 feet from another driveway even before the adoption of the Access Management Ordinance. However, the section title, "Residential Subdivisions" together with other management standards were confusing. The intent is to create a clear standard for single-family homes.

(F)(3)(b) Arterial and Collector Streets. This section was a part of the original Access Management Ordinance and applied to all development along arterial streets. It has been restated here to cover the development of single-family subdivisions along arterial roads.

DISCUSSION

On October 14, 2013 the Planning Commission tabled the request to allow time for Planning staff and the City Attorney to create variance requirements for double-frontage lots. On October 28, 2013, the Planning Commission forwarded this item to the City Council with a recommendation of approval with a vote of 8-0-0.

BUDGET IMPACT

None.

ORDINANCE NO. _____

**AN ORDINANCE TO AMEND § 166.08 STREET DESIGN AND ACCESS
MANAGEMENT STANDARDS OF THE UNIFIED DEVELOPMENT CODE
TO CLARIFY OR ALTER SEVERAL DESIGN REGULATIONS**

WHEREAS, the City Council has determined that access management standards are necessary for the public health and safety; and

WHEREAS, prohibiting double-street frontage lots where possible should reduce both a developer's cost and the City's maintenance costs.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE
CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby repeals § 166.08 **Street Design and Access Management Standards** of the Unified Development Code in its entirety and enacts a replacement § 166.08 **Street Design and Access Management Standards** as shown as Exhibit A attached hereto and made a part hereof.

PASSED and APPROVED this 3rd day of December, 2013.

APPROVED:

ATTEST:

By: _____
LIONELD JORDAN, Mayor

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

EXHIBIT "A"

CHAPTER 166: DEVELOPMENT

166.08 Street Design And Access Management Standards

- (A) Intent. These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of traffic and pedestrian movements.
- (B) Fitness for development. Based on topographic maps, soil surveys prepared by the Department of Agriculture and drainage information from the Future Land Use Plan and the Hillside/Hilltop Overlay District, the Planning Commission may require that steep grades, unstable soil and flood plains be set aside and not subdivided until corrections are made to protect life, health, and property.
- (C) Applicability. The standards set forth herein shall apply to land which is proposed to be developed or redeveloped where the creation of public streets are required, or proposed, or in which new or existing access is created or modified.
- (D) Street design principles.
- (1) Extensions. All street extensions shall be constructed to Minimum Street Standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
 - (2) Substandard widths. Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.
 - (3) Street names. Names of streets shall be consistent with natural alignment and extensions of existing streets, and new street names shall not duplicate or be similar to existing street names. Developers shall coordinate the naming of new streets through the GIS Office during the plat review process.
 - (4) Pedestrian. Pedestrian-vehicular conflict points should be controlled through signalized intersections and proven traffic calming design principles.
 - (5) Street standards. All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted Minimum Street Standards.
- (E) Block Layout / Connectivity.
- (1) Block Length. Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) Principal and Minor Arterial Streets. Signalized intersections should be located at a minimum of one every 2,640 feet (half a mile) along principal and minor arterials and should be based on traffic warrants.
 - (b) Collectors. Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) Local and residential. Intersections shall occur at a minimum of one every 800 660 feet.
 - (d) Variances. Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
 - (2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted or discouraged roadways such as expressways or arterials. Alleys are not considered as frontage. Double frontage lots may also be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots.
 - (3) Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.
 - (4) Topography. Local streets should be designed to relate to the existing topography and minimize the disturbance zone.
 - (5) Dead-end streets. Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or

EXHIBIT "A"
Fayetteville Code of Ordinances

existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the City and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

(F) Access Management. Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Local streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one public streets shall place a higher priority on accessing the street with the lowest functional classification, ex. Local and Collector. In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.

(1) Curb cut *separation*. For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of five (5') feet from the adjoining property line, unless shared.

(2) Separation for two-family, three-family, multi-family and nonresidential development.

(a) Principal and Minor Arterial Streets. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along arterial streets shall be shared between two or more lots. Where a curb cut must access the arterial street, it shall be located a minimum of 250 feet from an intersection or driveway.

(b) Collector Streets. Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along collector streets shall be shared between two or more lots.

(c) Local and Residential Streets. Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.

(3) Separation for single-family homes.

(a) For all street classifications, curb cuts shall be located a minimum of 10 feet from another driveway. Driveways serving corner lots shall be located as far from the street intersection as possible while still meeting a 5 foot separation from an adjoining property line. In no case shall a curb cut be located within the radius of an adjacent curb cut or street intersection.

(b) Arterial and Collector Streets. Individual curb cuts for along arterial and collector streets shall be discouraged. When necessary, curb cuts along arterial and collector streets shall be shared between two or more lots.

(4) Variance. In order to protect the ingress and egress access rights to a street of an abutting property owner, a variance to the curb cut minimums shall be granted by the Planning Commission to allow an ingress/egress curb cut at the safest functional location along the property. Such a curb cut may be required to be shared with an adjoining parcel if feasible. If a parcel on the corner of an arterial or collector street provides such short frontage along a major street that there is no safe ingress/egress functional location on that street, the Planning Commission may deny the curb cut or may limit such curb cut to ingress or egress only.

(5) Speed. All streets should be designed to discourage excessive speeds.

(G) Non-conforming Access Features.

(1) Existing. Permitted access connections in place on the date of the adoption of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with the applicable standards under the following conditions:

(a) When new access connection permits are requested;

(b) Upon expansion or improvements greater than 50% of the assessed

EXHIBIT "A"
TITLE XV UNIFIED DEVELOPMENT CODE

property value or gross floor area or
volume;

(c) As roadway improvements allow.

(H) Easements. Utility and drainage easements shall be located along lot lines and/or street right-of-way where necessary to provide for utility lines and drainage. The Planning Commission may require larger easements for major utility lines, unusual terrain or drainage problems.

(Code 1965, App. C., Art. IV, §§C, D, F--H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51--159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. 4757, 9-6-05; Ord. 4919, 9-05-06; Ord. 5156, 8-5-08; Ord. 5296, 12-15-09; Ord. No. 5546, 12-04-12)

Cross reference(s)--Bonds and Guarantees, Ch. 158; Variances, Ch. 156; Notification and Public Hearings, Ch. 157.



PC Meeting of October 28, 2013

THE CITY OF FAYETTEVILLE, ARKANSAS
PLANNING DIVISION CORRESPONDENCE

125 W. Mountain St.
Fayetteville, AR 72701
Telephone: (479) 575-8267

TO: Fayetteville Planning Commission
FROM: Jesse Fulcher, Current Planner
THRU: Jeremy Pate, Development Services Director
DATE: ~~October 24, 2013~~ Updated November 14, 2013

ADM 13-4510 Administrative Item (CHAPTER 166.08 ACCESS MANAGEMENT).

Submitted by CITY PLANNING STAFF for revisions to the Unified Development Code, Chapter 166.08. The proposal is to amend block layout and connectivity requirements.

Planning Staff: Jesse Fulcher

BACKGROUND

Chapter 166.08, Street Design and Access Management Standards, were adopted by the City Council on August 5, 2008 by Ordinance No. 5156. These standards were created to ensure that new development provides safe and efficient movements for vehicular and pedestrian traffic and greater connectivity and openness.

Over the last several years these standards have improved public safety and roadway efficiency by limiting the number of curb-cuts and conflicting turning movements, especially along busy roadways and near congested intersections. Further, the ordinance provides clear development standards, in most cases. In a few areas, further clarification would be helpful, which is the primary purpose of this ordinance update.

PROPOSAL

Staff's proposal is to amend Chapter 166.08 to restate and/or revise several existing regulations and add one new section, as follows:

(C) Applicability. The section regarding private street design is being removed. Private streets may only be permitted through a Planned Zoning District application and are subject to the development standards of 166.05.

(D)(4) Tangents. Tangent requirements are already a part of the Minimum Street Design Standards Manual.

(E) Block Layout/Connectivity. The code currently has two different block lengths for local and residential streets, 800 and 600 feet respectively. This is a very clear standard. However, deciding when to utilize a local street or residential street is not a clear requirement. Often the decision is based on the need for on-street parking, or number of houses per block. Changes to the street width or block length create obvious challenges for the designer and developer,

and often these issues continue into the Subdivision Committee and Planning Commission meetings. To address this, staff is recommending that the maximum block length be the same for both street types, 600 feet. This will create greater certainty for a developer during the design phase.

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(F) Access Management. A statement has been added for instances when a lot has frontage on two streets of the same classification.

(F)(1) Curb cut separation. A statement has been added to clarify that a 5 foot separation is required between a curb cut and an adjacent property.

(F)(2) Separation for two-family, three-family, multi-family and nonresidential development. This is a new title to clarify that the separation requirements are specific to these types of developments. A separate section has been created for single-family homes. The existing tables are being removed, since this information is already stated and they have been found to be confusing.

(F)(3)(a) Separation for single-family homes. The separation requirements for a driveway serving a single-family dwelling were 5 feet from the property line and 10 feet from another driveway even before the adoption of the Access Management Ordinance. However, the section title, "Residential Subdivisions" together with other management standards were confusing. The intent is to create a clear standard for single-family homes.

(F)(3)(b) Arterial and Collector Streets. This section was a part of the original Access Management Ordinance and applied to all development along arterial streets. It has been restated here to cover the development of single-family subdivisions along arterial roads.

The proposed changes are shown in strikeout/highlight in the attached document.

RECOMMENDATION

Staff recommends that the Planning Commission forward **ADM 13-4410** to the City Council with a recommendation for approval.

Planning Commission Action: **Forwarded** **Denied** **Tabled**

Motion: Pennington

Second: Chesser

Vote: 8-0-0

Meeting Date: October 28, 2013

CHAPTER 166: DEVELOPMENT

166.08 Street Design And Access Management Standards

- (A) Intent. These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of traffic and pedestrian movements.
- (B) Fitness for development. Based on topographic maps, soil surveys prepared by the Department of Agriculture and drainage information from the Future Land Use Plan and the Hillside/Hilltop Overlay District, the Planning Commission may require that steep grades, unstable soil and flood plains be set aside and not subdivided until corrections are made to protect life, health, and property.
- (C) Applicability. The standards set forth herein shall apply to land which is proposed to be developed or redeveloped where the creation of public streets are required, or proposed, or in which new or existing access is created or modified. ~~Developments that create private streets shall utilize these standards as guidelines.~~
- (D) Street design principles.
- (1) Extensions. All street extensions shall be constructed to Minimum Street Standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
 - (2) Substandard widths. Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.
 - (3) Street names. Names of streets shall be consistent with natural alignment and extensions of existing streets, and new street names shall not duplicate or be similar to existing street names. Developers shall coordinate the naming of new streets through the GIS Office during the plat review process.
 - (4) Tangents. ~~A straight tangent at least 100 feet long shall separate reverse curves for Collector and Arterial streets.~~
 - (5) Pedestrian. Pedestrian-vehicular conflict points should be controlled through signalized intersections and proven traffic calming design principles.
- (6) Street standards. All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted Minimum Street Standards.
- (E) Block Layout / Connectivity.
- (1) Block Length. Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) Principal and Minor Arterial Streets. Signalized intersections should be located at a minimum of one every 2,640 feet (half a mile) along principal and minor arterials and should be based on traffic warrants.
 - (b) Collectors. Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) Locals and residential. Intersections shall occur at a minimum of one every 800 660 feet.
 - (d) ~~Residential. Intersections shall occur at a minimum of one every 600 feet.~~
 - (d) Variances. Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
 - (2) ~~With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted or discouraged roadways such as expressways or arterials. Alleys are not considered as frontage. Double frontage lots may also be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots.~~
 - (3) Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.

(4) Topography. Local streets should be designed to relate to the existing topography and minimize the disturbance zone.

arterial street, it shall be located a minimum of 250 feet from an intersection or driveway.

(5) Dead-end streets. Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the City and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

| Number of Curb Cuts Permitted | |
|-------------------------------|-----------------------------|
| Length of Street Frontage | Maximum Number of Curb Cuts |
| 0-500 ft. | 1 |
| 501-1000 ft. | 2 |
| 1001-1500 ft. | 3 |
| More than 1500 ft. | 4 |

(b) Collector Streets. Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along collector streets shall be shared between two or more lots.

(F) Access Management. Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Local streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto **two more than one** public streets shall place a higher priority on accessing the street with the **lower lowest** functional classification, ex. Local and Collector. **In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.**

| Number of Curb Cuts Permitted | |
|-------------------------------|-----------------------------|
| Length of Street Frontage | Maximum Number of Curb Cuts |
| 0-100 ft. | 1 |
| 101-250 ft. | 2 |
| 251-500 ft. | 3 |
| More than 500 ft. | 4 |

(c) Local and Residential Streets. Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection. ~~Curb cuts shall be a minimum of fifteen (15') feet from the adjoining property line, unless shared.~~

(1) Curb cut **separation. minimum distance from intersection or driveway** For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. **In all cases curb cuts shall be a minimum of five (5') feet from the adjoining property line, unless shared.**

| Number of Curb Cuts Permitted | |
|-------------------------------|-----------------------------|
| Length of Street Frontage | Maximum Number of Curb Cuts |
| 0-50 ft. | 1 |
| 51-125 ft. | 2 |
| 126-250 ft. | 3 |
| More than 250 ft. | 4 |

~~(d) Residential Subdivisions. In the case of residential subdivisions, curb cuts shall be discouraged along arterial and collector streets. When necessary, curb cuts along arterial and collector streets shall be shared between two or more lots. Curb cuts along all streets shall be located a minimum of five feet (5') from the adjoining property line, unless shared.~~

(2) Separation for two-family, three-family, multi-family and nonresidential development.

(a) Principal and Minor Arterial Streets. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along arterial streets shall be shared between two or more lots. Where a curb cut must access the

(3) Separation for single-family homes.

(a) For all street classifications, curb cuts shall be located a minimum of 10 feet from another driveway. Driveways serving corner lots shall be located as

far from the street intersection as possible while still meeting a 5 foot separation from an adjoining property line. In no case shall a curb cut be located within the radius of an adjacent curb cut or street intersection.

(Code 1965, App. C., Art. IV, §§C, D, F--H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51--159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. 4757, 9-6-05; Ord. 4919, 9-05-06; Ord. 5156, 8-5-08; Ord. 5296, 12-15-09; Ord. No. 5546, 12-04-12)

Cross reference(s)--Bonds and Guarantees, Ch. 158; Variances, Ch. 156; Notification and Public Hearings, Ch. 157.

(b) Arterial and Collector Streets. Individual curb cuts for along arterial and collector streets shall be discouraged. When necessary, curb cuts along arterial and collector streets shall be shared between two or more lots.

(4) (a) Variance. In order to protect the ingress and egress access rights to a street of an abutting property owner, a variance to the curb cut minimums shall be granted by the Planning Commission to allow an ingress/egress curb cut at the safest functional location along the property. Such a curb cut may be required to be shared with an adjoining parcel if feasible. If a parcel on the corner of an arterial or collector street provides such short frontage along a major street that there is no safe ingress/egress functional location on that street, the Planning Commission may deny the curb cut or may limit such curb cut to ingress or egress only.

(5) Speed. All streets should be designed to discourage excessive speeds.

(G) Non-conforming Access Features.

(1) Existing. Permitted access connections in place on the date of the adoption of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with the applicable standards under the following conditions:

- (a) When new access connection permits are requested;
- (b) Upon expansion or improvements greater than 50% of the assessed property value or gross floor area or volume;
- (c) As roadway improvements allow.

(H) Easements. Utility and drainage easements shall be located along lot lines and/or street right-of-way where necessary to provide for utility lines and drainage. The Planning Commission may require larger easements for major utility lines, unusual terrain or drainage problems.

CHAPTER 166: DEVELOPMENT

166.08 Street Design And Access Management Standards

- (A) Intent. These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of traffic and pedestrian movements.
- (B) Fitness for development. Based on topographic maps, soil surveys prepared by the Department of Agriculture and drainage information from the Future Land Use Plan and the Hillside/Hilltop Overlay District, the Planning Commission may require that steep grades, unstable soil and flood plains be set aside and not subdivided until corrections are made to protect life, health, and property.
- (C) Applicability. The standards set forth herein shall apply to land which is proposed to be developed or redeveloped where the creation of public streets are required, or proposed, or in which new or existing access is created or modified.
- (D) Street design principles.
 - (1) Extensions. All street extensions shall be constructed to Minimum Street Standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
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 - (3) Street names. Names of streets shall be consistent with natural alignment and extensions of existing streets, and new street names shall not duplicate or be similar to existing street names. Developers shall coordinate the naming of new streets through the GIS Office during the plat review process.
 - (4) Pedestrian. Pedestrian-vehicular conflict points should be controlled through signalized intersections and proven traffic calming design principles.
 - (5) Street standards. All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted Minimum Street Standards.
- (E) Block Layout / Connectivity.
 - (1) Block Length. Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) Principal and Minor Arterial Streets. Signalized intersections should be located at a minimum of one every 2,640 feet (half a mile) along principal and minor arterials and should be based on traffic warrants.
 - (b) Collectors. Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) Local and residential. Intersections shall occur at a minimum of one every 800-660 feet.
 - (d) Variances. Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
 - (2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted or discouraged roadways such as expressways or arterials. Alleys are not considered as frontage. Double frontage lots may also be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots.
 - (3) Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.
 - (4) Topography. Local streets should be designed to relate to the existing topography and minimize the disturbance zone.
 - (5) Dead-end streets. Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or

existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the City and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

(F) Access Management. Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Local streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one public streets shall place a higher priority on accessing the street with the lowest functional classification, ex. Local and Collector. In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.

(1) Curb cut *separation*. For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of five (5') feet from the adjoining property line, unless shared.

(2) Separation for two-family, three-family, multi-family and nonresidential development.

(a) Principal and Minor Arterial Streets. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along arterial streets shall be shared between two or more lots. Where a curb cut must access the arterial street, it shall be located a minimum of 250 feet from an intersection or driveway.

(b) Collector Streets. Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along collector streets shall be shared between two or more lots.

(c) Local and Residential Streets. Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.

(3) Separation for single-family homes.

(a) For all street classifications, curb cuts shall be located a minimum of 10 feet from another driveway. Driveways serving corner lots shall be located as far from the street intersection as possible while still meeting a 5 foot separation from an adjoining property line. In no case shall a curb cut be located within the radius of an adjacent curb cut or street intersection.

(b) Arterial and Collector Streets. Individual curb cuts for along arterial and collector streets shall be discouraged. When necessary, curb cuts along arterial and collector streets shall be shared between two or more lots.

(4) Variance. In order to protect the ingress and egress access rights to a street of an abutting property owner, a variance to the curb cut minimums shall be granted by the Planning Commission to allow an ingress/egress curb cut at the safest functional location along the property. Such a curb cut may be required to be shared with an adjoining parcel if feasible. If a parcel on the corner of an arterial or collector street provides such short frontage along a major street that there is no safe ingress/egress functional location on that street, the Planning Commission may deny the curb cut or may limit such curb cut to ingress or egress only.

(5) Speed. All streets should be designed to discourage excessive speeds.

(G) Non-conforming Access Features.

(1) Existing. Permitted access connections in place on the date of the adoption of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with the applicable standards under the following conditions:

(a) When new access connection permits are requested;

(b) Upon expansion or improvements greater than 50% of the assessed

property value or gross floor area or
volume;

(c) As roadway improvements allow.

(H) Easements. Utility and drainage easements shall be located along lot lines and/or street right-of-way where necessary to provide for utility lines and drainage. The Planning Commission may require larger easements for major utility lines, unusual terrain or drainage problems.

(Code 1965, App. C., Art. IV, §§C, D, F--H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51--159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. 4757, 9-6-05; Ord. 4919, 9-05-06; Ord. 5156, 8-5-08; Ord. 5296, 12-15-09; Ord. No. 5546, 12-04-12)

Cross reference(s)--Bonds and Guarantees, Ch. 158; Variances, Ch. 156; Notification and Public Hearings, Ch. 157.

