

City of Conway

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ORDINANCE NO. O-05-75

AN ORDINANCE AMENDING THE CONWAY SUBDIVISION ORDINANCE O-00-03 ADOPTED JANUARY 25, 2000 TO BRING SAID ORDINANCE INTO COMPLIANCE WITH THE ARKANSAS STATE FIRE CODE, DECLARING AN EMERGENCY AND FOR OTHER PURPOSES:

Whereas, the City of Conway wishes to maintain uniformity in it's adopted regulations and be in compliance with applicable State Codes, and

Whereas, the City of Conway wishes to maintain safe residential and commercial development:

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

Section 1: That Article IV. Access, Section 4, ¶ 1, be revised as follows:

Every subdivision shall be served by a publicly dedicated street and every lot or parcel within a subdivision shall have direct access to a publicly dedicated street, or in the case of a PUD, access to a public street by means of a private street, or in the case of lots in C-1, C-3 and O-1 zoning districts, access to a public street by means of a dedicated access easement. *In no case shall a lot be permitted where the lot is fronted by a stub-out or street termination. In such cases, dead-end fire apparatus turnarounds shall be provided.* All lots shall front on public streets except for PUDs where private streets may prevail subject to Planning Commission approval and except for lots in C-1, C-3 and O-1 zoning districts, where access to a public street may be established through a dedicated access easement. (Ordinance O-00-154)

Section 2: That Article IV. General Design Principles, Section 5. Subdivision Design Standards, A. Streets, (8) Cul-de-sac Streets ¶ b., d., and e be rewritten with the below figures and tables added.

b. 3. Any cul-de-sac over 750 feet must have fire department approval.

d. An acceptable turnaround shall be provided at the end of all permanent dead-end streets exceeding 150 feet in length. Turnarounds for residential and commercial streets shall conform to dimensions and requirements shown in Figure A, Table 1, and Table 2. A 96 foot diameter cul-de-sac requires a 120-foot right-of-way. Measurements assume back of curb to back of curb for a roll curb.

Figure A

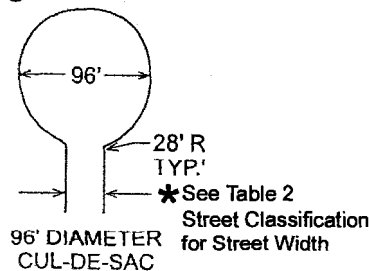


Figure B

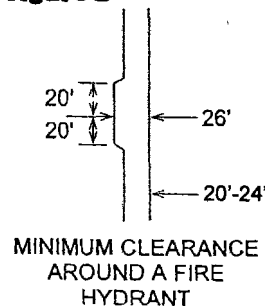


Table 1 REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

| LENGTH (feet) | WIDTH (feet) | TURNAROUNDS REQUIRED |
|------------------|-----------------|---|
| 0-150 | 20* | None required |
| 151-500 | 20* | 96-foot-diameter cul-de-sac in accordance with Figure A |
| 501-750 | 26* | 96-foot-diameter cul-de-sac in accordance with Figure A |
| Over 750 | | Special approval required |

* Minimum fire apparatus widths see table 2 for required public street widths

e. In the case of temporary dead-end streets, *less than 150 feet in length*, which are stub streets designed to provide future connections with unsubdivided adjacent areas, the Planning Commission may require a temporary easement for a turnaround of the type discussed above. *No building permit may be issued for lots with sole frontage on a stub out or at the end of a stub out without an approved turnaround.*

Section 3: That Article IV. General Design Principles, Section 5. Subdivision Design Standards, A. Streets, (10) a. and d., be amended as follows:

a. Street intersections shall be laid out as nearly at right angles as possible. The centerline of no more than two streets shall intersect at any one point. No intersection shall be at an angle of less than seventy-five (75) degrees and where collector and arterial streets intersect other collector or arterial streets, the curb radii at the intersection shall not be less than thirty-one and one-half (31 ½) feet. Where residential streets intersect with other residential, collector or arterial streets, the curb radii at the intersection shall not be less than ~~twenty-five (25)~~ *twenty-eight (28) feet.*

d. Property line corners at street intersections shall be rounded with a radius of at least ~~twenty-five (25)~~ *twenty-eight (28) feet.*

Section 4: That Article IV. General Design Principles, Section 5. Subdivision Design Standards, A. Streets, (11) Table 1 Street Classifications, be amended as shown in the table below:

**TABLE 4 2
STREET CLASSIFICATION & DESIGN STANDARDS
CITY OF CONWAY**

| DESIGN STANDARD(1)(6)(10) | MAJOR ARTERIAL | MINOR ARTERIAL | COLLECTOR | RESIDENTAL COLLECTOR | RESIDENTIAL | MINOR RESIDENTIAL |
|--|----------------|----------------|------------|----------------------|-------------|-------------------|
| Approximate Design Speed | 50 mph | 40 mph | 30 mph | 25 mph | 25 mph | 20 mph |
| Maximum Grade (%) | 8% | 9% | 10% | 10% | 12% 10% (8) | 15% 10% (8) |
| Minimum Right-of-Way(2) | 100' | 80' | 60' | 60' | 50' | 50' |
| Minimum Street Width(3) (back to back of curb) | 60' (5) | 48' (5) | 36' | 36' | 27' | 24' (9) |
| Minimum Sight Distance (at crest of vertical curve) | 475' | 325' | 200' | 200' | 150' | 110' |
| Minimum Horizontal Radius at Centerline (normal crown) | 1,400' | 900' | 450' | 200' | 50' | 50' |
| Minimum Horizontal Tangent Distance Between Reverse Curves | 400' | 300' | 200' | 50' | 50' | — |
| Sidewalks (4) | both sides | both sides | both sides | both sides | none (7) | none (7) |

SUPER ARTERIAL

The specific design standards for this classification are to be determined on a road-by-road basis, dependent upon the specific needs of the road. It is anticipated that the design standards will be of a higher standards than a major arterial, but of a lower standard than for an interstate or expressway.

- (1) Except for existing streets in the C-1 Central Business District, all streets within industrial, commercial and office zones must meet requirements for collector streets and above. Streets within commercial and office zones shall not utilize the reduced standards in footnote 3. (Ordinance O-00-124) In the C-1 Central Business District, no additional right-of-way dedication that would encompass any existing buildings is required during the replat or subdivision process. (Ordinance O-01-06)
- (2) For subdivisions and replats utilizing the street widths in footnote 3, an additional ~~ten (10) feet of right-of-way~~ five (5) feet of drainage easement is required on each side of the street right-of-way to accommodate open ditches. (Ordinance No. O-01-35)
- (3) For subdivisions and replats ~~outside the city limits but within the territorial jurisdiction,~~ and where each lot is one hundred fifty (150) or more feet in width at the building line ~~and for subdivisions and replats within the city limits where each lot is 200 feet or more in width at the building line,~~ and where each lot accommodates no more than one dwelling unit, the minimum street width is reduced four (4) feet, a three (3) foot compacted gravel shoulder is required on each side, no curbs or gutters are required and open ditches are allowed. No further subdivision creating lots less than the minimums in this footnote and no density greater than one dwelling unit per lot shall occur without improving the entire length of the streets to the minimum requirements for narrower lots. (Ordinance No. O-02-80) (O-04-37)
- (4) For subdivisions and replats utilizing the street widths in footnote 3, no sidewalks are required.
- (5) Developers are responsible for the cost of the first 36 feet of these streets. The City of Conway will be responsible for the cost of any additional width of streets should the City choose to have a wider street built. The City may choose to build or have built a lesser width than that shown in this table for major and minor arterial streets, but no less than 36 feet, except when the first phase of a four lane or greater roadway is being built.
- (6) For subdivisions and replats that abut collectors, minor arterials and major arterials, the lots shall be configured to reduce the potential number of curb cuts on those streets to the minimum reasonable number.
- (7) While sidewalks are not required on residential and minor residential streets, they are encouraged.
- (8) *Grades up to 12 % for residential and 15% for minor residential require approval by the Fire Chief and Planning Commission.*
- (9) *Minimum clearance of twenty-six (26) feet must be provided around a fire hydrant. See Figure B.*
- (10) *Minimum clearance of twenty(20) feet must be provided on each side of an island within street right of way. Right of way must extend ten (10) feet beyond outside curbs where islands are used.*

Section 5: That Article IV. General Design Principles, Section 5. Subdivision Design Standards, F. Streets, ¶ (1), be amended as follows:

(1) Every lot shall abut upon a public street except where private streets are explicitly approved by the Planning Commission in Planned Unit Developments or where lots in C-1, C-3, or O-1 zoning districts are explicitly approved by the Planning Commission, with access to a public street by way of a dedicated access easement. *In no case shall a lot be permitted where the lot is fronted by a stub-out or street termination. In such cases, dead-end fire apparatus turnarounds shall be provided.* The shape of residential lots shall conform to the design of the subdivision. The Planning Commission shall judge lot shapes on the type of development and the use for which the lot is intended. (Ordinance O-00-154)

Section 6: That Article IV. General Design Principles, Section 6. Access Requirements, ¶ (1) (2), be rewritten as follows:

(1) Single Family and Two Family Access Requirements:

The maximum number of single-family and two-family residential units served by a single access shall be thirty (30). For more than thirty (30) living units, there shall be no fewer than two (2) separate and approved fire apparatus access roads. These two access roads shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. For more than two hundred (200) living units, three (3) access routes must be provided. Two access roads must meet the above separation requirements, the third access must be no less than 200 feet from any other access, measured from centerline to centerline of street rights-of-way.

(2) Multi Family Access Requirements:

Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2 of the International Fire Code.

Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

The number of dwelling units on a single fire apparatus road shall not be increased unless fire apparatus access roads will connect with future development, as determined by code official.

Section 7: That Article V Improvements, Section 5, Water Supply, ¶ (1), be amended as follows:

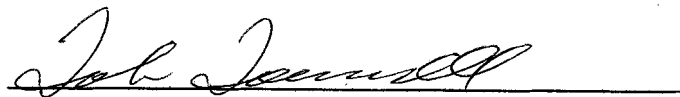
All subdivisions containing more than 4 lots within the corporate limits shall be provided with a water supply and a distribution system approved by the Conway Corporation and meeting the requirements of the State Health Department. The water supply and distribution system shall be designed to provide the anticipated water consumption within the subdivision including fire protection. Recognized engineering design criteria shall be used to design the system. Fire hydrants shall be installed by the subdivider and shall be located so as to adequately protect each lot within the subdivision. Fire hydrant location shall be approved by the Conway Corporation and shall be placed so that *the furthest point of a lot in a residential subdivision is no more than 900 600 feet from the nearest hydrant on the same street. Fire Hydrants shall be placed so that the furthest point of a lot in a commercial subdivision is more than 400 feet from the nearest hydrant located on the same street.* The Planning Commission may require other appropriate spacing in commercial and/or industrial subdivisions.

Section 8: That any ordinances or parts of ordinances in effect at the time of the passage of this ordinance that are in conflict with this ordinance are repealed to the extent of the conflict.

Section 9: That this ordinance is necessary for the protection of the public peace, health and safety and an emergency is hereby declared to exist, and this ordinance will be in full force and effect from and after its passage and approval.

PASSED this 28th day of June 2005.

APPROVED:



Mayor Tab Townsell

ATTEST:


City Clerk Michael O. Garrett