

ORDINANCE NO. 0-94-27

AN ORDINANCE AMENDING ARTICLE 4 MINIMUM DESIGN REQUIREMENTS OF THE SUBDIVISION ORDINANCE OF THE CONWAY LAND DEVELOPMENT CODE; DECLARING AN EMERGENCY AND FOR OTHER PURPOSES:

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

SECTION 1: That Article 4 Minimum Design Requirements, 4-1.12 of the Subdivision Ordinance of the Conway Land Development Code be amended to read as follows:

".12 Cul-de-sac streets or courts designed to have one end permanently closed or streets or street loops with a single access shall have a distance no greater than six hundred and fifty (650) feet from the point of access to the nearest point of the furthest lot with the distance measured along the shortest route within the street right-of-way. Cul-de-sacs shall have provided at the closed end a turnaround having an outside right-of-way diameter of no less than one hundred (100) feet.

**Exceptions:**

1. A cul-de-sac street may be up to 1120 feet in length if it has a right-of-way of not less than sixty (60) feet in width, a paved width from back of curb to back of curb of not less than forty (40) feet and it meets all other requirements for a cul-de-sac.
2. A residential cul-de-sac street may be up to 1120 feet in length if it has a right-of-way of not less than fifty (50) feet in width, a paved width from back of curb to back of curb of not less than twenty-seven (27) feet, all lots provide no less than 90 feet of lot width at the building line per dwelling unit and it meets all other requirements for a cul-de-sac.

The maximum number of living units served by a single access shall be forty-four (44). For more than forty-four (44) living units, there shall be no fewer than two access routes no less than two hundred (200) feet apart, measured from centerline to centerline of street rights-of-way. For one hundred (100) or more living units, the two access routes must be no less than three hundred and thirty (330) feet apart, measured from centerline to centerline of street rights-of-way, or a third access route must be provided. For more than 240 living units, three access routes must be provided. In no case, may two access routes be counted as separate access routes if they are less than two hundred (200) feet apart measured from centerline to centerline of street rights-of-way.

In the case of single lot, multi-family developments with 100 or more living units, the two access routes must be no less than three hundred and thirty (330) feet apart from centerline to cen-

terline of the access routes, and the furthest building from an access point must be no further than one thousand one hundred and twenty (1120) feet from it, or a third access route must be furnished. For more than 240 living units within a single lot, multi-family development, three access routes must be provided, but in no case shall any two access points be closer than three hundred thirty (330) feet from centerline to centerline.

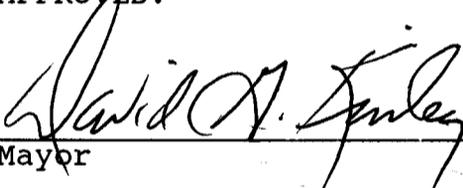
A single access point to a premises may have one or more lanes, but shall be considered one access point. An access route is defined to be a continuous, uninterrupted vehicular travelway which begins as a departure from a collector, minor arterial, or major arterial, as defined in the Functional Classification System for Conway's Streets, and extends to the nearest point of each lot occupied by a living unit or living units, or, in the case of a single lot multi-family development, to the paved point nearest to each building housing living units. These access routes must be in the form of dedicated street rights-of-way, except for access routes within single lot multi-family developments, which may take the form of private drives upon the one lot. Required access routes shall not overlap. An access point is the point of departure from an existing street or road from which the new project expects to gain access."

**SECTION 2:** That all ordinances in conflict herewith are repealed to the extent of the conflict.

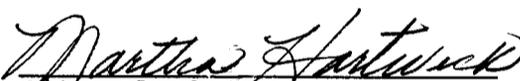
**SECTION 3:** That this ordinance is necessary for the protection of the public peace, health and safety, and an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage and approval.

PASSED this 10<sup>th</sup> day of May, 1994.

APPROVED:

  
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Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk