

## § 152.148 ACCESS REQUIREMENTS.

This section is intended to implement access management standards of the City of Tontitown. ~~In addition, this section conforms with policies and objectives of the NWARPC Metropolitan Planning Organization's long range transportation plan, the authority to control access to property as derived from Arkansas State Statutes, the policy and planning directives of the federal Intermodal Surface Transportation Efficiency Act of 1991, and the Transportation Equity Act for the 21st Century.~~ These regulations apply to all new development and construction.

### (A) *Curb cuts.*

(1) *City approval.* Property owners desiring **access to, or** curb cuts off of city streets, not associated with an approved large scale development plan or subdivision, must **obtain a letter of approval from the Public Works Director.** ~~follow the steps as outlined in 90.400.9 and § 153.072.~~

(2) *Width.* Ingress-egress openings in concrete, asphalt, or other street curbing, commonly referred to as “curb cuts” shall be not less than 24 feet nor more than 40 feet in width for nonresidential uses unless approved by the Planning Department.

(3) *Distance from intersections.* Curb cuts or access points shall be no closer than 100 feet measured from the right-of-way of intersecting collector streets to the center line of the drive, and no closer than 250 feet measured from the right-of-way of an intersection involving a principal or minor arterial to the center line of the drive. Exceptions may be made where lot size or geometry may prohibit these requirements.

(4) *Offset.* Either the centerline of opposing nonresidential driveways shall align, or shall be offset no less than 75 feet. This condition shall not apply where a permanent median exists without break for these driveways.

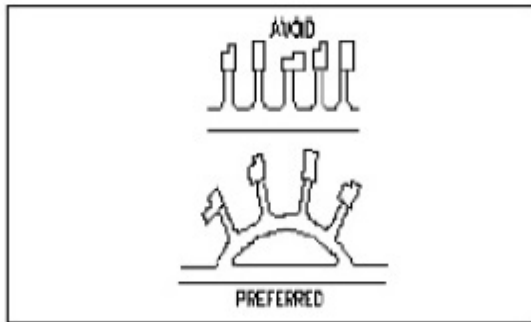
(5) *Number of curb cuts permitted.* Unless otherwise specified by this chapter, the maximum number of curb cuts for each property shall be two.

(6) *Distance between curb cuts.* The minimum distance between drives shall be 25 feet.

(7) *Curb radius.* To ensure safe turn movements, turning radii for commercial drive curb cuts should be at least 15 feet for curb cuts along streets designated on the City of Tontitown's Master Street Plan. Exceptions may be granted through a waiver to the Planning Commission for shorter radii in the downtown area and for larger radii needed where there may be a need to accommodate truck traffic.

(B) *Entrance/exit and parking design.* Landscaping, curbing, or other approved barriers shall be provided along boundaries to control entrance and exit of vehicles or pedestrians. All parking facilities, except those serving single-family detached and two-family dwellings shall be designed so that all existing movements onto a public street are in a forward motion.

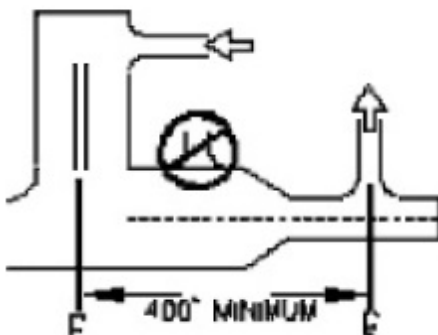
(C) *Residential and subdivision access.* ~~No residential lot shall be permitted direct access to a collector, minor, or principal arterial street.~~ All residential subdivision development contiguous to a collector, minor, or principal arterial street shall orient frontage to a local street, and back the project, without access to the said major streets (~~see figure below~~). All subdivisions with 30 or more lots shall have two access points.



REMOVE DRAWING

(D) *Acceleration and deceleration lanes.* ~~Site plans for all commercial development, residential subdivisions, and multifamily dwellings on collector, minor arterial, and principal arterial streets will be analyzed by the city for critical traffic conditions for both the initial opening and full development of the site. AHTD deceleration lanes are required for single and combined uses that generate driveway volumes (trip ends) of 300 or more vehicles in the peak hour, as determined using standard Institute of Transportation Engineers (ITE) trip generation rates for the subject land use(s). Additional development, requiring a building permit, which would generate driveway volumes (trip ends) of 300 or more vehicles in the peak hour shall require the installation of an AHTD-approved deceleration lane. Four hundred feet minimum spacing between drives, measured center line to center line or from the right of way intersecting lines of public streets to the center line of a curb cut, is required when deceleration lanes designed in accordance with the Arkansas Highway and Transportation Department are required. Figure below, Deceleration Lane, depicts an example of a deceleration lane. Construction of driveways along acceleration lanes, deceleration lanes, and tapers is discouraged due to the potential for vehicular weaving conflicts.~~

#### ~~—Deceleration Lane~~



(E) *Joint and cross access.*

(1) *Major traffic generators.* Adjacent commercial or office properties classified as major traffic generators (i.e., shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.

(2) *Techniques.* A system of joint use driveways and cross access easements as shown in the figure titled “Cross Access Corridor Design” shall be established wherever feasible in commercial zoning districts along streets designated on the City of Tontitown’s Master Street Plan and the building site shall incorporate the following:

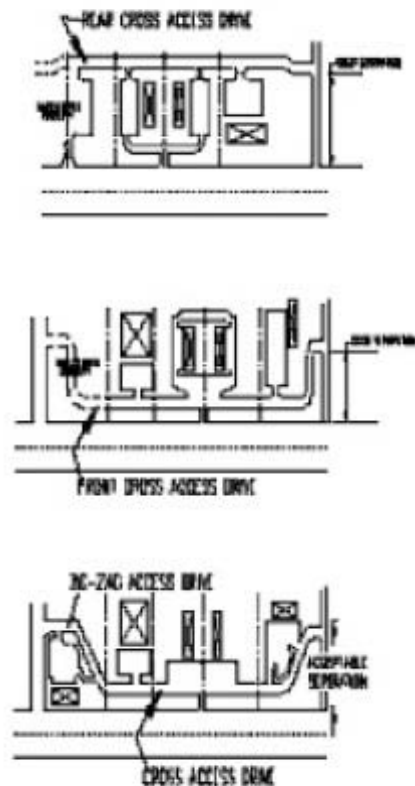
(a) A continuous service drive or cross access corridor extending the entire length of each property served to provide for driveway separation consistent with the curb-cut standards;

(b) A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;

(c) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;

(d) A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

**Cross Access Corridor Design**



(3) *Shared parking.* Shared parking areas shall be permitted to reduce required parking if peak demand periods for proposed land uses do not occur at the same time periods (i.e., bank and movie theater).

(4) *Documentation.* Pursuant to this section, property owners shall:

(a) *Access easement.* Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

(b) *Access agreement.* Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the City of Tontitown and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway.

(c) *Maintenance agreement.* Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

(F) *Reduction in separation distance.* The City Engineer may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.

(2) The site plan incorporates a unified access and circulation system in accordance with this section.

(3) The property owner shall enter a written agreement with the City of Tontitown, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

(G) *Waivers.* The City Engineer or Planning Commission may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

(H) *Nonconforming access features.*

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

(a) When new access connection permits are requested;

(b) Substantial enlargements or improvements;

(c) Significant change in trip generation; or

(d) As roadway improvements allow.

(2) *Discontinued use.* If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of 180 days then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the City Engineer. For uses that are vacant or discontinued upon the effective date of this chapter, the 180-day period begins on the effective date of this chapter.

(Ord. 2013-04-417, passed 4-2-13; Am. Ord. 2013-09-440, § 152.1000.9, passed 9-3-13; Am. Ord. 2014-12-488, passed 12-2-14)