

SUBDIVISION REGULATIONS

CITY OF WARD

(Adopted by Ward City Council March 24, 1994, Ordinance #O-294)

CITY OF WARD
ORDINANCE #O-294

AN ORDINANCE ADOPTING A CONTROL OF DEVELOPMENT AND SUBDIVISION OF LAND REGULATION FOR THE CITY OF WARD, ARKANSAS.

WHEREAS, cities of the first and second class are empowered by Act 186 of the 1957 General Assembly of the State of Arkansas, as amended to adopt and enforce regulations controlling the development of land, and

WHEREAS, the Ward Planning Commission, following a public hearing on March 24, 1994 adopted a resolution recommending a Control of Development and Subdivision of Land Regulation for the City and its planning area to the City Council for adoption,

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

SECTION 1. THAT, the Control of Development and Subdivision of Land Regulation document as prepared and recommended by the Ward Planning Commission be hereby adopted by this ordinance.

SECTION 2. Whereas, the citizens of Ward are in desperate need of adequate city planning and regulations to govern subdivision on lands within the City of Ward, an emergency is hereby declared and this ordinance being necessary for the immediate protection of the public peace, health and safety shall be in full force and effect from and after its passage and approval.

PASSED this 24th () day of March, 1994.

Sponsor _____ Mayor Larry Phillips

ATTEST:

City Recorder Joyce A. Feltner

DATE: March 25, 1994

SECTION 1.0	GENERAL PROVISIONS	5
1.1	Title	5
1.2	Statement of Legislative Purpose and Intent	5
1.3	Authority	6
1.4	Jurisdiction and Application	6
1.5	Severability	6
1.6	Amendments	7
1.7	Types of Subdivisions	7
	A. General	7
	1. Commercial/Office Subdivisions	7
	2. Industrial Subdivisions	8
	3. Residential Subdivisions	8
1.8	Resubdivision of Land	8
1.9	Vacation of Plats	8
1.10	Variances	9
	A. General	9
	B. Procedures and Conditions	10
1.11	Filing Fees	10
SECTION 2.0	DEFINITIONS	11
2.1	Usage	11
SECTION 3.0	APPLICATION PROCEDURE AND REVIEW PROCESS	16
3.1	General	16
3.2	Pre-Application Procedure	16
	A. Submission of Sketch Plans	16
	B. Review of Sketch Plans	17
	C. Advice	17
3.3	Preliminary Plat Approval/Notification	17
	A. Application	17
	B. Notification	17
	C. Staff Review	18
	D. Planning Commission Action	18
	1. Approval	18
	2. Conditional Approval	19
	3. Denial	19
3.4	Final Plat Procedure	19
	A. Application	19
	B. Review of the Final Plat	19
	C. Approval	19
	D. Denial	20
	E. Staging	20
3.5	Combined Preliminary and Final Plat Procedure	20
	A. Submission of Combined Application	20
	B. Minor Subdivisions	20

G. Provision of Access to Adjacent Unplatted Property	35
5.2 Streets	36
A. General Guidelines	36
B. Right-of-Way/Paving Width	37
5.3 Easements	42
5.4 Alleys	42
5.5 Lots	42
5.6 Platted Building Lines and Buffers	44
5.7 Blocks	45
5.8 Sidewalks	46
5.9 Storm Drainage	46
5.10 Commercial/Office and PCD Subdivisions	48
A. General	48
B. Boundary Streets	48
C. Vertical and Horizontal Alignment	49
D. Lots	49
E. Blocks	49
F. Platted Building Line	49
G. Internal Circulation	50
H. Curb Cut Design	51
5.11 Industrial Subdivision	51
A. General	51
B. Street Design	52
C. Blocks and Lots	52
D. Building Lines and Lot Coverage	53
E. Provision of Open Drainage	53
5.12 Hillside Regulations	54
A. General	54
B. Calculation of Average Slope	54
C. Calculation of the Total Number of Lots	55
D. Conformance	55
E. Retaining Walls	55
F. Rugged Areas	55
G. Front Yard Setbacks	55
H. Cuts and Fills	55
I. Vehicular Access Easements	56
J. Soils Analysis	56
5.13 Multiple Building Sites	56

SECTION 6.0 REQUIRED IMPROVEMENTS AND ASSURANCES FOR AND COMPLETION MAINTENANCE	57
6.1 Required Public Improvements	57
A. Streets	57
B. Curbing	57
C. Shoulders	58
D. Water Supply	59

	E. Sanitary Sewage Disposal	59
	F. Storm Drainage	59
	G. Sidewalks	60
	H. Street Lighting	60
	I. Other Utilities	61
	J. Monuments	61
	K. Fire Hydrants	61
	L. Street Name Signs	62
6.2	Assurance for Completion of Improvements	62
	A. Certificate of Completion of Improvements	62
	B. Performance Bond	62
	C. Cash Deposit	62
	D. Tri-Party Agreement	62
	E. Maintenance Bond	63
6.3	Inspection of Improvements	63
	A. Re-Inspection of Improvements	63
	B. Issuance of Building Permit	64
6.4	Maintenance Bond	64
6.5	Acceptance of Public Facilities, Dedications and Recordation	65
	A. Acceptance and Dedication	65
	B. Recorded with the Circuit Clerk	65
	C. Notification of Recordation	65
6.6	Enforcement	65

SECTION 1.0 GENERAL PROVISIONS

1.1 Title

This regulation shall hereafter be known and may be referred to as the Subdivision Regulation of the City of Ward, Arkansas.

1.2 Statement of Legislative Purpose and Intent

The subdivision of land is an early step in the process of urban development. The arrangement of land parcels in the community for residential, commercial and industrial uses and for streets, alleys, schools, parks and other public purposes, will determine to a large degree the conditions of health, safety, economy and amenity that prevail in the urban area. The quality of these conditions is of public interest. This regulation incorporates standards designed to ensure proper development of land for urban use. The specific purposes of these regulations are:

- A. To protect and provide for the health, safety and general welfare of the public.
- B. To guide the future growth and development of the municipality in accordance with the municipal plan.
- C. To provide for adequate light, air and privacy; to secure safety from fire, flood and other danger and to prevent overcrowding of the land and undue congestion of population.
- D. To protect and conserve the value of buildings and improvements and to minimize adverse impact on adjoining or nearby properties.
- E. To establish a beneficial relationship between the uses of land and buildings and the municipal street system, to require the proper location and design of streets and building lines, to minimize traffic congestion and to make adequate provision for pedestrian traffic circulation.
- F. To establish reasonable standards of design and procedures for subdivision and resubdivisions, in order to further the orderly layout and use of land and to ensure proper legal descriptions and monumenting of subdivided land.
- G. To encourage the wise use and management of natural resources, to provide adequate and safe recreational areas, to maintain the natural beauty and topography of the municipality and to ensure appropriate development with regard to these natural features, to minimize the pollution of air, ponds and streams and to ensure the adequacy of drainage facilities.

1.3 Authority

This regulation is adopted pursuant to the authority granted by Act 186 of the 1957 General Assembly of the State of Arkansas as amended and other applicable laws. The Ward Planning Commission shall exercise the power and authority to review, approve and disapprove plats for subdivisions and improvements in accordance with these regulations.

1.4 Jurisdiction and Application

It is hereby declared to be the policy of the City of Ward to consider the subdivision of land and the subsequent development of the subdivided plat as subject to the control of the City pursuant to the Municipal Plan and the Master Street Plan for the orderly, planned, efficient, and economical development of the Municipality.

This regulation shall be applicable to all lands within the City and its planning jurisdiction, except lots of record prior to adoption of this regulation.

This regulation shall apply to the subdivision of land as follows:

- A. All divisions or platting of a tract or parcel of land into one or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale or building development, shall be considered a subdivision and subject to this regulation.
- B. The division of land into tracts of five (5) acres or greater where no street right-of-way dedication or the provision of utilities is required shall not constitute a subdivision.
- C. The dedication or vacation of any street or alley through any tract of land regardless of the area involved as may be desired by the owner or if necessary to achieve conformance with the Master Street Plan, shall be considered a subdivision and subject to this regulation.
- D. Development involving the construction of buildings, together with the provision of street access and utilities and which is not sub-divided into customary lots, blocks, and streets shall be considered a subdivision and subject to this ordinance. Plans for all such developments shall be submitted to the Planning Commission for approval. After approval is granted, a plat in proper form for recording shall be submitted to the Circuit Clerk.

1.5 Severability

If any section, paragraph, clause or part of this subdivision regulation is, for any reason, held void and invalid, such decision shall not affect the validity of the remaining provisions of this regulation. The City Council hereby declares that it would have enacted the remainder of these regulations even without such sections, paragraphs, clauses, parts or positions.

1.6 Amendments

This regulation may be amended at any time after the Planning Commission has held a public hearing on the proposed amendments. At, on, or after such public hearing, the Planning Commission may recommend to the City Council the adoption of such amendments.

1.7 Types of Subdivisions

A. General - Recognizing that subdivision regulations must be applied to various land development types, and because of the special conditions pertaining to each, this regulation hereby provides for the establishment of three subdivision types: Commercial/Office, Industrial and Residential Design standards applicable to each of these three types are outlined in this regulation. Prior to the approval of any preliminary plat, the Planning Commission shall classify and evaluate each subdivision according to its planned future use, it being the responsibility of the applicant to identify the type of proposed plan. Where a proposed plat incorporates more than one use of the type specified in this section, either the different land use types shall be clearly delineated on the submitted plat, or separate plats shall be filed for each land use type together with a scale drawing illustrating the proposed layout as a totality.

The purpose and intent of each subdivision type shall generally be as follows:

1. Commercial/Office Subdivisions - Commercial/Office Subdivisions are intended to accommodate one or more commercial building sites on either single or multiple lots in a carefully planned configuration designed to protect and enhance the viability of each separate structure and ownership. Commercial and office uses shall be those defined as such in the Ward Zoning Ordinance.

2. Industrial Subdivisions - Industrial subdivisions are intended to fulfill a two-fold objective; to provide both opportunity and flexibility for industrial activities to take place at appropriate locations in a compatible manner with adjacent nonindustrial areas; to require the application of sound design principles and the orderly development of industrial parcels involving the creation of one or more building sites or lots. Industrial uses shall be defined as such in the Ward Zoning Ordinance.
3. Residential Subdivisions - Residential subdivisions are intended to ensure efficient, aesthetic and convenient designs for single family, zero-lot-line, duplex and multi-family residential development and to provide harmonious relationships with surrounding areas. Residential uses shall be those defined as such in the Ward Zoning Ordinance.

1.8 Resubdivision of Land

A. Previously platted lots served by an existing street system may be recombined on a final plat provided the newly created plat does not exceed the minimum requirements for lots as to the number or extent of nonconformities of size, shape or open space for the zoning district in which the subdivision is located or is not below the minimum requirements for lots in accord with the Arkansas Health Department regulations concerning septic tank systems.

B. Previously platted lots or series of lots returned to acreage by court order or which were formerly provided access from rights-of-way which have been abandoned, shall be resubdivided in conformance with these regulations prior to issuance of any permits for construction. The reduction to acreage and/or abandonment of street right-of-way shall constitute abandonment of the former lots or record.

1.9 Vacation of Plats

A. Any plat or any part of any plat lying within the City of Ward, Arkansas, may be vacated by the owner at any time before the sale of any lot therein. Vacation of a plat shall be subject to the approval of the City Council. The City Council may reject any proposed plat vacation which abridges or destroys any public rights in any public use areas, improvements, streets or alleys. Any plat lying outside the City limits of the City of Ward, Arkansas and within the extraterritorial jurisdiction may be vacated by action of the appropriate County authority. The owner of lands for which a request for vacation is filed and granted shall provide the appropriate documents to the Circuit Clerk to carry out the vacation order.

B. Upon recordation, such vacation shall have the effect of divesting the public of all rights in the streets, alleys, public areas, and dedications laid out for describing in such plat. ---

C. When lots have been sold, the plat may be vacated in the manner established herein, provided the owners of all lots join the plat vacation application.

1.10 Variances

A. General. This regulation is the standard requirement of the City. Where the Planning Commission finds, however, that extreme hardships or practical difficulties may result from strict compliance with these regulations, or the purpose of these regulations may be served to a greater extent by an alternative proposal, it may approve variances to the subdivision regulation so that substantial justice may be done and the public interest secured. Such variances, however, shall not have the effect of nullifying the intent and purpose of this regulation. The Planning Commission shall only approve variances where it finds that:

1. The granting of the variance will not be detrimental to the public safety, health, or welfare, or injurious to other property.

2. The conditions upon which the request for variance is based are unique to the property for which the variance is sought and are not applicable generally to other properties.

3. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, strict application of these regulations would deprive the owner of reasonable use of his property.

4. The variance will not in any manner vary the provisions of the Zoning Ordinance, the Master Street Plan, or the Land Use Plan. For purposes of platting lots abutting or fronting on streets identified as requiring special setbacks in the Master Street Plan, the platted building lines shall conform to the plan.

5. The variance is not based solely on pecuniary difficulties, but has other overriding hardships.

B. Procedures and Conditions. No variance shall be granted except upon written petition by the subdivider when the preliminary plat is filed for consideration by the Planning Commission. The petition shall state fully the grounds for the application and all of the facts upon which the petition is made. In approving variances, the Planning Commission, may, at its option, require special conditions to ensure development in accordance with objectives, standards and requirements of this regulation.

1.11 Filing Fees

Filing fees for all sections of these Regulations shall be those established from time to time by the City Council. The filing fee shall cover the initial review and follow-up review. Any additional reviews will be charged to the applicant and must be paid before the final plat will be approved.

SECTION 2.0 DEFINITIONS

2.1 Usage

For the purpose of these regulations, the following words and terms shall be used, interpreted and defined as set forth in this section. Definitions not expressly prescribed herein are to be construed in accordance with customary usage in municipal planning and engineering practice. The word "may" is permissive while the word "shall" is mandatory and not merely directory.

Alley: A public or private right-of-way primarily designed to serve as a secondary access to the side of or rear of properties whose principal frontage is on some other street.

Applicant: The owner of land proposed to be subdivided or his representative. Consent shall be required from the legal owner of the premises.

Bill of Assurance: A legal document specifying the covenants and restrictive conditions applicable to a particular property.

Block: A tract of land entirely bounded by streets, or by a combination of streets and public parks, cemeteries, railroad rights-of-way, shorelines, waterways, or boundary lines of municipalities.

Buffer: A permanently natural or landscaped area serving to separate two different land uses or developments.

Building Line: The line within a property which defines a minimum, horizontal distance to be provided between a building and the adjacent property line.

Capital Improvement Program: A proposed schedule of all future projects listed in order of construction priority, together with cost estimates and anticipated means of financing each project. All projects require the expenditure of public funds, over and above the annual local government's operating expenses for the purchase, construction, or replacement of the community's physical assets.

City: The City of Ward, Lonoke County, Arkansas.

Circuit Clerk: The Circuit Clerk for Lonoke County, Arkansas.

City Clerk: The City Clerk of the City of Ward, Arkansas.

Commercial Subdivision: A tract or parcel of land for commercial uses as defined in the Zoning Ordinance.

Commission: The Ward Planning Commission, Lonoke County, Arkansas.

County: The County of Lonoke County, Arkansas.

swalks: A strip of land dedicated for public use which is reserved across the purpose of providing pedestrian access to adjacent areas.

street with only one outlet and having an appropriate and convenient turn-around or reversal of traffic

by a property owner for the use by another and for any designated part of his property.

Professional Engineer registered to practice in the State of

divided street or highway with no access from abutting which has either separated or at-grade.

divided street or highway with complete access control and which interchanges with all other public streets and highways.

1: A street parallel to and adjacent to an expressway, freeway or which provides access to abutting properties.

the slope of a road, street, or other public way, specified in percentage

Department: The Lonoke County Health Department, and/or Arkansas Department of Health.

Industrial Subdivision: A tract or parcel of land for industrial uses as defined in Zoning Ordinance.

Top Street: A street closed on either end with "T" intersections and which intersects the same street twice with no other intersection.

Lot: A portion of a subdivision, or any other parcel of land, intended as a unit for transfer or ownership or for development.

Lot of Record: Any tract, lot, parcel or legally describable ownership existing prior to the adoption of this regulation. In order to qualify, a public record such as a deed or plat shall be required.

Lot, Corner: A lot abutting upon two or more streets at their intersection.

Lot, Double Frontage: A lot fronting on two parallel streets but not including a corner lot.

Lot, Reverse Frontage: A double frontage lot which is designed to be developed with the rear yard abutting a major street and with primary means of ingress and egress provided on a minor street.

Lot Split: The dividing or redividing of a lot or lots in a recorded plat of a subdivision into not more than two tracts according to the criteria established within these regulations.

Lots, Pipe-Stem: Lots with narrow street frontage and disproportionately wider rear yards.

Maintenance Bond: A bond furnished by the subdivider or contractor to the City of Ward, for a period of time, to cover the cost of repairs resulting from defects in materials and workmanship of public improvements installed by the subdivider, or his contractor.

Master Street Plan: The official street plan for the City of Ward, denoting street Classifications, alignments and their design standards.

Minor Subdivision: A subdivision of less than four lots, intended for residential or commercial use and with no required dedication.

Neighborhood: A number of residential units united by a network of residential and collector streets forming a loosely cohesive community characterized by individual features that together establish a distinctive appearance and atmosphere.

Off-Site: Any premises not located within the area of the property to be subdivided, whether or not in the same ownership of the applicant.

Owner: The owner or owners of record for all the land in a subdivision or authorized agent thereof.

Pavement Width(Back to Back): That portion of a street measured from the back of a curb on one side of the street to the back of the curb on the other side of the street.

Performance Bond: A bond posted by the developer to the City to guarantee completion of the necessary improvements within a subdivision.

Planned Commercial Development (PDC): A Planned Unit Development which is composed of non-residential land uses.

Planned Unit Development: Parcel or parcels of land proposed for development as a single entity and which may include dwelling units, commercial, office, industrial uses or any combination thereof under the provisions of the Zoning Ordinance.

Planning Area: The area within which these regulations are enforced, including the corporate limits of the City and the extraterritorial limits as allowed under Arkansas Act 186 of 1957, or other subsequent amendments or acts.

Plat, Final: A finished drawing showing completely and accurately all legal and engineering information required herein and including the Bill of Assurance.

Plat, Preliminary: The preliminary drawing or drawings, described in these regulations, indicating the proposed manner or layout of the subdivision to be submitted to the Planning Commission for review, and including the preliminary Bill of Assurance.

Resubdivision: A change in a map of an approved or recorded subdivision plat and requiring approval by the Planning Commission.

Right-of-Way, Public: A strip of land dedicated or deeded to the public, occupied by a street, crosswalk, railroad or utility service, and delineated on the final plat.

Service Easement: A recorded easement used by public utilities for the purpose of installation and maintenance of facilities or used by the public as a means of vehicular access to commercial, office, industrial and multi-family developments.

Staff: The Mayor, Building Inspector and others who may be named by the City of Ward.

Street, Arterial: Any street designed primarily to accommodate major traffic movements between cities or between various sections of the City, which forms part of a network of through streets, and which provides service and access to abutting properties only as a secondary function.

Street, Boundary: An existing or proposed public street or street right-of-way abutting or sharing a common property line with a tract of land to be developed or subdivided.

Street, Collector: Any street designed primarily to gather traffic from local or residential streets and carry it to the arterial system.

Street, Minor Commercial: A commercial cul-de-sac not greater than 300 ft. in length.

Street, Minor Residential: Loop and cul-de-sac streets not exceeding 750 feet in length in the case of the latter and 1500 feet in the case of the former and providing access to not more than 35 single family units.

Street, Private: Cul-de-sac or loop streets built to public street standards, but specifically allowed as private streets by the Planning Commission.

Street, Public: A dedicated and accepted right-of-way for vehicular traffic which affords the principal means of access to abutting property.

Street, Residential: A street designed to provide circulation within a residential subdivision and to individual lots.

Subdivider: Any person, individual, firm, partnership, association, corporation, estate, or trust, or any other group or combination acting as a unit, dividing or proposing to divide land so as to constitute a subdivision as herein defined and includes any agent of the subdivider.

Surveyor: A Land Surveyor registered in the State of Arkansas.

Vehicular Access Easement: A vehicular easement authorized by the Planning Commission to provide primary access in hillside areas and not more than 300 feet in length nor serving more than five lots.

Zero Lot Line Development: A residential development concept eliminating the normally required side yard for one side, to provide for more usable open space on the other side.

SECTION 3.0 APPLICATION PROCEDURE AND REVIEW PROCESS

3.1 General.

The application procedure and approval process for subdivision development shall be accomplished in four stages.

A. The first step consists of a sketch plan conference. Such pre-application procedure shall involve an informal discussion with the developer and the staff and the submittal of a sketch plan.

B. The second step involves preparation of a preliminary plat by the applicant for consideration and approval by the Planning Commission. This document is designed to show the proposed subdivision in sufficient detail to indicate its workability in all respects, but not in final form, with all the details fully computed. A subdivider proposing to subdivide within the territorial jurisdiction of Ward shall not proceed with any construction work on the proposed subdivision, including grading, before obtaining preliminary plat approval.

C. The third step involves submittal of a final plat conforming to the preliminary plat. This step shall be initiated within twelve months after approval of the preliminary plat by the Planning Commission unless construction work is actively progressing, in which case the preliminary approval remains valid. The final plat is a completed document incorporating specifications in a form required for legal recordation and sale of lots. No subdivision plat or any plat thereof shall be recorded prior to obtaining final plat approval from the Ward Planning Commission, nor shall the subdivider convey title to any lot or lots before obtaining final plat approval.

D. The fourth step involves acceptance of all public dedications as herein prescribed by either the City Council or Lenoke County, determined by appropriate area.

3.2 Pre-Application Procedure

A. Submission of Sketch Plans. Any owner of land within the jurisdiction of this regulation seeking to plat a property shall submit sketch plans and data concerning existing conditions within the site and its vicinity to the staff. Submitted information shall convey the intentions of the subdivider as to the proposed layout and type of development. No fees shall be collected for pre-application review, its purpose being to acquaint the subdivider with plans and policies in effect that would be significant to the proposed subdivision.

B. Review of Sketch Plans. The pre-application procedure affords the subdivider the opportunity to obtain the advice and assistance of the staff early and informally in order to: —

1. Assist the subdivider in analyzing the development plan.
2. Give informal guidance to the development at a stage when potential points of difference can be more easily resolved, thus simplifying official actions and saving unnecessary expense and delay to the subdivider.
3. Determine whether or not a combined preliminary and final plat procedure may be authorized under Section 3.5 of this regulation.

C. Advice. Advice of the staff shall be provided in either verbal or written form, at the option of the subdivider, within thirty days of the sketch plan submittal. It is binding on neither the City nor the subdivider.

3.3 Preliminary Plat Approval/Notification

A. Application. Whenever a subdivision is proposed to be made or before sale of any lots located in said subdivision as a whole or any part thereof is made, or before building permits are approved for multiple building sites, the owner shall file a plan of the proposed subdivision with the Planning Commission for approval. The applicant shall submit all the necessary fees as described in Section 1.11 and meet all the submittal requirements at the time of the filing as described in Section 4.1 of this regulation.

B. Notification. For nonresidential plats, in areas where zoning is not applicable, the applicant shall submit proof of written notice to all owners of land contiguous to the subdivision presented for approval. For residential plats, the applicant shall give written notice to all owners of unplatted tracts and all platted lots in excess of 2.5 acres contiguous to the subdivision presented for approval. For all owners of residential or nonresidential parcels landlocked and contiguous to the subdivision, notice shall be given. The procedure for such notice shall be as follows:

Not less than ten days prior to the Planning Commission meeting, a written notification containing the time, place and date of the hearing shall be given. The applicant shall obtain the names of those owners required to be notified from a licensed abstractor. Said notice shall be sent by certified or registered mail or a petition of notification circulated to the last known address of such record owner(s) and the petitioner shall execute and file with the staff an affidavit showing compliance herewith, attaching as exhibits to

said affidavit official evidence that said notices have been so mailed or petition circulated.

C. Staff Review.

1. The staff and other appropriate city and public agency staff shall review the proposed subdivision for conformance with this regulation. In its review, staff shall take into consideration the requirements of the community and the use of the land being subdivided and may offer suggestions concerning changes they feel would enable the project to meet the purpose and intent of this Subdivision Regulation. Particular attention shall be given to width, arrangement and location of streets, utility easements, drainage, lot sizes and arrangements and other facilities such as parks, playgrounds or school sites, public buildings, parking areas, arterial streets and the relationship of the proposed subdivision to adjoining, existing, proposed and possible subdivision of lands.

2. The City staff shall distribute copies of the preliminary plat to other City departments, utility companies and county and state agencies as appropriate with the request that their recommendations for either approval or disapproval be provided in writing. Such recommendations shall be forwarded to the Planning Commission along with the staff's own recommendation.

D. Planning Commission Action. The Planning Commission shall review preliminary plats at its regularly scheduled monthly meeting at which time interested persons may appear and offer evidence in support of or against such preliminary plat. The Planning Commission shall then approve, conditionally approve, deny or defer the plat. Notification of decision and reason shall be provided in writing to the subdivider within ten (10) days of the Planning Commission's meeting.

1. Approval

a. A preliminary plat approved by the Planning Commission shall be effective and binding upon the Commission for twelve (12) months or as long as work is actively progressing, at the end of which time the final plat application for the subdivision must have been submitted to the staff. Any plat not receiving final approval within the period of time set forth herein or otherwise conforming to the requirements of this regulation, shall be null and void, and the developer shall be required to submit a new plat of the property for preliminary approval subject to all zoning restrictions and subdivision regulations.

b. Approval of the preliminary plat shall be accompanied by a Certificate of Preliminary Plat Approval executed by the Planning Commission. Such approval authorizes the subdivider to proceed with preparation of an application for final plat approval.

c. Receipt by the subdivider of the executed Certificate of Preliminary Plat Approval is authorization to proceed with the preparation of necessary plans and specifications and the installation of required public improvements. The subdivider shall build all public street and drainage improvements to the specifications of the construction plans approved by the City. Construction work shall be subject to on-site inspections by the City to verify conformance with the approved construction plans. The necessary plans and specifications (engineering designs) require approval of the engineering staff prior to any construction in the subdivision.

2. Conditional Approval. If the application is conditionally approved by the Planning Commission, the Planning Commission shall specify such conditions to the applicant in writing within ten (10) days of Planning Commission action, with a copy supplied to the engineer of record. Such conditions shall be agreed to by the applicant and necessary changes made to the preliminary plat before the Certificate of Preliminary Plat Approval can be executed by the Planning Commission.

3. Denial. If the application is denied by the Planning Commission the applicant shall be so notified in writing within ten (10) days and the reasons therefor shall be stated. A denied application may be resubmitted to the staff after required modifications have been made.

3.4 Final Plat Procedure.

A. Application. An applicant seeking the approval of a final plat shall submit the necessary documents for the Planning Commission. Such application shall conform to the submittal requirements described in Section 4.3 of this regulation.

B. Review of the Final Plat. The staff shall review final plats for conformance with drainage and/or construction plans approved in conjunction with the preliminary plat. Comments will be forwarded to the Planning Commission for use in final plat review.

C. Approval. Responsibility for final plat approval shall reside with the Planning Commission, which body shall approve or disapprove the final plat within thirty (30) days of the submittal thereof, unless the subdivider agrees in writing to deferral. No final plat shall be approved until its

conformance with the preliminary plat has been verified and the subdivider and the City have entered into an agreement assuring completion of all required improvements as specified in Section 6.2 of this regulation. Approval of the final plat shall be accomplished when the Chairman of the Planning Commission signs the Certificate of Final Plat Approval as shown in Section 4.3 of this regulation and all fees have been remitted as per Section 1.11.

D. Denial. Any plat submitted for final plat approval not in conformance with the preliminary plat as determined by the Planning Commission shall be denied. If the final plat is denied, such decision shall be communicated to the subdivider in written form expressing the reasons therefor within ten (10) days after such determination is made.

E. Staging. The subdivider may, and in conformance with the provisions of Section 4.3 of this regulation, seek final approval for only a portion of the property for which the preliminary plat was approved. For residential plats, however, such stages shall contain at least five (5) per cent (but in no case less than (5) lots) of the total number of lots contained within that phase of the approved preliminary plat seeking final plat approval. The Planning Commission may require that the performance bond for the public improvements be in such amount as is commensurate with the stage of the plat being filed and may defer additional performance bond requirements until additional stages of the plat are offered for filing.

3.5 Combined Preliminary and Final Plat Procedure

A. Submission of Combined Application. Based upon the pre-application procedure and for minor subdivisions, lot splits and planned unit developments where no public purpose would be served by separate steps, a combined preliminary and final plat procedure may be authorized in the following circumstances and in conformance with the requirements and standards specified herein.

B. Minor Subdivisions.

1. Authorization. The staff may authorize a combined preliminary and final review procedure for minor subdivisions. All plats submitted as minor subdivisions, shall require review and approval by the Planning Commission. (See Definitions - Minor Subdivision.)

2. Review and Approval. Request for minor subdivision approval shall be made by the owner of the land to the staff. Subdivision requirements shall be the same as those required for final plat. The Planning Commission shall review the plat. If the final plat is in conformance with the objectives and standards of this regulation and all required information is contained thereon, the

Planning Commission shall certify its approval of the plat, making proper notation on the original tracing of said plat, and permit the plat's recording in the Office of the Circuit Clerk.

C. Lot Splits.

1. General Intent and Definition. The Planning Commission shall approve or disapprove lot splits where a single lot, tract, or parcel is being split into two lots. The minimum lot size shall be governed by the lot size specified by the zoning classification of the subject property.

2. Application of Procedure. Request for lot split approval shall be made by the owner of the land to the Planning Commission. Ten (10) copies of a drawing to scale of the lots involved if there are no structures thereon, or if structures are located on any part of the lot being split, ten (10) copies of a survey of the lot(s) and the location of the structure(s) thereon, together with the precise nature, location and dimensions of the split, shall accompany the application.

3. Approval Guidelines. Approval or disapproval of lot splits shall be given based on the following guidelines:

- a. No new street or alley is required.
- b. No vacation of streets, alleys setback lines, access control or easements is required or proposed.
- c. Such action will not result in any significant increases in public service requirements, nor will interfere with maintaining existing public service levels.
- d. There is adequate street right-of-way as required by these regulations and the Master Street Plan.
- e. All easement requirements have been satisfied.
- f. Both lots created by such split shall have direct access to a public street according to the provisions of this regulation.
- g. No substandard sized lots or parcels shall be created.
- h. Such action will not result in a lot being split into more than two (2) tracts.

4. Approval. The Planning Commission shall, in writing, either

approve, conditionally approve, or disapprove the proposed lot split within thirty (30) days of application. If approved and after all conditions have been met, the Chairman shall sign and furnish a certified copy thereof and it shall be submitted by the applicant for recordation with the Circuit Clerk. One copy of the final recorded plat shall be furnished by the applicant to both the Planning Commission and the City Clerk.

D. Planned Unit Development. The Planned Unit Development process is especially designed to combine preliminary and final plats into a single streamlined procedure as a means of facilitating the development approval process. The Planning Commission may authorize the combination of preliminary plans for such projects in accordance with Ward Zoning Ordinance.

E. Plat Specifications. The final plat for minor subdivision or lot-splits shall be prepared on accepted tracing material or mylar film at a minimum scale of 1" = 100' submission of a regular final plat as outlined in Section 4.3.

F. Fees. The applicant shall submit all necessary fees as described in Section 1.11 and meet all submittal requirements at the time of the filing as described in Section 4.3 of this regulation.

SECTION 4.0 SUBDIVISION REQUIREMENTS.

4.1 Pre-Application Requirements.

In conjunction with a pre-application conference with the staff, whether optional or required, the subdivider shall provide the following information:

A. Vicinity Map. The vicinity map, covering a radius of one-half (1/2) mile of the proposed plat at a scale of 1" = 2000' shall generally locate arterial streets and highways, section lines, railroads, schools, parks and other significant community facilities. Where possible, the north direction of the vicinity map shall correspond to the north direction of the plat.

B. Sketch Plan. The sketch plan, on a current topographic survey, shall show in simple sketch form the proposed layout of streets, lots, and other features and their relationship to the surrounding development patterns.

C. Written Information. Written information, informally submitted, shall generally include the following: The applicant's name and address, the agent, acreage in the tract, area allocated to each land use, proposed bills of assurance, cultural and natural features of the site and anticipated subdivision characteristics including the number of lots per gross acre, approximate number of lots, average lot size, location of street rights-of-way and easements.

D. Fees and Forms. No application fees or special forms are required.

4.2 Preliminary Plat Application Requirements

Specific submission requirements include the following materials:

A. Application Form. A subdivision application form providing the following information shall be completed by the applicant and submitted to the Planning Commission.

1. Proposed name of subdivision.
2. Proposed type of subdivision.
3. Name and address of owner(s) of record.
4. Source of title giving deed record book and page number or instrument number.

5. Name and address of subdivider.
6. Linear feet in streets.
7. Average size of lots and minimum lot size.
8. Number of lots and lots per gross acre.
9. Location of the tract by legal description giving acreage to the nearest one-tenth of an acre.
10. Existing and proposed covenants and restrictions.
11. Proposed open space.
12. Source of water supply.
13. Where wastewater disposal is to be accomplished by extending wastewater utility facilities, this circumstance shall be indicated. In those instances where extraordinary systems are proposed in lieu of extending public wastewater systems, detailed information shall accompany the plat.
14. Community panel number, date and flood zone of site.
15. Such further information as the subdivider wishes to bring to the attention of the Planning Commission.
16. Submission of necessary fees as described in Section 1.11.

B. Vicinity Map. The vicinity map shall cover an area within a radius of one-half (1/2) mile of the proposed subdivision at a scale of 1" - 2000'. The drawing shall generally locate arterial streets, highways, section lines, railroads, schools, parks and other significant community facilities; and if possible shall be incorporated on the preliminary plat.

C. Preliminary Plat. Fifteen (15) black or blue line prints of the preliminary plat, clearly and legibly drawn, shall be submitted on white paper no larger than twenty-four (24) inches by thirty-six (36) inches. Extra large plats may be submitted on more than one conforming sheet. Plat scale shall be 1" = 50' for plats up to and including ten acres and 1" = 100' for plats larger than ten acres, except where a smaller scale may be deemed appropriate by the staff. The preliminary plat shall be identified by the name of the subdivision and shall include:

1. Contours shown at intervals of not more than five (5) feet for terrain with an average slope, exceeding ten per cent (10%) or more, and at an interval of two (2) feet for terrain with slopes of less than ten per cent (10%).
2. Proposed design including streets, alleys and sidewalks with proposed street names, lot lines with approximate dimensions, service easements, open space land to be reserved or dedicated for public uses and land to be used for purposes other than residential.
3. Minimum building setback lines for commercial/office, industrial and residential subdivisions and all setback lines for zero-lot-line, apartment and townhouse development.
4. Natural features within and immediately surrounding the proposed subdivision including drainage channels, bodies of water, wooded areas and other significant features. On all watercourses leaving the tract the direction of flow shall be indicated and for all watercourses entering the tract the drainage area above the point of entry shall be noted.
5. Storm Drainage Analysis showing drainage data for all watercourses entering and leaving the plat boundaries. The storm drainage analysis shall be prepared in sufficient detail to illustrate the proposed system's capability of accommodating a not less than one in ten year rainfall.
6. Date of survey, north point and graphic scale.
7. Any portion of property within the floodway or the 100 year floodplain, based upon the Federal Insurance Administration's National Flood Insurance Program provided for and adopted by the City of Ward or Lonoke County, whichever program is applicable.
8. Cultural features within and immediately surrounding the proposed subdivision including existing and platted streets, bridges, culverts, utility lines, pipelines, power transmission lines, all easements, park areas, structures, city and county lines, section lines and other significant information.
9. Preliminary storm drainage plan incorporating proposed easement dimensions and typical ditch sections.
10. Center line locations of all streets abutting proposed subdivision.

11. Names of recorded subdivisions abutting the proposed subdivision, with plat book and page number or instrument number.

12. For residential plats, names of owners of unplatted tracts abutting the proposed subdivision and the names of all owners of platted tracts in excess of 2.5 acres.

For commercial plats, names of owners of all land contiguous to the proposed subdivision.

For both residential and commercial subdivisions, names of all owners of landlocked parcels contiguous or within the plat boundaries.

13. Exact boundary lines of the tract indicated by a heavy line giving dimensions and all bearings.

14. Zoning classifications within the plat and abutting areas.

15. Municipal boundaries that pass through or abut the subdivision.

D. Engineering Analyses

1. Typical Street Cross Sections, and Profiles. At the option of the staff and where a street grade variance is being requested, the following information shall be provided.

a. Street cross sections of all proposed streets at one hundred foot (100) stations as follows: On a line at right angles to the center line of the street, and said elevation points shall be at the center line of the street, each property line and points twenty-five (25) feet inside each property line.

b. Streets profiles showing existing and proposed elevations along center lines of all roads drawn at a horizontal scale of 100' to the inch and a vertical scale of 10 feet to the inch, or as otherwise allowed by the Engineering needs. Where required, such profiles shall be prepared by an engineer registered to practice in the State of Arkansas.

2. Floodplain Analysis. Where a portion of the land area included on a plat is suspected to be flood prone and that area is not covered by the Flood Insurance Study prepared by the Federal Insurance Administration for the National Flood

Insurance Program, or is not covered by available U.S. Army Corps of Engineers information, an Engineering analysis shall be submitted. The analysis shall be submitted as part of the preliminary plat filing.

Such analysis shall be prepared by the engineer of record at owner's expense. The analysis, shall determine to the best of the engineer's ability a safe building line and it shall be clearly and legibly drawn on the preliminary plat.

3. Soils Test. Soils test may be required, at the expense of the applicant, by the Planning Commission where it is suspected that soil conditions may affect structural or operational aspects of the facilities to be constructed. Such circumstances may include the stability of slopes, foundation conditions and potential hazards created by deep cuts and fills required for street or utility construction and similar situations.

E. Certificates, Fees and Bills of Assurance

1. Preliminary Plat Certificates. Each preliminary plat submitted to the Planning Commission shall carry the following Certificates as appropriate:

a. CERTIFICATE OF PRELIMINARY SURVEYING ACCURACY

I, _____ hereby certify that this plat correctly represents a boundary survey made by me and all monuments shown hereon actually exist and their location, size, type and material are correctly shown.

Signed

Date of Execution

Name, Registered Land
Surveyor No. _____
Arkansas

b. CERTIFICATE OF PRELIMINARY ENGINEERING ACCURACY
I, _____ hereby certify that this plat correctly represents a plat made by me, or under my supervision, and that engineering requirements of the Ward Subdivision Rules and Regulations have been compiled with.

Signed

Date of Execution

Name, Registered
Engineer No. _____, Arkansas

c. CERTIFICATE OF PRELIMINARY PLAT APPROVAL

All requirements of the Ward Subdivision Rules and Regulations relative to the preparation and submittal of a Preliminary Plat having been fulfilled, approval of this plat is hereby granted, subject to further provisions of said Rules and Regulations.

This Certificate shall expire

Date

Signed

Date of Execution

Chairman, Ward
Planning Commission

2. Fees. Filing fees for preliminary plats shall be those established by the City Council of the City of Ward, Arkansas.

3. Bill of Assurance. A draft of any Bill of Assurance proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to a property shall be submitted for review at the time of preliminary plat review.

4.3 Final Plat Application Requirements

A. General. Submission for certification of final plat approval shall consist of the document plus fifteen (15) copies showing all certificates as specified in "D" below, and with the Certificate of owner, Certificate of Engineering Accuracy and Certificate of Surveying Accuracy being executed. The final plat shall be clearly and

legibly drawn in black ink on suitable tracing material at the same scale and dimensions used for the approved preliminary plat.

B. Final Plat. The final plat shall indicate the following information:

1. Name and address of owner of record and subdivider.
2. Name of subdivision.
3. Date of the plat, north point, and graphic scale.
4. Names of all streets.
5. True courses and distances to two established land corners or corners of record which shall accurately describe the location of the plat.
6. Exact boundary lines of the tract indicated by a heavy line or other acceptable control traverse, giving dimensions to the nearest hundredth of a foot and bearings to the nearest second in order to achieve an unbalanced error of closure of at least one in five thousand.
7. Streets and alleys within and abutting the subdivision, with street names indicated and showing the source of dedication when required.
8. Street center lines showing angles of deflection or bearing, angles of intersection, radii, length of tangents, and with basis of curve data.
9. Source of title giving deed record book and page number or instrument number.
10. Lot lines with dimensions to the nearest tenth or hundredth of a foot, bearings and angles sufficient to reproduce the survey and chords and radii of rounded corners.
11. Building setback lines with dimensions.
12. Lot and block numbers.
13. Easements, buffer strips and public service utility rights-of-way lines giving dimensions, locations and purpose.

14. Accurate outlines and descriptions of any areas to be dedicated or reserved for public use or acquisition with the purpose indicated thereon and of any areas to be reserved by deed covenant or Bill of Assurance for common use of all property owners.
15. Accurate locations and description of all monuments.
16. Key map where more than one sheet is required to present map.
17. Location of tract by legal description and giving acreage.
18. Any area or lot which may be prone to local flooding shall have the lowest allowable finished floor elevation indicated on the final plat. This elevation shall be compared to the one in one hundred year flood elevation shown on the Flood Insurance Study or, if not available, any other applicable study in which the one in one hundred year flood elevation is depicted. The staff and the Planning Commission shall review and approve compliance with the local Flood Hazard Prevention Ordinance.
19. Plat note stating "No changes in this plat are permitted without approval of Ward Planning Commission".
20. A 1" = 200' scale version of the plat, which may be achieved through a reduction or enlargement process, must be provided to the City Clerk.

C. Written Information

1. Error of closure calculations shall be submitted when requested. When errors are suspected, the Planning Commission may cause a survey or check the final plat for correctness.
2. Certification of approval of water supply and sanitary sewage disposal by the appropriate agency, when not connected to the municipal system.

D. Certificates, Fees, and Bills of Assurance

1. Final Plat Certificates. Each final plat submitted to the staff for approval shall carry the following certificates printed thereon.

a. CERTIFICATE OF OWNER

We, the undersigned, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted and subdivided, and do hereby lay off, plat and subdivide said real estate in accordance with this plat.

Signed

Date of Execution

Name

Address

Source of Title: D.R. _____ Page _____
Instrument No. _____

b. CERTIFICATE OF RECORDING

This document, number _____ filed for record _____,
19____, in Plat Book _____, Page _____.

Signed

(Name) Clerk

c. CERTIFICATE OF ENGINEERING ACCURACY

I, _____ hereby certify that this plat correctly represents a plan made by me, or under my supervision, and that the engineering requirements of the Ward Subdivision Rules and Regulations have been complied with.

Signed

Date of Execution

Name, Registered
Professional Engineer No. _____,
Arkansas

d. CERTIFICATE OF SURVEYING ACCURACY

I, _____ hereby certify that this plat correctly represents a boundary survey made by me and boundary markers shown hereon actually exist and their location, type and material are correctly shown.

Signed

Date of Execution

Name, Registered Land
Surveyor No. _____, Arkansas

e. CERTIFICATE OF FINAL APPROVAL

Pursuant to the Ward Subdivision Rules and Regulations, and all of the conditions of approval having been completed, this document is hereby accepted. This Certificate is hereby executed under the authority of said Rules and Regulations.

Signed

Date of Execution

Chairman, Ward Planning
Commission

2. Fees. Filing fees for final plat shall be those established by the City Council of the City of Ward.

3. Bill of Assurance. The Bill of Assurance shall be submitted to the staff for review and acceptance with the final plat. Such document shall incorporate the same provisions as those filed with the preliminary plat, including, but not necessarily limited to the following:

Offering dedications of streets and alleys, parks and other public lands, establishing easements; setting forth privileges and conditions pertaining thereto and covenants of the subdivision; setting forth procedures by which amendments to the Bill of Assurance can be made. Said Bill of Assurance shall contain reference to the approval of the final plat.

Where minimum floor elevations are required to be placed on the final plat, the source of the information by which the elevation was obtained shall be shown on both the plat and contained in the Bill of Assurance. The Bill of Assurance shall contain language advising the property owner to verify the most current information available on the status of flooding on the property.

SECTION 5.0 DESIGN STANDARDS

5.1 General Principles

In addition to the requirements for improvements and their design, the following considerations shall guide the staff and the Planning Commission in their review of proposed subdivision plats.

A. Conformance to Rules and Regulations. All proposed subdivisions shall conform to the following laws, rules and regulations:

1. The Master Street Plan, the Land Use Plan and other city plans as applicable within the planning area jurisdiction.
2. Municipal Zoning Ordinance and Building and Housing Codes as applicable within the corporate limits.
3. Standards and regulations adopted by the City Council and all boards, commissions and agencies of the City of Ward.
4. Established goals, objectives and policies of the City Council and the Planning Commission.
5. For purposes of dedication of private streets to the public for maintenance, the standards set forth in the Master Street Plan shall apply. All plats submitted under this provision shall be reviewed with the standards provided being minimums. Streets may be required to be developed at a higher standard than required by the Master Street Plan when development is proposed or occurs which generates traffic which exceeds the design standard proposed by the Master Street Plan.

B. Character of the Land. Land which the Planning Commission finds to be unsuitable for a subdivision or development due to flooding and improper drainage, steep slopes, rock formations, adverse earth formations or topography, utility easements, or other such features deemed harmful to the safety, health, and general welfare of the present or future inhabitants of the subdivision and its surrounding areas, shall not be subdivided or developed unless adequate methods are formulated by the developer and approved by the Planning Commission to solve the problems created by the unsuitable land conditions. Such land shall be set aside for uses that shall not involve such a danger. In particular, land within the 100 year floodplain as defined by the U.S. Army Corps of Engineers or the appropriate federal agency shall not be platted for urban purposes, unless the subdivider shall incorporate such improvements as required by the Planning Commission as will render the area substantially safe for development.

C. Adequacy of Public Facilities and Services. The availability of water, sanitary sewer service, fire protection, police protection, refuse service, public schools and parks and recreation facilities shall be considered by the staff in its analysis of the plat.

D. Reservation of Public Facilities. Where proposed community or public facilities of the municipal plan are located in whole or in part in a proposed subdivision, the Planning Commission, Council or public body shall require that land for those public facilities be reserved as a condition of preliminary plat approval. Within 12 months of following the approval of the preliminary plat, the public board, commission or body having jurisdiction or financial responsibility for the acquisition of said reserved facility or facilities shall execute a written contract to acquire by purchase or file suit for condemnation of said area reserved for such facility or facilities. Provided further, however, said contract to acquire must be closed within twelve months following the date of the approval of said preliminary plat.

E. Subdivision and Street Names. The proposed name of subdivision and streets shall not duplicate, or too closely approximate phonetically, the name of any street or subdivision in the area covered by these regulations. The Planning Commission shall have final authority to designate street and subdivision names, where conflicts exist with other established subdivisions with the county.

F. Approval of Planned Unit Development. Design standards outlined in Section 5.10 of this regulation and in the Zoning Ordinance shall serve as overall guidelines for project approval through the PUD process. Such standards, however, may be modified for a Planned Unit Development which, in the judgment of the Planning Commission, will provide adequate public spaces and improvements for the circulation, recreation, light, air and service needs of the area when fully developed.

G. Provision of Access to Adjacent Unplatted Property. Proper access in the form of stub streets or temporary dead-end streets shall be provided to adjacent unplatted property unless, in the judgment of the Planning Commission, topographic conditions or similar physical impediments preclude reasonable provision of such access, or alternate routes of access are, or will be available in the future.

5.2 Streets

A. General Guidelines

1. Streets shall be related appropriately to the topography so as to produce usable lots and streets of reasonable gradient. Street grades and alignment shall conform reasonably to the original topography. In steep areas, through streets should generally follow contour lines rather than cross them. Combinations of steep grades and curves shall be avoided. Sudden and frequent changes of grade along arterials shall be avoided. Sharp horizontal curvature should be avoided if possible at or near the high point of a crest vertical curve or near the low point of a pronounced sag vertical control.
2. The proposed street layout should be appropriate for the type of development proposed and properly integrated with the street system in the area adjoining the subdivision. The layout shall also conform to the existing and proposed land uses and the most advantageous development pattern for the surrounding area.
3. Major traffic generators such as industries, commercial, service, Planned Commercial Developments (PCD's), schools, and residential development with a density in excess of six (6) dwelling units per gross acre shall obtain driveway access to a system of streets internal to the development. These types of uses shall obtain primary access from streets classified as collectors or a higher functional classification.
4. The layout of streets and the design of lots for residential development with a density of six (6) units per gross acre or less and C-1 commercial, shall provide for driveway access to Class VI, local streets. The provision of driveway access to Class V, Collector streets shall be discouraged. Direct driveway access to Class IV, Minor Arterial and higher functional classification of streets shall not be permitted. The developer in the subdivision process may apply to the Planning Commission for a waiver to this driveway access regulation. The application for waiver must be justified to the Planning Commission as a "no reasonable alternative" situation based on physical characteristics of the property proposed for subdivision development.
5. Residential streets shall be laid out to discourage through traffic, to permit efficient drainage and utility systems and to require the minimum length of street necessary to provide convenient and safe access to property. Curvilinear streets,

cul-de-sac and loop streets shall be encouraged where such use will result in a more desirable lot layout.

6. Proposed through streets shall be extended to the boundary lines of the tract to be subdivided if necessary to achieve Master Street Plan conformity or to prevent land-locked property.

B. Right-of-Way/Paving Width

1. Every subdivision shall be served by an adequate system of publicly dedicated streets or their private counterparts as specified herein. All public streets within the subdivision shall be located, platted and dedicated to the City or the County in accordance with the Master Street Plan and the standards and procedures outlined in this Ordinance.

2. The City may require right-of-way dedications of up to one hundred feet. Right-of-way dedications in excess of one hundred feet as shown on the Master Street Plan shall be reserved for acquisition subject to the following conditions: (1) the public board, commission, or body having jurisdiction or financial responsibility for the acquisition of said right-of-way shall within four months following the approval of the preliminary plat execute a written option to acquire by purchase or file suit for condemnation of said right-of-way and (2) said option to acquire must be exercised and fully consummated within twelve months following the date of the approval of the preliminary plat.

3. New boundary streets shall be avoided except where a requirement of the Master Street Plan provides a defined alignment. In that event, the development or plat proposed shall provide one-half of the Master Street Plan specified improvements and right-of-way. Whenever a proposed subdivision abuts a partially dedicated or constructed public street, the developer shall provide the minimum of one-half of the required improvements and right-of-way.

The Planning Commission may authorize a new boundary street when the subdivider proposes to dedicate the entire right-of-way and construct all the required improvements.

In no case shall a subdivider retain a parcel of land lying between a newly created boundary street and a former property line, the purpose of which would be to deny access by abutting owners.

4. For purposes of determining the extent of required improvements on boundary streets, the right-of-way center line shall be deemed to be the plat boundary. Where a clearly defined right-of-way does not exist, the City shall establish the center line location.

5. Dead-end Streets and Cul-de-sac

a. Cul-de-sac shall have a maximum length of 750 feet unless otherwise approved by the Planning Commission. Where a street does not extend to the boundary of a subdivision, and its continuation is not required by the Planning Commission for access to adjoining property, its terminus shall not normally be closer than fifty (50) feet to such boundary.

b. Cul-de-sac turnarounds shall be provided at the end of all permanent dead-end streets. Cul-de-sac turnarounds for residential streets and minor residential streets shall have a minimum right-of-way diameter of one hundred (100) feet and a pavement width diameter of eighty (80) feet, with an optional inside radius of twenty (20) feet to the back of the curb and forty (40) feet to the outside of the back of the curb.

c. In the case of temporary dead-end streets, 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 in b. above or an appropriate area for a back around.

d. Hammer heads and T-Turnarounds are not allowed.

6. Street Grades. Grades on streets shall not exceed the following standards:

a. Principal and minor arterials - 9%

b. Collector Streets - 12%

c. Residential Streets - 15%

d. Minor Residential Streets - 16%

e. Residential cul-de-sac - 16%

Cul-de-sac center line slope surface on downhill grades shall not exceed seven (7) per cent within the last fifty feet of the pavement. Cul-de-sac center line slope surface on uphill grades shall not exceed twelve (12) per cent with the last fifty feet of the pavement.

f. No street surface shall have a finished grade of less than 1/2 of 1% in order to insure adequate drainage.

g. Subject to Planning Commission approval and where not feasible otherwise, street grades may be increased above the maximum grades stated herein by not more than two (2) per cent and not to exceed two hundred (200) feet in any contiguous segment. Average (positive or negative) grade of the entire street segment shall not exceed the stated requirements.

7. Minimum Horizontal Radius at Centerline. To ensure adequate sight distance on curves, the minimum center line radii for horizontal curves shall be as follows:

Arterial Streets	600 Ft.
Collector Streets	300 Ft.
Residential Streets	100 Ft.
Minor Residential Streets	75 Ft.

8. Tangents. Between reverse curves a tangent of not less than two hundred (200) feet for arterial streets and one hundred twenty-five (125) feet for collector streets shall be required. This requirement may be modified by the Planning Commission for residential streets where topography or other conditions makes such a modification desirable for maintaining a suitable layout.

9. Intersections and Alignment.

a. Street intersections shall be laid out as nearly at right angles as possible and may be curved to bring this about. The center-line of no more than two (2) streets shall intersect at any one point. No intersection shall be at an angle of less than seventy-five (75) degrees.

b. Where collector or 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 1/2) feet. Where residential streets intersect with other residential, collector or arterial streets, the curb radii at the intersection shall be not less than twenty-five (25) feet.

c. Street jogs with center line off sets of less than one hundred twenty-five (125) feet shall be avoided. Proposed new intersections along one side of an existing street shall, whenever practicable, coincide with any existing intersections on the opposite side of the street.

d. Intersections shall be designed with grades as level as possible consistent with proper provision for drainage. In approaching intersections, the leveling area shall have a grade not exceeding five (5) per cent for a distance of not less than thirty (30) feet measured from the nearest curb or edge of the pavement.

e. Additional street paving and right-of-way in the form of turning lanes shall normally be required along arterial streets at intersections with other arterial or collector streets.

f. Property line corners at street intersections shall be rounded with a radius of at least twenty (20) feet.

g. Where visibility at any proposed street intersection would be impeded by earthen berms or existing vegetation, the developer shall cut such ground and/or vegetation in conjunction with the grading of the street right-of-way sufficient to provide adequate site distance.

h. Street intersections shall be located to avoid creating hazardous driving conditions.

10. Private Streets, New. Private streets for residential development may be approved by the Planning Commission provided that the design standards conform to those of public streets as specified in this regulation. Private streets are permissible only in the form of cul-de-sac and short loop streets and only when it has been determined that these streets can be adequately served by all public service vehicles. Such streets will not be permitted where there is a possibility of through traffic or the eventual providing of a connecting link to another public street. It shall be incumbent on the applicant to demonstrate that the private streets will not unreasonably limit access to adjacent parcels, hinder logical traffic patterns, or otherwise be contrary to the public interest. The subdivider

shall provide for permanent maintenance of all private streets in the Bill of Assurance.

11. Private Street, Existing. Existing private streets shall be dealt with as follows for the purpose of dedication:

- 1) The City Council of the City of Ward, Arkansas, shall in every instance be the final authority in the City.
- 2) Streets which have been previously dedicated and accepted by the County will become City streets upon annexation; these streets will be maintained at or above their physical condition upon annexation.
- 3) Streets which had been previously fully maintained by the County for which no dedication is on record will become City streets upon annexation only if a formal dedication is made. Such dedications shall be reviewed by the Planning Commission and accepted by the City Council as prescribed by law. No improvements or construction shall be required and these streets will be maintained at or above their physical condition upon annexation.
- 4) Streets which were private in every respect shall remain private after annexation. Owners of properties abutting such streets may request dedication by following the procedures outlined for submission of preliminary plats.
- 5) The Planning Commission shall determine that a need exists for a public street.
- 6) Citizens desiring to dedicate private streets shall assume all costs to include platting, engineering and construction.
- 7) No private street shall be offered or reviewed for dedication where no structure abuts the right-of way or where such action would circumvent the Subdivision Regulation review for new streets and/or subdivisions.
- 8) In those instances where a private road was created by land sales constituting a violation of the Subdivision Regulation, the property from which the road was derived shall be included in preliminary plat submissions and be subject to improvement requirements of this regulation.

5.3 Easements

A. Utility Easements. Utility easements for poles, wires, conduits, storm sewers, sanitary sewers, gas lines, water mains and lines and similar purposes shall be provided where required by utilities or the City. Such easements shall not be less than five (5) feet on either side of the rear lot lines and five (5) feet on either side of the side lot lines. The specific location of easements not uniform in width and parallel to lot lines must be shown by dimensions.

B. No building or structure may be erected over or in an easement.

C. All vehicular access easements shall be clearly indicated on the plat and properly dimensioned according to the requirements of this regulation.

5.4 Alleys

Alleys may be allowed at the rear of commercial lots, but shall not be permitted in residential blocks except as a means of secondary access. In the event a subdivider proposes the platting of alleys in a residential development, evidence in support of the need for alleys shall be filed with the plat and made a part of the application. Such need or circumstances shall be interpreted to include provision of access to lots on terrain with grades which make frontal access impossible.

5.5 Lots

A. Every lot shall abut upon a public street, except where private streets are explicitly approved by the Planning Commission. The size, shape and orientation of lots shall be appropriate for the location of the subdivision and for the type of development and use contemplated.

B. Minimum lot dimensions shall conform to the requirements of the Zoning Ordinance for the applicable zoning district within the City limits.

C. Within the planning jurisdiction the following minimum lot dimensions shall prevail:

	Width	Depth
Single Family Detached Residential-	75 ft.	100 ft.
Duplex-	80 ft.	125 ft.
Apartment Building (4 units or less)-	80 ft.	125 ft.

1. Townhouse Lots. Submission of a plat creating lots for townhouse residences shall be accompanied by a generalized site plan showing the proposed location and dimensions of all buildings, accessory uses and other improvements. Such lots shall be not less than thirty (30) feet in width by eighty (80) feet in depth, and with overall size of 2,400 square feet. Platted building lines shall conform to building location shown in the generalized site plan.

2. Zero-Lot-Line Residential Lots. Submission of a plat creating a zero-lot-line development shall be accompanied by a generalized site plan shown in the proposed locations and dimensions of all buildings, accessory uses and other improvements. Such lots shall be not less than sixty (60) feet wide by one hundred (100) feet in depth and with a minimum overall size of 6,000 square feet. Platted building lines shall be shown on all sides of each lot. Platted building lines shall conform to building locations shown on the generalized site plan.

D. No residential lot shall be more than three (3) times as deep as it is wide, except lots designated for townhouse or zero-lot-line use or average less than 100 feet in depth. Lot width shall be measured at the building line except in the case of lots abutting cul-de-sac where the average width of the lot shall be used.

E. Lots served by a public water system and proposed to be served by a septic tank system must submit at the time of preliminary plat filing a written certification of approval by the Arkansas State Department of Health. The lot sizes allowable by this certification shall be indicated on the plat.

F. Where a subdivision abuts or contains an existing or proposed arterial street, freeway, expressway, or railroad right-of-way, the Planning Commission may require double frontage and reversed frontage lots as a means of providing adequate protection of residential development and to afford separation of land from through traffic. Double frontage lots may also be used to facilitate residential development in hillside areas as defined in Section 5.12 of this Regulation. Elsewhere double frontage lots shall be avoided.

G. Side lot lines shall be at right angles to street lines or radial to curving street lines unless a variation from this regulation will give a better street or lot plan or allow better utilization of conservation of energy.

H. Corner lots shall have additional width to accommodate the required building line on both streets and to assure adequate visibility for traffic safety.

I. Pipe-stem lots may be permitted in residential subdivisions provided that the stem or narrowest part of such a lot shall not be less than twenty-four (24) feet in width or have a length of more than two hundred (200) feet.

J. In residential subdivisions where lots abut a freeway, expressway, or mainline railroad right-of-way, such lots shall have an overall depth of not less than one hundred seventy five (175) feet in order to ensure proper separation of residences from adjacent thoroughfare or railroad line.

5.6 Platted Building Lines and Buffers

A. Building lines for residential lots shall be at least thirty (30) feet from each street property line except in the following circumstances:

residential lots fronting on a minor arterial street shall have a platted building line not less than thirty-five (35) feet from the right-of-way line;

residential lots fronting on principal arterials shall have a platted building line not less than forty (40) feet from the right-of-way line.

B. Along arterial streets where it is desirable to limit curb cut access, building lines shall be established on both frontages of double frontage lots. Along the line of lots abutting such traffic artery, a restricted access easement of at least ten (10) feet, across which there shall be no right-of-vehicle access permitted, shall be provided.

C. Multi-family (more than two units attached) subdivisions abutting single family subdivisions or areas zoned for single family use shall protect such areas from potential nuisance by providing a minimum forty (40) foot buffer strip and a 6 foot fence of wood or masonry, extending along the entire abutting portion of the property. In those instances where drives or parking areas are proposed for intrusion into the buffer strip, a minimum of fifteen (15) feet shall be retained in its natural state. If ground cover and trees are sparse or have been removed, the fifteen (15) foot strip shall be replanted with cover of the type natural to the area. No building, outside storage areas or sanitation equipment shall be permitted within the fifteen (15) foot area.

In those instances where a twenty-five (25) foot permanent landscaped rear yard is provided, the buffer may be reduced to twenty-five (25) feet. In this arrangement, no structural or physical improvements are allowed within the twenty-five (25) foot buffer. The 6 foot fence required will apply. The fence shall be of wood masonry or metal and extend along the entire property line common to single family use or zoning.

5.7 Blocks

- A. The lengths, widths and shapes of blocks shall be determined with due regard for the following considerations: the provision of adequate building sites suitable for the type of use contemplated, zoning requirements as to lot sizes and dimensions, need for convenient traffic access and circulation and the limitations and opportunities of topography.
- B. Blocks in residential subdivisions shall not exceed twenty-two hundred (2200) feet in length. Wherever practicable, blocks along major and minor arterial streets shall be not less than one thousand (1,000) feet in length.
- C. Blocks may be irregular in shape, provided they are harmonious with the overall pattern of blocks in the proposed subdivisions and provided their design meets the requirements of lot standards, traffic flow and control considerations and development plan requirements.
- D. Blocks as a minimum shall have sufficient depth to provide for two (2) tiers of lots unless a different arrangement is required in the form of a single tier of lots of maximum depth for blocks adjacent to arterial streets, expressways, freeways, railroads or waterways.
- E. In blocks of nine hundred (900) feet or more in length, the dedication of a public crosswalk for pedestrian travel may be required to provide access to public or private facilities such as schools or parks. Such crosswalks shall have a minimum right-of-way width of ten (10) feet and a pavement width of four (4) feet and extend entirely across such block at approximately the midpoint of the length of the block. Internalized circulation systems in the form of pedestrian paths may be substituted in lieu of crosswalks upon the approval of the Planning Commission.

5.8 Sidewalks

Sidewalks shall be a minimum of four (4) feet wide and shall be installed within the dedicated right-of-way adjacent to the property line, except where otherwise specified in this section and except where the land is topographically unsuited for the construction of sidewalks. Sidewalks shall be required as follows:

A. The Planning Commission shall consider the need for sidewalks in conjunction with commercial subdivision approvals or in other subdivisions with anticipated heavy pedestrian traffic volumes.

1. On one or both sides of principal and minor arterials.
2. On one side of collector streets.
3. On both sides of residential streets platted for multi-family development and on one side of streets serving single-family detached housing.
4. Sidewalks are not required on residential cul-de-sac or short loop streets.

B. Internalized pedestrian circulation system in the form of paved pathways may be substituted for sidewalks along streets upon the request of the applicant and the approval of the Planning Commission.

C. On residential and collector streets the developer shall have the option of locating sidewalks adjacent to the curb.

D. Sidewalks are not required to be constructed at the same grade of the curb of the street nor are they required to be constructed in a straight line if such straight line construction would damage trees.

5.9 Storm Drainage

A. Every subdivision shall make adequate provision to accommodate or dispose of storm water by means of drains, sewers, catch basins, culverts and other facilities deemed necessary by the City.

B. Facilities for storm drainage shall be designed and constructed so as to eliminate increases in the rate of storm runoff onto adjoining property over that which existed prior to development.

C. Facilities for storm drainage shall be of adequate capacity and designed in accordance with not less than a one in ten year rainfall. Provision shall be made for storm water emergency overflow in subdivisions having enclosed storm systems. This system is an above ground system consisting of swales or other drainage mechanisms with the capacity to carry excess water not carried by the underground system. This system shall have the capacity of a storm of a 100 year return frequency.

D. Breaks in the curb with concrete aprons may be allowed in lieu of inlets where discharge does not exceed four cubic feet per second (CFS).

E. Where a subdivision is traversed by a watercourse, channel, or stream, a storm water easement, or drainage right-of-way shall be provided. Such easement or right-of-way shall conform substantially to the lines of the watercourse as it enters and leaves the property and shall be of sufficient width and construction to provide adequate storm water drainage and access for maintenance thereof, but not less than twenty (20) feet in width.

F. Valley gutters may be utilized at residential street intersections where surface water drainage to be accommodated is less than five (5) cubic feet per second (CFS).

G. Box culverts and bridges which cross public streets need not extend from right-of-way line to right-of-way line, but shall be of sufficient width to accommodate vehicular and pedestrian traffic. Box culverts having a clear span of less than six (6) feet shall not qualify as a box culvert in the above provision, but shall extend across the street from right-of-way line to right-of-way line.

H. Storm water may not be diverted from one watershed to another within the plat boundaries.

I. In order to protect the public interest, floodways in every subdivision shall be kept free of incompatible urban development. Floodways, as defined by the current Flood Hazard Boundary Maps or as modified by detailed engineering analysis accepted by the Corps of Engineers and the City, shall be either designated on the plat as drainage easements, or at the option of the landowner, dedicated to the public.

J. Vehicular access easements to allow public maintenance of drainageways shall be provided adjacent to floodways depicted on the City of Ward Flood Hazard Boundary Maps. Such easements shall be not less than twenty-five (25) feet wide, measured from the edge of the floodway on either side of the drainage channel.

5.10 Commercial/Office and PCD Subdivisions

A. General. In addition to the principles and standards in these regulations, which are appropriate to the planning of all subdivisions, the applicant shall demonstrate to the satisfaction of the Planning Commission that the street, parcel and block pattern of all proposed commercial/office and Planned Commercial Development (PCD) subdivisions are adapted to the uses anticipated and that the prospective physical impact on adjacent areas has been taken into account. The following general principles and standards shall be observed:

1. Commercial/office and PCD subdivisions abutting residential subdivisions or areas zoned for residential use shall protect such areas from potential nuisance by providing a minimum forty (40) foot buffer strip and a 6 foot fence. In those instances where drives or parking are proposed for intrusion into the buffer strip, a minimum of fifteen (15) feet shall be retained in its natural state.

If ground cover or trees are sparse or have been removed, the fifteen (15) foot strip shall be replanted with cover of the type natural to the area. No building, outside storage, or sanitation equipment shall be permitted within the fifteen (15) foot area.

The fence shall be of wood or masonry and extends along the entire property line common to single family use or zoning.

2. The Planning Commission shall require the subdivider to file a proposed subdivision phasing plan providing for continuity of development and individual phases of reasonable proportions. Single lot final plats and plats which create discontinuity within the development may be prohibited by the Planning Commission.

3. For commercial/office and PCD subdivisions not greater than 20 acres in size, all boundary street improvements shall be completed in conjunction with the initial phase of the staging plan.

B. Boundary Streets. Boundary streets abutting a proposed commercial/office subdivision shall be developed in accordance with the Master Street Plan. Where an internalized system of public streets or private service easements is proposed for commercial/office and PCD subdivision, the following design standards shall be observed.

<u>STREET TYPE</u>	<u>MINIMUM R.O.W. WIDTH</u>	<u>MINIMUM PAVING WIDTH(Back to back of curb)</u>
Commercial	60 ft.	36 ft.
Minor Commercial Street (A cul-de-sac not more than 300 ft. long)	50 ft.	27 ft.
Alley (when required)	20 ft.	17 ft.

C. Vertical and Horizontal Alignment. Vertical and horizontal alignment shall conform to collector street standards as outlined in the Master Street Plan.

D. Lots. The depth and width for lots within plats located inside the City Limits shall conform to the applicable zoning district.

The depth and width for lots located outside the City Limits but within the planning jurisdiction shall comply with the following: minimum dimensions for commercial lots shall be one hundred (100) feet of frontage by one hundred fifty (150) feet of depth. In all instances, no Commercial/office and PCD lot shall have a depth exceeding three (3) times the width. Pipe-stem lots are expressly prohibited in office/commercial and PCD subdivisions.

E. Blocks. In the interest of efficient traffic circulation and to ensure a suitable relationship between the street system and the proposed commercial use, blocks in commercial/office subdivisions shall generally be not less than six hundred (600) feet or more than one thousand (1,000) feet in length.

F. Platted Building Line. Building lines for lots within plats located inside the City Limits shall conform to the applicable zoning district.

Building lines for lots located outside the City Limits but within the planning jurisdiction shall comply with the following: front yard building lines for commercial lots shall be at least forty (40) feet from the street right-of-way.

In all instances where a landscaped green area is substituted for parking and vehicular movement area between the building line and the street right-of-way, a twenty-five (25) foot front yard setback may be approved by the Planning Commission contingent upon approval of any necessary waivers of Zoning Ordinance requirements by the Board

of Adjustment. Approval of the twenty-five (25) foot commercial building line shall be permitted on all lots fronting on streets as defined in this Ordinance and shall be contingent upon submission of both a site plan dimensioning the landscaping and a Bill of Assurance prohibiting use of the yard area for parking. Such landscaped areas may be traversed by not more than two driveways providing access to the sides and rear of the lot.

G. Internal Circulation. Where any commercial subdivision has in excess of three hundred (300) feet of frontage on an arterial street, special provisions for internal circulation shall be required to ensure proper ingress and egress. Alternative design solutions which may be required by the Planning Commission depending upon the circumstances unique to each situation include provisions of public commercial streets, service easements, curb cuts, or some combination thereof.

1. Public Commercial Streets. Public commercial streets shall be provided according to the provisions of 5.10 above.

2. Service Easements. Where a commercial/office or PCD subdivision requires the creation of multiple lots and building sites, the Planning Commission may, at its option, authorize the use of a service easement in lieu of public commercial streets. Location of private service easements shall be indicated on the plat and be built to public street dimensions, except where in the opinion of the staff and the Planning Commission a reduced pavement width is deemed sufficient to ensure safe and convenient access to the lots and otherwise fully complies in all respects with the purpose and intent of this regulation. Design of service easements shall be subject to the review and approval of the City.

3. Ingress and Egress to Commercial Lots on Major Thoroughfares. Due to the nature of the use proposed and to the high volume of traffic generated by commercial/office or PCD subdivisions, special conditions applicable to control of ingress and egress shall be required. Curb cuts for commercial/office or PCD subdivisions on arterial streets shall be located at least three hundred (300) feet apart and no closer than one hundred (100) feet to the right-of-way of any intersecting street. This requirement may be met by incorporating marginal access streets, double frontage lots, common drives, cul-de-sacs in the subdivision, or by limiting direct access to arterial streets. The extent and placement of curb cuts on principal arterials, minor arterials and commercial streets shall be subject to the approval of the Planning Commission at site plan review.

H. Curb Cut Design. Combined ingress, egress points with vehicular movement areas separated by landscaped safety islands shall be considered an acceptable method of meeting the purpose and intent of this regulation. Such ingress, egress points shall be subject to approval of the City.

5.11 Industrial Subdivision

A. General. In addition to the principles and standards in these regulations, which are appropriate to the planning of all subdivisions, the applicant shall demonstrate to the satisfaction of the Planning Commission that the street, parcel and the block pattern proposed for industrial subdivisions are specifically adapted to the uses anticipated and that prospective impact on adjacent areas has been taken into account. The following principles and standards shall be observed:

1. The Planning Commission may at its option, impose special requirements with respect to public utilities, streets, gutters and sidewalk design and construction to ensure compliance with the purpose and intent of these regulations.
2. Industrial subdivisions abutting residential subdivisions or areas zoned for residential use shall protect such areas from potential nuisance by providing a minimum fifty (50) ft. buffer strip and a fence or earth berm which shall extend along the entire property line common to a residential zoning district. Where possible, existing plant materials within the buffer strip shall be maintained. If not possible, suitable landscaping including trees, ground cover and other plant material natural to the area shall be provided. No building, outside storage, or parking areas shall be constructed in the buffer area. The fence or earth berm shall be a minimum of (6) foot in height fence unless the Planning Commission determines a lower height will provide adequate visual screening due to topographic considerations, existing or proposed vegetation or other considerations.
3. In order to preclude the possibility of through traffic, industrial streets as defined in the ordinance shall not normally be extended to the boundaries of adjacent existing or potential residential areas.

B. Street Design. In general, industrial subdivisions shall conform to requirements of the Master Street Plan. The following street design standards shall be required for industrial subdivisions.

<u>STREET TYPES</u>	<u>MINIMUM R.O.W. WIDTH</u>	<u>MINIMUM PAVING WIDTH(back to back of curb)</u>
Alleys (when required)	20 ft.	17 ft.
Industrial Streets	60 ft.	36 ft.
Minor Arterial	80 ft.	48 ft.
Major Arterial	100 ft. or as required by the Master Street Plan	As required by the Master Street Plan
Cul-de-sac Turnaround	130 ft. Diameter	100 ft. Diameter

1. Street Grades. The maximum allowable grade shall be nine per cent (9%) on all streets within the subdivision or on a boundary street of a subdivision where there are lots having access from the boundary street.

2. Intersections. The property line radius at street or alley intersections shall be a minimum of fifty (50) feet and if the angle of street or alley intersections is less than ninety (90) degrees, the Planning Commission may require a greater radius.

3. Curb Line. Street or alley intersections shall have at least a fifty (50) foot radius. Where the angle of street or alley intersection is less than ninety degrees, the Planning Commission may require both a greater radius and intersection design sufficient to accommodate turning movements of WB-50 vehicles.

C. Blocks and Lots. In general, proposed industrial sites shall be suitable in area and dimension for the type of industrial development anticipated both in the City and in the City's planning area.

The depth and width for lots within plats located inside the City Limits shall conform to the applicable zoning district.

D. Building Lines and Lot Coverage. Building lines for plats located within the City Limits shall conform to the applicable zoning district. Building lines for plats outside the City Limits but within the planning jurisdiction shall conform to the following:

Building lines and setback lines shall be a minimum of fifty (50) feet from all industrial street right-of-way lines and a minimum of seventy (70) feet from all arterial street right-of-way lines. A minimum of thirty (30) feet of setback shall be provided on all other property lines.

One-half of any adjacent permanent open space or easement retained by the grantor for utility or other purposes or dedicated to the public shall be allowed as part of the required thirty (30) feet of setback except that in no case shall the total separation between buildings on adjacent tracts or lots be less than sixty (60) feet.

E. Provision of Open Drainage. The following improvements and requirements are alternatives in lieu of curb and gutter and underground drainage:

1. Pavement width for minor streets shall be a minimum of twenty-eight (28) feet with six (6) foot shoulders. These shoulders shall be designed to meet at least seventy-five per cent (75%) of the design requirements for the pavement. A double surface treatment may be used for these shoulders.

2. Open drainage ditches will be permitted in street rights-of-way or easements, provided they meet the following requirements:

- a. The side slopes shall commence a minimum of six (6) feet of subgrade from the edge of the paved driving surface to permit the six (6) foot shoulders.

- b. The side slope for both slopes of an earthen ditch shall be at a slope of three to one (3:1) or less. For concrete or riprap lined ditches, a slope of one to one (1:1) or less is permissible with the approval of the City.

- c. The maximum high water ditch elevation for designed capacity shall be a minimum of six (6) inches below the bottom of the base of the shoulder.

- d. Right-of-way width shall be a minimum of ten (10) feet beyond the top of the back slope requirements.

- e. Concrete head walls, riprap and/or flume type structures shall be required for all underground facilities.

f. Bills of Assurance will require the various property owners within the subdivision to mow and maintain the right-of-way and/or drainage easements adjacent to the property held by the owner(s) upon proper notice. If the property owner does not comply with the notice, the area may be mowed by the City and the property owner billed as per the procedure on vacant lots within the City.

g. All required drainage ditches shall be designed for appropriate erosion control (such as sodding, ditch checks, riprap, ditch paving, or other accepted engineering practices).

h. In case of open drainage within the street right-of-way the following shall be the setback line from the center line of the right-of-way.

1. Industrial Street	70 feet
2. Minor or Principle Arterial	120 feet
3. Cul-de-sac	70 feet
4. Cul-de-sac turnarounds	105 feet

When street right-of-way requirements as set forth above are greater than normal requirements, the building line shall be a minimum of twenty (20) feet from the right-of-way line.

5.12 Hillside Regulations

A. General. These requirements are designed to ensure prior integration of physical improvements in rugged topographical areas and shall supplement requirements outlined elsewhere in these regulations. The hillside regulations shall only apply to those portions of a subdivision plat that have an average slope of eighteen (18) per cent or greater. Such areas of steep slope are recognized as requiring special subdivision development standards for vehicular access easements, lot dimensions, front and side yard setbacks and cuts and fills.

B. Calculation of Average Slope. Average slope shall be calculated by the subdivider and indicated on the plat at the time of submittal. The hillside areas shall be divided into areas of generally similar slopes and an average for each of these similar areas shall be determined. These areas shall then be totaled and divided by the number of areas to obtain the average slope for the entire tract. A single average slope figure shall apply to that portion of the plat with slopes exceeding eighteen (18) per cent.

C. Calculation of the Total Number of Lots. The total number of lots shall be determined by first calculating the total square footage of the area and then dividing the minimum lot-size into it to arrive at the total number of lots allowed.

The total square footage of the area is determined by measuring the area and deleting eighteen (18) per cent to cover all needed streets and then subtracting all park and open space from that subtotal.

The minimum lot size is determined by using the minimum lot size requirement chart and applying to it the average slope (determined in Section B above).

The minimum lot size shall be calculated to the closest one thousand (1,000) square feet from the lot size chart. No lot within any hillside area, however, shall be less than ten thousand (10,000) square feet in area. Following staff review and approval of the slope analysis, the subdivider shall prepare a preliminary plat conforming to the lot size established and submit it for approval in the conventional manner.

D. Conformance. At least eighty (80) per cent of the lots of the sloped portions of the affected subdivision shall conform to the minimum required lot size. The average size of all lots of the hillside area shall conform to the minimum lot requirement.

E. Retaining Walls. Retaining walls may be required wherever topographic conditions warrant or where necessary to retain fill or cut slopes within the right-of-way. The retaining walls shall be constructed on private property to protect the streets from possible erosion and slides. Such improvements shall require the approval of the City.

F. Rugged Areas. Hillside areas with an average slope in excess of forty (40) per cent are considered extremely rugged and development shall be limited to lots not less than two acres in size.

G. Front Yard Setbacks. Minimum front yard setbacks shall conform to the Zoning Ordinance except for areas with slopes in excess of eighteen (18) per cent, where they may be reduced to fifteen (15) feet.

H. Cuts and Fills. Major cuts, excavation, grading and filling, where the same materially changes the site and its relationship with surrounding areas or materially affects such areas, shall not be permitted if such excavation, grading and filling will result in a slope exceeding a vertical rise of one (1) foot for each two and one-half (2 1/2) feet of horizontal distance between abutting lots (sides and/or rear) or between adjoining tract of land, except where adequate

provision is made to prevent slides and erosion by cribbing and retaining walls. Deviation from these standards may be authorized by the Planning Commission upon submission of an engineering analysis of the soil conditions and the condition of the compacted fill showing that the area is suitable for building.

I. Vehicular Access Easements. Easements providing primary access to lots fronting on a public street, may be authorized by the Planning Commission where topographic conditions warrant and where the public interest can be demonstrated. Where approved, access easements shall serve not more than five (5) lots nor be more than three hundred (300) feet in length. Pavement shall be of concrete not less than twenty feet in width. Underground drainage shall be waived by the City when it can be demonstrated that open drainage will accommodate all runoff. Grades shall not exceed those specified for residential streets.

J. Soils Analysis. The Planning Commission, at the applicant's expense, may require a soil test of the streets and building sites where the buildability of the area is questionable.

5.13 Multiple Building Sites

A. Large-scale development involving the construction of two or more buildings together with the necessary drives and accessways which is not subdivided into customary lots, blocks and streets shall be subject to the provisions of this regulation. This provision shall also be deemed to include single principal structures proposed for addition to an existing multiple building site development. Plans for all such developments shall be submitted to and approved by the Planning Commission, (whether or not such plan is to be recorded) and no building permit shall be issued until such approval has been given. Such plan shall be prepared in sufficient detail to show the location of driveways, curb cuts, service easements, building locations, sidewalks, parking areas and landscaping.

SECTION 6.0 REQUIRED IMPROVEMENTS AND ASSURANCES FOR AND COMPLETION MAINTENANCE

6.1 Required Public Improvements

In all subdivisions (including multiple building sites), the subdivider shall be required to install, at his own expense, or to have installed by the appropriate public utility certain specified improvements. No streets, drainage, or utility construction work, exclusive of clearing, shall begin until construction plans have been reviewed and approved by the city staff.

A. Streets. All streets shall be constructed in accordance with applicable City of Ward standards and specifications as provided in the Master Street Plan of the City of Ward or other such standards and specifications adopted by the City Council.

B. Curbing.

1. Curbing shall be required for the purposes of drainage, safety, and delineation and protection of pavement edge.
2. Curb requirements shall vary according to functional classification in the Master Street Plan and according to intensity of development in accordance with Table A. Curbing may also be required:
 - a. For storm water management;
 - b. To stabilize pavement edge;
 - c. To delineate parking areas;
 - d. Ten (10) feet on each side of drainage inlets;
 - e. At intersections;
 - f. At corners; and
 - g. At tight radii.
3. Where curbing is not required, some sort of edge definition and stabilization shall be furnished for safety reasons and to prevent pavement unraveling.
4. Where curbing is required, this requirement may be waived and shoulders and/or drainage swales used when it can be shown that:
 - a. Soil or topography make the use of shoulders and/or drainage swales preferable; or
 - b. It is in the best interests of the community to preserve its rural character by using shoulders and/or drainage swales.

5. Flexibility regarding curb type may be permitted as long as the curb type accommodates the system of drainage proposed.
6. Curbing shall be designed to provide a ramp for bicycles and/or wheelchairs.

C. Shoulders.

1. Shoulders and/or drainage swales shall be required instead of curbs when:
 - a. Soil or topography make the use of shoulders and/or drainage swales preferable; or
 - b. It is in the best interests of the community to preserve its rural character by using shoulders and/or drainage swales.
2. Shoulder requirements shall vary according to functional classification in the Master Street Plan and according to intensity of development in accordance with Table A.
3. Shoulders shall measure four (4) feet in width on each side for all streets and shall be located within the right-of-way. The width of swales shall be determined by site specific conditions.
4. Shoulders shall consist of gravel, crushed stone, stabilized turf, bituminous treatments and other forms of treatment acceptable to the Planning Commission.

TABLE A
Intensity of Development

Low Density:	Lot frontage average greater than 125 feet.
Medium Density:	Lot frontage average between 75 and 125 feet.
High Density:	Lot frontage average less than 75 feet.

<u>Street</u>	<u>Curb/shoulder</u>
RESIDENTIAL	
Low intensity	Shoulder
Medium intensity	Shoulder or Curb
High intensity	Curb
RESIDENTIAL COLLECTOR	
Low intensity	Shoulder
Medium intensity	Curb
High intensity	Curb

D. Water Supply. All subdivisions shall be provided with water supply and distribution systems approved by the City and meeting the requirements of the State Health Department. Where a public water supply is within a reasonable distance of the subdivision the subdivider shall install or have installed a system of water mains and connect to such supply. A connection to each lot shall be installed prior to the paving of the street, if possible.

E. Sanitary Sewage Disposal

1. All subdivisions shall be provided with a sewage collection and treatment system approved by the City and/or the State Board of Health. Where a public sanitary sewer is within a reasonable distance of any point of a subdivision, the subdivider shall connect with such sewer and provide a connection to each lot. Such sanitary sewage system shall be installed prior to the installation of the street pavement. The sewage collection system shall be designed to handle the anticipated flow of sewage from within the subdivision, including development of future sections of the same subdivision and adjacent areas within the same drainage basin. Recognized engineering design criteria in accordance with the State Department of Health shall be used to design the system.

2. For residential lots or development tracts not served by a public or community sanitary sewerage system whose disposal is approved by the Arkansas Department of Pollution Control and Ecology, the subdivider shall submit documentation with submission of the preliminary plat that the Arkansas State Department of Health, or its delegated authority, will approve septic tank installations, or other individual wastewater disposal methods for service to the subdivision proposed to be platted.

3. The subdivider shall either install the improvements referred to herein, or whenever a septic tank and absorption system or private water supply is to be provided, require as a condition in the Bill of Assurance of the subdivision, that those facilities shall be installed by the builders of the improvements of the lots in accordance with these rules and regulations.

F. Storm Drainage. Every subdivision shall be served by storm drainage facilities including drains, sewers, catch basins, culvert and other facilities designed and constructed to accommodate surface runoff originating within the subdivision or flowing across it. Said improvements shall be installed in accordance with regulations adopted by the City Council, but in no case shall be designed to accommodate less than a one in ten year rainfall.

G. Sidewalks. Construction plans shall show the location of all sidewalks. Installation shall be in accordance with these plans, but shall be the responsibility of the builder. No building permit shall be issued for any lot where a required sidewalk is shown unless the site development plan indicates the required sidewalk and no certificate of occupancy shall be issued for any property until the sidewalk is constructed.

H. Street Lighting

1. General.

a. All street lighting shall utilize poles and fixtures approved by the City.

b. Overhead and underground street lighting plans shall be prepared by the appropriate electrical utility with the cooperation of the developer. All street lighting plans shall be approved by the City before any installation begins.

c. Where underground service is proposed, the developer shall provide electrical service to all points proposed for future fixtures.

2. Subdivisions Within the City's Corporate Boundaries.

a. The developer shall inform the City by letter of his pending development and ask that street lighting plans be prepared. The City will then request the appropriate electrical utility to prepare the plans for the installation.

b. If the developer does not desire street lighting he must request a written waiver of the requirements from the City. However, the City may require payment of all fees and expenses for the installation at some future time.

3. Subdivision Outside the City's Corporate Boundaries.

a. Where areas outside the City Limits, but within the extraterritorial area are proposed for annexation, or annexation in the future is likely, the developer must provide facilities that will enable standard lighting design to be installed at some future date, at no additional cost.

b. In areas designated for underground service, plans must be approved by the appropriate electric utility and the City before installation.

c. If underground service is to be provided, it will be necessary for the developer to provide electrical service to the points proposed for the future fixtures.

I. Other Utilities. Other utilities to be installed in a subdivision, including water, sewer, electricity, gas and telephone shall be located within the public right-of-way or easement. If stubs to the property lines are not installed, then connections between lots and utility lines shall be made if possible, without breaking into the wearing surface of the street. When street cuts are necessary, such cuts shall be in accordance with the city's specifications. A permit for same shall be obtained from the city staff.

J. Monuments.

1. Permanent reference monuments shall be set on all outside lines of the subdivision at angle points and points of curb or as required by the City. Such monuments shall be of steel one (1) inch in diameter, twenty-four (24) inches in length or other approved monuments. Top of monuments shall have an indented cross to identify properly the location of the point and shall be set flush with the ground.

2. All lot corners shall be marked with metal pins not less than one-half (1/2) inch in diameter and fifteen (15) inches long and driven so as to be flush with the finished grade. Permanent control points shall be placed in the center lines of streets, at ends of curves, points at intersections of streets and points where the street crosses the boundary line at the subdivision. These control points shall be established after paving has been completed. Where lots are adjacent to streets or other obstructions, offset pins shall be set and shown on the official plat. Offset distances to true corners shall be noted on the plat. Monuments and metal pins shall be indicated on all plats. Removal of monuments or metal pins by anyone other than a registered land surveyor is prohibited.

K. Fire Hydrants. Fire hydrants shall be spaced a maximum of every one thousand (1,000) feet within all single family residential subdivisions. In multi-family residential subdivisions, hydrant placement shall be based on the density and value of the property as determined by the Fire Chief. When streets and alleys are closed by a petitioner, he shall at his own expense, install necessary fire hydrants to maintain the required fire hydrant coverage.

L. Street Name Signs. Street name signs shall be placed at intersections by and at the developer's expense. Street signs shall meet standards and specifications of the City.

6.2 Assurance for Completion of Improvements

Upon final approval of construction plans for required improvements, the subdivider shall enter into an agreement with the City to install or ensure the completion of the improvements as outlined below. The Planning Commission will accept the subdivision and issue the Certificate of Final Plat Approval subject to the assurance of installation of improvements. One of the following methods shall be used by the subdivider to guarantee that improvements required by these regulations can or will be installed in accordance with approved plans and specifications.

A. Certificate of Completion of Improvements. The subdivider may submit for approval to the Planning Commission a certificate stating that all improvements and installations to the subdivision required for its approval under the terms of these rules and regulations have been made, added, or installed in accordance with these specifications.

B. Performance Bond. If the subdivider cannot certify that all improvements and installations in the subdivisions have been completed, a performance bond may be posted in favor of the City of Ward. Such performance bond shall specify the time for the completion of the improvements and installation and shall be in an amount determined by the City to be sufficient to complete the improvements and installations for the subdivider in compliance with these rules and regulations. The bond shall be issued by a Surety Company authorized to do business in the State of Arkansas.

C. Cash Deposit. The subdivider may provide a cash deposit in a full amount as specified by the City as sufficient to complete the improvements and installations required to comply with these rules and regulations. The cash deposit will be retained until all improvements have been accepted or maintenance bond has been received.

D. Tri-Party Agreement. The subdivider may enter into a tri-party agreement with the City and project lender requiring that:

1. The funds for the required improvements will be set aside and held separate from the balance of the development financing; and

2. The funds set aside will be dispersed only for the required public improvements and for no other purpose; and

3. The funds will be dispersed in direct payment for completion of the improvements if the applicant becomes in default under the contract for improvements.

E. Maintenance Bond. Where a performance bond has been posted to ensure completion of the improvements, a separate maintenance bond need not be provided in such circumstances, the subdivider may extend the performance bond to cover the one-year period of the maintenance bond. Where the subdivider has chosen the option of a cash deposit or certificate of completion of improvements, or tri-party agreement, however, the maintenance bond must be posted for a minimum of a one (1) year period. However, the City may require a longer time if it feels that it is necessary.

6.3 Inspection of Improvements. All projects shall be constructed according to the approved plans and specifications of a Registered Professional Engineer. When the improvements required by these rules and regulations have been completed and installed, the Registered Professional Engineer shall submit a letter to the City certifying improvements and installations have been made in accordance with approved construction plan, specifications, drawings and the standards established by the City or the county and are functioning properly. The City shall then inspect, or cause to be inspected, those facilities, improvements and installations for conformance with plans and specifications. Additional inspections shall be made in accordance with other applicable ordinances.

A. Re-Inspection of Improvements. If any defects or deficiencies are found to exist in the preliminary inspection, the City shall notify the subdivision engineer of these deficiencies. Once the corrections have been completed, and the City is again requested to inspect the improvements, a final inspection of the subdivision will be conducted. In the event the improvements do not pass this re-inspection because of the improvements not being ready for inspection, or any other reason due to neglect or failure on the part of the subdivider/contractor, re-inspection fee will be charged at a rate of \$1.00 per lot per subdivision with a minimum charge of \$100.00. This fee shall be applicable to second and subsequent preliminary and to all final inspections.

B. Issuance of Building Permit. No permits shall be issued by the City before completion of all improvements in a residential subdivision. However, in cases of substantial hardship and where improvements have been completed to a point where there will be no adverse impact to health and safety, the developer may submit a request in writing to the Planning Commission detailing the hardship and indicating the completion date for the required improvements. Building permits may be issued in Commercial and Industrial Subdivisions before completion of all improvements. However, no occupancy permits will be issued until all improvements in the subject subdivision are completed.

6.4 Maintenance Bond

A. A Maintenance Bond shall be furnished by the Contractors to cover all construction and improvements under the jurisdiction of review and approval of the City. All other public utilities installed in a development shall be subject to the administrative review and bonding procedures as set out by the respective public utilities and shall not be subject to the provisions of this section of these regulations.

B. Contractors shall furnish a Maintenance Bond to the City covering any defects in materials and workmanship for the required improvements installed by that Contractor in the amount of one hundred (100) per cent of the total cost of those improvements. The bond(s) shall be in full force and effect for not less than one year from the date of the letter from the City certifying that all improvements have been completed and approved and further stating that any and all defects in materials and workmanship shall be corrected by the Contractor by the end of the bond period. Work performed under the terms of the Maintenance Bond shall be approved by the City.

6.5 Acceptance of Public Facilities, Dedications and Recordation

A. Acceptance and Dedication. All public dedications of streets and public facility sites must be accepted by the City Council or County Judge following execution of satisfactory guarantees for completion as described in this section of the regulation. This acceptance shall be accomplished in conjunction with final plat approval. Approval of final plats within the Ward City Limits by the Planning Commission and filing of the Plat of Record with the Circuit Clerk and Recorder of Lonoke County shall not constitute formal acceptance by the City of all approved public improvements covered by the Plat. Those improvements not completed as of the date of approval of the Final Plat shall be accepted as Public Facilities when the City certifies that the construction has been approved, maintenance bonds furnished and the Plat filed of record.

B. Recorded with the Circuit Clerk. The final plat can be recorded only after the plat has received a Certificate of Final Approval from the City of Ward Planning Commission. Submittal for recordation to the Circuit Clerk shall be the subdivider's responsibility. The subdivider shall provide the City with copies of the recorded plat to be retained in City files. Final plats shall be duly recorded within two (2) years of final plat approval by the Planning Commission or the plat shall be declared null and void.

No Final Plat can be changed unless a revised Final Plat is submitted through the Ward Planning Commission.

C. Notification of Recordation. No building permits may be issued until proof of the recording by the subdivider of said approved final plat has been presented to the City, giving plat book and page number, or instrument number.

6.6 Enforcement.

A. No plat of any tract of land within the planning area jurisdiction of the City of Ward shall be accepted by the Circuit Clerk for filing of record until the plat has been approved by the Planning Commission.

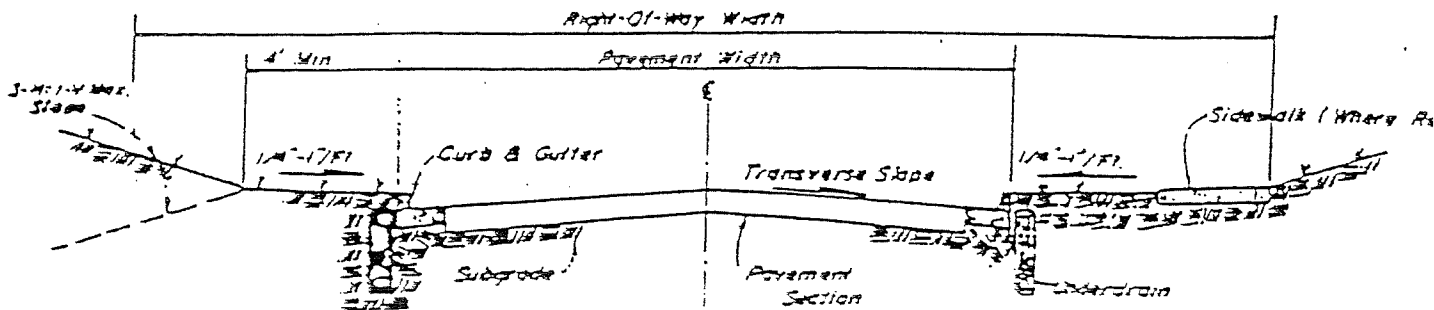
B. It shall be the duty of the Planning Commission to bring to the attention of the City Attorney any violations or lack of compliance with these regulations.

C. No building permit shall be issued for construction of any building or structure located on a lot or plat subdivided or sold in violation of the provision of these regulations; nor shall any building permit be issued for the final ten (10) per cent of lots in a subdivision, or if ten (10) per cent be less than four (4) for the final four (4) lots of a subdivision until all required public improvements have been completed.

D. Appropriate actions and proceedings may be taken at law or in equity to prevent any violation of these regulations, to prevent unlawful construction, to recover damages, to restrain, correct, or abate a violation, to prevent illegal occupancy of a building, structure or premises.

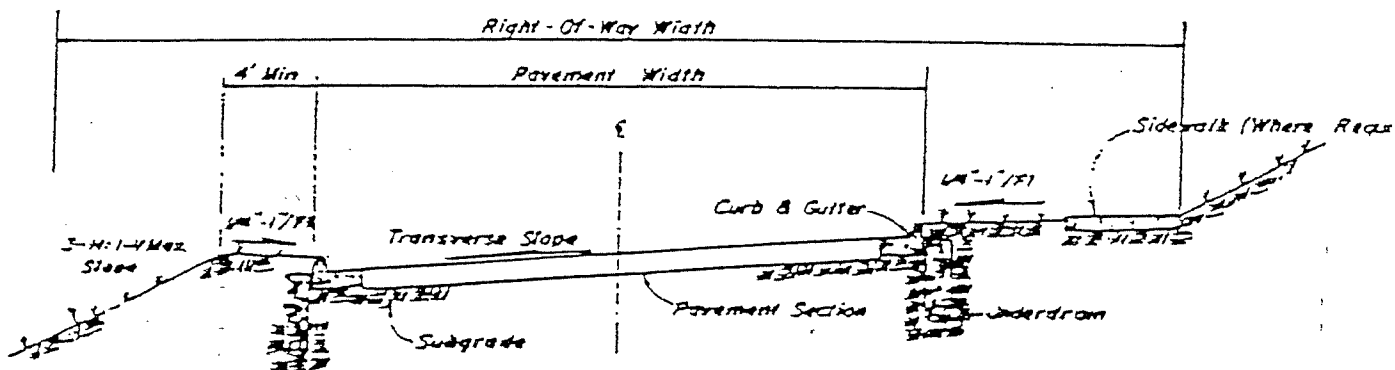
E. Any violation of these rules and regulations or any amendments hereto shall be a misdemeanor and the offender, upon conviction, shall be punished as for a misdemeanor. Each day any violation of these rules and regulations occurs shall constitute a separate offense. Any court having jurisdiction of misdemeanor cases shall have jurisdiction to try such offenders and, upon conviction, to fine them not less than twenty-five dollars (\$25.00) nor more than five hundred dollars (\$500.00) for each offense or violation. If the violation is continuous in respect to time, the maximum penalty or fine shall not exceed two hundred fifty dollars (\$250.00) for each day the violation may be unlawfully continued.

APPENDIX
CONSTRUCTION DETAILS



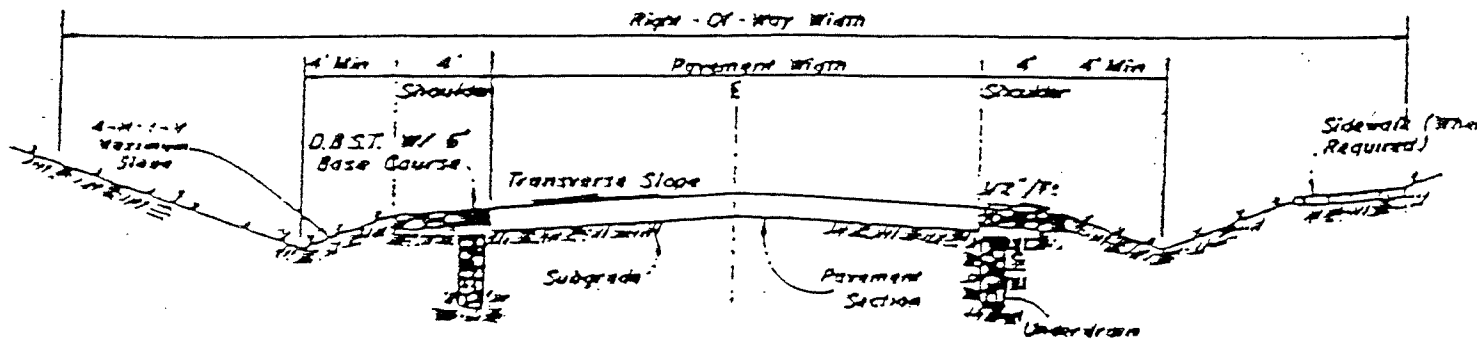
TYPICAL STREET SECTION
NORMAL CROWN

FIG. D-1



TYPICAL STREET SECTION
TIPPED SECTION

FIG. D-2



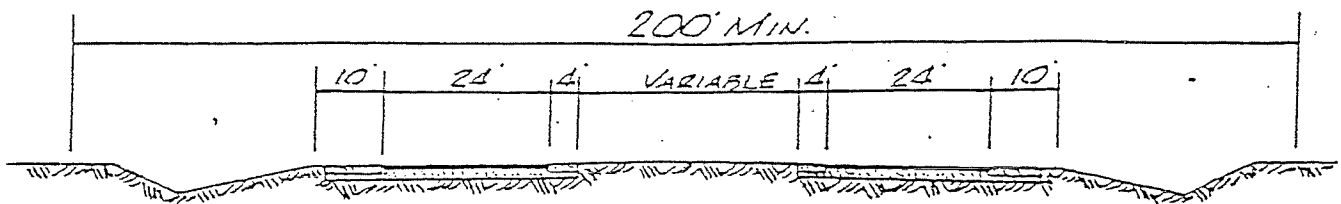
TYPICAL STREET SECTION
ESTATE STREET

SUMMARY OF RIGHT OF WAY AND DESIGN STANDARDS
(See Sketches for Detail Design Requirements)

	Class II	Class III	Class IV	Class VA	Class VB	Class VIA	Class VIB
Right of Way (Min.)	200'	100'	80'	70'	60'	60'	50'
Paved Width	3	56'	48'	24'	36'	20'-24'	27'
Shoulder Width	4	NA	8'	6'	NA	2'-4'	NA
Centerline Grade (Max.)	5	9%	9%	12%	12%	15%	15%
Sight Distance (Min.)		300'	300'	200'	200'	150'	150'
Radius of Curve (Min.)		600'	600'	300'	300'	100'	100'

1. Arkansas Highway and Transportation Department Standards.
2. Class III-Intersection approaches will require an extra width of 20' extending 250' from the centerline of intersecting arterials and collectors. Class IV-Intersection approaches may require an extra width of 10' extending 150' from the centerline of intersecting arterials and collectors.
3. Widths shown are for final stage for Classes II, III, and IV. Stage construction is recommended for Classes II, III, and IV.
4. Open ditch sections only. For curb and gutter sections refer to Cross Section Sketches.
5. Centerline grades may be increased an additional two per cent (2%) for distances not to exceed 200', subject to approval of the City Engineer and the Planning Commission, for curb and gutter streets, only. However, the average (positive or negative) grade of the entire street

CLASS II
EXPRESSWAYS-PARKWAYS



STAGE CONSTRUCTION IS RECOMMENDED

DESIGN - All features shall conform to A.H.T.D. standards

RIGHT OF WAY - must accommodate utilities, drainage facilities, and sub-surface conditions.

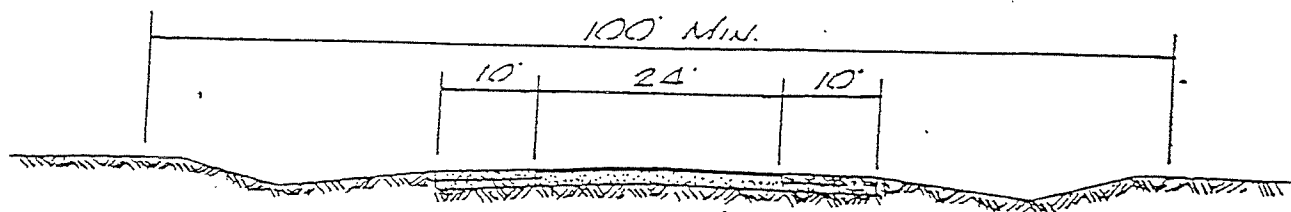
Intersection approaches may require extra rights of way extending from the centerline of intersecting arterials and collectors.

CONTROL OF ACCESS - Median cuts only at intersections with arterials and collectors.

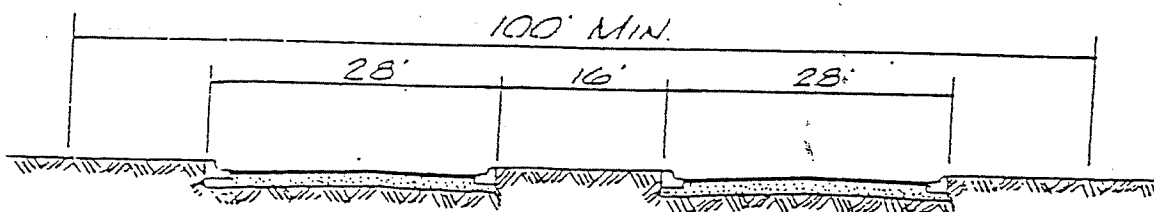
CENTERLINE GRADE - 5 per cent maximum

PAVEMENT CROWN SLOPE - 3 per cent

CLASS III
URBAN PRINCIPAL ARTERIAL / RURAL MINOR ARTERIAL



III A- INITIAL STAGE



III B- FINAL STAGE

STAGE CONSTRUCTION IS RECOMMENDED:

Stage A - 2 lanes: 0-6,000 A.D.T.

Stage B - 4 lanes divided: 6,000-30,000 A.D.T.

ROADWAY DITCHES - III A-INITIAL STAGE

Front Slope - 6:1 for traffic safety and stage construction of III B-FINAL STAGE

Back Slope - 4:1

Ditch Slope - Flowline 12" min. below base

Flowline - 1/2% gradient or greater

Erosion - slopes steeper than 3:1 must be seeded or sodded.

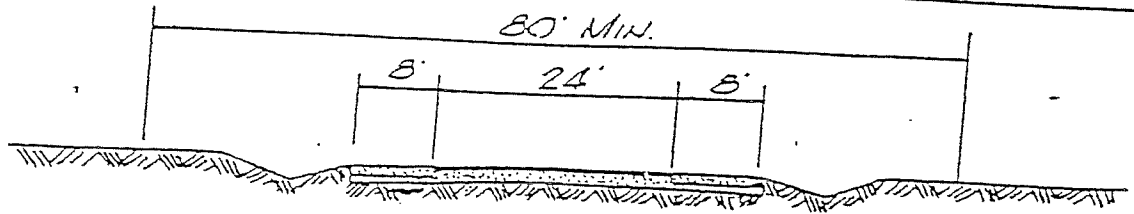
RIGHT OF WAY - must accommodate utilities, drainage facilities, and sub-surface conditions. Intersection approaches will require an extra width of 20', extending 250' from the centerline of intersecting arterials and collectors. Waivers may be approved under extraordinary hardship circumstances.

CONTROL OF ACCESS - Median cuts only at intersections with arterials and collectors.

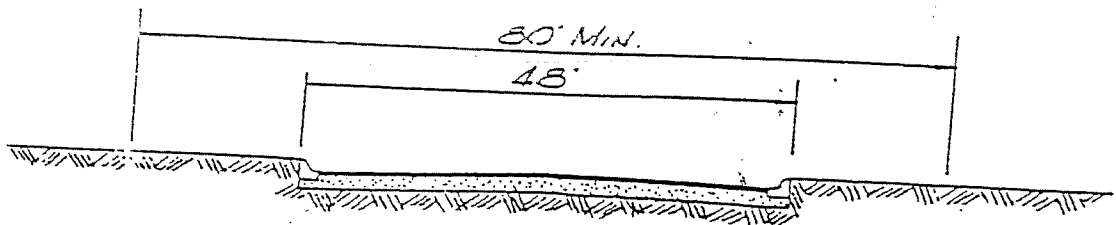
CENTERLINE GRADE - 9% maximum

PAVEMENT CROWN SLOPE - 3%

CLASS IV
URBAN MINOR ARTERIAL/RURAL MAJOR COLLECTOR



IV A - INITIAL STAGE



IV B - FINAL STAGE

STAGE CONSTRUCTION IS RECOMMENDED:

Stage A - 2 lanes: 0-5,000 A.D.T.

Stage B - 4 lanes undivided: 5,000-20,000 A.D.T.

ROADWAY DITCHES - IV A-INITIAL STAGE

Front Slope - 3:1 maximum

Back Slope - 3:1 desirable, 2:1 maximum

Ditch Depth - Flowline 12" min. below base

Flowline - 1/2% gradient or greater

Erosion - slopes steeper than 3:1 must be seeded or sodded.

RIGHT OF WAY

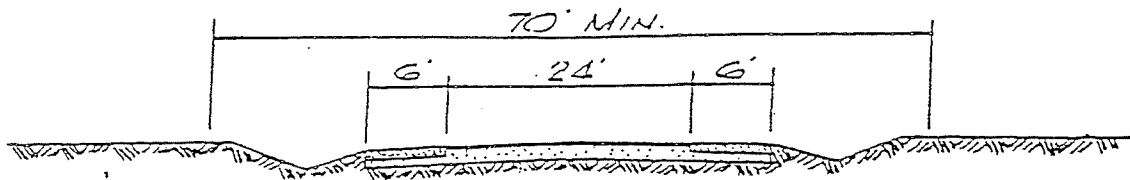
- must accommodate utilities, drainage facilities, and sub-surface conditions. Intersection approaches may require an extra width of 10', extending 150' from the centerline of intersecting arterials and collectors. Waivers may be approved under extraordinary hardship circumstances.

CENTERLINE GRADE - 9% maximum

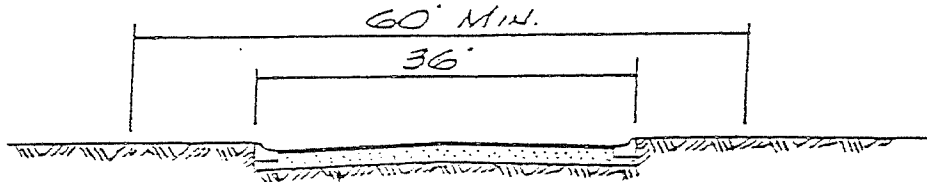
PAVEMENT CROWN SLOPE - 3%

CLASS V

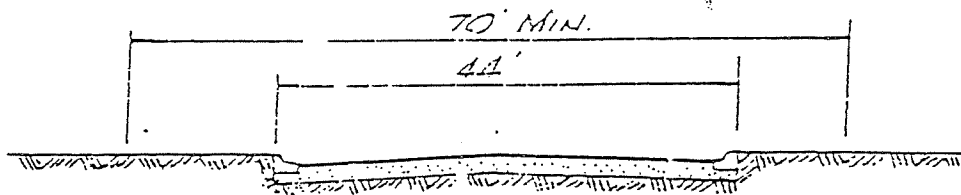
URBAN COLLECTOR/RURAL MINOR COLLECTOR/COMMERCIAL-INDUSTRIAL



VA - RURAL OPTION



VB - URBAN OPTION



VC - COMMERCIAL-INDUSTRIAL

DESIGN TRAFFIC - 0-5,000 A.D.T. FOR V A AND V B

ROADWAY DITCHES - V A - RURAL OPTION

Front Slope - 3:1 maximum

Back Slope - 3:1 desirable, 2:1 maximum

Ditch Depth - Flowline 12" min. below base

Flowline - 1/2% gradient or greater

Erosion - slopes steeper than 3:1, must be seeded or sodded.

RIGHT OF WAY - must accommodate utilities, drainage facilities, and sub-surface conditions. Waivers may be approved under extraordinary hardship circumstances.

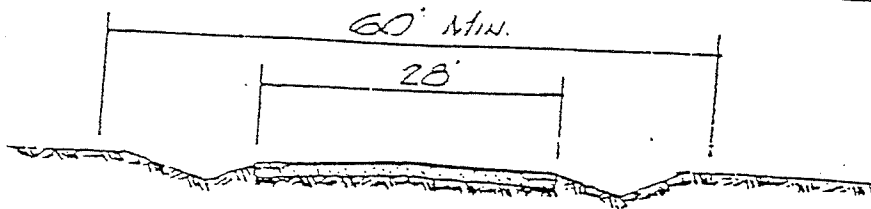
CENTERLINE GRADE - 12% maximum for V A and V B.

PAVEMENT CROWN SLOPE - 3%

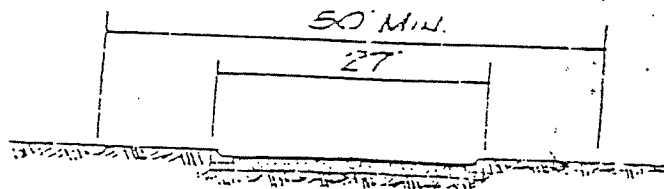
SIDEWALK - in accordance with "Regulation of Development and Subdivision of Land."

V C DESIGN - Commercial and Industrial developments may require higher design standards based upon its size, complexity, location of access points, and traffic generated.

CLASS VI
LOCAL



VIA-ESTATE RESIDENTIAL



VIB-URBAN RESIDENTIAL

- DESIGN TRAFFIC - 0-2,500 A.D.T.
- ROADWAY DITCHES - VI A-ESTATE RESIDENTIAL
- Front Slope - 3:1 maximum
- Back Slope - 3:1 desirable, 2:1 maximum
- Ditch Depth - Flowline 12" min. below base
- Flowline - 1/2% gradient or greater
- Erosion - slopes steeper than 3:1 must be seeded or sodded.
- RIGHT OF WAY - must accommodate utilities, drainage facilities, and sub-surface conditions. Waivers may be approved under extraordinary circumstances.
- CENTERLINE GRADE - 15% maximum
- PAVEMENT CROWN SLOPE - 3%
- PAVED WIDTH - Shall be based upon size and density of development, internal circulation plan of development, forecasted traffic volume and safety considerations. However, in no case shall the paved width be less than 20' nor greater than 24' for VI A ESTATE RESIDENTIAL. Paved width for VI B URBAN RESIDENTIAL shall be as shown.
- SIDEWALKS - in accordance with "Regulation of Development and Subdivision of Land."