

AGENDA REQUEST FORM

FOR: Council Meeting of ~~September 17, 2019~~
October 1, 2019

FROM: City Council Member Sarah Marsh
City Council Member Kyle Smith

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

AN ORDINANCE TO AMEND CHAPTER 166.08, STREET DESIGN AND ACCESS MANAGEMENT STANDARDS OF THE FAYETTEVILLE UNIFIED DEVELOPMENT CODE TO DISCOURAGE DOUBLE FRONTAGE LOTS AND ENCOURAGE PRIMARY STRUCTURES TO BE ORIENTED TOWARD HIGHER FUNCTIONAL CLASSIFICATION STREETS

APPROVED FOR AGENDA:



Sarah Marsh, Council Member

9/17/2019
Date



Kyle Smith, Council Member

9/9/19
Date



Asst. City Attorney Blake Pennington
Approved as to form

9/18/19
Date

166.08 - Street Design And Access Management Standards

(E) *Block Layout/Connectivity.*

- (1) **Block Length.** Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) **Principal and Minor Arterial Streets.** Signalized intersections should be located at a minimum of one every 2,640 feet (half a mile) along principal and minor arterials and should be based on traffic warrants.
 - (b) **Collectors.** Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) **Local and Residential.** Intersections shall occur at a minimum of one every 660 feet.
 - (d) **Variances.** Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
- (2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted ~~or discouraged~~ roadways such as expressways ~~or arterials~~. Alleys are not considered as frontage. Double frontage lots may ~~also be~~ permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots. Unless otherwise approved by the Planning Commission, all primary structures shall be oriented toward the higher functional classification street.
- (3) **Connectivity.** Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.
- (4) **Topography.** Local streets should be designed to relate to the existing topography and minimize the disturbance zone.
- (5) **Dead-End Streets.** Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the city and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

For some time, I've been critical about some of our subdivision development patterns where a neighborhood is backed up to a main road with double-fronted lots facing inward and leaving a tunnel of privacy fences along our most traveled routes. Of course, this most often and recently comes up along Ruppel Road because of its expansive development opportunities, but this troublesome pattern is common along Salem Road, Mt. Comfort, 46th Ave, Broyles Ave, Double Springs Rd, and Persimmon St. This has become our predominant development pattern on the west side of town, but it can also be found along Township St right by Gulley Park, parts of Old Wire Rd, and areas of newer development along Huntsville Rd. Crossover and Huntsville have green space that will likely be the next place we see this type of proposal.

We are investing millions of tax-payer dollars building infrastructure that should generate economic value. We design it to be physically walkable and rideable, but allow developers to ignore all of the CPTED principles we know actually make them safe and comfortable places to walk or ride. When both sides of the street are lined in fences for 1500-2500 feet (Salem Road), there are no eyes on the neighborhood. This is not a privacy fence problem; walls of privacy fences are just a symptom. *The reason we are only seeing privacy fences as we drive or walk stretches of these roads is because we are turning our most visible routes into back alleys.*

A minor change is proposed to further limit the presence of double-frontage lots (besides corners) and to encourage buildings to engage with the environment along our primary travel routes.

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 - (b) Collectors. Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) Local and Residential. Intersections shall occur at a minimum of one every 660 feet.
 - (d) Variances. Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
- (2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted ~~or discouraged~~ roadways such as expressways ~~or arterials~~. Alleys are not considered as frontage. Double frontage lots may **also** be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots. Unless otherwise approved by the Planning Commission, all primary structures shall be oriented with the front façade facing the higher functional classification street.
- (3) Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.
- (4) Topography. Local streets should be designed to relate to the existing topography and minimize the disturbance zone.
- (5) Dead-End Streets. Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the city and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

- (F) *Access Management.* Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Local streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one public street shall place a higher priority on vehicles accessing the street with the lowest functional classification, ex. local and collector. Such properties should place a higher priority on pedestrians accessing the street with the highest functional classification. In a case where the streets have the same classification, vehicular access shall be from the lower volume street, or as determined by the City Engineer.
- (1) Curb Cut Separation. For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of 5 feet from the adjoining property line, unless shared.
 - (2) Separation for two (2) family, three (3) family, multi-family and nonresidential development.
 - (a) Principal and Minor Arterial Streets. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along arterial streets shall be shared between two (2) or more lots. Where a curb cut must access the arterial street, it shall be located a minimum of 250 feet from an intersection or driveway.
 - (b) Collector Streets. Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along collector streets shall be shared between two or more lots.
 - (c) Local and Residential Streets. Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.
 - (3) Separation for Single-Family Homes.
 - (a) For all street classifications, curb cuts shall be located a minimum of 10 feet from another driveway. Driveways serving corner lots shall be located as far from the street intersection as possible while still meeting a 5-foot separation from an adjoining property line. In no case shall a curb cut be located within the radius of an adjacent curb cut or street intersection.
 - (b) Arterial and Collector Streets. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. Individual curb cuts ~~for~~ along arterial and collector streets shall be discouraged. When necessary, curb cuts along arterial and collector streets shall be shared between two (2) or more lots.
 - (4) Variance. In order to protect the ingress and egress access rights to a street of an abutting property owner, a variance to the curb cut minimums shall be granted by the Planning Commission to allow an ingress/egress curb cut at the safest functional location along the property. Such a curb cut may be required to be shared with an adjoining parcel if feasible. If a parcel on the corner of an arterial or collector street provides such short frontage along a major street that there is no safe ingress/egress functional location on that street, the Planning Commission may deny the curb cut or may limit such curb cut to ingress or egress only.
 - (5) Speed. All streets should be designed to discourage excessive speeds.

E Township St
Near Gulley Park



Salem Road
Developed after Google Streetview
Salem Heights
Crystal Springs



Broyles Ave
Woolsey Wet Prairie
Sloanebrook



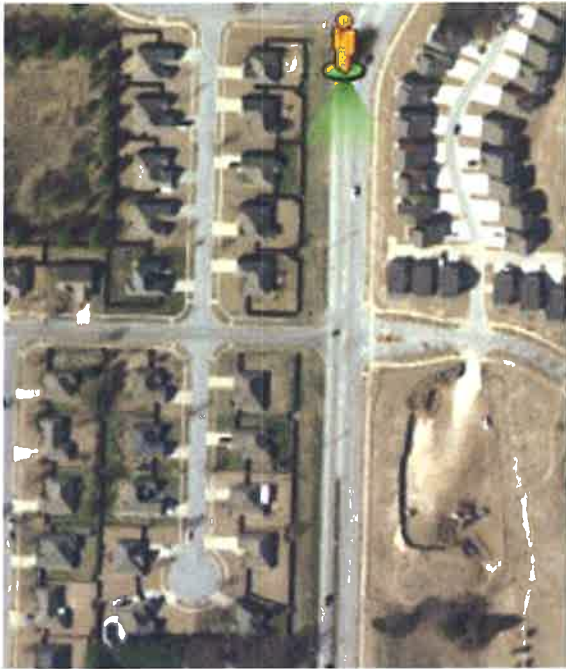


Salem Road @ Crystal Drive
Salem Meadows
Holcomb Elementary & Gary Hampton Park



Ruppel Road @ Tanyard Dr
Clabber Creek
Salem Village (alley adjacent to street with fence)



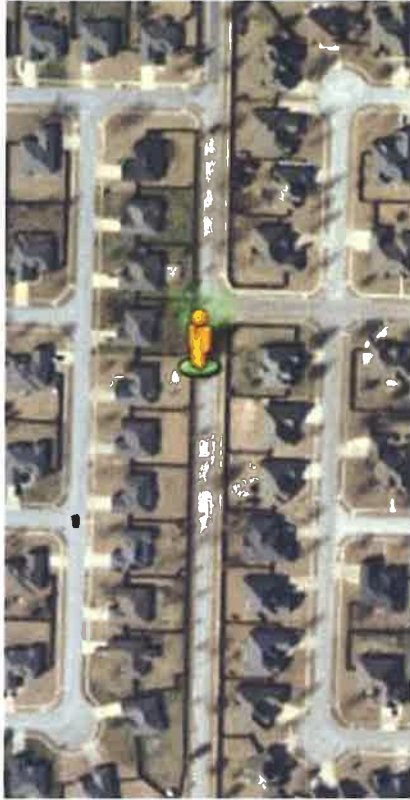


Ripple Road @ Chantilly Dr
The Links (Houses)
Bellwood



Deane Solomon Rd @ Moore Ln
2014 Picture
Yes, there's a sidewalk on the left.
Now a fence on the right.





46th Ave @ Persimmon
Persimmon Place
Cross Keys



N Crossover Rd @ Ferguson Ave & Candlewood Dr



Persimmon & Divot Link, 46th, & Broyles
Katherine's Place
Cross Keys & Persimmon Place

