

ORDINANCE NO. 1999-10

AN ORDINANCE ADOPTING THE CITY OF OZARK, ARKANSAS MASTER STREET PLAN; DECLARING AN EMERGENCY THEREFORE; AND FOR OTHER PURPOSES.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OZARK,
ARKANSAS THAT:

I.

The Ozark Master Street Plan attached hereto and incorporated herein by reference shall be and hereby is adopted by reference.

II.

A copy of the Master Street Plan shall be maintained at the City Hall of the City of Ozark at all times and made available for inspection and copying upon request.

III.

It being necessary for the preservation of the public health, safety, welfare, and peace, this Ordinance shall be in full force and effect immediately upon its passage.

Passed and approved this 12th day of July, 1999.



Mayor, Todd Timmerman

ATTEST:



City Clerk, Carol Sneath

CITY OF OZARK MASTER STREET PLAN

ORDINANCE NO. AMENDED

-----, 1999

Ozark Master Street Plan: Statement of Policy

It shall be the policy of the City of Ozark, Arkansas, to enforce the Ozark Master Street Plan through the administration of the Ozark Subdivision Regulations and the issuance of building permits as they relate to set back requirements and appropriate easements and right-of-way.

The expressed purpose of the Ozark Master Street Plan is to promote and provide a comprehensive, continuous, and coordinated approach to ensuring safe and efficient vehicular and pedestrian travel within the Ozark Planning Jurisdictional Area. As a further means of achieving this aim, the City of Ozark will coordinate all planning activities and proposals with the Franklin County Judge or appropriate office. A coordinated planning program will offer to both governmental entities the necessary degree of protection relating to adequate and appropriate development of infrastructure and effective utilization of land.

This coordinated program will also provide the residents of both governmental entities an understanding and assurance that development standards shall be required and enforced thereby protecting the health, safety, and the general welfare of all residents.

The Planning Commission of the City of Ozark has prepared this Master Street Plan utilizing locally determined community development goals and objectives. These development goals are predicated on the basic tenet that the overriding purpose of government as it relates to growth and development is to protect the residential population from unscrupulous and substandard development. Successful implementation of this goal will also result in a more efficient expenditures of local government revenues thereby protecting the community's investments in infrastructure improvements. The City of Ozark's Community Development Goals and Objectives that are attached to these policies clearly indicate that the City's desire to protect not only the public investment, but also the individual private investments, is the constant theme throughout the land development goals.

It is also the policy of the City of Ozark that the following priorities have been established with respect to the implementation of the Ozark Master Street Plan.

1. All new street development within the Ozark Jurisdictional Area, as set forth by the Ozark Subdivision Ordinance, shall comply with the Ozark Master Street Plan with respect to design, location, and construction.
2. All new private streets shall comply with the Ozark Master Street Plan if they are to be accepted as a city street. Compliance as a private street will in no way require acceptance by the City nor dedication by the owner.
3. There shall be no private streets, being those that service more than two landowners, within the jurisdiction of the Ozark Subdivision Ordinance as it pertains to regulations.

DEFINITIONS

Definitions not expressly prescribed herein are to be construed in accordance with customary usage in municipal planning and engineering practices. Wherever used in this Code, the word "may" is permissive, while the word "shall" is mandatory. For the purpose of interpreting this Code, certain words used herein are defined as follows:

ALLEY: A minor public way used for utility easement and vehicular service access to the back side of properties abutting a street.

ARTERIAL STREETS: Main vein through property.

BOND: Security in the form of and limited to a cash deposit surety bond underwritten by a bonding company licensed to do business in the State of Arkansas, or instrument of irrevocable bank credit in an amount and form satisfactory to the City that can be unilaterally drawn upon by the City for the completion of proposed improvements by a Developer.

BUILDING LINES: The line within property which defines the minimum horizontal distance between the building and adjacent property line.

CITY: City of Ozark, Franklin County, Arkansas

CITY ENGINEER, CITY ATTORNEY, CITY CLERK: Any office referred to in this Code by title shall be the person so retained in this position by the City, or his duly authorized representative.

COMMISSION: Approved eight member board including a chairman.

CUL-DE-SAC: A local street with only one outlet and having an appropriate terminal for safe and convenient reversal of traffic movement.

CIRCUIT CLERK/COUNTY RECORDER: The Circuit Clerk of Franklin County.

EASEMENT: A grant by the property owner of the use, for a specific purpose or purposes, of land by the public, a corporation, or certain persons.

ENGINEER: A person duly authorized under the provisions of the Arkansas Engineering Registration Act to practice the profession of engineering in the State of Arkansas.

IMPROVEMENTS: A betterment of the existing conditions of the land, such as streets, extensions of utilities, grading or excavation, or other actions resulting in permanent changes in the condition of the land.

LOT: A distinct and separate undivided tract or parcel of land having access on a public street, which is, or in the future may be offered for sale, conveyance, transfer, or improvement as a building site.

LOT, CORNER: A lot located at the intersection of and abutting on two or more streets.

LOT, DOUBLE FRONTAGE: A lot which runs through a block from street to street and which has two non-intersecting sides butting on two streets.

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

LOT, SPLIT: A lot-split is a subdivision which involves the dividing or re-dividing of a land area within any recorded subdivision, and which does not involve the dedicating, vacating, widening, narrowing or changing of alignment of any thoroughfare, street, alley, or easement.

PAVEMENT WIDTH: The portion of a street available for vehicular traffic; where curbs are laid, it is the distance from back of curb to back of curb.

PLAT, PRELIMINARY: Any plat of any lot, tract or parcel of land that is not to be recorded, but is only a proposed division of land that is presented only for review and study by the Planning and Zoning Commission; and to provide the basis for installing site improvements and utilities, and for dedicating and/or reserving land for public use.

PLAT, FINAL: Any plat of any lot tract, or parcel of land requested to be recorded in the deed and plat records of the Circuit Clerk.

REPLANTING: The subdivision of any part of previously platted subdivision, addition, lot or tract.

RIGHT OF WAY: Dedicated public right of way providing vehicular and pedestrian access to adjacent properties.

STREET: A public right of way, however designated, which provides vehicular access to adjacent areas.

STREET RIGHT OF WAY WIDTH: The shortest distance between the lines which delineate the right of way of a street. It runs from abutting property lines to abutting property line.

LOCAL RESIDENTIAL STREET: A street which is intended primarily to serve traffic within a neighborhood or limited residential area, and which is not necessarily continuous through several residential areas.

COLLECTOR STREET: A street which is continuous through several residential and/or commercial areas and is intended as a connecting street between residential areas and arterial streets for business areas.

SUBDIVIDER OR DEVELOPER: Any individual, association, firm, corporation or any agent thereof dividing or proposing to divide land so as to constitute a subdivision as that term is defined herein. The terms "subdivider" and "developer" shall be restricted to include only the owner, equitable owner, or authorized agent for such owner or equitable owner, of land to be divided. He is sometimes referred to herein as the "applicant".

SUBDIVISION: The division by platted lots or metes and bounds of any lots, tracts, or parcels of land situated within the jurisdictional area of the City of Ozark with three or more lots or sites for the immediate or future purpose of sale or development, or for laying out residential, commercial or industrial lots, streets, alleys, or portions intended for public use or the use of purchasers or owners of lots fronting thereon or of the land, lots or tracts.

The City of Ozark's Community Development Goals and Objectives

1. The efficient use of land within the city in order to protect the health, safety and general welfare of city residents:

- Objectives:
- A. Maintain adequately sized and placed water and sewer lines to ensure the supply of potable water and appropriate water pressure for fire protection.
 - B. Continued enforcement and implementation of the City's zoning ordinance, subdivision regulations, and master street plan in order to promote safe and efficient residential densities, effective extensions of the City's infrastructure, and adequately designed and constructed streets.

2. To encourage the orderly conversion of undeveloped land to urban land.

- Objectives:
- A. Adherence to the City's land use plan as it relates to the continuation of land uses beyond the existing corporate limits.
 - B. Secure the necessary infrastructure improvements that will be required by each development in order to effectively provide City services to prospective property owners/users.
 - C. Enforcement of the City's development ordinances in order to ensure the improvements, extensions, and new construction/location of planned City services including open spaces, fire and police protection, and sanitation.

3. To facilitate the orderly and efficient arrangement of public utilities and services.

- Objectives:
- A. Adherence to the City's master water and sewer plans.
 - B. Continue enforcing the appropriate City ordinances that require the developer/owner participation in the extension of existing services into their respective properties.
 - C. Compliance with all legal requirements relative to public acquisition, assumption, and condemnation procedures when required due to the provision of required services.
 - D. Maintain continuing oversight of the City's water and sewer capacities and the demand on the capacities and, when necessary implement the necessary and appropriate measures to ensure the

continuation of safe and adequate water and sewer services.

4. To provide an effective and efficient street and highway system.

- Objectives:
- A. Implementation of the City's master street plan.
 - B. Establish appropriate maintenance policies in order to extend the functional life of existing and future City streets.
 - C. Continued coordination and association with the Arkansas State Highway and Transportation Department in securing the necessary operational and safety improvements as noted on the City's master street plan.
 - D. Enforce all local and State laws relative to streets and highways in order to protect the health and safety of local residents, visitors and travelers.

5. To encourage a diversity of housing types and the orderly locations of these types.

- Objectives:
- A. Develop and implement a mixed-use residential/commercial ordinance to allow, in selected areas, a mixture of uses based on performance strategies that allow combinations of traditionally incompatible uses.
 - B. Continue to implement the hierarchial system of housing categories as found in the City's zoning ordinance that provide for transitions among the densities and intensities of the number of dwelling units per acre.
 - C. Institute a set of planning policies/regulations that encourage the implementation of development innovations which result in increases in open space and architectural design and construction practices.

6. To offer convenience, within a planned environment, of the location of city land uses.

- Objectives:
- A. Develop and implement a planned unit development amendment to the City's zoning ordinance to allow a greater degree of flexibility and choice in individual development design and composition.
 - B. Amend the City's zoning ordinance to provide an alternative to the status of newly annexed lands by offering alternative land use and subsequent zoning classifications for these properties.

7. To provide safe, healthful and blight-free residences, neighborhoods, and areas within the City.

Objectives:

- A. Continue the strict enforcement of all of the City building codes.
- B. Coordinate remedial actions relative to the presence of nuisances, health related situations and the like with the City Police Department and the County and State Health Departments.

8. To provide an adequate supply of commercial goods and services.

Objectives:

- A. Review the City's land use plan and zoning ordinance to identify the possibilities of providing compatible commercial land uses and services in close proximity to new and established residential developments.
- B. Maintain adequate capacities and supplies of potable water within the existing City limits and extraterritorial planning jurisdiction area.
- C. Continue the implementation of the City's master street plan and street maintenance program.

9. To ensure the harmony of commercial uses with residential and other commercial uses.

Objectives: (Same as the Objectives under Goals 6 and 8.)

10. To determine, in the public's interest, the highest and best use of the lands within the city in order to promote the community's development goals and objectives.

Objectives:

- A. Solicit ongoing public input through community-wide public hearings with respect to community needs and the City's attempts to respond to and satisfy the identified needs.
- B. Conduct an annual review of the City's land use plan and master street plan in order to determine the extent of their relationships to local and regional community development trends.
- C. Prioritize, by functional category, the City's needs and construct a capital improvements program which is responsive to these needs.

11. To promote the conservation and effective use of natural landscapes.

Objectives:

- A. Encourage the protection of natural land forms and features in land development through the adoption of alternative development regulations enabling land developers to deviate, in a City approved manner, from strict adherence to the City's zoning ordinance and/or the subdivision regulations.
- B. Develop and adopt a storm water management and containment plan and associated ordinances which addresses the accepted methods and procedures of assessing storm water run-off and containment techniques.

12. To promote the convenient movement of vehicular traffic and pedestrian traffic throughout the city.

Objectives:

- A. Continue to implement the City's master Street plan through the enforcement of the City's subdivision regulations.
- B. Conduct annual reviews of the City's traffic operations and control to determine the needs for improvements including but not limited to the following; traffic signals and signing, posted vehicular speed adjustments, and other traffic safety and capacity improvements.

13. To offer an adequate opportunity for industrial development in order to provide future opportunities for employment for local residents.

Objectives:

- A. Continue to provide for future industrial development activity in the designated industrial zones as identified on the City's land use plan and in the City's zoning ordinance.
- B. Coordinate, when possible, the timing of scheduled City infrastructure improvements with those of larger scale developments, including industrial activity, in order to maximize the improvement's benefits and minimize the improvement's costs.

14. To utilize land specific criteria in determining the best use of lands within the city. These criteria include; topography, access to transportation facilities, location of flood prone areas, separation of distinctly incompatible land uses, convenience of public and private services for residential areas, and identification of the potential economic and environmental costs of development to the individual and to the city.

Objectives: (Same as the Objectives under Goals 6 and 8.)

- A. Establish a subdivision review committee of the planning commission that will review all developments, both large and small, to determine their compliance with the pertinent City plans ordinances and regulations.

- B. Development impact fee or access ordinances to identify the level of impact that an impending development will have on existing City services and the City's ability to either extend these services into newly developing areas or continue to offer these services in established areas.

Master Street Plan Implementation

The master street plan, in concert with the land use plan, shall be reviewed when a proposed subdivision development is brought before the city planning commission. This review shall include the appropriateness of the proposed development to the land use plan and its conformance to the city's master street plan. The city's subdivision regulations shall be enforced to promote the safe, efficient, and convenient vehicular movement within the city. Additionally, these regulations shall be enforced in order to protect both the city and the prospective buyer, lessor, or user of the proposed development properties from inadequate or unsafe design, construction, or installation of all necessary and required land development improvements.

STREET DESIGN & CONSTRUCTION STANDARDS

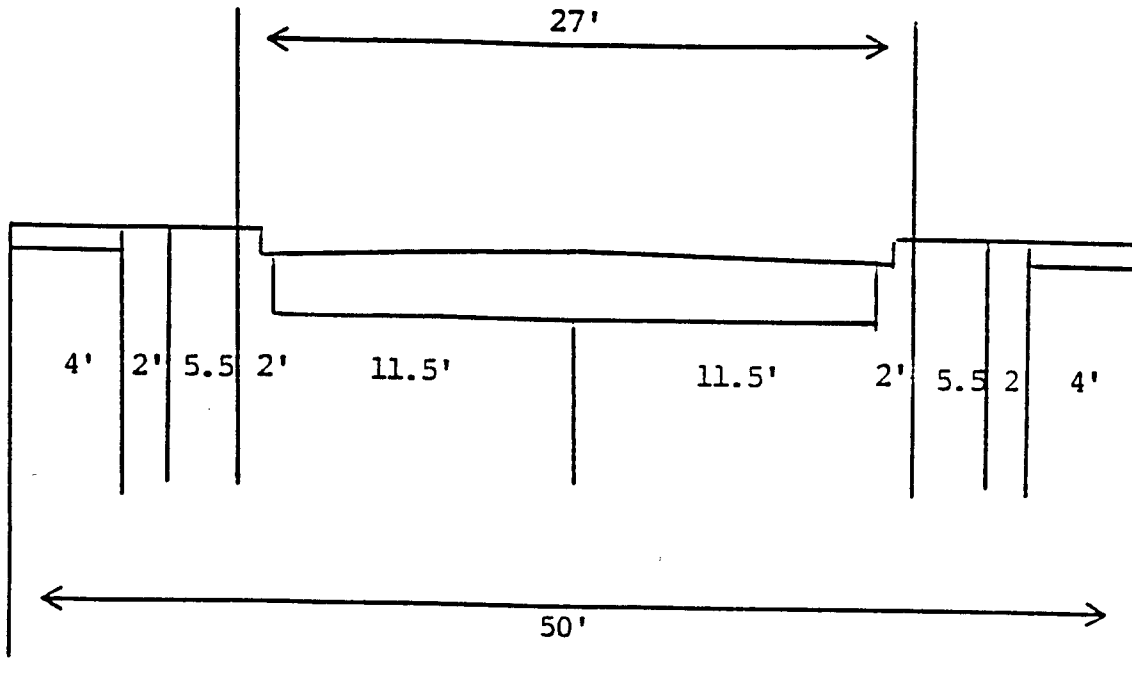
FOR

THE CITY OF OZARK, ARKANSAS

(ALL DESIGN & CONSTRUCTION STANDARDS ARE PRESENTED IN MINIMUM STANDARDS)

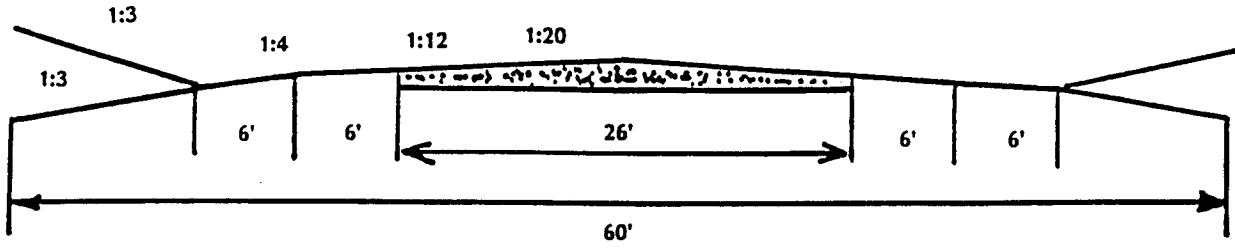
LOCAL STREET

CROSS-SECTION DESIGN



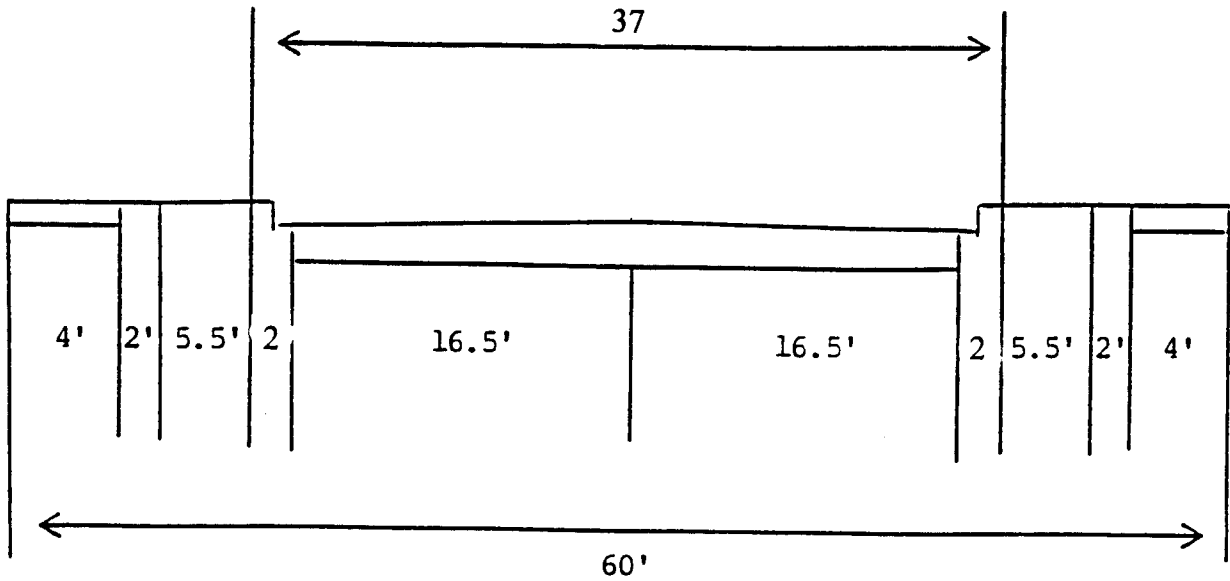
Suburban-Estate Type Street

Cross Section



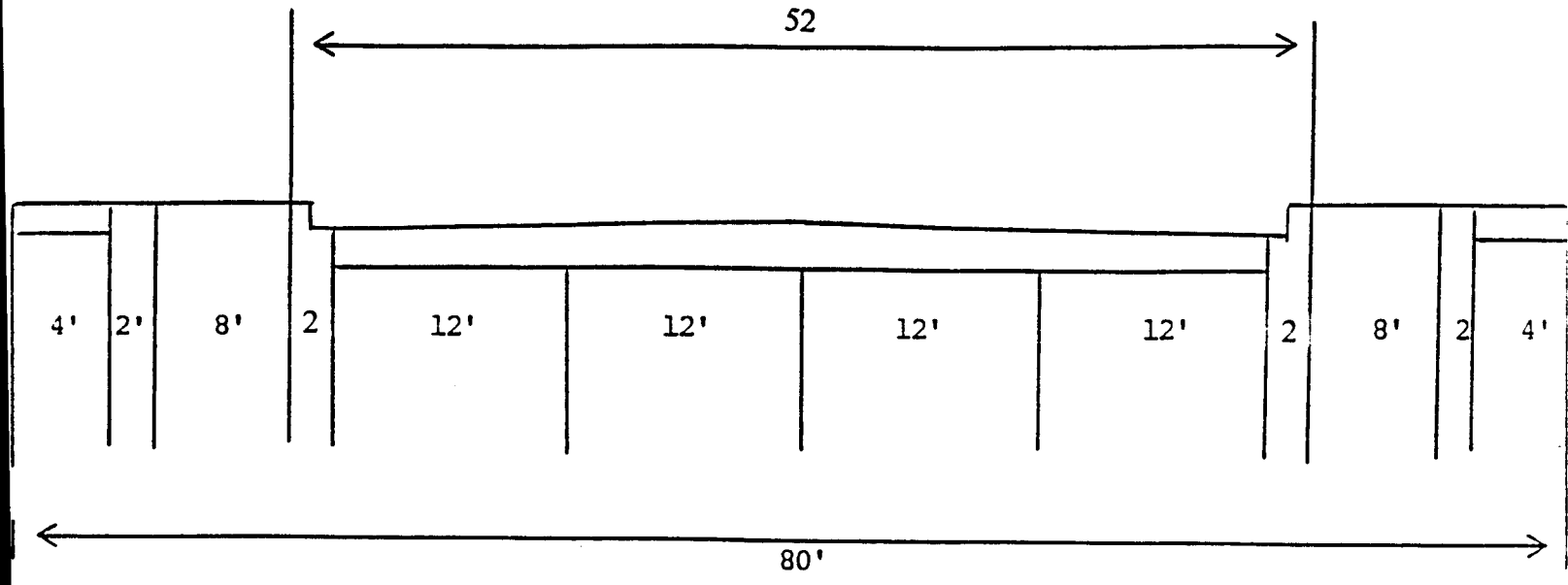
COLLECTOR STREET

CROSS-SECTION DESIGN

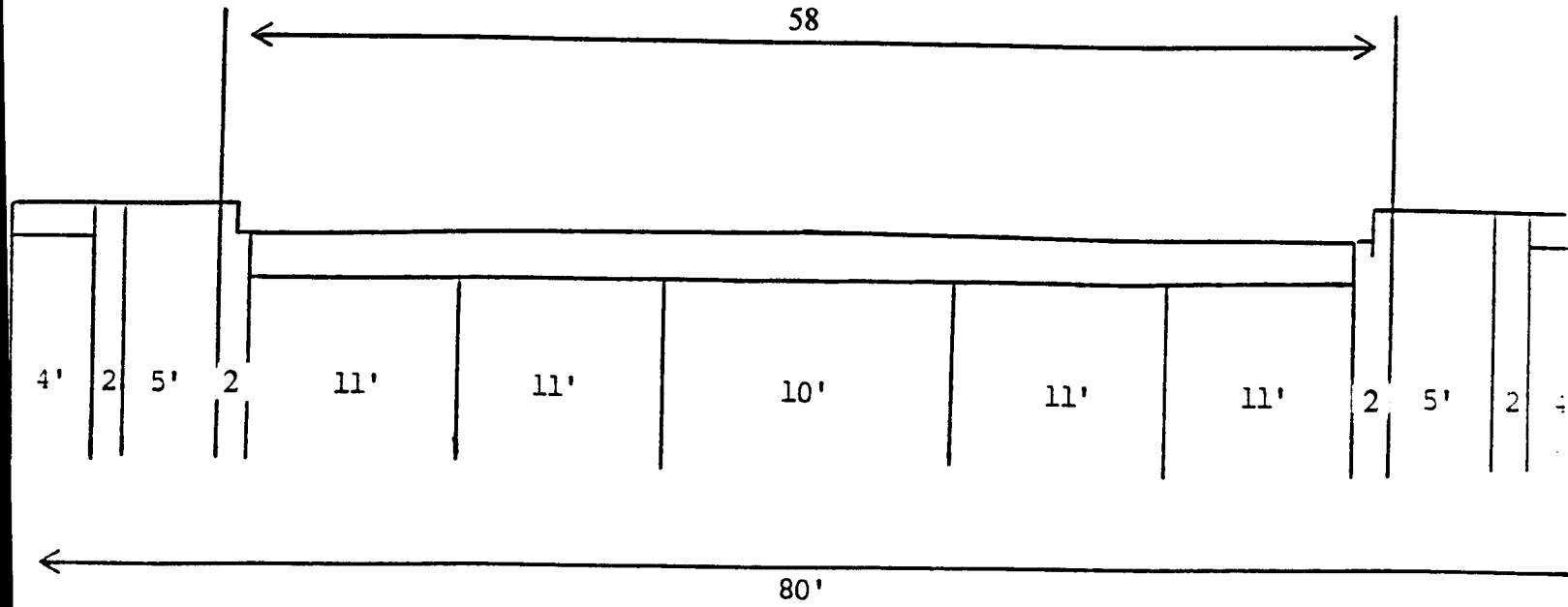


MINOR ARTERIAL STREET

CROSS-SECTION DESIGN

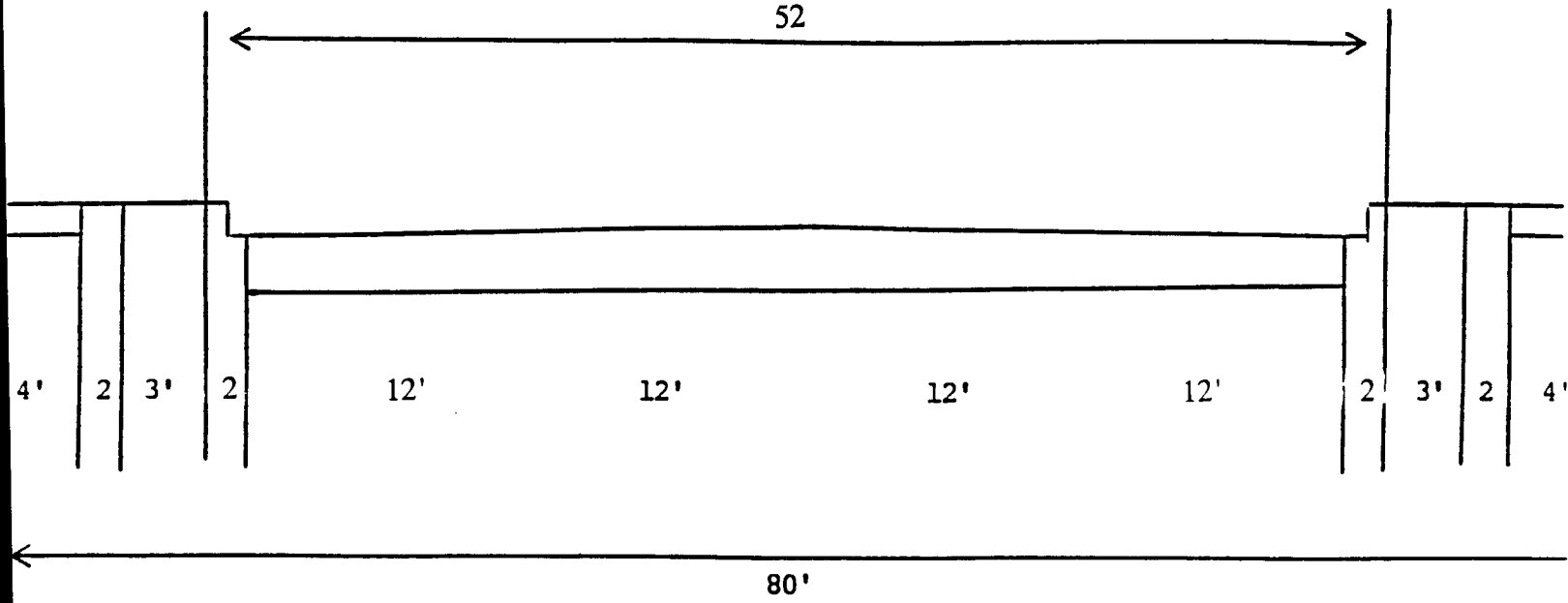


MINOR ARTERIAL STREET
WITH TURN LANE
CROSS-SECTION DESIGN



PRINCIPAL ARTERIAL

CROSS-SECTION DESIGN



GEOMETRIC DESIGN CRITERIA

DESIGN ELEMENT

Local, Residential
Estate, Residential
Collector, Residential
Collector, Commercial
Collector, Industrial
Minor Arterial
Principal Arterial

GENERAL							
Right-of-Way Width: in feet	50	60	60	60	60	80	80 a
Pavement Width, Back to Back of Curb: in feet	27	26 b	37	48	37	48	52
<u>Cross section (Transverse Slope): inch/foot</u>							
Normal Crown	—	1/4-3/8	—	1/4-3/8	—	c	c
Tipped Section, Maximum	½	NA	½	3/8	3/8	c	c
Cul-de-Sac, Maximum	½	½	—	½	½	—	—
Design Speed, MPH	30 e	30 e	30	30	30	c	c
Stopping Sight Distance, Minimum: in feet	200 e	200 e	200	300	250	c	c
<u>HORIZONTAL ALIGNMENT</u>							
Centerline Radius, Minimum: in feet	150	150	150	250	200	c	c
Intersection Curb Return Radius: in feet	20	—	20	c	75 d	c	c
Cul-de-Sac, Diameter (Back of Curb), Minimum: in feet	80	80 b	80	—	100	—	—
Intersection Angle, Minimum Degrees	75	75	75	75	75	75	75
Minimum Tangent Length Between Reverse Curves: in feet	—	—	—	100	—	f	f
<u>VERTICAL ALIGNMENT</u>							
<u>Longitudinal Grade, Percent</u>							
Minimum	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Maximum	12	7	10	7	7	7	7
Maximum Within 100 feet of Intersection g	6	6	6	4	6	—	—
<u>Minimum Tangent Lengths Between Sag and Crest</u>							
Vertical Curves: in feet	—	—	150	150	c	c	c
<u>Vertical Curve K Coefficient</u>							
Speed	Crest	Sag					
25 MPH	16	24					
30	28	35					
35	45	49					
40	55	55					

- a. Minimum
- b. Curb and gutter not required, requires 6 feet paved shoulder each side.
- c. Requires individual design.
- d. Compound curve 120-40-120 may be substituted.
- e. Subject to City approval, minimum values may be as follows: Design Speed, 25 MPH; Stopping Sight Distance, 150 feet; Centerline Radius, 115 feet.
- f. Requires individual design; length greater than 100 feet desirable.
- g. Distance measured from back of curb line or edge of pavement.

PAVEMENT DESIGN CRITERIA

<u>Pavement Materials</u>	<u>Specification Reference a</u>	<u>Minimum Thickness of Course Inches</u>	<u>Structural Coefficient b</u>
Asphalt Concrete Surfacing	Sec. 408	2 c	0.44
Asphalt Concrete Binder	Sec. 405	2	0.44
Asphalt Stabilized Base Course	Sec. 309	4	0.30
Crushed Stone Base Course	Sec. 306	4	0.14
Portland Cement Concrete	---	5	---

Asphalt Concrete Surfacing (Marshall Method Mix Criteria) d

Compaction (No. of Blows Each End of Specimen)	50
Stability, Minimum, lbs.	1000
Retained Stability, Percent	75
Flow, 0.01 Inch	7 - 16
Air Voids, Percent	2 - 5
Minimum Voids in Mineral Aggregate.	
Percent (½ Inch Nominal Maximum Particle Size)	15

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- a. AHTD Specification.
 b. AASHTO Interim Guide for Design of Pavement Structures.
 c. Surfacing thickness (including binder) equal to, or greater than 20% total pavement section thickness.
 d. Heavy traffic conditions require individual design.

TYPICAL PAVEMENT DESIGN

Pavement Sections a (Thickness in Inches)

Residential Streets

Subgrade CBR	Type Section b	<u>Local</u>	<u>Estate</u>	<u>Collector</u>
3	F	2.5 10.0	2.5 7.5	3.0 10.0
	FD	2.0 5.5	2.0 4.0	2.0 6.5
	R	5.0	5.0	5.0
6	F	2.5 8.0	2.0 7.0	2.5 9.5
	FD	2.0 4.5	2.0 4.0	2.0 5.0
	R	5.0	5.0	5.0
10	F	2.0 7.5	2.0 6.0	2.5 7.0
	FD	2.0 4.0	2.0 4.0	2.0 4.0
	R	5.0	5.0	5.0

a. Minimum pavement thickness: additional base thickness or subbase may be necessary to meet all design requirements.

b. Type of Pavement Section:

Flexible Pavement:	F	Asphalt Concrete Surface Course Crushed Stone Base Course	
	FD	Asphalt Concrete Surface Course Asphalt Stabilized Base Course	} Full Depth Asphalt Pavement
Rigid Pavement:	R	Portland Cement Concrete (Non-reinforced)	