

Access Management Standards

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

A. Curb Cuts

- 1. City Approval.** Property owners desiring curb cuts off of City streets or AHTD highways, not associated with an approved large scale development plan or subdivision, must obtain a letter of approval from the office of the Office of Public Works and Planning prior to installation of said curb cut/driveway.
- 2. Width.** Ingress-egress opening in concrete, asphalt, rock, or other street curbing, commonly referred to as “curb cuts” shall be not less than twenty four (24) feet nor more than forty (40) feet in width for nonresidential uses unless approved by the Office of Public Works and Planning.
- 3. Distance from Intersections.** Curb cuts or access points shall be no closer than one hundred (100) feet measured from the right-of-way intersecting collector streets to the center line of the drive, and no closer than two hundred fifty (250) feet measured from the right-of-way of an intersection involving a major or minor arterial to the center line of the drive.
- 4. Offset.** Either the centerline of opposing nonresidential driveways shall align, or shall be offset no less than seventy-five (75) feet. This condition shall not apply where a permanent median exists without break for these driveways.
- 5. Number of Curb Cuts Permitted.** Unless otherwise specified by this ordinance, the maximum number of curb cuts for each property shall be determined by length of road frontage and the maximum speed limit of the road (as determined by the City of Rogers Master Street Plan).

Number of Curb Cuts	
Length of Street Frontage	Maximum Number of Curb Cuts*
600 feet or less	1
601 – 1100 feet	2
1001 – 1500 feet	2
More than 1500 feet	3

*Where lots are contiguous, a common ingress/egress drive is encouraged to minimize curb cuts and better facilitate traffic.

6. Distance Between Curb Cuts

Distance Between Curb Cuts	
Travel Speed Permitted	Minimum Distance Between Curb Cuts
30 mph	100
35 mph	150
40 mph	200
45 mph	250
50 mph	300
55 mph	350

7. Curb Radius. To ensure safe turn movements, turning radii for commercial drive curb cuts should be at least 30' for curb cuts along streets designated of the City of Rogers Master Street Plan. Exceptions may be granted through a waiver to the Planning Commission for shorter radii in the downtown area and for larger radii needed where there may be a need to accommodate truck traffic.

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

9. Right Turn Only Site plans for all commercial development and multifamily dwellings on Minor Arterial and Major Arterial streets will be required to have exit points that are designated right turn only exiting movements onto a public street.

10. Acceleration & Deceleration Lanes. Site plans for all commercial development, residential subdivisions, and multifamily dwellings on collector, Minor Arterial, and Major Arterial streets will be analyzed by the City Engineer or City Planner for critical traffic conditions for both the initial opening and full development of the site. AHTD deceleration lanes are required for single and combined uses that generate driveway volumes (trip ends) of 300 or more vehicles in the peak hour, as determined using standard Institute of Transportation Engineers (ITE) trip generation rates for the subject land uses(s). Additional development, requiring, requiring a building permit, which would generate driveway volumes (trip ends) of 300 or more vehicles in the peak hour shall require the installation of an AHTD approved deceleration lane. Four hundred (400) feet minimum spacing between drives, measured center line to center line or from the right-of-way intersecting lines of public streets to the center line of a curb cut, is required when deceleration lanes designed in accordance with the Arkansas Highway and Transportation Department are required.

11. Joint and Cross Access.

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

B. Techniques. A system of joint use driveways and cross access easements shall be established wherever feasible in commercial zoning districts along streets designated on

the City of Rogers Master Street Plan and the building site shall incorporate the following.

- (a) A continuous service drive or cross access corridor extending the entire length of each property served to provide for driveway separation consistent with the curb-cut standards.
- (b) A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
- (c) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive.
- (d) A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

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

D. Documentation. Pursuant to this section, property owners shall:

- (a) **Access Easement.** Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive.
- (b) **Access Agreement.** Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the City of Rogers and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway.
- (c) **Maintenance Agreement.** Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

E. Reduction in Separation Distance. The City of Rogers Planning Commission may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:

- 1. Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.
- 2. The site plan incorporates a unified access and circulation system in accordance with this section.
- 3. The property owner shall enter a written agreement with the City of Rogers, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

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

G. Nonconforming Access Features

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

- (a) When new access connection permits are requested;
- (b) Substantial enlargements or improvements;
- (c) As roadway improvements allow;
- (d) Significant change in trip generation.

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