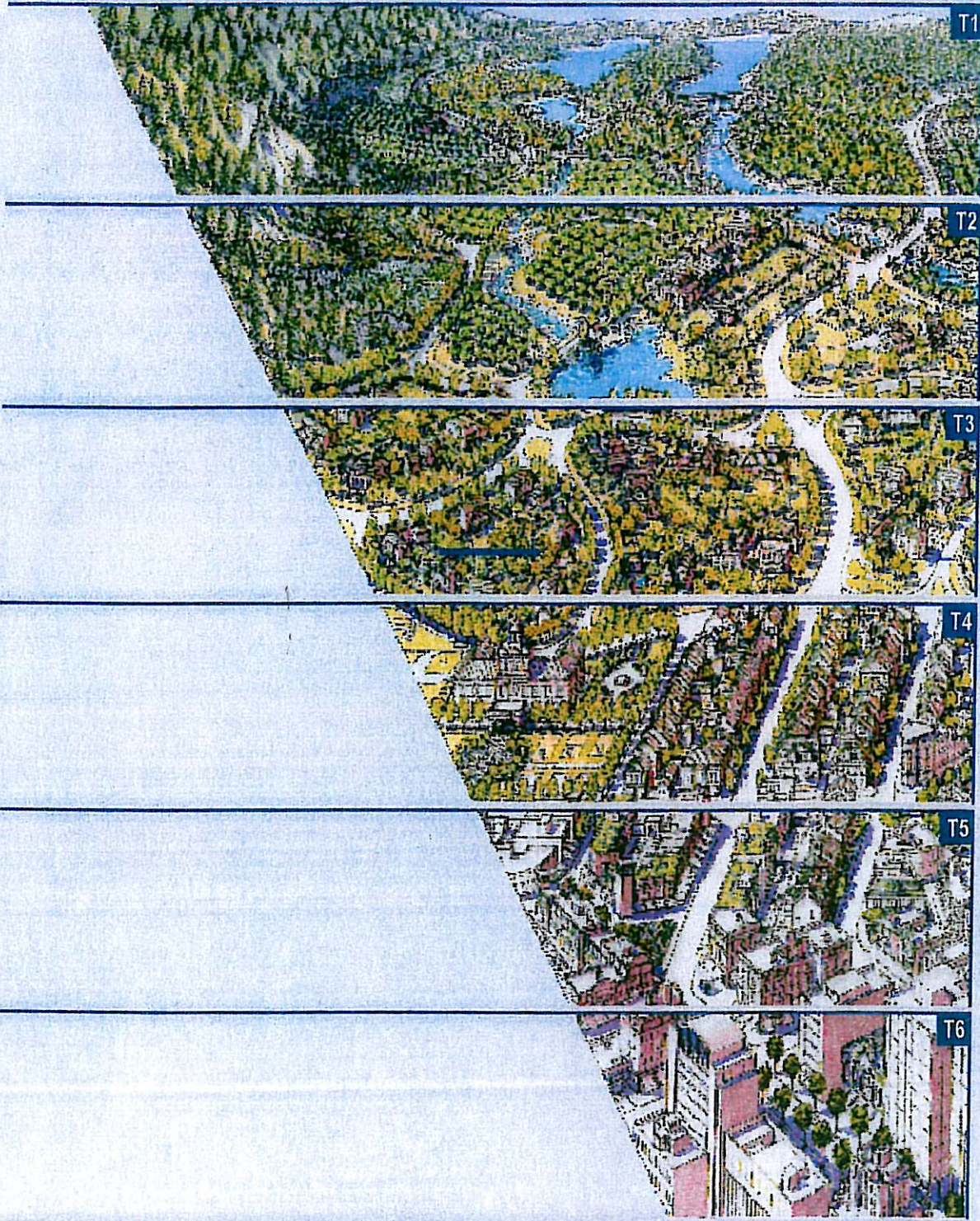


TND OVERLAY



City of Bryant, Arkansas

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ARTICLE 1. ORDINANCE ADOPTION

1.1 AUTHORITY

ORDINANCE 2007- 39

AN ORDINANCE ESTABLISHING THE BRYANT TRADITIONAL NEIGHBORHOOD DEVELOPMENT OVERLAY DISTRICT, OF THE CITY OF BRYANT, ARKANSAS; AND FOR OTHER PURPOSES:

WHEREAS, pursuant to authority granted by the Legislature of the State of Arkansas as provided by Act 186 of 1957, as amended, the City of Bryant desires to encourage the creation of neighborhoods that are compact, pedestrian oriented and mixed-use; and

WHEREAS, the establishment of neighborhoods where ordinary activities of daily living occur within walking distance of most dwellings promotes improved public health, conserves natural resources and allows independence for those who do not drive; and

WHEREAS, the formation of thoroughfare networks allow for the dispersion of traffic and reduction of the length of automobile trips; and

WHEREAS, it is in furtherance of the public interest and welfare to create neighborhoods where a range of housing types and price levels are provided to accommodate diverse ages and incomes; and

WHEREAS, it is also desirable to encourage the creation of neighborhoods where appropriate building densities and land uses are provided within walking distance of transit stops and schools; and

WHEREAS, it is in the public interest to create neighborhoods where a range of open space including parks, squares, and playgrounds are distributed within the neighborhood;

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

SECTION 1: That the City of Bryant, Arkansas hereby approves and adopts by reference the Bryant Traditional Neighborhood Development Overlay District (TND Overlay District).

The provisions thereof shall be established and applied to the following area:

PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER (SE/4 NE/4), PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER (NE/4 SE/4), PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE/4 SE/4) AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER (SW/4 SE/4), ALL IN SECTION 9; PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (NW/4 SW/4) OF SECTION 15; AND PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER (NE/4 NE/4), PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER (SE/4 NE/4), AND PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER (NE/4 SE/4), ALL IN SECTION 16; WITH ALL THE ABOVE BEING IN TOWNSHIP 1 SOUTH, RANGE 14 WEST, IN SALINE COUNTY, ARKANSAS, AND ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SAID NE/4 NE/4 OF SECTION 16, A FOUND 2 1/2" ALUMINUM CAP IN THE PAVEMENT OF HILLTOP ROAD; THENCE, ALONG THE NORTH LINE OF THE NE/4 NE/4, N88°58'44"W 394.97 FEET TO THE POINT OF BEGINNING; THENCE LEAVING THE NORTH LINE, ALONG A LINE PARALLEL WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 16, S02°34'40"W 2247.92 FEET TO THE NORTH LINE OF THE PAUL BULLOCK TRACT AS DESCRIBED IN SALINE COUNTY DEED BOOK 387, PAGE 003; THENCE LEAVING THE PARALLEL LINE AND FOLLOWING THE PERIMETER OF THE PAUL BULLOCK TRACT FOR THE FOLLOWING COURSES: N88°53'52"W 149.75 FEET TO A SET 5/8" REBAR AND CAP; THENCE S02°36'17"W 400.00 FEET TO A SET 5/8" REBAR AND CAP ON THE NORTH LINE OF THE NE/4 SE/4 OF SECTION 16; THENCE, ALONG THE NORTH LINE OF THE NE/4 SE/4, S88°53'32"E 544.90 FEET TO A FOUND 2 1/2" ALUMINUM CAP AT THE NORTHWEST CORNER OF THE SAID NW/4 SW/4 OF SECTION 15; THENCE LEAVING THE SOUTH LINE OF THE PAUL BULLOCK TRACT S64°15'57"E 256.15 FEET TO A SET 5/8" REBAR AND CAP; THENCE S30°59'30"E 151.78 FEET TO A SET 5/8" REBAR AND CAP; THENCE S85°09'25"E 206.33 FEET TO A SET 5/8" REBAR AND CAP; THENCE ALONG A NON-TANGENT CURVE TO THE SOUTH, CONCAVE TO THE EAST, WITH A RADIUS 1890.00 FEET AND A LENGTH OF 497.49 FEET, FOR A CHORD OF S14°18'20"E 496.06 FEET TO A SET 5/8" REBAR AND CAP ON THE NORTH LINE OF THE STONEYBROOK SUBDIVISION, PHASE 3, AS DEPICTED ON A PLAT FILED AS SALINE COUNTY DOCUMENT 05-28843; THENCE LEAVING THE CURVE, ALONG THE NORTH LINES OF STONEYBROOK PHASE 3 FOR THE FOLLOWING COURSES: S64°40'06"W 403.50 FEET TO A FOUND 5/8" REBAR AND CAP; THENCE S25°19'54"E 65.35 FEET TO A FOUND 5/8" REBAR AND CAP; THENCE N88°51'44"W 1154.87 FEET TO A FOUND 5/8" REBAR AND CAP ON THE EAST LINE OF COMMONWEALTH DRIVE; THENCE N58°03'43"W 69.85 FEET TO A FOUND 5/8" REBAR AND CAP ON THE WEST LINE OF COMMONWEALTH DRIVE; THENCE N88°51'38"W 153.18 FEET TO A FOUND 5/8" REBAR AND CAP AT THE NORTHEAST CORNER OF THE PELTON, ET AL TRACT AS DESCRIBED IN SALINE COUNTY BOOK 234, PAGE 462; THENCE, LEAVING THE NORTH LINE OF STONEYBROOK PHASE 3, N88°51'38"W 330.00 FEET TO A SET 5/8" REBAR AND CAP AT THE NORTHWEST CORNER OF THE PELTON TRACT AND ON THE WEST LINE OF THE NE/4 SE/4 OF SECTION 16; THENCE, ALONG THE WEST LINE OF THE NE/4 SE/4, N03°02'37"E 929.01 FEET TO A FOUND 1/2" REBAR AND CAP AT THE SOUTHWEST CORNER OF THE SE/4 NE/4 OF SECTION 16; THENCE N02°43'23"E 1336.64 FEET TO A FOUND FENCE CORNER POST AT THE SOUTHWEST CORNER OF THE NE/4 NE/4 OF SECTION 16; THENCE N02°24'32"E 1309.85 FEET TO A SET 5/8" REBAR AND CAP IN HILLTOP ROAD AT THE SOUTHEAST CORNER OF THE SW/4 SE/4 OF SECTION 9; THENCE N88°58'44"W 1348.12 FEET TO A FOUND 2 1/2" ALUMINUM CAP IN HILLTOP ROAD AT THE SOUTHWEST CORNER OF THE SW/4 SE/4 OF SECTION 9; THENCE, ALONG THE WEST LINE OF THE SW/4 SE/4, N02°26'23"E 822.04 FEET TO A SET 5/8" REBAR AND CAP IN MILLER ROAD; THENCE LEAVING THE WEST LINE N89°43'25"E 444.91 FEET TO A SET 5/8" REBAR AND CAP WHICH LIES 4.67' SOUTH FROM AN EXISTING FENCE POST; THENCE N02°03'54"E 465.39 FEET TO A SET 5/8" REBAR AND CAP ON THE NORTH LINE OF THE SW/4 SE/4; THENCE, ALONG THE NORTH LINE OF THE SW/4 SE/4, N89°43'25"E 126.07 FEET TO A FOUND 1/2" REBAR AND CAP AT THE NORTHWEST CORNER OF THE CITY OF BRYANT TRACT AS DESCRIBED IN SALINE COUNTY DOCUMENT 1997-10432; THENCE LEAVING THE NORTH LINE, ALONG THE PERIMETER OF THE CITY OF BRYANT TRACT FOR THE FOLLOWING COURSES: S01°17'55"E 99.70 FEET TO A FOUND 1/2" REBAR AND CAP; THENCE S89°42'44"E 100.02 FEET TO A FOUND 1/2" REBAR AND CAP; THENCE N01°08'50"W 100.68 FEET TO A FOUND 1/2" REBAR AND CAP ON THE NORTH LINE OF THE SW/4 SE/4; THENCE LEAVING THE CITY OF BRYANT TRACT, ALONG THE NORTH LINE OF THE SW/4 SE/4, N89°43'25"E 635.47 FEET TO A FOUND 1/2" PIPE AT THE SOUTHWEST CORNER OF THE NE/4 SE/4 OF SECTION 9; THENCE, ALONG THE WEST LINE OF THE NE/4 SE/4, N02°30'44"E 1212.64 FEET TO A FOUND 1/2" REBAR AND CAP ON THE SOUTHERLY LINE OF AN EXISTING FIRST ELECTRIC RIGHT OF WAY; THENCE LEAVING THE WEST LINE, ALONG THE SOUTHERLY LINE OF THE RIGHT OF WAY, N78°30'41"E 1072.25 FEET TO A SET 5/8" REBAR AND CAP; THENCE LEAVING THE

SOUTHERLY LINE OF THE FIRST ELECTRIC RIGHT OF WAY S02°02'43"W 306.59 FEET TO A SET 5/8" REBAR AND CAP; THENCE S89°04'17"E 331.73 FEET, PASSING AT 291.77 FEET A SET 5/8" REBAR AND CAP ON THE WEST LINE OF LOMBARD ROAD, TO THE EAST LINE OF THE NE/4 SE/4 OF SECTION 9 IN LOMBARD ROAD; THENCE, ALONG THE EAST LINE OF THE NE/4 SE/4 OF SECTION 9, S02°02'43"W 1126.22 FEET TO A FOUND 1/2" REBAR AND CAP IN LOMBARD ROAD AT THE NORTHEAST CORNER OF THE SE/4 SE/4 OF SECTION 9; THENCE, ALONG THE NORTH LINE OF THE SE/4 SE/4, N89°29'36"W 346.13 FEET TO A SET 5/8" REBAR AND CAP AT THE NORTHWEST CORNER OF THE EAST QUARTER OF THE SE/4 SE/4; THENCE LEAVING THE NORTH LINE, ALONG THE WEST LINE OF THE EAST QUARTER OF THE SE/4 SE/4, S01°40'36"W 667.10 FEET TO A FOUND 1/2" REBAR AND CAP AT THE NORTHEAST CORNER OF THE HOLT TRUST TRACT AS DESCRIBED IN SALINE COUNTY DOCUMENT 06-005696; THENCE N88°37'00"W 167.18 FEET TO A FOUND 1/2" REBAR AND CAP AT THE NORTHWEST CORNER OF THE HOLT TRUST TRACT; THENCE N87°08'56"W 167.49 FEET TO A FOUND 1/2" REBAR AT THE NORTHEAST CORNER OF THE WOLF TRACT AS DESCRIBED IN SALINE COUNTY DOCUMENT 04-011378; THENCE N89°53'39"W 329.90 FEET TO A FOUND 5/8" REBAR AT THE NORTHWEST CORNER OF THE WOLF TRACT; THENCE S02°20'32"W 660.26 FEET TO A SET 5/8" REBAR AND CAP IN HILLTOP ROAD AT THE SOUTHWEST CORNER OF THE WOLF TRACT ON THE SOUTH LINE OF THE SE/4 SE/4 OF SECTION 9; THENCE, ALONG THE SOUTH LINE OF THE SE/4 SE/4, S88°58'44"E 615.01 FEET TO THE POINT OF BEGINNING, ENCLOSING 192.032 ACRES, AND SUBJECT TO THE EXISTING RIGHTS OF WAY OF LOMBARD, HILLTOP AND MILLER ROADS, AND ALSO SUBJECT TO EXISTING EASEMENTS AND RIGHTS OF WAY OF RECORD.

And such other areas that may from time to time be added to this TND Overlay District by the act of the City Council of Bryant.

SECTION 2: That all ordinances and part of ordinances of a permanent and general nature in effect at the time of adoption of this ordinance, and not included herein, are hereby superseded where they are in conflict with this ordinance.

PASSED this ____ day of ____ 2007.

ATTEST:

APPROVED:

TND Overlay

City of Bryant, Arkansas

1.2 INTENT

The Traditional Neighborhood Development Overlay District (or "TND Overlay District") is established to promote and encourage the creation of neighborhoods:

- 1.2.1 That are compact, pedestrian-oriented and mixed-use; and
- 1.2.2 Wherein ordinary activities of daily living occur within walking distance of most dwellings, thereby promoting the public health, conserving natural resources, and allowing independence to those who do not drive; and
- 1.2.3 Wherein networks of thoroughfares disperse traffic and reduce the length of automobile trips; and
- 1.2.4 Wherein a range of housing types and price levels are provided to accommodate diverse ages and incomes; and
- 1.2.5 Wherein appropriate building densities and land uses are provided within walking distance of transit stops and schools; and
- 1.2.6 Wherein a range of open space including parks, squares, and playgrounds are distributed.

1.3 APPLICABILITY

- 1.3.1 This TND Overlay is intended to provide development regulations that supersede the Zoning Code, the Subdivision Code, and the Master Street Plan.
- 1.3.2 Provisions of this TND Overlay are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.3.3 The provisions of this TND Overlay Code, when in conflict, shall take precedence over those of all other city Codes, including but not limited to the existing Zoning Code, Subdivision Code, and Master Street Plan. All other city codes shall continue to be applicable to issues not covered by this TND Overlay except where these codes would be in conflict with the Intent in Section 1.2, in which case the conflict shall be resolved in favor of this TND Overlay. Provisions within TND Overlay Ordinance will fully comply with the Arkansas Fire Prevention Code, latest edition.
- 1.3.4 Terms used throughout this TND Overlay shall be accorded their commonly accepted meanings or as defined in Articles 1-6 hereof or in the Definitions of Terms (Article 7). In the event of conflicts between these definitions and those of all other city ordinances, those in this TND Overlay shall take precedence.
- 1.3.5 The Definitions of Terms (Article 7) contains regulatory language that is integral to this TND Overlay. Capitalized terms in Articles 1-6 of this TND Overlay may refer to Article 7 Definitions.
- 1.3.6 Land may only be zoned TND if it consists of a minimum of 100 acres or is contiguous to a tract of land already zoned TND.

1.4 INCENTIVES

- 1.4.1 To encourage the use of this Code, the City Council should grant the following incentives, to the extent authorized by state law:
 - a. Building permits may be issued after Preliminary Plat is approved. No Certificate of Occupancy will be issued until Final Plat is approved.
 - b. All Utilities may be located under the streets and alleys.

ARTICLE 2. PROCESS

2.1 GENERAL INSTRUCTIONS

- 2.1.1 The Traditional Neighborhood Development Overlay District applies to designated areas. After designation, the property owner(s) within a district or the City may submit a **TND Plan, consisting of a Master Plan and Regulating Plan for review and approval by the City Council.** Subsequent Preliminary Plat Plans and Preliminary Plat Data shall comply, in general, with the TND Plan.
- 2.1.2 These overlay district standards shall be available as an optional overlay by right. The underlying zoning district(s) also shall remain available by right, until an approved TND plan and plat supersedes the underlying district. These overlay district standards shall be applied in their entirety or not at all. Once the final plat is granted for a specified overlay district, the overlay district standards supersede the underlying district(s).

2.2 TND OVERLAY DISTRICT REZONING

- 2.2.1 The establishment of this TND Overlay District ordinance creates a floating overlay zone that can be applied when adopted in a specific location.
- 2.2.2 This TND Overlay District is applied to a specific parcel or group of parcels when the legal description of such parcel(s) is added to Article 1, Section 1 of this Ordinance and shall be considered a rezoning.
- 2.2.3 Any minor changes to the Master Plan or Regulating Plan may be approved by the Bryant Planning Development Review Committee (DRC). Any major changes are subject to the review of the City of Bryant Planning Commission. A major change is considered to be any of the following: increasing thirty percent or more of the allocated Transect Zones to zones of a higher or lower intensity than the regulating plan; adding land parcels to the area regulated by the TND Overlay District, the Master Plan and the Regulating Plan; the addition of new streets or major realignment of existing streets; or a substantial deviation from the nature and character of the Master Plan.
- 2.2.4 This TND Overlay District Ordinance in no way relieves the developer of the payment of impact fees as prescribed by Bryant Ordinance .

2.3 TND PLAN SUBMITTAL AND APPROVAL

- 2.3.2 TND Plan Pre-Application Conference
To begin the approval process for a TND Plan, the Developer should discuss informally the intent of the proposed TND Plan with the members of the City of Bryant Development Review Committee (DRC). The DRC is composed of one representative from each of the regulatory agencies that have jurisdiction over the permitting of a project, including but not limited to the Planning Commission, Community Development and Public Works Director, Planning Department, Fire Department, City Engineer, Water Department, Waste-Water Department and Street Department. No fees shall be collected for Pre-Application Conference, its purpose being to familiarize the DRC with the proposed TND Plan and the Developer with the development procedures in Bryant's TND Overlay District. The Developer should share sketch plans and data showing existing site conditions and the proposed layout and development of the TND Plan. The Developer may also share the acreage of the tract, proposed land uses, a proposed Bill of Assurance and any unusual site characteristics. At the Pre-Application Conference, the general character of the development will be discussed and items including zoning, utility service, street requirements, flooding and drainage, and other pertinent factors related to the proposed development will be reviewed. The purpose and intent of the Pre-Application Conference allows both parties to identify potential challenges, opportunities and items that need to be addressed.

2.3.3 TND Plan Submission and Approval

The following must be submitted for a TND Plan Submission:

- a. A TND Plan, composed of a Master Plan and a Regulating Plan, shall be submitted to the Bryant Planning Commission for review and approval and forwarded to the Bryant City Council for their approval.

Master Plan

The Master Plan is a rendered plan that reflects the character of the overall development. It shall show streets, blocks, general lot sizes, public spaces and may show public buildings or other notable buildings. It shall show the phasing for the entire tract.

Regulating Plan

The Regulating Plan shall assign Transect Zones to the entire Traditional Neighborhood Development Plan.

- b. A Statement of Intent describing how the TND Plan submitted is consistent with the intent and spirit of the TND Overlay District.
- c. Preliminary Architecture and Landscape Standards. This section will include general concepts of proposed building style, shape and design requirements recommendations for buildings as well as plant species and planting patterns for landscape in the TND Overlay District.

2.3.4 For TND Plan approval, the following must be addressed in the TND Plan or Statement of Intent:

- (1) Thoroughfare network (including rights of way)
- (2) Adherence to Articles 3 and 4 of this Ordinance.
- (3) Phasing Plan

2.4 PROCEDURE FOR OBTAINING A PLAT WITHIN THE TND OVERLAY DISTRICT

2.4.1 TND Overlay District Preliminary Plat Process

TND Plan approval by the City Council stands as long as the developer is pursuing active development of the site. If the TND preliminary plat for any part is not submitted for approval within the 24 months after the TND plan approval, the TND plan becomes null and void. Review and re-approval shall be required for any new plan, or the same or similar plan, according to the standards and procedures of this ordinance. Following the review and approval of a preliminary or final plat associated with the TND plan, the TND plan shall be valid for the period of the preliminary or final plat's validity. In the case of a phased plan, the TND plan shall be considered complete after final plat approval of the first phase.

The first required step in the Preliminary Plat review process is the submission of an Application for Preliminary Plat Approval. Prior to any development, an application for preliminary plat approval based on the approved TND Plan, must be submitted and approved as follows.

a. Submission Requirements

The Application shall be submitted to the Planning Department and shall consist of the following:

- (1) A Letter of Intent.
- (2) Fifteen (15) copies of the Preliminary Plat Plans; and Preliminary Plat Data. The Preliminary Plat Plans and Preliminary Plat Data shall include the items required in Section 2.4.2, Preliminary Plat Submittal Requirements.
- (3) A filing fee of \$300.00 + \$3 per lot for Primary Plat review fee and \$250 or \$25 per lot whichever is greater, for Storm Water Plan review fees or the current rate at the time of approval for any and all review fees.

b. Preliminary Approval

After the Planning Commission has reviewed the Preliminary Plat and taken into account any DRC recommendation, the Applicant shall be advised of any required changes and/or additions. The Planning Commission shall approve, conditionally, or disapprove the Preliminary Plat within thirty (30) days from the date of receipt thereof or the Preliminary Plat shall be deemed approved unless the developer stipulates in writing to the Planning Commission that additional time is allowed. If disapproved, the Preliminary Plat shall be returned to the developer with a written statement as to the reasons for disapproval. The Planning Commission's approval of the Preliminary Plat shall be deemed as an expression of approval of the layout submitted on the Preliminary Plat as a guide to the installation of streets, water, drainage, sewer, and other required improvements and utilities, the dedication and reservation of public lands, and to the preparation of the Final Plat. Approval of a Preliminary Plat shall not constitute automatic approval of the Final Plat. If disapproved the developer may appeal to the City Council.

When the Planning Commission finds the Preliminary Plat Plan together with the Preliminary Plat Data meets all the requirements of this Regulation, it shall approve the Plat by placing a Certificate of Preliminary Plat Approval upon the Preliminary Plat. This stamp of Preliminary Plat Approval shall read:

"This Plat has been given Preliminary Plat Approval only and has not been approved for recording as a public record."

Such stamp approval shall bear the signature of the Chairman of the Planning Commission and shall be dated. Six copies of the Preliminary Plat shall be submitted. Five copies shall be distributed and/or retained by the Planning Department and one copy shall be returned to the developer upon approval.

c. Authorization to Proceed

Receipt of an approved or conditionally approved copy of the Preliminary Plat, together with an approved copy of the Improvements Plan shall constitute authorization of the Planning Commission for the Developer to proceed with the preparation of the Final Plat, the installation of improvements, and the staking out of lots and blocks. The Developer, after conditional approval of the Preliminary Plat, shall complete all improvements required under this Regulation.

d. Expiration of Preliminary Plat Approval

The Preliminary Plat shall expire when there has been no substantial work on the site for 12 consecutive months.

e. Development Phasing

A TND Plan may be divided into phases, with the preliminary plat for each phase submitted separately. The preliminary plat for the first phase shall be submitted at a date no later than two years after TND Plan approval of the Master Plan and Regulating Plan or the TND Plan shall be considered null and void. If the developer wishes to make changes to the Master or Regulating Plan after it has been adopted, the developer must resubmit the Master and Regulating Plans for approval along with the preliminary plat for the first phase or for any subsequent phases.

Any changes to the Master Plan or Regulating Plan shall be approved according to Article 2.2.3 of this ordinance.

f. Replats

The developer may replat or further divide one or more lots after filing of the final plat. Any replatting shall be in accordance with the provisions of this ordinance and will not conflict with the approved TND Master and Regulating Plans. Final Plat procedures shall be followed for submission of a replat.

2.4.2 Preliminary Plat Submittal Requirements

a. General

This section denotes specific plat requirements for an entire TND or a development phase in a TND Overlay District. The Developer shall submit five (5) copies of the Preliminary Plat Plans and Preliminary Plat Data.

b. Preliminary Plat Plans

The Preliminary Plat shall be drawn clearly and legibly at a scale not smaller than 1" = 100' and shall show or be accompanied by the following information:

Basic Data:

- (1) Name of development and/or phase.
- (2) Name and address of owner of record, developer and surveyor or engineer.
- (3) North arrow, graphic scale and date.

Location:

- (4) Vicinity Map showing location and acreage of TND or phase.
- (5) A legal description of the tract giving exact boundary lines and bearings and distances as well as the acreage to the nearest one-tenth of an acre, the date of the survey, and a preliminary survey certification.

Topography:

- (6) Contour intervals of not more than two (2) feet where the overall average slope is less than 4% grade and not more than five (5) feet where the slope is greater than 4%.
- (7) Natural features within the proposed TND or phase including drainage channels, bodies of water, wooded areas and other significant features. The direction of flow of all watercourses leaving the tract and all water courses entering the tract shall be indicated. The drainage area above the point of entry shall also be quantified. The downstream drainage channel and drainage structures substantially impacted by this phase shall be shown.
- (8) If any portion of the land within the TND or phase is subject to flooding, the limit of such flooding shall be noted and the appropriate 25-year and 100-year floodplains and/or floodways shall be identified.

Existing Conditions:

- (9) The present zoning classification of the land within the TND or phase .
- (10) Existing streets, buildings, watercourses, railroads, culverts, utilities, and easements on and adjacent to the tract.

Proposed Design:

- (11) The proposed design including streets and alleys, lot lines with appropriate dimensions, easements, land to be reserved or dedicated for public use, land to be used for purposes other than residential, and proposed open space.
- (12) A phasing plan including the boundaries for each phase and the location of all NGS monuments for the phase.

c. Preliminary Plat Data

Preliminary Plat Data includes additional information about the proposed development that is not covered in preliminary plat plan requirements.

Sewer and Water:

- (12) The source of the water supply.
- (13) Where wastewater disposal is to be accomplished by extending wastewater utility facilities, this circumstance shall be indicated on the Preliminary Plat (In those instances where extraordinary systems are proposed in lieu of extending public waste water system, detailed information shall accompany the plat.)

(14) Improvement plans for all specified facilities and utilities.

Bill of Assurance:

(15) A draft of any Bill of Assurance proposed for the phase generally describing proposed covenants, restrictions and conditions applicable to the property included in the submitted plat.

Street and Drainage Details:

(16) Typical cross-sections of all streets and centerline profiles of approximate street grades. (Computations for engineering profiles may be required by the staff or City Engineer if deemed advisable.)

Other:

(17) Other such information as the Developer may wish to bring to the attention of the Planning Department.

Certificates:

(18) Each preliminary plat submitted in accord with applicable State Statutes shall include the following certificates:

a. Certificate of Preliminary Survey 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.

Date of Execution: _____

Registered Land Surveyor, P.S.

State of Arkansas
Registration No. _____

b. Certificate of Preliminary Plat Approval

This plat has been given preliminary plat approval only and has not been approved for recording purposes as a public record. This certificate shall expire on _____ (date).

Date of Execution: _____

Chairman, Bryant Planning Commission

(23) Each set of street and drainage plans submitted in accord with applicable state statutes and in conformance with Arkansas Code.

c. Certificate of Preliminary Engineering Accuracy

I, _____, hereby certify that this plan correctly represents a plan made un-

der my direction and engineering requirements of the Bryant TND Overlay District Ordinance have been complied with.

Date of Execution: _____

Registered Engineer, P.E.
State of Arkansas
Registration No. _____

2.4.3 Final Plat Process

The plat must be reviewed by the Planning Commission for final plat approval.

a. Submission Requirements

The developer shall submit an application consisting of:

- (1) A letter of application requesting review and approval of the Final Plat.
- (2) The Final Plat in an original reproducible form plus eight (8) prints and other documents as specified in 2.4.4.
- (3) A filing fee of \$25 + \$1 per lot for subdivision final plat fee for the current fee in effect at the time of the approval fee and standard current water/sewer impact fee charged to any of the development in the city.

b. Approval by The Planning Commission

The Final Plat of the proposed TND or phase shall be submitted to the Planning Coordinator for final approval by the Planning Commission prior to expiration of the Preliminary Plat. If not submitted for final approval within such time, the preliminary plat shall be considered abandoned.

The Developer may develop only a portion of the property for which the Preliminary Plat was approved.

The Planning Commission shall approve or disapprove the Final Plat at the next regularly scheduled meeting thereof; otherwise said Final Plat shall be deemed to have been approved. Disapproval of the plat shall be transmitted to the Developer with the reasons therefore within a reasonable time (not to exceed one weeks) after the meeting at which the plat was disapproved.

The original plat and all copies shall be retained and distributed in accordance with the provisions contained in paragraphs C and D below.

Approval of the Final Plat by the Planning Commission shall constitute the acceptance by the public of the dedication of any thoroughfares or grounds.

c. Recording

Upon approval of the Final Plat, the Planning Department shall have the Final Plat recorded in the office of the County Recorder. The Developer shall pay all fees in connection with the recording.

The Final Plat shall be filed in the office of the County Recorder within two (2) business days after approval by the Planning Commission; and if not filed within such time, said approval shall be considered as having been abandoned.

City of Bryant, Arkansas

Upon recording the plat, the designated City official shall retain the original tracing and one (1) copy for the Planning Commission's files, one (1) copy shall be forwarded to the Tax Assessor, and one (1) copy shall be returned to the Developer.

2.4.4 Final Plat Submittal Requirements

The Final Plat shall be drawn in black ink on sheets whose dimensions are either 18" x 24" or 24" x 36". The scale shall be either 1"= 100' or 1"=50'. The original and eight (8) prints shall be submitted to the Planning Director. The drawing shall be neat, legible, and suitable for filing for record in the office of the Circuit Clerk-Recorder. Patching and pasting of paper or other attachments to the plat is not acceptable. Allowance shall be made for a ½" border at the top, bottom, and right edges of the sheets and a 1½" border at the left edge of the tracing pages. When more than one sheet is used for a plat, a key map showing the entire phase on a smaller scale shall be denoted on the first sheet. The final plat must also be submitted to the Planning Department in a computer compatible media and in a format as determined by the Planning Department.

The Final Plat shall show or be accompanied by the following information:

- (1) Name of the owner and developer.
- (2) Name of the Registered Land Surveyor making the survey and preparing the plat.
- (3) Name of the TND or phase and adjacent phases.
- (4) The names of all streets.
- (5) The identifying numbers of lots and blocks in accord with a systematic numbering system.
- (6) North arrow, date, scale, and acreage being subdivided.
- (7) A certified boundary survey of the property with bearings and distances referenced to survey lines and established phases with complete and accurate field notes of said boundaries. The lines with dimensions of all adjacent land, streets, alleys, easements and adjacent phases shall be shown. Adjusted Arkansas State Plans Coordinates (NAD-83 (1997)) shall be shown for all boundary corner and all corners of record utilized, along with a statement indicating the ratio error of the field work. All NGS monuments shown on the approved preliminary plat for the phase being final platted shall be monumented with approved monuments.
- (8) Location of lots, streets, alleys, sidewalks, easements, building setback lines (both front and side streets) and other features shall be shown with dimensions. A note(s) shall also be shown indicating the responsibility of sidewalk construction (Developer and/or Homeowner/Builder).
- (9) All necessary dimensions including linear, angular, and curvilinear dimensions shall be shown in feet and decimals of a foot. The angular dimensions shall be shown by true bearings and degrees, minutes, and seconds. The length of all-straight lines, deflection angles, radii, tangents, central angles or curves and cords and arcs of curves shall be shown. All curve information shall be shown from the centerline of the street based on arc dimensions. Dimensions shall be shown from all angle points and points of curve of lot lines. All lots on curves shall be shown with curve length dimensions based on arc dimensions.
- (10) The location of all survey monuments shall be indicated on the plat and the true courses and distance to the two (2) nearest established section corners or benchmarks or other recognized permanent monuments shall accurately be denoted.
- (11) Certification that all fees have been paid.
- (12) As-built drawings of all improvements shall be submitted to the City Engineer within one year after improvements are installed.
- (13) Copy of any restrictive covenants and the Bill of Assurance for the property. Such document(s)

shall incorporate the same provisions as those filed with the Preliminary Plat including but not necessarily limited to the following: offering dedication of streets and alleyways, parks and other public lands, establishing easements, setting forth privileges and conditions pertaining thereto, and setting forth the restrictions and covenants of the phase setting forth procedures by which amendments to the Bill of Assurance can be made, and said Bill of Assurance shall contain reference to the approval of the Final Plat.

(14) Each Final Plat submitted to the DRC shall be in accordance with applicable State Statutes and carry the following certifications 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, subdivide said real estate in accordance with this plat and do hereby dedicate to the use of the public the (streets, alleys, drives, easements, etc.) as shown on said plat."

Date of Execution: _____

Signed : _____

Name & Address

Source of Title: D.R. _____

Page _____

b. Certificate of Recording

This document filed for record _____ day, 200____ in Plat Book No. _____, page _____.

Signed _____

Circuit Clerk

c. Certificate of Surveying Accuracy

I, _____, hereby certify that this plat correctly represents a boundary survey made by me and boundary markers and lot corners shown hereon actually exist and their location, type and material are correctly shown and all minimum requirements of the Arkansas Minimum Standards for Land Surveyors have been met.

Date of Execution: _____

Signed _____

Registered Land Surveyor, P.S.

No. _____

State of Arkansas

d. Certificate of Final Plat Approval

Pursuant to the Bryant TND Overlay District Ordinance and all other conditions and approval having been completed, this document is hereby accepted. This Certificate is hereby executed under the authority of the said rules and regulations.

Date of Execution: _____

Signed _____

Bryant Planning Commission Chairman

2.4.5 Survey Standards

This TND Overlay District shall conform to state minimum survey standards.

2.5 PROCEDURE FOR BUILDING PLAN REVIEW

2.5.1 Prior to building plan review, the Architecture Standards must be reviewed by the planning and building staff and approved by the DRC. The City of Bryant shall not issue a building permit until the Architecture Standards are approved.

2.5.2 The Architecture and Landscape Standards will be a revised and updated version of the Preliminary Architecture Standards required for TND Plan Approval. These Standards will include building style, shape, exterior material specifications, and design requirements and recommendations to which all buildings within the TND Overlay District must adhere. Any changes to these standards after approval may be made by Minor Exception.

2.5.3 All building plans must be approved by the Design Review Board established by the Developer. The Developer and the Design Review Board shall approve all building plans prior to construction. The City of Bryant shall issue a Building Permit only upon presentation of proof of preliminary architectural approval by the Design Review Board. The Design Review Board shall approve the buildings for compliance to the Architecture Standards for the TND Overlay District. The City of Bryant shall issue a Certificate of Occupancy only upon presentation of proof of final architectural approval by the Design Review Board. See Sections 4.3 and 4.4 for more information about the architectural standards.

2.6 MINOR EXCEPTIONS AND MAJOR EXCEPTIONS

2.6.1 There shall be two levels of deviation from the requirements of this TND Overlay District Ordinance: Minor Exceptions and Major Exceptions.

2.6.2 Minor Exceptions are minor departures from the TND Overlay District standards or the approved TND Plan and shall be granted administratively through the DRC. A Minor Exception is a ruling that would permit a practice that is not consistent with a specific provision of this TND Overlay or the approved TND Plan but is justified by the Intent (Section 1.2).

2.6.3 The Planning Commission shall review the request for a Major Exception with input from the DRC (Design Review Committee) as needed to determine if the Major Exception should be granted. If the Planning Commission decides to grant the request, he/she must, on the same day, notify all the City Council members of that determination by letter, email, telephone contact, or by placement of a notice in their mail boxes at City Hall or in another manner approved by the Mayor. If any one of the City Council members feels that the Major Exception should not have been granted, the Council member must notify the Planning Department within no less than five (5) working days from the date of the Planning Commission's decision to grant the request. Upon such notification, the Planning Department shall refer the request to the City Council for review at the next scheduled meeting of the City Council. If the City Council should also decide to grant Major Exception, the request shall be considered granted.
If the Planning Commission refuses the Major Exception, the applicant may appeal the decision to the City Council. The appeal must be submitted to the Planning Department no less than thirty (30) working days from the date of the Planning Commission's decision. The appeal shall be placed on the agenda of the next scheduled meeting of the City Council.

The Planning Commission or City Council will grant the Major Exception only when the requirements noted above are suitably demonstrated. The Major Exception will be in harmony with the general purpose and intent

of the TND and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

- 2.6.4 The request for a Major Exception shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration if the Planning Commission and/or City Council decide it is necessary to review the decision.
- 2.6.5 Minor Exceptions and Major Exceptions shall be considered unique and shall not set precedent for others.

ARTICLE 3. TRADITIONAL NEIGHBORHOOD DEVELOPMENT PLANS

3.1 INSTRUCTIONS

- 3.1.1 Traditional Neighborhood Development Plans shall:
 - a. Be structured as one or several neighborhoods, each defined by a Pedestrian Shed (1/4 mile radius).
 - b. Allocate Densities by the Transect Zones as summarized in Table 14 and defined in Table 1.
 - c. Lay out the Thoroughfare network according to the provisions of Section 3.6 and Table 2.
 - d. Include a set of Architectural Standards prepared in accordance with the requirements of Article 4.
- 3.1.2 Traditional Neighborhood Development Plans may be prepared by an owner, a developer, or by the City of Bryant/Bryant Planning Department.

3.2 TRANSECT ZONES

- 3.2.1 Transect Zones shall be constituted of the elements described in Table 1 and the standards summarized in Table 14. Transect Zones shall be allocated in a TND Plan, consisting of a Master Plan and Regulating Plan. Transect Zones shall be shown on the Regulating Plan. After a TND Plan is adopted, the Transect Zones specified in this TND Ordinance shall constitute the official zoning standards according to the Regulating Plan.
- 3.2.2 A Transect Zone may include any of the elements indicated for its T-zone number throughout this code, in accordance with intent described in Table 1 and the metric standards summarized in Table 14.

3.3 DENSITY CALCULATIONS

- 3.3.1 The density allowances in this TND Overlay District shall supersede any density specifications in the Bryant Zoning Code or Subdivision Code.
- 3.3.2 The Density for Residential shall be limited by Transect Zone according to Table 14. Density shall be calculated as gross density of dwelling units within each Transect Zone. For purposes of Density calculation, the Transect Zone Areas include the Thoroughfares but not land allocated to Civic Function. The provision of habitable space in an Outbuilding shall not be considered a second dwelling unit.
- 3.3.3 The Density for Lodging, Office and Retail shall be constrained by the combination of maximum lot coverage, building setbacks and maximum height in Table 17 and Table 14 and the required parking in Table 12.
- 3.3.4 Greater density shall be granted by Major Exception.

3.4 ENVIRONMENTAL REQUIREMENTS

- 3.4.1 General
 - a. Transect Zones manifest a range of natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural environment shall have priority in the more rural zones (T1-T2) and the built environment shall have priority in the more urban zones (T3-T6).
 - b. The modification of the natural conditions shall comply with all state and federal regulations and guidelines.

3.4.2 Impermeable Surface

Impermeable surface is limited by a maximum ratio of Lot coverage. Lot coverage by buildings, parking or other impervious surfaces shall not exceed the maximum ratio allowed in Section 4 and in Table 14.

3.4.3 Stormwater Management

a. T3: To the extent not inconsistent with applicable municipal, state or federal law, the management of storm water may be primarily through retention, detention and percolation on the individual lot, through swales in the Public Frontage, or primarily off-site through underground storm drainage, or through other best-management practices.

b. T4-T6: To the extent not inconsistent with applicable municipal, state or federal law, management of storm water shall be primarily off-site through underground storm drainage or other best management practices, and there shall be no retention or detention required on the individual lot. Where necessary to meet municipal, state or federal law, off-site stormwater management or mitigation measures may be implemented.

3.5 UTILITIES

3.5.1 Utilities should be constructed by the Developer as follows: In general, the pipe (wet) utilities should run along the frontage of the lots, and the conduit (dry) utilities should run along the rear of the lots, whenever an alley or lane is provided. The utilities may be laid in easements and beneath the paving and should not interfere with any landscaping planned.

a. The wet utilities of sanitary sewer, storm drainage, water supply, and gas lines should be located within the thoroughfare rights-of-way (along the lot frontages).

b. If alleys or lane easements exist, the dry utilities of power, cable, and telephone conduits should be located within the alley or lane easements. If an alley or lane easement does not exist, the dry utilities should be located at the rear of the lots or within rear parking areas. The utility pedestals may be located within the alley right-of-way or within the rear setback of the lots.

c. Joint trench should be used wherever possible.

3.5.2 All utilities shall be installed according to the standards of the Arkansas Department of Health.

3.6 STREETScape REQUIREMENTS**3.6.1 General**

a. The Streetscape is the urban element that establishes the public realm. The Streetscape consists of Thoroughfares, Public Frontages, and Private Frontages. Thoroughfares are considered to be travel lanes for vehicles and bicycles; parking lanes for cars; and sidewalks or paths for pedestrians. Thoroughfares are intended for use by vehicular and pedestrian traffic. Thoroughfare standards are detailed in Section 3.6.2 and Tables 2 and 2A. Public Frontages include the area between the curb and the Frontage Line that includes but is not limited to the sidewalk, planters, street trees and street lights. Public Frontages are detailed in Section 3.6.4 and Tables 3 and 4. The Private Frontages include the building facades, yards, porches, fences, awnings or other conditions that impact the public realm. Private Frontages are explained in Section 3.6.4 and Table 7.

b. Within the more rural Transect Zones (T1 through T2) pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.

c. Within the more urban Transect Zones (T3 through T6) pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

3.6.2 Thoroughfares

- a. The standards for vehicular lanes shall be guided by Tables 2 and 2A. Table 2 provides a range of lane widths that may be used to modify the thoroughfare assemblies in Table 2A.
- b. The street width shall be measured from edge of curb to edge of curb or edge of pavement to edge of pavement where curb does not exist. All parking lane widths include the gutter pan.
- c. The following thoroughfare types are recommended for the construction of new neighborhoods and should be designed in a manner that responds to the adjacent uses.

1. **Boulevard (BV):** A thoroughfare designed for high vehicular capacity and moderate speed that is typically located in T4, T5, and T6. Boulevards are long-distance thoroughfares that serve a city-wide function by connecting urbanized areas. Boulevards typically have at least four travel lanes (two in each direction) and may have parallel parking. Boulevards are usually equipped with slip roads that buffer the sidewalks and buildings or alternately may have a median. The Public Frontage has curb, gutter, sidewalk and trees located in either planters or tree wells. Boulevards become arterials upon exiting urban areas.

2. **Avenue (AV):** A thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues typically have at least two travel lanes (one in each direction) and parallel parking. Avenues may be equipped with a landscaped median. The Public Frontage has curb, gutter and sidewalk. When located in T3 and T4, Avenues usually have trees located in planters and when located in T5 and T6, Avenues usually have tree wells and wider sidewalks. Avenues become collectors upon exiting urban areas.

3. **Commercial Street (CS):** A thoroughfare of low speed and capacity that is located in T5 and T6. Commercial Streets are local thoroughfares in urban centers with more intensive commercial or civic uses. Commercial Streets may have one or two-way travel, typically with one or two travel lanes and parallel or angle parking. The Public Frontage has raised curbs drained by inlets and very wide sidewalks along both sides, separated from the vehicular lanes by trees in separate tree wells with grates, and parking on both sides. The landscaping consists of a single tree species, aligned and at a regular spacing where possible, but clearing shopfront entrances.

4. **Street (ST):** A local urban thoroughfare of low speed and capacity that is located in T3, T4 and T5. Streets are local thoroughfares in urban areas with predominately residential uses. Streets may have one or two-way travel, typically with one or two travel lanes and parallel parking. The Public Frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.

5. **Road (RD):** A thoroughfare of low vehicular speed and capacity that is located in T3 and T4. Roads are local and suburban thoroughfares with low intensity residential uses. Roads usually have two-way travel and do not usually have parking, but may allow yield parking. The Public Frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species arranged in naturalistic clusters.

6. **Square (SQ):** A civic and pedestrian-oriented thoroughfare of low speed that is located within T4, T5, and T6. This thoroughfare type may have one or two-way travel, typically with one or two travel lanes and parallel or angle parking. The Public Frontage has curb, gutter and wider sidewalks. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.

7. **Green (GR):** A civic thoroughfare of low speed that is located within T3, T4, and T5. This thoroughfare type may have one or two-way travel, typically with one or two travel lanes and parallel or angle parking. This Public Frontage may have curb, gutter, or swales. The landscaping in T4 and T5 consists of street trees of a single or alternating species aligned in a regularly spaced alley opposite the open space, which may be landscaped equivalently, or may be landscaped with multiple tree and shrub species arranged in naturalistic clusters. The landscaping opposite the open space in T3 may be that of T4, or may consist of multiple tree species arranged in naturalistic clusters.

- d. Rear access to buildings should also be provided, with the design of the access lane to be based on its context. The following standards should be used to provide different types of access.
 - 1. Rear Alley (RA): a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Rear Alleys are intended for more intensive uses (typically T5 and T6 zones). Rear Alleys should be paved for the full right-of-way width, with drainage typically by inverted crown.
 - 2. Rear Lane (RL): a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear Lanes are intended for less intensive uses (typically T3 and T4 zones). Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by inverted crown or percolation.
- e. Bicycle travel may also be included in the thoroughfare design, based on the following standards.
 - 1. Bicycle Lane (BL): a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.
 - 2. Bicycle Route (BR): a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.
 - 3. Bicycle Trail (BT): a bicycle way running independently of a high-speed vehicular thoroughfare.
- f. Pedestrian only travel may also be included in the thoroughfare design, based on the following standards.
 - 1. Passage (PS): a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.
 - 2. Path (PT): a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

3.6.3 Thoroughfares and Blocks

- a. All Thoroughfares should terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be permitted only by Minor Exception when necessary to accommodate natural site conditions.
- b. The Thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 14. The size shall be measured as the sum of lot Frontage Lines. These Frontage Lines may include those that front on a vehicular Thoroughfare, such as a Street or an Avenue, or a pedestrian Thoroughfare, such as a Pedestrian Path.
- c. Block size may be adjusted by Minor Exception.

3.6.4 Public Frontages

- a. The Public Frontage is the area between the curb of a vehicular lane and the Frontage Line. Elements of the Public Frontage include the curbs, sidewalks, planters, street trees and streetlights. Public Frontages should be based on the types shown in Tables 3 and 4 and allocated within Transect Zones as specified in Table 14. See Section 3.6.2 for more explanations of Thoroughfares and their respective Public Frontages.
- b. Public Frontages may be adjusted by Minor Exception if the site conditions or unique design circumstances necessitate a change from the types shown in Tables 3 and 4.

3.6.5 Private Frontages

- a. The Private Frontages that define the portion of a building facing a Thoroughfare shall generally follow Table 7. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches, entrances, windows, awnings and galleries.

b. Private Frontages may be adjusted by Minor Exception if the site conditions or unique design circumstances necessitate a change from the types shown in Table 7.

3.6.6 Street Construction Standards

Streets shall have a minimum of 6" of compacted granular base material placed on a prepared subgrade with an 1 ½" of Type 2 binder course and a 1 ½" Type 3 surface course. The developer may, at its option use, use Chip and Seal over the surface course. Chip and Seal shall not be used as the surface course on any street designated as a Boulevard (BV)

a. all drainage structures for transporting of storm water located under the pavement will be reinforced concrete pipe or ADS pipe, up to 24" may be used, provided it is installed by a certified installer approved by the City Engineer. Any pipes greater than 24" located under the street ROW shall be reinforced concrete pipe. All pipes and other drainage structures shall be sized by a professional engineer to accommodate flow from the entire built up runoff area.

b. Alleys shall be built according to the standards in table 2A. Alleys must have a minimum of 6" of compacted granular base material place on a prepared subgrade with 2" of either Type 2 binder course or Type 3 surface course.

c. All streets should conform to the standards in Table 2A.

3.7 CIVIC FUNCTIONS

3.7.1 General

a. Places for public use shall be required for each community and designated on the TND Plans as Civic Space(s) and/or Civic Building(s).

b. Civic Spaces are public sites permanently dedicated to usable open space.

c. Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking, or for a use approved by Minor Exception.

3.7.2 Civic Space Specific to T3-T6 Zones

a. Civic Spaces shall be designed as generally described in Table 13 and allocated to zones as described in Table 14.

b. Each Civic Space shall have public access and should have a minimum of 25% of its perimeter enfronting a Thoroughfare.

3.7.3 Civic Buildings Specific to T3-T6 Zones

a. A Civic Building serves as a landmark and a public gathering place. These buildings should be constructed as permanent additions to the long-term vibrancy of the Neighborhood and should serve to exemplify the very best architectural designs and building practices.

b. Civic Building sites should be located at prominent places, such as within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares. Lots for future Civic Buildings are encouraged to be reserved for later construction if appropriate.

ARTICLE 4. BUILDING SCALE PLANS

4.1 INSTRUCTIONS

4.1.1 Lots and buildings located within this TND Plan shall be subject to the requirements of this Article.

4.1.2 The requirements described in this Article shall control the configuration, density, setbacks, height and function of buildings, as well as their architectural, landscape, parking, and signage standards.

4.2 BUILDING CONFIGURATION

4.2.1 General

- a. Buildings shall be located in relation to the boundaries of their lots according to Table 14.
- b. All lots shall front on public streets or public space. Facades should be built parallel to a Principal Frontage Line or parallel to the tangent of a curved Principal Frontage Line. Lots shall enfront a vehicular Thoroughfare, except 20% of the lots within each Transect Zone may enfront a pedestrian passage.

4.2.2 Lot Requirements

- a. Lots shall be dimensioned by Transect Zone according to Table 14. The lot width may vary by 5% if allowed by Minor Exception.
- b. Lot coverage by buildings, parking or other impervious surfaces shall not exceed the maximum ratio allowed in Table 14.
- c. Lots are not restricted to the number of Principal Buildings or Outbuildings per lot nor are lots required to be contiguous; however the configuration of all buildings should follow the principle and intent of Table 3 in order to form a similar plan consistent with the adjacent sites in the same Transect Zone.
- d. In Table 17, Outbuildings are not shown in T6 and are only permitted by Minor Exception.
- e. Lot coverage may only be exceeded if approved by Minor Exception.

4.2.3 Building Density

- a. The Density for Residential shall be limited by Transect Zone according to Table 14.
- b. The Density for Lodging, Office and Retail shall be constrained by the combination of maximum lot coverage, building setbacks and maximum height in Table 14 and the required parking in Table 12.

4.2.4 Building Setbacks

- a. Setbacks for Principal Buildings shall be as shown in Table 14 and Table 17. In the case of an Infill lot, Setbacks may match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Minor Exception.
- b. Arcades, Awnings and Galleries may encroach the public sidewalk without limit. Arcades, if provided, should be located as close to the back of curb as possible. However, Arcades should also be designed to avoid the swing of car doors parked parallel to the arcade and meet ADA clearance requirements.
- c. Buildings with Arcades on public right of way may build an additional two (2) stories on top of the Arcade.
- d. Stoops may encroach 100% of the depth of a Setback. Open porches and awnings may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
- e. Handicapped Ramps may encroach 100% of the depth of the front, side or rear Setbacks.
- f. Civic buildings may be exempt from the front yard setback requirements by Minor Exception.

- g. Rear Setbacks for Outbuildings shall be a minimum of 3 feet from the rear lot line if the Outbuilding and/or driveway parking is intended to be perpendicular to the Alley or Rear Lane. Rear Setbacks for Outbuildings shall be a minimum of 3 feet from the rear lot line if the Outbuilding and/or driveway parking is intended to be parallel to the Alley or Rear Lane. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Table 14 and 17.
- h. Buildings shall have their principal pedestrian entrances near the Frontage Line.
- i. The Principal Façade of a building should generally follow the Private Frontage types specified in Section 3.6.5 and Table 7.

4.2.5 Building Heights

- a. Building Heights shall be regulated by Table 8 according to Transect Zone.
- b. Building Height is measured as the vertical distance above the highest sidewalk elevation measured to the base of a parapet or roofline of a flat roof, the eave of a pitched roof or the deck line of a mansard roof. Where building heights are measured in stories, each residential story height shall be a minimum of 10 feet on the ground floor and shall not exceed 14 feet. Where building heights are measured in stories, each commercial story shall be a minimum of 14 feet. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.
- d. The height limitations shall not apply to unoccupied areas of civic buildings, such as a dome, spire or similar architectural element, or to utility towers.
- e. A first level Residential Function shall be raised a minimum of 18" - 36" from the average sidewalk grade.
- f. Building height may be increased by 50% by Minor Exception. Any building height increase over 50% may be increased only by Major Exception.
- g. All buildings over 6 stories are subject to the following conditions. The first 6 stories, constituting the building base, must follow the setback requirements in Table 14 and Table 17. All stories above the first 6 stories must be recessed 20 feet from the front and side street Facades.

4.2.6 Building Function

- a. Building Functions shall be regulated by Table 11 and Table 10, according to Transect Zone. Uses may be either permitted by Right, by Minor Exception or not permitted.
- b. To obtain a Minor Exception, an applicant shall follow the procedure in Section 2.6.

4.2.7 Screening

- a. Any outdoor storage shall be screened from the view from any Frontage by a Streetscreen and avoided on all Primary Frontages. Streetscreens should be between 3.5 and 8 feet in height. They should be constructed of a material matching the adjacent building façade or may be a hedge or fence. Streetscreens should have openings no larger than is necessary to allow automobile and pedestrian access
In addition, all streetscreens over 4 feet high should be permeable or articulated to avoid blank walls.
- b. Containment areas for trash and recyclables, including but not limited to compactors, dumpsters, commercial roll-out bins, and areas for storing cardboard, shall be located and designed so as not to be visible from adjacent streets and properties and shall be placed in side or rear yards only. Containment areas on corner lots shall be located and designed so as not to be visible from the principle street and the secondary street.

4.3 ARCHITECTURAL STANDARDS

a. Architectural Standards will be provided in a separate document with the preliminary plat application. The standards must be approved by the Bryant DRC. All buildings shall follow the requirements of the Architectural Standards.

b. The Developer is responsible for ensuring compliance with all Architectural Standards and will appoint a Design Review Board to help enforce the standards. The Developer and the Design Review Board shall approve all building plans prior to construction. The City of Bryant shall issue a building permit only upon presentation of proof of preliminary architectural approval by the Design Review Board. The Design Review Board shall approve the buildings for compliance to these standards. The City of Bryant shall issue a Certificate of Occupancy only upon presentation of proof of final architectural approval by the Design Review Board. After project completion, the Developer is responsible for establishing a permanent Design Review Board or similar establishment to review substantial changes or modifications to buildings in the future.

4.4 LANDSCAPE STANDARDS

a. T3-T4: A minimum of one tree should be planted within the First Layer of every lot for each 40 feet of Frontage Line where the building type permits. (See First Layer illustration in Table 16.)

b. T5-T6: The First Layer (Table 16) should be landscaped and/or paved to match the Public Frontage. See Tables 3, 4, 5 and 6 for illustrations.

c. Landscape Standards will be provided with the preliminary plat application. The standards must be approved by the DRC. The landscape plans shall follow the requirements of the Landscape Standards.

d. The Developer is responsible for ensuring compliance with all Landscape Standards. The Design Review Board shall approve all landscape plans prior to construction.

4.5 PARKING STANDARDS

4.5.1 Parking Ratios

Vehicular parking shall be required according to Table 12, as specified by use and Transect Zone.

4.5.2 Variations in Parking Requirements

a. On-street parking. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.

b. Shared parking. Shared parking may be provided according to the reduction for uses that have different peak parking requirements. Parking requirements may be reduced according to the Sharing Factor shown in Table 12. Shared parking is subject to the following standards:

1. The peak usage of the parking facility by one use is at a different time than the peak usage by another use.

2. The joint use of shared off-street parking between two or more uses may be made by contract between two or more adjacent property owners.

c. Satellite parking

1. The required parking may be provided within 800 feet of the site that it serves. Required parking may be provided at distances greater if approved by Minor Exception.

2. A parking lot used only for occasional use (use that occurs two or fewer days per week) or is temporary in nature (not exceeding 24 months), may be exempted from providing off-street parking by Minor Exception if sufficient on-street parking can be shown to exist within 800 feet.

3. A safe, direct, attractive, lighted and convenient pedestrian route shall exist or be provided between the off-site parking and the use being served.

d. Alley Parking. Parking in an alley is not prohibited; however space used for parking in an alley may not count toward parking requirements and is intended as overflow parking. "No Blocking Alley" signage may be required.

e. Change in Use. Developments which do not involve an increase of more than 25 percent in the building floor area or which will not increase the number of parking spaces required under this chapter by more than 25 percent may be exempted from any parking standard increase by Minor Exception.

4.5.3 Loading Space

a. Off-street loading space shall be provided for all retail or other commercial uses that receive regular delivery or shipping of goods, merchandise or equipment to the site by trucks. Loading space may not be used as parking.

b. Loading docks and service areas shall be permitted on Frontages only by Minor Exception.

c. Live-work units may use any alley or driveway access for loading space and are not required to have a separate loading space.

4.5.4 Parking Design Standards

a. Disabled parking shall be provided in accordance with the Americans with Disabilities Act.

b. Adjacent parking lots should be interconnected except in the case of existing steep topography between sites. Each parking area that is interconnected may reduce its minimum parking requirement by five percent.

c. Standard off-street parking spaces should be 9 feet by 18 feet but may be adjusted as needed.

d. Parking should be accessed by an Alley or Rear Lane.

e. Parking and loading areas shall be masked from the Frontage by a Liner Building or Streetscreen.

f. Location

1. T3: Open parking areas shall be located at the Second and Third Lot Layers, as shown in Tables 16 and 11. Driveway aprons and drop-offs may be located at the First Layer. Outbuildings that include garage space shall be located in the Third Layer.

2. T4: All parking areas except for Driveways shall be located in the Third Layer as illustrated in Tables 16 and 17. Parking areas should generally be accessed via rear lane. Driveway entrances are allowed within the first layer if a rear lane or alley is not provided; however driveway entrances should be limited to 15 feet or less. Outbuildings that include garage space shall be located in the Third Layer.

3. T5-T6: All parking areas shall be located in the Third Lot Layer as illustrated in Tables 16 and 17. Parking areas should generally be accessed via rear alley or lane. The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 30 feet. Pedestrian entrances to all parking lots and parking structures open to the public shall be directly from a Frontage Line. Where applicable, Outbuildings that include garage space shall be located in the Third Layer.

g. Off-street parking lots shall include trees, plants and other landscaping provisions. This landscaping shall be as specified in the Landscape Standards..

4.5.5 Parking Construction Standards

a. Parking and driving area surfaces may include asphalt, concrete, unit pavers or other dust-free paving treatment.

b. Porous or permeable paving materials are also permitted and encouraged for parking and driving area

surfaces. Permeable pavement areas may be exempted from the maximum lot coverage requirement by Minor Exception.

c. Gravel shall be permitted by Minor Exception.

d. Curbing is recommended for all parking areas. It may be rolled curb or stone curb. Other types may be approved by Minor Exception.

4.6 SIGNAGE STANDARDS

4.6.1 General

a. These signage standards shall regulate the design, height, location and size of signs to be visually complementary and compatible with the scale, and architectural style of the primary structures on the site. These standards shall supersede any of the Bryant Sign Ordinances;

b. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.

c. Any other types of signage not specified below may only be approved by Minor Exception and must be visually complementary and compatible with the character of the other signage.

d. Billboards are prohibited.

4.6.2 T3-T4 Standards

a. One blade sign for each business may be permanently installed perpendicular to the Façade and shall not exceed a total of 4 square feet. Blade signs may be attached to the building or suspended from a post.

b. Signage may be externally lit in T4. Signage shall not be lit in T3 unless permitted by Minor Exception.

4.6.3 T5-T6 Standards

a. Blade signs, not to exceed 6 square feet for each separate business entrance, may be attached perpendicular to the Façade.

b. One Wall Sign may be placed on each Façade. The Wall Sign should be sized not to exceed 5% of the aggregate area of each Façade or 3 feet in height by 95% of the building Façade length, whichever is greater. For buildings with multiple tenants or businesses, the total wall signage permitted per façade may be divided amongst all building tenants.

c. An Awning Sign may cover up to 50% of any total awning area. Awnings are permitted on any storefront as shown in Table 5.

d. Window Signs located within a building are limited to 25% of the total window area.

e. A-frame Signs ("sandwich board" signs) less than three feet in height and two feet in width are allowed on a sidewalk immediately in front of a business.

f. Signage shall be externally lit, except that Window Signs may be neon lit.

4.6.4 Civic Uses

a. Civic Uses may have one Monument Sign that is less than 50 square feet per side and less than 4 feet in height.

b. Civic Uses may also have one Wall Sign on each Façade. The Wall Sign should be sized not to exceed 5% of the aggregate area of each building Façade.

c. Signage shall be externally lit.

4.7 SPECIAL REQUIREMENTS

4.7.1 A TND Plan may assign a special requirement that buildings along active streets may be designated for Retail Frontage with a Shopfront at sidewalk level along the entire length of the Frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning or an arcade overlapping the sidewalk

ARTICLE 5. INAPPLICABILITY OF CERTAIN REGULATIONS

5.1 GENERAL

5.1.1 Within this TND Overlay District Ordinance, certain Regulations set forth in the City of Bryant Zoning Code, Master Street Plan and City of Bryant Subdivision Code shall either not apply or shall be modified, as follows. Where the City of Bryant Zoning Code, Master Street Plan and/or City of Bryant Subdivision Code are in conflict with the intent of this TND Overlay District, (Section 1.2), the TND Overlay District standards shall prevail.

5.2 INAPPLICABILITY OF SPECIFIED SUBDIVISION REGULATIONS

- 5.2.1 Curb radius shall be not less than five (5) feet.
- 5.2.2 Property line corners may be square.
- 5.2.3 The minimum rights-of-way, and minimum street widths shall conform to Section 3.6 and Table 2 of this TND Overlay District instead of the values in the Subdivision Code and the Street Master Plan.
- 5.2.4 The paved width of alleys (lanes) may be not less than eight (8) feet.
- 5.2.5 Parking is allowed in alleys unless the Property Owners Association determines that no parking shall be allowed.
- 5.2.6 The setback requirements in Article 4 and Tables 14 and 17 of this TND Overlay District, shall apply instead of the setbacks set forth in Subdivision Code and Zoning Code.
- 5.2.7 Curbs and gutters may have a twelve (12) inch pan with a rectangular or trapezoidal curb instead of the gutters and roll curb as set forth in Subdivision Code. Paving may overlap the pan, allowing it to meet the curb.
- 5.2.8 There is no minimum or maximum distance the sidewalk edge must be from the curb.
- 5.2.9 Street lighting designed to minimize light pollution is recommended.
- 5.2.10 The developer shall be allowed to use ADS storm drain pipe under all streets and right-of-ways up to 24 inches in diameter only when installed by a certified contractor and when other design requirements are met."
- 5.2.11 Chip seal embedded on top of asphalt is allowed.

5.3 INAPPLICABILITY OF CERTAIN ZONING REGULATIONS

- 5.3.1 Within this TND Overlay District Ordinance, certain Regulations set forth in the Zoning Code shall either not apply or shall be modified, as follows:
- 5.3.2 Lot, yard and height regulations in the T3 and the T4 Zones shall be those set forth in Article 4 and Tables 8, 14 and 17 of this TND Overlay District Ordinance rather than those set forth in Zoning Code.
- 5.3.3 Lot, yard and height regulations in the T5 and T6 Zones shall be those set forth in Article 4 and Tables 8, 14 and 17 of this TND Overlay District Ordinance, rather than those set forth in the Zoning Code.
- 5.3.4 Development criteria for Commercial and Office space shall be those set forth in Article 4 and Article 6 of this TND Overlay District Ordinance, rather than those set forth in the Bryant Zoning Code.
- 5.3.5 Parking requirements, including but not limited to off-street parking, loading and parking area landscaping requirements shall be those set forth in Article 4 and Table 12 of this TND Overlay District Ordinance, rather than those set forth in the Zoning Code.
- 5.3.6 Placement, size, and maximum rear yard coverage of Outbuildings or Ancillary Buildings shall be governed by Article 4 and Tables 14 and 17 of this TND Overlay District Ordinance, rather than any provision for accessory buildings set forth in the Zoning Code.
- 5.3.7 The maximum building heights shall be as specified in Article 4 and Tables 8, 14 and 17 of this TND Overlay District Ordinance.
- 5.3.8 Architectural matters shall be governed by the Architectural Standards as stipulated in Article 4.

ARTICLE 6. STANDARDS AND TABLES

The Tables and their associated metrics are an integral part of this TND Overlay Ordinance.

TABLE 1: Transect Zone Descriptions. This table provides description of the character of each Transect Zone.

<p>T1 THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	
<p>T2 THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These include woodland, agricultural lands, grasslands and irrigable deserts.</p>	
<p>T3 THE SUB-URBAN ZONE, consists of low density suburban residential areas, differing by allowing home occupations. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	
<p>T4 THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.</p>	
<p>T5 THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.</p>	
<p>T6 THE URBAN CORE ZONE consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the frontages.</p>	

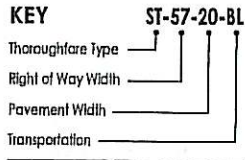
TABLE 2: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares.

	ONE WAY MOVEMENT			TWO WAY MOVEMENT		
a. NO PARKING	T1 T2 T3	T1 T2 T3	T1 T2 T3	T1 T2	T1 T2	
Design ADT	300 VPD	600 VPD	2,500 VPD	22,000 VPD	36,000 VPD	
Pedestrian Crossing	3 Seconds	5 Seconds	5 Seconds	9 Seconds	18 Seconds	
Design Speed	20-30 MPH	Below 20 MPH	20-25 MPH		35 MPH and above	
b. YIELD PARKING	T3 T4	T3 T4	T3 T4			
Design ADT						
Pedestrian Crossing						
Design Speed	Below 20 mph		Below 20 mph			
c. PARKING ONE SIDE PARALLEL	T3 T4	T3 T4 T5	T4 T5	T5 T6	T5 T6	
Design ADT	5,000 VPD	18,000 VPD	15,000 VPD	15,000 VPD	32,000 VPD	
Pedestrian Crossing	5 Seconds	8 Seconds	8 Seconds	11 Seconds	13 Seconds	
Design Speed	20-25 MPH	25-30 mph	25-30 MPH	25-30 MPH		
d. PARKING BOTH SIDES PARALLEL	T4 T5	T4 T5 T6	T4 T5 T6	T5 T6	T5 T6	
Design ADT	8,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	32,000 VPD	
Pedestrian Crossing	7 Seconds	10 Seconds	10 Seconds	13 Seconds	15 Seconds	
Design Speed	Below 20 MPH	25-30 MPH	25-30 MPH	25-30 MPH	35 MPH and above	
e. PARKING BOTH SIDES DIAGONAL	T5 T6	T5 T6	T5 T6	T5 T6	T5 T6	
Design ADT	18,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	31,000 VPD	
Pedestrian Crossing	15 Seconds	17 Seconds	17 Seconds	20 Seconds	23 Seconds	
Design Speed	Below 20 MPH	20-25 MPH	20-25 MPH	25-30 MPH	25-30 MPH	
f. PARKING ACCESS			T3 T4	T5 T6		
Design ADT						
Pedestrian Crossing			4 Seconds	8 Seconds		

TND Overlay

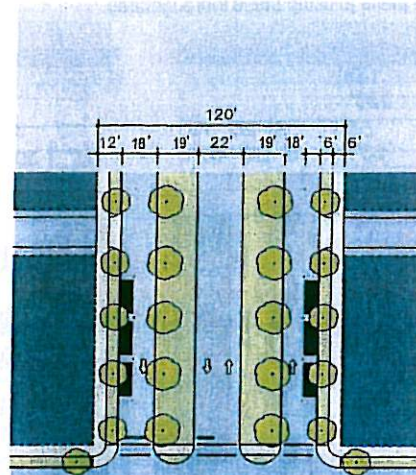
City of Bryant, Arkansas

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.

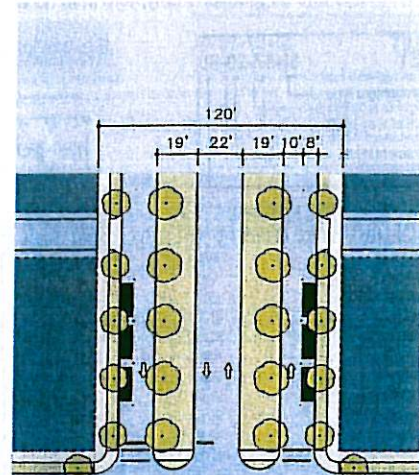


THOROUGHFARE TYPES

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Green: GR
- Square: SQ
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



BV-120-56



BV-120-58

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T4
Right-of-Way Width	120 feet
Pavement Width	18 feet - 22 feet - 18 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 11 seconds - 6 seconds
Traffic Lanes	2 lanes & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	15 feet
Public Frontage Type	GA, SF/AW, ST, FC, DY/LN
Walkway Type	6' Sidewalk
Planter Type	6' Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

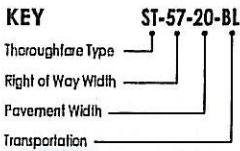
Thoroughfare Type	Boulevard
Transect Zone Assignment	T5
Right-of-Way Width	120 feet
Pavement Width	18 feet - 22 feet - 18 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 13 seconds - 6 seconds
Traffic Lanes	2 lanes & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	15 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC
Walkway Type	12' Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 22' o.c. Avg.
Transportation Provision	BR, TR

TND Overlay

City of Bryant, Arkansas

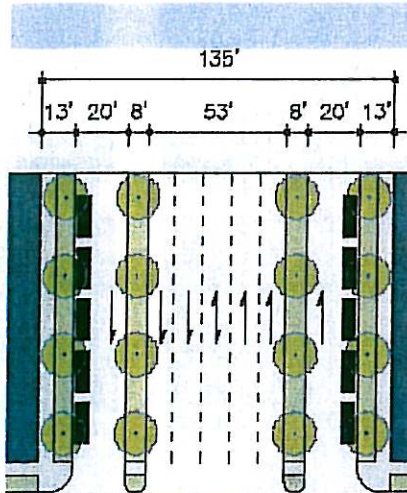
TABLE 2A THOROUGHFARE ASSEMBLIES

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.

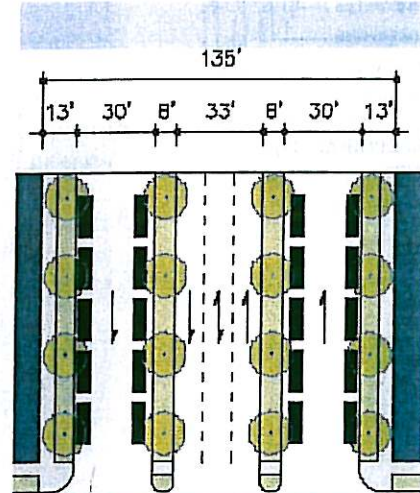


THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Tranilf Route:	TR

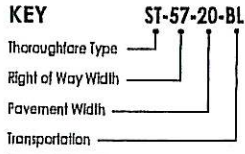


BV-135-53	
Thoroughfare Type	Boulevard
Transect Zone Assignment	T4, T5, T4
Right-of-Way Width	135 feet
Pavement Width	20 feet - 53 feet - 20 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 15 seconds - 6 seconds
Traffic Lanes	5 Lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, DY, ST, FC
Walkway Type	13' Sidewalk (T6, T5) 6' Sidewalk (T4)
Planter Type	5'-6" sq. tree grates (T6, T5) 7' Continuous planter (T4)
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR



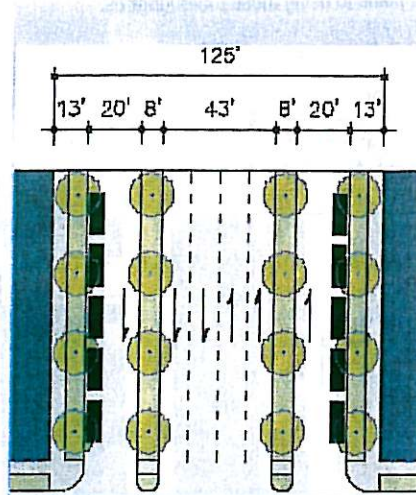
BV-135-33	
Thoroughfare Type	Boulevard
Transect Zone Assignment	T4, T5, T4
Right-of-Way Width	135 feet
Pavement Width	30 feet - 33 feet - 30 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	8.5 seconds - 9.5 seconds - 8.5 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, DY, ST, FC
Walkway Type	13' Sidewalk (T6, T5) 6' Sidewalk (T4)
Planter Type	5'-6" sq. tree grates (T6, T5) 7' Continuous planter (T4)
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.

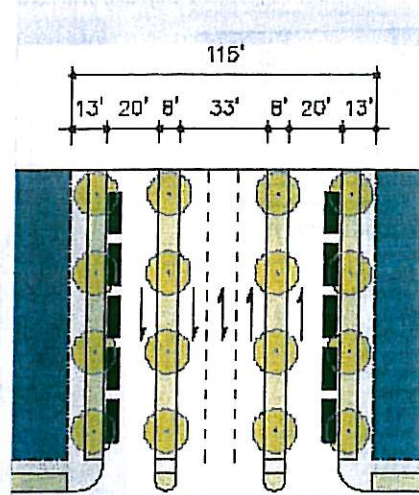


THOROUGHFARE TYPES

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Green: GR
- Square: SQ
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



BV-125-43	
Thoroughfare Type	Boulevard
Transect Zone Assignment	T4, T5, T4
Right-of-Way Width	125 feet
Pavement Width	20 feet - 43 feet - 20 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 13 seconds - 6 seconds
Traffic Lanes	4 lanes & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, DY, ST, FC
Walkway Type	13' Sidewalk (T4, T5) 6' Sidewalk (T4)
Planter Type	5'-6" sq. tree grates (T4, T5) 7' Continuous planter (T4)
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR



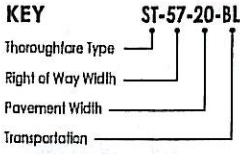
BV-115-33	
Thoroughfare Type	Boulevard
Transect Zone Assignment	T4, T5, T4
Right-of-Way Width	115 feet
Pavement Width	20 feet - 33 feet - 20 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 9.5 seconds - 6 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, DY, ST, FC
Walkway Type	13' Sidewalk (T4, T5) 6' Sidewalk (T4)
Planter Type	5'-6" sq. tree grates (T4, T5) 7' Continuous planter (T4)
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

TND Overlay

TABLE 2A THOROUGHFARE ASSEMBLIES (continued)

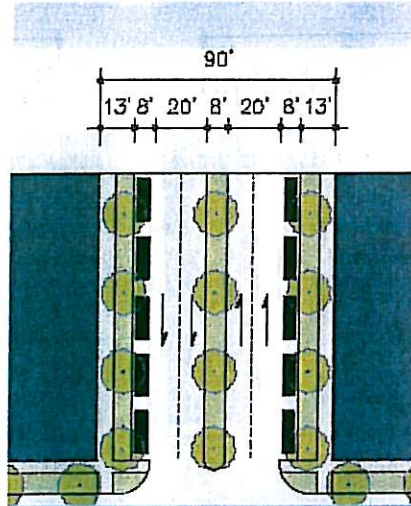
City of Bryant, Arkansas

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



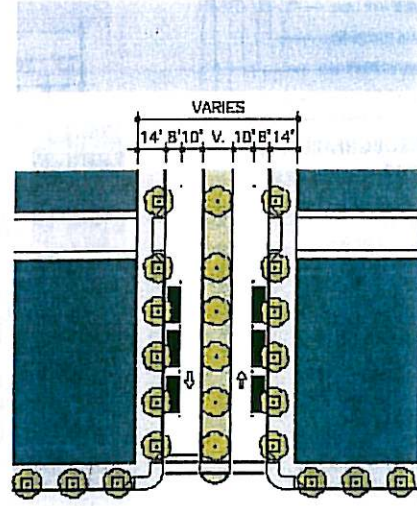
THOROUGHFARE TYPES

- Boulevard: BV
- Avenue: AV
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- Street: ST
- Road: RD
- Green: GR
- Square: SQ
- Rear Alley: RA
- Rear Lane: RL
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- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



AV-90-56

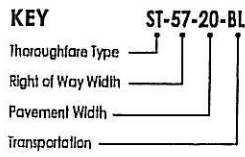
Thoroughfare Type	Avenue
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	90 feet
Pavement Width	56 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	13 seconds
Traffic Lanes	4 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC
Walkway Type	13' Sidewalk (T5) 6' Sidewalk (T4, T3)
Planter Type	5'-6" sq. tree grates (T5) 7' Continuous planter (T4, T3)
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR



AV-V-36

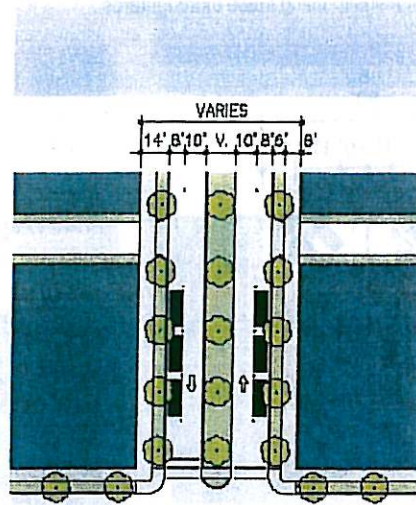
Thoroughfare Type	Avenue
Transect Zone Assignment	T6, T5
Right-of-Way Width	Varies
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 seconds, 5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet, ticked
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC, DY/LW
Walkway Type	14 foot Sidewalk
Planter Type	5'-6" sq. tree grate
Curb Type	Curb
Landscape Type	Trees at 22' o.c. Avg.
Transportation Provision	BR, TR

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.

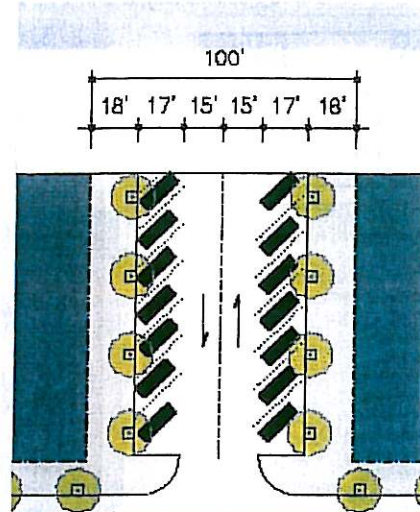


THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



AV-V-36



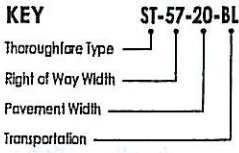
CS-100-64

Thoroughfare Type	Avenue
Transect Zone Assignment	T4, T3
Right-of-Way Width	Varies
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 seconds, 5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet, ticked
Curb Radius	10 feet
Public Frontage Type	SF/AW, ST, FC, DY/LW, PF
Walkway Type	8 foot Sidewalk
Planter Type	6 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	100 feet
Pavement Width	64 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides angled @ 17 feet marked
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC
Walkway Type	18 foot Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

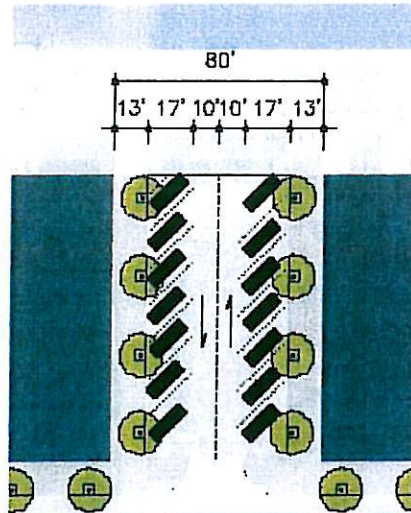
Thoroughfare Type	Avenue
Transect Zone Assignment	T4, T3
Right-of-Way Width	Varies
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 seconds, 5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet, ticked
Curb Radius	10 feet
Public Frontage Type	SF/AW, ST, FC, DY/LW, PF
Walkway Type	8 foot Sidewalk
Planter Type	6 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



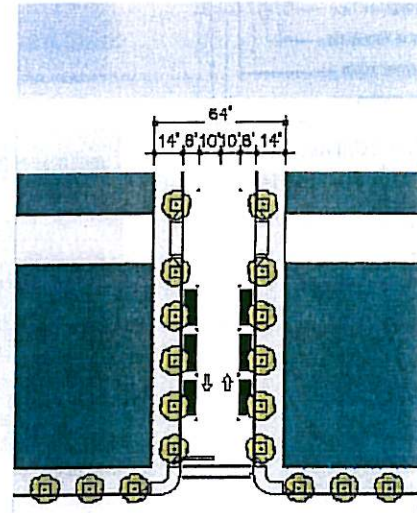
THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



CS-80-54

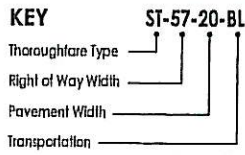
Thoroughfare Type	Commercial Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	80 feet
Pavement Width	54 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet marked
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC
Walkway Type	13 foot Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



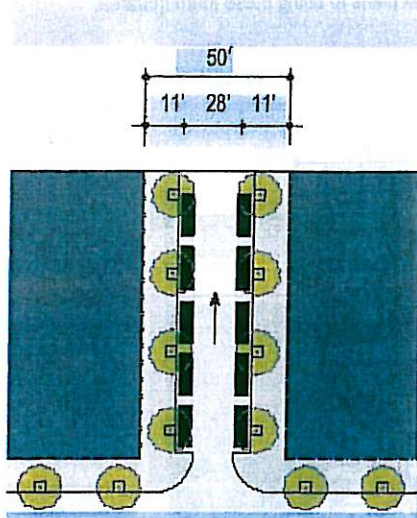
CS-64-36

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	64 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	10 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet, ticked
Curb Radius	10 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC, DY/LW
Walkway Type	14 foot Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 22' o.c. Avg.
Transportation Provision	

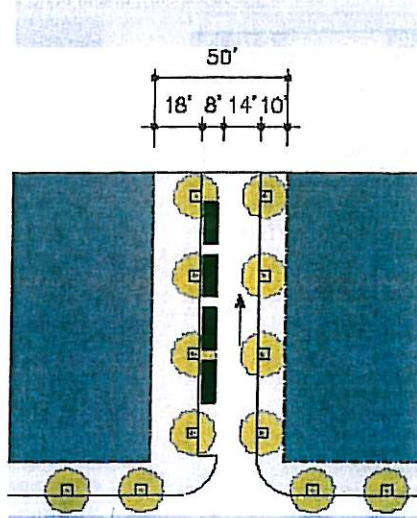
TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



- THOROUGHFARE TYPES**
- Boulevard: BV
 - Avenue: AV
 - Commercial Street: CS
 - Street: ST
 - Road: RD
 - Green: GR
 - Square: SQ
 - Rear Alley: RA
 - Rear Lane: RL
 - Bicycle Trail: BT
 - Bicycle Lane: BL
 - Bicycle Route: BR
 - Path: PT
 - Transit Route: TR



CS-50-28
Commercial Street
T6, T5
50 feet
28 feet
Slow Movement
25 MPH
4 seconds
1 lane
Both Sides @ 7 feet marked
10 feet
AR/GA, SF/AW, ST, FC, DY/LW
11 foot Sidewalk
5'-6" sq. tree grates
Curb
Trees at 30' o.c. Avg.



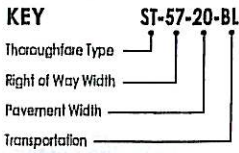
CS-50-22
Commercial Street
T6, T5
50 feet
22 feet
Slow Movement
25 MPH
4 seconds
1 lane
One Side @ 7 feet marked
10 feet
AR/GA, SF/AW, ST, FC, DY/LW
18 foot Sidewalk, 10 foot Sidewalk
5'-6" sq. tree grates
Curb
Trees at 30' o.c. Avg.

TND Overlay

TABLE 2A THOROUGHFARE ASSEMBLIES (continued)

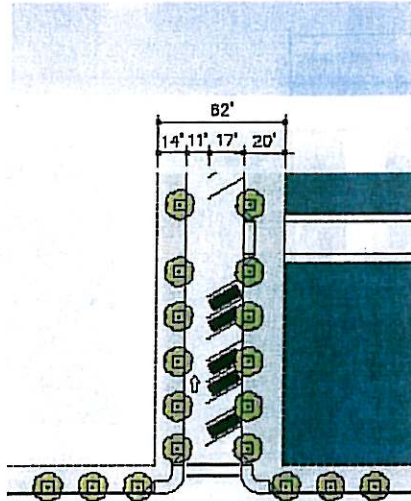
City of Bryant, Arkansas

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



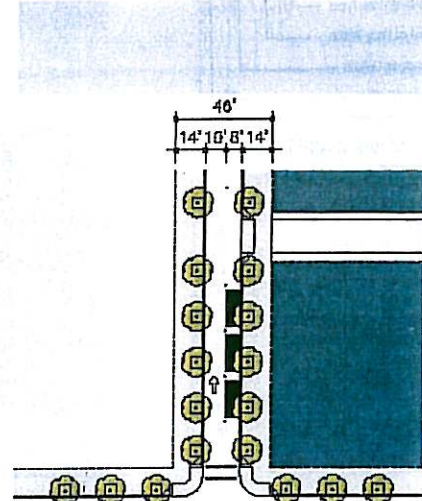
THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Tranfit Route:	TR



SQ-62-28

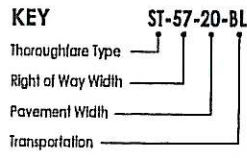
Thoroughfare Type	Street on Square
Transect Zone Assignment	T6, T5
Right-of-Way Width	62 feet
Pavement Width	28 feet
Movement	Yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	7 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side diagonal @ 17 feet, striped
Curb Radius	8 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC, DY/LW
Walkway Type	20 foot Sidewalk, 14 foot Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 22' o.c. Avg.
Transportation Provision	



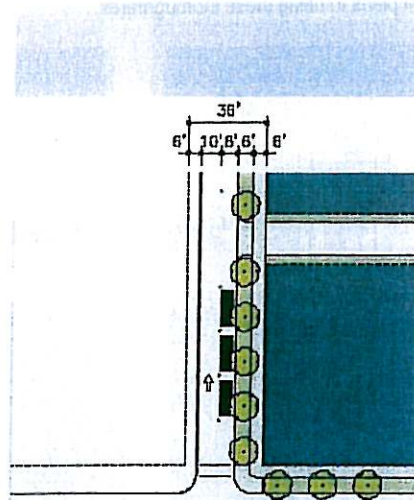
SQ-46-18

Thoroughfare Type	Street on Square
Transect Zone Assignment	T6, T5, T4
Right-of-Way Width	46 feet
Pavement Width	18 feet
Movement	Yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side @ 8 feet, ticked
Curb Radius	8 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC, DY/LW
Walkway Type	14 foot Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 22' o.c. Avg.
Transportation Provision	

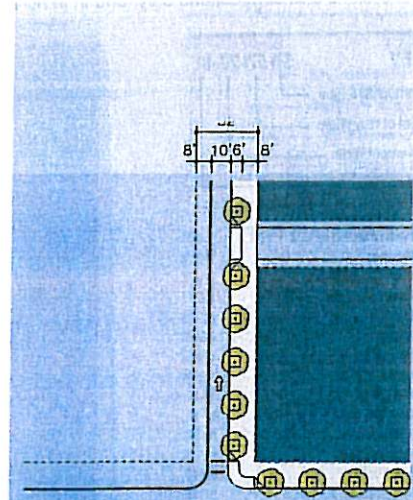
TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



- THOROUGHFARE TYPES**
- Boulevard: BV
 - Avenue: AV
 - Commercial Street: CS
 - Street: ST
 - Road: RD
 - Green: GR
 - Square: SQ
 - Rear Alley: RA
 - Rear Lane: RL
 - Bicycle Trail: BT
 - Bicycle Lane: BL
 - Bicycle Route: BR
 - Path: PT
 - Transit Route: TR



SQ-36-18



SQ-32-10

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Street on Square	Street on Square
T4	T5, T4
36 feet	32 feet
18 feet	10 feet
Slow Movement	Slow Movement
20 MPH	20 MPH
5 seconds	3 seconds
1 lane	1 lane
One Side @ 8 feet, ticked	None
8 feet	8 feet
ST, DY/LW, PF	SF/AW, ST, DY/LW, FC
6 foot Sidewalk	14 foot Sidewalk
6 foot continuous planter	5'-6" tree grates
Curb	Curb
Trees at 22' o.c. Avg.	Trees at 22' o.c. Avg.

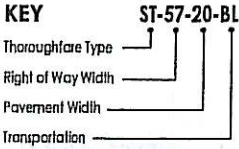
Street on Square	Street on Square
T5, T4	T5, T4
32 feet	32 feet
10 feet	10 feet
Slow Movement	Slow Movement
20 MPH	20 MPH
3 seconds	3 seconds
1 lane	1 lane
None	None
8 feet	8 feet
SF/AW, ST, DY/LW, FC	SF/AW, ST, DY/LW, FC
14 foot Sidewalk	14 foot Sidewalk
5'-6" tree grates	5'-6" tree grates
Curb	Curb
Trees at 22' o.c. Avg.	Trees at 22' o.c. Avg.

TND Overlay

TABLE 2A THOROUGHFARE ASSEMBLIES (continued)

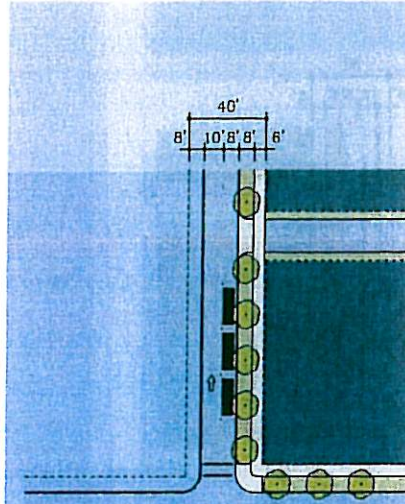
City of Bryant, Arkansas

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.

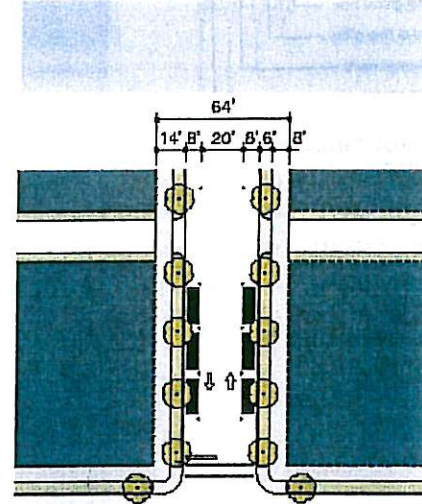


THOROUGHFARE TYPES

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Green: GR
- Square: SQ
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: FT
- Transit Route: TR



SQ-40-18



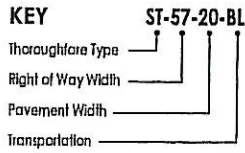
ST-64-36

Thoroughfare Type	Street on Square
Transect Zone Assignment	T4
Right-of-Way Width	40 feet
Pavement Width	18 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	1 lanes
Parking Lanes	One Sides @ 8 feet, ticked
Curb Radius	8 feet
Public Frontage Type	ST, DY/LW, PF
Walkway Type	6' Sidewalk
Planter Type	8' Continuous planter both sides
Curb Type	Curb
Landscape Type	Trees at 22' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Street
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	64 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	9.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet, ticked
Curb Radius	10 feet
Public Frontage Type	SF/AW, ST, FC, DY/LW, PF
Walkway Type	14' Sidewalk (T5, T4) 8' Sidewalk (T4, T3)
Planter Type	5'-6" sq. tree grates (T5, T4) 6' Continuous planter (T4, T3)
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR

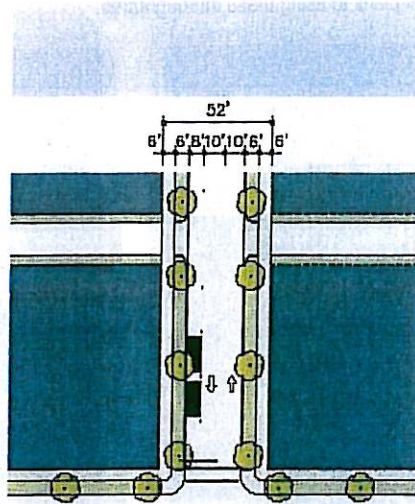
Thoroughfare Type	Street
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	64 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	9.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet, ticked
Curb Radius	10 feet
Public Frontage Type	SF/AW, ST, FC, DY/LW, PF
Walkway Type	14' Sidewalk (T5, T4) 8' Sidewalk (T4, T3)
Planter Type	5'-6" sq. tree grates (T5, T4) 6' Continuous planter (T4, T3)
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



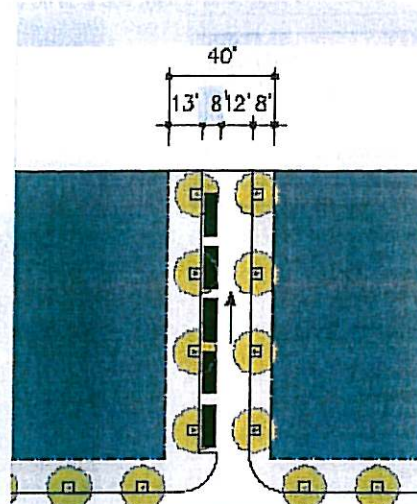
THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



ST-52-28

Thoroughfare Type	Street
Transect Zone Assignment	T4, T3
Right-of-Way Width	52 feet
Pavement Width	28 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	2 lane
Parking Lanes	One Side @ 8 feet, ticked
Curb Radius	15 feet
Public Frontage Type	SF/AW, ST, DY/LW, PF
Walkway Type	6 foot Sidewalk
Planter Type	6 foot continuous planter
Curb Type	Curb
Landscape Type	Trees at 40' o.c. Avg.
Transportation Provision	



ST-40-19

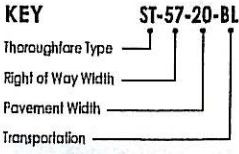
Thoroughfare Type	Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	40 feet
Pavement Width	19 feet
Movement	Yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	AR/GA, SF/AW, ST, FC, DY/LW
Walkway Type	13 foot Sidewalk, 8 foot Sidewalk
Planter Type	5'-6" sq. tree grates
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

TND Overlay

TABLE 2A THOROUGHFARE ASSEMBLIES (continued)

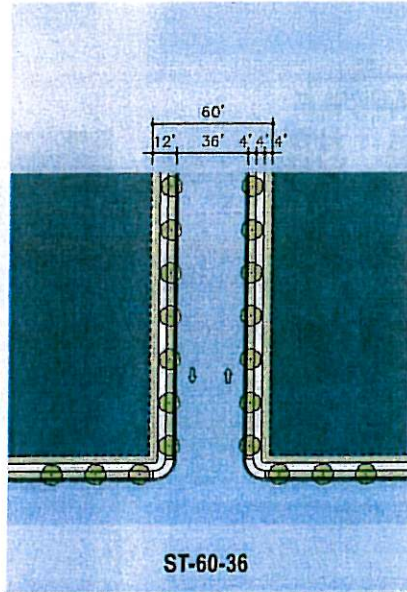
City of Bryant, Arkansas

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.

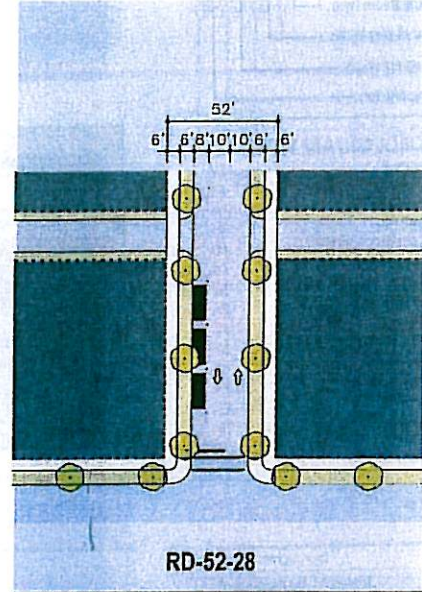


THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Tranlit Route:	TR

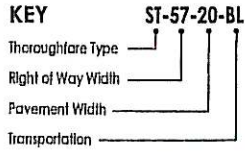


Thoroughfare Type	Street - Commonwealth - Existing
Transect Zone Assignment	T3
Right-of-Way Width	60 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	10 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Side @ 8 feet unmarked
Curb Radius	10 feet
Public Frontage Type	PF, CY
Walkway Type	Existing 4 foot sidewalks
Planter Type	4' Continuous planter
Curb Type	Existing rolled curb
Landscape Type	Existing trees at 22' o.c. Avg.
Transportation Provision	BR, TR



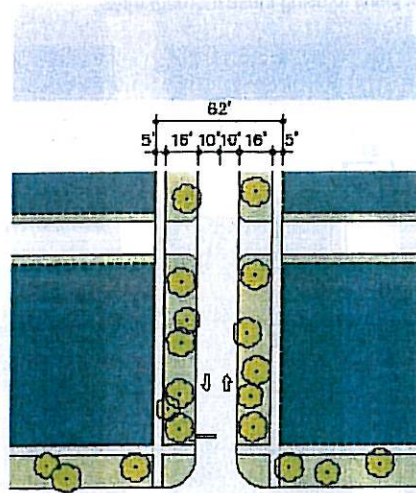
Thoroughfare Type	Road
Transect Zone Assignment	T4, T3
Right-of-Way Width	52 feet
Pavement Width	28 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	2 lanes
Parking Lanes	One Side @ 8 feet, ticked
Curb Radius	15 feet
Public Frontage Type	SF/AW, ST, DY/LW, PF
Walkway Type	6 foot Sidewalk
Planter Type	6' Continuous planter
Curb Type	Swale
Landscape Type	Trees at 40' o.c. Avg.
Transportation Provision	

TABLE 2A: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. These thoroughfare diagrams are intended as illustrations and suggestions only, and in no way limit plans to using these thoroughfares.



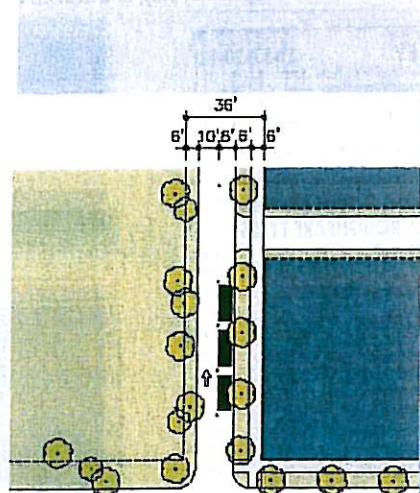
THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Green:	GR
Square:	SQ
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



RD-62-20

Thoroughfare Type	Road
Transect Zone Assignment	T3, T2
Right-of-Way Width	62 feet
Pavement Width	20 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	15 feet
Public frontage Type	PF, CY
Walkway Type	5 foot Sidewalk
Planter Type	16' Continuous swale
Curb Type	Swale
Landscape Type	Trees arranged in naturalistic clusters
Transportation Provision	BT



GN-36-18

Thoroughfare Type	Road on Green
Transect Zone Assignment	T4, T3
Right-of-Way Width	36 feet
Pavement Width	18 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side @ 8 feet, licker
Curb Radius	10 feet
Public frontage Type	ST, DY/LW, PF, CY
Walkway Type	6 foot Sidewalk
Planter Type	6 foot continuous planter
Curb Type	Swale
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	