

City of Fayetteville, Arkansas

113 West Mountain Street

Fayetteville, AR 72701

(479) 575-8267



Planning Commission Tentative Agenda

Thursday, February 20, 2025

4:30 PM

City Hall Room 111

Planning Commission Members

Andrew Brink, Chair

Mary McGetrick, Vice Chair

Brad Payne, Secretary

Matthew Cabe

Nick Castin

Jimm Garlock

Fred Gulley

Mary Madden

Nick Werner

Senior Assistant City Attorney Blake Pennington

Call to Order**Roll Call****Consent****1. MINUTES:**

Approval of the minutes from the February 10, 2025 Planning Commission.
- Mirinda Hopkins, Development Coordinator

2. CCP-2025-0001: Concurrent Plat (W. WEIR RD & N. HUGHMOUNT RD/CLARK, 204):

Submitted by JORGENSEN & ASSOCIATES for property located on W. WEIR RD & N. HUGHMOUNT RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 29.21 acres. The request is to divide the property into two lots with 26.11 and 2.88 acres. - Wesley Frank, Planner

Unfinished Business**3. VAR-2025-0002: Planning Commission Variance (583 W. 15TH ST/LEGACY VENTURES LLC, 601):**

Submitted by BLEW & ASSOCIATES for property located at 583 W. 15TH ST. The property is zoned UC, URBAN CORRIDOR and contains approximately 2.70 acres. The request is for a variance from Streamside Protection.

THIS ITEM WAS TABLED AT THE FEBRUARY 10, 2025 PLANNING COMMISSION MEETING. - Alan Pugh, Staff Engineer

4. LSD-2024-0038: Large Scale Development (151 W. DICKSON ST/TRINITAS VENTURES, 484):

Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 151 W. DICKSON ST. The property is zoned MSC, MAIN STREET CENTER and contains approximately 1.42 acres. The request is for a 185-unit multi-family development with associated parking.

THIS ITEM WAS TABLED AT THE FEBRUARY 10, 2025 PLANNING COMMISSION MEETING. - Gretchen Harrison, Senior Planner

5. CUP-2024-0054: Conditional Use Permit (611 N. OLIVER RD/JD RIGGINS FAMILY HOLDINGS, 443):

Submitted by RMP LLP for property located at 611 N. OLIVER RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and

contains approximately 0.80 acres. The request is to use the property as a short-term rental.

THIS ITEM WAS TABLED AT THE FEBRUARY 10, 2025 PLANNING COMMISSION MEETING. - Jessica Masters, Development Review Manager

New Business

6. VAR-2025-0007: Planning Commission Variance (357 W. NIGHTINGALE CIR/MCKOWN, 211):

Submitted by NANCY MCKOWN for property located at 357 W. NIGHTINGALE CIR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is for a variance from the flood damage prevention code. - Alan Pugh, Staff Engineer

7. PPL-2024-0010: Preliminary Plat (NORTHEAST OF W. MOUNT COMFORT RD & N. RUPPLE RD/HOLT VILLAGE, 323):

Submitted by BATES & ASSOCIATES for property located NORTHEAST OF W. MOUNT COMFORT RD & N. RUPPLE RD. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT, and CS, COMMUNITY SERVICES and contains approximately 18.47 acres. The request is for the preliminary plat of 105 residential lots and one non-buildable lot. - Gretchen Harrison, Senior Planner

8. CUP-2025-0002: Conditional Use Permit (1030 N. EVA AVE/LEDBETTER, 442):

Submitted by JAMES LEDBETTER for property located at 1030 N. EVA AVE. The property is zoned C-1, NEIGHBORHOOD COMMERCIAL and contains approximately 0.50 acres. The request is to use the property as a short-term rental. - Wesley Frank, Planner

9. CUP-2025-0004: Conditional Use Permit (4897 W. TRIANGLE ST/KIRBY, 516):

Submitted by BEN KIRBY for property located at 4897 W. TRIANGLE ST. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.11 acres. The request is to use the property as a short-term rental. - Gretchen Harrison

10. CUP-2025-0003: Conditional Use Permit (1328 S. SCHOOL AVE/FERDOWSIAN, 562):

Submitted by NWA SHEDS LLC for property located at 1328 S. SCHOOL AVE.

The property is zoned DG, DOWNTOWN GENERAL and contains approximately 1.15 acres. The request is to use the property for automotive sales. - Donna Wonsower, Planner

11. RZN-2025-0002: Rezoning (1417 N. ADDINGTON AVE/BAUER HAUS LLC, 404):

Submitted by BART & PATRICIA BAUER for property located at 1417 N. ADDINGTON AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.33 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE-FAMILY, 18 UNITS PER ACRE.

THE APPLICANT HAS REQUESTED TO TABLE UNTIL THE MARCH 10, 2025 PLANNING COMMISSION MEETING. - Wesley Frank, Planner

12. RZN-2024-0058: Rezoning (123 E. 15TH ST /KOMANDER, 602):

Submitted by JOHANN KOMANDER for property located at 123 E. 15TH ST. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 3.14 acres. The request is to rezone the property to DG, DOWNTOWN GENERAL. - Gretchen Harrison, Senior Planner

13. RZN-2025-0001: Rezoning (903 W. NORTH ST/JORDAN GROUP LLC, 444):

Submitted by BATES & ASSOCIATES for property located at 903 W. NORTH ST. The property is zoned R-O, RESIDENTIAL-OFFICE and contains approximately 0.11 acres. The request is to rezone the property to RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE.
- Donna Wonsower, Planner

14. PZD-2025-0001: Planned Zoning District (1875 W. HASKELL HTS/HASKELL COMMONS, 520):

Submitted by CRAFTON TULL for property located at 1875 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.
- Gretchen Harrison, Senior Planner

Items Administratively Approved by Staff

15. LSP-2024-0039: Lot Split (2101 S. EMMA AVE/APPLE LILY MANAGEMENT LLC, 639):

Submitted by JORGENSEN & ASSOCIATES for property located at 2101 S. EMMA AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, FOUR UNITS PER ACRE and contains approximately 0.40 acres. The request is to split a parcel into two lots containing 0.19 and 0.21 acres. - Wesley Frank,

Planner

16. LSP-2024-0045: Lot Split (7005 W. GUN CLUB RD/HUDSON, 200):

Submitted by BATES & ASSOCIATES for property located at 7005 W. GUN CLUB RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 13.34 acres. The request is to split a parcel into two lots containing 6.58 and 6.76 acres. - Wesley Frank, Planner

17. LSIP-2024-0016: Large Site Improvement Plan (EAST OF 1165 N. MEADOWLANDS DR/MEADOWLANDS HEIGHTS, 400):

Submitted by ODYSSEY ENGINEERING for property located EAST OF 1165 N. MEADOWLANDS DR. The property is zoned CS, COMMUNITY SERVICES and contains approximately 1.38 acres. The request is for a 17-unit residential development. - Wesley Frank, Planner

Agenda Session Items

Announcements

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested parties may appear and be heard at the public hearings. If you wish to address the Planning Commission on an agenda item, please queue behind the podium when the Chair asks for public comment. Once the Chair recognizes you, go to the podium and give your name and address. Address your comments to the Chair, who is the presiding officer. The Chair will direct your comments to the appropriate appointed official, staff, or others for response. Please keep your comments brief, to the point, and relevant to the agenda item being considered so that everyone has a chance to speak.

Interpreters of TDD, Telecommunications Device for the Deaf, are available for all public hearings, 72 hour notice is required. For further information or to request an interpreter, please call 575-8330.

As a courtesy please turn off all cell phones and pagers.

(pg. 1) Planning Commission Monday, 02/10/2025							
Time: 5:30 PM							
Staff : ☒ Willa Thomason ☐ John Scott ☒ Jessie Masters ☒ Gretchen Harrison ☒ Donna Wonsower ☐ Wesley Frank							
☐ Britin Bostick ☐ Kylee Cole ☒ Melissa Boyd ☒ Justin Bland ☐ Chris Brown ☐ Alan Pugh ☒ Fire Marshal/Clint Price							
	Roll Call	1) Minutes (01/27/2025)	2) ADM-2025-0001 (FAYETTEVILLE PUBLIC SCHOOLS)	3) ADM-2025-0002 (AFT DEVELOPMENT LLC)	4) VAR-2025-0002 (LEGACY VENTURES LLC)	5) LSD-2024-0038 (TRINITAS VENTURES)	6) VAR-2025-0004 (DICKSON SQUARE LLC)
Payne	1	1	1	1	1	1	1
Castin	1	1	1	1	1	1	1
Gulley	1	1	1	1	1	1	1
Cabe	1	1	1	1	1	1	1
Werner	1	1	1	1	1	1	1
Garlock	1	1	1	1	1	1	1
Madden	1	1	1	1	1	1	1
McGetrick	1	1	1	1	1	1	1
Brink	1	1	1	1	1	1	1
Agenda		Consent	Consent	Consent	New	New	New
Action		Approve	Approve	Approve	Table	Table	Approve
Motion By		Garlock	Garlock	Garlock	Castin	Werner	Werner
Motion 2nd		Cabe	Cabe	Cabe	Cabe	Payne	Garlock
Vote		9-0-0	9-0-0	9-0-0	9-0-0	9-0-0	9-0-0
Time		5:33 PM	5:33 PM	5:33 PM	5:34 PM	6:13 PM	6:39 PM
Motion Detail					Until the February 24, 2025 Planning Commission meeting.	Until the February 24, 2025 Planning Commission meeting.	With all conditions as recommended by staff.
Public Comment		0	0	0	0	12	0

(pg. 2) Planning Commission			Monday, 02/10/2025				
	7) LSD-2024-0033 (FAYETTEVILLE HIGH SCHOOL)		8) CUP-2025-0001 (TOTAL SITE DEVELOPMENT)	9) CUP-2024-0053 (TONEY-WASHINGTON)	10) CUP-2024-0054 (JD RIGGINS FAMILY HOLDINGS)		
Payne	0	1	1	0	1		
Castin	0	1	1	1	1		
Gulley	0	1	1	1	1		
Cabe	1	1	1	1	1		
Werner	0	1	1	0	1		
Garlock	Abstain	Abstain	1	1	1		
Madden	1	1	1	1	1		
McGetrick	1	1	1	1	1		
Brink	1	1	1	1	1		
Agenda	New		New	New	New		
Action	Amend	Approve	Approve	Approve	Table		
Motion By	Brink	Payne	McGetrick	Payne	Werner		
Motion 2nd	McGetrick	Castin	Cabe	Gulley	Castin		
Vote	4-4-1	8-0-1	9-0-0	7-2-0	9-0-0		
Time	6:53 PM		7:00 PM	7:15 PM	7:28 PM		
Motion Detail	Failed motion to amend to remove the EV charging stations.	With all conditions as recommended by staff.	With all conditions as recommended by staff.	With all conditions as recommended by staff.	Until the February 24th Planning Commission meeting.		
Public Comment	0		0	0	4		



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner
Justin Bland, Staff Engineer

MEETING: February 24, 2025

SUBJECT: **CCP-2025-0001: Concurrent Plat (W. WEIR RD & N. HUGHMOUNT RD/CLARK, 204):** Submitted by JORGENSEN & ASSOCIATES for property located on W. WEIR RD & N. HUGHMOUNT RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 29.21 acres. The request is to divide the property into two lots with 26.11 and 2.88 acres.

RECOMMENDATION:

Staff recommends forwarding **CCP-2025-0001** to the full Planning Commission with a recommendation of approval, with conditions.

RECOMMENDED MOTION: *"I move to forward CCP-2025-0001 to the full Planning Commission, recommending:*

- In favor of recommended right-of-way dedication and street improvements; and*
- All other conditions of approval."*

BACKGROUND:

The subject property is northwest of the City limits in Washington County. It is approximately 340 feet west of the intersection of W. Weir Road and N. Hughmount Road. Containing approximately 29.21 acres, the property is undeveloped per the Washington County Assessor save for an outbuilding. A previous concurrent plat was approved for this property for the creation of 5 lots on February 24, 2020 (CCP-2020-6988). Surrounding land uses and zoning are depicted in *Table 1*.

Table 1 - Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Rural Residential/Agricultural	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
South	Rural Residential/Agricultural	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
East	Undeveloped	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
West	Rural Residential/Undeveloped	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)

Proposal: The applicant intends to plat 2 residential lots with 26.11 acres and 2.88 acres. Having exhausted the number of administrative lot splits permitted from the parent tract, this proposal is required to be reviewed as a concurrent plat.

Water and Sewer System: No additional water or sewer infrastructure is required with this proposal. A 4-inch water line is located to the south of the property on W. Weir Road. No access to sewer is provided to properties outside of the City of Fayetteville limits.

Right-of-way to be dedicated: The property in question has access from W. Weir Road, a public county road, and both proposed tracts will maintain access once split. The existing right-of-way (60 feet) exceeds the required Master Street Plan right-of-way (52 feet). Staff does not recommend any further right-of-way be dedicated with this development.

Street Improvements: Staff does not recommend any street improvements in association with this request.

Tree Preservation: N/A; tree preservation requirements do not extend beyond the City of Fayetteville limits.

Parkland Fees: N/A; parkland dedication requirements do not extend beyond the City of Fayetteville limits.

Public Comment: Staff has not received any comments from the public on this item.

RECOMMENDATION: Staff recommends Planning Commission approve CCP-2025-0001, with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *No right-of-way dedication required.*
2. **Planning Commission determination of street improvements.** *No street improvements required.*
3. Utility easements must extend ten feet on either side of the water main. Additional easement dedication shall be required where this distance is not being met.
4. All remaining comments from City divisions, whether Urban Forestry, Fire, or Engineering shall be addressed.

Standard conditions of approval:

5. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat (if applicable).
6. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or his/her representative, and all comments from utility representative: Black Hills Energy, AT&T, Ozarks, SWEPCO, Cox Communication).
7. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements.

Planning Commission Action:

☐ Tabled

☐ Forwarded

☐ Denied

☐ Approved

Meeting Date: February 24, 2025

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

Attachments:

- Applicant Cover Letter
- Engineering Memo
- Site Plan
- One Mile Map
- Close-Up Map
- Current Land Use Map



JORGENSEN
+ASSOCIATES
Civil Engineering · Surveying
Landscape Architecture Services

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703

Office: 479.442.9127
Fax: 479.582.4807
www.jorgensenassoc.com

January 15, 2025

City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Attn: Development Services

Re: Concurrent Plat for Travis Clark off of W Weir Rd

Attached herewith please find the submittal documents in regards to a Concurrent Plat for Travis Clark for a 2.88 acre lot off of W Weir Rd. Technically this is a lot split but due to the amount of previous splits this request put it into a Concurrent Plat category. The request is to split off another 2.88 lot that will access off of W Weir Road. Water is already to the site and a septic system will have to be approved the the Health Dept.

We thank you for your consideration of this proposal and please call with any questions,

Thank you.

Sincerely;





TO: Wesley Frank, Planner

FROM: Justin Bland, Engineering Development Review Manager

DATE: February 12, 2025

**SUBJECT: Subdivision Committee Engineering Comments for
CCP-2025-0001 Weir Road**

Water: The proposed and existing lots are outside of City of Fayetteville limits. Water service for the proposed and existing lots is provided by an existing 4-inch water line along Weir Road and an existing 2-inch water line along North Hughmount Rd.

Sewer: The proposed and existing lots are outside of City of Fayetteville limits and does not have access to public sewer. The current existing lots are serviced by septic systems. The new lot will be required to install a septic system for sewer service.

[illegible]

Table 1. Mean (SD) and range of the 10-item questionnaire.

Questionnaire item	Mean (SD)	Range
1. I have been told that I have a high risk of becoming ill	1.71 (1.00)	0-3
2. I have been told that I have a high risk of becoming disabled	1.71 (1.00)	0-3
3. I have been told that I have a high risk of becoming dependent on others	1.71 (1.00)	0-3
4. I have been told that I have a high risk of becoming a burden on others	1.71 (1.00)	0-3
5. I have been told that I have a high risk of becoming a burden on my family	1.71 (1.00)	0-3
6. I have been told that I have a high risk of becoming a burden on my community	1.71 (1.00)	0-3
7. I have been told that I have a high risk of becoming a burden on my country	1.71 (1.00)	0-3
8. I have been told that I have a high risk of becoming a burden on my world	1.71 (1.00)	0-3
9. I have been told that I have a high risk of becoming a burden on my future	1.71 (1.00)	0-3
10. I have been told that I have a high risk of becoming a burden on my life	1.71 (1.00)	0-3

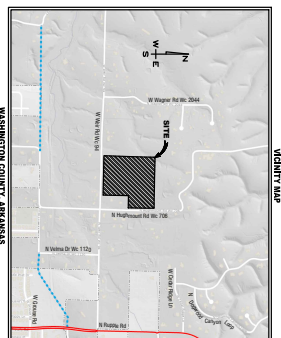
Note: SD = standard deviation.

[illegible]

A part of the site is 14 km SW of Sardinia, 20.11°N, 80°W in Matagorda County, Arkansas, and only three fish species are known. Commencing at 100 m from the edge of the SWH, three 500-m² BTs (240.1° true, distance 500.07°T, 7°13.5' true, true track 500.7531°V, 080.333 true, true track 500.8592°E, 1°52.2' true) to the POINT OF BEGINNING, three 500-m² BTs (distance 499.9231°T, 7°13.5' true, true track 500.5072°V, 080.144 true, true track 500.8369°E, 1°56.1' true) from the POINT OF BEGINNING, three 500-m² BTs (distance 500.0000°T, 7°13.5' true, true track 500.7531°V, 080.333 true, true track 500.8592°E, 1°52.2' true) from the POINT OF BEGINNING, and three 500-m² BTs (distance 500.0000°T, 7°13.5' true, true track 500.7531°V, 080.333 true, true track 500.8592°E, 1°52.2' true) from the POINT OF BEGINNING, containing 28 hauls from 1983 to 1985; all specimens are dry of weight.

1. PLAT PAGE #201.
2. PARCEL NUMBER 001-16188-001.
3. CURRENT ZONING: 1 DWELLING UNIT PER ACRE
4. OWNER: THOMAS, MOLLY CLARK, 344914, HIGHTHOUGHT ROAD
FARMVILLE, VA, 22704-9594
5. BUILDING PERMITS ON FILE # 2006-0020215-2009-0003311 &
002-100000278.

7. PROPOSED LOTS AND DEVELOPMENT OR REDEVELOPMENT OF SAID LOTS WILL CONFORM TO ACCESS MANAGEMENT STANDARDS.



JORGENSEN
+ ASSOCIATES
Planning
Civil Engineering + Surveying
Febru
CCP-2025-00

COUNTY OF WASHINGTON	PROJECT TITLE: CONCURRENT PLAT FOR TRAVIS CLARK
	PROJECT LOCATION: WASHINGTON COUNTY, AR.

REVISIONS
DATE: 11-7-24 DRAWN BY: BLR PROJECT # 2024115 FILE PATH: C:\2024\2024115\CONCRETE\PLAT SHEET SIZE: 22" x 34" SCALE: 1" = 10'

SHEET TITLE
CONCURRENT PLAY FOR TRAVIS CLARK
SHEET NUMBER
C1.01

W. WEIR RD & N. HUGHMOUNT RD

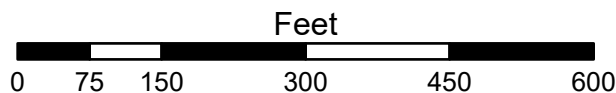


HUGHMOUNT RD

WEIR RD



— Unclassified
 [Dashed Box] Planning Area



1:2,400

CCP-2025-0001

Current Land Use

W. WEIR RD & N. HUGHMOUNT RD

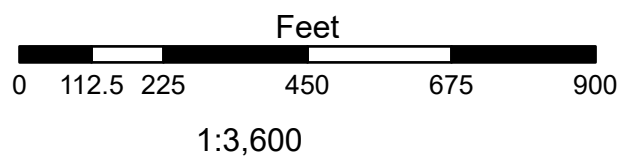


Subject Property

WEIR RD

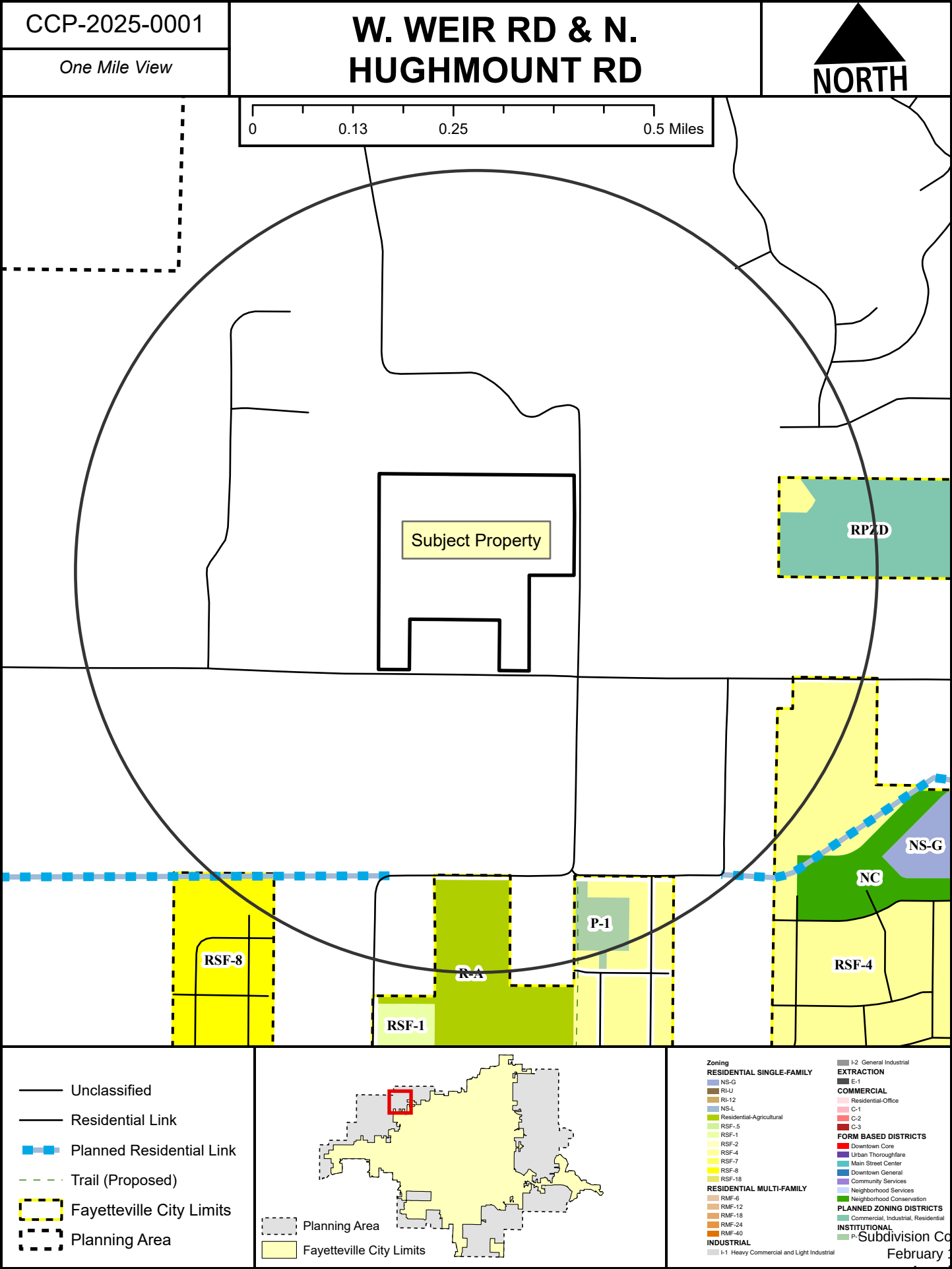
HUGHMOUNT RD

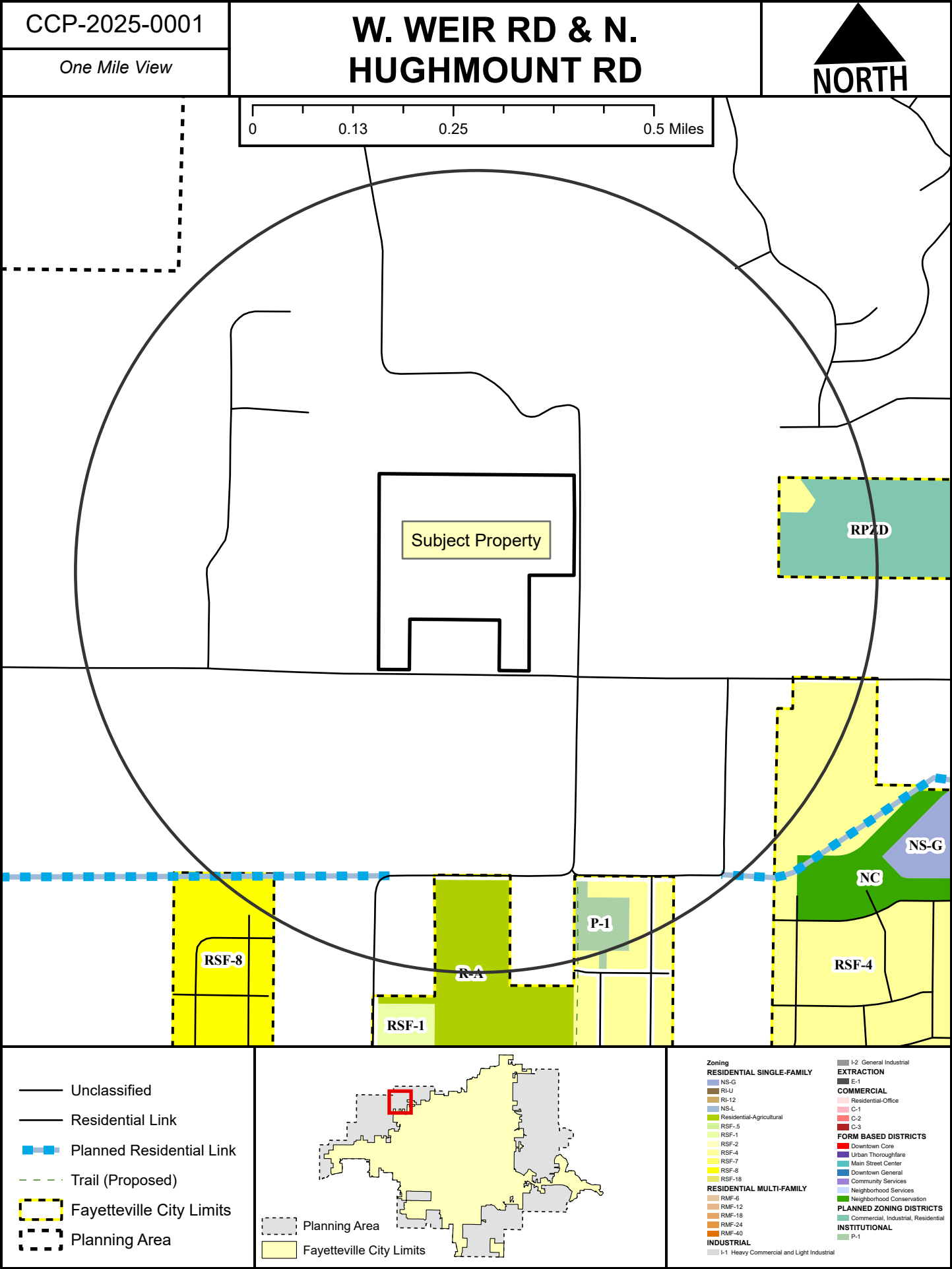
— Unclassified
- - - Planning Area



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway





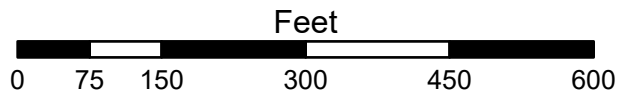


WEIR RD

HUGHMOUNT RD



— Unclassified
 [Dashed Box] Planning Area



CCP-2025-0001

Current Land Use

W. WEIR RD & N. HUGHMOUNT RD



— Unclassified
- - - Planning Area



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: City of Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager
Chris Brown, Public Works Director

FROM: Alan Pugh, Staff Engineer

MEETING DATE: February 24, 2025

SUBJECT: **VAR-2025-0002: Planning Commission Variance (583 W 15th ST/LEGACY VENTURES LLC, 601):** Submitted by BLEW AND ASSOCIATES for property located at 583 W 15TH ST. The property is zoned UC, URBAN CORRIDOR and contains approximately 2.70 acres. The request is for a variance from streamside protection.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0002**, based on the findings contained in this report.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0002** with conditions, determining:*

- The property was developed prior to the streamside protection provisions being adopted; and*
- The proposed pedestrian route avoids the waterside zone.*

FEBRUARY 10, 2025 PLANNING COMMISSION MEETING:

At the previous Planning Commission meeting, the item was tabled at the applicant's request to allow time to submit new information for staff to review. The applicant provided a revised site plan with a reconfigured pedestrian path.

BACKGROUND:

The subject property is located on the south side of E 15th Street in between S School Ave and S Crews Ln. The property totals approximately 2.7 acres and is currently developed as warehouse space. College Branch flows generally north to south across the western portion of the property. The creek is on the list of protected streams as identified in the streamside protection map adopted in 2011 along with the streamside protection ordinance. The current building and improvements are located partially within the adopted streamside zones as the site was developed prior to the ordinance becoming effective.

The site was previously granted a variance (VAR-2024-0027) to encroach within the streamside protection zone for the driveway that is proposed. The proposed variance would further encroach into the streamside protection zone with the addition of a pedestrian sidewalk adjacent to the previously approved drive. Surrounding land uses and zoning is depicted in *Table 1*.

**Table 1
Surrounding Land Use and Zoning**

Direction	Land Use	Zoning
North	Residential	RMF-24, I-1, C-2, CS and MSC, see attached project maps
South	Industrial	
East	Commercial	
West	Residential	

Public Comment: Staff has received no public comment concerning this request.

DISCUSSION:

As shown on the attachment and noted within the request letter, the applicant proposes to construct an additional warehouse at this location. While the new building is proposed outside of the streamside zones, it was determined through the process that the existing driveway into the facility was located partially on adjacent property. In an effort to resolve that issue, a new drive is proposed that will be located entirely on the owner's property. However, this will require portions of the drive to be moved closer to the stream. As shown on the exhibit, the area in which to work is small and avoidance of the streamside zones in their entirety is not possible. The applicant has proposed the new drive as far as possible from the stream while remaining functional for the truck traffic into and out of the site. For these reasons, VAR-2024-0027 was approved by planning commission allowing encroachment into the streamside zones.

The applicant now requests additional encroachment including a pedestrian walkway to the site as required by typical parking lot requirements. The applicant proposes to place the walkway to the east of the proposed driveway, furthest from the stream. This includes encroachment into the management zone with the walkway, however, it appears to avoid the waterside zone. Given that the code requires the connection, the proposed location appears to limit to the extent possible negative impacts to the streamside zones.

RECOMMENDATION: Staff recommends approval of **VAR-2025-0002, with the following conditions;**

1. Applicants obtain all necessary permits associated with the development;
2. Proposed pedestrian route must avoid the waterside zone;
3. Applicants plant additional trees and shrubs where possible within the waterside zone to improve the overall riparian area.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>February 24, 2025</u>		☐ Tabled	☐ Approved	☐ Denied	
Motion:					
Second:					
Vote:					

FINDINGS OF THE STAFF

Section 156.03 Development Variances

Certain variances of the development regulations may be applied for as follows:

(C) Consideration by the Planning Commission

(9) Streamside Protection Zones

- (a) *Undue hardship.* If the provisions of the Streamside Protection Ordinance are shown by the owner or developer to cause undue hardship as strictly applied to the owner or developer's property because of its unique characteristics, the Planning Commission may grant a variance on a permanent or temporary basis from such provision so that substantial justice may be done and the public interest protected, provided that the variance will not have the effect of nullifying the intent and purpose of the Streamside Protection regulations.

As stated, the lot was developed prior to the streamside and the existing and proposed drive will encroach within the streamside zones. The access is proposed to follow the same route as the driveway into the property and located on the side opposite the stream. There also appear to be limited alternatives to locate the walkway outside of the streamside zones and stay on the property.

- (b) *Consideration of alternative measures.* The applicant for the variance shall establish that a reasonable rezoning by the City Council or variance request from the Board of Adjustment will not sufficiently alleviate the claimed undue hardship caused by the Streamside Protection regulations.

Rezoning or rulings from the board of adjustments would not change the extent of the streamside protection zone and would not alleviate the need for a variance in this case.

- (c) *Conditions and safeguards.* In granting any variance, the Planning Commission may prescribe appropriate conditions and safeguards to substantially secure the objectives and purpose for the regulations so varied and to mitigate any detrimental effects the variance may cause. The Planning Commission should consider the Streamside Protection Best Management Practices Manual and any mitigation recommendations from the City Engineer.

See staff conditions listed above.

BUDGET/STAFF IMPACT:

None

Attachments:

- Applicant request letter
- Proposed variance request exhibit

- One Mile Map
- Close Up Map
- Current Land Use Map

BLEW

Surveying | Engineering
Environmental

January 6, 2025

City of Fayetteville
125 W. Mountain Street
Fayetteville, AR 72703

SUBJECT: Design Variance – Sidewalk encroachment on Streamside Protection Zone

To Whom It May Concern:

The property owner / developer for the proposed SoFay Warehouse at 583 W 15th St, and Grading Permit # GRD-2024-0029, is requesting a design variance pertaining to the Streamside Protection Zone (SPZ).

UDC Chapter 168.12 - Streamside Protection Zones – (E) Regulated Uses, Structures and Activities Within the Streamside Protection Zones. (1)(a)(vi): Paved trails or other impervious surfaces not exceeding 12 feet in width when the City Engineer determines that there is no practical and feasible alternative. Such area may not be used to park vehicles.

Variance Request & Hardship:

We are requesting that Pedestrian Access from the building to public right of way be allowed to pass through a portion of the SPZ. We had previously asked if the access could be located in the driveway through striping and signage due to the limited space through the narrow frontage connection, but this was determined not acceptable. We had looked for other routing options, such as trying to provide the access path towards West Avenue, but there would not be enough space between the existing and proposed building as well as no existing sidewalk connectivity along West Avenue.

The proposed 5 foot wide pedestrian access and 20 foot wide entry drive have been designed to minimize cut/fill by matching existing grades and thus reducing impact on the Streamside area. The sidewalk and drive are positioned as far East as possible to allow for construction while not disturbing the neighboring property as well as to limit the amount of disturbance within the SPZ.

Thank you for your consideration.

Sincerely,



Lee Stewart
Blew & Associates, P.A.



479-443-4506



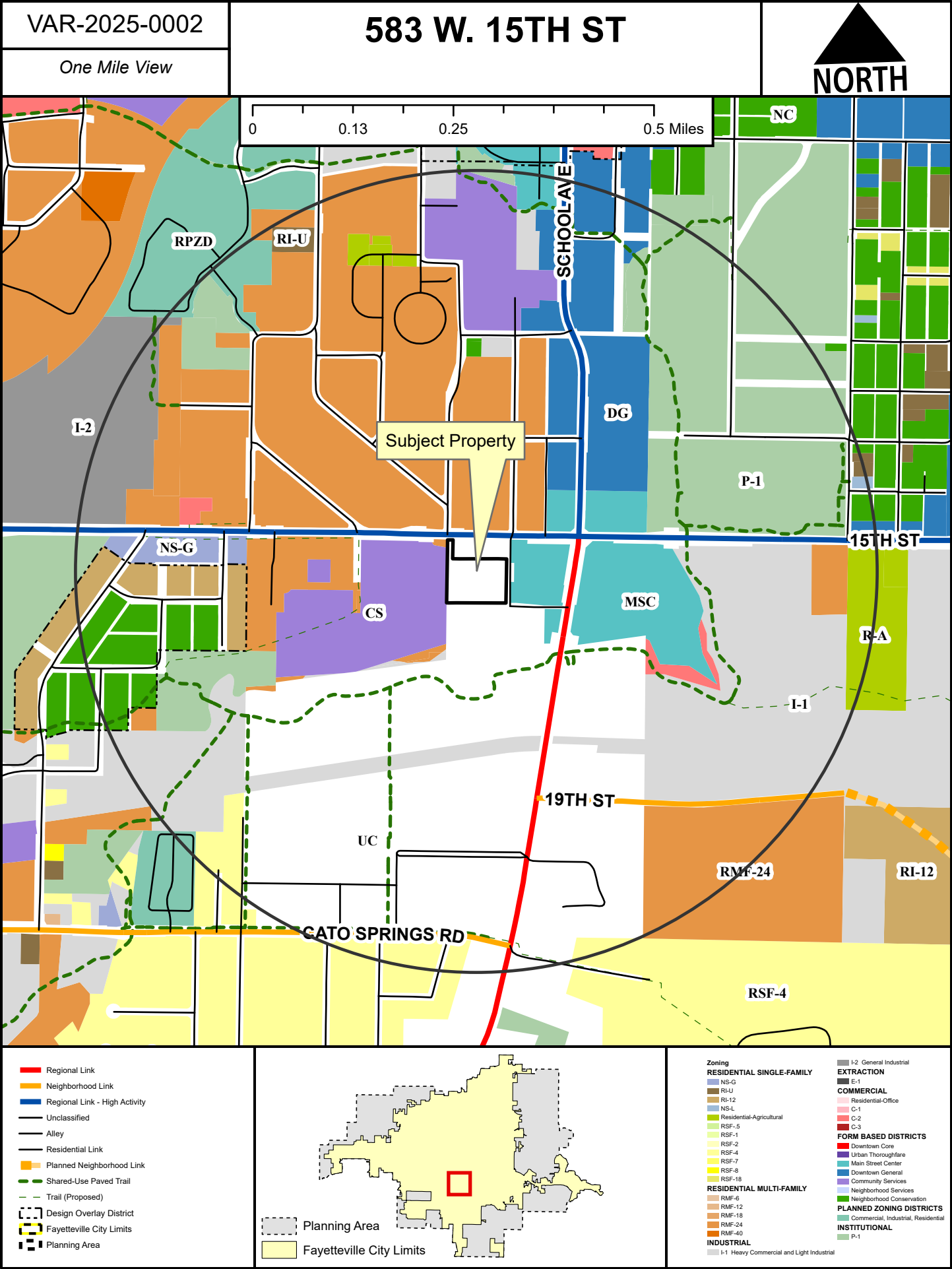
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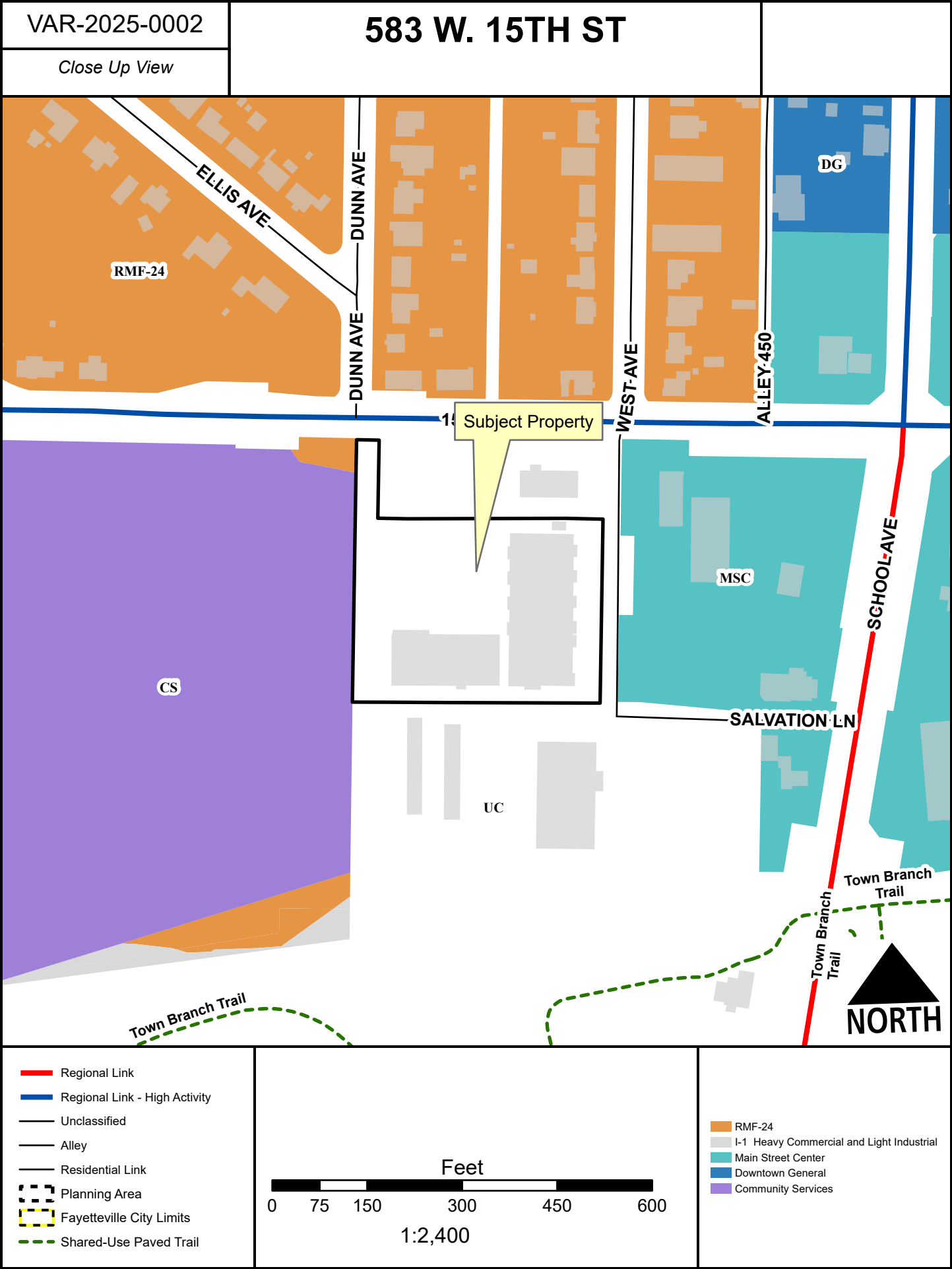


3825 N Shiloh Dr.
Planning Commission
Fayetteville, AR 72703
February 24, 2025

VAR-2025-0002 (LEGACY VENTURES LLC)

Page 5 of 9





VAR-2025-0002

583 W. 15TH ST

Current Land Use



- Regional Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner
Chris Brown, City Engineer
Willa Thomason, Urban Forester

MEETING: February 24, 2025

SUBJECT: **LSD-2024-0038: Large Scale Development (151 W. DICKSON ST./TRINITAS VENTURES, 484):** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 151 W. DICKSON ST. The property is zoned MSC, MAIN STREET CENTER and contains approximately 1.42 acres. The request is for a 185-unit multi-family development with associated parking.

RECOMMENDATION:

Staff recommends approval of **LSD-2024-0038** with conditions.

RECOMMENDED MOTION:

*"I move to approve **LSD-2024-0038**, recommending:*

- In favor of recommended right-of-way dedication,*
- In favor of recommended street improvements, and*
- In favor of all other conditions as recommended by staff."*

FEBRUARY 10, 2025 PLANNING COMMISSION MEETING:

At the February 10, 2025, Planning Commission meeting, this item was tabled until February 24 at the request of the applicant to provide time to revise proposed street improvements along Block Avenue. 12 members of the public spoke at the meeting with one individual expressing their support for the applicant's request and the rest expressing their opposition to it.

BACKGROUND:

The subject property consists of five parcels located south of Dickson Street between Block Avenue and Church Avenue in downtown Fayetteville. The property totals approximately 1.42 acres and is currently zoned MSC, Main Street/Center and developed with a 4,100-square-foot commercial building and two parking lots. A request to vacate the portion of alley right-of-way which bisects this property was approved by the City Council in 2006 with conditions that have not yet been met (Ordinance 4836). This project was initially submitted for review in April 2024 under a different project number (LSD-2024-0009). That item was tabled indefinitely at the June 27, 2024 Subdivision Committee meeting, and since it was not taken from the table during the same calendar year in which it was tabled. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Post Office Drugstore Antique/Home Décor Sales	Post Office Drugstore Antique/Home Décor Sales

South	Multi-Family Residential Professional Offices	Multi-Family Residential Professional Offices
East	Professional Offices	Professional Offices
West	Restaurant/Bar Event Venue Multi-Family Residential	Restaurant/Bar Event Venue Multi-Family Residential

Proposal: The applicant requests large scale development approval for a 185-unit multi-family residential development with 1,824 square feet of retail space and associated parking. No variances from the Unified Development Code have been requested with this application.

Right-of-Way to be Dedicated: The subject property has frontage on three Urban Center Streets: Block Avenue, Church Avenue, and Dickson Street. Staff recommends dedicating the following amounts of right-of-way: 28.9 and 31.7 feet from centerline along Block Avenue, 20.5 feet from centerline along Church Avenue, and 25.5 feet from centerline along Dickson Street. This right-of-way dedication aligns with the recommended street improvements described below.

Street Improvements: Staff recommends street improvements as described below:

Block Avenue: Staff recommends that the property's Block Avenue frontage be improved with varying improvements, as shown on the provided site plan, to include a 10-foot drive lane, eight-foot parallel parking and 17.58-foot angled parking lane, 0.5-foot curb, four-foot furniture zone, and eight-foot sidewalk.

Church Avenue: Staff recommends that the property's Church Avenue frontage be improved with a 10-foot drive lane, 0.5-foot curb, four-foot furniture zone, and six-foot sidewalk.

Dickson Street: Staff recommends that the property's Dickson Street frontage be improved with an 11-foot drive lane, six-foot loading lane/furniture bump out, 0.5-foot curb, and eight-foot sidewalk.

Access Management/Connectivity: Staff has determined that the proposed development is compliant with the City's access management and connectivity standards. Vehicular ingress and egress to the site is accommodated through a new driveway on Block Avenue which provides access to an on-site parking garage.

Design Standards: Staff finds that the proposed development is largely compliant with relevant design standards. Compliance with some standards will need to be verified prior to Planning Commission, as noted in the conditions of approval below.

Water and Sewer System: There is water available to the site. A 12-inch water line in Block Avenue is proposed to be connected to in order to provide domestic water and fire protection. There is also sewer available to the site, however, there is an existing downstream capacity issue that must be addressed. The proportional share of the cost of upsizing the downstream line has been determined to be \$197,655. An assessment in this amount is recommended as a condition of approval. The City Council will be considering a cost share for construction of this sewer upgrade in the near future; this assessment will go toward fulfilling the cost share agreement.

Parkland dedication or fee in-lieu: This project was discussed by the Parks and Recreation Advisory Board (PRAB) at their meeting on May 6, 2024. PRAB has recommended fee in-lieu for this development in the amount of \$176,120 based on a total of 185 multi-family units. The final

amount of fee in-lieu needed to satisfy parkland dedication requirements will be determined, and all fees must be paid, prior to the issuance of any building permits.

Tree Preservation:

Canopy minimum requirement: 10%

Existing canopy: 22.3%

Preserved canopy: 0%

Mitigation required: 48 two-inch caliper trees

Public Comment: Staff has received several comments regarding this project with the majority expressing opposition. Public concerns have focused on issues such as parking and traffic, tree preservation, and impacts on housing. On January 30, 2025, five individuals spoke at Subdivision Committee, and three written comments have since been submitted to staff which are attached to this report. Those who spoke at Subdivision Committee shared common concerns about the potential effects of the proposed development on downtown Fayetteville. Specific issues raised included increased traffic, potential impacts on the character of the surrounding neighborhood and viewsheds, and the presence of transient student tenants. Additional concerns were raised about potential impacts to trees on an adjacent property. One written comment expressed support for the project but raised concerns about the amount of parking proposed, noting that the development is well situated near downtown and transit routes. The other written comment expressed opposition to the project with concerns about traffic and development quality, noting concerns with other large apartment complexes in the area.

At the February 10, 2025, Planning Commission, 12 members of the public commented on the project with one individual expressing their support for it and the rest expressing their opposition to it. In the interim, staff received one additional written comment from another member of the public who expressed their support for this development.

RECOMMENDATION: Staff recommends approving **LSD-2024-0038** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends dedicating the following amounts of right-of-way: 28.9 and 31.7 feet from centerline along Block Avenue, 20.5 feet from centerline along Church Avenue, and 25.5 feet from centerline along Dickson Street. This right-of-way dedication aligns with the recommended street improvements described in this report.*

Subdivision Committee recommended in favor of right-of-way dedication, excluding revised right-of-way dedication for Block.

2. **Planning Commission determination of street improvements.** *Staff recommends the following street improvements along the property's frontage:*
 - a. Block Avenue: 10-foot drive lane, eight-foot parallel parking and 17.58-foot angled parking lane, 0.5-foot curb, four-foot furniture zone, and eight-foot sidewalk.
 - b. Church Avenue: 10-foot drive lane, 0.5-foot curb, four-foot furniture zone, and six-foot sidewalk.
 - c. Dickson Street: 11-foot drive lane, six-foot loading lane/furniture bump out, 0.5-foot curb, and eight-foot sidewalk.

- d. Staff also recommends an assessment in the amount of \$197,655 for the proportional share of the cost of upsizing a downstream sewer line.

Subdivision Committee recommended in favor of street improvements, excluding revised improvements to Block.

3. **Planning Commission determination of a variance to UDC §166.08(D)(5).** Staff recommends approval of this variance for the reasons outlined above.
4. Remaining comments from Planning shall be addressed, including:
- a. There's not enough clearance between bike racks on Church. Each rack should have 4' of clearance, from center to end, so there should be at least 8' of clearance between the center of the racks.
 - b. Only 4 bike racks are shown on the exterior of the building when 6 are required. Clarify where other 2 racks will be installed.
 - c. Confirm what two architectural elements are provided along the east façade to meet UDC §166.23(D)(2)(a)(iii). It looks like balconies are provided but it's unclear what the second element is.
 - d. Will the garage door be accessible to vehicles only? UDC §166.21(E)(7)(b)(vii) requires that doors or entrances for pedestrian access be provided at intervals no greater than 50 feet apart. Is it possible to shift the door on the right side of the façade facing Block further left to meet that requirement? Or is it already being met with the garage door?
 - e. Confirm % of glass on each principal façade and building level. Multi-family residences should have 40% glazing on the ground floor and 15-60% on the floors above. Commercial space and storefronts require a minimum of 75% glass on the ground floor (see UDC §166.21(E)(7)).
 - f. Remove excess right-of-way adjacent to the angled parking on Block. Also, make sure that the 15-foot building setback is dimensioned from the right-of-way, and that the height of the building does not conflict with it.
5. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto;

Standard Conditions of Approval:

- 6. Impact fees for fire, police, water, and sewer shall be paid in accordance with City ordinance;
- 7. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or their representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks, SWEPCO, and Cox Communications);
- 8. All mechanical/utility equipment (roof and ground mounted) shall be screened using materials that are compatible with and incorporated into the structure. A note shall be clearly placed on the plat and all construction documents indicating this requirement;
- 9. Trash enclosures shall be screened on three sides with materials complimentary to and compatible with the principle structure. Containers may also be screened from view of the street by the principal structure or vegetation. Elevations of the proposed dumpster

enclosure shall be submitted to the Planning and Solid Waste Divisions for review prior to building permit;

10. All existing utilities below 12kv shall be relocated underground. All proposed utilities shall be located underground;
 11. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with City's current requirements;
 12. All exterior lights shall comply with the City lighting ordinance. Manufacturer's cut-sheets are required for review and approval prior to issuance of a building permit;
 13. All freestanding and wall signs shall comply with ordinance specifications for location, size, type, number, etc. Any proposed signs shall be permitted by a separate sign permit application prior to installation. Freestanding pole signs and electronic message boards (direct lighting) are prohibited in the I-540 Design Overlay District;
 14. Large scale development approval shall be valid for one year;
 15. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;
 16. Prior to building permit, a cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy; and
 17. Prior to the issuance of a building permit the following is required:
 - a. Grading and drainage permits;
 - b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
 - c. Exterior lighting package must be provided to the Planning Division;
 - a. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
 - b. Project Disk with all final revisions; and
 - c. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.
-

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>February 10, 2025</u>	☐ Tabled	☐ Forwarded	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Engineering Memo
- Urban Forestry Comments
- Request Letter
- Site Plan
- Building Elevations
- Public Comment
- One Mile Map
- Close-Up Map
- Current Land Use Map



TO: Gretchen Harrison, Senior Planner

FROM: Chris Brown, City Engineer

DATE: February 4, 2025

SUBJECT: **Planning Commission Engineering Comments for
LSD-2024-0038 151 W Dickson**

Water: There is water available to the site. A connection to a 12" line in Block Ave. is proposed to provide domestic water service and fire protection.

Sewer: There is sewer available to the site, however, there is an existing downstream capacity issue that must be addressed. The proportional share of the cost of upsizing the downstream line has been determined to be \$197,655. An assessment in this amount is recommended as a condition of approval. The City Council will be considering a cost share for construction of this sewer upgrade in the near future; this assessment will go toward fulfilling the cost share agreement.

Drainage: The development must meet the 4 minimum standards outline in the City's Drainage Criteria Manual. A hydrodynamic separator is proposed to meet Minimum Standard 1. Minimum Standards 2-4 are proposed to be met through the use of underground detention.

Plan Comments:

1. Plans for traffic signal relocation must be provided with the grading permit submittal.
2. Provide hydraulic calculations for fire sprinkler system.
3. Provide domestic water demand for meter sizing.
4. Dickson Street has recently been resurfaced; mill and overlay of Dickson in any areas of street cuts will be required; final scope of mill and overlay will be determined during construction.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.

4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
 - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
 - Sanitary Sewer pipe sizing, profiles, or utility conflicts
 - Waterline fittings, callouts, or utility conflicts
 - Street profiles
 - Fine grading/spot elevations

Planning Commission Memo

TO: Fayetteville Planning Commission

THRU: Gretchen Harrison, Senior Planner

FROM: Willa Thomason, Urban Forester

MEETING DATE: February 10, 2025

SUBJECT: **LSD-2024-0038: 151 W. DICKSON ST** - Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 151 W. DICKSON ST. The property is zoned MSC, MAIN STREET CENTER and contains approximately 1.42 acres. The request is for a 185-unit multi-family development with associated parking. PP 484

Recommendation:

Urban Forestry staff recommends approval of LSD-2024-0038, the large-scale development of a 185-unit multi-family development, on the conditions that all root-pruned trees within the property gap adjacent to parcel 765-01683-00 are counted as “removed” for mitigation purposes, and that the additional 13 mitigation trees this necessitates will be paid as fee-in-lieu into the Tree Escrow Account prior to building permit approval.

Background:

McClelland Consulting Engineers contracted an independent arborist to evaluate the likelihood of survival of trees located within an apparent property gap on the southeast corner of the proposed building, adjacent to neighboring parcel 765-01683-00. The initial arborist assessment was issued on May 10, 2024. The arborist issued an addendum to the initial assessment on July 15, 2024 after the applicant added 3' notches to the proposed building plans to improve tree preservation outcomes.

The independent arborist assessment concludes that, with the newly proposed setbacks to the building, several of the trees in the property gap will stand an adequate chance of survival based on industry guidelines, while some of the trees may encroach upon the building and need to be removed in the future. Of the 14 trees situated within the property gap, 8 will be root-pruned but preserved, 3 will be preserved with no root-pruning, and 3 will be removed. All trees to be root-pruned in the property gap will be counted as canopy removed for mitigation purposes. Per UDC §167.05: Tree Protection Measures and Construction, tree protection barriers must be placed along the tree dripline or 10 feet from the trunk, whichever is greater, to protect the critical root zone. Because this distance is impossible to achieve in such proximity to the building, there is no guarantee that these trees will survive. 48 mitigation trees will be required to account for tree removal on-site, with 35 being planted on-site, and fee-in-lieu being paid into the Tree Escrow Account at \$675/tree for the remaining 13 trees.



URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Chris Bakunas, PLA, McClelland Consulting Engineers, Inc.

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: January 30, 2025

Subject: LSD-2024-0038: Dickson St Mixed Use Development: 151 W. Dickson St.

1. General Landscape Plan Checklist		Yes	No	N/A
a.	Irrigation (notes either automatic or hose bib 100' o.c.) <i>UDC Chapter 177.03C7g, 177.04B3a</i>	X		
b.	Species of plant material identified <i>UDC Chapter 177.03C7d,e</i>	X		
c.	Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) <i>UDC Chapter 177.03C7b,c</i>	X		
d.	Soil amendments notes include that soil is amended and sod removed <i>UDC Chapter 177.03C6b</i>	X		
e.	Mulch notes indicate organic mulching around trees and within landscape beds <i>UDC Chapter 177.03C6c,d</i>	X		
f.	LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer <i>UDC Chapter 177.03B</i>		X	
g.	Planting bed contained by edging <i>UDC Chapter 177.03C6f</i>	X		
h.	Planting details according to Fayetteville's Landscape Manual <i>UDC Chapter 177.03C6g</i>	X		
i.	Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. <i>UDC Chapter 177.05 A2g</i>	X		
2. Parking Lot Requirements		Yes	No	N/A
a.	Side and Rear Property Lines (5' Wide Landscape Area) <i>UDC Chapter 177D1</i>			X
b.	Wheel Stops/Curbs <i>UDC Chapter 177.04B1</i>	Yes		

- | | |
|---|---|
| c. Narrow Tree Lawn (8' min. width, 37.5' length)
<i>UDC Chapter 177.04C</i> | X |
| d. Tree Island (8' min. width, 18.7' min length, 150 square feet)
<i>UDC Chapter 177.04C</i> | X |
| e. Placement of Trees (either side at entrances and exits)
<i>UDC Chapter 177.04C2</i> | X |

3. Perimeter Landscaping Requirements

Yes No N/A

- | | |
|---|---|
| a. Front Property Line (15' wide landscape) and 5' on sides and rear.
<i>UDC Chapter 177.04D2a</i> | X |
| b. Shade trees planted on south and west sides of parking lots
<i>UDC Chapter 177.04D2e</i> | X |
| c. Screening of parking lot from adjacent residential properties. | X |

4. Street Tree Planting Requirements

Yes No N/A

- | | |
|--|---|
| a. Residential Subdivisions
1 Large Shade Species Tree per Lot
<i>UDC Chapter 177.05B1a</i> | X |
| b. Non-Residential Subdivisions
1 Large Species Shade Tree every 30' (planted in greenspace)
<i>UDC Chapter 177.05B2a</i> | X |
| c. Urban Tree Well – Urban Streetscapes
Trees every 30' (8' sidewalk)
<i>UDC Chapter 177.05B3a-f</i> | X |
| d. Structural Soil – Urban Tree Wells
Include a note and/or detail of structural soil on Landscape Plan
<i>UDC Chapter 177.05B3a-f</i> | X |
| e. Residential Subdivisions
Timing of planting indicated on plans
<i>UDC Chapter 177.05A4</i> | X |
| f. Residential Subdivisions
Written description for method of tracking planting
<i>UDC Chapter 177.05A4e</i> | X |

5. Landscape Requirement Totals	Amount
Mitigation Trees	48 required 35 provided 13 paid into escrow (\$675/tree= \$8,775 total)
Parking Lot Trees	N/A
Street Trees	22
Detention Pond – Large Trees (1 Tree/3,000 square feet)	0
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	0
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	0

6. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	1-8-2025	1-27-25	2-5-25
Approved			
Tabled			
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided.



URBAN FORESTRY TREE PRESERVATION COMMENTS

To: McClelland Consulting Engineers, Inc.

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: February 10, 2025

Subject: LSD-2024-0038: Dickson St. Mixed Use Development (151 W Dickson St.)

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)	X		
Site Analysis Written Report Submitted (justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	62,639	100%
Zoning Designation *Select Below with drop down arrow		
MSC, Main Street Center	6,264	10%
HHOD * Select Below with Drop Down Arrow		
No	0	0%
Total Canopy for Minimum Preservation Requirements	6,264	10.0%
Existing Tree Canopy * Minus Right of Way and Easements	13,951	22.3%
Tree Canopy Preserved	0	0.0%
Tree Canopy Removed *On Site	13,168	21.0%
Tree Canopy Removed *Off Site	6,639*	
Tree Canopy Removed Total	19,807	31.6%
Removed Below Minimum	6,264	
Mitigation Requirements	12,903	

* INCLUDES CANOPY FOR PRUNED TREES

3. Mitigation Requirements		Canopy below requirement	Number of 2" caliper trees to be planted	
High Priority		7,796	36	
Low Priority		5,107	12	
Total Mitigation Trees Required		12,903	48	
4. Mitigation Type		Yes	No	N/A
On-Site Mitigation		X		

Off-Site Mitigation	X
Tree Escrow (See Conditions of Approval)	X

5. Tree Preservation Plan Checklist <i>UDC Chapter 167.04H1 and 167.04L1</i>	Tech Plat	Subdivision Committee	Planning Commission
a. 5 year Aerial Check on Existing Trees	Yes	Yes	Yes
b. Property Boundary	Yes	Yes	Yes
c. Natural Features (100ft beyond limits of disturbance)	Yes	Yes	Yes
d. Existing Topography and Proposed Grading	Yes	Yes	Yes
e. Soil Types	Yes	Yes	Yes
f. Significant Trees	Yes	Yes	Yes
g. Groupings of Trees	Yes	Yes	Yes
h. Table Inventory List (species, size, health, priority)	Yes	Yes	Yes
i. All Existing and Proposed Utilities	Yes	Yes	Yes
j. All Existing and Proposed Utility Easements and ROW's	Yes	Yes	Yes
k. All Streams (with approximate center line)	N/A	N/A	N/A
l. Floodplains and floodways	Yes	Yes	Yes
m. Existing Street, Sidewalk or Bike Path ROW	Yes	Yes	Yes
n. Submitted Site Analysis Plan (if required)	Yes	Yes	Yes
o. Shows ALL Proposed Site Improvements	Yes	Yes	Yes
p. Delineates trees/canopy to be preserved and removed	Yes	Yes	Yes
q. Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	No	Yes	Yes

Tree Protection Methods			
a. Tree Protection Fencing	Yes	Yes	Yes
b. Limits of Root Pruning	No	Yes	Yes
c. Traffic flow on work site	N/A	N/A	N/A
d. Location of material storage	No	Yes	Yes
e. Location of concrete wash out	No	Yes	Yes
f. Location of construction entrance/exit	No	Yes	Yes
6. Site Analysis Report (if required) <i>UDC Chapter 167.04H4</i>	Yes	No	N/A
a. Provide graphic examples of multiple options used to minimize removal of existing canopy	X		
b. Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	X		

7. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	1-8-25	1-27-25	2-5-25
Approved			
Tabled			
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided.



1160 E. Pump Station Rd
Fayetteville, AR 72701
Office: 479.841.3804
Cell: 479-879-5015
TreeClimbersLLC.com
General: Office@TreeClimbersLLC.com
Direct: Jeremy@TreeClimbersLLC.com

Arkansas' First and Only TCIA Accredited Company

JEREMY WILLIAMS, RCA

ascs RCA #801
Registered Consulting Arborist®



ISA Board Certified Master Arborist #50-6263BT
ASCA Registered Consulting Arborist #801
TCIA Certified Tree Care Safety Professional #1267
ISA Qualified Tree Risk Assessor
ISA Certified Climber Specialist and Wildfire Risk Reduction Qualified Instructor

07-15,24

McClelland Consulting Engineers
Chris Bakunas
cbakunas@mce.us.com
402-320-2130

Trinitas: Grace Ames
games@trinitas ventures
765-787-1946

Re: 151 W. Dickson tress addendum #2

Background and Assignment

Chris contacted me to assess the condition and survival of several trees on the south of the property at 151 W. Dickson St. in Fayetteville, AR. His primary concern is the likelihood of the trees' survival with the current proposed construction. I prepared an initial report dated 5-10,24 on the likelihood of survival with the then-current plans. Chris asked me to review new plans aimed at preserving several of the trees that would have had a poor chance of survival and the new likelihood of survival. This report supersedes my previous reports for this site and is based on the information given to me and contained herein.

Site Visit Observations and Analysis

I revisited the site with Chris Bakunas on Friday, 05- 31, 2024. Chris measured out and placed flags where changes to the building plan had been made, and I provided input. Grace Ames from Trinitas joined us by phone while we were on site. I also had a second phone conversation with Chris Bakunas and Todd Wendell from Trinitas on 06-17,2024. Chris sent me updated plans on 06-19,2024, after Chris verified the locations of the trees with him on site with Blew and Associates and added missing small trees from the original inventory. Chris and I agreed that we would only focus on trees 4" and larger pursuant to the city of Fayetteville chapter 167.07 guidelines that high-priority trees for small species is greater than 4" in diameter. Low-priority trees are invasive species or unhealthy, as determined by a tree care professional. Low-priority trees are less than 8" in diameter for large and medium species.

Some trees are on the subject property, some are in a gap between the property lines, and others are on the neighboring property. Chris provided the updated survey that shows these updates. Please see the attached survey for which tree is where. This is attached as Appendix A.

Chris and I also had follow-up phone calls on 06-24, 2024, and 07-15, 2024. I reviewed the excerpt from the newest updated landscape plan sent on 07-09, 2024, showing the changes to the planting plan near the trees in question. This latest plan calls for 3 Magnolias as mitigation trees in the area with small shrubs. This detail is attached as Appendix B.

Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
T32	12"	12"	Black Locust	Shown to be removed due to proximity to building. Two stem tree has tip dieback and unlikely to survive long term with or without construction. Significant lean towards road.



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Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
T54	4"	4"	Sugar Maple	Shown to be removed. Tree is being crowded by #31. Is not a good candidate for preservation with #31 planning to be preserved.
T31	18"	18"	American Elm	Shown to be preserved due to good condition. With the new 4ft setback from the old plan AND no activity further than 2ft from the footing edge this tree would be at closer than ideal but acceptable distance for root disturbance. Aerial pruning would be needed to give clearance for the building provided the construction methods used would not require additional pruning for swing stage or scaffolding. With the maximum pruning I estimate that there would be 2-5ft clearance from the building to the branches. I would also recommend a paclobutrazol soil injection to aid with stress response and preventative injections for dutch elm disease. I feel this tree would have a good chance of survival with recommended care and modifications to the building.
T30	12"	12"	Black Locust	Shown to be removed. Not recommended for preservation due to significant lean towards the north/ building and species characteristics.
T29	5"	5"	Sugar Maple	Shown to be removed.
T28	5.5"	5.5"	Sugar Maple	Shown to be removed.
T27	11"	11"	Black Locust	Shown to be removed. Not recommended for preservation due to significant lean towards the north/ building, and species characteristics. This tree already has decay at the base of tree and is a risk of failure regardless of construction.
T26	21.5"	21.5"	Hackberry	Shown to be preserved. This tree sits 16" south of the existing fence. According to Chris the new proposed building line is 10ft north of the fence. The same 2ft maximum extent of activity past footing would put the maximum extent of disturbance at much closer than ideal but at an acceptable level. Aerial pruning would be needed to give clearance for the building provided the construction methods used will not require additional pruning for swing stage or scaffolding. With the maximum pruning I estimate that there would be 3-5ft clearance from the building to the branches. I would also recommend a paclobutrazol soil injection to aid with stress response. I feel this tree will have a good chance of survival with recommended care and modifications to the building.



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Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
T25	10.5"	11"	Black Cherry	Should be removed. This tree is growing 16" south of the existing fence. It has significant decay and is crowded by #26 hackberry which is forcing this trees' canopy to grow north over the fence. Nearly 100% of this tree's canopy is north of the fence line. This tree will either fail in the future due to poor structure and/or negatively affect the hackberry by crowding. This tree should not be preserved due to risk, condition, and to give the hackberry the best chance of survival.
T53	5.5"	9"	Sugar Maple	Shown to be preserved. Is crowded by #26 hackberry, #25 cherry and the existing house. This tree currently does not have ample space to grow. Due to impact on the neighboring trees this tree will need to be removed in the future if the hackberry is to continue to occupy this space.
T52	13	13"	American Elm	Shown to be preserved. This tree is 55" south of the existing fence. This tree has heavy lean toward south due to crowding by other trees. With the new plans this tree would have ample root space provided the same 2ft from building as maximum extent of activity.
T24	6"	6"	Sugar Maple	Shown to be preserved. This tree is touching and being compressed by Tree #23. This tree will not likely survive long term due to the compression from the elm regardless of construction. Careful monitoring will be needed for structural issues due to elm choking this tree.
T23	13"	13"	American Elm	Shown to be removed. Has heavy lean to the north. This tree's entire canopy is growing north of the existing fence. This tree also currently has a metal cable wrapped around the stem and is choking the tree. This cable is supporting the gate into the rear of the property south of the fence. The cable will kill this tree and cause failure in the very near future. The cable appears to have been in place several years.
T22	7"	7"	Hackberry	Shown to be preserved. Poor condition and structure. This tree can be preserved but will encroach on #51 and the building in the future.
T51	7"	7"	Sugar Maple	Shown to be preserved.

Discussion

For this case, it is important to understand critical root zone. Critical root zone is defined as the zone where most of the roots of a tree exist and are needed for survival. Tree roots are fairly shallow typically residing in the top 6-16" of soil and occasionally as deep as 24" in ideal conditions. Tree roots will seek out the ideal ratio of moisture and oxygen. Without both oxygen and moisture, roots will die. Roots will spread out quite far, typically 1.5 times the spread of the tree. The generally recommended distance to avoid root disturbance is a 1:1 ratio of diameter to distance. What this means is for a 20" diameter tree, it is recommended to stay 20 feet from the tree. For trees that do not have outside competition for light this ratio typically corresponds to the edge of the canopy (dripline). For healthy trees, that ratio can sometimes be reduced to .5:1 if the impact is only on one side of the tree. The tree's structural stability is compromised if the impact is inside a .25:1 ratio.



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Conclusions and Recommendations

With the new wall setbacks on the plans shown to me, the trees indicated above will have an adequate chance of survival based on industry guidelines. It will be critical to ensure that the construction methods employed will not further encroach on the trees beyond the 2ft from the edge of the footing as described. All pruning should be performed by an ISA Certified Arborist or by an apprentice under the direct supervision of an ISA Certified Arborist. I should personally be present to ensure proper cuts in the locations recommended. A proposal for Tree Climbers to perform the recommended pruning and other actions has been provided. Treatments recommended should be done as soon as possible to allow time before construction. I also recommend weekly arborist site visits during construction to ensure proper care is taken during construction and no further encroachment occurs.

Qualifications

A few pertinent qualifications that qualify me to write this report are:

ASCA (*American Society of Consulting Arborists*) Registered Consulting Arborist #801

ASCA (*American Society of Consulting Arborists*) Tree and Plant Qualified Appraiser

ISA (*International Society of Arboriculture*) Board Certified Master Arborist, #SO-6263BT

ISA Tree Risk Assessor Qualification, #SO-6263BT

ISA Certified Tree Worker certification, #SO-6263AT

ISA Certified Arborist certification, #SO-6263A

TCIA (*Tree Care Industry Association*) CTSP safety auditor and trainer certification, #1267

Full-time practice as an arborist and have served as an expert witness and consultant on numerous cases since 2009.

The above report is accurate and true to the best of my knowledge with the information available to me at the time of this report. Any observations are based on conditions visible during my site visit or information provided to me by the client. Opinions or determinations are based on generally accepted industry guidelines and years of full-time practice as an Arborist in Northwest Arkansas. I have no bias or interest in any particular outcome or findings from this report. Any additional consulting, fact, or expert witness services needed will be billed separately and is not included in the cost of this report. Use and acceptance of this report and any information contained herein or given on-site is contingent on payment for services rendered. Any use of this report or information without payment will result in appropriate legal action. Copyright 2024 Tree Climbers LLC all rights reserved.

Jeremy Williams, RCA

asca RCA #801
Registered Consulting Arborist®



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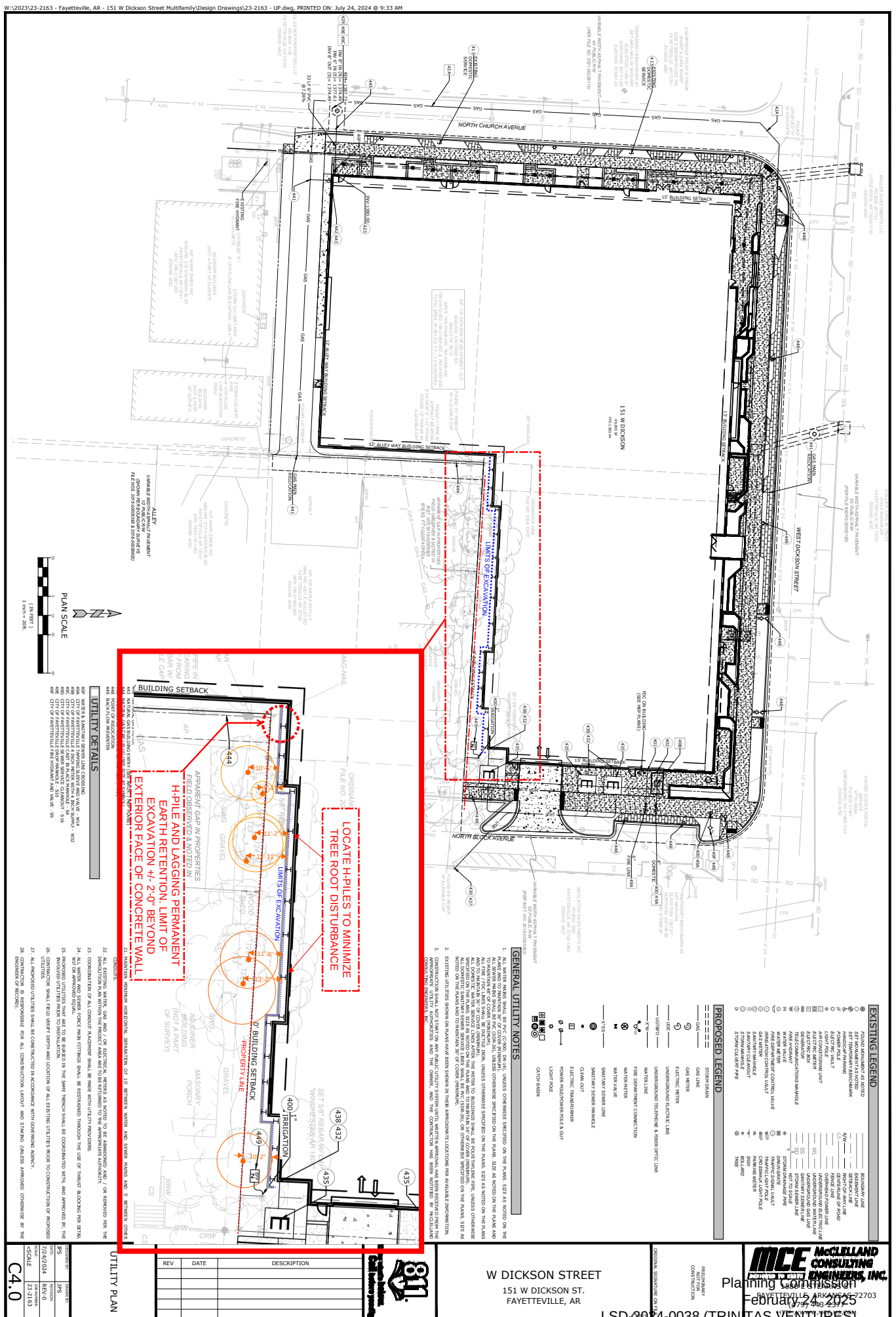
ISA Qualified Tree Risk Assessor

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Appendix C

Flags from 05-31,2024 site visit.





To: The City of Fayetteville

From: McClelland Consulting Engineers

Date: December 31, 2024

Subject: 151 W Dickson St

Planning Staff,

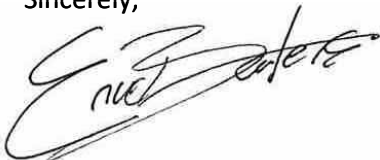
On behalf of Trenatas Ventures, please accept the following Large Scale Development plans for a new mixed-use development on the south side of W Dickson St, between the blocks of Church and Block. The project will consist of a 7-story building (3 basement levels and 5 stories above grade. The use will comprise of retail, parking structure, residential apartments, indoor and outdoor amenity spaces.

The fire apparatus access will be from Dickson Street. Underground detention is located on the north side of the building. The parking structure access is located on the east side, with access to Block Ave. Preceding this largescale application, an administrative right-of-way reduction was submitted, as well as documents to vacate the existing access/bench easement adjacent to Dickson St. In addition to required right-of-way, a new alley will be dedicated on the southwest side of the property as agreed on in the alley way vacation, ordinance 4836, file number 2006-10927.

No variances are requested are requested at this time.

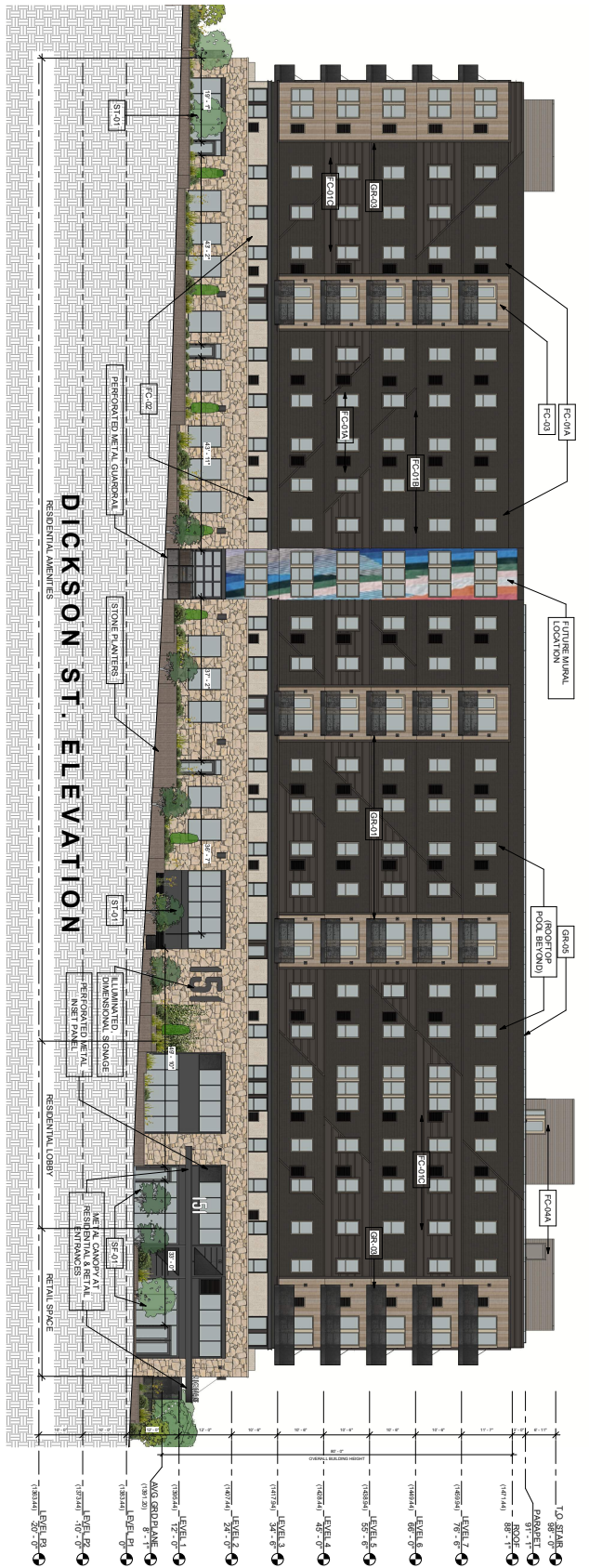
Please do not hesitate to contact me if you should have any questions or concerns regarding this project.

Sincerely,

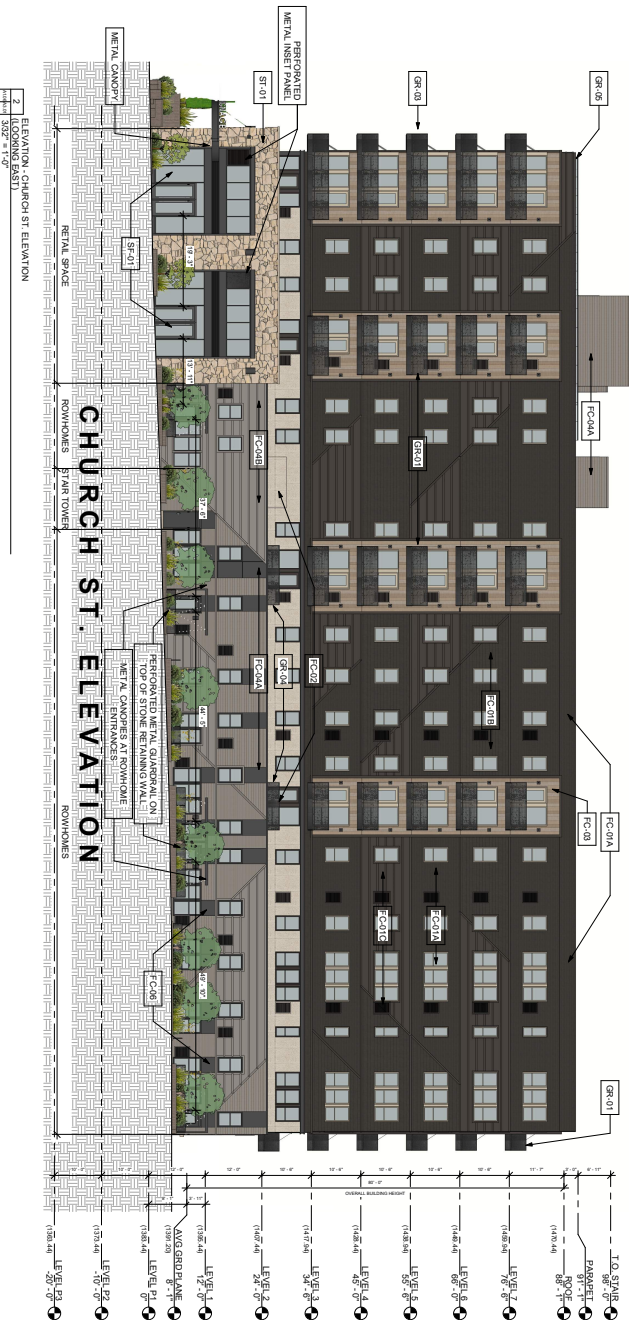


Eric Bartels, PLA
Land Development Project Manager
(479) 443.2377
ebartels@mce.us.com





1	ELEVATION - DICKSON ST. ELEVATION (LOOKING SOUTH)
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ELEVATION - CHURCH ST. ELEVATION
OF CORNER EAST

- ELEVATION GENERAL NOTES**
1. ALL EXTERIOR MATERIALS SHALL BE SELECTED AND REVIEWED BY THE ARCHITECT.
 2. EXTERIOR SIGNAGE & ARTWORK IS BY OWNER WITH APPROVAL OF THE CITY OF FAYETTEVILLE AS REQUIRED.
 3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPE & DETAILS.
 4. PROJECT 0.0 ELEVATION = 1394 FT.

[illegible][illegible]

From: Caroline Crawford <caromcraw@gmail.com>
Sent: Friday, January 31, 2025 12:39 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: 7-story building - Dickson Street

Hi!

I wanted to express my concern about the plan for the 7-story building on Dickson Street. While the growth of our city is exciting, I don't think allowing a building like that is a good move. It will negatively impact the neighborhoods nearby, the traffic will be horrendous especially on weekends with big events, and the quality of the area will decrease drastically.

The apartment complexes that have popped up over the last decade or so are not built to last and are eyesores compared to the unique and historic buildings the downtown area has. Of course the growth of the University has an impact on the city and that has to be considered. But student-oriented housing shouldn't take over areas, like the entertainment district, that Fayetteville locals cherish. Something more beneficial to the area, like spaces for new restaurants, should be considered for that spot.

I hope you take the community's opinion into consideration before you make a final decision on this project.

Thank you!



Statement of support for proposed student housing between church and block avenue

From Max Emerson <maxemerson001@gmail.com>

Date Tue 2/4/2025 2:37 PM

To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gretchen,

I am writing to you to give a written statement of support for the proposed student housing project between church and block avenue on Dickson street. I am a Fayetteville resident, a senior at the UofA, and grew up in Fayetteville.

The project includes 185 units as well as a ground floor retail space. I think that a mixed use student oriented apartment complex is actually right at home on Dickson, just blocks from both the university, transit, and downtown. My only gripe is the parking; I think in student-oriented projects, the residential parking requirements should in fact be lowered, as many UofA students do not have or need cars. However, I understand that is out of the scope of this hearing.

Fayetteville is experiencing a housing crisis. It is no secret that the rapidly increasing student population has played a significant role in rising rents. What people fail to understand is that until there is an adequate amount of student housing, all housing becomes student-oriented. By increasing the supply of student oriented housing, and therefore housing as a whole, we can slow the increase of, or even decrease rents.

According to the housing crisis committee, we need to quicken the pace of housing supply development, develop high density housing, and proactively address student housing concerns. I believe that allowing this development to continue on what is basically a glorified parking lot fulfills these requirements nicely.

Many people are opposed to this development on the grounds that it will increase congestion, which I agree is a problem. Unfortunately, all new developments, student oriented or not, will increase congestion as long as the current residential parking minimums are in place. Those who are truly concerned should direct their ire to the city council and encourage the amendment of less stringent parking minimums for residential buildings. Decreasing parking improves walkability, decreases emissions, and makes development more sustainable. Additionally, the location of the project and the fact it is student oriented means a much higher number of the tenants would walk, bike, or take transit for most of their trips, mitigating congestion.

Finally, the location of this housing project could not be more appropriate. Dickson street is one of the densest areas in Fayetteville, and if student housing should be built anywhere, it is Dickson street.

I hope that the planning commission will consider these comments and urge them to allow this housing to be built. While change can be stressful, this project addresses a critical need in Fayetteville,

Mail - Harrison, Gretchen - Outlook

and is one of many necessary steps forward.

Best,

Max Emerson



FW: Development at 151 Dickson

From Planning Shared <planning@fayetteville-ar.gov>
Date Thu 2/6/2025 10:43 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

Concerning LSD-2024-0038

Thank you

Mirinda Hopkins
 Development Coordinator
 Planning Division
 City of Fayetteville
 479-575-8267



CITY OF
FAYETTEVILLE
 ARKANSAS

From: nina shirkey <ninashirkey@gmail.com>
Sent: Thursday, February 6, 2025 10:36 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Fwd: Development at 151 Dickson

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Staff,

In preparation for Monday's meeting, I am forwarding my correspondence expressing my concern about the proposed development at 151 Dickson. Thank you for your time and consideration. See you Monday evening,

Nina Shirkey
 229 N Block Ave
 479-445-4763

----- Forwarded message -----

From: nina shirkey <ninashirkey@gmail.com>
Date: Wed, Feb 5, 2025 at 6:34 PM
Subject: Re: Development at 151 Dickson
To: <mike.wiederkehr@fayetteville-ar.gov>, <sarah.moore@fayetteville-ar.gov>, <mayor@fayetteville-ar.gov>, <wthomason@fayetteville-ar.gov>, <jimm.garlock@fayetteville-ar.gov>

Hello again,

I know you are likely receiving a lot of emails regarding the trinitas development. I am extremely concerned about the inevitable damage to my house with a 90ft, zero-lot line build towering over my house on two sides. The lack of airflow and sunlight will be devastating to the structure. In the unified development code purpose it states:

“Provide adequate light and air” and “development of land uses which protect established neighborhoods”

There is a case to be made that this development violates both of these. Thank you again for your time on this matter.

150.02 - Purpose

- (A) The UDC is adopted for the purpose of implementing the Comprehensive Land Use Plan and any other plans or policies adopted or amended by the City Council, in a manner that furthers the health, safety and general welfare of the people of the community and to provide uniform standards for the development of land and the installation of related improvements. The UDC sets forth the procedures, requirements, and minimum standards intended to promote an appropriate mix of land uses in an orderly manner; enhance aesthetic quality, moderate street congestion, secure safety from events such as fire, flood, erosion and landslides; prevent overcrowding of land; provide adequate light and air; and provide for circulation, recreation, and other public services and facilities. The UDC provides for, but is not limited to, development of land uses which protect established neighborhoods, and commercial and industrial districts; allows compatible infill of established areas; provides flexibility for mixing of uses to achieve traditional neighborhood developments; protects significant environmental resources; and makes a livable community.

On Mon, Feb 3, 2025 at 1:18 PM nina shirkey <ninashirkey@gmail.com> wrote:

Hello All,

I have attached the independent arborist report from last May when this project was originally proposed and the updated shoring plan. I do not believe they have met the requirements listed below in the Tree Protection Measures. Specifically "tree protection barriers on the site along the tree dripline or 10 feet from the trunk, whichever is greater." The three feet adjustment they made does not meet these requirements.

There is another issue that I don't believe has been extensively addressed which is the issue of limited fire and safety access to the north side of my house as well as the south side of the proposed construction which will be built on my property line. There will be balconies extending over my house nearly 90ft high and I have not seen sufficient investigation into potential safety issues. I know we have recently had students fall from balconies in similar buildings.

Further, many of you have expressed personal opposition to this project but feel unable to oppose based upon the fact that they meet the development requirements for main street center. However, there is a section in the code that allows opposition based upon issues with traffic safety, which I don't believe has been sufficiently addressed given the proposed 600 extra cars on that block.

- (d) The proposed development would create or compound a dangerous traffic condition. For the purpose of this section, a dangerous traffic condition shall be construed to mean a traffic condition in which the risk of accidents involving motor vehicles is significant due to factor such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern.

Tree Protection:

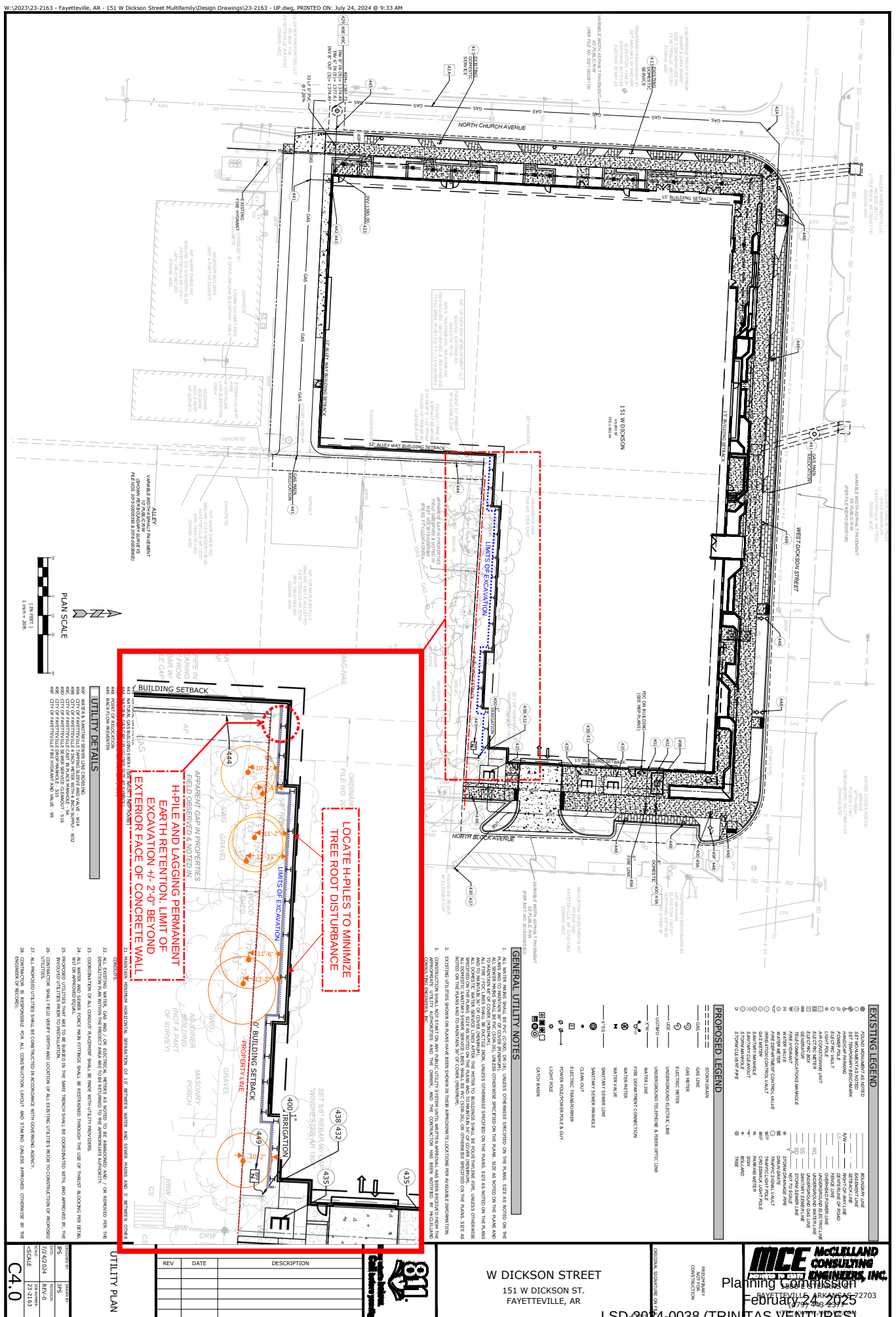
No filling, excavating or other land disturbance shall take place in areas with preserved trees. Before commencing any construction activity, the applicant shall construct tree protection barriers on the site along the tree dripline or 10 feet from the trunk, whichever is greater. The applicant shall also post signs [at] areas with preserved trees in accordance with the details, standards, specifications and guidelines provided in the *City of Fayetteville Tree Preservation, Protection, and Landscape Manual*. The Urban Forester may require other protective measures based upon the individual characteristics of the site and the proposed construction methods. Tree protection measures shall also protect any off-site trees, and the roots of which extend onto the site of the proposed construction. Any applicant damaging or destroying an off-site tree shall be required to mitigate such damage or destruction as prescribed by the Urban Forester. If the required barriers surrounding the areas

Planning Commission

February 24, 2025

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05-10,24
McClelland Consulting Engineers
Chris Bakunas
cbakunas@mce.us.com
402-320-2130

Re: 151 W. Dickson tress.

Background and Assignment

Chris contacted me to assess the condition and survival of several trees located on the south of the property located at 151 W. Dickson St. in Fayetteville AR. His primary concern is the likelihood of survival the trees with the current proposed construction. Chris forwarded me a shoring plan and a site map with the location of the trees.

Site Visit Observations and Analysis

I visited the site on Friday May 3, 2024, and looked at 17 trees. These trees appeared to be volunteer trees that likely had not been intentionally planted. I have correlated the trees to the best of my ability to the numbers listed on the plan provided. There were 5 more trees on-site versus what was shown on the plan.

Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
32	12"	11"	Black Locust	Two stem tree has tip dieback and unlikely to survive long term with or without construction. Significant lean towards road.
Not Listed	3"	NA	Black Cherry	Two stem tree growing at base of #32. Cannot survive if #32 is removed.
Not Listed	4"	NA	Sugar Maple	Tree is being crowded by #31.
31	18"	14"	American Elm	Good condition and structure currently. With plans significant pruning of canopy will be needed. Estimated excavation distance will be at or inside the minimum structural stability distance for size. With both factors tree is unlikely to survive construction.
30	12"	11"	Black Locust	Tree has significant lean and poor condition. Most of canopy will likely need to be removed to give clearnce for building.
29	5"	4"	Sugar Maple	Treehas lean to north and will need significant aerial pruning. Unlikely to survive.
Not Listed	3"	NA	Sugar Maple	Tree is being crowded by other trees particularly #28
28	5.5"	4"	Sugar Maple	Tree is currently good condition. If no scaffolding is needed in area and tree could potentially survive but will be extremely crowded by both buildings.
27	11"	10"	Black Locust	Heavy lean to north and decay at base. No chance of survival with current plans.
26	21.5"	14"	Hackberry	With size and proximity to building tree cannot survive with current plans. If plans are completed tree will be high risk of uprooting and will need significant canopy removal before construction.



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Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
25	10.5"	11"	Black Cherry	Tree has significant decay and is crowded by hackberry. Should not be preserved.
24	5.5"	9"	Sugar Maple	Is crowded by other trees and branches are over the proposed building line.
Not Listed	13	NA	American Elm	Heavy lean toward south due to crowding. Increased risk of uprooting if roots are cut by construction.
Not Listed	6"	NA	Sugar Maple	Is touching and bring compressed by Tree #23
23	13"	11"	American Elm	Has heavy lean to north. Also currently has girdling cable around stem for gate. Majority of all canopy is over building line.
22	17"	7"	Hackberry	Poor condition and structure. Not candidate for preservation.
Not Listed	7"	NA	Sugar Maple	Poor structure next to ally.

Discussion

For this case, it is important to understand critical root zone. Critical root zone is defined as the zone where most of the roots of a tree exist and is needed for survival. Tree roots are fairly shallow typically residing in the top 6-16" of soil and occasionally as deep as 24" in ideal conditions. Tree roots will seek out the ideal ratio of moisture and oxygen. Without both oxygen and moisture roots will die. Roots will spread out quite far typically 1.5 times the spread of the tree. The generally recommended distance to avoid root disturbance is a 1:1 ratio of diameter to distance. What this means is for a 20" diameter tree it is recommended to stay 20 feet from the tree. For trees that do not have outside competition for light this ratio typically corresponds to the edge of the canopy (dripline). For healthy trees that ratio can sometimes be reduced to .5:1 if impact is only on one side. If the impact is inside the .25:1 ratio, the tree's structural stability is usually compromised.

The other factors that must be considered is the amount of canopy that would need to be removed from the trees to allow the building to be constructed. With the severe pruning that would be needed on many of the trees, this would decrease their already low chance of survival with soil disturbance.

Additionally, if there is a need for scaffolding or equipment access on this side of the building that may not be possible with the trees present.

Lastly, for some of the trees lack of light will also be a factor growing between two multi-story buildings.

Conclusions and Recommendations

Based on my review of current plans and the conditions on site the likelihood of survival of the above trees would be extremely low if the current plans are followed. Reviewing the plans I see efforts have been made to reduce root disturbance to a minimum but that is not the only factor on these trees. The prior condition of the trees and the amount of canopy removal are the other main factors that I am considering. Based on these factors my recommendation would be to either remove the trees or significantly alter the plans. In my opinion, most of the trees are not good candidates for preservation due to their poor structure.



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Arkansas' First and Only TCIA Accredited Company

JEREMY WILLIAMS, RCA

asca RCA #801
Registered Consulting Arborist®



ISA Board Certified Master Arborist #SO-6263BT
ASCA Registered Consulting Arborist #801
TCIA Certified Tree Care Safety Professional #1267
ISA Qualified Tree Risk Assessor
ISA Certified Climber Specialist and Wildfire Risk Reduction Qualified Instructor

Qualifications

A few pertinent qualifications that qualify me to write this report are:

ASCA (*American Society of Consulting Arborists*) Registered Consulting Arborist #801

ASCA (*American Society of Consulting Arborists*) Tree and Plant Qualified Appraiser

ISA (*International Society of Arboriculture*) Board Certified Master Arborist, #SO-6263BT

ISA Tree Risk Assessor Qualification, #SO-6263BT

ISA Certified Tree Worker certification, #SO-6263AT

ISA Certified Arborist certification, #SO-6263A

TCIA (*Tree Care Industry Association*) CTSP safety auditor and trainer certification, #1267

Full-time practice as an arborist and have served as an expert witness and consultant on numerous cases since 2009.

The above report is accurate and true to the best of my knowledge with the information available to me at the time of this report. Any observations are based on conditions visible during my site visit or information provided to me by the client. Opinions or determinations are based on generally accepted industry guidelines and years of full-time practice as an Arborist in Northwest Arkansas. I have no bias or interest in any particular outcome or findings from this report. Any additional consulting, fact, or expert witness services needed will be billed separately and is not included in the cost of this report. Use and acceptance of this report and any information contained herein or given on-site is contingent on payment for services rendered. Any use of this report or information without payment will result in appropriate legal action. Copyright 2024 Tree Climbers LLC all rights reserved.

Jeremy Williams, RCA

asca RCA #801
Registered Consulting Arborist®

From: Kathryn Cook <kat.a.cook3@gmail.com>

Sent: Saturday, February 8, 2025 10:28 AM

To: Planning Shared <planning@fayetteville-ar.gov>; Moore, Sarah <sarah.moore@fayetteville-ar.gov>; Turk, Teresa <teresa.turk@fayetteville-ar.gov>; Wiederkehr, Mike <mike.wiederkehr@fayetteville-ar.gov>; Jones, D'Andre <dandre.jones@fayetteville-ar.gov>; Stafford, Bob <bob.stafford@fayetteville-ar.gov>; Bunch, Sarah <sarah.bunch@fayetteville-ar.gov>; Berna, Scott <scott.berna@fayetteville-ar.gov>; Jones, Monique <monique.jones@fayetteville-ar.gov>

Subject: Dickson Student Housing - in favor

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I wanted to email in favor of the Student Housing on Dickson. As someone who has been fighting in my neighborhood, I think this spot on Dickson is actually better than any of the others.

I know it's only coming to Planning this week but I wanted to email Planning and City Council, both.

I'm not sure why no one in the community cared about the trees, actual neighborhood, historic homes in our area but care about ruining a parking lot?

This lot has been empty for over a decade and a mixed use building would great. I don't see how traffic will be an issue since it's already set up for public traffic, one ways, and large sidewalks.

As much as I want to save trees, I'm much more concerned about the small wooded area that has an actual ecosystem, by the high school. That is what they should be concerned about.

Anyway, I wanted to voice my full support for this student housing. I know it has to exist somewhere and that is a much less destructive area, rather than an actual neighborhood, and the full mixed use downstairs makes it great for that spot.

My only qualm would be parking - making sure it's at least fully parked for the housing portion because I promise, if not, then that will be an issue.

Thank you for your time and I hope you all support this as well.

Kathryn Cook

-----Original Message-----

From: Deborah Griffin <debygriffin9@me.com>
Sent: Saturday, February 8, 2025 11:30 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Proposed student housing on Dickson Street

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing to express my opposition to the proposed student housing high rise building on the corner of Block and Dickson. First of all, I feel that the parking situation on and surrounding Dickson St. is negatively impacting our citizens and businesses. Fayetteville has a parking crisis. Wishful thinking and trails do not produce a city of people who bike to work and school everyday! We do not have adequate public transportation either. When City Council members Turk and Weiderkehr proposed a variance to give more flexibility to the parking minimums code, it was tabled indefinitely because a Planning Commissioner called in to say the Planning Commission is working on that. When is it going to be a priority? When are you going to address the parking crisis and actually do something about it? I feel that before anymore student housing development is allowed, parking codes should be changed and updated! The only people benefiting from existing codes are the developers! People should be able to park at their home, and not have to search for parking and walk blocks in all kinds of weather just to get home. Have you ever tried to park around Dickson on a weekday afternoon when there's a matinee at the WAC, and classes in session at the U of A? It is next to impossible to find a parking place. There is long standing empty real estate on Dickson Street and many businesses are short lived.

The University needs to be responsible for its untethered growth that has created the parking crisis! The University needs to provide parking for the students. What happened to imposing enrollment limits? Most, if not all, of the out of state (mostly Texan) students who get in-state tuition are bringing their cars with them. If the city stopped providing for this situation, the University would have to take responsibility. We desperately need affordable housing for families, for older people looking to downsize and live within close proximity to amenities...houses with small yards to grow a garden or give children a space to play outdoors. These are the voting, tax paying citizens! Do these people not deserve more consideration than the U of A students? Business owners' needs need to be valued by our city. Huge apartment complexes do not provide housing for a broad spectrum of people in need of housing. I urge you to step up and use wise judgment and future forward thinking to keep our city a nice place to live. Thank you.

Deborah Griffin



FW: 7 story building on Dickson

From Planning Shared <planning@fayetteville-ar.gov>

Date Tue 2/18/2025 11:20 AM

To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you?

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267



CITY OF
FAYETTEVILLE
ARKANSAS

From: Nicholas Falldine <nicholasfalldine@gmail.com>

Sent: Tuesday, February 18, 2025 10:49 AM

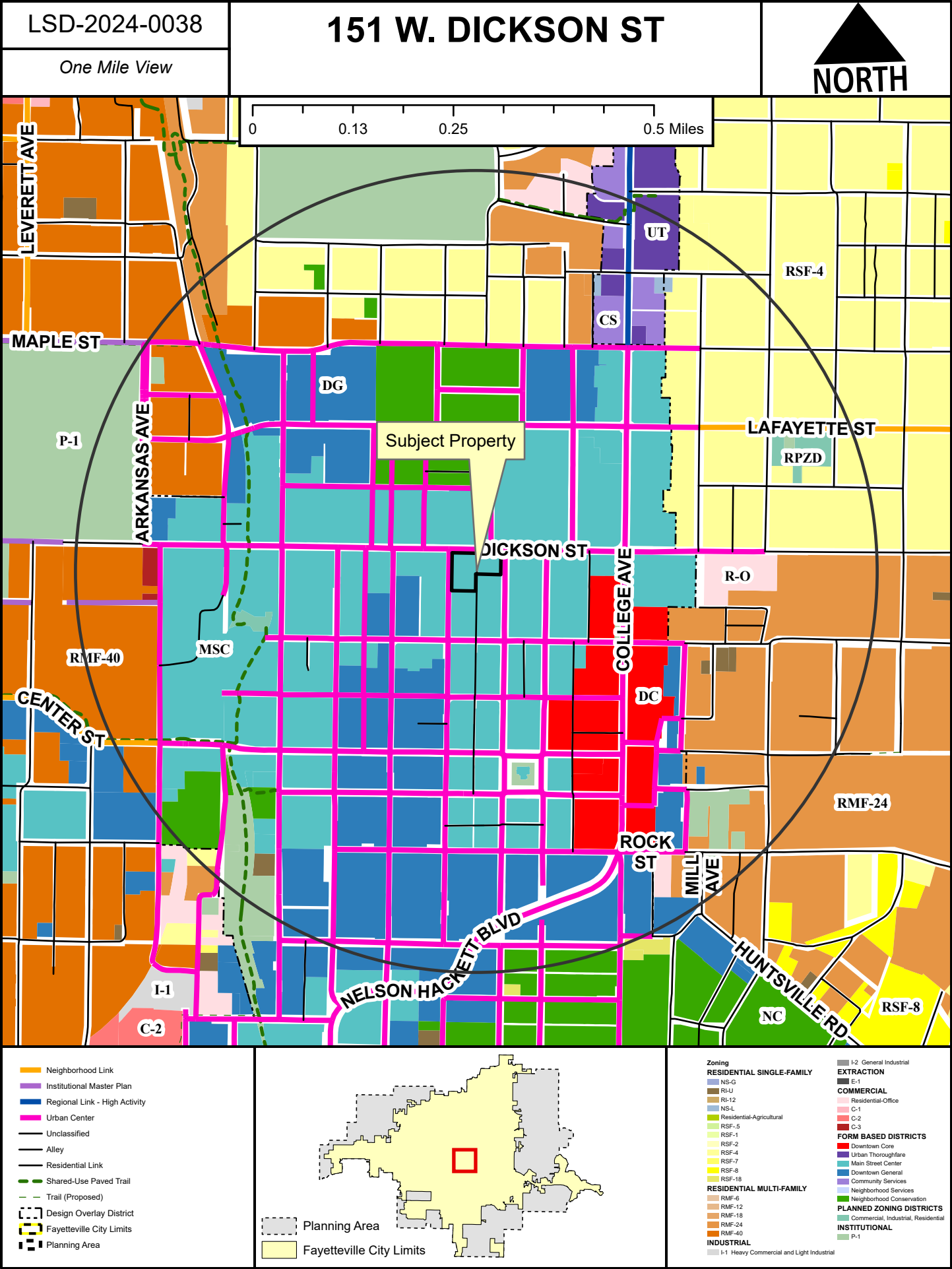
To: Planning Shared <planning@fayetteville-ar.gov>

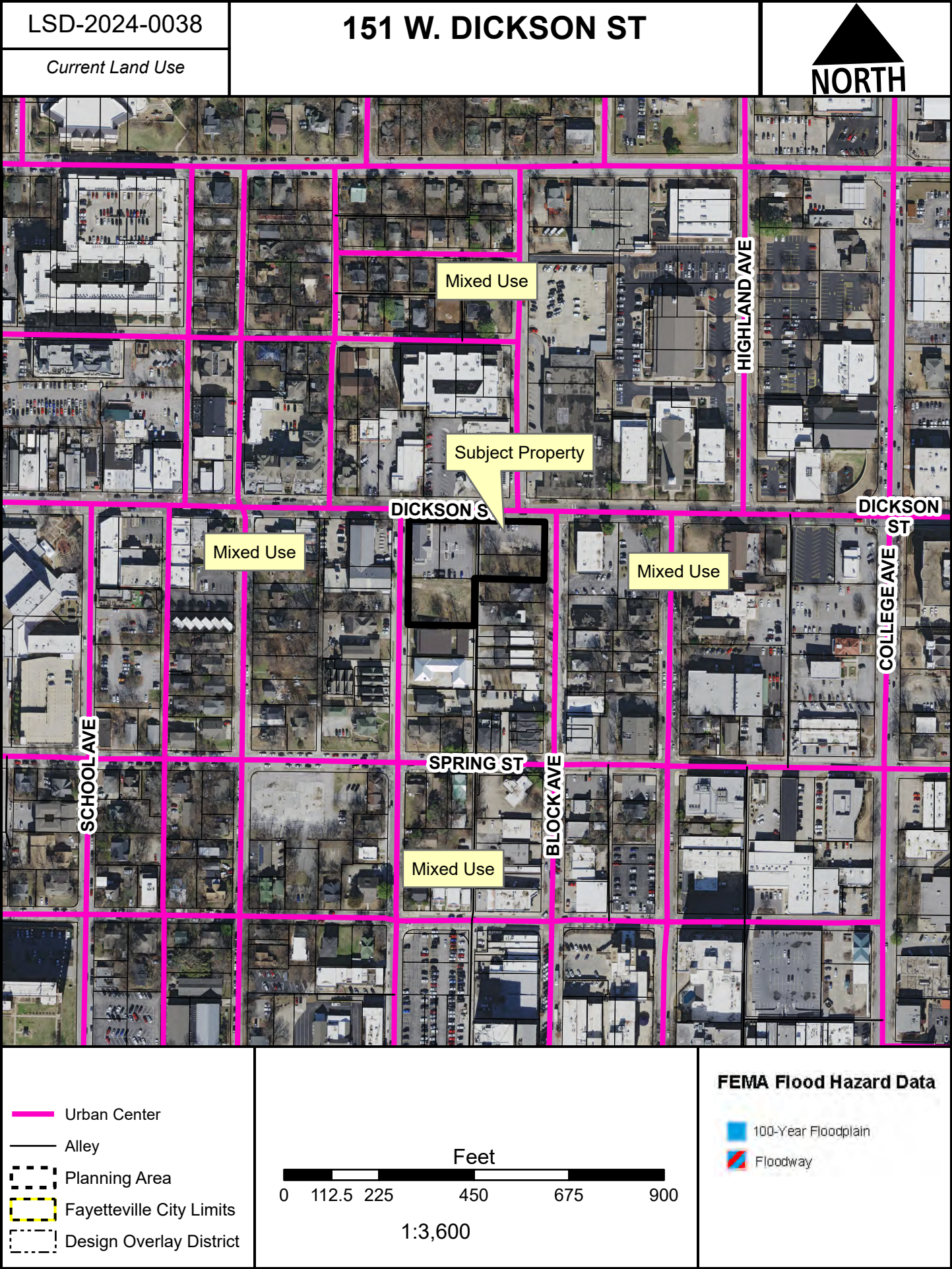
Subject: 7 story building on Dickson

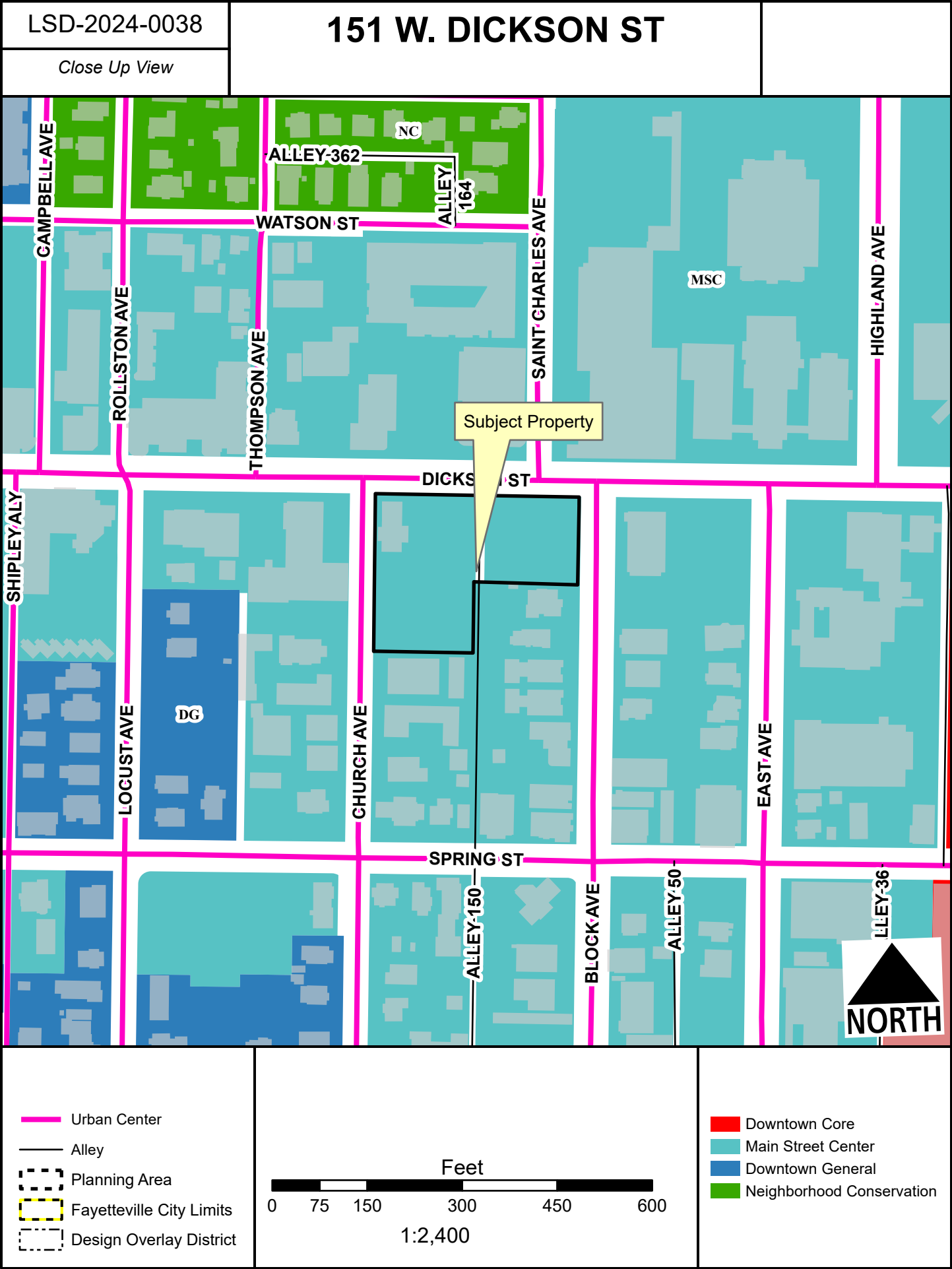
CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there, my name is Nicholas Falldine and I live at 464 W. North St. I wanted to send a note saying that I strongly support the development going up across from Colliers on Dickson. I do wish it was something other than student housing so it would get more "regular" citizens walking around downtown, however I still feel like it's a good use of the parcel.

Best,
Nicholas Falldine









TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: February 24, 2025

SUBJECT: **CUP-2024-0054: Conditional Use Permit (611 N. OLIVER AVE./JD RIGGINS FAMILY HOLDINGS, 443):** Submitted by RMP LLP for property located at 611 N. OLIVER RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.80 acres. The request is to use the property as a short-term rental.

RECOMMENDATION:

Staff recommends approval of **CUP-2024-0054** with conditions.

RECOMMENDED MOTION:

*"I move to approve **CUP-2024-0054**, determining:*

- *In favor of compatibility with adjacent properties, and*
- *In favor of all other conditions as recommended by staff."*

FEBRUARY 10, 2025 PLANNING COMMISSION MEETING:

The item was tabled at the previous meeting because the applicant's representative was unable to attend. Several members of the public opposed the request, citing concerns with emergency service access, concentration of short-term rentals in the area, and conflicts with the single-family nature of the neighborhood.

BACKGROUND:

The subject property is in central Fayetteville approximately 500 feet west of the University of Arkansas at the corner of N. Oliver Avenue and W. Cardwell Lane. The property is zoned RSF-4 and is not part of any zoning overlays. It totals approximately 0.80 acres and has been developed with a 3248 square foot, four-bedroom single-family structure built in 1901 per the Washington County Assessor. The property also contains a detached garage structure. On April 20, 2021, City Council adopted an ordinance to regulate short-term rentals operating within its limits. On December 20, 2022, the City Council amended the ordinance to enact new requirements for short-term rentals, and on July 6, 2023, City Council amended the Type 2 short-term rental density cap requirements from 2% city-wide, to 475 total. On March 19, 2024, the City Council amended the ordinance to add additional considerations for conditional use approval. This report reflects those new changes for consideration. Surrounding land use and zoning are depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
South	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
East	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
West	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre

City Plan 2040 Future Land Use Designation: **Residential Neighborhood.**

Proposal: The applicant requests conditional use permit approval to use the property as a Type 2 short-term rental, which are those not occupied by a permanent resident. Type 2 short-term rentals are subject to density limitations, including a citywide cap of 475 units, and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

Public Comment: Staff has received public comment opposing this request, citing the density of existing short-term rentals in the neighborhood, lack of compatibility with existing zoning, and parking issues.

RECOMMENDATION: Staff recommends approval of **CUP-2024-0054** with the following conditions;

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the proposed short-term rental to be compatible with the neighborhood based on the findings in this report;*
2. Approval of the conditional use permit does not ensure approval of a business license application. The applicant must still be able to comply with all other applicable requirements in the development code.
3. Per §166.20, Expiration of Approved Plans and Permits, a business license must be obtained within 1 year of conditional use permit approval.
4. Per ordinance, the number of occupants is limited to a maximum of two people per bedroom, plus two, for the entire unit when the property is operated as a short-term rental.
5. Special events including, but not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars are prohibited from occurring in the short-term rental.
6. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.
7. All trash receptacles shall be screened from view of the right-of-way.
8. All outdoor lighting shall meet requirements as outlined in §176, Outdoor Lighting.
9. Any signage shall meet the requirements as outlined in §174, Signage.

10. Per Business Regulations §120.02(A), the owners of only short-term rentals shall be required to designate and register their landlord's representative into the Landlord's Representative Registry.
-

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.
2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting a conditional use permit for a Type 2 short-term rental in the RSF-4 zoning district.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under Unified Development Code §118.01(E)(2) to grant the requested conditional use permit.

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that granting the requested conditional use is unlikely to adversely affect the public interest given the applicable business license requirements, including a required building safety inspection, and applicable density caps on Type 2 short-term rentals.

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are specific rules governing Short-Term Rentals, as follows:

§163.18 - SHORT-TERM RENTALS

A. Residential Zoning Districts. Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts: R-A, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18, RI-12, RI-U, RMF-6, RMF-12, RMF-18, RMF-24, RMF-40, NC. Short term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district. Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

Finding: The request is to operate a Type 2 Short-Term Rental, Use Unit 46, in RSF-4 zoning, which requires a conditional use permit.

B. Occupancy. Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

Finding: Occupancy is limited as described in UDC §163.18(A)(3). Occupancy limitations are confirmed by the applicant during licensing. Per the application, the structure has four bedrooms, which would limit the guest count to ten.

C. Parking. Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

Finding: Staff recommends parking is limited as described in UDC §163.18(A)(4). For single-family structures parking is required to be provided at a rate of two vehicle spaces per dwelling unit. According to the applicant the main dwelling unit has four bedrooms, with up to eight parking spaces available on-site. Ordinance limits the number of vehicles to be parked outside to no more than 4. Staff finds that the amount of available parking on-site is adequate and does not anticipate issues.

- D. Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

Finding: The application letter suggests the property will comply with the City's regulations for a short-term rental. As a condition of approval, staff recommends a prohibition on special events.

- E. Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

Finding: The application is for use of the property at 611 N. Oliver Avenue. Staff recommends a condition confirming that no recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

- F. **Exceptions.** Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

Finding: Type 2 short-term rentals are subject to a citywide density cap at 475 business licenses. As of February 19, 2025, the City had issued 456 Type 2 short-term rental licenses with an additional 19 in review. Further, there are currently an additional 37 on the waitlist. Granting a CUP for this location would entitle the applicant to apply for a business license but does not guarantee its approval. No exceptions are being requested.

- G. Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

Finding: This short-term rental would be subject to all codes in Business Regulations §118.01 that apply to Type 2 short-term rentals in residential zoning districts. Applicable business licensing requirements will be reviewed by staff and confirmed by the applicant at the time of licensing.

- H. Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:
 1. Adequate parking infrastructure;
 2. Adequate adjoining or nearby streets for on-street parking;

3. Frequency or concentration of nearby licensed Type 2 short-term rentals; and
4. Prior zoning or code violations; and
5. Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line.

Finding: Staff finds there is likely adequate parking infrastructure to support the use of the property as a short-term rental. Up to four vehicle spaces are available within the existing driveway. W. Cardwell Lane and N. Oliver Avenue do not currently have adequate width to support on-street parking, but staff finds that the applicant's property is likely to absorb the parking necessary to serve this property as a short-term rental. No zoning or other code violations were found for this property, and the property is not within 1,000 feet of a K-12 school. Leverett Elementary School is located to the northeast of this property, but it is outside of the 1000-foot boundary line, so it is not to be considered by the Planning Commission from a compatibility standpoint. City business license records indicate six (6) other units within a quarter-mile radius of the property have an active Type 2 short-term rental business license. These properties are spread relatively evenly within this radius with no apparent clusters. Staff finds that the area could likely support an additional short-term rental.

§163.02. AUTHORITY; CONDITIONS; PROCEDURES. (continued)

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: An existing driveway is available to accommodate vehicular ingress and egress. The property has frontage along W. Cardwell Lane and N. Oliver Avenue. Based on the number of on-site parking spaces available, staff does not anticipate an adverse impact on the surrounding streets.

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: A total of four off-street parking spaces are available in an existing driveway, which falls within the maximum permitted by ordinance. The applicant has indicated that up to 8 vehicles can park in the driveway, but this would not be permitted per code, which allows a maximum of 4 vehicles to be parked outside.

- (c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: The applicant proposes typical residential trash cart service rather than dumpster service. Staff recommends storage of the containers should be screened from public view when not at the curb for residential pick-up.

- (d.) Utilities, with reference to locations, availability, and compatibility;

Finding: Utilities are currently available to the site, and the use as a short-term rental is not anticipated to impact the provision of utilities.

- (e.) Screening and buffering with reference to type, dimensions, and character;

Finding: Staff recommends that residential carts be screened so that they are not visible from the public right-of-way.

- (f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any proposed signage will be subject to Unified Development Code section 174 – Signs, and all the regulations therein.

- (g.) Required yards and other open space; and

Finding: Based on the applicant's submittal, the structure is meeting relevant setbacks.

- (h.) General compatibility with adjacent properties and other property in the district.

Finding: Staff finds the use to be compatible with the surrounding properties. The property is surrounded by primarily residential uses and there are six other licensed Type 2 short-term rentals within a quarter mile radius. There appears to be adequate parking to accommodate the number of permitted guests and staff does not anticipate any adverse impacts with this request. Staff also recognizes that the neighborhood largely has concerns about additional short-term rentals operating in the area.

- (i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds the proposed use to be somewhat incompatible with the City's adopted land use, transportation, and other strategic plans since short-term rentals do not clearly support any of the goals identified in those plans. However, there are safeguards in place that limit how short-term rentals

operate to ensure that the City can still meet those goals, including a citywide density cap of 475 units and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

BUDGET/STAFF IMPACT:

None

Attachments:

- Business Regulations
 - §118.01 Applicability
 - Unified Development Code
 - §163.18 Type 2 Short-Term Rentals in Residential Zoning Districts
 - §161.07 District RSF-4, Residential Single-Family – Four (4) Units Per Acre
 - Applicant Request Letter
 - Site Plans
 - Building Floor Plan
 - Elevations
 - Public Comment
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
 - STRs Within ¼ Mile Map
-

118.01 Applicability

(A) *General Businesses.*

- (1) All businesses, institutions, corporations, LLCs, LLPs, partnerships, non-profit associations or corporations, sole proprietorships or other non-governmental entities with a physical address or which operates either a legally permitted home occupation or a short-term rental within the Fayetteville city limits shall be required to file for the City of Fayetteville Business Registry and License. A covered business or entity with multiple physical addresses in Fayetteville must obtain a separate business license for each such business address.
- (2) In addition, any person or non-governmental entity who has or should have a sales tax permit and operates out of a physical address within Fayetteville shall be required to file for the City of Fayetteville Business Registry and License.
- (3) In addition, any person or non-governmental entity who is engaged in any trade or occupation which requires federal or state licenses and who operates out of a physical address within Fayetteville shall be required to file for the City of Fayetteville Business Registry and License.

(B) *Religious Entities.* Churches and other religious institutions are exempt from this chapter unless they are performing functions like daycare that must be licensed by the state or that generate revenue upon which state sales or use taxes must be paid. The city business license shall not be required for the religious entity but only for those functions that require a state license or upon which state sales or use taxes must be paid.

(C) *Minors Exempt.* No individual under eighteen (18) years of age shall be required to register or obtain a business license. Minors are prohibited from leasing, advertising, managing or any other activity involved in STRs unless they are an emancipated minor.

(D) *Individual Landlords Renting Less Than Three (3) Dwelling Units Exempt.* An individual landlord, not operating as a corporation, LLC, LLP, or other business entity, who rents out less than three (3) dwelling units, and no commercial, industrial, or institutional unit, site or building shall be exempt from this chapter. However, a landlord that operates a short-term residential rental shall not be exempt and must apply for and obtain a business license for each individual short-term rental.

- (E) *Short-Term Rentals.* A residential dwelling unit, portion of a dwelling unit, or bedroom within a residential dwelling unit, leased and/or rented to a guest(s), for a period of less than thirty (30) consecutive days.
- (1) *Short-Term Rental, Type 1.* A short-term rental where the principal use of the property remains as a full-time residence. The occupants or owner rent their primary residence as a short-term rental. A copy of the Homestead Tax Credit or long-term lease agreement for the subject property is required to be classified as a Type 1 rental. The occupant or owner must occupy the residence for nine (9) months of the year. Accessory dwelling units (ADUs) as defined in Unified Development Code Chapter 151 shall be considered a Type 1 short-term rental.
 - (2) *Short-Term Rental, Type 2.* A short-term rental that is not occupied by a permanent resident. The owner lists this property full-time as a short-term rental and has no intention of having permanent residents living in the property. A conditional use permit is required for a Type 2 short-term rental in a residential zoning district prior to the city issuing a business license.
 - (3) *License Required.* No dwelling unit in the city shall be used as a short-term rental unless:
 - (a) The owner of the dwelling unit or operator of the short-term rental possess a valid and current business license for the dwelling unit, and fully complies with all legal requirements and duties imposed herein with respect to each and every short-term rental; and
 - (b) The owner has designated an agent, where said agent fully complies with all legal requirements and duties imposed herein with respect to every short-term rental. The owner may serve as their own agent.
 - (c) The owner of the dwelling unit or operator of the short-term rental provides proof of a valid and current homeowners insurance rider policy which fully covers each unit when operated as short-term rental unit.
 - (4) A separate business license shall be required for each dwelling unit used as a short-term rental.
 - (5) Any change in ownership requires a new or amended business license.
 - (6) If any required contact information changes for the associated business license, the person to whom the license was issued shall immediately notify the Development Services Department in writing.
 - (7) *License Application.* The application for a business license shall include at minimum, the following information from applicants:
 - (a) The property owner's information including legal name, mailing address, immediate contact phone number, and immediate contact E-mail address.
 - (b) Information for the dwelling unit subject to the application, inclusive of the physical street address assigned by the city.
 - (c) The type and total number of dwelling units located on the lot of record containing the dwelling unit subject to the application.
 - (d) If the owner is not their own agent, the owner designated agent's information including legal name, mailing address, immediate contact phone number and immediate contact E-mail address.
 - (e) Documentation of approval of a life safety and egress inspection by the City Building Safety Division for the dwelling unit subject to the application.
 - (f) Proof of application for remittance of hotel, motel and restaurant tax to the City of Fayetteville, and verification that all sales, use, and hotel, motel and restaurant taxes are current.
 - (g) Any additional data as deemed necessary or desirable for permit approval by the Development Services Director.
 - (8) *License Renewals.* Business licenses for short-term rentals shall be renewed in accordance with Chapter 118 of the Business Regulations (Business Registry and Licenses).
 - (9) *Legal Duties of License Holders.* An owner possessing a short-term rental license shall comply at all times with the following requirements:
 - (a) *Occupancy.* Short-term rentals shall be subject to, and may not exceed, the occupancy limits approved with the business license.
 - (b) *Advertisements.* A short-term rental shall not be advertised if it violates occupancy, density, safety, and any of the other provisions of the Fayetteville Code. No short-term rental unit shall be

advertised prior to having obtained a business license and the business license number shall be included in the advertisement listing.

- (c) *Information and Posting.* Business licensees shall provide to guests and post conspicuously in the common area of the short-term rental unit the city phone number to report a safety complaint.
- (10) *Owner or Agent Accessibility.* The property owner shall ensure that they or a designated agent are available at all times during guest occupancy, including nights and weekends, in order to facilitate compliance with this section. For the purposes of these regulations, "availability" means that the owner or agent is accessible by telephone, and, able to be physically present at the short-term rental within three (3) hours of being contacted.
- (11) *Guest Records.* The owner shall maintain summary guest registration records, which shall contain the actual dates of occupancy, total number of guests per party per stay, and the rate(s) charged, but shall not contain any personally identifiable information about guests. Such records shall be maintained for three (3) years and shall be provided to the city upon request.
- (12) *Health and Safety.* The owner shall ensure that each dwelling unit governed by this section complies with the applicable provisions of the Unified Development Code Chapter 173, Building Regulations.
- (13) *Criminal Activity.* The owner shall timely report any known or reasonably suspected criminal activity by a guest to the Fayetteville Police Department within twelve (12) hours maximum.
- (14) *Taxes and Fees.* Except for those instances in which a hosting platform bears the responsibility for collecting and remitting taxes and fees applicable to short-term rentals, the property owner shall timely remit in full Fayetteville Hotel, Motel and Restaurant tax and other applicable local, state, and federal taxes and city fees owed in connection with any short-term rental. The failure of a hosting platform to collect and remit taxes and fees shall not relieve an owner of the obligation to pay taxes and fees owed pursuant to this section.
- (15) *Authorization to Occupy, Use, and Operate.* Authorization to operate a short-term rental may be granted by the Development Services Director through the issuance of a City of Fayetteville Business Registry and License (Business License).
- (16) *Density For Type 2 Short-Term Rentals.* A city-wide density cap of four hundred seventy-five (475) dwelling units may be Type 2 rentals. A conditional use permit may not permit:
 - (a) More Type 2 short-term rentals than what is allowed by the city-wide density cap.
 - (b) More than 10% or a single unit whichever is greater; of total dwelling units as Type 2 rentals within a multi-family dwelling complex.
 - (c) Individual 2-, 3- and 4-family buildings that are owned by the same person or entity and are not a part of a multi-family complex shall have no more than one (1) Type 2 short-term rental unit per building complex.
 - (d) Where attached residential units are held separately through condominium association, horizontal property regime, fee simple, or similar ownership structure, no cap shall be applied to buildings with attached residential dwellings. Structures of attached residential dwellings where applicants seek more than 10% of total units for licensing as Type 2 rentals shall be evaluated by the Building Safety Director and/or Fire Marshal for adequate fire protection as defined by the adopted Arkansas Fire Prevention Code. Where inadequate fire protection is identified, improvements may be required prior to issuance of a business license.
- (17) *Suspension and Revocation.* If the Development Services Director has reason to believe that any of the grounds specified in §118.03(A) of the Fayetteville Code exist, or that any rental unit was rented for less than one (1) full night, or to more than one (1) part of guests for the same period of time, or otherwise failed to comply with all terms and conditions of this section, the Development Services Director may suspend or revoke the short-term rental's business license pursuant to the procedures detailed in §118.03 and in §118.04 of the Fayetteville Code.
- (18) Short-term rentals must comply with the Unified Development Code including the regulations contained in §163.18 and §164.26 and must successfully obtain a business license prior to operation.

(Ord. No. 5347, 9-7-10; Ord. No. 6427, §§1(Exh. A), 2, 4-20-21; Ord. No. 6505, §1(Exh. A), 11-16-21; Ord. No. 6521, §§1, 2, 1-18-22; Ord. No. 6537, §1(Exh. A), 2-15-22; Ord. No. 6630, §1(Exh. A), 12-20-22; Ord. No. 6672, §1, 7-6-23)

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become

void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

163.18 Type 2 Short-Term Rentals in Residential Zoning Districts

- (A) *Residential Zoning Districts.* Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts:

- (1) R-A
- (2) RSF-.5
- (3) RSF-1
- (4) RSF-2
- (5) RSF-4
- (6) RSF-7
- (7) RSF-8
- (8) RSF-18
- (9) RI-12
- (10) RI-U
- (11) RMF-6
- (12) RMF-12
- (13) RMF-18
- (14) RMF-24
- (15) RMF-40
- (16) NC

Short-term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district.

Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

- (B) *Occupancy.* Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.
- (C) *Parking.* Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.
- (D) Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.
- (E) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.
- (F) *Exceptions.* Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.
- (G) Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.
- (H) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:
- (1) Adequate parking infrastructure;
 - (2) Adequate adjoining or nearby streets for on-street parking;
 - (3) Frequency or concentration of nearby licensed Type 2 short-term rentals;
 - (4) Prior zoning or code violations; and
 - (5) Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line.

(Ord. No. 6630, §5(Exh. B), 12-20-22; Ord. No. 6726, §1, 3-19-24)

Editor's note(s)—Ord. No. 6630, §5(Exh. B), adopted December 20-2022, repealed the former §163.18, and enacted a new §163.18 as set out herein. The former §163.18 pertained to similar subject matter and derived from Ord. No. 6427, §§1(Exh. E), 2, adopted April 20, 2021; Ord. No. 6505, §2(Exh. B), adopted November 16, 2021; Ord. No. 6537, §2(Exh. B), adopted February 15, 2022.

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(C) *Density.*

	Single-family dwellings	Two (2) family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
-------	------	------

15 feet	5 feet	15 feet
---------	--------	---------

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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- (G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4858, 4-18-06; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6625, §1 adopted December 6, 2022, "determines that Section 2 of Ordinance 6427 (Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2023, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section."

City of Fayetteville, Arkansas
Conditional Use Permit Application
611 N. Oliver Avenue

1. Payment in full has been made.
2. 611 N. Oliver Ave, Fayetteville, AR 72701 is the address of the property at issue. A legal description for the property is listed in the attached deed.
3. Owner is applying for a conditional use permit for a short term rental. The property will be used as a nightly rental. The property will not be used as a rental during football games.
 - a. The unit is 3,200 square feet.
 - b. The unit is 2 floors. On the 1st floor is the kitchen and living space, a half bathroom and 1 bedroom and the 2nd floor contains 3 bedrooms and 2 bathrooms. Pictures of the property showing elevations are attached.
 - c. The property has 8+ parking spots located in the driveway. Pictures of the property showing parking area are attached.
 - d. Not applicable.
 - e. There are lights located at the front, side, and back doors of the units. The exterior porches also have lights. Lights with motion sensors illuminate the parking area and walkways.
 - f. The property will be used for short stays of 1-8 guests so the noise level should be minimal. The unit will not be used for anything outside of its intended purposes, specifically for University of Arkansas football games.
 - g. The unit has existing landscaping on both sides of the property that screens the house from neighboring properties. Pictures of the property showing landscaping are attached.
 - h. Trash will be picked up by the City of Fayetteville.
 - i. The unit will not add additional traffic to N. Oliver Ave. to the east, W. Cardwell Ln. to the south, or N. Gray Ave. to the west. The surrounding properties are residential units, as well.
 - j. The use of the property as a residential rental is very common in this location because of its accessibility to surrounding areas and events.
4. A site plan is attached.
5. The floor plan drawn to scale showing walls, doors, windows, and identification of activity areas is attached.
6. A copy of the county parcel map from the Washington County Assessor's office website is attached at the end of this document. The pictures show the subject property and all parcels within 200 feet.

7. The consent of ownership form signed by Larry McCredy, as authorized agent for JD Riggins Family Holdings, LLC is attached as a separate document.

Image Attachments

3(b) Elevations of all exterior sides of the structure



3(c) Parking Description

The driveway begins on the south side of the property and winds around the west side of the house to a large parking area, allowing for 8+ vehicles to be parked, if needed.



3(g) Screening or buffering from adjacent properties



File# 2022-00015780

**WARRANTY DEED
(By Trustees)**

KNOW ALL MEN BY THESE PRESENTS:

We, the undersigned, being the duly appointed, qualified and acting **Trustees of the Lane Riggins Trust u/a/d August 24, 2021**, hereinafter called "Grantor", pursuant to the power and authority granted therein as evidenced by the Certification of Trust dated August 24, 2021, filed herewith, and for Ten Dollars (\$10.00) and other valuable consideration to us paid by **JD Riggins Family Holdings, LLC**, an Arkansas limited liability company, hereinafter called "Grantee", the receipt of which is hereby acknowledged, do hereby GRANT, BARGAIN, SELL and CONVEY unto the said Grantee, and unto Grantee's successors and assigns forever, the following-described lands situated in Washington County, Arkansas:

PART OF THE SW1/4 OF THE SE1/4 OF SECTION 8, T-16-N, R-30-W, FAYETTEVILLE, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT AN EXISTING IRON PIPE ON THE WEST LINE OF OLIVER STREET WHICH IS S 00°27'11" E (REC. SOUTH) 626.00 FEET (REC. 625.00 FEET) AND EAST 888.60 (REC. 881.00 FEET) FROM THE NORTHWEST CORNER OF SAID 40 ACRE TRACT; THENCE S 00°55'35" E 136.49 FEET ALONG THE WEST LINE OF SAID OLIVER STREET TO AN EXISTING IRON REBAR AT THE NORTH LINE OF CARDWELL LANE; THENCE S 78°04'22" W 202. 77 FEET TO AN EXISTING IRON REBAR AT THE SOUTHEAST CORNER OF A LOT SOLD TO THEODORE F. GRAY; THENCE N 00°28'58" w 179.21 FEET WITH THE EAST LINE OF GRAY LOT TO A SET 1/2" IRON REBAR AT THE SOUTH LINE OF A TRACT SOLD TO HILLARD JACKSON; THENCE S 89°45'41" E 197.70 FEET WITH SAID LINE TO THE POINT OF BEGINNING, WASHINGTON COUNTY, ARKANSAS.

Subject to recorded instruments, covenants, rights of way, and easements, if any. Subject to all prior mineral reservations and oil and gas leases, if any.

[Legal description provided by Realty Title & Closing Services, LLC.]

TO HAVE AND TO HOLD the same unto the said Grantee, and unto Grantee's successors and assigns forever, with all tenements, appurtenances and hereditaments thereunto belonging.

AND Grantor hereby covenants with said Grantee, and Grantee's successors and assigns, that Grantor is lawfully seized of said lands, that Grantor has the right to sell and convey the same, that said lands are unencumbered, and that Grantor will forever warrant and defend the title to said lands against all lawful claims and demands whatsoever.

WITNESS our hands and seals as such Grantor this 5 day of May, 2022.

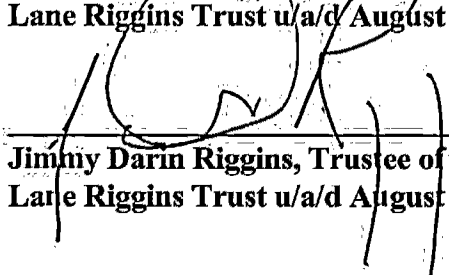
SEND TAX NOTICES TO:

JD Riggins Family Holdings, LLC

1204 E Joyce Blvd Suite 102
Fayetteville, AR 72703

(Address)


Lane Michael Riggins, Trustee of the
Lane Riggins Trust u/a/d August 24, 2021


Jimmy Darin Riggins, Trustee of the
Lane Riggins Trust u/a/d August 24, 2021

~~Please see the attached Real Estate Transfer Tax Stamp for proof of tax paid and certification that documentary stamps and documentary symbol in the legally correct amount have been placed on this instrument.~~

ACKNOWLEDGEMENT

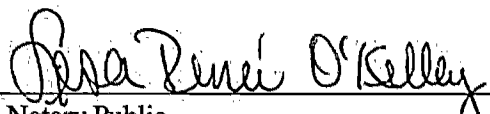
STATE OF ARKANSAS)
COUNTY OF Washington) ss.

BE IT REMEMBERED, that on this day came before the undersigned, a Notary Public, duly commissioned, qualified and acting, within and for the said County and State, and appeared in person the within named **Lane Michael Riggins and Jimmy Darin Riggins**, to me personally known or satisfactorily proven, who stated that they were the **Trustees of the Lane Riggins Trust u/a/d August 24, 2021**, and were duly authorized in such capacities to execute the foregoing Warranty Deed by Trustee for and in the name and behalf of said Trust, and further stated and acknowledged that they had so signed, executed and delivered said instrument for the consideration, uses and purposes therein mentioned and set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal this 5 day of May, 2022.

My Commission Expires:

01/27/2027


Notary Public

OFFICIAL SEAL
LESA RENEE O'KELLEY
Notary Public Arkansas
Washington County
Commission# 12700085
Commission Exp. 01/27/2027.

Warranty Deed by Trustees



Instrument prepared by:
Stephen J. Miller, Attorney – Harrington Miller Law Firm
4710 S. Thompson, Suite 102, Springdale, AR 72764
www.arkansaslaw.com | (479) 751-6464

I certify under penalty of false swearing that
documentary stamps or a documentary symbol in
the legally correct amount has been placed on
this instrument. No Revenue Stamps Required
No Consideration Given.

AGENT: Sam Walker
Signature

Washington County, AR
I certify this instrument was filed on
5/10/2022 12:08:24 PM
and recorded in REAL ESTATE

File# 2022-00015780
Kvle Sylvester - Circuit Clerk

Warranty Deed by Trustees

Page 3 of 3

Planning Commission
February 24, 2025

CUP-2024-0054 (RIGGINS FAMILY HOLDINGS)
Page 20 of 45

PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 8,
T-16-N, R-30-W, FAETTEVILLE, ARKANSAS, BEING
MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING
AT AN EXISTING IRON PIPE ON THE WEST LINE OF
OLIVER STREET WHICH IS S00°27'11"E (REC. SOUTH)
626.00 FEET (REC. 625.00 FEET) AND EAST 888.60
(REC. 881.00 FEET) FROM THE NORTHWEST CORNER OF
SAID 40 ACRE TRACT; THENCE S00°55'35"E 136.49 FEET
ALONG THE WEST LINE OF SAID OLIVER STREET TO AN
EXISTING IRON REBAR AT THE NORTH LINE OF
CARDWELL LANE; THENCE S78°04'22"W 202.77 FEET TO
AN EXISTING IRON REBAR AT THE SOUTHEAST CORNER
OF A LOT SOLD TO THEODORE F. GRAY; THENCE
N00°28'58"W 179.21 FEET WITH THE EAST LINE OF
GRAY LOT TO A SET 1/2" IRON REBAR AT THE SOUTH
LINE OF A TRACT SOLD TO HILLARD JACKSON; THENCE
S89°45'41"E 197.70 FEET WITH SAID LINE TO THE POINT
OF BEGINNING, WASHINGTON COUNTY, ARKANSAS.

SELLER: REBECCA NEWTH HARRISON TRUST

ADDRESS: 611 N. OLIVER ST,
FAYETTEVILLE, AR, 72701

EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAN, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE:

EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS OR OTHER LAND USE REGULATIONS; AND ANY OTHER FACTS WHICH AN ACCURATE TITLE SEARCH MAY DISCLOSE.

THIS SURVEY IS VALID ONLY IF THE DRAWING INCLUDED THE SEAL AND SIGNATURE OF THE SURVEYOR.

THIS SURVEY MEETS OR EXCEEDS THE CURRENT "ARKANSAS MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS AND PLATS".

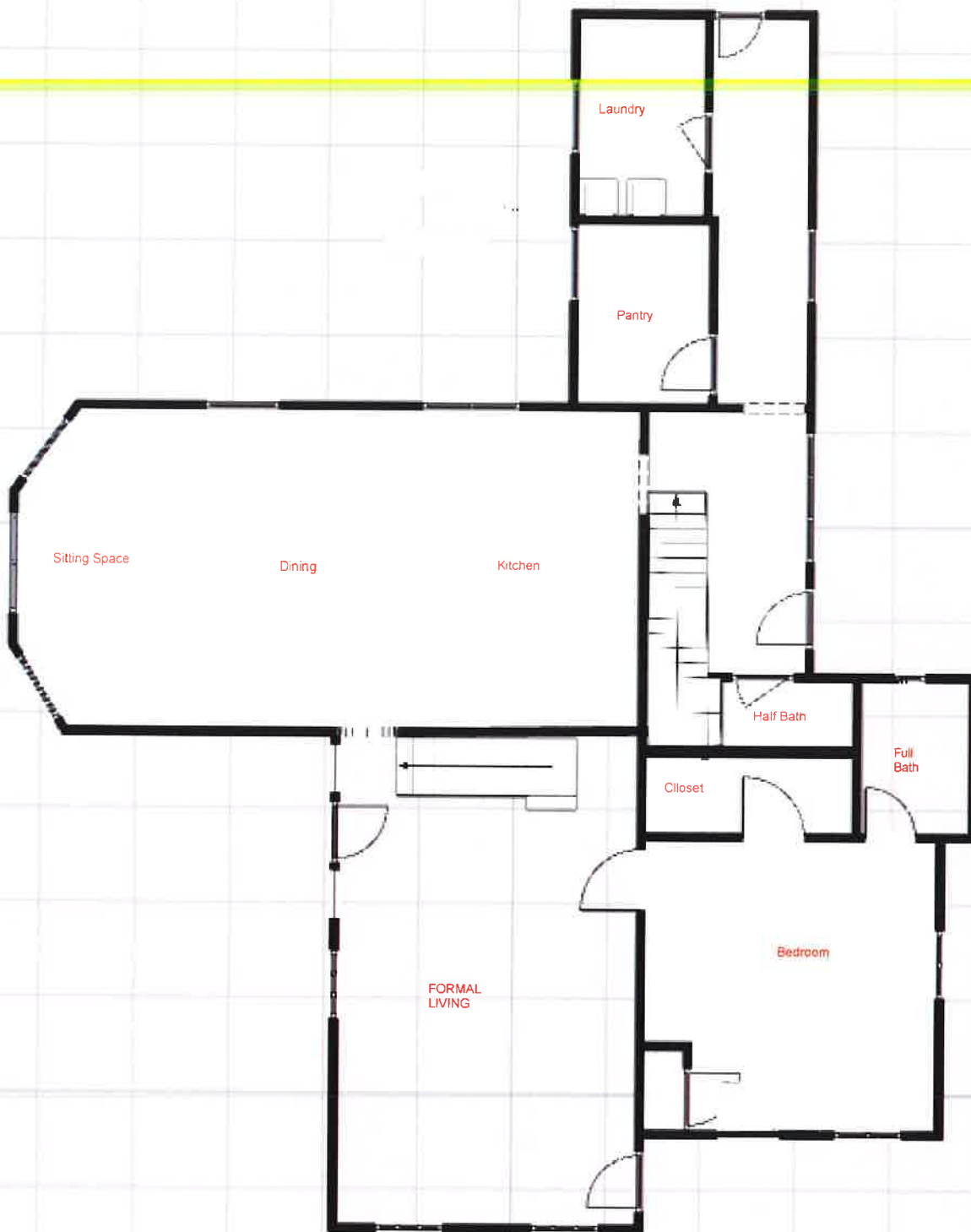
DECLARATION IS MADE TO THE ORIGINAL PURCHASER OF THE SURVEY. IT IS NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY.

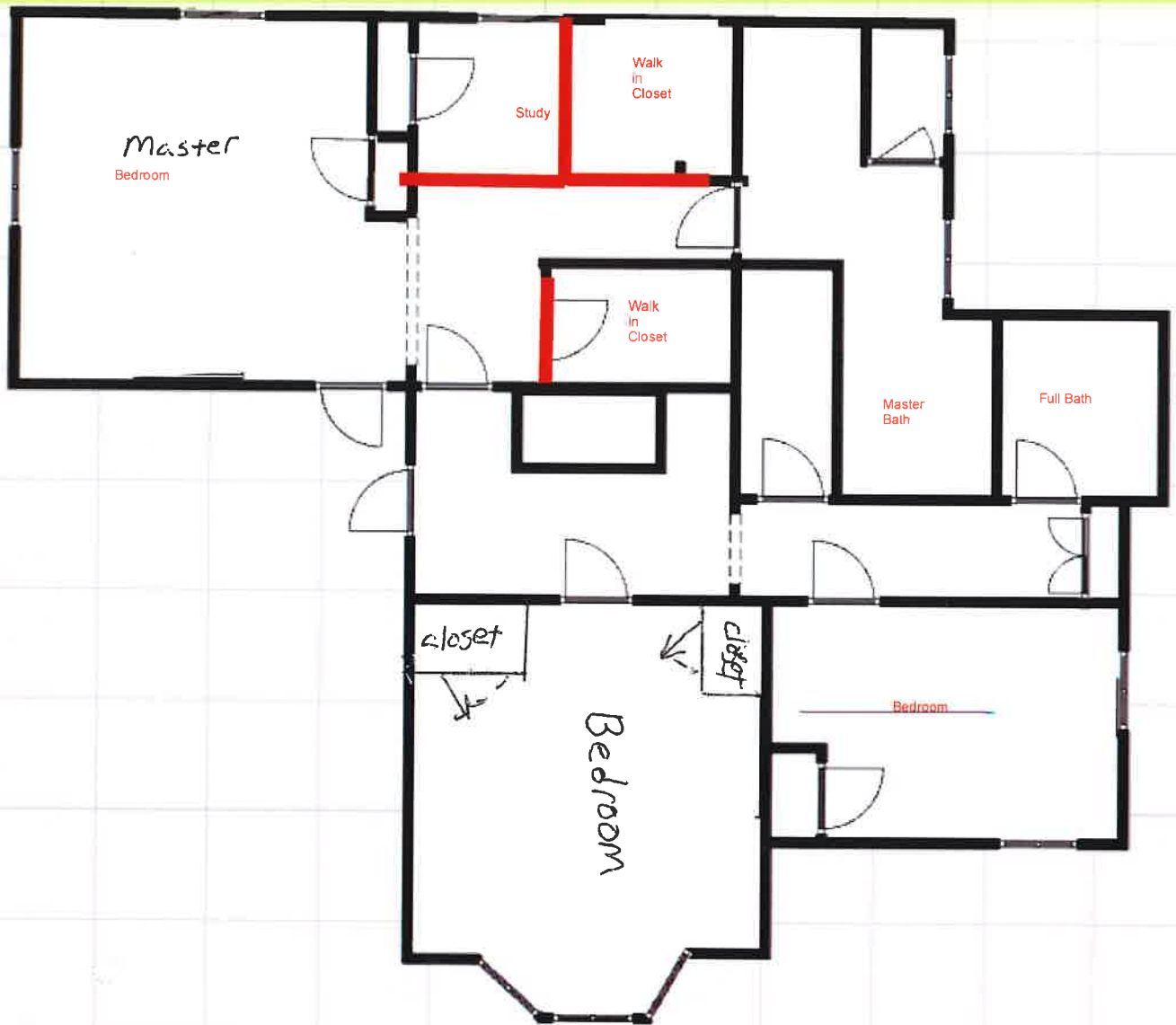


☒	AC UNIT
+	COMPUTED POINT
Ⓔ	ELECTRIC BOX
Ⓜ	ELECTRIC METER
●	EXISTING IRON PIPE
●	EXISTING IRON REBAR
⋈	FIRE HYDRANT
Ⓜ	GAS METER
⋈	POWER POLE
⊕	RAILROAD SPIKE
⊙	SANITARY SEWER CLEANOUT
Ⓢ	SANITARY SEWER MANHOLE
○	SET 1/2" IRON REBAR
Ⓜ	WATER METER
⋈	WATER VALVE
☐	WELL
	BUILDING LINE
---	CENTERLINE ROAD
---	CHAIN-LINKED FENCE
Ⓜ---	OVERHEAD ELECTRIC LINE
---	PROPERTY LINE
---	RIGHT-OF-WAY LINE

LOT SURVEY



611 N Oliver Ave Fayetteville
1st FLOOR



611 N Oliver Fayetteville
2nd Floor



765-02623-000
639 N. Oliver Ave.

765-13846-001
626 N. Gray Ave.

765-13846-000
629 N. Oliver Ave.

765-02622-000

765-02625-000
611 N. Oliver Ave

765-02621-000
1445 W. Cardwell Ln.

765-02629-000
556 N. Oliver Ave.

765-09359-000
1515 W. Cardwell Ln.

765-09367-000
548 N. Gray Ave.

765-09360-000
565 N. Oliver Ave.

December 18, 2024

To Whom It May Concern:

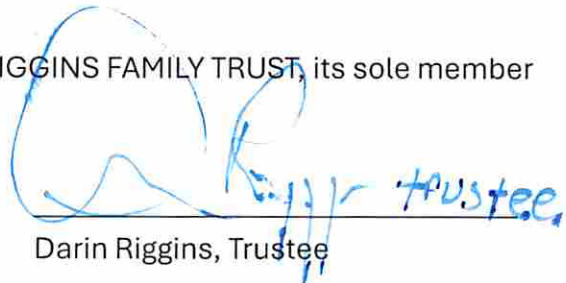
I am Darin Riggins. I am the Trustee of the JD Riggins Family Trust, which is the sole member of JD Riggins Family Holdings, LLC. JD Riggins Family Holdings, LLC owns property at 611 N. Oliver Avenue in Fayetteville and is applying for a Condition Use Permit for short term rental property for that residence. JD Riggins Family Holdings, LLC appoints and authorizes Larry McCredy as its agent authorized to act on its behalf for all matters related to the Conditional Use Permit application, including signing the Consent of Owner Form.

Thank you for you attention to this matter.

JD RIGGINS FAMILY HOLDINGS, LLC

By: JD RIGGINS FAMILY TRUST, its sole member

By:

 trustee.
Darin Riggins, Trustee

Compiled Public Comment
CUP-2024-0054

From: Sun Flower <sunflowerwiks@gmail.com>
Sent: Thursday, January 23, 2025 4:06 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: 611 N. Oliver CUP-2024-0054.

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I reside at 548 N Gray Avenue, across Cardwell Lane, in the same block and one property away from 611 N. Oliver.

- Despite my proximity, I was not directly notified by the applicant, nor were other immediate neighbors regarding this application.
- However, I did observe the posted notice on the property concerning their application **CUP-2024-0054**, scheduled to be heard by the commission on **February 10, 2025**.
- **I am opposed** to the granting of this application for a short-term rental at this address.
- According to Teresa Turk, our Ward 4 City Councilman, **there are at least 7 short-term rentals within a quarter mile radius of this address.**
- **Such a concentration of short term rentals depletes a much needed housing stock for long term residents and drives up costs not only in our neighborhood, but in Fayetteville as a whole.**
- This lovely historic home, known as the "Oliver House" for the family who built it, has housed families since the very early 1900s, and should continue to do so.
- The current owner has done a lovely job restoring the home. It is ready for move-in when and if he wishes to sell, **ideally to a resident family** who will join area residents **who are attempting to preserve a tightly knit neighborhood that benefits from a nearby elementary school and public university, a neighborhood grocery and area restaurants and shopping.**

I urge you to deny this application.

Sincerely,
Margaret Ann Holcomb
548 N Gray Ave
Fayetteville, AR

<sunflowerwiks@gmail.com>

From: Sun Flower <sunflowerwiks@gmail.com>
Sent: Sunday, January 26, 2025 7:46 PM

Compiled Public Comment

CUP-2024-0054

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: 611 N. Oliver CUP-2024-0054 with correction

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I reside at 548 N Gray Avenue, across Cardwell Lane, in the same block and one property away from 611 N. Oliver.

- Despite my proximity, I was not directly notified by the applicant, nor were other immediate neighbors regarding this application.

Correction:*After I emailed this statement, I received a letter via postal from Larry McCredy, lawyer from RMP representing JD Riggins, owner of 611 N Oliver regarding the hearing on February 10 for the conditional use permit.*

- However, I did observe the posted notice on the property concerning their application **CUP-2024-0054**. scheduled to be heard by the commission on **February 10, 2025**
- **I am opposed** to the granting of this application for a short-term rental at this address.
- According to Teresa Turk, our Ward 4 City Councilman, **there are at least 7 short-term rentals within a quarter mile radius of this address.**
- **Such a concentration of short term rentals depletes a much needed housing stock for long term residents and drives up costs not only in our neighborhood, but in Fayetteville as a whole.**
- This lovely historic home, known as the "Oliver House" for the family who built it, has housed families since the very early 1900s, and should continue to do so.
- The current owner has done a lovely job restoring the home. It is ready for move-in when and if he wishes to sell, **ideally to a resident family** who will join area residents **who are attempting to preserve a tightly knit but welcoming neighborhood that benefits from a nearby elementary school and public university, a neighborhood grocery and area restaurants and shopping.**

I urge you to deny this application.

Sincerely,

Margaret Ann Holcomb

548 N Gray Ave

Fayetteville, AR

<sunflowerwicks@gmail.com>

-----Original Message-----

From: Kurt Reed <kkreed@swbell.net>

Compiled Public Comment

CUP-2024-0054

Sent: Monday, February 3, 2025 9:12 AM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: CUP-2024-0054

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Fayetteville Planning Commission,

My name is Kurt Reed and I own the house at 672 N Gray Avenue. I would like to register my opposition of the application for STR at 611 N Oliver (CUP-2024-0054). There are currently two STRs within 6 houses of my primary residence at 672 N Gray. Approval of 611 N Oliver would make 3 STRs with 6 houses which is half the houses (50%) to the south of my house. Our councilwomen, Teresa Turk, indicated that there are currently 7 STRs in a quarter mile radius of 611 N Oliver. I am not sure the exact total number of houses within this radius, but a quick count via google maps seems to be between 80-100 which creates a current STR density of ~7%-8.8%. This seems to be a very high concentration as the city originally had a plan of only 2% STR density for the entire city and dropped it much much lower by capping the total number of STRs to 475 city wide.

I feel the City of Fayetteville and certainly the University of Arkansas is very well aware of the challenges students are experiencing finding lodging while attending the U of A. STRs do nothing to help students find lodging.

Thanks you for your time
and consideration.

Sincerely,
Kurt Reed
672 N Gray Avenue

Sent from my iPhone

From: Turk, Teresa <teresa.turk@fayetteville-ar.gov>

Sent: Tuesday, January 21, 2025 4:46 PM

To: Curth, Jonathan <jcurth@fayetteville-ar.gov>

Cc: Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: Re: CUP at 611 Oliver for STR

Hi Jonathan,

Thanks so much for your response and I didn't know we were below the 475 caps. Also thank you for explaining the process for STR approvals before the PC. For now, I think you have answered all my questions and I'll report back if there are any additional questions from the citizens.

See you at the CC meeting shortly,
Teresa

From: Curth, Jonathan <jcurth@fayetteville-ar.gov>
Sent: Tuesday, January 21, 2025 4:25 PM
To: Turk, Teresa <teresa.turk@fayetteville-ar.gov>
Cc: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: RE: CUP at 611 Oliver for STR

Teresa,

Thanks for the questions and follow-up call; apologies for missing it. In an effort to get you a prompt response, I am replying briefly here, but can offer more later if it is helpful or needed.

First, the latest on short-term rental enforcement. To date, 158 non-compliant units have been confirmed, of which 93 have received water shut-off letters, removed their listing, or modified their listing to long-term rental. A few dozen more are in limbo due mail being returned, changes in ownership, changes in owner's address etc. Relatedly, I am working with the Administration to schedule an agenda session presentation on the topic so that Council may see and evaluate if the position was money well spent.

Back to the topic at-hand, we do indeed have a cap on housing units used as Type 2s short-term rentals (STRs), or, in layperson's terms, housing units used primarily for STR rather than long-term rental. That cap is 475 and we effectively reached it in December 2023. I write "effectively" since we have yet to have 475 active Type 2 licenses; there have consistently been one or more in some state of review, but we never allow more off the waitlist than we have available licenses. Put differently as an example, if we have issued 472 Type 2 STR licenses, we release three applications from the waitlist and await their approval or denial before moving more from the waitlist.

Beyond this, I answered your questions where possible below in **red**. Hopefully this clarifies what may be a misunderstanding about the timing staff and the Planning Commission reviews. STR applications on the waitlist are not receiving staff reviews and Planning Commission consideration until they reach the front of the waitlist. My concerns are certainly aligned with yours in terms of efficient use of staff time.

Finally, I included Jessie Masters, our lead planner and the reviewer for this specific request in case you have detailed questions that I am not the best-placed to answer .

Thanks again,

Jonathan Curth, AICP
Development Services Director
Development Services Department
City of Fayetteville, Arkansas
jcurth@fayetteville-ar.gov
479.575.8308

[Website](#) | [Facebook](#) | [Twitter](#) | [Youtube](#)

From: Turk, Teresa <teresa.turk@fayetteville-ar.gov>
Sent: Sunday, January 19, 2025 9:58 AM
To: Curth, Jonathan <jcurth@fayetteville-ar.gov>
Subject: CUP at 611 Oliver for STR

CUP-2024-0054 (611 N. OLIVER RD)

Good Morning Jonathan,
First could you please send me the latest STR enforcement update when you get a chance?
Thank you in advance.

Second, the neighbors called to my attention the request for a STR at 611 N Oliver. I thought we were maxed out on STR-Type 2's correct? **In a sense, yes. Since late 2024, we have consistently had 475 Type 2 STR licenses issued or in review, but no more than 475.** Is this to allow these folks to be in line when a new permit becomes available? Yes, the waitlist is for a new license. Once you reach the front of the waitlist, you are directed to apply for a conditional use permit and initiate any other necessary steps (amend insurance for STR rider, make necessary life/safety upgrades, etc.) How many properties are ahead of this proposed STR? **Zero. While there are currently 37 applications on the waitlist, 611 N. Oliver came off the waitlist at the end of November and applied for their CUP in mid-December. This was largely a result of several STRs not renewing towards the end of the year, thereby opening up licenses for applicants on the waitlist.**

As you may recall we have a huge number of STR-2 on Oliver already. Using a combo of Google Earth and Development Services dashboard, I count 7 permitted and active STR-2s within ¼ mile radius of the proposed STR-2 on Oliver. Could you please confirm that my calculations are correct? **Planning will perform that analysis with their evaluation, but a cursory, informal review appears to include seven properties within ¼ mile of 611 N. Oliver.** Why are we bringing new STR's before the Planning Commission when we may not have any permits available? **It is a question of license availability, which is capped at 475. Ordinance prohibits issuing more conditional use permits than there are available licenses. As noted above, this property has come off the waitlist and regardless of any other variable, it is eligible for consideration.** Could we not implement a strategy where there are 5 properties in line on the wait list and not consider any more permits for a set period of time? **I am not sure what you are proposing. Only applications that have reached the front of the waitlist are considered. Some weeks or months this is one or two, whereas others, like the period after business license renewal, there were ten or so.** Is this something that Ordinance Review could review? **Possibly, but I may not be clear on what is being asked and if it is already being considered or implemented.** I'm just thinking about the Planning Commission and staff's time to review proposed STRs if we have a long waiting list and the neighbors who are upset and think this new STR may be starting business next month. **Staff and the Planning Commission only consider applications that have come off the waitlist. We are not evaluating the 37 that remain on the waitlist until licenses become available to them.**

Thanks in advance for the information and any thoughts you may have,
Teresa

Teresa Turk
City Council Member
Ward 4 Position 1
Fayetteville, AR 72701
ward4_pos1@fayetteville-ar.gov
206.713.2265

From: Sun Flower <sunflowerwiks@gmail.com>
Sent: Thursday, February 6, 2025 4:22 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Pictures 611 N Oliver

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica,

These pictures show the narrow street and access. I will have many more pictures to share later.

Photo 1 The street access at the parking area, and the main vehicle entrance. The measurement of 16-17 feet and inches were at the corners of the area, and did not subtract width because of the gravel.

Photo 2 Front walk

Photo 3 Circle drive 15 foot width of drive. Street width at that point around 16 feet.

Photo 4 is taken from the eastern end of Cardwell, facing west.

Historically, this was the cow path for the Oliver family's farm. The path turned the corner at Gray Ave headed north.

My parents and a few neighbors paid for the paving of this road in the late 1960s.

Margaret Holcomb





Compiled Public Comment
CUP-2024-0054

-----Original Message-----

From: Sun Flower <sunflowerwicks@gmail.com>
Sent: Thursday, February 6, 2025 4:12 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Additional information 611 N Oliver STR application

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica,

A few more tidbits, plus one correction to my previous email.

I misspoke, Oliver is 26 feet wide, not 21 feet. However, the city has posted no parking for the entire block because of the layout of the street, and poor visibility from either end. Cardwell also has no parking, as does the northern portion of Gray Avenue. The southern end had its no parking sign removed at some point, we are working to restore it.

One more concern that I believe needs to be addressed. With four bedrooms, the home can, according to STR rules, accommodate up to 8 people, though I have seen on some websites stating the rules that an additional two people could be included, for up to 10. If only 4 cars are allowed to park on the property, according to the conditions placed on the approval, assuming there would be more than four cars driven by the 8-10 people, where are they going to park? There is obviously no parking allowed in any of the surrounding streets, though on game days, for at least part of the day or evening, that rule is ignored. When would the game day allowances end, and the four car rule be applicable? Also, if other people "drop by" for a visit, when does that become a private party?

Thanks for helping to address these questions.

Margaret Holcomb

From: Sun Flower <sunflowerwicks@gmail.com>
Sent: Thursday, February 6, 2025 4:02 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: 611 N Oliver information

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica,

Thank you for assisting our city with keeping our residences and neighborhoods safe.

I am a close neighbor to 611 N Oliver, and have accessed the analysis you have posted on the website concerning its application for a Type 2 STR.

At what point in the process is fire equipment access considered? Is conformity to those ordinances part of the criteria for the planning commission, or is that left to be part of the business license application?

I ask because in preparing for the meeting on Monday afternoon, I have become aware that this property may have deficiencies that would need to be considered at some point.

Cardwell Lane, the street that gives access to the driveway and parking for this property fails the ordinance requiring street width of 20 feet, for example. The half circle drive at the front door is only 15 feet wide, and the street at that point is only 16 and a few inches wide. At the drive provided for parking, the street is between 16 feet and 17 feet and few inches wide. Though the Oliver Street is 21 feet wide, there is no access to the property from that street. If fire equipment were to attempt to jump the curbing on Oliver to enter the property, old growth trees would still block access into the property.

What kind of egress is required for upstairs bedrooms in a Typer 2 STR? At present I am unaware of any means of exterior fire escapes.

I have also become aware that the incline on both Cleveland (coming east) to Gray to Cardwell, or Cleveland (coming east) to Oliver to Cardwell, or Maple (going north) to Oliver to Cardwell are much steeper than the 10% incline allowed for access for fire equipment. It is possible for equipment to come via the campus route, but might take much longer, depending on the origin of the call. And once they arrived at any corner of Cardwell, the narrow street would still deny access to the house, according to ordinance.

Also, is there a requirement for paving in the parking areas of a Type 2 STR? At present, there is pea size gravel on the circle drive and the parking area.

I have pictures I will send in another email. I will also bring these concerns to the hearing on Monday afternoon, assuming it may be helpful in your deliberations.

Thanks,
Margaret Holcomb
548 N Gray Ave
<sunflowerwicks@gmail.com>
(479)442-9853

From: Lisa Orton <lisa_m_orton@yahoo.com>

Sent: Friday, February 7, 2025 4:07 PM

To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>;

Compiled Public Comment
CUP-2024-0054

McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>;
Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>
Cc: Lisa Orton <lisa_m_orton@yahoo.com>
Subject: Please vote against CUP-2024-0054 STR at 611 N. Oliver Rd

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

Please vote against the Short Term Rental (STR) Type 2 request at 611 N. Oliver Rd.

I would be present at your meeting on February 10th to speak at the podium, but I am out-of-town at that time.

From my conversations with people in our University Heights neighborhood, we would like to stay a residential neighborhood. We do not want to become a STR Type 2 neighborhood, full of mini-hotels. Our historic neighborhood would lose its character. The density of STR Type 2s is already too high here. It is unfair that the burden of STR Type 2s be placed on a few residential neighborhoods in Fayetteville. Let's share character-removing, residential neighborhood-destroying problems throughout Fayetteville so that a few neighborhoods don't bare the burden. We love Fayetteville's residential neighborhoods because of our long-time neighbors, whether owning or long-term renting. Please do not increase the already existing problem in University Heights by approving yet another STR Type 2.

Thank you for your consideration.

Sincerely,
Lisa Orton
1663 West Halsell Rd
Fayetteville, Arkansas
Ward 4

From: Sun Flower <sunflowerwiks@gmail.com>
Sent: Monday, February 10, 2025 1:07 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: For Hearing Packet for CUP 611 N Oliver

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica,

Please provide copies of the attached document for the commissioners for tonight's hearing of CUP 2024-0054, 611 N Oliver.

Compiled Public Comment

CUP-2024-0054

Thanks!

Margaret Holcomb

From: Lisa Orton <lisa_m_orton@yahoo.com>

Sent: Tuesday, February 18, 2025 3:53 PM

To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>

Cc: Lisa Orton <lisa_m_orton@yahoo.com>; University Heights Neighbors <university-heights-na@listserv.uark.edu>

Subject: Please oppose STR request at 611 N. Oliver Rd.

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

Please vote against the Short Term Rental (STR) Type 2 request at 611 N. Oliver Rd.

Again, I would be present at your meeting on February 24 to speak at the podium, but I am often out-of-town on Monday evenings for meetings.

From talking to my immediate neighbors, I believe our University Heights neighborhood does not want to become a STR Type 2 neighborhood, full of mini-hotels. Our historic neighborhood would lose its character and quality of life. The density of STR Type 2s is already too high here. It is unfair that the burden of STR Type 2s be placed on a few residential neighborhoods in Fayetteville. Let's share "character-removing, residential neighborhood-destroying" problems throughout Fayetteville so that a few neighborhoods don't bare the burden. We love Fayetteville's residential neighborhoods because of our long-time neighbors and atmosphere, whether owning or long-term renting. Please do not increase the already existing problem in University Heights by approving yet another STR Type 2. With the problem of housing shortages in Fayetteville and elsewhere, we want to limit STRs so that homes in our neighborhood go to people who are looking for long-term housing. Not to wealthier people who already have a home elsewhere, but want to make money off a second home used as a STR at the expense of the locals living in that neighborhood. I personally don't believe that is kind, fair, or just.

Thank you for your consideration.

Sincerely,
Lisa Orton
1663 West Halsell Rd
Fayetteville, Arkansas
Ward 4

To: Planning Commission

I am writing this letter regarding the request by the JD Riggings Family Holdings, LLC, to get Conditional Use Permit so that they might use the home at 611 Oliver as a Short Term Rental. This property is in an established community relatively close to UA.

I feel very lucky to live in a neighborhood where neighbors know and watch out for one another; a somewhat unusual thing in this day and age, it seems. The majority of our neighbors own their homes.

Rental properties are fine when placed in the proper area of the city. However, when they begin to crawl into an established neighborhood, one that is NOT ZONED for rental property, it should not be allowed. Simple. Rental properties come with some unwanted realities, i.e. unknown people coming in and out constantly, often with little or no regard for the neighbors and neighborhood, and might even open the door for unlawful situations.

So, having a house with no one living in it can be dangerous to both the owner of the property and all of the the neighbors. We would be so thankful to see the Planning Committee uphold the zoning that the city has established. This zoning was established for a reason, one which seems to be thrown out the window when certain people decide it does not serve their needs. We own our homes, we take care of one another and would love to see those in charge uphold what has already been deemed concerning rentals and neighborhoods.

Thank you for your consideration of this matter. I certainly appreciate the work you do.

Gail Leftwich
668 N Gray Ave

479-595-1455

To: City of Fayetteville – Planning Commission
From: University Heights residents
Re: **CUP-2024-0054: Conditional Use Permit (611 N. OLIVER AVE./JD RIGGINS FAMILY HOLDINGS, 443):** Submitted by RMP LLP for property located at 611 N. OLIVER RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.80 acres. The request is to use the property as a short- term rental.
Date: February 10, 2025
Cc: University Heights signators

We the undersigned residents of University Heights neighborhood and tax-paying citizens of Fayetteville, AR, are **requesting that the Planning Commission deny the Conditional Use Permit (CUP-2025 – 0054)** located at 611 N Oliver as a Type 2 Short Term Rental. **We believe that this dwelling as an STR, with its capacity to house up to 10 unrelated people at a time, would be an incompatible use, as it is well beyond the scope of residential dwellings in the immediate vicinity limited by ordinance to occupancy by individuals, families or 3 unrelated people. This use of 611 N Oliver would instead best be described as a commercial hotel requesting to be permitted and licensed within our RSF-4 neighborhood.**

We further request denial of this Conditional Use Permit (CUP 2025 – 0054) based upon:

I. Non-conforming fire access/safety conditions:

1. Entrance to this property is made from Cardwell Lane that is between 16 and 17 feet and inches wide, with a 20 ft width minimum requirement based on ordinance.
503.2.1 Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet, 6 inches.
2. Two vehicular entrances are available to the dwelling, The half circle drive in front is inadequate for a fire entrance, as it only approximately 15 feet wide. Entrance to and the interior of the parking area has sufficient space as a fire vehicle entrance, but only if unoccupied by parked vehicles.



Gravel drive entrance on Cardwell Lane



Main entrance faces Cardwell Lane.



Gravel Parking area.



Gravel half circle drive entrance to front on Cardwell Lane

3. Oliver Street is 26 feet wide from curb to curb along this property line. There is no entrance to the property from Oliver. Mature trees scattered through a generous lawn that leads to the dwelling, would likely make access for fire personnel, even with long hoses, challenging at best.

II. Parking

4. If 8-10 people are allowed to occupy this 4-bedroom STR, and only 4 vehicles are allowed to park on-site as per ordinance, **there is nowhere for additional vehicles to park.** No parking is allowed on any of the?"|

well Lane prohibit on-street parking because of narrow width.

503.4 Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.

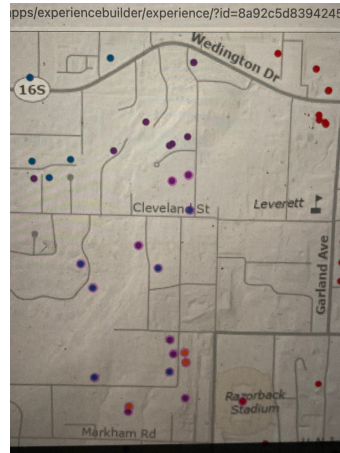
III. Enforcement of conditions

5. Enforcement of parking: Though the parking limit is being considered as part of the conditional use of this property, the question of enforcement of this condition remains. On a game day, parking limits are not enforced for on-site parking within this neighborhood. At what time of day or night does the parking requirement resume, if people other than registered guests are allowed to park cars on the property?
6. Enforcement of conditional use for events or private parties: Though events and private parties are prohibited as part of the conditions being considered for this property, the question of enforcement of these conditions remains. 10 people purposefully spending time together as registered guests could already be considered a private party. In addition, on a game day, for example, if other friends of the group "drop by to visit," when does the enforcement of the prohibition of a "private party" begin?

IV. Density

7. Density of short-term rentals within a ¼ mile radius:
8 Type-2 short term rentals are already permitted and licensed within the ¼ mile radius:

1633 W Halsell Road
400 N Oliver
426 N Oliver
435 N Oliver
473 N Oliver
665 N Gray Ave
1518 W Cleveland
817 N Sunset Dr



Of those 8, 4 are on Oliver, 1 on Gray, with 1 on Cleveland, and comprise around **12%** of the 50 homes that are within the three x two blocks area of N. Gray Ave between Cleveland and Maple, and N. Oliver from the intersection at Cleveland to the corner of W. Halsell. **If 611 N Oliver were permitted that would make 14% of the housing stock would be devoted to Type 2 STRs within this same area.** In addition, there is another Type 1 STRs at 456 Oliver. If that dwelling were also included, the density would increase to 16% of the housing stock devoted to STRs.

This density is contributing to the destabilization of this established neighborhood.

This **12% - 14%** density of Type 2 STRs appears to contradict the UDC, Code of Fayetteville, 150.02, Paragraph A, where it states **"...the purpose of the United Development Code provides for, but is not limited to, development of land uses which protect established neighborhoods..."** Additionally, the City's original stated goal of density for Type 2 STRs city-wide was 2%.

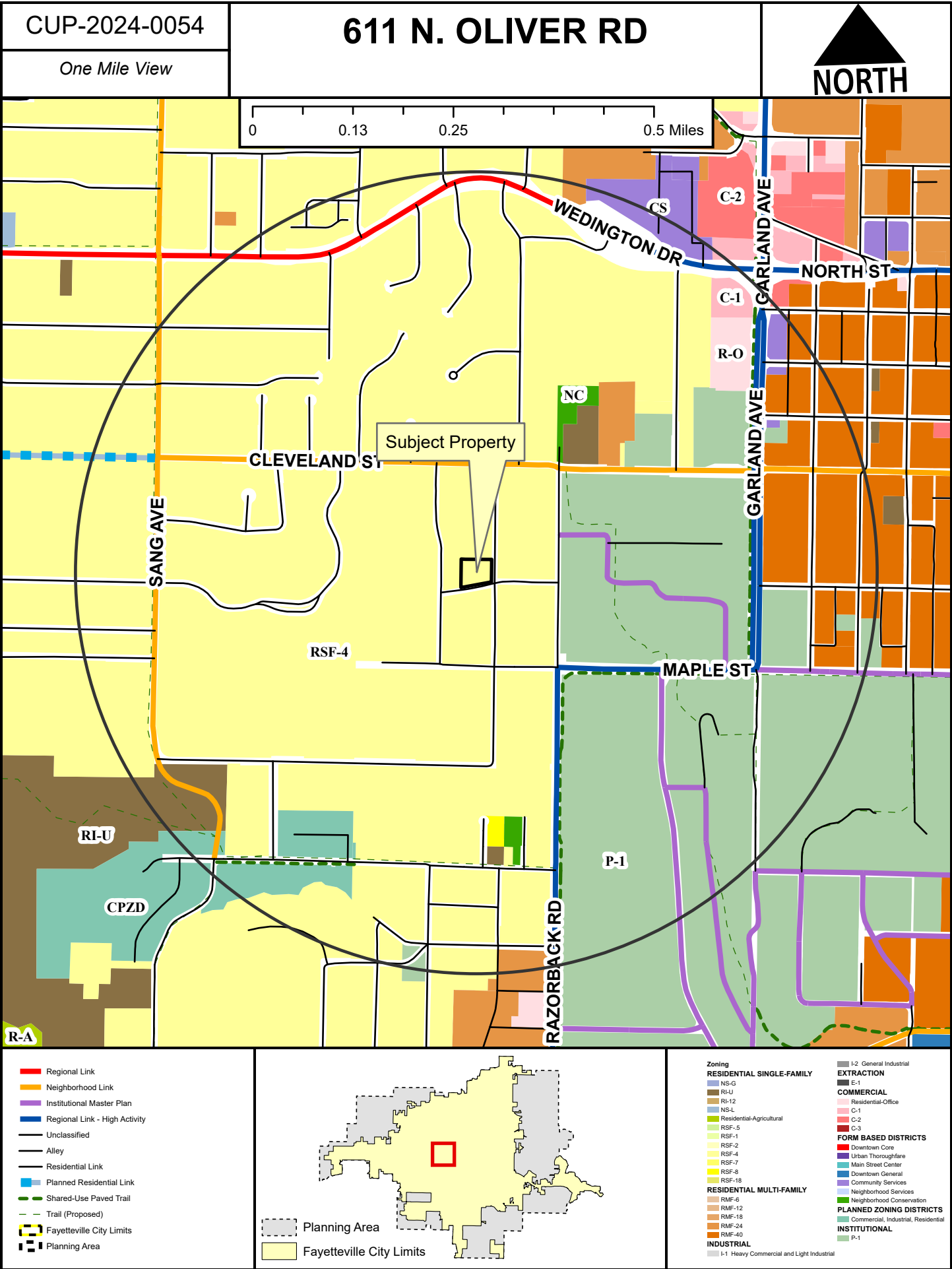
Historic Neighborhood

University Heights is under evaluation for nomination as an Historic District. This speaks to the character of this formerly rural area, for many years lying outside the city limits. 611 N Oliver was the original farmhouse, built in 1901, and maintained by a member of the Oliver family into the 1970s. Cardwell Lane and the northern end of Gray Ave was the path for a cow herd maintained in the early part of the century by the Oliver family. Many of the homes in the vicinity of this home were primarily built upon lots subdivided from the Oliver farmstead. Neighbors in these homes include a diverse group of new residents as well as second generation owners whose families have lived in the neighborhood for 60 - 70 years or more. We would like for individuals and families to be able to find permanent homes within the neighborhood to take advantage of a nearby public school, shopping areas and restaurants, and other public facilities and amenities available at the nearby University of Arkansas.

Based on the factors above, please do not approve the Conditional Use Permit request for 611 N. Oliver as a Type 2 Short Term Rental CUP-2024 – 0054.

Sincerely,

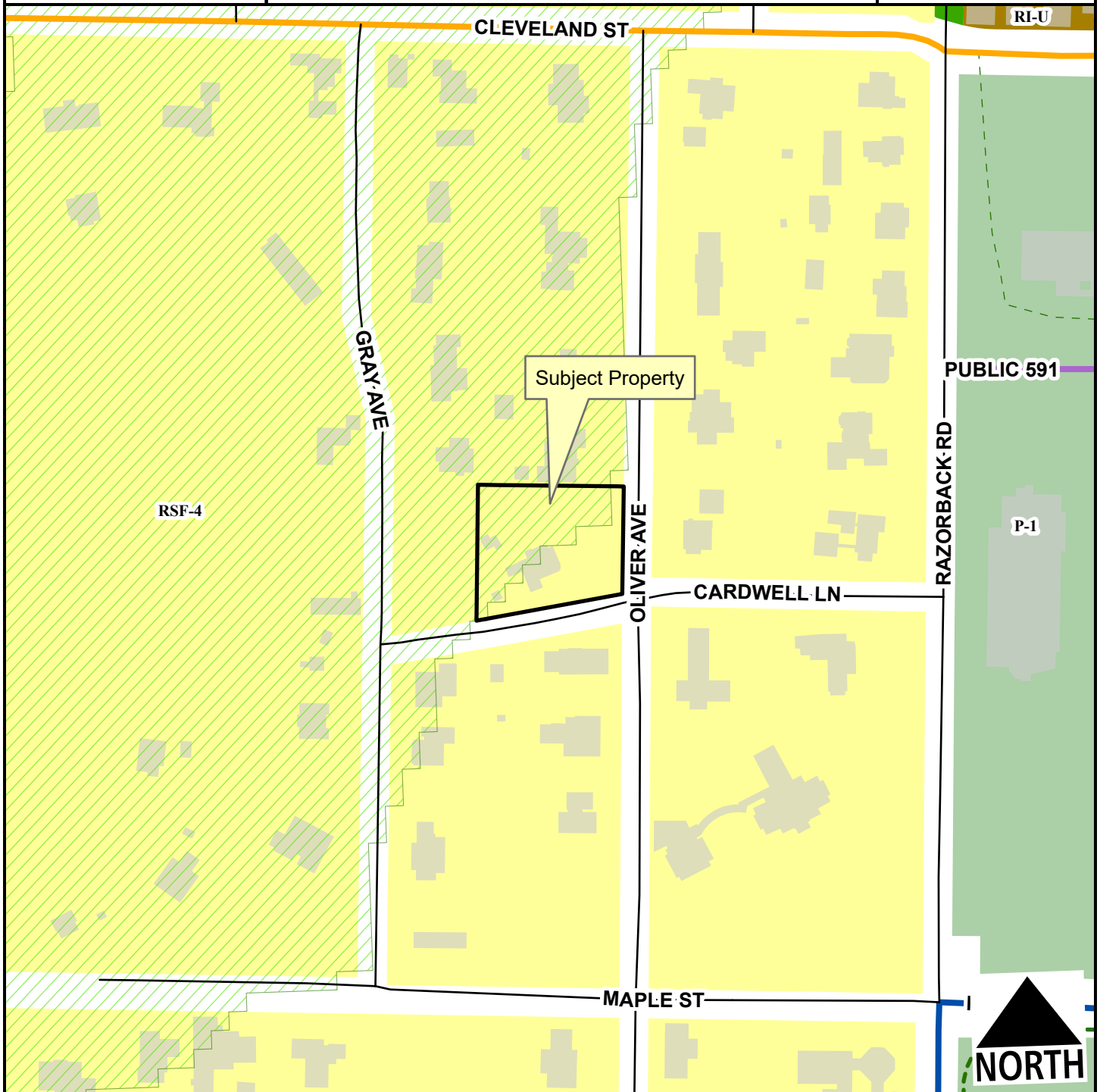
Margaret Ann Holcomb
Juan C. Balda
Kurt Reed
Debbie Nelson
Les McChristian
Debbie McChristian
Justin Eichmann
Sara Eichmann
Orville Hall
Susan Hall
Ethel Simpson
Lisa Orton
Tom Pears



CUP-2024-0054

611 N. OLIVER RD

Close Up View



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

Feet

0 75 150 300 450 600

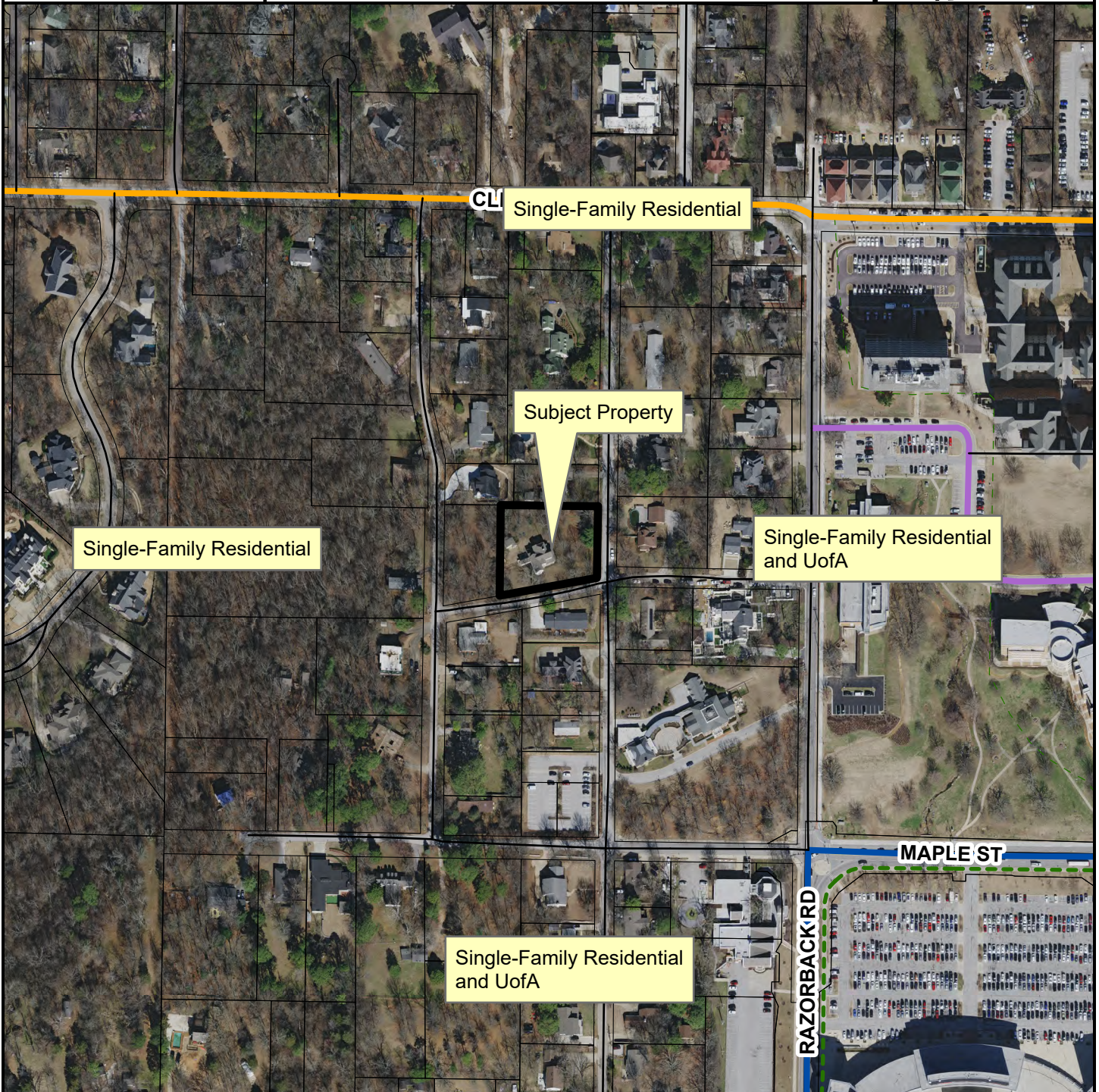
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- RSF-4
- RI-U
- Neighborhood Conservation
- P-1

CUP-2024-0054

611 N. OLIVER RD

Current Land Use



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



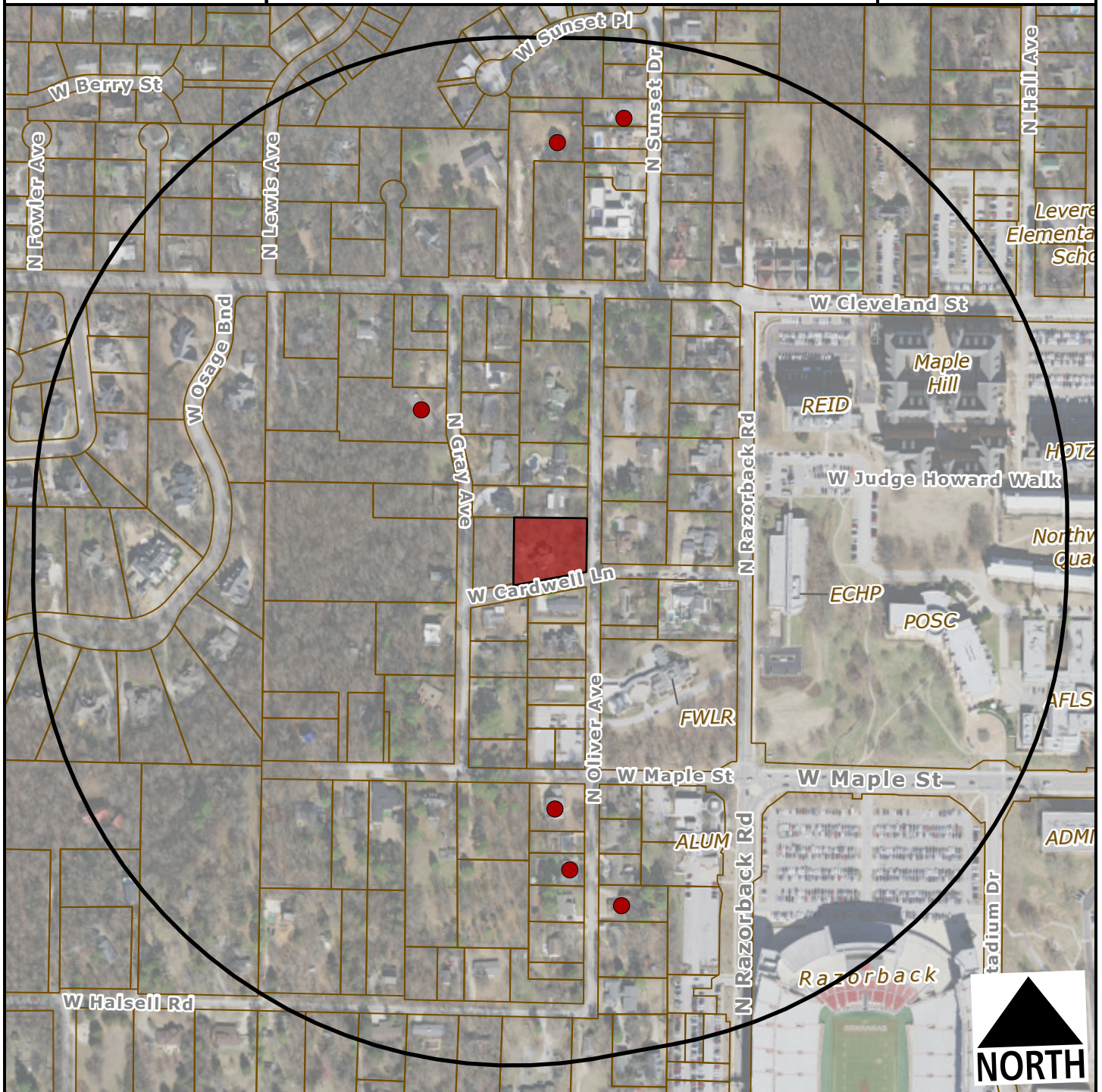
FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CUP-2024-0054

611 N. OLIVER RD

STRs Within 1/4 Mile



-  Subject Property
-  Short Term Rental, Type 2



Within 1/4 Mile

Type 2 STRs: 6

Occupiable
Residential
Addresses
(Estimated
Housing Units): 150



TO: City of Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager
Chris Brown, Public Works Director

FROM: Alan Pugh, Staff Engineer

MEETING DATE: February 24, 2025

SUBJECT: **VAR-2025-0007: Planning Commission Variance (357 W Nightingale CIR; Nancy McKown, 211):** Submitted by NANCY MCKOWN for property located at 357 W. NIGHTINGALE CIR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is for a variance from the flood damage prevention code.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0007**, based on the findings contained in this report.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0007**, determining:*

- In favor of a variance to UDC §168.11 and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is located on the south side of W Nightingale Cir and contains one single-family residence on approximately 0.2 acres. Scull Creek flows from south to north just west of the property. The Zone AE, base flood elevation determined, floodplain associated with Scull Creek extends onto this property and encompasses a portion of the structure. The creek is further on the list of protected streams as identified in the streamside protection map adopted in 2011 along with the streamside protection ordinance. Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Residential	RSF-4, see attached project maps
South	Residential	
East	Residential	
West	Residential	

Request: The applicant is requesting a variance from Unified Development Code §168.11, which requires a substantially damaged structure to meet the requirements of a new structure and be elevated at least 2 feet above the base flood elevation.

Public Comment: Staff has received no public comment concerning this request.

DISCUSSION:

As noted previously, this home is located partially within the Zone AE floodplain according to FEMA Flood Insurance Rate Map (FIRM) Panel 05143C0206G dated January 25, 2024. The home in question was substantially damaged by a fire and is currently vacant with no amenities located inside the home. The applicant has applied for a building permit in order to reconstruct the home within the existing footprint. However, upon providing an elevation certificate it was determined that the structure does not meet the requirements of being at least two feet above the base flood elevation. The lowest floor of the structure was found to be 1,191.85 feet while the base flood elevation was approximately 1191.25 feet or approximately 0.60 feet above the base flood elevation rather than the required 2 feet above. While the applicant does have flood insurance, they indicated that the increased cost of compliance in which the structure could be eligible was not enough to further elevate the structure. The applicant also indicated that the structure has not flooded in their over 30 years living in the home.

Due to previous delays by their insurance and mortgage company, the applicant does indicate that additional delays in the construction may cause their rental benefits to expire and they are in need of beginning construction on this project. This is a difficult position for staff as if the structure is to be brought into compliance now would be the opportune time, however, we also understand the difficult position that the applicant is under. Staff also did check our GIS resources regarding the potential BFE for the structure and found that it may be estimated high on the elevation certificate yielding a freeboard of closer to one foot. Given that, the lack of evidence of any flood damage claims on the structure and the applicant's testimony of the 30-year history of no flooding, staff would be in support of the request. The structure does meet the minimum FEMA requirements, and the variance is only from local requirements.

RECOMMENDATION: Staff recommends approval of **VAR-2025-0007** with the following conditions of approval:

Conditions of Approval:

1. **Planning Commission determination of a variance to UDC §168.11, Flood Damage Prevention Code – Risk Zone Specific Standards.** *Staff recommend approval of this variance for the reasons stated above.*
2. The applicant shall limit the project to that presented within this variance application including the repair of the existing structure within the previous footprint.
3. The applicant shall obtain a floodplain permit.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

Section §156.03 Development Variances: Certain variances of the development regulations may be applied for as follows:

(7) Flood Damage Prevention Code. The Planning Commission shall hear and decide requests for variances from the requirement of this ordinance.

(a) In passing upon such applications, the Planning Commission shall consider all technical evaluations, all relevant factors, and standards specified in other sections of this ordinance.

(b) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed in the National Register of Historic Places, without regard to the procedures identified in the remainder of this ordinance. Variances may only be issued for such repair, or rehabilitation if strict enforcement of the ordinance would preclude the structure's continued designation as a historic structure, and the variance is the minimum necessary to preserve the historic character and design of the structure.

(c) Generally, variances may be issued for new construction and substantial improvements to be erected on a lot ½ acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items listed in [§168.05\(B\)\(4\)](#) have been fully considered. As the lot size increases beyond half acre, the technical justification required for issuing the variance increases.

(d) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(e) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

(f) Floodplain variances shall only be issued if:

(i) There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property, which do not apply generally to other property in the same flood zone;

See the applicants letter and the report above for the unique circumstances surrounding the property.

(ii) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and,

While this is ultimately up to the planning commission, the applicant does appear to show unique circumstances in the letter given the urgent nature of the request and lack of flooding of the structure in the past.

(iii) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with the other provisions of the Code of Fayetteville.

The applicant proposes to build the structure back in the existing footprint and no impact to the flood heights or additional threats to safety are apparent.

(g) Variances may be issued for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use provided that the provisions of [§168.05\(B\)\(4\)](#) are considered and that the structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

The structure will be elevated above the base flood elevation, however, not the full 2' as required by the ordinance. This would constitute protection but not to the extent otherwise required of new construction.

(h) Upon consideration of the factors in this section, and the purpose of this ordinance, the Planning Commission may impose conditions to the granting of floodplain variances as it deems necessary to further the purpose of this ordinance.

See staff recommended conditions listed above

(i) Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the regulatory flood elevation surcharge and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation. A copy of the notice shall be recorded by the floodplain administrator in the office of the Washington County Clerk and shall be recorded in a manner so that it appears in the chain of title of the affected parcel of land.

Not applicable

Attachments:

- Applicant Request Letter
- Elevation Certificate
- FEMA Floodplain Mapping
- One Mile Map
- Close Up Map
- Current Land Use Map

1/29/2025

To: to the chair of the Planning Commission

From: Jeff and Nancy McKown

On October 30, 2023 our home caught fire from a ceramic heater that exploded and caused my oxygen tank to blow up. It

was a fast moving fire and destroyed the family room, kitchen, front room and all belongings ^{in the house}. We come before

you to request a variance from chapter 168.11, residential structures top surface of the lowest floor must be at least 2 feet above the base flood elevation. We

request this variance due to the additional cost, not covered by insurance. The delay in rebuilding will cause us to be homeless.

We have had numerous delays caused by time finding a contractor, the mortgage company lost the Insurance check and the estimate

given by our contractor. ^{They held up payments causing long delays} Once we were able to begin taking the house down to foundation

and studs, FEMA halted the work and requested a Elevation Certificate. We had to wait 6 weeks to get it done. Then we had to have a foundation Inspection Report. We are running out of time to complete the repairs to

our home or we will be out of Additional Living expense funds provided by our homeowners insurance forcing us to be homeless.

Our request is to grant this variance allow a building permit so we can rebuild our home damaged by a house fire.

I have attached the EC and foundation inspection

→ We have owned this property for 33½ years.

We have been through 2 100 yr floods and a 500 year flood caused by a water main blow out at the top of the street. We have never had any standing water in our yard and never close to our home.

The property was built in 1977¹⁹⁷⁸, based on it ^{was} a pre firm grandfathered in property located at:

357 W. Nightingale Circle, Fayetteville, AR 72704
Parcel # 765-07185-000, Lot 23 of Johnson Road Subdivision

According to public records this property has never flooded since it was built.

U.S. DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
National Flood Insurance Program

OMB Control No. 1660-0008
Expiration Date: 06/30/2026

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

SECTION A – PROPERTY INFORMATION	FOR INSURANCE COMPANY USE
A1. Building Owner's Name: <u>MCKOWN, JEFF LEE & NANCY LYNN</u>	Policy Number: _____
A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: <u>357 W. NIGHTINGALE CIRCLE</u>	Company NAIC Number: _____
City: <u>FAYETTEVILLE</u> State: <u>AR</u> ZIP Code: <u>72704</u>	
A3. Property Description (e.g., Lot and Block Numbers or Legal Description) and/or Tax Parcel Number: <u>PARCEL #765-07185-000, LOT 23 OF JOHNSON ROAD SUBDIVISION</u>	
A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.): <u>RESIDENTIAL</u>	
A5. Latitude/Longitude: Lat. <u>N36.115225</u> Long. <u>W-94.162732</u> Horiz. Datum: ☐ NAD 1927 ☒ NAD 1983 ☐ WGS 84	
A6. Attach at least two and when possible four clear color photographs (one for each side) of the building (see Form pages 7 and 8).	
A7. Building Diagram Number: <u>1B</u>	
A8. For a building with a crawlspace or enclosure(s): a) Square footage of crawlspace or enclosure(s): <u>N/A</u> sq. ft. b) Is there at least one permanent flood opening on two different sides of each enclosed area? ☐ Yes ☐ No ☒ N/A c) Enter number of permanent flood openings in the crawlspace or enclosure(s) within 1.0 foot above adjacent grade: Non-engineered flood openings: <u>N/A</u> Engineered flood openings: <u>N/A</u> d) Total net open area of non-engineered flood openings in A8.c: <u>N/A</u> sq. in. e) Total rated area of engineered flood openings in A8.c (attach documentation – see Instructions): <u>N/A</u> sq. ft. f) Sum of A8.d and A8.e rated area (if applicable – see Instructions): <u>N/A</u> sq. ft.	
A9. For a building with an attached garage: a) Square footage of attached garage: <u>384</u> sq. ft. b) Is there at least one permanent flood opening on two different sides of the attached garage? ☐ Yes ☐ No ☒ N/A c) Enter number of permanent flood openings in the attached garage within 1.0 foot above adjacent grade: Non-engineered flood openings: <u>N/A</u> Engineered flood openings: <u>N/A</u> d) Total net open area of non-engineered flood openings in A9.c: <u>N/A</u> sq. in. e) Total rated area of engineered flood openings in A9.c (attach documentation – see Instructions): <u>N/A</u> sq. ft. f) Sum of A9.d and A9.e rated area (if applicable – see Instructions): <u>N/A</u> sq. ft.	
SECTION B – FLOOD INSURANCE RATE MAP (FIRM) INFORMATION	
B1.a. NFIP Community Name: <u>CITY OF FAYETTEVILLE</u>	B1.b. NFIP Community Identification Number: <u>050216</u>
B2. County Name: <u>WASHINGTON</u>	B3. State: <u>AR</u> B4. Map/Panel No.: <u>05143C0206</u> B5. Suffix: <u>G</u>
B6. FIRM Index Date: <u>01/25/2024</u>	B7. FIRM Panel Effective/Revised Date: <u>01/25/2024</u>
B8. Flood Zone(s): <u>AE</u>	B9. Base Flood Elevation(s) (BFE) (Zone AO, use Base Flood Depth): <u>1191.25</u>
B10. Indicate the source of the BFE data or Base Flood Depth entered in Item B9: ☒ FIS ☐ FIRM ☐ Community Determined ☐ Other: _____	
B11. Indicate elevation datum used for BFE in Item B9: ☐ NGVD 1929 ☒ NAVD 1988 ☐ Other/Source: _____	
B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? ☐ Yes ☒ No Designation Date _____ ☐ CBRS ☐ OPA	
B13. Is the building located seaward of the Limit of Moderate Wave Action (LiMWA)? ☐ Yes ☒ No	

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.:

357 W. NIGHTINGALE CIRCLE

City: FAYETTEVILLE

State: AR

ZIP Code: 72704

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

SECTION C - BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☒ Finished Construction

*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations - Zones A1-A30, AE, AH, AO, A (with BFE), VE, V1-V30, V (with BFE), AR, AR/A, AR/AE, AR/A1-A30, AR/AH, AR/AO, A99. Complete Items C2.a-h below according to the Building Diagram specified in Item A7. In Puerto Rico only, enter meters.

Benchmark Utilized: SMARTNET RTN Vertical Datum: NAVD88

Indicate elevation datum used for the elevations in items a) through h) below.

☐ NGVD 1929 ☒ NAVD 1988 ☐ Other:

Datum used for building elevations must be the same as that used for the BFE. Conversion factor used?

☐ Yes ☒ No

If Yes, describe the source of the conversion factor in the Section D Comments area.

Check the measurement used:

a) Top of bottom floor (including basement, crawlspace, or enclosure floor):

1191.85

☒ feet ☐ meters

b) Top of the next higher floor (see Instructions):

N/A

☐ feet ☐ meters

c) Bottom of the lowest horizontal structural member (see Instructions):

N/A

☐ feet ☐ meters

d) Attached garage (top of slab):

1191.40

☒ feet ☐ meters

e) Lowest elevation of Machinery and Equipment (M&E) servicing the building (describe type of M&E and location in Section D Comments area):

1191.83

☒ feet ☐ meters

f) Lowest Adjacent Grade (LAG) next to building: ☐ Natural ☒ Finished

1190.20

☒ feet ☐ meters

g) Highest Adjacent Grade (HAG) next to building: ☐ Natural ☒ Finished

1191.54

☒ feet ☐ meters

h) Finished LAG at lowest elevation of attached deck or stairs, including structural support:

N/A

☐ feet ☐ meters

SECTION D - SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by state law to certify elevation information. I certify that the information on this Certificate represents my best efforts to interpret the data available. I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.

Were latitude and longitude in Section A provided by a licensed land surveyor? ☐ Yes ☒ No

☒ Check here if attachments and describe in the Comments area.

Certifier's Name: DERRICK THOMAS

License Number: 1642

Title: PRESIDENT OF SURVEYING

Company Name: BATES & ASSOCIATES, INC.

Address: 7230 S PLEASANT RIDGE DRIVE

City: FAYETTEVILLE

State: AR

ZIP Code: 72704

Telephone: (479) 442-9350

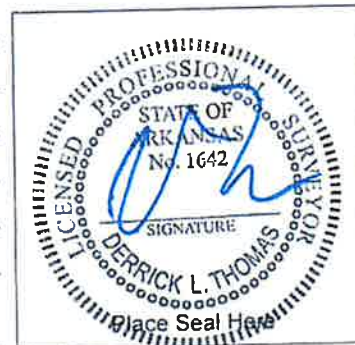
Ext.:

Email: derrick@batesnwa.com

Signature:

Date:

1/8/25



Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments (including source of conversion factor in C2; type of equipment and location per C2 e; and description of any attachments):
SEE ATTACHED COMMENTS SHEET.

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 357 W. NIGHTINGALE CIRCLE	FOR INSURANCE COMPANY USE
City: FAYETTEVILLE State: AR ZIP Code: 72704	Policy Number: _____
	Company NAIC Number: _____

SECTION E – BUILDING MEASUREMENT INFORMATION (SURVEY NOT REQUIRED) FOR ZONE AO, ZONE AR/AO, AND ZONE A (WITHOUT BFE)

For Zones AO, AR/AO, and A (without BFE), complete Items E1–E5. For Items E1–E4, use natural grade, if available. If the Certificate is intended to support a Letter of Map Change request, complete Sections A, B, and C. Check the measurement used. In Puerto Rico only, enter meters.

Building measurements are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

E1. Provide measurements (C.2.a in applicable Building Diagram) for the following and check the appropriate boxes to show whether the measurement is above or below the natural HAG and the LAG.

a) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

b) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the LAG.

E2. For Building Diagrams 6–9 with permanent flood openings provided in Section A Items 8 and/or 9 (see pages 1–2 of Instructions), the next higher floor (C2.b in applicable Building Diagram) of the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E3. Attached garage (top of slab) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E4. Top of platform of machinery and/or equipment servicing the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E5. Zone AO only: If no flood depth number is available, is the top of the bottom floor elevated in accordance with the community's floodplain management ordinance? ☐ Yes ☐ No ☐ Unknown The local official must certify this information in Section G.

SECTION F – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and E for Zone A (without BFE) or Zone AO must sign here. *The statements in Sections A, B, and E are correct to the best of my knowledge*

☐ Check here if attachments and describe in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: _____ Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments: _____

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.:

357 W. NIGHTINGALE CIRCLE

City: FAYETTEVILLE

State: AR

ZIP Code: 72704

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

SECTION G – COMMUNITY INFORMATION (RECOMMENDED FOR COMMUNITY OFFICIAL COMPLETION)

The local official who is authorized by law or ordinance to administer the community's floodplain management ordinance can complete Section A, B, C, E, G, or H of this Elevation Certificate. Complete the applicable item(s) and sign below when:

- G1. ☐ The information in Section C was taken from other documentation that has been signed and sealed by a licensed surveyor, engineer, or architect who is authorized by state law to certify elevation information. (Indicate the source and date of the elevation data in the Comments area below.)
- G2.a. ☐ A local official completed Section E for a building located in Zone A (without a BFE), Zone AO, or Zone AR/AO, or when item E5 is completed for a building located in Zone AO.
- G2.b. ☐ A local official completed Section H for insurance purposes.
- G3. ☐ In the Comments area of Section G, the local official describes specific corrections to the information in Sections A, B, E and H.
- G4. ☐ The following information (Items G5–G11) is provided for community floodplain management purposes.
- G5. Permit Number: _____ G6. Date Permit Issued: _____
- G7. Date Certificate of Compliance/Occupancy Issued: _____
- G8. This permit has been issued for: ☐ New Construction ☐ Substantial Improvement
- G9.a. Elevation of as-built lowest floor (including basement) of the building: _____ ☐ feet ☐ meters Datum: _____
- G9.b. Elevation of bottom of as-built lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____
- G10.a. BFE (or depth in Zone AO) of flooding at the building site: _____ ☐ feet ☐ meters Datum: _____
- G10.b. Community's minimum elevation (or depth in Zone AO) requirement for the lowest floor or lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____
- G11. Variance issued? ☐ Yes ☐ No If yes, attach documentation and describe in the Comments area.

The local official who provides information in Section G must sign here. *I have completed the information in Section G and certify that it is correct to the best of my knowledge. If applicable, I have also provided specific corrections in the Comments area of this section.*

Local Official's Name: _____ Title: _____

NFIP Community Name: _____

Telephone: _____ Ext.: _____ Email: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Signature: _____ Date: _____

Comments (including type of equipment and location, per C2.e; description of any attachments; and corrections to specific information in Sections A, B, D, E, or H):

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 357 W. NIGHTINGALE CIRCLE City: FAYETTEVILLE State: AR ZIP Code: 72704	FOR INSURANCE COMPANY USE Policy Number: _____ Company NAIC Number: _____
SECTION H – BUILDING'S FIRST FLOOR HEIGHT INFORMATION FOR ALL ZONES (SURVEY NOT REQUIRED) (FOR INSURANCE PURPOSES ONLY)	
The property owner, owner's authorized representative, or local floodplain management official may complete Section H for all flood zones to determine the building's first floor height for insurance purposes. Sections A, B, and I must also be completed. Enter heights to the nearest tenth of a foot (nearest tenth of a meter in Puerto Rico). Reference the Foundation Type Diagrams (at the end of Section H Instructions) and the appropriate Building Diagrams (at the end of Section I Instructions) to complete this section. H1. Provide the height of the top of the floor (as indicated in Foundation Type Diagrams) above the Lowest Adjacent Grade (LAG): a) For Building Diagrams 1A, 1B, 3, and 5–8. Top of bottom _____ ☐ feet ☐ meters ☐ above the LAG floor (include above-grade floors only for buildings with crawlspaces or enclosure floors) is: b) For Building Diagrams 2A, 2B, 4, and 6–9. Top of next _____ ☐ feet ☐ meters ☐ above the LAG higher floor (i.e., the floor above basement, crawlspace, or enclosure floor) is: H2. Is all Machinery and Equipment servicing the building (as listed in Item H2 instructions) elevated to or above the floor indicated by the H2 arrow (shown in the Foundation Type Diagrams at end of Section H instructions) for the appropriate Building Diagram? ☐ Yes ☐ No	
SECTION I – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION	
The property owner or owner's authorized representative who completes Sections A, B, and H must sign here. <i>The statements in Sections A, B, and H are correct to the best of my knowledge.</i> Note: If the local floodplain management official completed Section H, they should indicate in Item G2.b and sign Section G. ☐ Check here if attachments are provided (including required photos) and describe each attachment in the Comments area. Property Owner or Owner's Authorized Representative Name: _____ Address: _____ City: _____ State: _____ ZIP Code: _____ Telephone: _____ Ext.: _____ Email: _____ Signature: _____ Date: _____ Comments: _____	

ELEVATION CERTIFICATE
IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11
BUILDING PHOTOGRAPHS

See Instructions for Item A6.

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.:
357 W. NIGHTINGALE CIRCLE

City: **FAYETTEVILLE** State: **AR** ZIP Code: **72704**

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

Instructions: Insert below at least two and when possible four photographs showing each side of the building (for example, may only be able to take front and back pictures of townhouses/rowhouses). Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." Photographs must show the foundation. When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.



Photo One

Photo One Caption: **FRONT VIEW (NORTH SIDE) 12-31-24**

Clear Photo One



Photo Two

Photo Two Caption: **REAR VIEW (SOUTH SIDE) 12-31-24**

Clear Photo Two

ELEVATION CERTIFICATE
IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11
BUILDING PHOTOGRAPHS

Continuation Page

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.:
357 W. NIGHTINGALE CIRCLE

City: **FAYETTEVILLE** State: **AR** ZIP Code: **72704**

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

Insert the third and fourth photographs below. Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.



Photo Three

Photo Three Caption: **SIDE VIEW (EAST SIDE) 12-31-24**

Clear Photo Three



Photo Four

Photo Four Caption: **SIDE VIEW (WEST SIDE) 12-31-24**

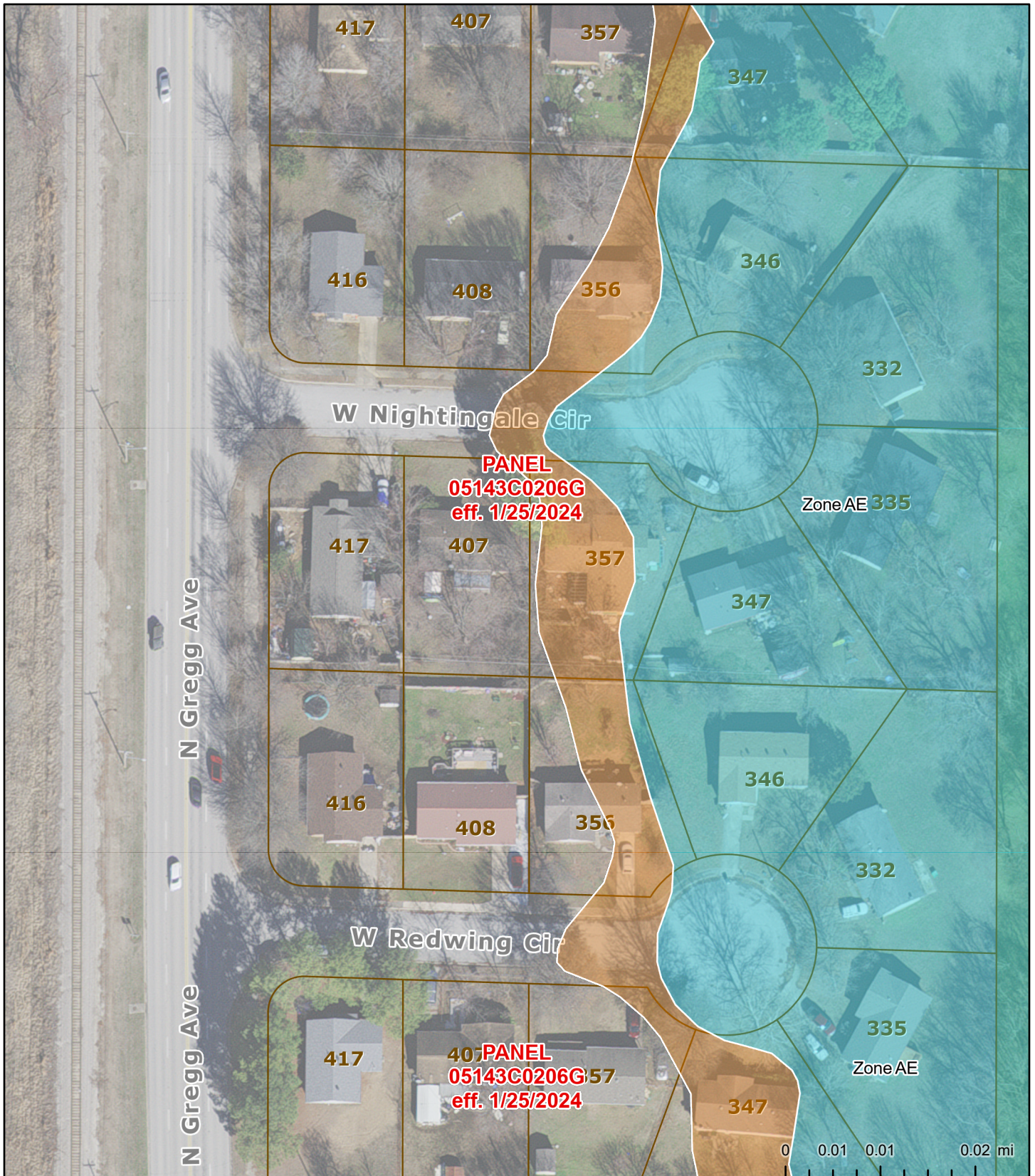
Clear Photo Four



JANUARY 8, 2025

SUPPLEMENTARY COMMENTS FOR AN ELEVATION CERTIFICATE AT 357 WEST NIGHTINGALE CIRCLE, FAYETTEVILLE, WASHINGTON COUNTY, AR

- 1) THE BASE FLOOD ELEVATION WAS DETERMINED USING FEMA'S FLOOD INSURANCE STUDY FOR WASHINGTON COUNTY, ARKANSAS AND INCORPORATED AREAS REVISED JANUARY 25, 2024; FLOOD INSURANCE STUDY NUMBER 05143CV003B, PANEL 100P.
- 2) LATITUDE AND LONGITUDE WERE DERIVED FROM THE CITY OF FAYETTEVILLE GIS MAP.
- 3) ELEVATIONS SHOWN BASED ON A GROUND SURVEY USING THE SMARTNET REAL-TIME NETWORK. CITY OF FAYETTEVILLE GPS MONUMENT BBJB08 WAS USED TO COOROBORATE THE VERTICAL ACCURACY OF BASIS OF ELEVATION.
- 6) THE MACHINERY SERVICING THE HOUSE IS AN AIR-CONDITIONING UNIT ON THE SOUTH SIDE OF THE HOUSE.



- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- SFHA / Flood Zone Boundary
- FIRM Panels

357 W Nightingale

Fayetteville, AR

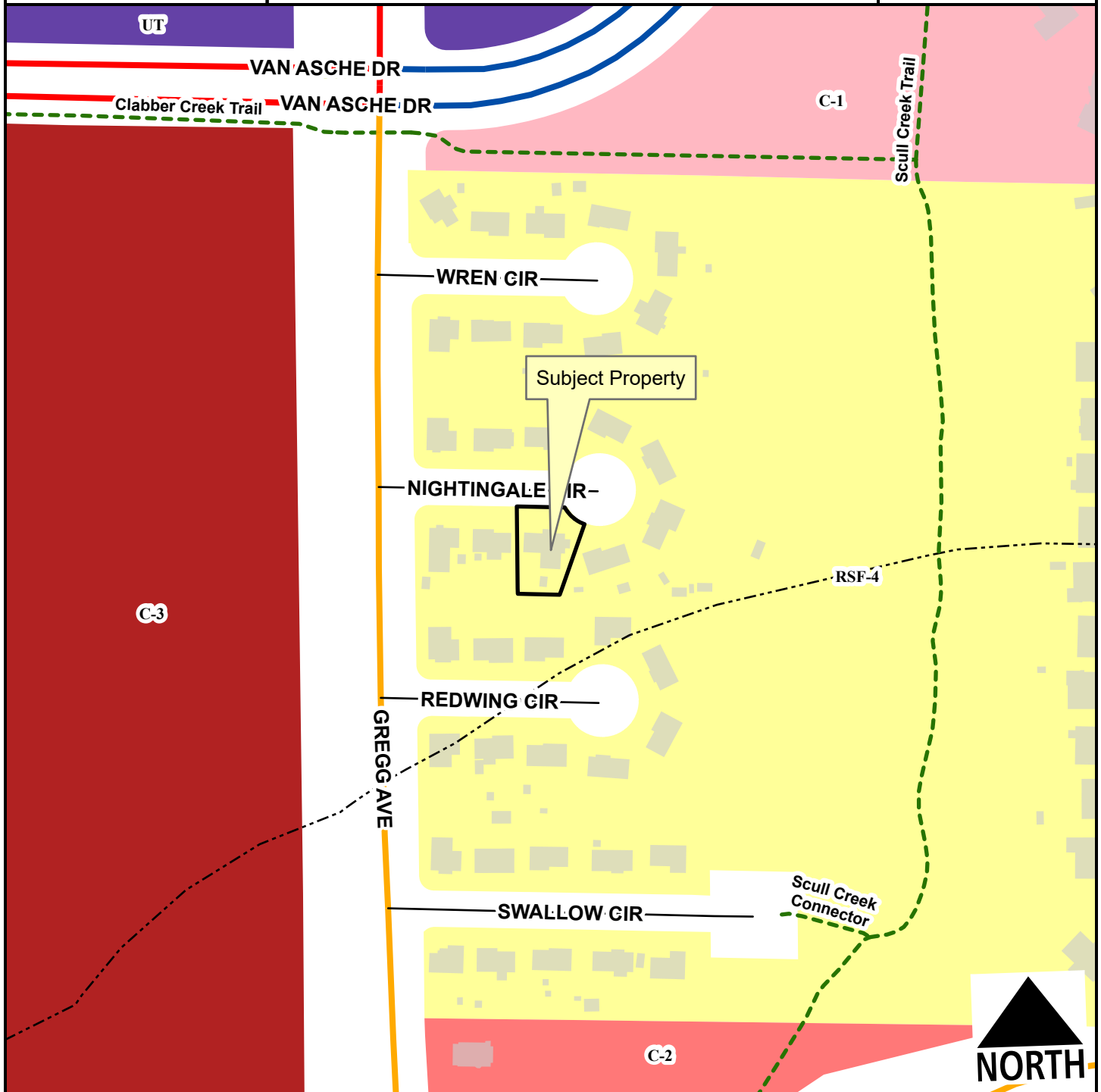
The data contained herein was compiled from various sources for the sole use and benefit of the City of Fayetteville Geographic Information System and the public agencies it serves. Any use of the data by anyone other than the City of Fayetteville is at the sole risk of the user; and by acceptance of this data, the user does hereby agree to indemnify the City of Fayetteville and hold the City of Fayetteville harmless from and without liability for any claims, actions, cost for damages of any nature, including the city's cost of defense, asserted by user or by another arising from the use of this data. The City of Fayetteville makes no express or implied warranties with reference to the data. No word, phrase, or clause found herein shall be construed to waive that tort immunity set forth under Arkansas law.

Created: 2/19/2025
 Credits: FEMA, City of Fayetteville, AR, 2024 Imagery | EagleView Technologies | Surdex Corporation
 Map Author:

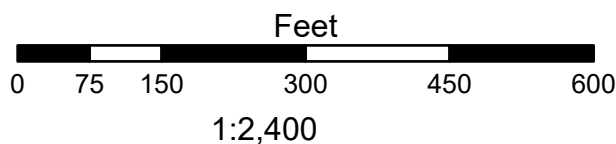
VAR-2025-0007

357 W. NIGHTINGALE CIR

Close Up View



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Design Overlay District



- Residential-Agricultural
- RSF-4
- C-1
- C-2
- C-3
- Urban Thoroughfare

VAR-2025-0007

357 W. NIGHTINGALE CIR

Current Land Use



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet
0 112.5 225 450 675 900
1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner
Melissa Boyd, Staff Engineer
Willa Thomason, Urban Forester

MEETING: February 24, 2025

SUBJECT: **PPL-2024-0010: Preliminary Plat (NORTHEAST OF W. MOUNT COMFORT RD & N. RUPPLE RD/HOLT VILLAGE, 323):** Submitted by BATES & ASSOCIATES for property located NORTHEAST OF W. MOUNT COMFORT RD & N. RUPPLE RD. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and CS, COMMUNITY SERVICES and contains approximately 18.47 acres. The request is for the preliminary plat of 105 residential lots and one non-buildable lot.

RECOMMENDATION:

Staff recommends approval of **PPL-2024-0010** with conditions.

RECOMMENDED MOTION:

*"I move to approve **PPL-2024-0010**, recommending:*

- In favor of recommended right-of-way dedication,*
- In favor of recommended street improvements,*
- In favor of a variance to UDC §166.08(E)(1)(c),*
- In favor of a variance to UDC §166.08(E)(3),*
- In favor of a variance to UDC §166.08(F)(2)(a),*
- In favor of a variance to UDC §177.05(B)(1)(b), and*
- In favor of all other conditions as outlined by staff."*

BACKGROUND:

The subject property is in northwest Fayetteville, northeast of the intersection of Ruppel Road and Mount Comfort Road and east of Holt Middle School. The property is largely undeveloped with the exception of one single-family home with associated outbuildings that were built in the late 1970s. In total, the property contains about 18.47 acres and is currently split-zoned CS, Community Services and RPZD, Residential Planned Zoning District. A variance to UDC §166.08(F)(2)(a), to allow for a curb cut separation distance of 144.5 feet between an existing driveway serving Kum & Go and a proposed new public street associated with this project, was approved by the Planning Commission on March 11, 2024. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
South	Commercial/Undeveloped	CS, Community Services

East	Undeveloped/Pending Goddard School	R-A, Residential-Agricultural/ CS, Community Services
West	Holt Middle School/Mount Comfort Cemetery	P-1, Institutional/ RSF-1, Residential Single-Family, One Unit per Acre

Proposal: The applicant proposes a subdivision with 105 residential lots and one unbuildable lot reserved for detention. Four variances from the Unified Development Code have been requested which are described below alongside staff's recommendations.

- **Variance #1: UDC §166.08(E)(1)(c): Block Length – Residential Link. Intersections shall occur a minimum of one (1) every 660 feet.** The applicant has requested a variance to have a block length of 773 feet along a proposed internal street, Caney Drive.
 - *Staff recommendation: Staff supports this variance request. The applicant has indicated that a longer block length along Caney Drive is necessary due to the lack of proposed stub-outs to the east. Connectivity to the east is limited by an existing abandoned railway parcel and the construction of a new facility for the Goddard School. Staff supports the variance, understanding that a stub-out to the east is unlikely to improve street connectivity in the near future. As a condition of approval, staff recommends the inclusion of a pedestrian path from the sidewalk along Caney Drive to the southeast corner of the property to facilitate a pedestrian connection to the sidewalk stub-out on the Goddard School's property.*
- **Variance #2: UDC §166.08(E)(3): Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary to abutting properties or to logically extend the street system.** The applicant has requested a variance to not provide a street stub-out to the east of the subject property.
 - *Staff recommendation: Staff is supportive of this variance request. The applicant has indicated that the parcel to the east is an abandoned railway parcel, and the development and ownership of that land is unknown. Since connectivity to the east is limited by that existing parcel and the construction of a new facility for the Goddard School, staff is supportive of the applicant's request to not provide a street stub-out to the east. Staff recommends that a pedestrian path be required, as described in the recommendations for Variance #1.*
- **Variance #3: UDC §166.08(F)(2)(a): Access Management - Regional and Regional High Activity Links. Where a curb cut must access a regional link, it shall be located a minimum of 250 feet from an intersection or driveway.** The applicant has requested a variance to install a new street approximately 122.5 feet away from an existing driveway.
 - *Staff recommendation: Staff is supportive of this variance request. The intent of this requirement is to maximize separation distances for public safety and reduce traffic concerns. However, in this case, staff believes the applicant's request is unlikely to create a dangerous traffic condition. The development includes several points of ingress and egress, making it unlikely that traffic will be concentrated at the proposed intersection. While the Planning Commission previously considered and approved this variance, an incorrect dimension (144.5 feet) was included in that approval, when 122.5 feet is actually proposed. As a result, the variance is being re-requested with this preliminary plat.*

As part of the previous variance, staff recommended a condition to maintain a public alleyway to the convenience store and gas station to the south to enhance connectivity, as well as the addition of a pedestrian crosswalk to Holt Middle School to promote walkability. While staff still recommends the dedication of public alley right-of-way for greater connectivity, staff no longer recommends the installation of an additional pedestrian crosswalk. Staff finds that such a crosswalk would not shorten the pedestrian route to the middle school, since the development will complete a sidewalk gap along the east side of Ruppel Road. The existing crosswalk at the north boundary of the site offers adequate sight lines, rectangular rapid flashing beacons (RRFBs), and a crossing guard during school drop-off and pick-up times. Furthermore, adding a new crosswalk could create a false sense of safety, potentially increasing vehicle-pedestrian conflicts due to the close proximity of crosswalks and reduced driver visibility from the existing vertical curve on Ruppel Road along the development's frontage.

- **Variance #4: UDC §177.05(B)(1)(b): Street Tree Planting Plan Requirements. Street trees shall be planted within or along the right-of-way; where possible, between the sidewalk and the curb.** The applicant is requesting a variance to plant some street trees behind the sidewalk throughout the development.
 - *Staff recommendation: Staff is supportive of this request to vary from the requirement to plant street trees in the green space between the curb and the sidewalk. The east side buffer will maintain an average width of five feet, and the applicant is requesting to vary from this requirement in areas where proposed water, sewer, and storm utilities will be placed between the curb and sidewalk, precluding the planting of street trees in those spaces. The required street trees will be planted behind the sidewalk rather than behind the curb and the sidewalk and the areas of utility conflicts. The majority of the required street trees will be planted between the curb and the sidewalk as required by code.*

Right-of-Way to be Dedicated: The subject property has frontage along Ruppel Road, a Regional Link Street, and Mount Comfort Road, a Regional High-Activity Link Street. Staff recommends right-of-way dedication along Ruppel in the amount of 46 feet from centerline and along Mount Comfort in the amount of 48 feet from centerline to align with each street's Master Street Plan classification. All internal streets are proposed as Residential Link Streets, and staff recommends right-of-way dedication along them in the amount of 52 feet to align with typical standards.

Street Improvements:

Ruppel Road: The portion of Ruppel Road adjacent to the property is classified as a Regional Link Street and partially improved with asphalt paving, curb, and gutter. Staff recommends that eight-foot sidewalk be installed along the property's Ruppel Road frontage as shown on the provided site plan.

Mount Comfort Road: The portion of Mount Comfort Road adjacent to the property is classified as a Regional High-Activity Link Street. Since that portion of the property is reserved for future development, staff recommends minimal improvements along that frontage to include 10-foot sidewalk where existing sidewalk will be removed as shown on the provided site plan.

Internal Streets (Caney Drive, Holt Road, Lonoke Street): All internal streets are proposed to be Residential Link Streets. Staff recommends that each street in the subdivision be improved to meet the typical standards for a Residential Link Street with six-foot sidewalks, six-foot

greenspace, curb, gutter, and asphalt as shown on the provided site plan.

Block Length/Connectivity: Staff finds that the proposed preliminary plat largely complies with the City of Fayetteville's block length and connectivity standards. Street connections are proposed to Ruppel Road and Mount Comfort Road, and to stub outs of two Residential Link Streets to the north. A variance has been requested, as described above, to block length standards to provide a longer block length along a portion of Caney Drive. Staff finds that an additional variance to the city's connectivity standards will need to be requested in order to not provide a street stub-out to the east.

Water and Sewer System: This development is proposing connections to the existing water distribution system in three locations to install new eight-inch water mains and fire hydrants throughout the subdivision for domestic service and fire protection. Two stub outs are also proposed for future developments to connect to. This development is also proposing to connect to the existing sanitary sewer system in two locations and install new eight-inch sewer mains to provide sewer service throughout the subdivision. The applicant provided a downstream sewer capacity analysis demonstrating that there is adequate capacity from this development downstream to the existing 48-inch sewer transmission main at both points of connection, so no downstream sewer capacity improvements are recommended.

Tree Preservation:

Canopy minimum requirement: 25%

Existing canopy: 8.6%

Preserved canopy: 3.6%

Mitigation required: 240 two-inch caliper trees

Parks: The Parks and Recreation Advisory Board (PRAB) reviewed this proposal at a meeting held on January 27, 2025. The Parks and Recreation Advisory Board recommended fee-in-lieu for this development in the amount of \$106,947 based on the number of proposed residential lots. Park fees are due at the time of final plat, prior to building permit issuance.

Public Comment: To date, staff has not received any public comment on this item.

RECOMMENDATION: Staff recommends approval of **PPL-2024-0010** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends right-of-way dedication in the amount of 46 feet from centerline along Ruppel Road, 48 feet from centerline along Mount Comfort Road, and in the amount of 52 feet along internal streets.*

Subdivision Committee recommended in favor of this.

2. **Planning Commission determination of street improvements.** *Staff recommends street improvements as follows:*
 - a. Ruppel Road: *Staff recommends that eight-foot sidewalk be installed along the property's Ruppel Road frontage as shown on the provided site plan.*
 - b. Mount Comfort Road: *Staff recommends minimal improvements along that frontage to include 10-foot sidewalk where existing sidewalk will be removed as*

shown on the provided site plan.

- c. *Internal Streets (Caney Drive, Holt Road, Lonoke Street)*: *Staff recommends that each street in the subdivision be improved to meet the typical standards for a Residential Link Street with six-foot sidewalks, six-foot greenspace, curb, gutter, and asphalt as shown on the provided site plan.*

Subdivision Committee recommended in favor of this.

- 3. **Planning Commission determination of a variance to UDC §166.08(E)(1)(c): Block Length – Residential Link.** *Staff is supportive of this variance request for the reasons outlined above and with the following condition:*
 - a. *A pedestrian path shall be installed from the sidewalk along Caney Drive to the southeast corner of the property to facilitate a pedestrian connection to the sidewalk stub-out on the Goddard School's property.*

Subdivision Committee recommended in favor of this.

- 4. **Planning Commission determination of a variance to UDC §166.08(E)(3): Connectivity.** *Staff is supportive of this variance request for the reasons outlined above.*

This variance was requested after Subdivision Committee.

- 5. **Planning Commission determination of a variance to UDC §166.08(F)(2)(a): Access Management - Regional and Regional High Activity Links.** *Staff is supportive of this variance request for the reasons outlined above and with the following condition:*
 - a. *Public alleyway must be maintained to the convenient store and gas station to the south to maintain options for connectivity.*

Subdivision Committee recommended in favor of this.

- 6. **Planning Commission determination of a variance to UDC §177.05(B)(1)(b): Street Tree Planting Plan Requirements.** *Staff is supportive of this variance request for the reasons outlined above.*

Subdivision Committee recommended in favor of this.

- 7. Fee-in-lieu of parkland dedication is required in the amount of \$106,947 based on the number of proposed residential lots;
- 8. Streetlights shall be installed in accordance with code at all street intersections and spaced every 300 feet;
- 9. All remaining comments from Planning shall be addressed prior to Planning Commission:
 - a. A variance will need to be requested from UDC §166.08(E)(3) to not provide a street stub-out to the east of this development.
 - b. Staff is still recommending that public right-of-way be dedicated along this portion of alley to accommodate future connectivity. Only 20 feet of right-of-way is required for a standard two-way residential rear alley.

10. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval attached herein;

Standard Conditions of Approval:

11. All existing overhead utility lines 12kV and under shall be relocated underground. All proposed utilities shall be located underground;
12. Sidewalk along all commonly owned lots (detention ponds, etc.) shall be constructed prior to final plat. All other sidewalks shall be constructed or guaranteed prior to final plat;
13. All street names shall be approved by the 911 Coordinator and indicated on the final plat. All streets require naming for final addresses. Contact the addressing office at (479) 575-8380 for more details;
14. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat;
15. A floodplain development permit is required prior to construction for any grading or structures in the flood zone;
16. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or his/her representative, and all comments from utility representative: Black Hills Energy, AT&T, Ozarks, SWEPCO, Cox Communication);
17. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with City's current requirements; and
18. Preliminary Plat approval shall be valid for one year.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Engineering Comments
- Urban Forestry Comments
- Request Letter
- Variance Request Letter
- Site Plan
- One Mile Map
- Close-Up Map
- Current Land Use Map



TO: Gretchen Harrison, Senior Planner

FROM: Melissa Boyd, Staff Engineer

DATE: February 19, 2025

SUBJECT: **Planning Commission Engineering Comments for
PPL-2024-0010 Holt Village**

Access Management: The applicant is requesting a variance to UDC §166.08(F)(2)(a) for a reduction in curb cut separation on a regional link from 250 feet to 122.5 feet on Ruppel Road between the southernmost proposed street connection with this development and the existing Kum & Go driveway to the south. The Planning Commission previously approved a reduced curb cut separation of 144.5 feet with VAR-2024-0008; however, the wrong dimension was included with that variance, and the variance is being re-requested as part of this preliminary plat. Previously, staff included a recommended condition of approval that this development add an additional crosswalk on Ruppel Road from this subdivision to Holt Middle School, and the Commission ultimately approved the request with a modification to the condition to explicitly state enhanced crosswalk. At this time, staff are still recommending approval of the variance for the reduced curb cut separation, finding that the proposed location will place the street intersection in the safest possible location and maximize driver line-of-sight due to the presence of a vertical curve on Ruppel Road, excluding the condition that an additional crosswalk be added from this development and adding a condition that the sidewalk along Ruppel Road must be constructed prior to final plat. Between the previously approved variance and this request, staff re-evaluated this recommended condition and have found that an additional crosswalk will not decrease the distance that a pedestrian will have to travel along a sidewalk to access the middle school because this development will fill in the remaining sidewalk gap on the east side of Ruppel Road; the existing crosswalk at the north boundary of this site has adequate sight lines, rectangular rapid flashing beacons (RRFBs), and a crossing guard during school drop off and pick up times; and that adding a crosswalk has the potential to create a false sense of safety for pedestrians and increase vehicle-pedestrian conflict due to the close proximity of crosswalks, as well as the reduced driver sight lines resulting from the existing vertical curve on Ruppel Road along the development's frontage.

Water: This development is proposing connections to the existing water distribution system in three locations to install new 8" water mains and fire hydrants throughout the subdivision for domestic service and fire protection. Two stub outs are also proposed for future developments to connect to.

Sewer: This development is proposing to connect to the existing sanitary sewer system in two locations and install new 8" sewer mains to provide sewer service throughout the subdivision. The applicant provided a downstream sewer capacity analysis demonstrating that there is adequate capacity from this development downstream to the existing 48" sewer transmission main at both points of connection, so no downstream sewer capacity improvements are recommended.

Streets: This development will be connecting to Ruppel Road in two locations along its western boundary, stub outs on Lonoke Street and Caney Drive to the northeast, and Mount Comfort Road to the south. Ruppel Road is an existing regional link with a 12' wide trail along the west side and this development will be installing 8' sidewalk along its frontage on the east side of the street. The new public streets throughout the subdivision will be constructed as typical residential link streets per the Master Street Plan. A portion of 12' wide trail will be installed along the north side of Mount Comfort Road where the new street connection is proposed for other developments to connect to in the future.

A traffic study was provided to assess any impact this development will have on the nearby signalized intersections at Mount Comfort and Ruppel, as well as Mount Comfort and Salem during the AM, PM school, and PM peak hours. Based on preliminary review of the study, there will be a minor degradation in Level of Service (LOS) for the eastbound through/right-turn lane on Mount Comfort at Ruppel, but the overall intersection LOS, average control delay (the amount of time a vehicle must wait before clearing the intersection), and capacity utilization are not degraded. Five-year background growth indicates degradation in LOS on multiple intersection approaches, but these are likely to occur without the development and the study recommends future signal timing adjustments at Mount Comfort and Ruppel, along with a northbound right-turn lane overlap signal indication and an additional westbound left-turn lane to maintain an acceptable LOS at this intersection. No offsite improvements are recommended with this development.

Drainage: This development is required to meet the four Minimum Standards outlined in Fayetteville's Drainage Criteria Manual. The site has three separate basins to the northwest, northeast, and south. Water quality will be met with an extended wet detention micropool for a majority of the site in Basin 1, a small amount of impervious area (less than 0.10 acres) cannot be treated due to existing surrounding infrastructure in Basin 2, and an AquaSwirl hydrodynamic separator in Basin 3. Channel protection for Basin 1 will be met by sizing the pond outlet structure to detain and release the flow from the 1-year, 24-hour storm over a period of greater than 40 hours, and Basins 2 and 3 have a peak flow of less than 2.0 cfs. Overbank flood protection and extreme flood protection will be met for all three basins, in Basin 1 by sizing the outlet structure to detain and release post-development peak flows at a rate below pre-development, and in Basins 2 and 3 by reducing basin sizes which subsequently reduces peak flows.

Plan Comments:

1. Additional review of the plans and drainage report will be done when submitting for grading permit.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and

replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.

4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
 - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
 - Sanitary Sewer pipe sizing, profiles, or utility conflicts
 - Waterline fittings, callouts, or utility conflicts
 - Street profiles
 - Fine grading/spot elevations



Subdivision Committee Memo

TO: Fayetteville Subdivision Committee

THRU: Gretchen Harrison, Senior Planner

FROM: Willa Thomason, Urban Forester

MEETING DATE: February 13, 2025

SUBJECT: **PPL-2024-0010: 1640 S. HANSHEW RD** - Submitted by ODYSSEY ENGINEERING for property located at 1640 S. HANSHEW RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 46.74 acres. This request is for a variance to UDC §177.05(B)(1)(b) requiring street trees to be planted in the green space between the curb and the sidewalk.

RECOMMENDATION: Urban Forestry Staff recommends approval of the requested variance to UDC §177.05(B)(1)(b) requiring street trees to be planted in the green space between the curb and the sidewalk. The east side buffer will maintain an average width of five feet. The applicant is requesting this variance in areas where proposed water, sewer and storm utilities will be placed between the curb and sidewalk, precluding the planting of street trees in those spaces. The required street trees will be planted behind the sidewalk rather than between the curb and the sidewalk in areas of utility conflicts. The majority of required street trees will be planted between the curb and the sidewalk as intended.



URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Geoffrey Bates, Bates & Associates, Inc.

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: February 12, 2025

Subject: PPL-2024-0010: Holt Village: 3568 W. Mt. Comfort Rd., 323

1. General Landscape Plan Checklist		Yes	No	N/A
a.	Irrigation (notes either automatic or hose bib 100' o.c.) <i>UDC Chapter 177.03C7g, 177.04B3a</i>	X		
b.	Species of plant material identified. <i>UDC Chapter 177.03C7d,e</i>	X		
c.	Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) <i>UDC Chapter 177.03C7b,c</i>	X		
d.	Soil amendments notes include that soil is amended and sod removed <i>UDC Chapter 177.03C6b</i>	X		
e.	Mulch notes indicate organic mulching around trees and within landscape beds <i>UDC Chapter 177.03C6c,d</i>	X		
f.	LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer <i>UDC Chapter 177.03B</i>	X		
g.	Planting bed contained by edging <i>UDC Chapter 177.03C6f</i>	X		
h.	Planting details according to Fayetteville's Landscape Manual <i>UDC Chapter 177.03C6g</i>	X		
i.	Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. <i>UDC Chapter 177.05 A2g</i>	X		
2. Parking Lot Requirements		Yes	No	N/A
1 Tree : 12 Parking Spaces				
a.	Side and Rear Property Lines (5' Wide Landscape Area) <i>UDC Chapter 177D1</i>			X
b.	Wheel Stops/Curbs <i>UDC Chapter 177.04B1</i>			

- | | |
|---|---|
| c. Narrow Tree Lawn (8' min. width, 37.5' length)
<i>UDC Chapter 177.04C</i> | X |
| d. Tree Island (8' min. width, 18.7' min length, 150 square feet)
<i>UDC Chapter 177.04C</i> | X |
| e. Placement of Trees (either side at entrances and exits)
<i>UDC Chapter 177.04C2</i> | X |

3. Perimeter Landscaping Requirements

Yes No N/A

- | | |
|---|---|
| a. Front Property Line (15' wide landscape) and 5' on sides and rear.
<i>UDC Chapter 177.04D2a</i> | X |
| b. Shade trees planted on south and west sides of parking lots
<i>UDC Chapter 177.04D2e</i> | X |
| c. Screening of parking lot from adjacent residential properties. | X |

4. Street Tree Planting Requirements

Yes No N/A

- | | | | |
|--|---|--|---|
| a. Residential Subdivisions
1 Large Shade Species Tree per Lot
<i>UDC Chapter 177.05B1a</i> | X | | |
| b. Non-Residential Subdivisions
1 Large Species Shade Tree every 30' (planted in greenspace)
<i>UDC Chapter 177.05B2a</i> | X | | |
| c. Urban Tree Well – Urban Streetscapes
Trees every 30' (8' sidewalk)
<i>UDC Chapter 177.05B3a-f</i> | | | X |
| d. Structural Soil – Urban Tree Wells
Include a note and/or detail of structural soil on Landscape Plan
<i>UDC Chapter 177.05B3a-f</i> | | | X |
| e. Residential Subdivisions
Timing of planting indicated on plans
<i>UDC Chapter 177.05A4</i> | X | | |
| f. Residential Subdivisions
Written description for method of tracking planting
<i>UDC Chapter 177.05A4e</i> | X | | |

5. Landscape Requirement Totals

Amount

Mitigation Trees	240
Parking Lot Trees	N/A
Street Trees	110 required, 28 street trees and 42

	lot trees (66 total) provided
Detention Pond – Large Trees (1 Tree/3,000 square feet)	14
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	57
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	85

6. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	1-24-25	2-7-25	
Approved			
Tabled	9/30/24		
	10/25/2024		
	12/11/24		
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided.
2. A Planning Commission variance must be requested to plant street trees south of the detention pond behind the sidewalk due to utility conflicts.



URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Geoffrey Bates, Bates & Associates, Inc.

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: February 12, 2025

Subject: PPL-2024-0010: Holt Village: 3568 W. Mt. Comfort Rd., 323

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)		X	
Site Analysis Written Report Submitted (justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

Tree Preservation Calculations		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	807,040	100%
<i>Zoning Designation * Select Below with drop down arrow</i>		
PZD, Planned Zoning District	201,760	25%
<i>HHOD * Select Below with Drop Down Arrow</i>		
No	0	0%
Total Canopy for Minimum Preservation Requirements	201,760	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	69,305	8.6%
Tree Canopy Preserved	29,300	3.6%
Tree Canopy Removed *On Site	40,005	5.0%
Tree Canopy Removed *Off Site	12,277	
Tree Canopy Removed Total	52,282	6.5%
Removed Below Minimum	172,460	
Mitigation Requirements	52,282	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	52,282	240
Low Priority		
Total Mitigation Trees Required	52,282	240

4. Mitigation Type	Yes	No	N/A
On-Site Mitigation	X		
Off-Site Mitigation			X
Tree Escrow (See Conditions of Approval)			X

5. Tree Preservation Plan Checklist <i>UDC Chapter 167.04H1 and 167.04L1</i>	Tech Plat	Subdivision Committee	Planning Commission
a. 5 year Aerial Check on Existing Trees.	Yes	Yes	
b. Property Boundary	Yes	Yes	
c. Natural Features (100ft beyond limits of disturbance)	Yes	Yes	
d. Existing Topography and Proposed Grading.	Yes	Yes	
e. Soil Types	Yes	Yes	
f. Significant Trees	Yes	Yes	
g. Groupings of Trees	Yes	Yes	
h. Table Inventory List (species, size, health, priority)	Yes	Yes	
i. All Existing and Proposed Utilities	Yes	Yes	
j. All Existing and Proposed Utility Easements and ROW's	Yes	Yes	
k. All Streams (with approximate center line)	N/A	N/A	
l. Floodplains and floodways	N/A	N/A	
m. Existing Street, Sidewalk or Bike Path ROW	Yes	Yes	
n. Submitted Site Analysis Plan (if required)	Yes	Yes	
o. Shows ALL Proposed Site Improvements	Yes	Yes	
p. Delineates trees/canopy to be preserved and removed	Yes	Yes	
q. Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	N/A	N/A	

Tree Protection Methods

a. Tree Protection Fencing	Yes	Yes	
b. Limits of Root Pruning	Yes	Yes	
c. Traffic flow on work site	N/A	N/A	
d. Location of material storage	Yes	Yes	
e. Location of concrete wash out	Yes	Yes	
f. Location of construction entrance/exit	Yes	Yes	

6. Site Analysis Report (if required) <i>UDC Chapter 167.04H4</i>	Yes	No	N/A
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- | | | | |
|---|--|---|--|
| a. Provide graphic examples of multiple options used to minimize removal of existing canopy | | X | |
|---|--|---|--|

- b. Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy. X

7. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	1-24-25	2-7-25	
Approved			
Tabled	9/30/24		
	10/25/2024		
	12/11/24		
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided.



September 18th, 2024

Planning Staff
City of Fayetteville
113 West Mountain
Fayetteville, AR 72701

RE: Holt Village PZD

Dear Planning Staff,

Bates & Associates, Inc., on behalf of Landmarc Custom Homes has applied for a Preliminary Plat permit in Fayetteville. The location of the proposed single family development is NE of the corner of Ruppel Road and West Mount Comfort Road (Washington County Parcels 765-13591-000, 765-13589-000, & 765-13593-002). The total acreage of the development is 18.52 acres. The current zoning district is currently CS. However a PZD has been approved by the City Council and the Preliminary Plat will follow the requirements and restrictions of said PZD.

The development consists of 113 residential lots, 1 detention lot, and 4 greenspace lots. The resulting density will be 7.1 units per acre over the entire property.

The development is proposed to be served by a connection to Mount Comfort road and Ruppel Road.

If you have any questions or require additional information, please feel free to contact me at your convenience.

Sincerely,

Bates & Associates, Inc.

A handwritten signature in blue ink that reads 'Geoffrey Bates'.

Geoffrey Bates
President of Engineering



February 20th, 2025

Gretchen Harrison
Planning Department
125 West Mountain Street
Fayetteville, AR 72701

RE: Holt Village Subdivision

Dear Ms. Harrison,

Our client would like to request a variance from the Unified Development Code 166.08(F)(2)(a). This code requires a minimum of 250' from an intersection or driveway. From the proposed intersection, there is an existing drive to the south for Kum and Go and to the north there are two driveways to Holt Middle School but on the opposite side of the street.

The proposed driveway is located 122.5' north of the Kum and Go driveway. This is due to site constraints and safety purposes. The proposed driveway connects to the high point along N. Ruppel Road allowing for a clear view north and south for drivers exiting Holt Subdivision.

It should be noted that a variance was previously approved for 144.5' between the two drives but the wrong measurement was submitted (VAR-2024-0008). Therefore, we are asking for the correct distance of 122.5'.

Additionally, we would like to request a variance from the Unified Development Code 166.08(E)(3) which requires connectivity wherever development abuts undeveloped land.

Due to the parcel on the east side of the development not having any current ownership, we are unable to propose any connection to this parcel. If we were to provide a stub out in this direction, the development of said adjacent land is unknown.

Furthermore, we would like to request another variance from the Unified Development Code 166.08(F)(2)(a) requiring street intersections to occur at a minimum of every 660' along a Residential Link Street.

No stub outs are being proposed to the east along North Caney Drive which creates a length of 773'. The reason that no stub outs are proposed to the east is due to an existing abandoned railway parcel and drainage way. Plus, the Goddard school is located directly to the east where the street would continue. However, an alley is being proposed on the west side of North Caney at roughly the midpoint of this street section which should satisfy the intent of the code.

Finally, we would like to request a variance from the Unified Development Code 177.05(B)(1)(b) requiring street trees to be planted between the curb and sidewalk.

The reason that we are requesting this variance is due to the proposed water, sewer, and storm utilities. The developer has gone with a more abstract layout to keep from the "cookie-cutter"

subdivision layout. Due to the increased bends and abstract layout of the subdivision, the utilities and storm must follow an abstract alignment. This alignment requires the utilities to periodically be placed between the curb and sidewalk where street trees would typically be planted. Please see the screenshots of the plan set below and where we are asking for this variance specifically.

Thank you for your consideration in the matter and if you have any questions or require additional information, please feel free to contact me at your convenience.

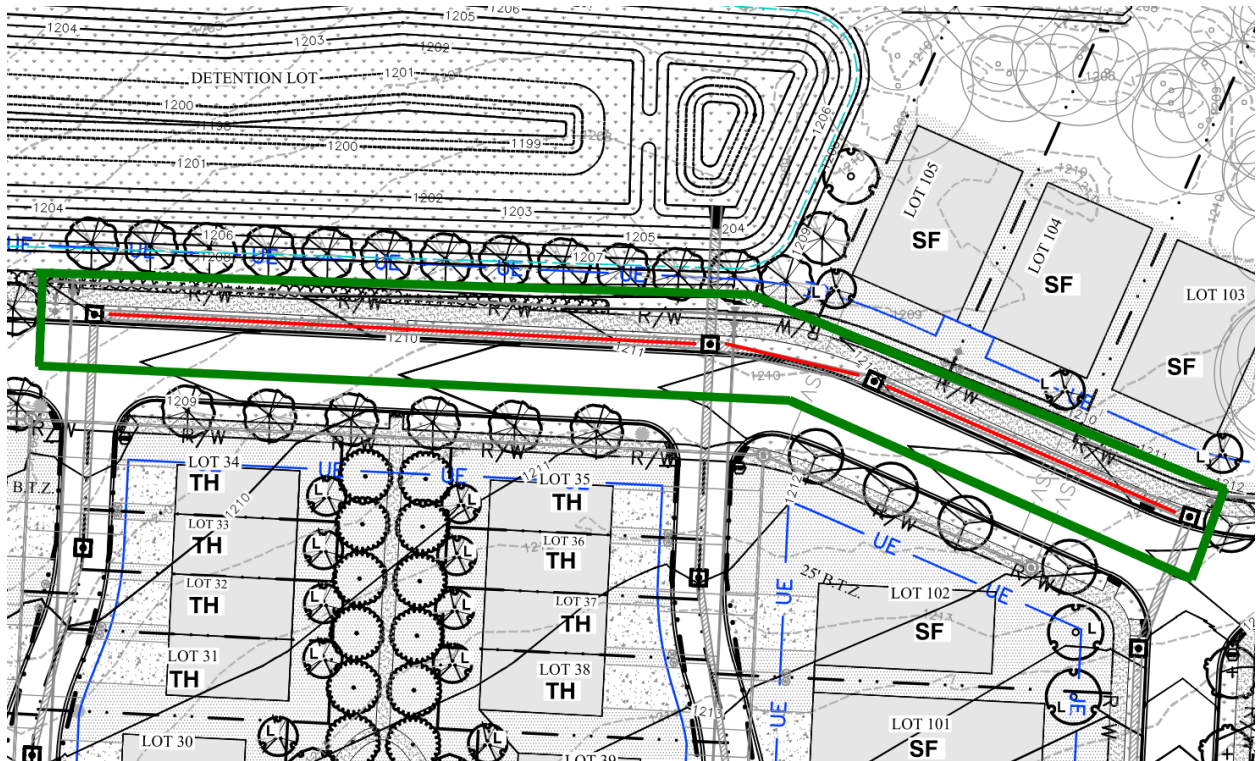
Sincerely,

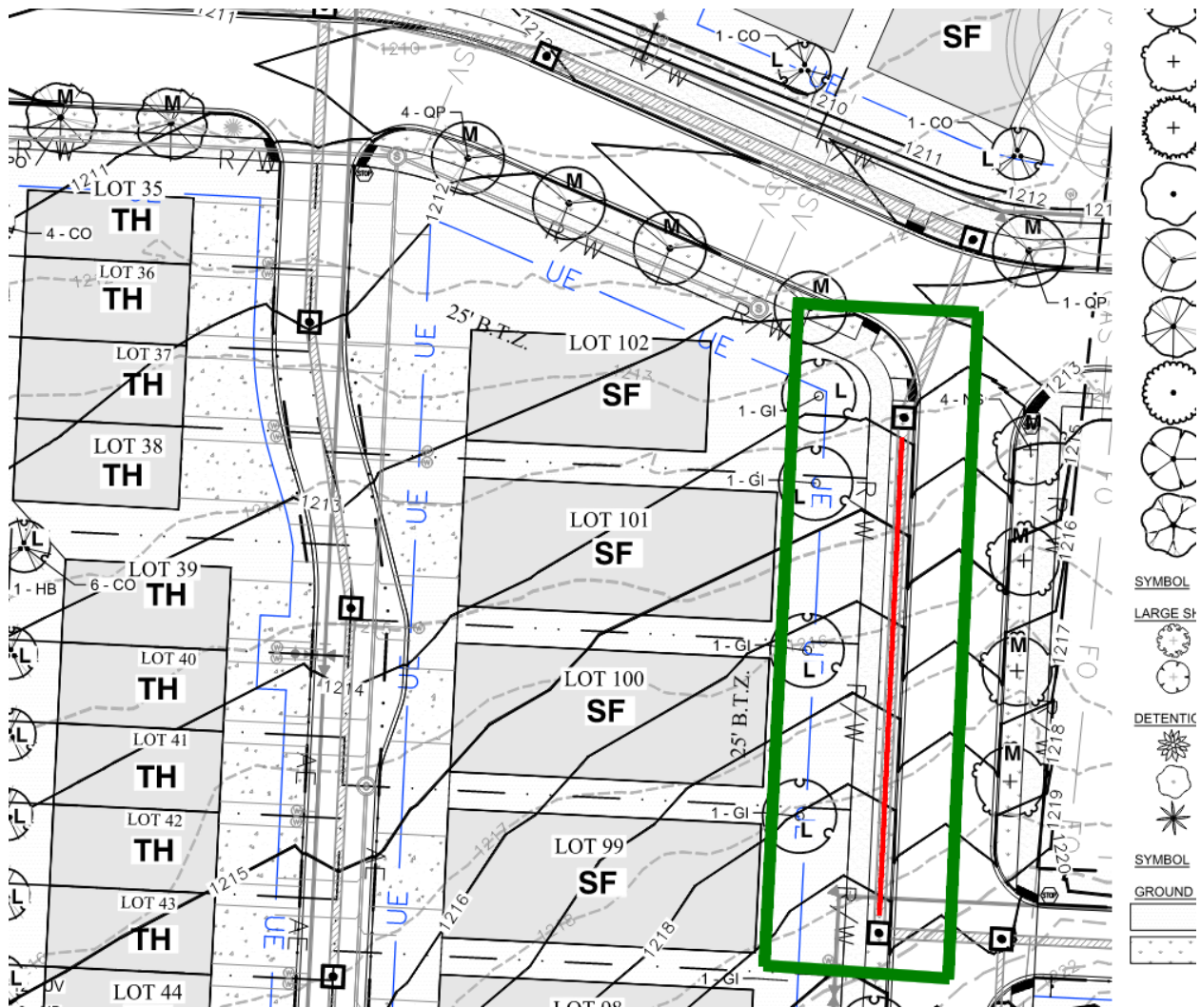
Bates & Associates, Inc.

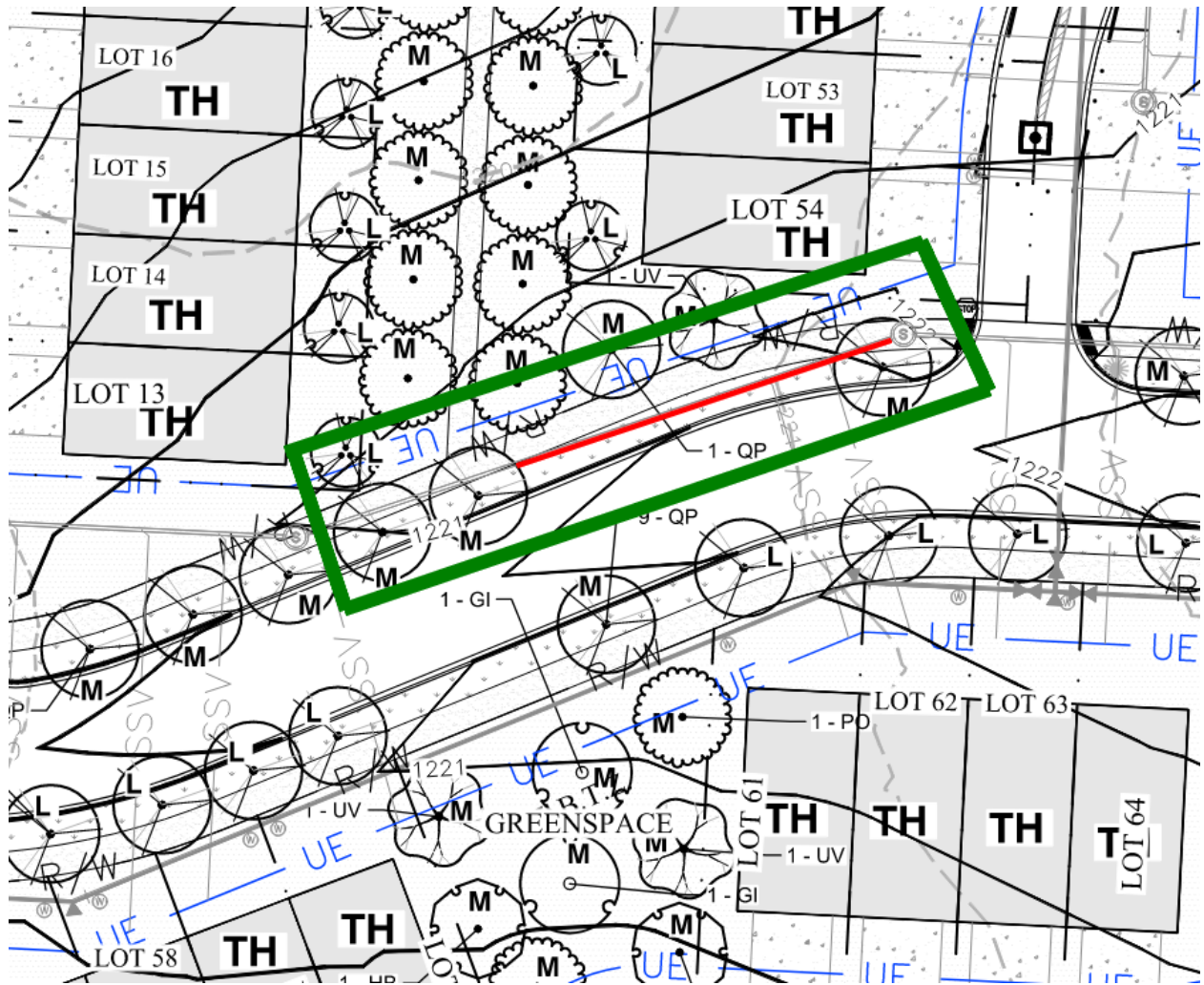
A handwritten signature in black ink, appearing to read "Braden Wise", with a stylized, cursive script.

Braden Wise

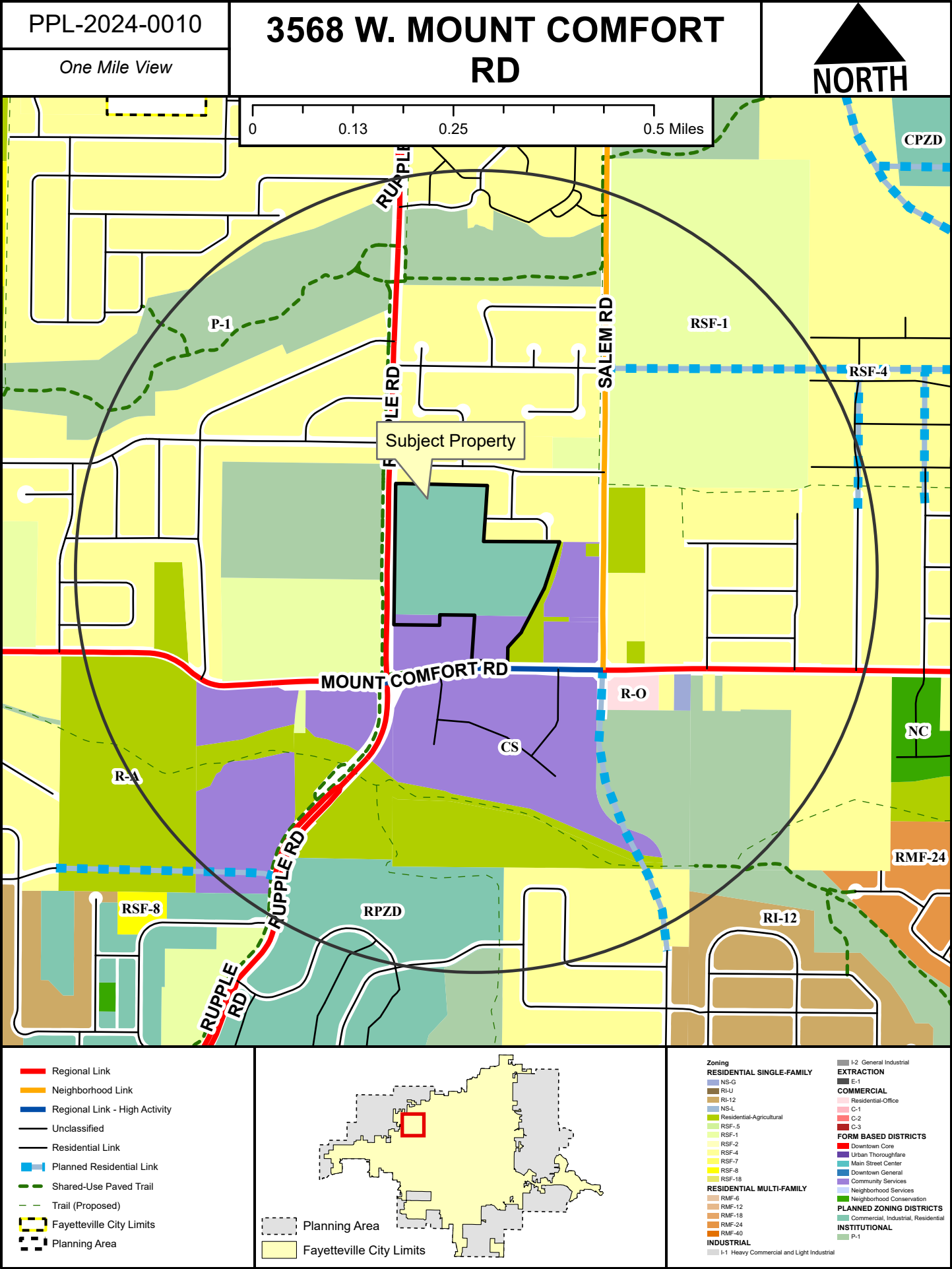
Landscaping Variance Areas











Regional Link

Neighborhood Link

Regional Link - High Activity

Unclassified

Residential Link

Planned Residential Link

Shared-Use Paved Trail

Trail (Proposed)

Fayetteville City Limits

Planning Area

Planning Area

Fayetteville City Limits

Zoning

RESIDENTIAL SINGLE-FAMILY

NS-G

RH-U

RI-12

NS-L

Residential-Agricultural

RSF-5

RSF-1

RSF-2

RSF-4

RSF-7

RSF-8

RSF-18

RESIDENTIAL MULTI-FAMILY

RMF-6

RMF-12

RMF-13

RMF-24

RMF-40

INDUSTRIAL

I-1 Heavy Commercial and Light Industrial

I-2 General Industrial

EXTRACTION

E-1

COMMERCIAL

Residential-Office

C-1

C-2

C-3

FORM BASED DISTRICTS

Downtown Core

Urban Thoroughfare

Main Street Center

Downtown General

Community Services

Neighborhood Services

Neighborhood Conservation

PLANNED ZONING DISTRICTS

Commercial, Industrial, Residential

INSTITUTIONAL

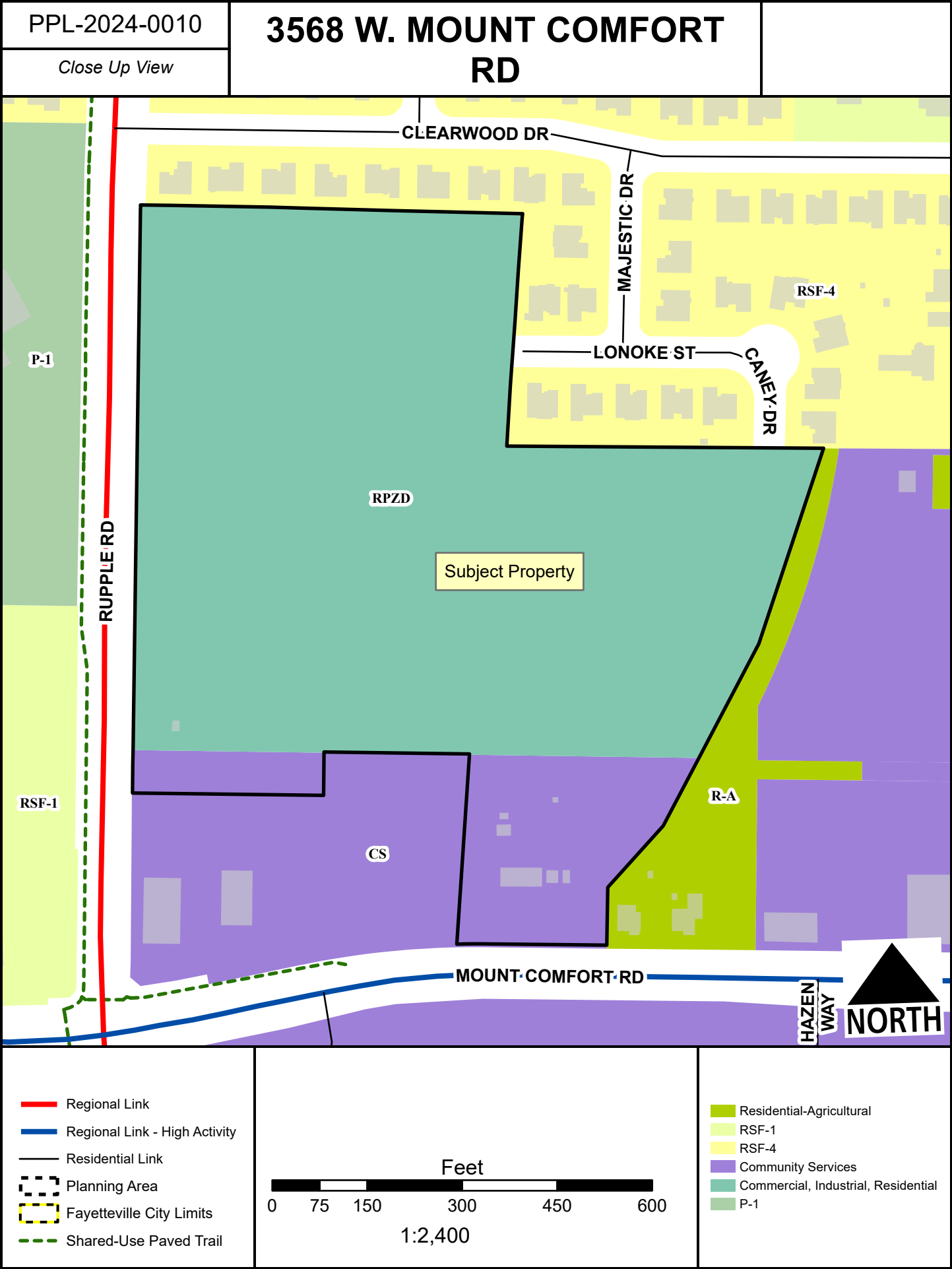
P-1

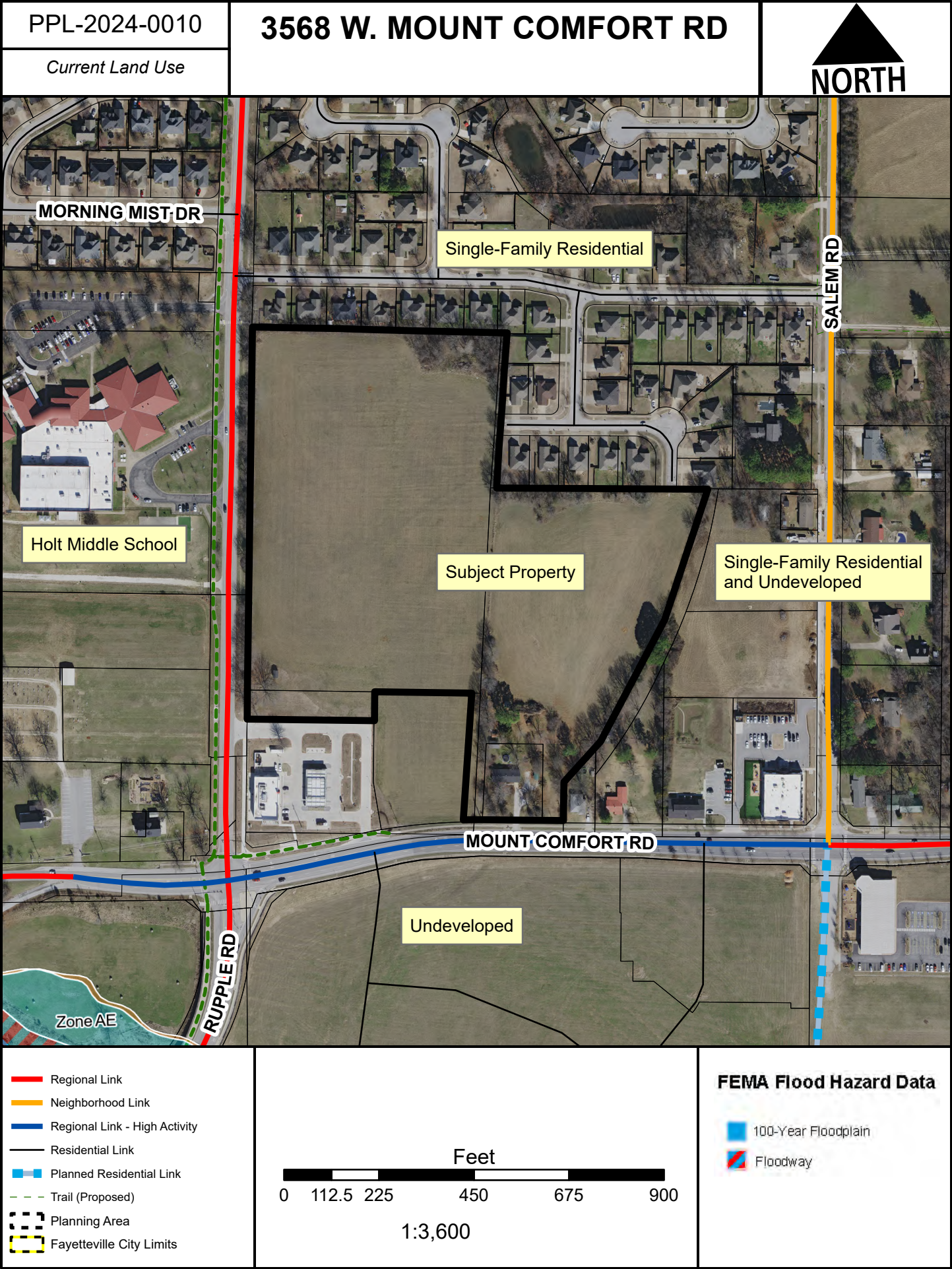
Planning Commission

February 24, 2025

PPL-2024-0010 (HOLT VILLAGE)

Page 26 of 28







TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner

MEETING DATE: February 24, 2025

SUBJECT: **CUP-2025-0002: Conditional Use Permit (1030 N. EVA AVE./LEDBETTER, 442):** Submitted by JAMES LEDBETTER for property located at 1030 N. EVA AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY-4 and contains approximately 0.5 acres. The request is to use the property as a short-term rental.

RECOMMENDATION:

Staff recommends approval of **CUP-2025-0002**, with conditions as outlined by staff.

RECOMMENDED MOTION:

*"I move to approve **CUP-2025-0002** with conditions, determining:*

- In favor of compatibility with adjacent properties;*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is located on N. Eva Avenue, approximately 0.21 miles east of N. Sang Avenue and W. Wedington Drive. The property is zoned RSF-4, and totals approximately 0.5 acres. The property is developed with a single-family dwelling that was developed in 1961. The property does partially enter into the Hillside/Hilltop Overlay District. On April 20, 2021, City Council adopted an ordinance to regulate short-term rentals operating within its limits. On December 20, 2022, City Council amended the ordinance to enact new requirements for short-term rentals, and on July 6, 2023, City Council amended the Type 2 short-term rental density cap requirements from 2% city-wide, to 475 total. This report reflects those new changes for consideration. Surrounding land use and zoning are depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
South	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
East	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
West	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre

City Plan 2040 Future Land Use Designation: **Residential Neighborhood.**

Proposal: The applicant requests conditional use permit approval to use the property as a Type 2 short-term rental, which are those not occupied by a permanent resident. Type 2 short-term

rentals are subject to density limitations, including a citywide cap of 475 units, and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

Public Comment: Staff has not received any public comment regarding this request.

RECOMMENDATION: Staff recommends approval of **CUP-2025-0002**, with the following conditions;

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the proposed short-term rental to be compatible with the neighborhood based on the findings in this report;*
2. Approval of the conditional use permit does not ensure approval of a business license application. The applicant must still be able to comply with all other applicable requirements in the development code.
3. Per §166.20, Expiration of Approved Plans and Permits, a business license must be obtained within 1 year of conditional use permit approval.
4. Per ordinance, the number of occupants is limited to a maximum of two people per bedroom, plus two, for the entire unit when the property is operated as a short-term rental.
5. Special events including, but not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars are prohibited from occurring in the short-term rental.
6. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.
7. All trash receptacles shall be screened from view of the right-of-way.
8. All outdoor lighting shall meet requirements as outlined in §176, Outdoor Lighting.
9. Any signage shall meet the requirements as outlined in §174, Signage.
10. Per Business Regulations §120.02(A), the owners of only short-term rentals shall be required to designate and register their landlord's representative into the Landlord's Representative Registry.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.
2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting a conditional use permit for a Type 2 short-term rental in the RSF-4 zoning district.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: **The Planning Commission is empowered under Unified Development Code §118.01(E)(2) to grant the requested conditional use permit.**

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: **Staff finds that granting the requested conditional use is unlikely to negatively affect the public interest, given the applicable business license requirements including a required building safety inspection, and applicable density caps on Type 2 short-term rentals.**

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are specific rules governing Short-Term Rentals, as follows:

§163.18 - SHORT-TERM RENTALS

A. Residential Zoning Districts. Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts: R-A, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18, RI-12, RI-U, RMF-6, RMF-12, RMF-18, RMF-24, RMF-40, NC. Short term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district. Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

Finding: The request is to operate a Type 2 Short-Term Rental, Use Unit 46, in RSF-4 zoning which requires a conditional use permit.

B. Occupancy. Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

Finding: The home contains a total of three bedrooms which would limit occupancy to a maximum of eight guests per ordinance. Occupancy limitations are confirmed by the applicant during licensing.

C. Parking. Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

Finding: Staff recommends parking is limited as described in UDC §163.18(A)(4). For single-family structures parking is required to be provided at a rate of two vehicle space per unit. According to the applicant the structure has access to a carport (2 spaces) and a driveway (4 spaces) for parking that can accommodate the maximum vehicles allowed (a total of 6). Staff notes that in UDC §172.11 would limit the number of vehicles that could be parked outside to a maximum of 4. On-street parking appears to be available on N. Eva Avenue but not for W. Wedington Drive. But given the amount of space for on-site parking, staff does not anticipate any issues.

D. Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

Finding: The application letter suggests the property will comply with the City's regulations for a short-term rental. As a condition of approval, staff recommends a prohibition on special events.

E. Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle,

trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

Finding: The application is for use of the property at 1030 N. Eva Avenue. Staff recommends a condition confirming that no recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

F. Exceptions. Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

Finding: Type 2 short-term rentals are subject to a citywide density cap at 475 business licenses. As of February 19, 2025 the City had issued 456 Type 2 short-term rental licenses. Granting a CUP for this location would entitle the applicant to apply for a business license, but does not guarantee its approval.

G. Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

Finding: This short-term rental would be subject to all codes in Business Regulations §118.01 that apply to Type 2 short-term rentals in residential zoning districts. Applicable business licensing requirements will be reviewed by staff and confirmed by the applicant at the time of licensing.

H. Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:

1. Adequate parking infrastructure;
2. Adequate adjoining or nearby streets for on-street parking;
3. Frequency or concentration of nearby licensed Type 2 short-term rentals; and
4. Prior zoning or code violations; and
5. Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line.

Finding: There appears to be adequate parking available to support the use of the property as a short-term rental based on the applicant's submittal. A maximum of six on-site parking spaces will be available for guests. City business records indicate that eleven (11) other short-term rental units within a quarter-mile radius of the property that have an active Type-2 short-term rental business license. These properties are spread relatively evenly within this radius with no apparent clusters. Staff finds that the area could likely support an additional short-term rental. There are no zoning or code violations for this property. The property is not within a 1000 foot proximity of a school.

§163.02. AUTHORITY; CONDITIONS; PROCEDURES. (continued)

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: A driveway with access into N. Eva Avenue is available to accommodate vehicular ingress and egress to the subject property. N. Eva Avenue does have sidewalk for pedestrian access. Staff finds the proposal will not adversely affect traffic flows considering the use of the property would be limited to a maximum of 6 guests, which would not be out of character with use of the property for residential purposes.

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: The applicant has described their driveway and carport as having the capacity of accommodating up to 6 vehicles. The short-term rental ordinance limits the number of guest vehicles to the maximum number of vehicles as allowed by the underlying zoning district.

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: The applicant proposes typical residential trash cart service rather than dumpster service. Staff recommends storage of the containers should be screened from public view when not at the curb for residential pick-up.

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: Utilities are currently available to the site, and the use as a short-term rental is not anticipated to impact the provision of utilities.

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: Staff recommends that residential carts be screened so that they are not visible from the public right-of-way.

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any proposed signage will be subject to Unified Development Code section 174 – Signs, and all the regulations therein.

(g.) Required yards and other open space; and

Finding: Based on the applicant's submittal, the structure is meeting relevant setbacks.

(h.) General compatibility with adjacent properties and other property in the district.

Finding: Staff finds the use to be compatible with the surrounding properties. Residences along N. Eva Avenue and W. Wedington Drive are all detached single-family dwellings.

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds the proposed use to be somewhat incompatible with the City's adopted land use, transportation, and other strategic plans since short-term rentals do not clearly support any of the goals identified in those plans. However, there are safeguards in place that limit how short-term rentals operate to ensure that the City can still meet those goals, including a citywide density cap of 475 units and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

BUDGET/STAFF IMPACT:

None

Attachments:

- Business Regulations
 - §118.01 Applicability
- Unified Development Code
 - §163.18 Type 2 Short-Term Rentals in Residential Zoning Districts
 - §161.09 District RSF-4, Residential Single-Family – Four (4) Units Per Acre
- Applicant Exhibits
 - Applicant Request Letter
 - Site Plan
 - Building Elevations
 - Building Floor Plan
- One Mile Map
- Close-Up Map
- Current Land Use Map
- STRs Within ¼ Mile Map

118.01 Applicability

- (E) *Short-Term Rentals.* A residential dwelling unit, portion of a dwelling unit, or bedroom within a residential dwelling unit, leased and/or rented to a guest(s), for a period of less than thirty consecutive (30) days.
- (1) *Short-Term Rental, Type 1.* A short-term rental where the principal use of the property remains as a full-time residence. The occupants or owner rent their primary residence as a short-term rental. A copy of the Homestead Tax Credit or long-term lease agreement for the subject property is required to be classified as a Type 1 rental. The occupant or owner must occupy the residence for nine (9) months of the year. Accessory dwelling units (ADUs) as defined in Unified Development Code Chapter 151 shall be considered a Type 1 short-term rental.
 - (2) *Short-Term Rental, Type 2.* A short-term rental that is not occupied by a permanent resident. The owner lists this property full-time as a short-term rental and has no intention of having permanent residents living in the property. A conditional use permit is required for a Type 2 short-term rental in a residential zoning district prior to the city issuing a business license.
 - (3) *License Required.* No dwelling unit in the city shall be used as a short-term rental unless:
 - (a) The owner of the dwelling unit or operator of the short-term rental possess a valid and current business license for the dwelling unit, and fully complies with all legal requirements and duties imposed herein with respect to each and every short-term rental; and
 - (b) The owner has designated an agent, where said agent fully complies with all legal requirements and duties imposed herein with respect to every short-term rental. The owner may serve as their own agent.
 - (c) The owner of the dwelling unit or operator of the short-term rental provides proof of a valid and current homeowners insurance rider policy which fully covers each unit when operated as short-term rental unit.
 - (4) A separate business license shall be required for each dwelling unit used as a short-term rental.
 - (5) Any change in ownership requires a new or amended business license.
 - (6) If any required contact information changes for the associated business license, the person to whom the license was issued shall immediately notify the Development Services Department in writing.
 - (7) *License Application.* The application for a business license shall include at minimum, the following information from applicants:
 - (a) The property owner's information including legal name, mailing address, immediate contact phone number, and immediate contact E-mail address.
 - (b) Information for the dwelling unit subject to the application, inclusive of the physical street address assigned by the city.
 - (c) The type and total number of dwelling units located on the lot of record containing the dwelling unit subject to the application.
 - (d) If the owner is not their own agent, the owner designated agent's information including legal name, mailing address, immediate contact phone number and immediate contact E-mail address.
 - (e) Documentation of approval of a life safety and egress inspection by the City Building Safety Division for the dwelling unit subject to the application.
 - (f) Proof of application for remittance of hotel, motel and restaurant tax to the City of Fayetteville, and verification that all sales, use, and hotel, motel and restaurant taxes are current.
 - (g) Any additional data as deemed necessary or desirable for permit approval by the Development Services Director.
 - (8) *License Renewals.* Business licenses for short-term rentals shall be renewed in accordance with Chapter 118 of the Business Regulations (Business Registry and Licenses).
 - (11) *Legal Duties of License Holders.* An owner possessing a short-term rental license shall comply at all times with the following requirements:
 - (a) *Occupancy.* Short-term rentals shall be subject to, and may not exceed, the occupancy limits approved with the business license.
 - (b) *Advertisements.* A short-term rental shall not be advertised if it violates occupancy, density, safety, and any of the other provisions of the Fayetteville Code. No short-term rental unit shall be advertised prior to having obtained a business license and the business license number shall be included in the advertisement listing.
 - (c) *Information and Posting.* Business licensees shall provide to guests and post conspicuously in the common area of the short-term rental unit the city phone number to report a safety complaint.
 - (10) *Owner or Agent Accessibility.* The property owner shall ensure that they or a designated agent are available at all times during guest occupancy, including nights and weekends, in order to facilitate

compliance with this section. For the purposes of these regulations, 'availability' means that the owner or agent is accessible by telephone, and, able to be physically present at the short-term rental within three (3) hours of being contacted.

- (11) *Guest Records.* The owner shall maintain summary guest registration records, which shall contain the actual dates of occupancy, total number of guests per party per stay, and the rate(s) charged, but shall not contain any personally identifiable information about guests. Such records shall be maintained for three (3) years and shall be provided to the City upon request.
- (12) *Health and Safety.* The owner shall ensure that each dwelling unit governed by this section complies with the applicable provisions of the Unified Development Code Chapter 173, Building Regulations.
- (13) *Criminal Activity.* The owner shall timely report any known or reasonably suspected criminal activity by a guest to the Fayetteville Police Department within twelve (12) hours maximum.
- (14) *Taxes and Fees.* Except for those instances in which a hosting platform bears the responsibility for collecting and remitting taxes and fees applicable to short-term rentals, the property owner shall timely remit in full Fayetteville Hotel, Motel and Restaurant tax and other applicable local, state, and federal taxes and city fees owed in connection with any short-term rental. The failure of a hosting platform to collect and remit taxes and fees shall not relieve an owner of the obligation to pay taxes and fees owed pursuant to this section.
- (15) *Authorization to Occupy, Use, and Operate.* Authorization to operate a short-term rental may be granted by the Development Services Director through the issuance of a City of Fayetteville Business Registry and License (Business License).
- (16) *Density For Type 2 Short-Term Rentals.* A city-wide density cap of 2% of all dwelling units in the Fayetteville city limits may be utilized as Type 2 rentals. Total dwelling units are determined from current United States Census Bureau and/or American Community Survey numbers, whichever number is higher. A conditional use permit may not permit:
 - (a) More Type 2 short-term rentals than what is allowed by the city-wide density cap. Type 2 short-term rentals in commercial and mixed-use zoning districts where hotel/motels are permitted by right shall not contribute to the city-wide density cap.
 - (b) More than 10% or a single unit whichever is greater; of total dwelling units as Type 2 rentals within a multi-family dwelling complex.
 - (c) Individual 2-, 3- and 4-family buildings that are owned by the same person or entity and are not a part of a multi-family complex shall have no more than one (1) Type 2 short-term rental unit per building complex.
 - (d) Where attached residential units are held separately through condominium association, horizontal property regime, fee simple, or similar ownership structure, no cap shall be applied to buildings with attached residential dwellings. Structures of attached residential dwellings where applicants seek more than 10% of total units for licensing as Type 2 rentals shall be evaluated by the Building Safety Director and/or Fire Marshal for adequate fire protection as defined by the adopted Arkansas Fire Prevention Code. Where inadequate fire protection is identified, improvements may be required prior to issuance of a business license.
- (17) *Suspension and Revocation.* If the Development Services Director has reason to believe that any of the grounds specified in §118.03(A) of the Fayetteville Code exist, or that any rental unit was rented for less than one (1) full night, or to more than one (1) part of guests for the same period of time, or otherwise failed to comply with all terms and conditions of this section, the Development Services Director may suspend or revoke the short-term rental's business license pursuant to the procedures detailed in §118.03 and in §118.04 of the Fayetteville Code.
- (18) Short-term rentals must comply with all applicable codes under Unified Development Code §163.18 and § 164.26 successfully obtain a business license prior to operation.

(Ord. No. 6427 , §§1(Exh. A), 2, 4-20-21; Ord. No. 6505 , §1(Exh. A), 11-16-21; Ord. No. 6521 , §§1, 2, 1-18-22; Ord. No. 6537 , §1(Exh. A), 2-15-22)

163.18 Type 2 Short-Term Rentals in Residential Zoning Districts

- (A) *Residential Zoning Districts.* Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts:

- 1) R-A
- 2) RSF-.5
- 3) RSF-1
- 4) RSF-2
- 5) RSF-4
- 6) RSF-7
- 7) RSF-8
- 8) RSF-18
- 9) RI-12
- 10) RI-U
- 11) RMF-6
- 12) RMF-12
- 13) RMF-18
- 14) RMF-24
- 15) RMF-40
- 16) NC

Short term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district.

Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

- (B) *Occupancy.* Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.
- (C) *Parking.* Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.
- (D) Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.
- (E) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.
- (F) *Exceptions.* Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.
- (G) Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.
- (H) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:
- 1) Adequate parking infrastructure;
 - 2) Adequate adjoining or nearby streets for on-street parking;
 - 3) Frequency or concentration of nearby licensed Type 2 short-term rentals; and
 - 4) Prior zoning or code violations

(Ord. No. 6427 , §§1(Exh. E), 2, 4-20-21; Ord. No. 6505 , §2(Exh. B), 11-16-21; Ord. No. 6537 , §2(Exh. B), 2-15-22)

161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(C) *Density.*

	Single-family dwellings	Two (2) family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4858, 4-18-06; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

To the Fayetteville Planning Office,

Please see the below responses for my request letter for a CUP for a Type 2 Short Term Rental at 1030 N Eva Avenue Fayetteville, AR 72701.

(a) Building size in square feet – The building size is 1,650 Square Feet and no changes are proposed to the footprint.

(b) Color elevations of all exterior sides of the structure – The home is one-story with a crawlspace underneath. The color is red brick with yellow siding at the top of the building.

(c) Number of off-street parking spaces to be provided / number required – The home has a 2 – car carport and a large driveway that could accommodate an additional 4 cars. We anticipate needing no more than 2-3 cars parked in the home at any one time so the parking is sufficient.

(d) When request applies to a business or non-residential use:

-Hours of operation – Short-term rental – the home would be fully rented for the majority of the year.

-Number of employees – None – the applicant is the only one involved in the operation, but we will contract with a cleaning crew and a mowing crew to maintain the property.

-Anticipated number of patrons, clients, children, customers, etc. (average per day / peak hour) – We anticipate the sleeping capacity to be 6 people based upon the number of beds that we will provide in the home.

(e) Outdoor lighting – Porch lights and carport lights.

(f) Noise – Nothing abnormal anticipated. We will prohibit parties in our property.

(g) Screening or buffering from adjacent properties – There is a fence between our property and the adjacent property to the east of the home. There is a road between our property and the adjacent property to the south.

(h) Trash and refuse service (with particular reference to visibility from the street and adjacent properties) – Trash and refuse service will be consistent with normal home use and will utilize the trash and recycling containers provided through Fayetteville waste service.

(i) Ingress and egress to the property; traffic impacts – As noted above the home has a large driveway and carport which serve as the ingress and egress for the property. As noted, no parties will be allowed in the property so we do not anticipate traffic impact.

(j) A response discussing the general compatibility of the proposed use with adjacent properties and other property in the neighborhood – We believe that the proposed use of this property as a short term rental (type 2) is appropriate for this neighborhood given our ability to accommodate parking for the number of beds proposed and the buffer between our property and those adjacent to it.

To the Fayetteville Planning Office,

I, James Douglas Ledbetter, authorize the submission of this Conditional Use Permit.

A handwritten signature in black ink, reading "J. Douglas Ledbetter". The signature is written in a cursive style with a large initial "J" and a checkmark-like flourish at the end.



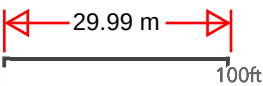
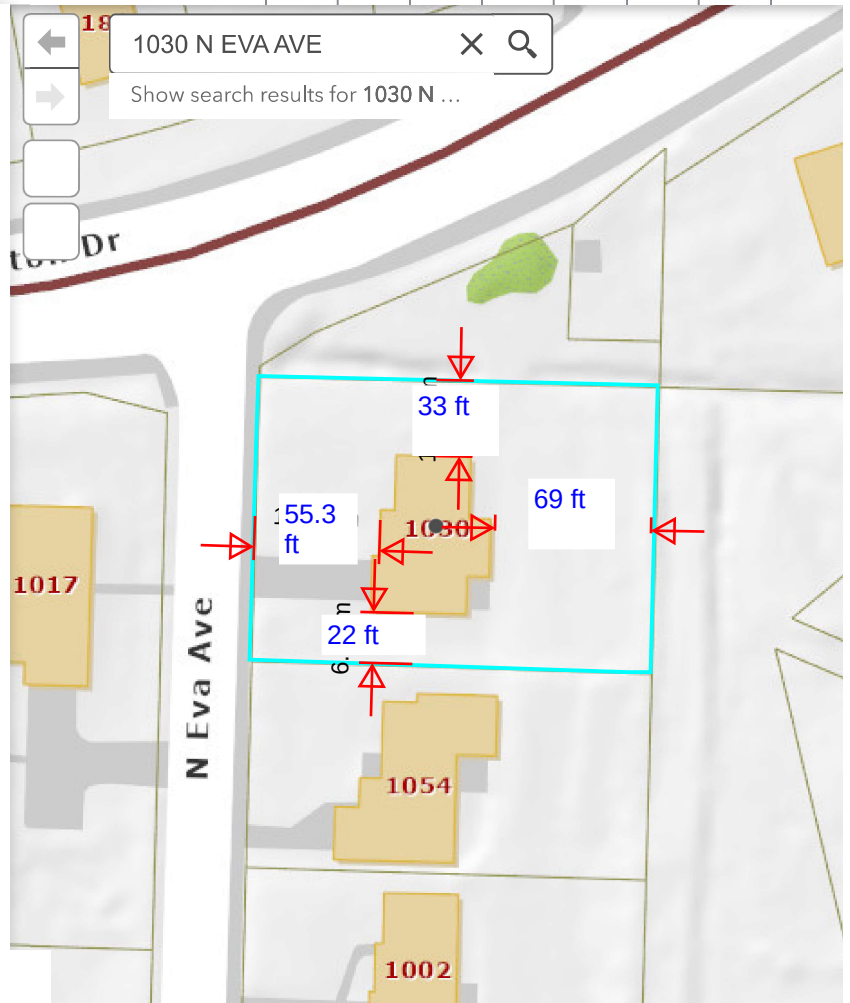
(1 of 1)

[Clear](#)

Parcel

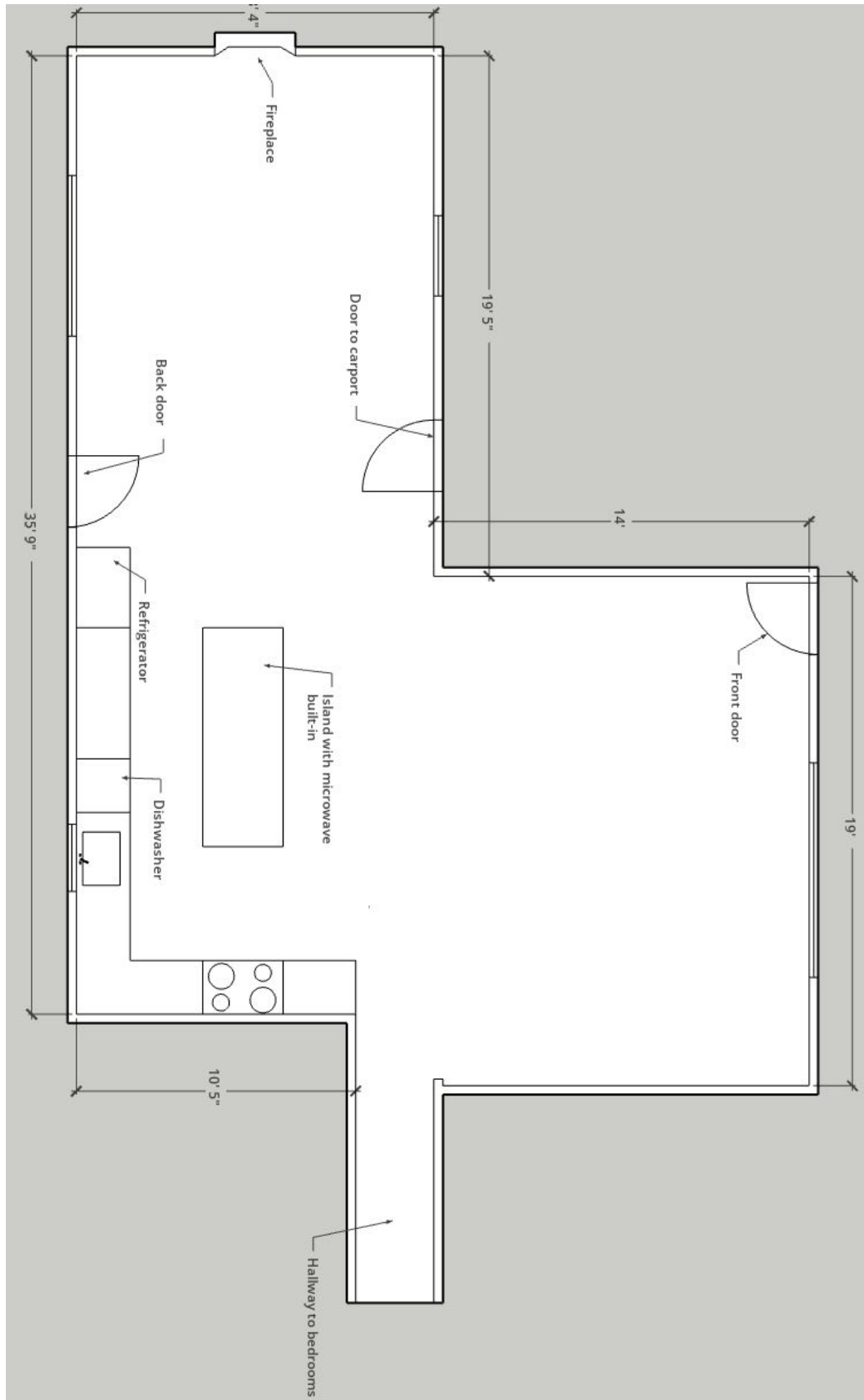
PIN 765-09741-000
Owner LEDBETTER, JAMES
Acres 0.5
URL [More info](#)

[Zoom to](#)

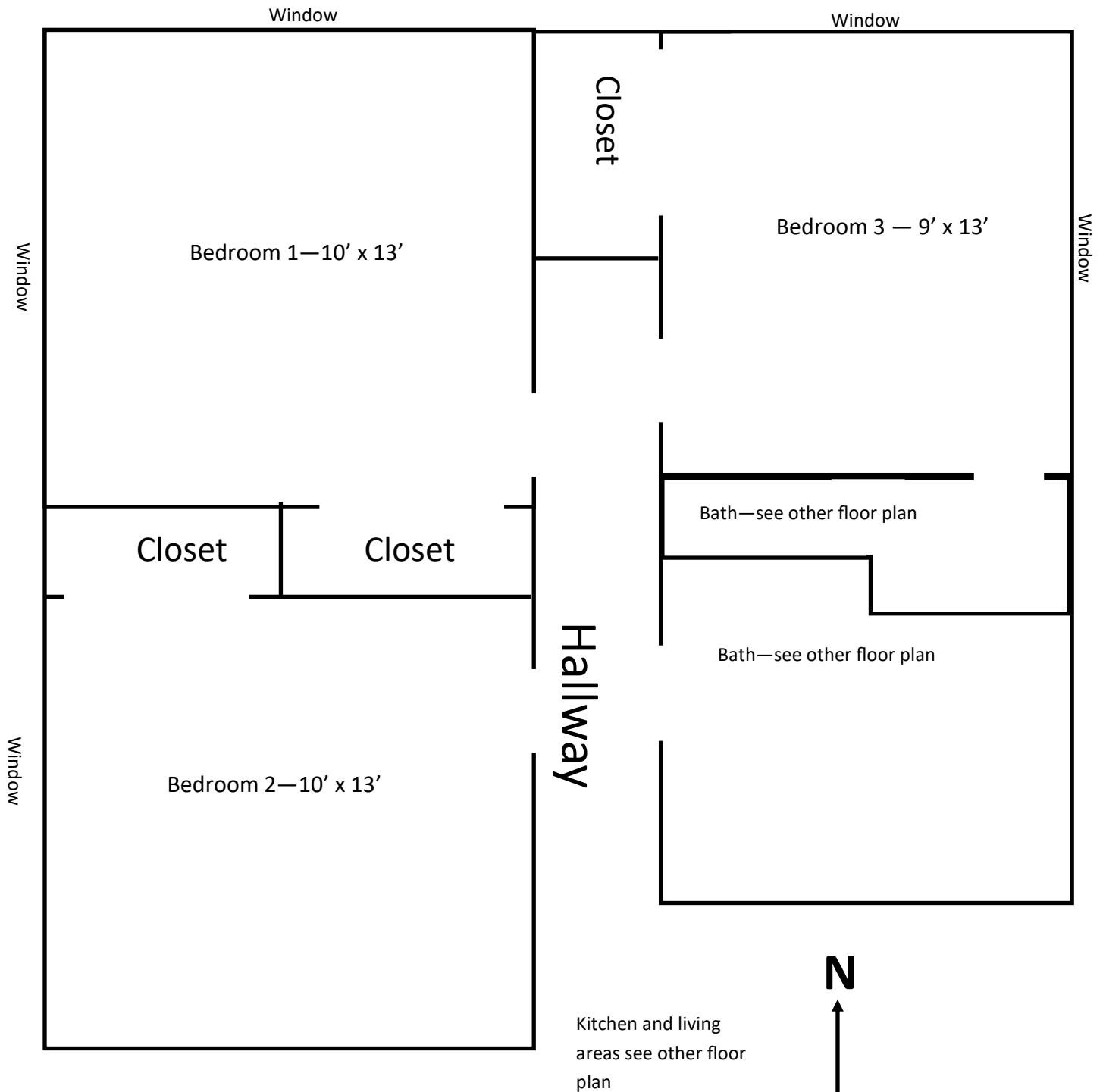


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PROPOSED FLOOR PLAN







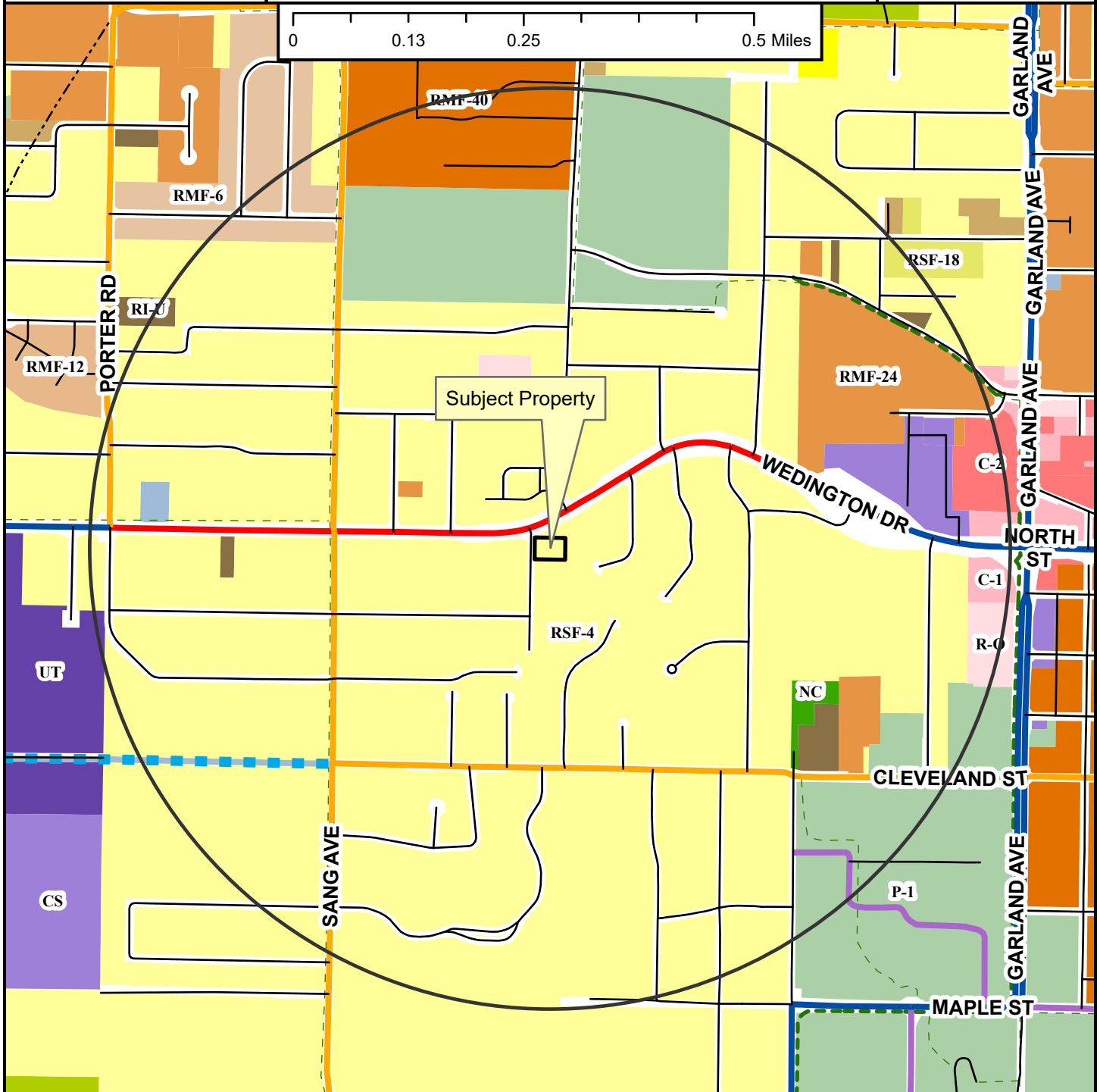
CUP-2025-0002

1030 N. EVA AVE

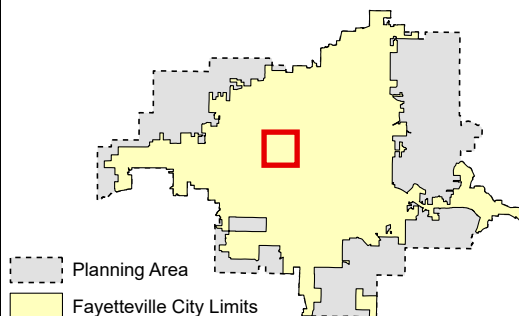
One Mile View



0 0.13 0.25 0.5 Miles



- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area

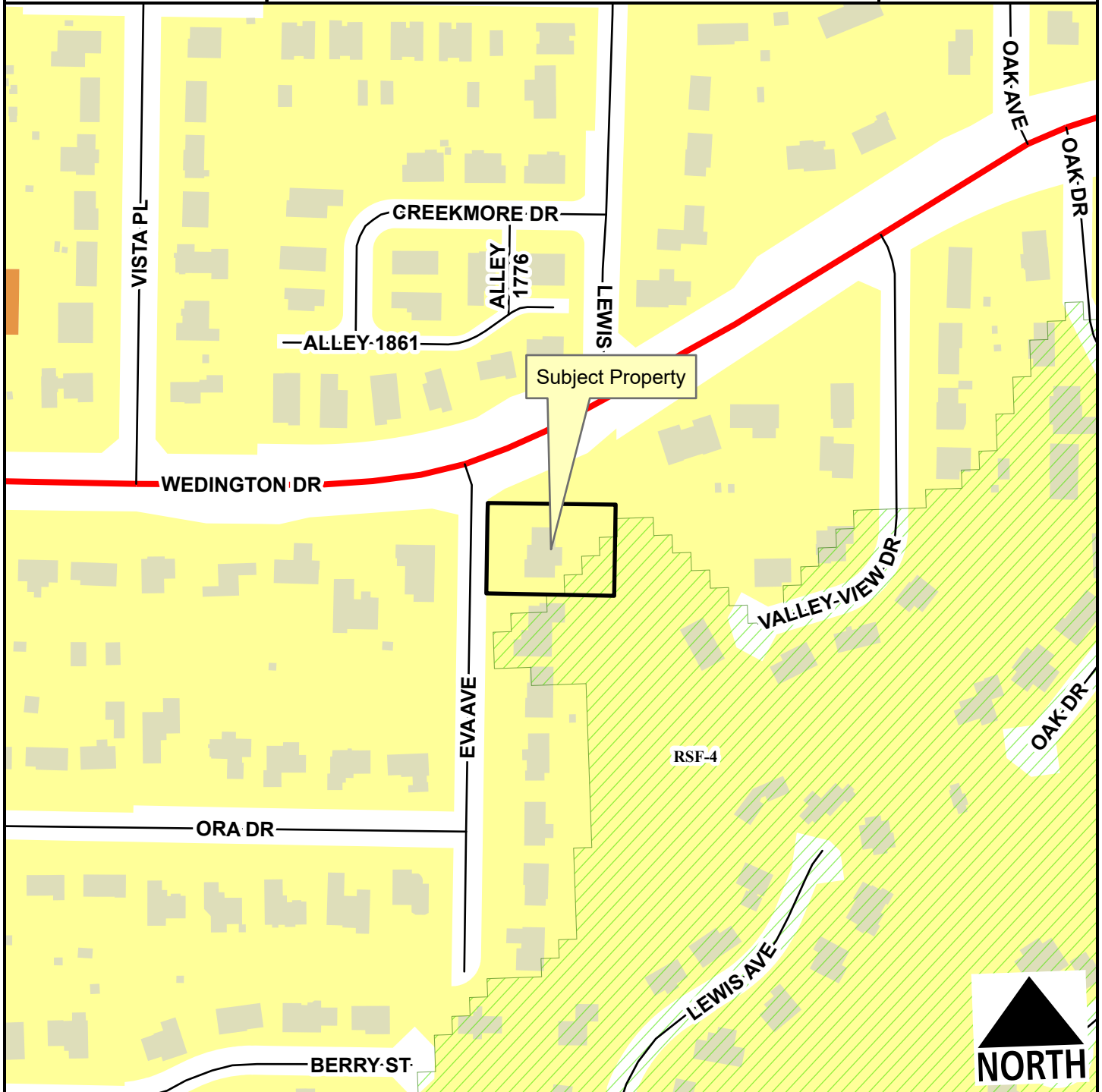


- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18
- RESIDENTIAL MULTI-FAMILY**
- RMF-6
- RMF-12
- RMF-13
- RMF-24
- RMF-40
- INDUSTRIAL**
- I-1 Heavy Commercial and Light Industrial
- EXTRACTION**
- E-1
- COMMERCIAL**
- Residential-Office
- C-1
- C-2
- C-3
- FORM BASED DISTRICTS**
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation
- PLANNED ZONING DISTRICTS**
- Commercial, Industrial, Residential
- INSTITUTIONAL**
- P-1

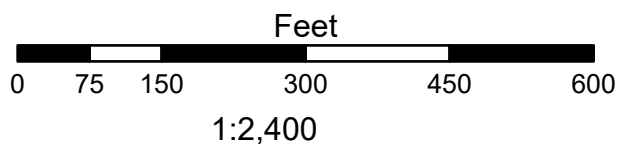
CUP-2025-0002

1030 N. EVA AVE

Close Up View



- Regional Link
- Unclassified
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits



- RSF-4
- RMF-24

CUP-2025-0002

1030 N. EVA AVE

Current Land Use



- Regional Link
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits



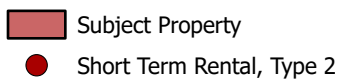
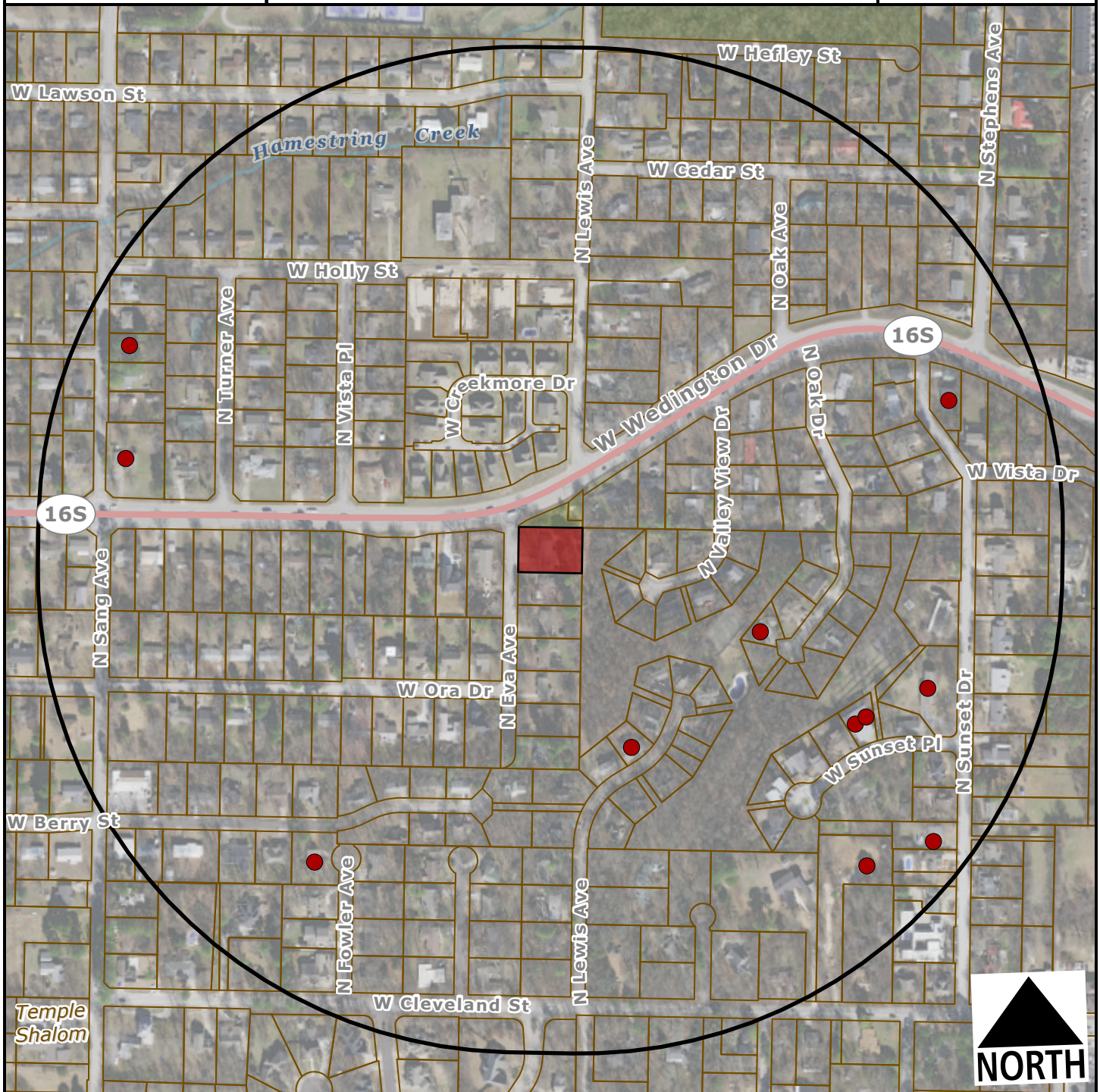
FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CUP-2025-0002

1030 N. EVA AVE

STRs Within 1/4 Mile



Feet

0 200 400 800 1,200

1:4,800

Within 1/4 Mile

Type 2 STRs: 11

**Occupiable
Residential
Addresses
(Estimated
Housing Units): 320**



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: February 24, 2025

SUBJECT: **CUP-2025-0004: Conditional Use Permit (4897 W. TRIANGLE ST./KIRBY, 516):** Submitted by BEN KIRBY for property located at 4897 W. TRIANGLE ST. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.11 acres. The request is to use the property as a short-term rental.

RECOMMENDATION:

Staff recommends approval of **CUP-2025-0004** with conditions.

RECOMMENDED MOTION:

*"I move to approve **CUP-2025-0004**, determining:*

- In favor of compatibility with adjacent properties and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is located in west Fayetteville, one lot east of Broyles Avenue on the south side of Triangle Street in The Element Subdivision. It contains one parcel totaling 0.11 acres which is developed with a 1,688-square-foot single-family home that was built in 2023. On April 20, 2021, City Council adopted an ordinance to regulate short-term rentals operating within its limits. On December 20, 2022, City Council amended the ordinance to enact new requirements for short-term rentals, and on July 6, 2023, City Council amended the Type 2 short-term rental density cap from two percent of all dwelling units to 475 units city wide. This report reflects those changes. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	NC, Neighborhood Conservation
South	Detention Pond	NC, Neighborhood Conservation
East	Single-Family Residential	NC, Neighborhood Conservation
West	Single-Family Residential	NC, Neighborhood Conservation

City Plan 2040 Future Land Use Designation: **Residential Neighborhood**

Proposal: The applicant requests conditional use permit approval to use the property as a Type 2 short-term rental, which are those not occupied by a permanent resident. Type 2 short-term rentals are subject to density limitations, including a city-wide cap of 475 units, and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

Public Comment: To date, staff has not received any public comment regarding this request.

RECOMMENDATION: Staff recommends approval of **CUP-2025-0004** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the proposed short-term rental to be compatible based on the findings contained herein;*
2. Approval of the conditional use permit does not ensure approval of a business license application. The applicant must still be able to comply with all other applicable requirements in city code;
3. Per UDC §166.20, Expiration of Approved Plans and Permits, a business license must be obtained within one year of conditional use permit approval;
4. Per ordinance, the number of occupants is limited to a maximum of two people per bedroom, plus two, for the entire unit when the property is operated as a short-term rental;
5. Special events including, but not limited to, weddings, receptions, anniversaries, private parties, fundraisers, and business seminars are prohibited from occurring in the short-term rental;
6. No recreational vehicle, trailer, other vehicle, or structure not classified as a permanent residential dwelling may be used as a short-term rental;
7. All trash receptacles shall be screened from view of the right-of-way;
8. All outdoor lighting shall meet requirements as outlined in UDC Chapter 176, Outdoor Lighting;
9. Any signage shall meet the requirements as outlined in UDC Chapter 174, Signs; and
10. Per Business Regulations §120.02(A), the owners of only short-term rentals shall be required to designate and register their landlord's representative into the Landlord's Representative Registry.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter;
2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: The applicant has submitted a written application requesting a conditional use permit for a Type 2 short-term rental in the NC zoning district.

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: The applicant has paid the required filing fee.

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:
 - (a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under Business Regulations §118.01(E)(2) to grant the requested conditional use permit.

- (b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that granting the requested conditional use is unlikely to adversely affect the public interest given the applicable business license requirements, including a required building safety inspection, and applicable density caps on Type 2 short-term rentals.

- (c.) The Planning Commission shall certify:

- (1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are specific rules governing short-term rentals, as follows:

§163.18. SHORT-TERM RENTALS.

- A. Residential Zoning Districts.** Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts: R-A, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18, RI-12, RI-U, RMF-6, RMF-12, RMF-18, RMF-24, RMF-40, and NC. Short-term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district. Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

Finding: The request is to operate a Type 2 short-term rental in NC zoning. Since NC is a residential zoning district, a conditional use permit is required.

- B. Occupancy.** Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

Finding: The house contains a total of three bedrooms which would limit occupancy to a maximum of eight guests per ordinance. Occupancy limitations are confirmed by the applicant during licensing.

- C. Parking.** Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

Finding: Parking for single-family dwellings is required to be provided at a rate of two spaces per unit and up to four vehicles are permitted to be parked outdoors at any given time. The applicant indicated that there is space to park four vehicles on site with two spaces in an attached garage and two spaces in a driveway. On-street parking is also available nearby.

- D.** Special events are not permitted in a short-term rental. Examples of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

Finding: The applicant's request letter suggests that the property will comply with the City's regulations for a short-term rental. As a condition of approval, staff recommends a prohibition on special events.

- E.** Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

Finding: The application is for use of the property at 4897 W. Triangle St. Staff recommends a condition confirming that no recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

- F. **Exceptions.** Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

Finding: **Type 2 short-term rentals are subject to a city-wide density cap at 475 units. As of February 19, 2025, the City had issued 456 Type 2 short-term rental business licenses and 19 remain in the queue for processing. An additional 37 are on the waitlist. Granting a conditional use permit for this location would give the applicant the zoning entitlement necessary to apply for a business license, but it would not guarantee approval of a business license.**

- G. Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

Finding: **This short-term rental would be subject to all codes in Business Regulations §118.01 that apply to Type 2 short-term rentals in residential zoning districts. Applicable business licensing requirements will be reviewed by staff and confirmed by the applicant at the time of licensing.**

- H. Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:

1. Adequate parking infrastructure;
2. Adequate adjoining or nearby streets for on-street parking;
3. Frequency or concentration of nearby licensed Type 2 short-term rentals; and
4. Prior zoning or code violations; and
5. Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line.

Finding: **There appears to be adequate parking available to support the use of the property as a short-term rental based on the applicant's submittal. Four off-street parking spaces are available on site and a maximum of eight guests would be permitted. On-street parking is also available nearby. City records indicate that two other units, or roughly 1.3% of estimated housing units, within a quarter-mile radius of the property have a business license to operate as a Type 2 short-term rental. Staff finds the applicant's request to be suitable given the low concentration of licensed short-term rentals nearby. The property is also not near a public or private K-12 school.**

§163.02. AUTHORITY; CONDITIONS; PROCEDURES. (continued)

- (2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

- (a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: One driveway with access onto a public alley is available to accommodate vehicular ingress and egress. Staff finds that the proposal to use the property as a short-term rental would not adversely affect vehicular traffic flows when considering that the use of the property would be limited to a maximum of ten guests which would not be out of character with the use of the property for residential purposes.

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: A total of four off-street parking spaces are available in a paved driveway and attached garage. The short-term rental ordinance limits the number of guest vehicles to the maximum number of vehicles as allowed by the underlying zoning district.

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading;

Finding: The applicant proposes to utilize existing residential trash cart services. Staff recommends a condition confirming that the containers are stored in a location that is screened from public view when not placed at the curb for pick-up.

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: Utilities are currently available to the property and its use as a short-term rental is not expected to impact the provision of utilities.

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: Staff recommends that residential carts be screened so that they are not visible from the public right-of-way.

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any proposed signage will be subject to Unified Development Code Chapter 174, Signs, and all regulations therein.

(g.) Required yards and other open space;

Finding: Based on the applicant's submittal, the house appears to be meeting relevant setbacks.

- (h.) General compatibility with adjacent properties and other property in the district; and

Finding: Staff finds the proposed use to be compatible with surrounding properties. There are two other licensed Type 2 short-term rental within a quarter-mile radius with none currently operating along Triangle Street. There appears to be adequate parking to accommodate the number of permitted guests and staff does not anticipate any adverse traffic impacts with this request.

- (i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds the proposed use to be somewhat incompatible with the goals and intent of the City's adopted land use, transportation, and other strategic plans since it does not clearly support any of the stated goals in those plans. However, there are safeguards in place that limit how short-term rentals operate to ensure that the City can still meet those goals, including a city-wide density cap and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Business Regulations
 - §118.01 Applicability
- Unified Development Code
 - §161.29 Neighborhood Conservation
 - §163.18 Type 2 Short-Term Rentals in Residential Zoning Districts
- Applicant Request Letter
- Site Plan
- Building Floor Plans
- One Mile Map
- Close-Up Map
- Current Land Use Map
- STRs within ¼ Mile Map

118.01 Applicability

- (E) *Short-Term Rentals.* A residential dwelling unit, portion of a dwelling unit, or bedroom within a residential dwelling unit, leased and/or rented to a guest(s), for a period of less than thirty consecutive (30) days.
- (1) *Short-Term Rental, Type 1.* A short-term rental where the principal use of the property remains as a full-time residence. The occupants or owner rent their primary residence as a short-term rental. A copy of the Homestead Tax Credit or long-term lease agreement for the subject property is required to be classified as a Type 1 rental. The occupant or owner must occupy the residence for nine (9) months of the year. Accessory dwelling units (ADUs) as defined in Unified Development Code Chapter 151 shall be considered a Type 1 short-term rental.
 - (2) *Short-Term Rental, Type 2.* A short-term rental that is not occupied by a permanent resident. The owner lists this property full-time as a short-term rental and has no intention of having permanent residents living in the property. A conditional use permit is required for a Type 2 short-term rental in a residential zoning district prior to the city issuing a business license.
 - (3) *License Required.* No dwelling unit in the city shall be used as a short-term rental unless:
 - (a) The owner of the dwelling unit or operator of the short-term rental possess a valid and current business license for the dwelling unit, and fully complies with all legal requirements and duties imposed herein with respect to each and every short-term rental; and
 - (b) The owner has designated an agent, where said agent fully complies with all legal requirements and duties imposed herein with respect to every short-term rental. The owner may serve as their own agent.
 - (c) The owner of the dwelling unit or operator of the short-term rental provides proof of a valid and current homeowners insurance rider policy which fully covers each unit when operated as short-term rental unit.
 - (4) A separate business license shall be required for each dwelling unit used as a short-term rental.
 - (5) Any change in ownership requires a new or amended business license.
 - (6) If any required contact information changes for the associated business license, the person to whom the license was issued shall immediately notify the Development Services Department in writing.
 - (7) *License Application.* The application for a business license shall include at minimum, the following information from applicants:
 - (a) The property owner's information including legal name, mailing address, immediate contact phone number, and immediate contact E-mail address.
 - (b) Information for the dwelling unit subject to the application, inclusive of the physical street address assigned by the city.
 - (c) The type and total number of dwelling units located on the lot of record containing the dwelling unit subject to the application.
 - (d) If the owner is not their own agent, the owner designated agent's information including legal name, mailing address, immediate contact phone number and immediate contact E-mail address.
 - (e) Documentation of approval of a life safety and egress inspection by the City Building Safety Division for the dwelling unit subject to the application.
 - (f) Proof of application for remittance of hotel, motel and restaurant tax to the City of Fayetteville, and verification that all sales, use, and hotel, motel and restaurant taxes are current.
 - (g) Any additional data as deemed necessary or desirable for permit approval by the Development Services Director.
 - (8) *License Renewals.* Business licenses for short-term rentals shall be renewed in accordance with Chapter 118 of the Business Regulations (Business Registry and Licenses).
 - (9) *Legal Duties of License Holders.* An owner possessing a short-term rental license shall comply at all times with the following requirements:
 - (a) *Occupancy.* Short-term rentals shall be subject to, and may not exceed, the occupancy limits approved with the business license.
 - (b) *Advertisements.* A short-term rental shall not be advertised if it violates occupancy, density, safety, and any of the other provisions of the Fayetteville Code. No short-term rental unit shall be advertised prior to having obtained a business license and the business license number shall be included in the advertisement listing.
 - (c) *Information and Posting.* Business licensees shall provide to guests and post conspicuously in the common area of the short-term rental unit the city phone number to report a safety complaint.
 - (10) *Owner or Agent Accessibility.* The property owner shall ensure that they or a designated agent are available at all times during guest occupancy, including nights and weekends, in order to facilitate compliance with this section. For the purposes of these regulations, 'availability' means that the owner or agent is accessible

- by telephone, and, able to be physically present at the short-term rental within three (3) hours of being contacted.
- (11) *Guest Records.* The owner shall maintain summary guest registration records, which shall contain the actual dates of occupancy, total number of guests per party per stay, and the rate(s) charged, but shall not contain any personally identifiable information about guests. Such records shall be maintained for three (3) years and shall be provided to the City upon request.
 - (12) *Health and Safety.* The owner shall ensure that each dwelling unit governed by this section complies with the applicable provisions of the Unified Development Code Chapter 173, Building Regulations.
 - (13) *Criminal Activity.* The owner shall timely report any known or reasonably suspected criminal activity by a guest to the Fayetteville Police Department within twelve (12) hours maximum.
 - (14) *Taxes and Fees.* Except for those instances in which a hosting platform bears the responsibility for collecting and remitting taxes and fees applicable to short-term rentals, the property owner shall timely remit in full Fayetteville Hotel, Motel and Restaurant tax and other applicable local, state, and federal taxes and city fees owed in connection with any short-term rental. The failure of a hosting platform to collect and remit taxes and fees shall not relieve an owner of the obligation to pay taxes and fees owed pursuant to this section.
 - (15) *Authorization to Occupy, Use, and Operate.* Authorization to operate a short-term rental may be granted by the Development Services Director through the issuance of a City of Fayetteville Business Registry and License (Business License).
 - (16) *Density For Type 2 Short-Term Rentals.* A city-wide density cap of 475 dwelling units may be Type 2 rentals. A conditional use permit may not permit:
 - (a) More Type 2 short-term rentals than what is allowed by the city-wide density cap.
 - (b) More than 10% or a single unit whichever is greater; of total dwelling units as Type 2 rentals within a multi-family dwelling complex.
 - (c) Individual 2-, 3- and 4-family buildings that are owned by the same person or entity and are not a part of a multi-family complex shall have no more than one (1) Type 2 short-term rental unit per building complex.
 - (d) Where attached residential units are held separately through condominium association, horizontal property regime, fee simple, or similar ownership structure, no cap shall be applied to buildings with attached residential dwellings. Structures of attached residential dwellings where applicants seek more than 10% of total units for licensing as Type 2 rentals shall be evaluated by the Building Safety Director and/or Fire Marshal for adequate fire protection as defined by the adopted Arkansas Fire Prevention Code. Where inadequate fire protection is identified, improvements may be required prior to issuance of a business license.
 - (17) *Suspension and Revocation.* If the Development Services Director has reason to believe that any of the grounds specified in §118.03(A) of the Fayetteville Code exist, or that any rental unit was rented for less than one (1) full night, or to more than one (1) part of guests for the same period of time, or otherwise failed to comply with all terms and conditions of this section, the Development Services Director may suspend or revoke the short-term rental's business license pursuant to the procedures detailed in §118.03 and in §118.04 of the Fayetteville Code.
 - (18) Short-term rentals must comply with all applicable codes under Unified Development Code §163.18 and § 164.26 successfully obtain a business license prior to operation.

161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business*
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 44	Cluster Housing Development

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwelling types	40 feet
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(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
-------------------------	-----------

163.18 Type 2 Short-Term Rentals in Residential Zoning Districts

- (A) *Residential Zoning Districts.* Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts:

- 1) R-A
- 2) RSF-.5
- 3) RSF-1
- 4) RSF-2
- 5) RSF-4
- 6) RSF-7
- 7) RSF-8
- 8) RSF-18
- 9) RI-12
- 10) RI-U
- 11) RMF-6
- 12) RMF-12
- 13) RMF-18
- 14) RMF-24
- 15) RMF-40
- 16) NC

Short-term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district.

Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

- (B) *Occupancy.* Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.
- (C) *Parking.* Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.
- (D) Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.
- (E) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.
- (F) *Exceptions.* Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.
- (G) Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.
- (H) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:
- 1) Adequate parking infrastructure;
 - 2) Adequate adjoining or nearby streets for on-street parking;
 - 3) Frequency or concentration of nearby licensed Type 2 short-term rentals; and
 - 4) Prior zoning or code violations

1. Legal Description:

- Lot 56, The Element, Phase 1, in the City of Fayetteville, Washington County, Arkansas; as shown on plat record 24A at page 478.

2. Project Description:

- Complete description of this request:
 - (a) Building size: The property includes a 1,688-square-foot single-family home.
 - (b) Color elevations: Photos of the exterior and elevations are included.
 - (c) Off-street parking: Two designated parking spaces are provided in front of the property, two garage parking spaces and two driveway spaces.
 - (d) Business/non-residential use: The property will be used as a short-term rental (Type 2), managed by a professional company. No operating hours, and no employees beyond cleaning and maintenance staff. Anticipated guest capacity is 1-4 people.
 - (e) Outdoor lighting: The property has a porch light and pathway lighting.
 - (f) Noise: Expected to be minimal; guests are required to adhere to quiet hours per city regulations.
 - (g) Screening/buffering: The property is surrounded by landscaping and trees, providing a minimal amount of screening.
 - (h) Trash and refuse service: Trash is included in city services; bins are stored discreetly at the side of the property or in garage.
 - (i) Ingress/egress: Access is via W Triangle Street, a public road.
 - (j) Compatibility: The short-term rental use is consistent with other residential uses in the area, with several similar rentals in the city.

3. Site Plan (if applicable):

- A site plan drawn to scale, showing property boundaries, the house footprint, parking spaces, and landscaping is attached.

4. Preliminary Floor Plans (if applicable):

- Floor plans drawn to scale, indicating room layouts, doors, and windows, are attached.

5. Parcel Map:

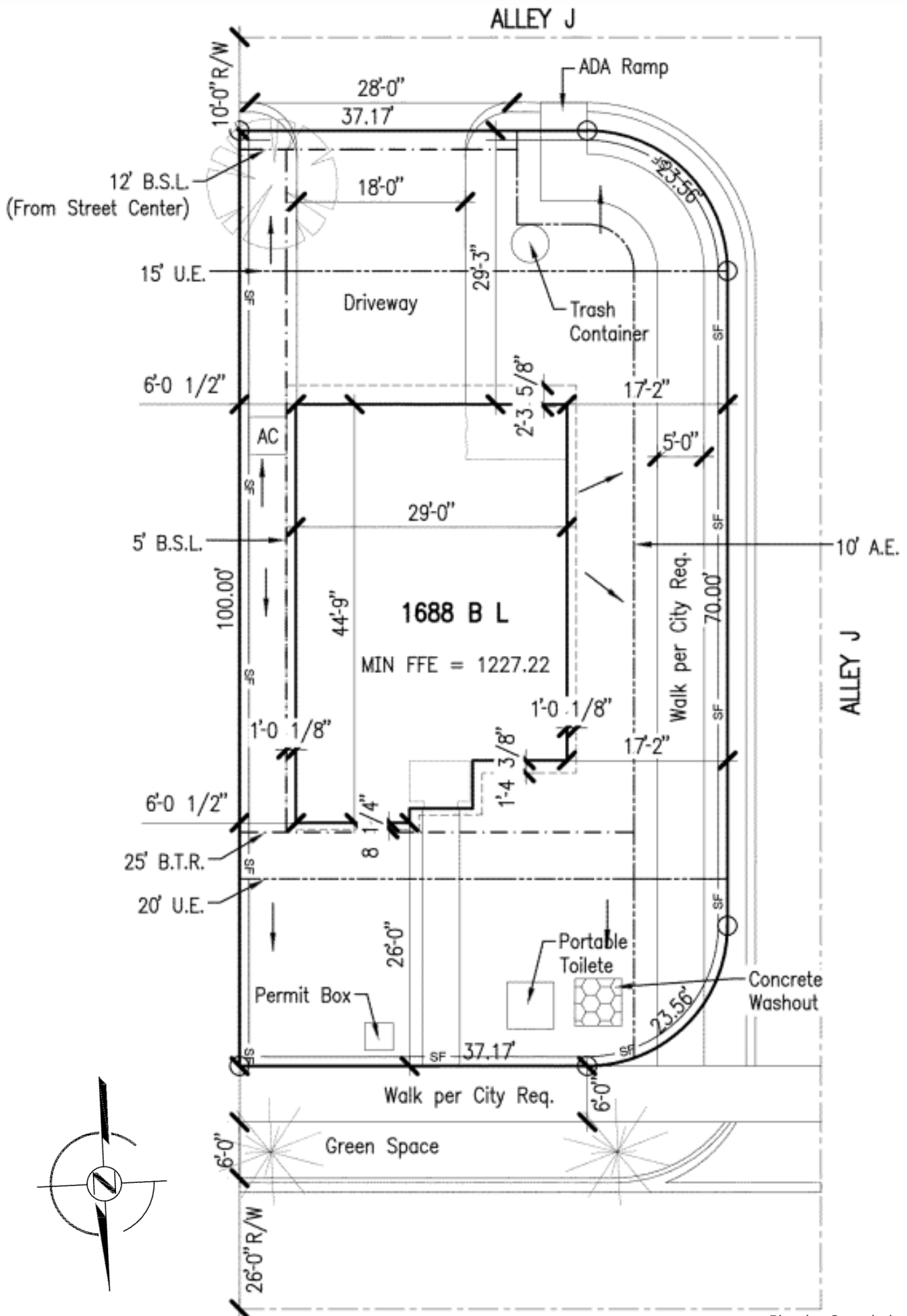
- A parcel map from the Washington County Assessor's office website is attached, showing the subject property and all parcels within 200 feet.

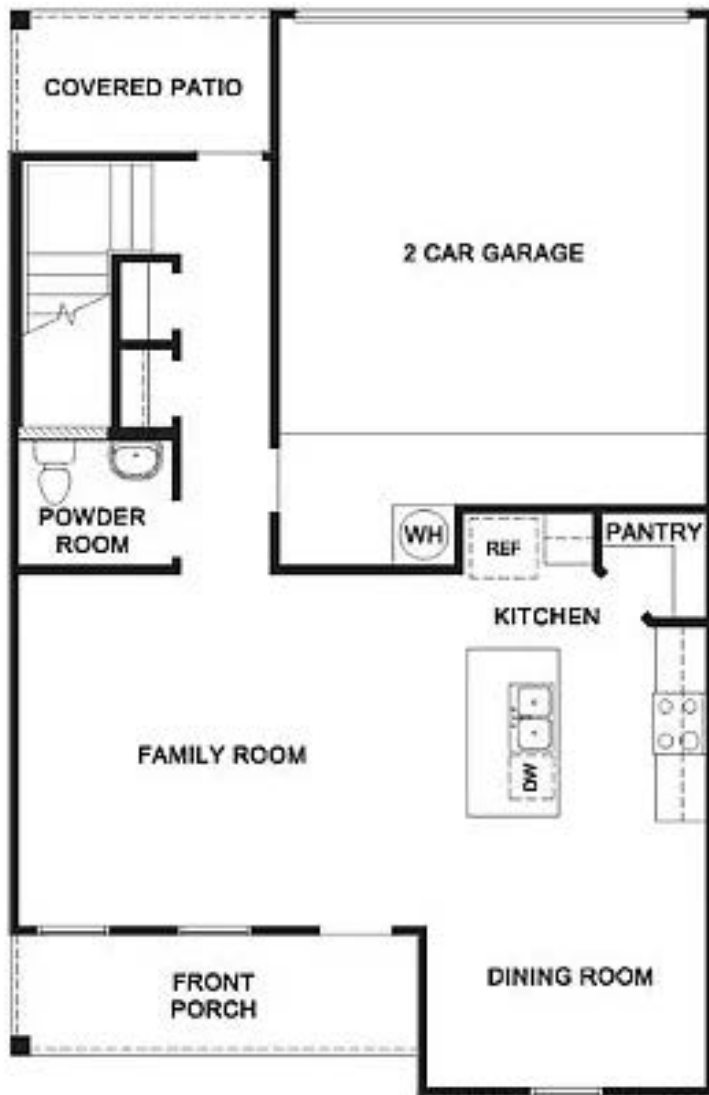
6. Owner Consent Form:

- Signed consent form from the property owner is attached.

7. Public Notification Requirements:

- Notification of landowners and residents within 200 feet, along with sign posting, will be completed as instructed by Development Services staff.





FIRST FLOOR PLAN



SECOND FLOOR PLAN

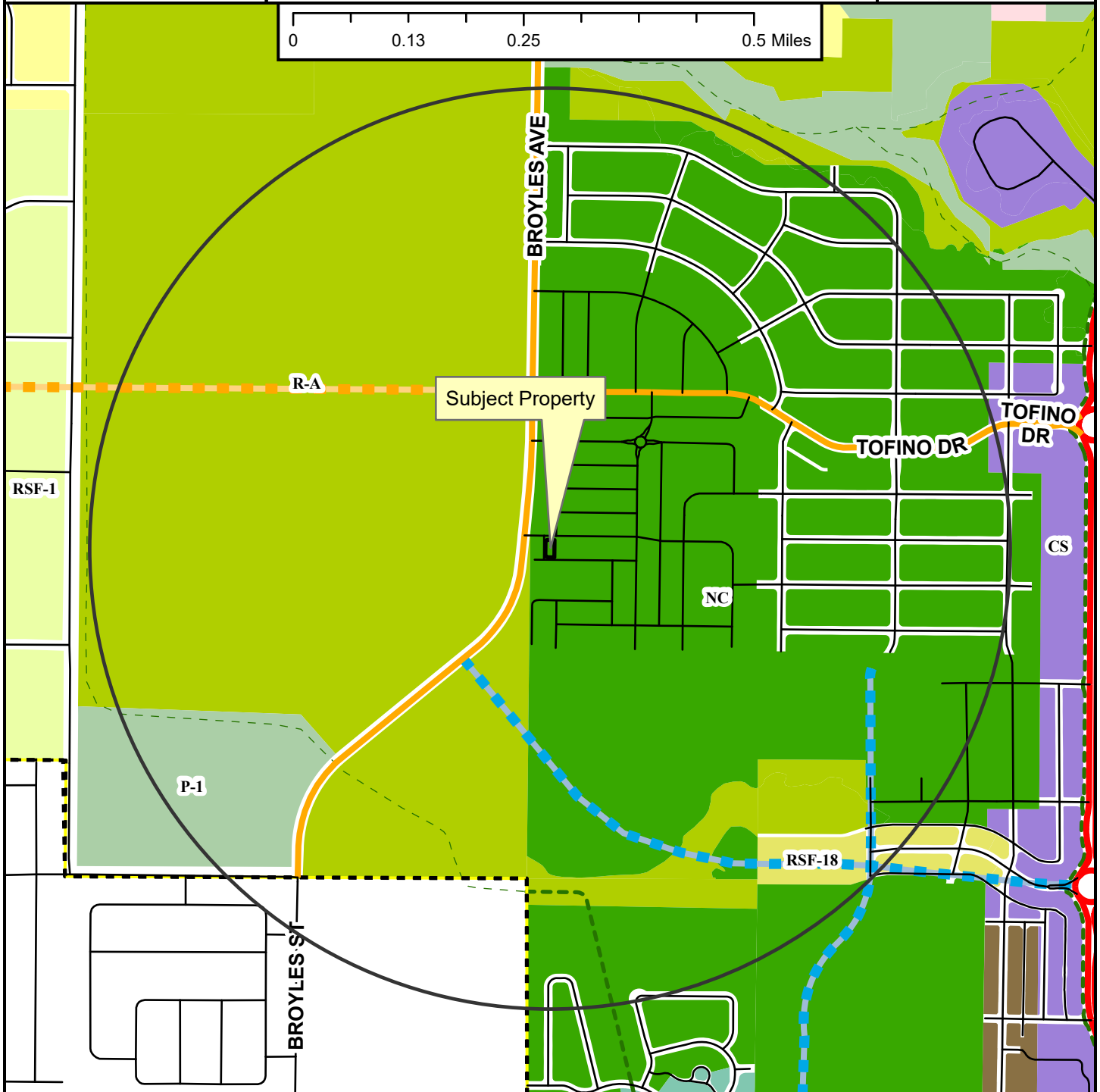
CUP-2025-0004

4897 W. TRIANGLE ST

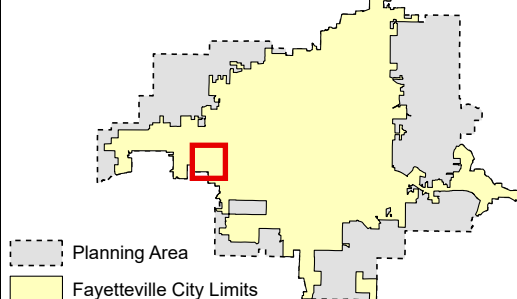
One Mile View



0 0.13 0.25 0.5 Miles



- Regional Link
- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
 - RH-U
 - RH-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
- RESIDENTIAL MULTI-FAMILY**
- RMF-6
 - RMF-12
 - RMF-13
 - RMF-24
 - RMF-40
- INDUSTRIAL**
- I-1 Heavy Commercial and Light Industrial
 - I-2 General Industrial
- EXTRACTION**
- E-1
- COMMERCIAL**
- Residential-Office
 - C-1
 - C-2
 - C-3
- FORM BASED DISTRICTS**
- Downtown Core
 - Urban Thoroughfare
 - Main Street Center
 - Downtown General
 - Community Services
 - Neighborhood Services
 - Neighborhood Conservation
- PLANNED ZONING DISTRICTS**
- Commercial, Industrial, Residential
 - P-1

CUP-2025-0004

4897 W. TRIANGLE ST

Close Up View



- Neighborhood Link
- Alley
- Residential Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits

Feet
0 75 150 300 450 600
1:2,400

- Residential-Agricultural
- Neighborhood Conservation

CUP-2025-0004

4897 W. TRIANGLE ST

Current Land Use



- Neighborhood Link
- Alley
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner

MEETING DATE: February 24, 2025

SUBJECT: **CUP-2025-0003: Conditional Use Permit (1328 S. SCHOOL AVE./ FERDOWSIAN, 562):** Submitted by NWA SHEDS LLC for property located at 1328 S. SCHOOL AVE. The property is DG, DOWNTOWN GENERAL and contains approximately 1.15 acres. The request is to use the property for automotive sales.

RECOMMENDATION:
Staff recommends denial of **CUP-2025-0003**.

RECOMMENDED MOTION:
*"I move to approve **CUP-2025-0003**, finding:*

- In favor of compatibility with adjacent properties, and*
- In favor of all other conditions as recommended by staff"*

BACKGROUND:
The subject property is in south Fayetteville approximately 1/10 mile north of the intersection of S. School Ave. and W. 15th St. The east property line borders Walker Park. The property contains roughly 1.17 acres and is DG, Downtown General, which was received as part of the city-initiated rezoning for the Walker Park Master Plan in 2008. The property is currently developed with multiple outbuildings and an existing gravel parking lot. No active business license is located at this property. The property falls within the Walker Park Master Plan area and the 71B Corridor Plan. A request to rezone the property to C-2, Thoroughfare Commercial was denied by the Planning Commission on April 8, 2024 (RZN-2024-0010). Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Retail, Recycling Center	DG, Downtown General
South	Used Car Sales Lot	DG, Downtown General
East	Walker Park	P-1, Institutional
West	Auto Repair	DG, Downtown General

City Plan 2040 Future Land Use Designation: City Neighborhood Area

Request: The applicant requests a conditional use permit for a used-car sales lot, and the installation of an 840-square-foot building for an auto body shop. This use is classified as Use Unit 17, Transportation Trades and Services which is a conditional use in the DG, Downtown

General zoning district. The following specifications were included with the request:

- Size of the business: 1.2 Acres
904-square-feet (Existing Office)
840-square-feet (Body Shop)
- Hours of operation: 11:00 AM - 6:00 PM Monday through Saturday
- Parking: 6
- Number of employees: 1

Public Comment: One member of the public emailed opposition to the request, citing the goals of the 71B plan to create more community-focused uses for the area and the need to follow the intent of the rezoning.

RECOMMENDATION: Staff recommends denial of **CUP-2025-0003**. If approved, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility for a used car sales lot and body shop.** *Staff finds the proposed business to be incompatible with the surrounding neighborhood and the City's long-range plans for the area;*
2. **This conditional use permit is limited to the use for a used car sales lot by Jordan Ferdowsian as described in the applicant's request letter. This conditional use permit is non-transferrable to a different business or property owner. The following specifications apply:**
 - Size of the business: 1.2 Acres
904-square-feet (Existing Office)
840-square-feet (Body Shop)
 - Hours of operation: 11:00 AM - 6:00 PM Monday through Saturday
 - Parking: 6
 - Number of employees: 1
3. **Vehicle display areas shall follow UDC 177.04 - Site Development and Parking Lot Landscape Standards as if it were a non-display area.**
4. **An existing 40-foot landscape buffer shall be maintained along the property's eastern boundary.**
5. **On-site trash and recycling services shall be provided per Solid Waste minimum standards.**
6. **Approval of this conditional use permit does not ensure approval of a development application. The conditional use permit grants the applicant rights to submit a development proposal based on the conceptual layout included herein. The applicant shall comply with all other development requirements, including but not limited to, tree preservation, drainage, exterior lighting, utility installation, and Fire Department access standards. These details shall be reviewed with the development application;**

7. Approval of this conditional use permit does not ensure approval of any required variances.
8. Any future expansion or change in the uses requiring a conditional use permit shall require Planning Commission approval;
9. Signs shall be limited to those permitted by UDC §174. Any proposed signage shall be reviewed for compliance with the underlying zoning district and shall be permitted by a separate sign permit prior to installation.
10. A business license shall be obtained for the proposed business at this location prior to permitting;

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.
2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting a conditional use permit for Use Unit 17 in the DG zoning district.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: **The Planning Commission is empowered under Unified Development Code §161.28 to grant the requested conditional use permit.**

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: **Staff finds granting the conditional use may be in conflict with the public interest. While there are existing used car lots and an existing recycling facility immediately surrounding the proposed use, the applicant's proposal does not appear to address required design standards, or the zoning intent as outlined within the Downtown General district.**

The property was rezoned from C-2 to DG with the Walker Park Master Plan, and the Planning Commission denied a request to revert it to C-2 in April 2024. DG zoning requires a build-to-zone and pedestrian-friendly design, per the 71B and Walker Park Master Plans. The site plan places the building behind a large parking lot with no pedestrian improvements and would need extensive variances, failing to meet zoning codes or the goals of the master plans.

(c.) The Planning Commission shall certify:

- (1.) Compliance with the specific rules governing individual conditional uses; and

Finding: **No specific rules apply to the request for Use Unit 17: Transportation Trades and Services.**

- (2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: The site plan shows access via an existing curb cut on S. School Ave. Adding a new structure requires the driveway to be brought into compliance with current standards. While the applicant acknowledges this in their request letter, they haven't provided a site plan to show how they intend to meet this. Although staff finds the proposed use may not significantly increase traffic or danger due to limited customer visits, the current site design doesn't meet design requirements, and it is unclear how traffic flow and pedestrian access will be affected.

- (b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: The submitted application has conflicting information regarding the provision of parking, and requirements for parking lot design standards (174.04) and non-conforming lots (172.08) are not being met based on the provided site plan. The addition of a new structure would require the lot to be brought into compliance, and the overall number of spaces that could be provided would be required to meet the allowances in code.

All parking lots used solely for the purpose of providing areas for the display and storage of motor vehicles for sale, lease, and rental are specifically exempt from interior landscaping requirements required of other parking lots within city limits per UDC 177.04(C)(5), including the provision of landscape islands and parking lot trees. As this exemption is inherent in the requested use, it could contribute to the creation of large, undefined areas of impervious surface parking. Staff finds that eliminating this exemption could improve compatibility of the proposed use by increasing shade canopy, providing for vegetation to reduce storm water runoff and the potential damage it may create, enhancing the appearance of vehicle storage area(s), and enabling a smooth transition to a standard parking lot in the future. As such, staff recommends a condition that vehicle storage areas shall be required to meet UDC 177.04 Site Development and Parking Lot Landscape Standards as if they were a standard parking lot.

- (c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: The site plan indicates no on-site trash service. The applicant's request letter states that they currently haul commercial trash off-site to be disposed of with their residential trash. Staff recommends a condition that trash and recycling services shall be provided on site to Solid Waste minimum standards.

- (d.) Utilities, with reference to locations, availability, and compatibility;

Finding: The property has access to City water and sewer.

- (e.) Screening and buffering with reference to type, dimensions, and character;

Finding: The subject property is surrounded by commercial structures to the south, north, and west. Staff recommends a condition that vehicle display areas shall be screened from the public right-of-way and adjacent properties with shrubs and/or graded berms. If graded berms are used, shrubs are also required. Additionally, an approximately 40-foot buffer of existing trees is located at the property's eastern property line. Staff recommends this buffer be maintained to provide visual separation between the proposed car lot and Walker Park.

- (f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any proposed signage will be subject to UDC §174 and all the regulations therein.

- (g.) Required yards and other open space; and

Finding: The provided site plan does not meet the minimum buildable street frontage requirements of UDC §162.28 – Downtown General.

- (h.) General compatibility with adjacent properties and other property in the district.

Finding: Staff finds that the proposed used car sales lot is incompatible with adjacent properties. While the use itself may be similar to the surrounding commercial properties, the proposed site plan does not account for improvements to the public realm. Staff also finds that it does not accurately depict potential impacts to adjacent properties nor show what steps are proposed to mitigate them, as there are numerous features such as parking lot improvements and car sales parking along the parcel boundaries which are described in the applicant's request letter, but which are not depicted.

- (i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds the proposed use to be incompatible with the City's adopted land use, transportation, and other strategic plans. The property is zoned Downtown General, which is intended as a flexible zoning district meant to accommodate a wide range of uses within a walkable area. The property is also part of the 71B Corridor and Walker Park master planning areas, both of which call for walkable areas and pedestrian-oriented developments. Staff finds the site plan does not meet either the letter of zoning and development codes or the intent of these master planning efforts.

BUDGET/STAFF IMPACT:

None

Attachments:

- Unified Development Code
 - §161.28 – DG, Downtown General
- Staff Exhibits
 - Walker Park Master Plan Excerpts
 - Proximity to Tier Center
 - 71B Corridor Master Plan Excerpts
- Applicant Request Letter
- Site Plan
- Public Comment
- One Mile Map
- Close-Up Map
- Current Land Use Map

161.28 Downtown General

(A) *Purpose.* Downtown General is a flexible zone, and it is not limited to the concentrated mix of uses found in the Downtown Core or Main Street/Center. Downtown General includes properties in the neighborhood that are not categorized as identifiable centers, yet are more intense in use than Neighborhood Conservation. There is a mixture of single-family homes, rowhouses, apartments, and live/work units. Activities include a flexible and dynamic range of uses, from public open spaces to less intense residential development and businesses. For the purposes of Chapter 96: Noise Control, the Downtown General district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities

- (C) *Density. None.*
- (D) *Bulk and Area Regulations.*
- (1) *Lot Width Minimum.*

Dwelling (all unit types)	18 feet
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- (2) *Lot Area Minimum. None.*
- (E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

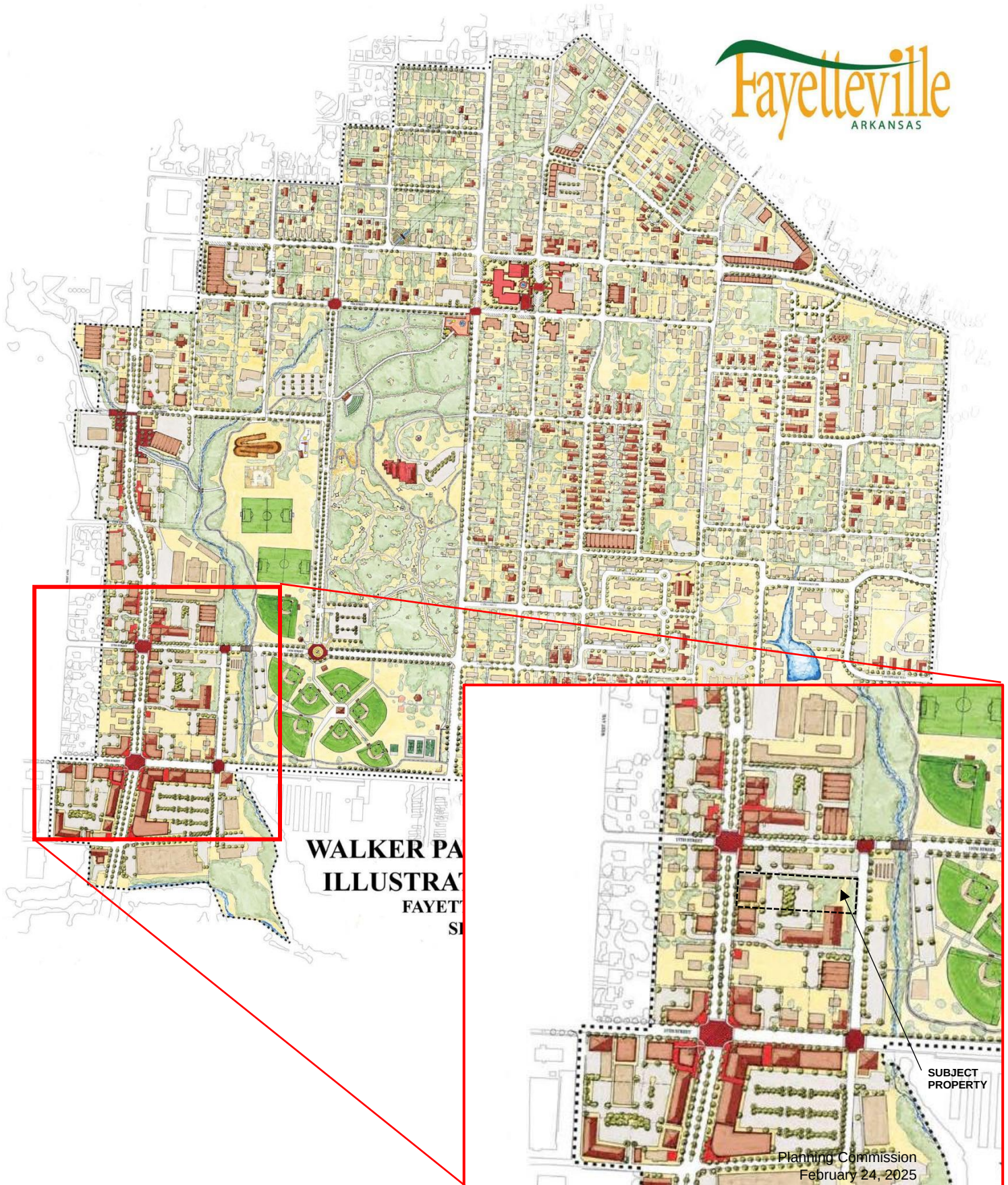
- (F) *Minimum Buildable Street Frontage. 50% of lot width.*
- (G) *Building Height Regulations.*

Building Height Maximum	5 stories
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(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

STAFF EXHIBIT:
WALKER PARK ILLUSTRATIVE MASTER PLAN



Walker Park Neighborhood

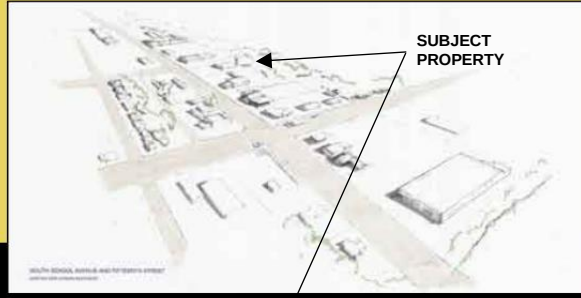
Diversity of Uses

Creating a Destination Shopping Experience

Southgate Shopping Center and surrounding business are located at the crossroads of two major four-lane highways, Highway 71B/South School Avenue and Highway 16/15th Street. These two major roads provide access to south Fayetteville residents, the City, and the Region. This location makes the intersection a prime candidate for locating the most intense and dense developments in the neighborhood.

This commercial shopping center has served south Fayetteville's residential population for over 30 years. The auto-oriented shopping center developed without any of today's requirements for commercial design standards, landscaping, sidewalks, and site design, which may contribute to underutilization of this retail area. Existing uses at the intersection include a grocery store, bank, gas station, used car lot, liquor store, pawn shop, and restaurant. Much of the surface parking is underutilized and can be reclaimed for additional retail uses.

Southgate Shopping Center Today



Southgate Shopping Center Envisioned



GUIDING PRINCIPLES: BALANCE OF USES AND HOUSING

23

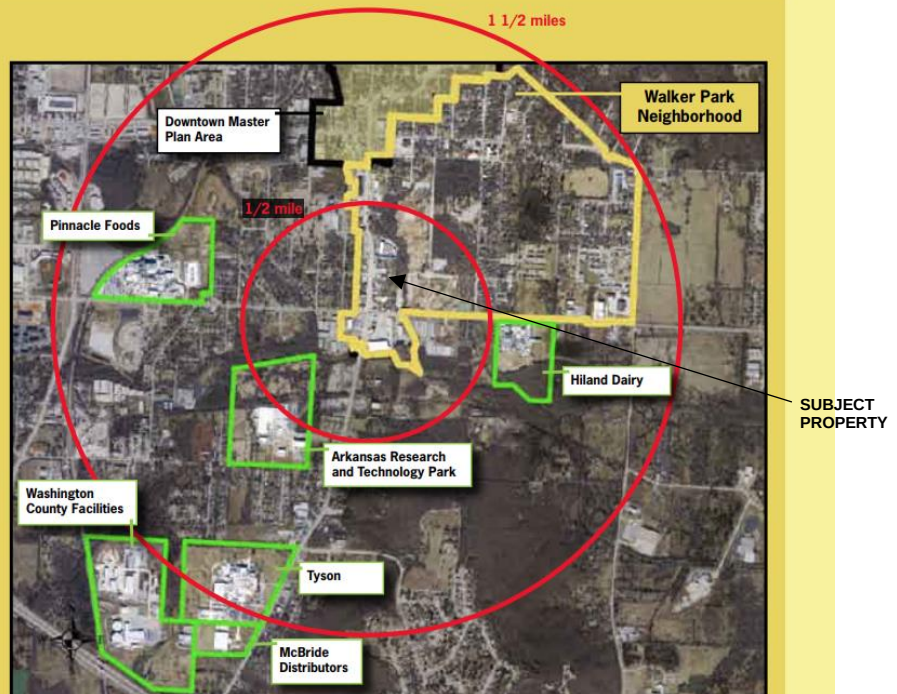
Master Plan

Walker Park Neighborhood

A redeveloped Southgate Shopping Center could attract and serve a larger population just beyond the Walker Park Neighborhood.

The entire Walker Park Neighborhood is within one mile of the Southgate Shopping Center. The shopping center is within a half-mile from the Arkansas Research and Technology Park (ARTP), and approximately one-and-a-half miles from the Fayetteville Industrial Park, Washington County Facilities, Tyson, and McBride Distributors located on South School Avenue.

In 2007, six new companies were established at the Research Park, which has approximately 215 technology jobs (2007 ARTP Annual Report). The City has plans to widen 15th Street to four lanes east of Walker Park as part of a plan to create an arterial loop around the City and move through traffic out of the neighborhoods. Additional job growth and traffic in this area will continue to increase and strengthen the trade area and redevelopment potential for this shopping center and along South School Avenue.



GUIDING PRINCIPLES: BALANCE OF USES AND HOUSING

24

Master Plan

Walker Park Neighborhood

Completing the South School Avenue Corridor

The development pattern along South School Avenue is inconsistent, resulting in an incoherent pattern of development types. The lack of identity for South School Avenue and the shopping center can be overcome through the development of appropriate infill along this corridor, transforming the Avenue into a destination that contributes to the vibrancy of the Downtown and fabric of the Walker Park Neighborhood.

Internalized Parking Structures

The vast swaths of paved parking lots at this intersection discourage pedestrians from accessing the establishments at the intersection. One way to utilize the existing land resources is to building parking structures rather than parking lots and line these structures with additional developments. This screens the parking structure and contributes to a pedestrian-friendly environment.

SUBJECT PROPERTY

Intersection of South School Avenue and 15th Street



Infill

Adding structures that front onto the arterial streets will add value to the currently underutilized parking lots. Bringing these buildings up to the sidewalk will also result in a human-scale, pedestrian-friendly intersection. Infill in this area benefits from the existing infrastructure, requiring fewer resources to develop.

Square-back Streets

Access to this area from Walker Park Neighborhood is somewhat limited due to the current street layout and lack of connectivity through Walker Park and from South School Avenue. Improving connectivity and access to the neighborhood primarily through a square-back street concept will provide some of the physical connections that currently do not exist. A square-back creates a square vehicular flow pattern around an intersection, providing additional access to structures located at the intersection and creating multiple turning movements in advance of the primary intersection.

STAFF EXHIBIT: PROXIMITY TO TIER CENTER

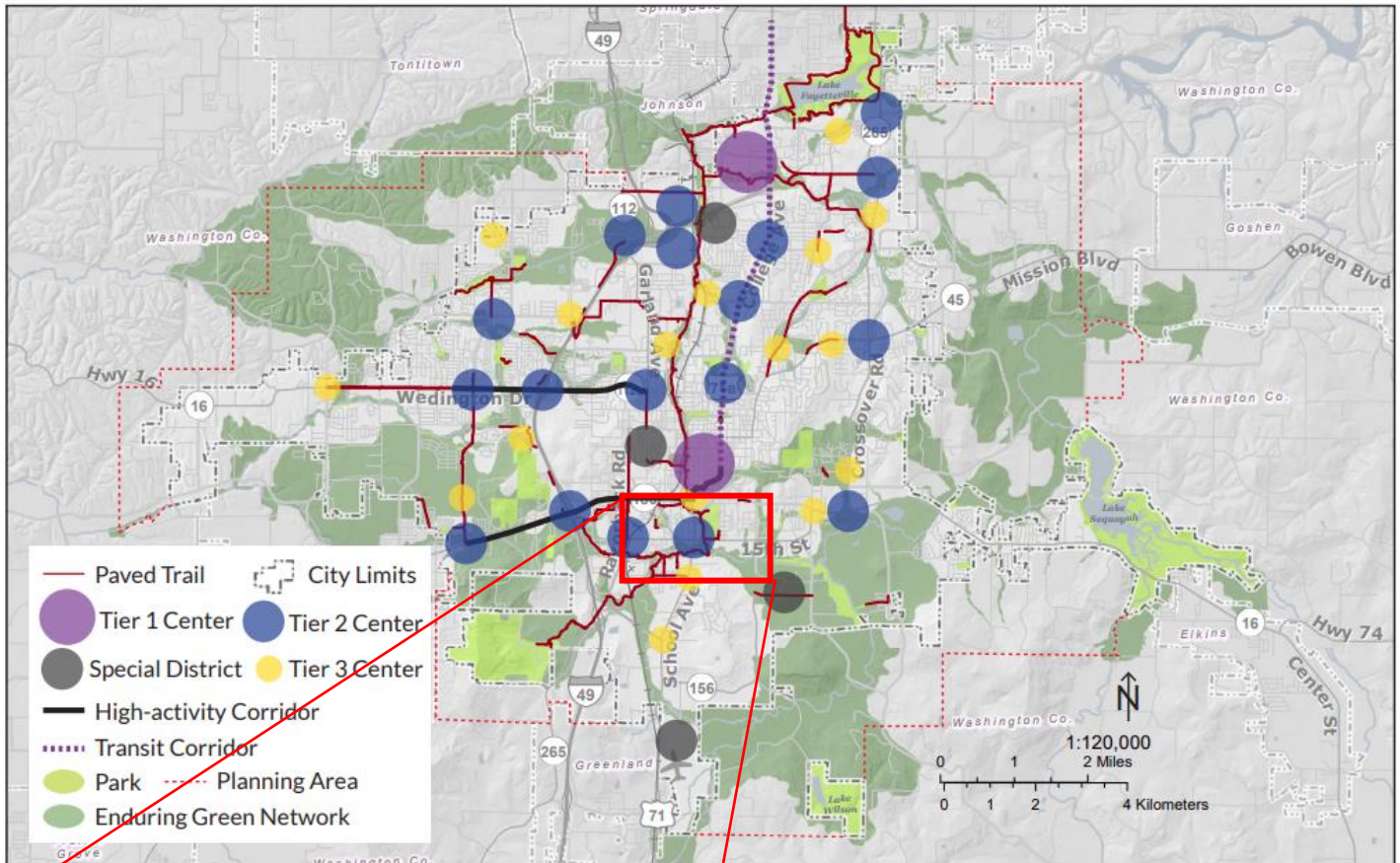


Figure 2.0 - Growth Concept Map

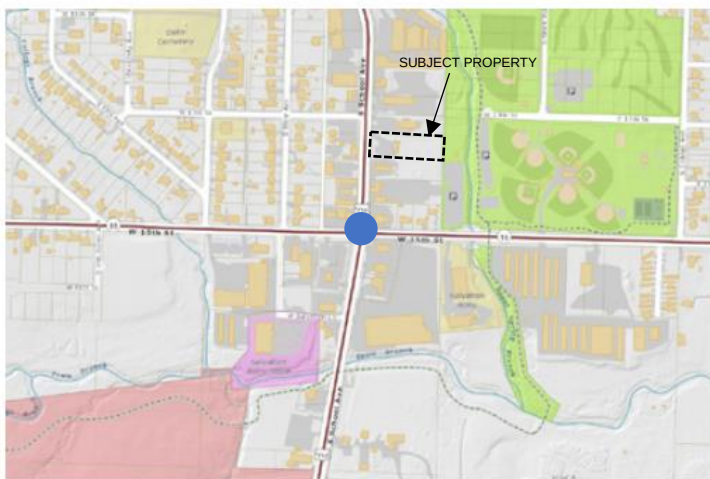
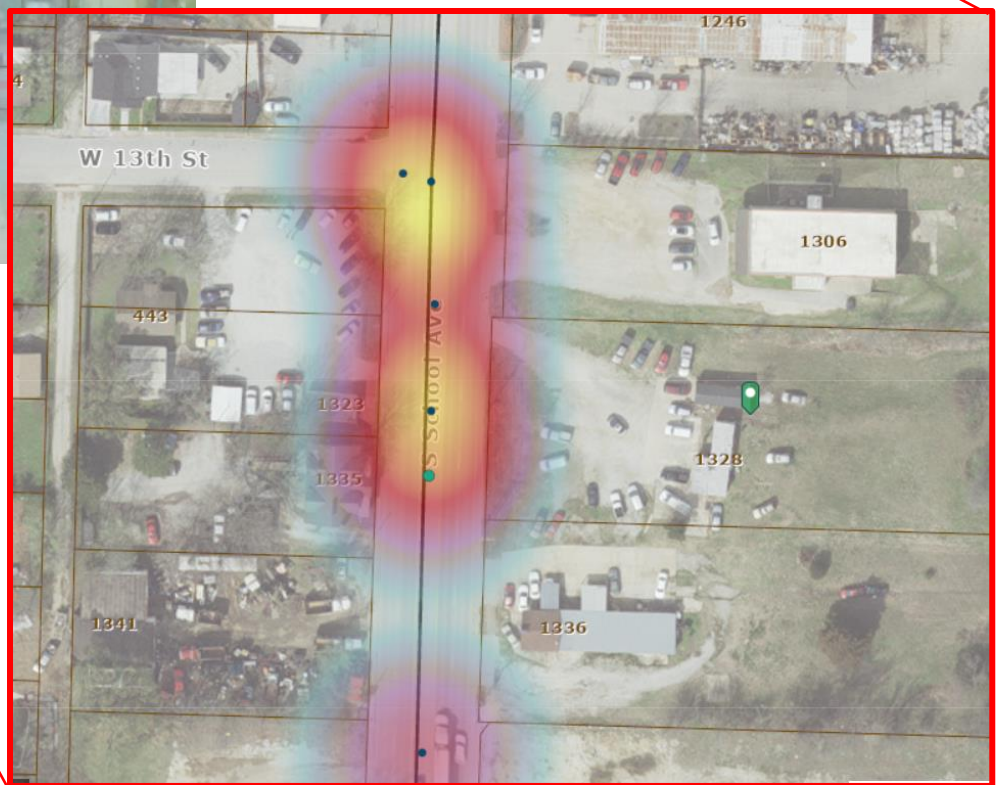
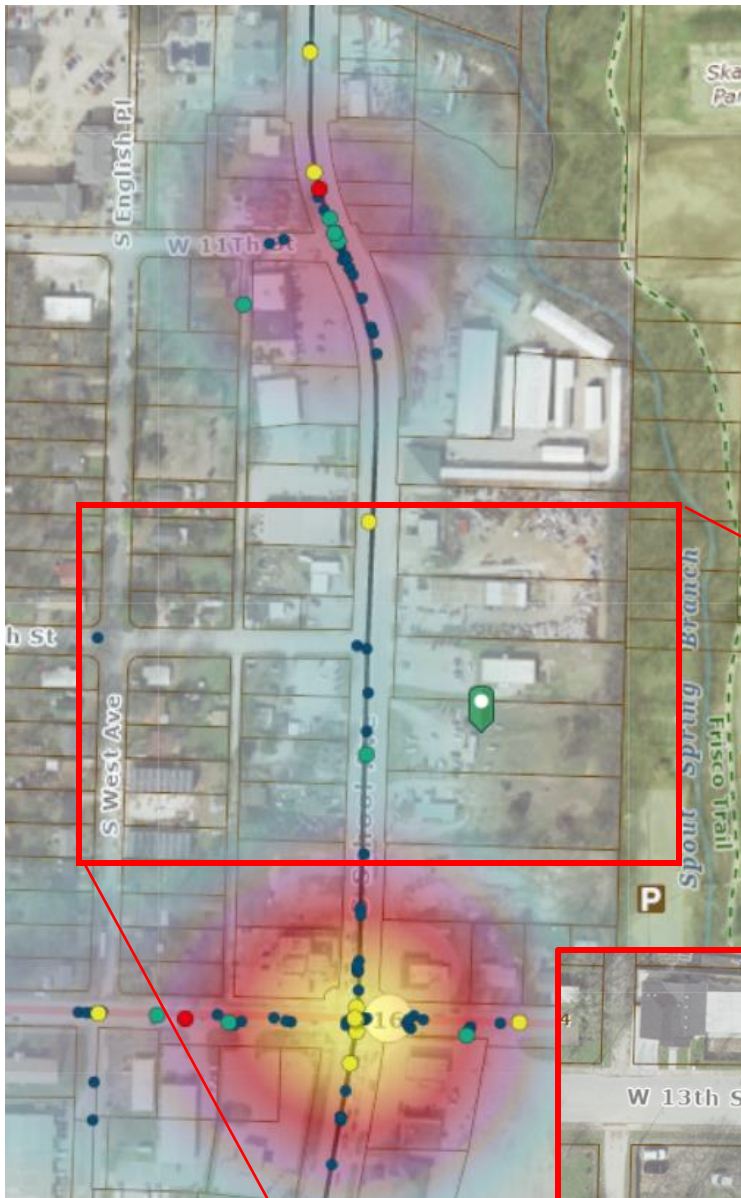


Figure 2.5 - 15th & School

Tier Two Centers are smaller scale urban hubs, with fewer services, residents, and jobs than Tier One Centers. Tier Two Centers largely exist to provide services and employment to residents within two to three miles. They are characterized by housing that ranges from one- to three-story detached dwellings, duplexes, row houses, and mid-rise apartments. Commercial uses will be mixed-use and office buildings. Notable Tier Two Centers include the intersections of Crossover Road/Mission Boulevard, Wedington Road/Steamboat Road, and North Street/Garland Ave.

STAFF EXHIBIT: TRAFFIC ACCIDENTS

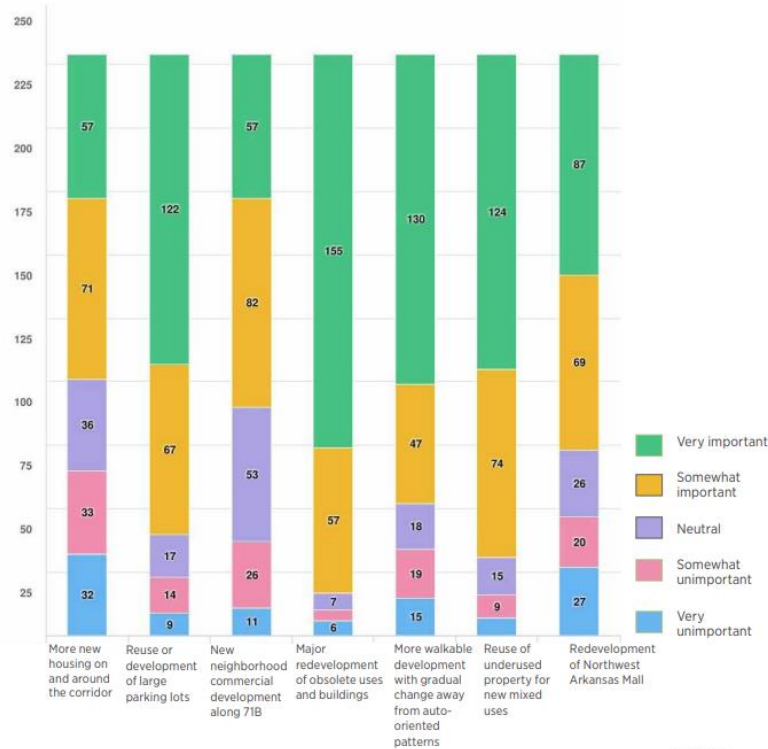


STAFF EXHIBIT: 71B Corridor Plan

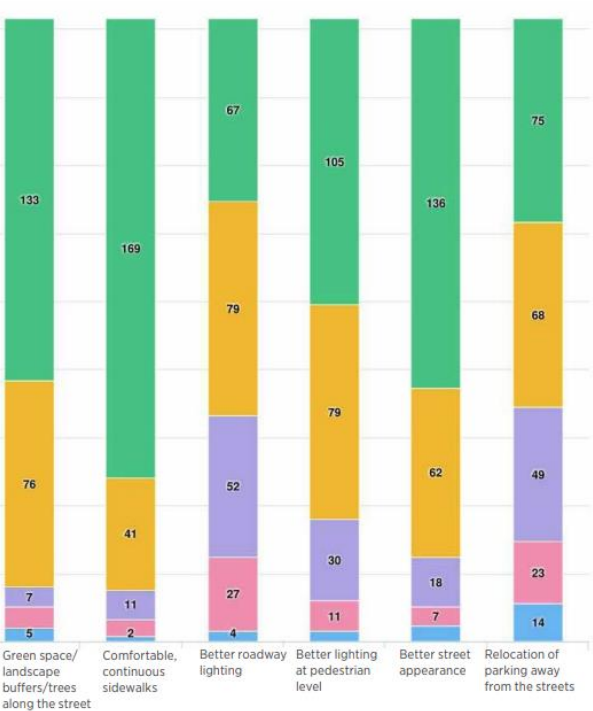
TOMORROW'S CORRIDOR: RETHINKING 71B

IMPROVEMENTS FOR A BETTER 71B

Development and Land Use



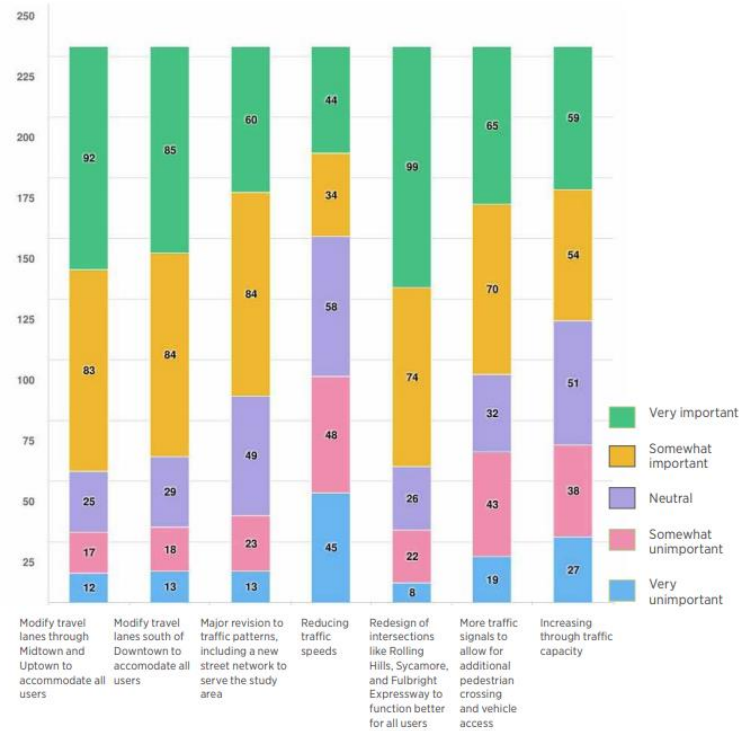
Street Environment



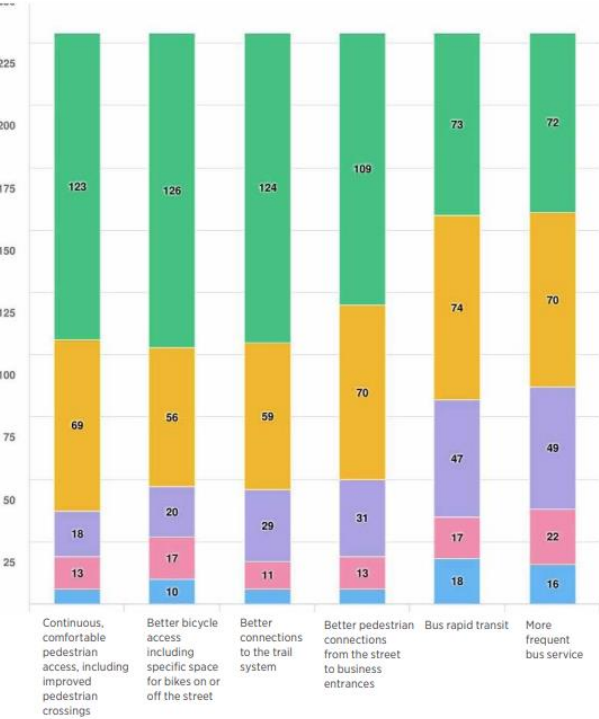
47

IMPROVEMENTS FOR A BETTER 71B

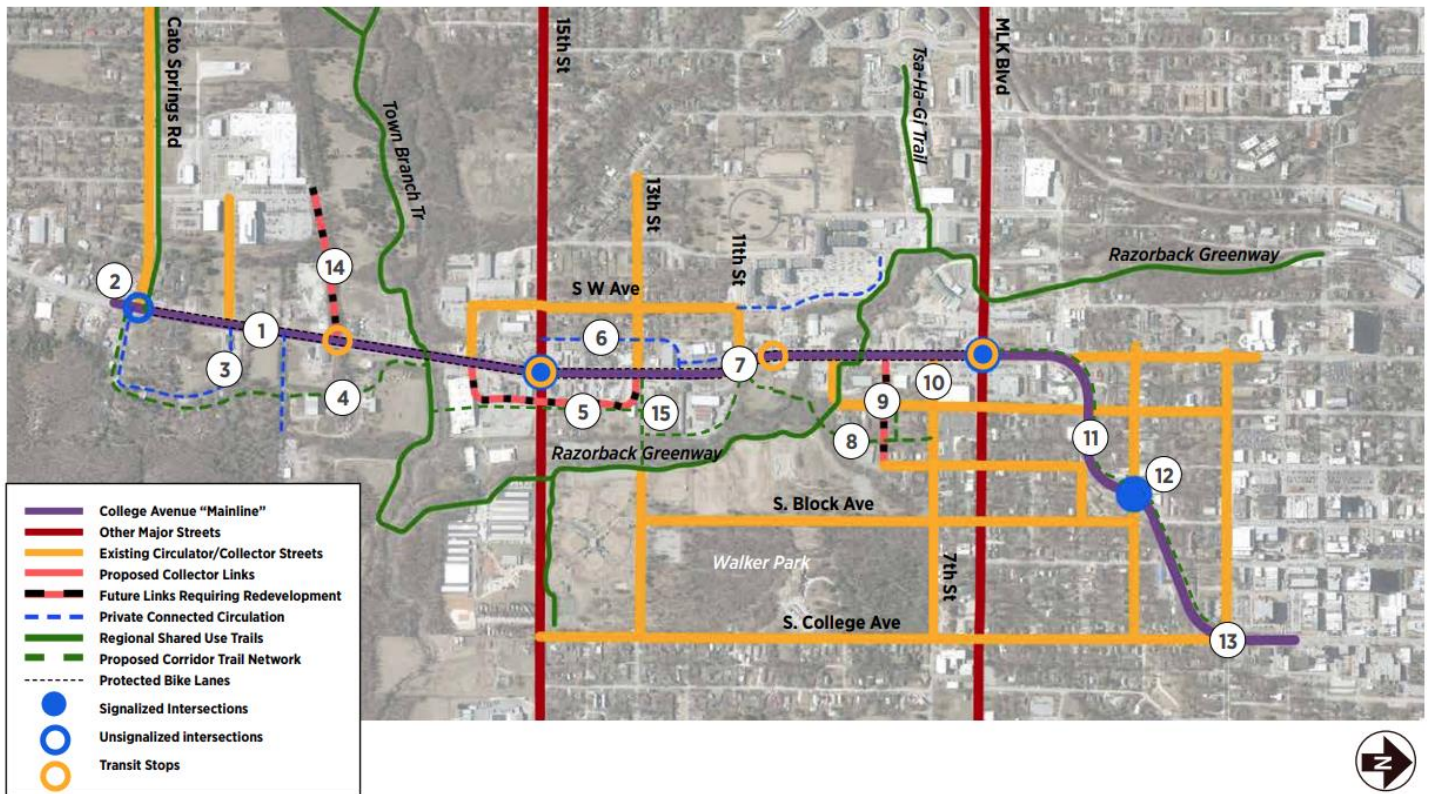
Traffic



Transportation Choice



48



SOUTH CORRIDOR FRAMEWORK: CATO SPRINGS TO ROCK STREET

71B Main Line

- Converting South School Avenue to a three-lane section (two direct and a center two-way turn lane) with protected bicycle lanes and continuous sidewalks on both sides. On-street parking may be included as required by adjacent redevelopment.
- Implementing the recommendations of the Fayetteville Mobility Plan, which suggest converting Archibald Yell to a three-lane section with improved pedestrian and bicycle access. Installing a traffic signal at the South Street.

Circulator/Collector Streets

- Better connection and definition of 7th Street between Locust and School as a public street rather than private driveway.
- New short street connections to serve redevelopment that may include new research center access to South School, an access loop between Salvation Drive and 13th Street, a continuation of 13th Street east of South School, and an 8th Street connection between Church and School.

Intersections

- Improved pedestrian crossings at Cato Springs Road and 11th Street, including a refuge median at 11th to complement existing trail crossings and provide direct access to the existing commercial strip center.
- Installing a signal at South Street and Archibald Yell.
- Redesigning the Archibald Yell/College/Rock intersection to separate conflicting movements and create a safer pedestrian environment.

Private Connected Circulation

- Loop on east side of School for redevelopment, aligning with Research Center Blvd. and Cato Springs Road.
- Interconnected parking lot and alley to improve links between existing uses, including a busy strip center, between 11th and 15th.

Active Transportation Features

- Continuous sidewalks or sidepaths on South School.



Archibald Yell and College Intersection Concept

This concept is designed to separate traffic conflicts while respecting the difficult topography of this site. Westbound Rock is realigned slightly to the north. Northbound traffic from South College and Archibald Yell merge into College north of Rock in distinct lanes. Southbound College movements have a continuous dedicated left-turn lane to both Rock and South College. Pedestrians on the favored north side of Archibald Yell and east side of College have clear and easily define paths through the intersection.

- Trail on east side with new development to connect the Town Branch and Cato Springs Trails. Trail link on east side through potential development areas linking 7th and 11th Streets.
- Improved access with trail connections and creek bridges to connect South School with Walker Park and the Razorback Greenway.
- Protected bike lanes as part of South School lane reallocation.

FIGURE 6.1: South School/Archibald Yell Framework Components

1	South School Avenue to 3 lanes, protected bike lanes, and continuous sidewalks
2	Upgraded pedestrian crossing with redevelopment at Cato Springs
3	Loop drive with redevelopment connecting Cato Springs and Research Center Blvd.
4	Trail connection with redevelopment between Cato Springs and Town Branch Trails
5	New circulator street with redevelopment between Salvation Drive and 13th Street
6	Interconnected alleys and drives between 11th and 15th Streets
7	Upgraded pedestrian crossing with refuge median at 11th
8	Trail connection and creek crossing with redevelopment between 7th and 11th
9	Street connection with redevelopment between Church and S. School
10	Improved street definition of 7th Street
11	Modification of Archibald Yell with shared use path on one side
12	Signalized South Street intersection with pedestrian crossing
13	Redesign of College and Archibald Yell intersection
14	Second Research Center access as shown in campus plan
15	South School to Walker Park trail connection with new creek crossing

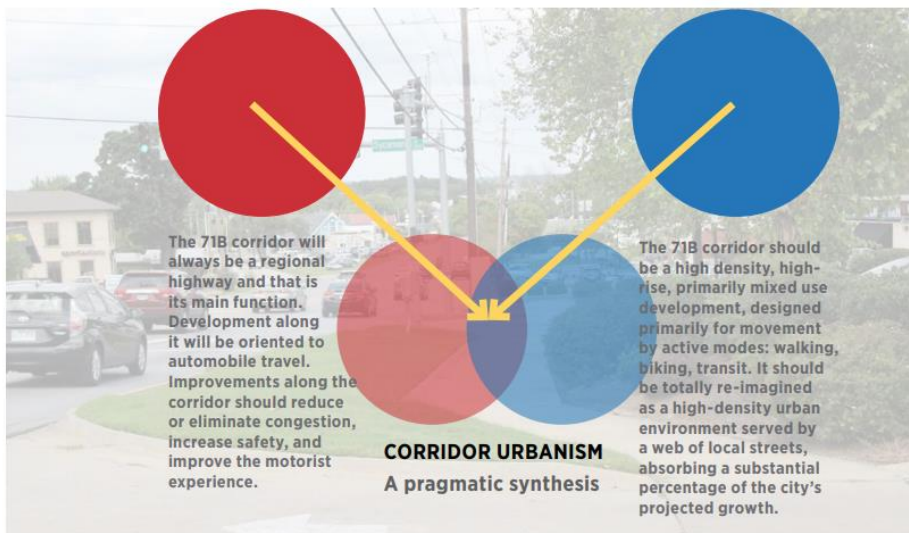
Shaded rows indicate projects that require redevelopment

64-foot Road Channel with Protected Two-Way Bicycle (Mobility) Track and 2-Sided Parking



South School perspectives

Right: Rendering of section with buffered directional bike (mobility) lanes. Far right: Preferred concept with two-way cycle track on west side of street and parking shoulder, with sidewalk on east side. The separation between travel lanes and the bicycle facility may be accomplished by parking, a painted buffer, bollards, planters, or a raised median.



large, marginally used parking lots to provide redevelopment possibilities, access management to reduce the number of curb cuts, continuous sidewalks, better connections to the city's bikeway and trail system, improved streetscape, and incorporation of bus rapid transit.

Corridor Urbanism applied to the 71B corridor synthesizes these points of view. It should ultimately incorporate the mixed use, connectivity, street quality, density, and civic life components of New Urbanism; the structuring green space and greenway elements of Landscape Urbanism and its progenitors; and the Venturi/Scott Brown concept idea of understanding and planning/building within a community context and

economy. Corridor Urbanism then constructs a model of principles, born from and guiding the more detailed elements of the plan for Fayetteville, but also exportable to other cities and towns.

Five broad categories of guiding principles include:

- Reality and Respect
- Resident Population
- Opportunities
- Transportation Function and Choice
- Urban Environment



REALITY AND RESPECT

Respect existing businesses and build on the historic character of the corridor

The 71B corridor is a strong economic entity and preserving that economic life is a primary project objective. The corridor has provided further ground for new enterprises and has retained a high degree of dynamism. A good example of that is the recycling of restaurants originally built by or for fast-food chains that have now recycled for use by locally-owned restaurants, many of which have an international character.

We also know that 71B has deep historical memories for many people and those memories are very important. Few corridors warrant a document like Tony Wappel's *On the Avenue*, and few such books would sell out as quickly.

View change as evolutionary and generally market driven.

Cities and corridors are long-

term processes. 71B is made up of hundreds of owners and businesses, all making individual decisions. Thus, the term "master plan," which implies a controlling presence, does not apply well to such a diverse urban district. In such an environment, a plan that wills things to be done in the face of economic and market drivers rarely succeeds. Change when it comes is and should be incremental and occurs over a long period of time.

Use this plan as a tool to guide that evolution.

71B, like other corridors, is not a site under unified ownership and actual change will take place through individual decisions responding to markets, trends, and goals at the time. A plan provides a unifying framework for these individual decisions. Its concepts on private property illustrate general site and use guidelines; possibilities rather than specific redevelopment proposals; and proposed relationships between buildings and sites. The plan becomes somewhat more specific when it addresses public realm investments and the interface between the public and private environment. But this and other corridor plans should be viewed as organic and flexible, rather than static and "designed."

January 27, 2025

City of Fayetteville Planning Department
113 W. Mountain Street
Fayetteville, AR 72701

RE: Request Letter to Apply for Conditional Use Permit
Property Address: 1328 S. School Ave, Fayetteville, AR 72701

Dear Planning Department,

We are submitting this application for a Conditional Use Permit for the property located at 1328 S. School Ave, Fayetteville, AR 72701. The purpose for the proposed building is for detailing and prep cars for a used car lot. The existing structures are offices. Please find below the required information detailing our request and the proposed use:

Complete Written Description

(a) Building Size:

- Existing building size: 1st. Current Office Sq.Ft is 22'x28' (616 Sq Ft) plus 24'x12' (288 Sq.Ft) additional office space.
- Proposed building size: 24'x35' (840 Sq. Ft.) for detailing and prep cars.

(b) Color Elevations:

- Color elevations of all exterior sides are attached to this application.

(c) Off-Street Parking:

- Number of off-street parking spaces provided: 6

(d) Business or Non-Residential Use Details:

- **Hours of Operation:** Monday - Saturday 11:00 AM to 6:00 PM
- **Number of Employees:** 1
- **Anticipated Patrons/Clients:**
 - Average per day: 5
 - Peak hour: 4:00 PM

(e) Outdoor Lighting:

- We only have three light fixtures on my car lot. We have one light motion sensor on my garage in front of the garage door, a light motion sensor on the back of my office, and a front door light that I switch on and off from the light switch inside on my front door. None of these lights are LED, but I would like to upgrade after this building has been installed.

(e) Outdoor Lighting:

- We only have three light fixtures on my car lot. We have one light motion sensor on my garage in front of the garage door, a light motion sensor on the back of my office, and a front door light that I switch on and off from the light switch inside on my front door. None of these lights are LED, but I would like to upgrade after this building has been installed.
 - One motion sensor is right above the garage door.
 - The other motion sensor is behind my office right above my office window in the back.
 - The front door light is right next to my front door of my office, the same door people walk into my office from.

(f) Noise:

- The only noise that comes from my car lot is either my pressure washer, or my car vacuum when cleaning cars, which is not a big one, it's a smaller 1.5 Gallon vacuum I bought from Walmart.

(g) Screening or Buffering:

- I don't have any privacy fencing or anything along my property. My cars are lined up on either side of my property so they act as a small screening between my two neighbors if that counts. I acknowledge that this is likely to be a condition of approval.

(h) Trash and Refuse Service:

- We never keep trash or anything on the car lot, we will take out the trash or anything we want to throw away home and discard them at home to keep the car lot clean and it keeps my trash out of my car lot and out of the way so it doesn't stack up until the day the trash comes by for pickup. Will we coordinate with Solid Waste, if business use is increasing.

(e) Outdoor Lighting:

- We only have three light fixtures on my car lot. We have one light motion sensor on my garage in front of the garage door, a light motion sensor on the back of my office, and a front door light that I switch on and off from the light switch inside on my front door. None of these lights are LED, but I would like to upgrade after this building has been installed.

(i) Ingress and Egress:

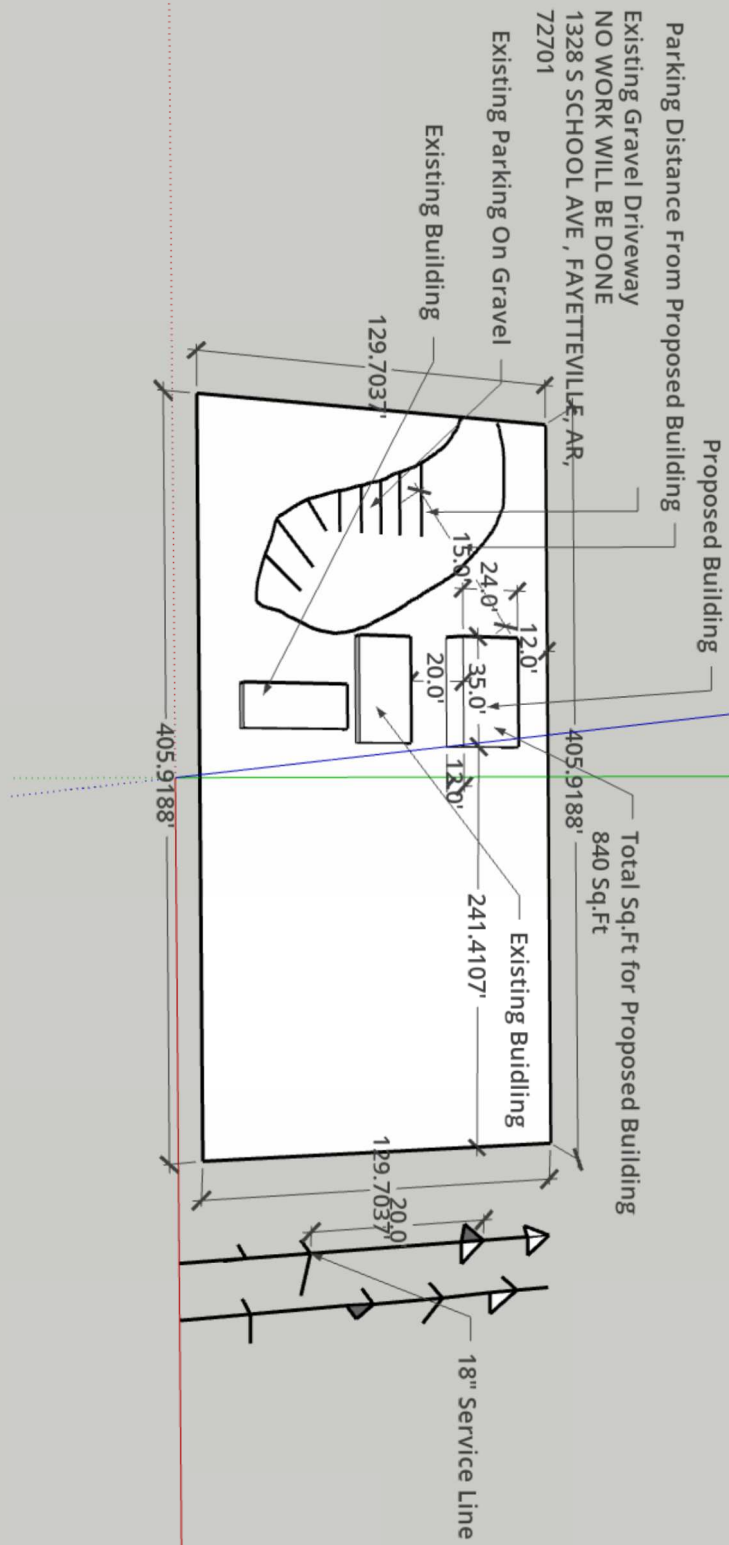
- Ingress: Vehicles enter through an existing driveway on my property at the front, it is concrete. I acknowledge that adding a new structure will require the existing driveway to meet current standards.
- Egress: Vehicles will leave my property using the same driveway that is used to enter.

(j) Compatibility with Adjacent Properties:

- The proposed use of the property for auto sales is compatible with the surrounding area, which features similar commercial and business operations. The business will not generate excessive noise, traffic, or disruptions, and measures will be taken to maintain an orderly appearance with landscaping and designated parking areas to ensure it blends with the area. While the zoning code recommends placing the building closer to the street, the proposed placement farther back in the property is necessary to allow for adequate vehicle display and customer parking near the street frontage. To align with zoning objectives, we will enhance the street-facing portion of the property with landscaping and signage, ensuring an attractive and welcoming streetscape.

Public Notification

We acknowledge our responsibility to meet public notification requirements. We will await further instructions from staff regarding notification details.



Wonsower, Donna

From: Planning Shared
Sent: Monday, January 27, 2025 8:24 AM
To: Wonsower, Donna
Subject: FW: CUP-2025-0003 (1328 S. SCHOOL AVE)

For you

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267
Website | Facebook | Twitter | Instagram | YouTube

-----Original Message-----

From: Patrick Sarni <psarni@gmail.com>
Sent: Sunday, January 26, 2025 1:53 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Cc: Bostick, Britin <bbostick@fayetteville-ar.gov>; Stafford, Bob <bob.stafford@fayetteville-ar.gov>
Subject: CUP-2025-0003 (1328 S. SCHOOL AVE)

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am reaching out to express my opposition to CUP-2025-0003 (lot to be used as a car dealership at 1328 School Ave). If I understand correctly, the 71B rezoning project was specifically designed to discourage these types of establishments along 71B and to promote more community-focused and alternative uses for the area.

I respectfully ask that the planning commission take these considerations into account when reviewing this proposal. Preserving the intent of the rezoning plan is vital for the continued growth of this corridor.

Thank you for your time and thoughtful review of this matter. Please let me know if there are opportunities for further input or discussion.

Sincerely,

Patrick Sarni
3450 W Kessler Mountain Rd

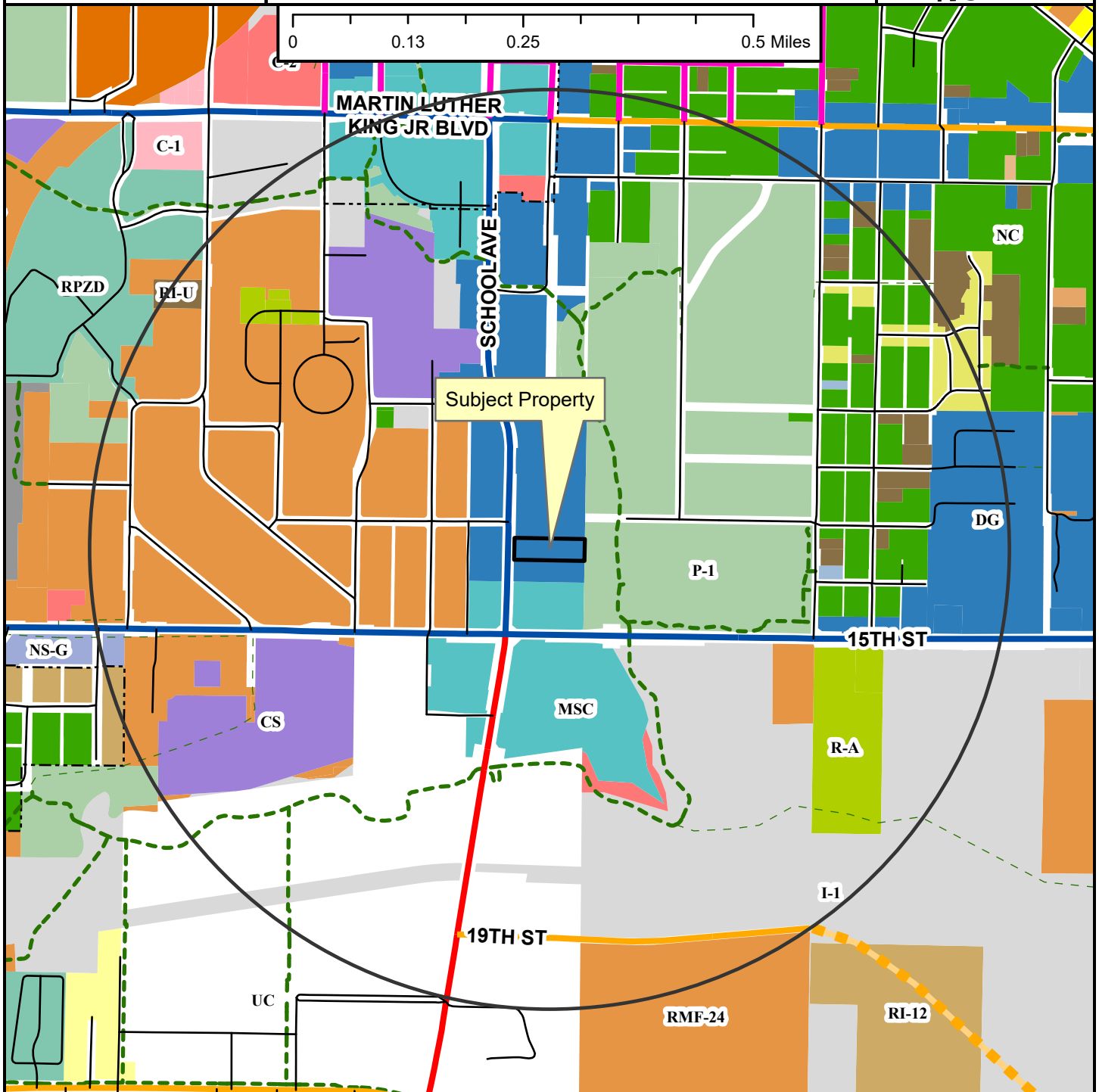
CUP-2025-0003

1328 S. SCHOOL AVE

One Mile View

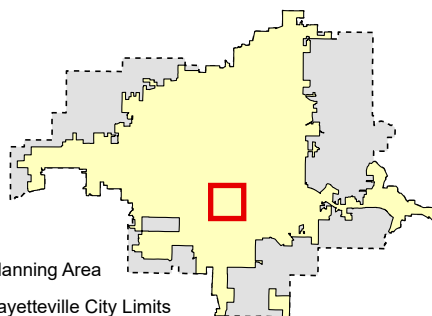


0 0.13 0.25 0.5 Miles



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area

Planning Area
Fayetteville City Limits

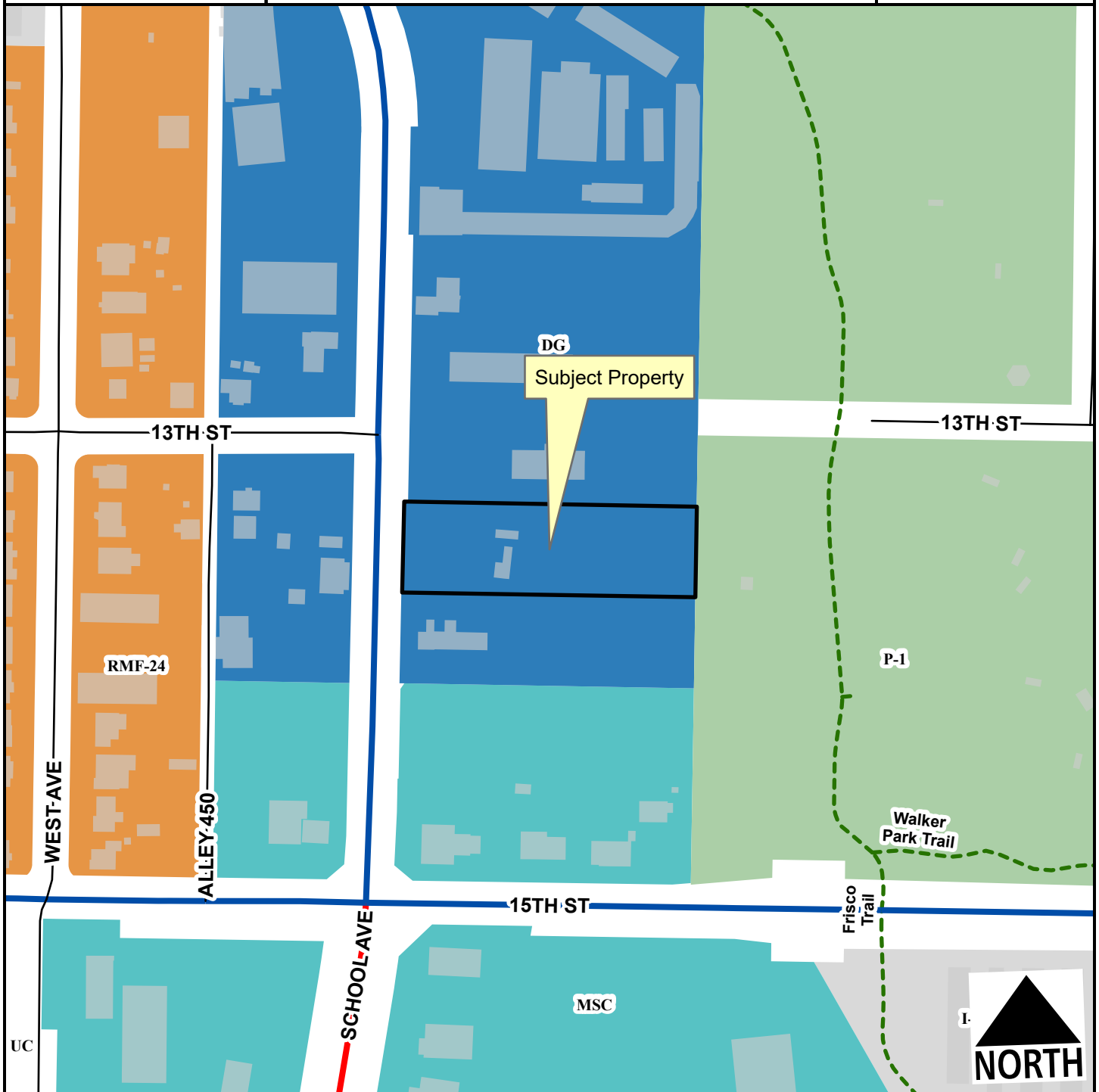


- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
 - NS-G
 - RI-U
 - RI-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
 - RESIDENTIAL MULTI-FAMILY**
 - RMF-6
 - RMF-12
 - RMF-13
 - RMF-24
 - RMF-40
 - INDUSTRIAL**
 - I-1 Heavy Commercial and Light Industrial
 - EXTRACTION**
 - E-1
 - COMMERCIAL**
 - Residential-Office
 - C-1
 - C-2
 - C-3
 - FORM BASED DISTRICTS**
 - Downtown Core
 - Urban Thoroughfare
 - Main Street Center
 - Downtown General
 - Community Services
 - Neighborhood Services
 - Neighborhood Conservation
 - PLANNED ZONING DISTRICTS**
 - Commercial, Industrial, Residential
 - INSTITUTIONAL
 - P-1

CUP-2025-0003

1328 S. SCHOOL AVE

Close Up View



- Regional Link
- Regional Link - High Activity
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail



- RMF-24
- I-1 Heavy Commercial and Light Industrial
- Main Street Center
- Downtown General
- P-1

CUP-2025-0003

1328 S. SCHOOL AVE

Current Land Use



- Regional Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: February 24, 2025

SUBJECT: **RZN-2024-0058: Rezoning (123 E. 15TH ST./KOMANDER, 602):**
Submitted by JOHANN KOMANDER for property located at 123 E. 15TH ST. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 3.14 acres. The request is to rezone the property to DG, DOWNTOWN GENERAL.

RECOMMENDATION:

Staff recommends forwarding **RZN-2024-0058** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **RZN-2024-0058** to the City Council with a recommendation of approval."*

BACKGROUND:

The subject property is situated in south Fayetteville on the south side of 15th Street/Highway 16, just southeast of Walker Park. It includes 3.14 acres that constitute the northernmost portion of a larger eight-acre property which is currently zoned R-A, Residential-Agricultural. The property received its current zoning designation through a rezoning which was approved in 2020 (Ord. 6290). Prior to the rezoning, the eight-acre property was split-zoned with the northern third of the property being zoned R-A; the middle third zoned RMF-24, Residential Multi-Family, 24 Units per Acre; and the southern third zoned I-1, Heavy Commercial and Light Industrial. Surrounding land uses and zoning are depicted below in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential, Undeveloped	DG, Downtown General
South	Undeveloped	R-A, Residential-Agricultural
East	Single-Family Residential, Industrial	R-A, Residential-Agricultural, I-1, Heavy Commercial and Light Industrial
West	Mobile Home Park, Mini-Storage	RMF-24, Residential Multi-Family, 24 Units per Acre, I-1, Heavy Commercial and Light Industrial

Request: The request is to rezone the subject property from R-A, Residential-Agricultural to DG, Downtown General.

Public Comment: To date, staff has not received any public comment regarding this request.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

- Streets:** The subject property has frontage along 15th Street (Arkansas Highway 16), a Regional High-Activity Link Street. The street is fully improved with asphalt paving, bike lanes, curb and gutter, storm drain, greenspace, and sidewalk. Any street improvements required in this area would be determined at the time of development proposal.
- Water:** Public water is available to the subject property. There is an existing 12-inch water main present along the south side of 15th Street that can serve this property.
- Sewer:** Sanitary sewer is available to the subject property. There are two eight-inch sanitary sewer mains, one that runs along the west property line and one that runs between the two parcels included in the request, that can provide sewer service. There are also two sewer transmission mains, a 30-inch and a 42-inch, that exist on the property about 350 feet south of 15th Street.
- Drainage:** No portion of the subject property lies within the Hillside/Hilltop Overlay District or a FEMA-designated floodplain and no protected streams are present. Hydric soils, however, are present on the north portion of the subject area near 15th Street. Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits will be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required. Any improvements or requirements for drainage will be determined at the time of development submittal.
- Fire:** Station 9, located at 2250 S. School Ave., protects this site. The property is located approximately one mile from the fire station with an anticipated drive time of approximately two minutes using existing streets. The anticipated response time would be approximately 4.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the city limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.
- Police:** The Police Department did not comment on this request.
- Tree Preservation:** The proposed zoning district, DG, Downtown General, requires **10% minimum canopy preservation**. The current zoning district, R-A, Residential-Agricultural, requires **25% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Industrial Area** and **Natural Area**.

Industrial Areas are those areas where buildings by their intrinsic functions, disposition or configuration, cannot conform to one of the other designated areas and/or its' production process requires the area to be separated from other uses.

Natural Areas consist of lands approximating or reverting to a wilderness conditions, including those with limited development potential due to topography, hydrology, vegetation or value as an environmental resource. These resources can include stream and wildlife corridors, as well as natural hubs and cores, many of which are identified in the generalized enduring green network. A Natural Area designation would encourage a development pattern that requires conservation and preservation, prevents degradation of these areas, and would utilize the principles of low impact development stormwater infrastructure for all developments. Natural Areas are prime candidates for conservation subdivision design and/or clustered development patterns.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **5-6** for this site with a weighted score of **6.5** at the highest level. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 9, 2250 S. School Ave.)
- Near Water Main (12-inch main, 15th Street)
- Near Sewer Main (8-inch mains, on site)
- Near City Park (Walker Park)
- Near Paved Trail (Walker Park Trail, Frisco Trail)
- Near ORT Bus Stop (Route 20)
-

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:** Staff finds the proposed rezoning to be compatible with the surrounding area. The subject property is located along a major thoroughfare, 15th Street/Highway 16, and is bordered by a mix of land uses, including single-family residences, a mobile home park, and a manufacturing facility. The property's current zoning, R-A, is primarily intended to protect agricultural land until an orderly transition to urban development may occur, while preserving open space. The proposed zoning, DG, is designed to allow for a flexible range of uses, including public open spaces, less intense residential development, and small-scale businesses. Staff finds that the uses permitted by right in DG, such as single- or multi-family residences, restaurants, professional offices, and small-scale production, align with the surrounding development and zoning patterns. Further, a rezoning from R-A to DG would promote a more urban development pattern which staff finds to be appropriate in this location. Where R-A requires traditional setbacks with buildings located a certain distance away from property lines, DG is a form-based district which requires buildings to be located closer to the street. A rezoning to DG would also allow for smaller lot width and area requirements, as well as less*

restrictive density maximums when compared to R-A. R-A requires a minimum lot width of 200 feet and a minimum lot area of 2 acres, while DG requires a minimum lot width of 18 feet for residential uses and it has no lot area minimum. R-A has a density maximum of ½ unit per acre, while DG has no set density limitation.

Land Use Plan Analysis: Staff finds the applicant's request to be consistent with the City's adopted land use plans. City Plan 2040's Future Land Use Map designates the subject property as Industrial Area and Natural Area. Staff finds the proposed rezoning to be aligned with those designations, since it would allow the northernmost portion of the underlying property to be rezoned to a district that allows greater flexibility in terms of land uses, setbacks, and bulk and area regulations, while keeping the southernmost portion of the site, which contains a protected stream and FEMA-designated floodplain, in R-A zoning. Staff finds that the proposed rezoning could support Goals 1 and 4 of City Plan 2040 by allowing for infill development in close proximity to trails and bus routes.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds that there is sufficient justification for rezoning the property from R-A to DG since the proposed rezoning would be generally aligned with the city's future land use plans.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: A rezoning from R-A to DG has the potential to increase vehicular traffic in the area when considering that DG would allow for more dense development. However, staff finds that the property's proximity to nonresidential uses, bus routes, and trails may help reduce the number of vehicle trips generated by future development and limit impacts on vehicular traffic danger and congestion.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: Rezoning the property from R-A to DG has the potential to alter the population density since DG would allow for increased residential development. Given the property's proximity to public streets, water, and sewer, staff finds that the proposed rezoning is not likely to undesirably increase the load on public services. Any necessary upgrades or improvements to existing infrastructure would be determined at the time of development. Fayetteville Public Schools did not comment on this request.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

- a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
- b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2024-0058 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:		Required	<u>YES</u>
Date: <u>February 24, 2025</u>	☐ Tabled	☐ Forwarded	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code
 - §161.03 District R-A, Residential-Agricultural
 - §161.28 Downtown General
- Request Letter
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

161.03 District R-A, Residential-Agricultural

(A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 3	Public protection and utility facilities
Unit 6	Agriculture
Unit 7	Animal husbandry
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 37	Manufactured homes
Unit 41	Accessory dwellings
Unit 43	Animal boarding and training
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 20	Commercial recreation, large sites
Unit 24	Home occupations
Unit 35	Outdoor Music Establishments
Unit 36	Wireless communications facilities
Unit 42	Clean technologies

(C) *Density.*

Units per acre	One-half (½)
----------------	--------------

(D) *Bulk and Area Regulations.*

Lot width minimum	200 feet
Lot Area Minimum:	
Residential:	2 acres
Nonresidential:	2 acres
Lot area per dwelling unit	2 acres

(E) *Setback Requirements.*

Front	Side	Rear
35 feet	20 feet	35 feet

(F) *Height Requirements.* There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story.

(G) *Building area.* None.

161.28 Downtown General

(A) *Purpose.* Downtown General is a flexible zone, and it is not limited to the concentrated mix of uses found in the Downtown Core or Main Street/Center. Downtown General includes properties in the neighborhood that are not categorized as identifiable centers, yet are more intense in use than Neighborhood Conservation. There is a mixture of single-family homes, rowhouses, apartments, and live/work units. Activities include a flexible and dynamic range of uses, from public open spaces to less intense residential development and businesses. For the purposes of Chapter 96: Noise Control, the Downtown General district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling (all unit types)	18 feet
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(2) *Lot Area Minimum.* None.

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Minimum Buildable Street Frontage.* 50% of lot width.

(G) *Building Height Regulations.*

Building Height Maximum	5 stories
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Johann Komander

187 E 9th St
Fayetteville, AR 72701
(479) 651-2047
johann.komander@gmail.com

15th November 2024

City of Fayetteville, AR

Planning Division
125 West Mountain Street
Fayetteville, AR 72701

Dear Fayetteville Planning Division,

My name is Johann Komander and my wife and I own the 9 acre undeveloped lot located at 123 E 15th St. In the Washington County records this property also goes by 1500 S College Ave. It consists of two parcels 765-15170-000 and 765-15171-000.

We are wishing to sell the property and would like to rezone in advance of that so that the property is both already zoned for redevelopment potential and also done so in accordance with the city's long term vision for such a property. This property is located on 15th street, a busy urban thoroughfare, and adjacent to Walker Park, which is anticipated to see major city reinvestment in the coming years. There are also multiple new neighborhoods in various stages of development in the nearby area, such as the Rausch Coleman neighborhood just east of the property on 15th st, as well as new homes in the Jefferson school area, such as the Willow Bend neighborhood. This property is also quite close to the Razorback Greenway and just a 15 minute walk to the downtown square.

Based on these factors, I believe this property is in a desirable location for the city's stated goals of increasing density with more mixed uses in the vicinity of active areas. The City of Fayetteville 2040 plan has a target zoning district for this property of Industrial, which makes sense given the nearby self storage business and Hiland Dairy. However, I think the property now has more mixed use potential now given the new housing stock, planned Walker Park updates, and growing traffic on the street.

For these reasons, I am requesting Downtown General zoning for the upper portion of the property south of 15th street and north of the floodplain. Based on my understanding, this would allow for a variety of housing or commercial uses but also allow for some industrial uses with the proper permitting. This seems to be a commonly used zoning type in the immediate area.

You will see in your records that this property has some history already of more mixed use zoning. When we purchased it in 2019, it had 3 separate zoning types: R-A on the top portion fronting 15th street, RMF-24 on the middle portion, and R-I on the bottom portion in the vicinity of Town Branch Creek. In 2020, we were approved for a request to consolidate all of it to R-A (our intent at the time was to have animals on the property). During that process, the Planning Commission advocated for an upzoning on the upper portion, to accommodate more density and housing development on the 15th street frontage. Ultimately the Commission granted our R-A request given that a portion of property is encumbered by the floodplain, but did at the time desire higher density zoning on the street frontage.

Initially, I applied for a rezone for the full property, but after consulting with planning staff, I have amended my request to rezone only the upper third of the property outside of the floodplain and fronting 15th street. Our primary focus in this request is to allow for this portion of the property to be optimally redeveloped. This would provide maximum flexibility in my view for a potential buyer of the property while also ensuring it is in alignment with the City's long term goals for the neighborhood.

Sincerely,

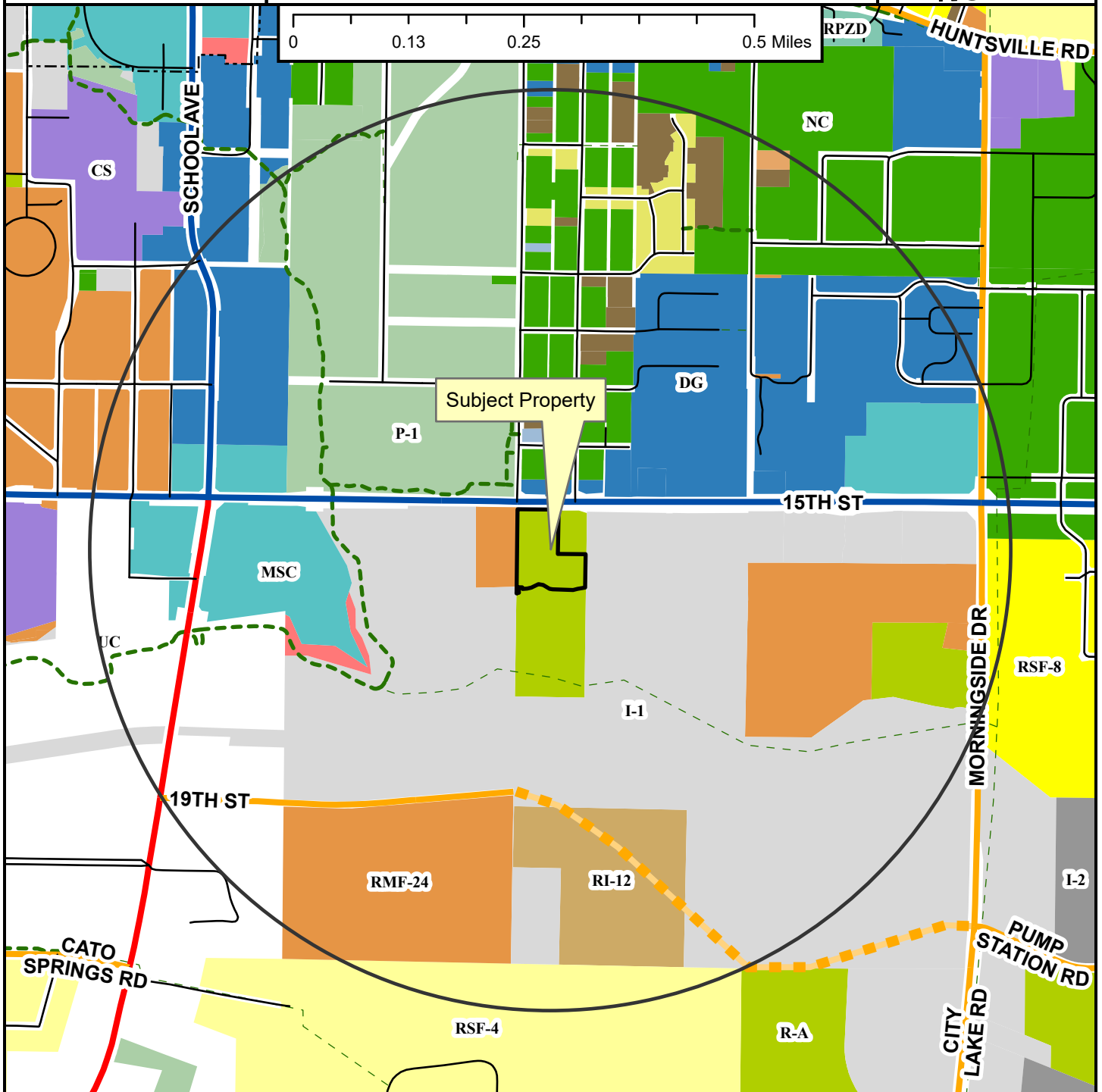
Johann Komander

RZN-2024-0058

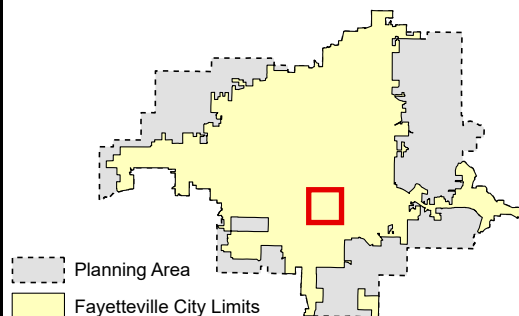
One Mile View

123 E 15TH ST

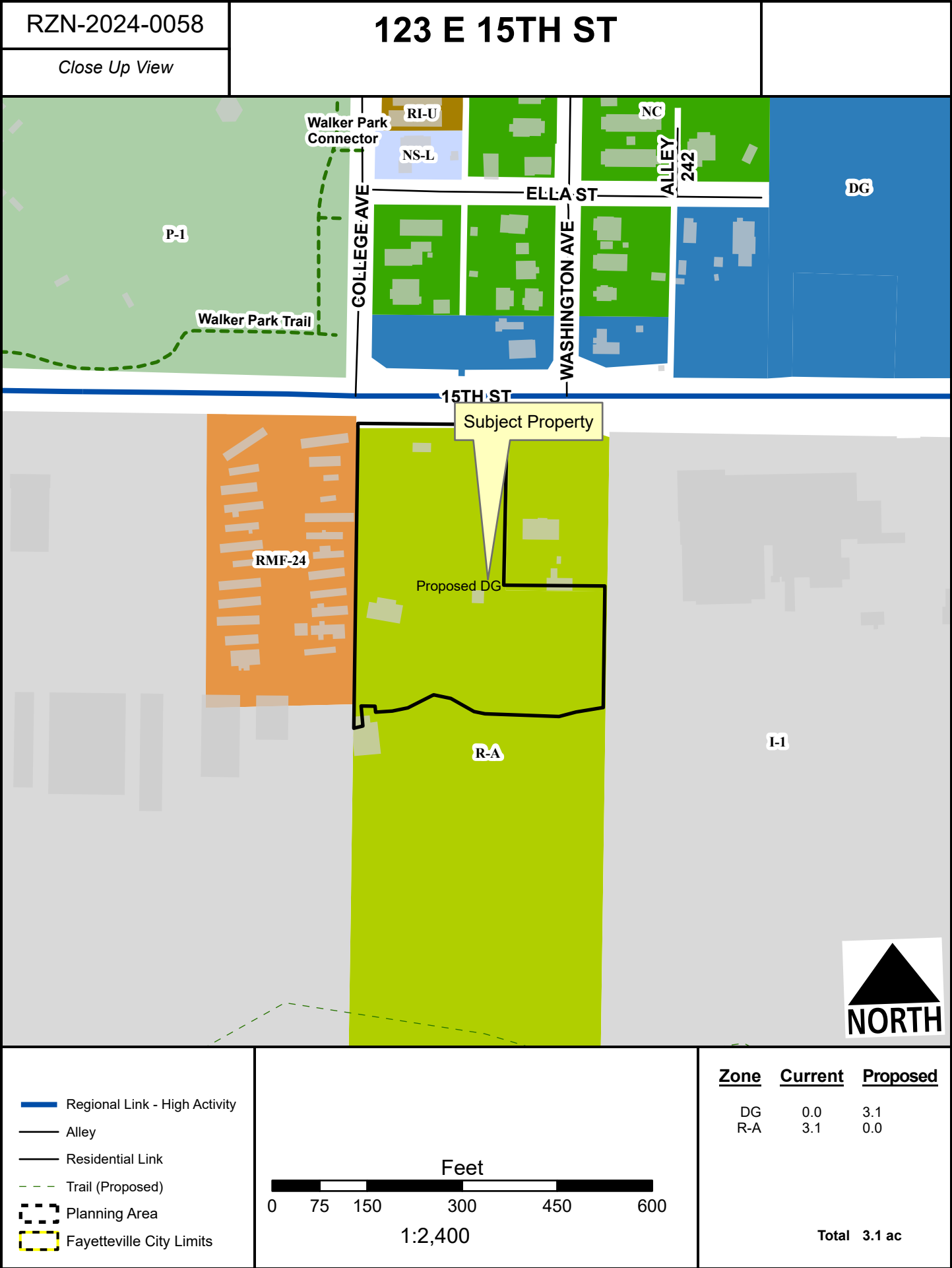
NORTH



-  Regional Link
-  Neighborhood Link
-  Regional Link - High Activity
-  Unclassified
-  Alley
-  Residential Link
-  Planned Neighborhood Link
-  Shared-Use Paved Trail
-  Trail (Proposed)
-  Design Overlay District
-  Fayetteville City Limits
-  Planning Area



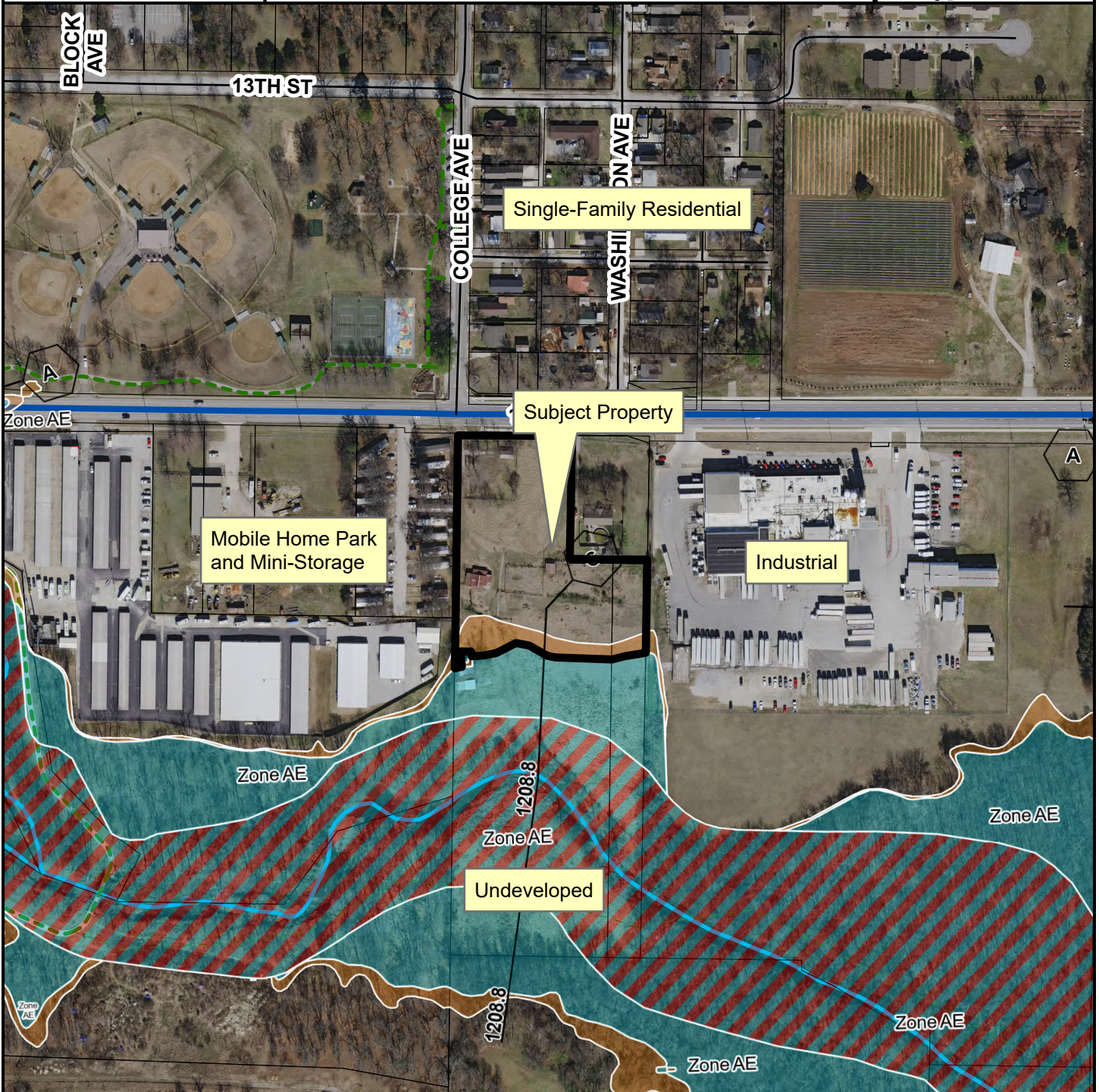
-
- Zoning**
- I-2 General Industrial
 - I-1 Heavy Commercial and Light Industrial
 - I-3 Medium Density Industrial
- RESIDENTIAL SINGLE-FAMILY**
- RS-G
 - RI-U
 - RI-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
- RESIDENTIAL MULTI-FAMILY**
- RMF-6
 - RMF-12
 - RMF-18
 - RMF-24
 - RMF-40
- INDUSTRIAL**
- I-1 Heavy Commercial and Light Industrial
- EXTRACTION**
- E-1
- COMMERCIAL**
- Residential-Office
 - C-1
 - C-2
 - C-3
- FORM BASED DISTRICTS**
- Downtown Core
 - Urban Thoroughfare
 - Main Street Center
 - Downtown General
 - Community Services
 - Neighborhood Services
 - Neighborhood Conservation
- PLANNED ZONING DISTRICTS**
- Commercial, Industrial, Residential
- INSTITUTIONAL**
- P-1



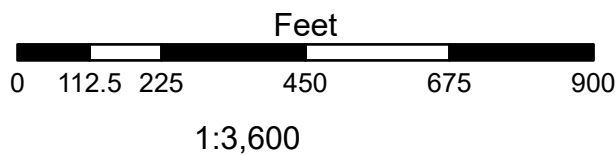
RZN-2024-0058

123 E 15TH ST

Current Land Use

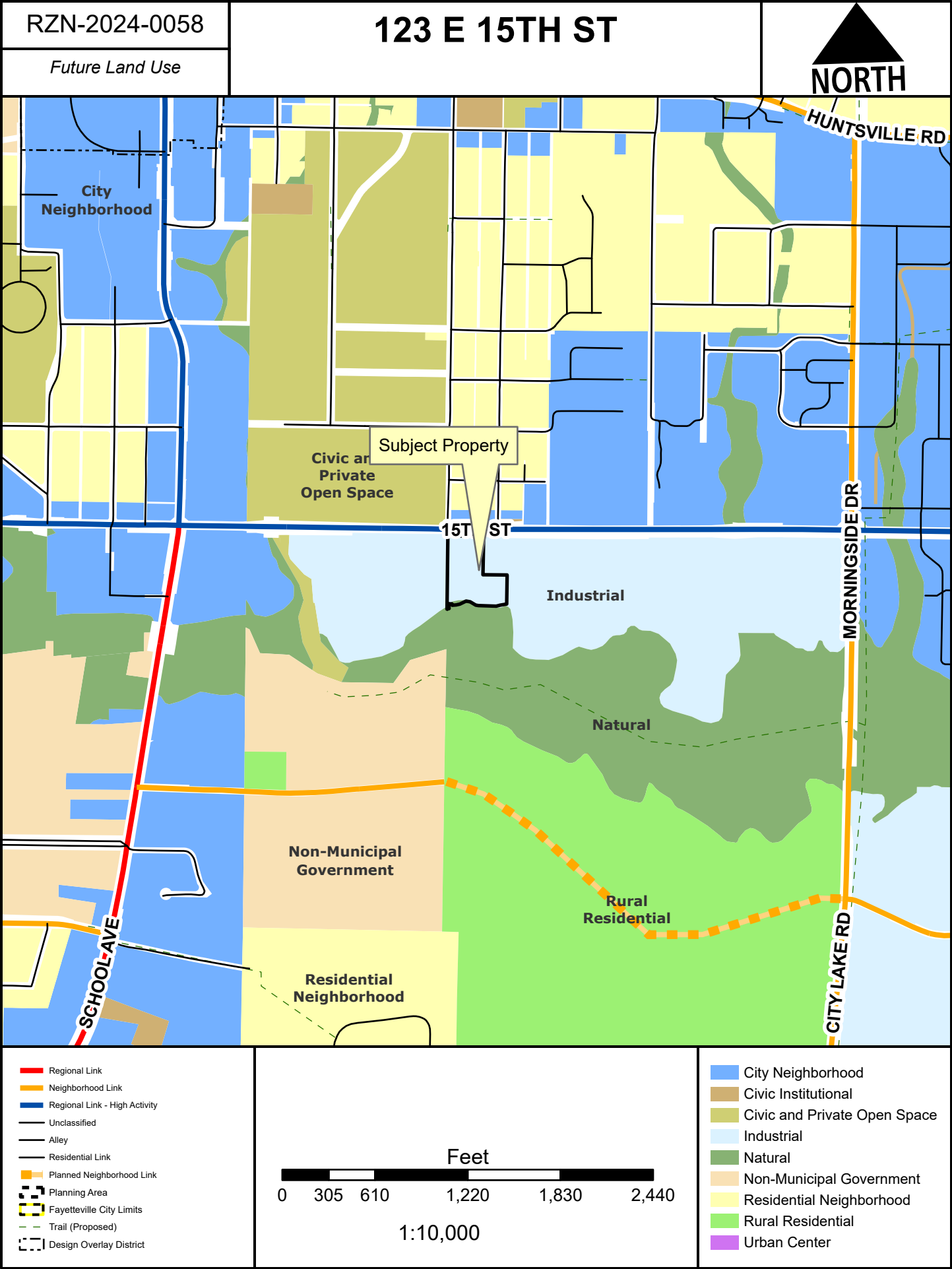


- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway





TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner

MEETING DATE: February 24, 2025

SUBJECT: **RZN-2025-0001: Rezoning (903 W. NORTH ST/JORDAN GROUP LLC, 444):** Submitted by BATES & ASSOCIATES for property located at 903 W. NORTH ST. The property is zoned R-O, RESIDENTIAL-OFFICE and contains approximately 0.11 acres. The request is to rezone the property to RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE

RECOMMENDATION:

Staff recommends forwarding **RZN-2025-0001** to City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **RZN-2025-0001** to the City Council with a recommendation of approval."*

BACKGROUND:

The subject property is in central Fayetteville at the intersection of W. North Street and N. Storer Avenue. The property is zoned R-O, Residential Office and overall contains approximately 0.11 acres over three parcels. The property is developed with a 1700 sq. ft. vacant structure that County records indicate was used as a veterinary hospital, but which is currently vacant. No overlay districts or other natural features are present on site, but there is an approximately 20% change in grade moving as the property moves south from W. North Street, and there is significant tree canopy on the undeveloped portions of the site. A site improvement plan for a ten-unit townhome development which includes a larger 0.50-acre subject area is currently under review (SIP-2024-0008) and an associated right-of-way vacation request was approved by City Council on February 18, 2025 (VAC-2024-0027). Surrounding land uses and zoning are depicted below in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Commercial/Mixed-Density Residential	C-1, Neighborhood Commercial; C-2, Thoroughfare Commercial; CS, Community Services; RMF-24, Residential Multi-Family, 24 Units Per Acre
South	Multi-Family Residential	RMF-40, Residential Multi-Family, 40 Units per Acre
East	Multi-Family Residential	RMF-40, Residential Multi-Family, 40 Units per Acre
West	Multi-Family Residential	RMF-40, Residential Multi-Family, 40 Units per Acre

Request: The request is to rezone the subject property from R-O, Residential Office to RMF-40, Residential Multifamily, Forty Units per Acre.

Public Comment: Staff has not received any public comment at this time.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject property has frontage to W. North St. and N. Storer Ave. W. North St. is a partially improved regional link high activity street with asphalt paving, curb and gutter, storm drain, and sidewalk at back of curb. N. Storer Ave. is a partially improved residential link street with asphalt paving and curb and gutter along the property's frontage. Any street or drainage improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the subject property. There is an existing 6-inch water main present at the southeast corner of the property along N. Storer Ave.

Sewer: Sanitary Sewer is available to the subject property. There is an existing 10-inch sanitary sewer main along the south side of W. North St.

Drainage: No protected streams, FEMA Floodplain, or hydric soils are identified on the subject property. No portion of the subject property lies within the Hillside/Hilltop Overlay District.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 2, located at 138 W. North St., protects this site. The property is located approximately 0.6 miles from the fire station with an anticipated drive time of approximately 2 minutes using existing streets. The anticipated response time would be approximately 4.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district, RMF-40, Residential Multifamily, 40 Units per Acre, requires **20% minimum canopy preservation**. The current zoning district, R-O, Residential Office, requires **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **City Neighborhood**.

City Neighborhood areas are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multi-family. Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of 11 for this site with a weighted score of 12.5. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 2, located at 138 W. North St.)
- Near Sewer Main (6-inch main in N. Storer Ave.)
- Near Water Main (10-inch main in W. North St.)
- Near Grocery Store (Harps)
- Near Public School (Leverett Elementary)
- Near U of A Campus
- Near City Park (Scull Creek Parkland)
- Near Paved Trail (Garland Ave Trail, Razorback Greenway.)
- Near Razorback Transit Stop (Colonial Arms, South Creekside, Harps)
- Appropriate Future Land Use
- Sufficient Intersection Density

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** Staff finds that the requested rezoning is compatible with surrounding land uses. The subject property is located near central Fayetteville just north of the University of Arkansas main campus. The subject area directly abuts the requested zoning district to the south, east, and west, and is generally surrounded by either multifamily residential or commercial uses when considering the wider area. The subject property is also near institutional uses such as Saint James Baptist Church, the University of Arkansas, and Leverett Elementary School, and neighborhood services such as Harps Grocery and the Razorback Greenway. Staff finds that rezoning the corner to align with the surrounding zoning is unlikely to negatively impact surrounding properties.

Land Use Plan Analysis: Staff finds that a rezoning to RMF-40 would be consistent with the City's adopted land use plans. City Plan 2040's Future Land Use Map designates the property as City Neighborhood. The property also has a high infill score of 11 and is located approximately 800 feet from a Tier 2 center at the intersection of W. North St. and N. Garland Ave. City Plan 20240 describes Tier 2 centers as "exist[ing] to provide services and employment to residents within two to three miles [and] characterized by housing that ranges from one- to three- story detached dwellings, duplexes, row houses, and mid-rise apartments." Staff finds that this rezoning is in line with this designation. Staff finds that a rezoning to RMF-40 would allow for increased development that would be in character with surrounding properties and its proximity to a regional high activity link street.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds that there is sufficient justification for rezoning the property from R-O to RMF-40. Staff finds that the proposed rezoning is compatible with surrounding properties and consistent with the City's future land use plans.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: A rezoning from R-O to RMF-40 would only increase the number of permitted units within the rezoning area from two units to four when considering its size, staff finds this is unlikely to appreciably increase traffic danger or congestion.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: The proposed rezoning has the potential to slightly alter the population density since it would allow for more intense residential development. However, the property currently has access to public streets, water, and sewers, and any necessary improvements would be determined at the time of development. Fayetteville Public Schools did not comment on this request.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:
- a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
 - b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0001 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>February 24, 2025</u>		☐ Tabled	☐ Forwarded	☐ Denied	
Motion:					
Second:					
Vote:					

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code
 - §161.17 District RMF-40, Residential Multi-Family - Forty (40) Units Per Acre
 - §161.20 Residential Office
- Request Letter
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

161.17 District RMF-40, Residential Multi-Family - Forty (40) Units Per Acre

(A) *Purpose.* The RMF-40 Multi-family Residential District is designated to protect existing high density multi-family development and to encourage additional development of this type where it is desirable.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by CUP
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupation
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	Forty (40) or less
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(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	30 feet
Two (2) family	30 feet
Three (3) family or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet
Single-family	2,500 square feet

Two (2) family	3,000 square feet
Three (3) family or more	7,000 square feet
Fraternity or Sorority	1 acre

(3) *Land Area Per Dwelling Unit.*

Manufactured Home	3,000 square feet
Fraternity of Sorority	500 square feet per resident

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*
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* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

- (G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

- (H) *Minimum Buildable Street Frontage.* 50% of the lot width.

(Code 1965, App. A., Art. 5(IV); Ord. No. 2320, 4-5-77; Ord. No. 2700, 2-2-81; Ord. No. 1747, 6-29-70; Code 1991, §160.034; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 8, 9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6658, §7(Exh. F), 5-2-23)

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.20 District R-O, Residential Office

(A) *Purpose.* The Residential-Office District is designed primarily to provide area for offices without limitation to the nature or size of the office, together with community facilities, restaurants and compatible residential uses. The intent of this district is to allow administrative approval if the developer decides to use urban form, in compliance with the build-to zone and minimum buildable street frontage as specified herein.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 25	Offices, studios, and related services
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 11	Manufactured home park*
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities*
Unit 42	Clean technologies
Unit 45	Small scale production

(C) *Density.*

Units per acre	24 or less
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(D) *Bulk and Area Regulations.* (Per dwelling unit for residential structures)

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a manufactured home park	50 feet
Single-family	60 feet
Two (2) family	60 feet
Three (3) or more	90 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a manufactured home park	4,200 square feet
Townhouses:	
Development	10,000 square feet
Individual lot	2,500 square feet
Single-family	6,000 square feet
Two (2) family	6,500 square feet
Three (3) or more	8,000 square feet
Fraternity or Sorority	1 acre

(3) *Land Area Per Dwelling Unit.*

Manufactured home	3,000 square feet
Townhouses & apartments:	
No bedroom	1,000 square feet
One bedroom	1,000 square feet
Two (2) or more bedrooms	1,200 square feet
Fraternity or Sorority	500 square feet per resident

(E) *Setback Regulations.*

Front	15 feet
Front, if parking is allowed between the right-of-way and the building	50 feet
Front, in the Hillside Overlay District	15 feet
Side	10 feet
Side, when contiguous to a residential district	15 feet
Side, in the Hillside Overlay District	8 feet
Rear, without easement or alley	25 feet
Rear, from center line of public alley	10 feet
Rear, in the Hillside Overlay District	15 feet

Urban Form Setback Regulations:

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line
Side	5 feet
Side-zero lot line*	A setback of less than 5 feet (zero lot line) is permitted on one (1) interior side, provided a maintenance agreement is filed.** The remaining side setback(s) shall be 10 feet
Rear	None
Rear when contiguous to a single family residential district	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories
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If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) Urban form minimum buildable street frontage: 50% of the lot width.

(Code No. 1965, App. A., Art. 5(x); Ord. No. 2414, 2-7-78; Ord. No. 2603, 2-19-80; Ord. No. 2621, 4-1-80; Ord. No. 1747, 6-29-70; Code 1991, §160.041; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4726, 7-19-05; Ord. No. 4943, 11-07-06; Ord. No. 5079, 11-20-07; Ord. No. 5195, 11-6-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5735 1-20-15; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6164, §§1, 2, 3, 4-2-19; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.



January 28th , 2025

Planning Staff
City of Fayetteville
113 West Mountain
Fayetteville, AR 72701

RE: Storer Townhomes Rezoning

Dear Planning Staff,

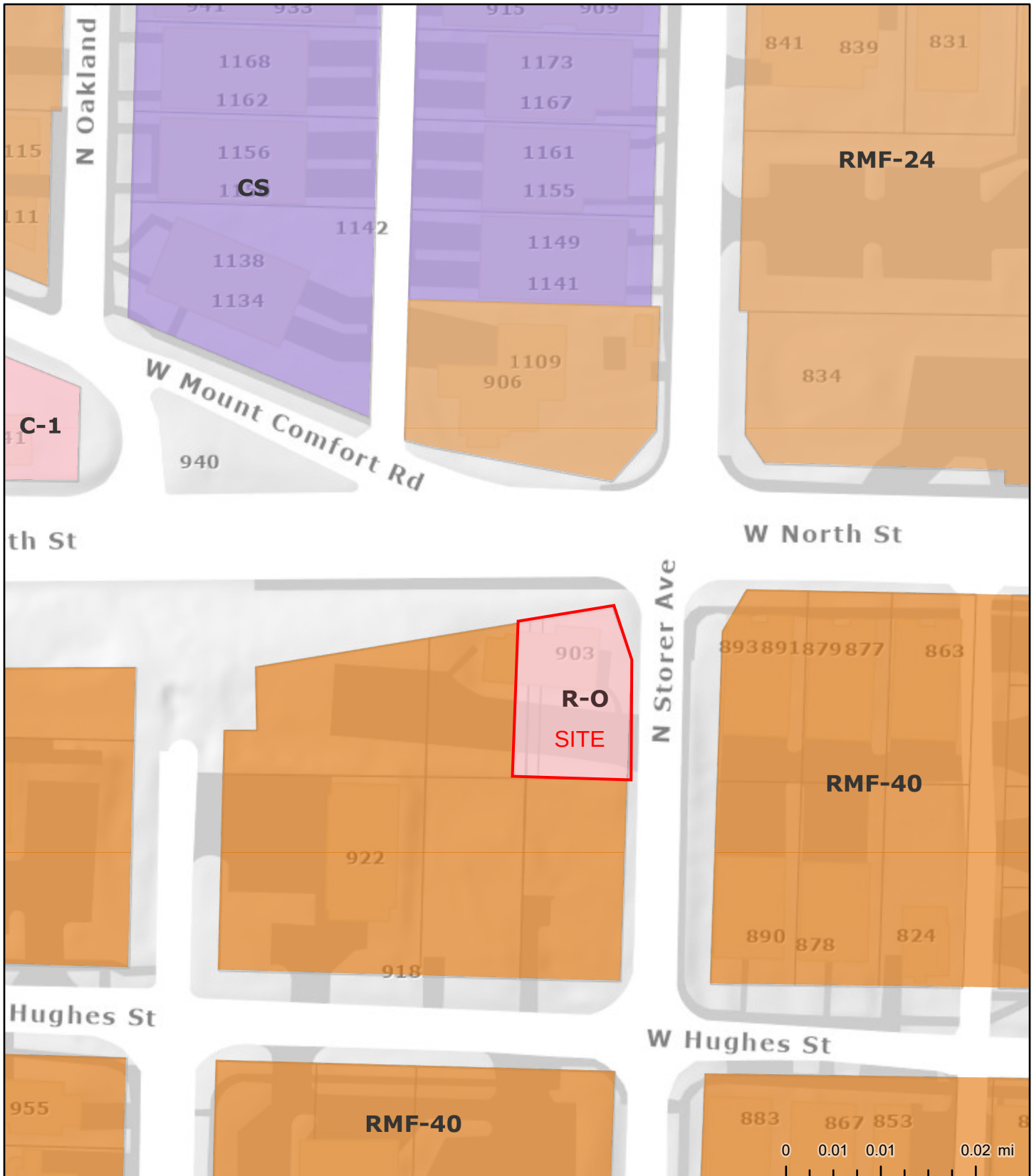
The existing adjacent properties are currently zoned as RMF-40 and RMF-24. We are proposing the rezone from R-O to RMF-40 which meets the adjacent land use. The exhibit on the next page is depicting the existing zoning as well as the neighboring properties. The proposed request for the rezone will not adversely affect the surrounding land use due to the request matching the adjacent properties current zoning.

If you have any questions or require additional information, please feel free to contact me at your convenience.

Sincerely,

Bates & Associates, Inc.

Geoffrey Bates
President of Engineering



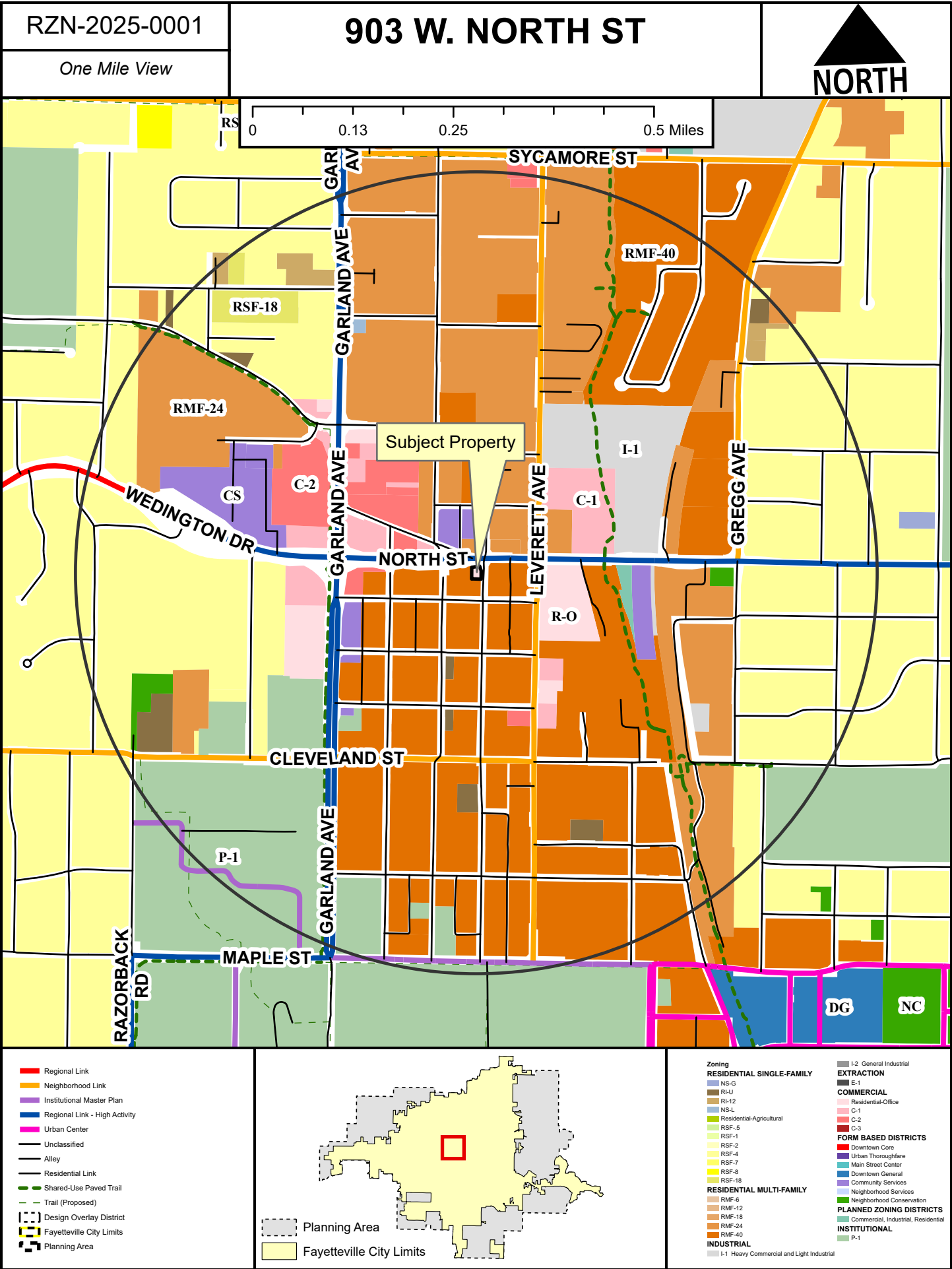
- | | |
|---|--|
| RMF-24 | C-1 |
| RMF-40 | CS |
| R-O | |

Exhibit

Fayetteville, AR

The data contained herein was compiled from various sources for the sole use and benefit of the City of Fayetteville Geographic Information System and the public agencies it serves. Any use of the data by anyone other than the City of Fayetteville is at the sole risk of the user; and by acceptance of this data, the user does hereby agree to indemnify the City of Fayetteville and hold the City of Fayetteville harmless from and without liability for any claims, actions, cost for damages of any nature, including the city's cost of defense, asserted by user or by another arising from the use of this data. The City of Fayetteville makes no express or implied warranties with reference to the data. No word, phrase, or clause found herein shall be construed to waive that tort immunity set forth under Arkansas law.

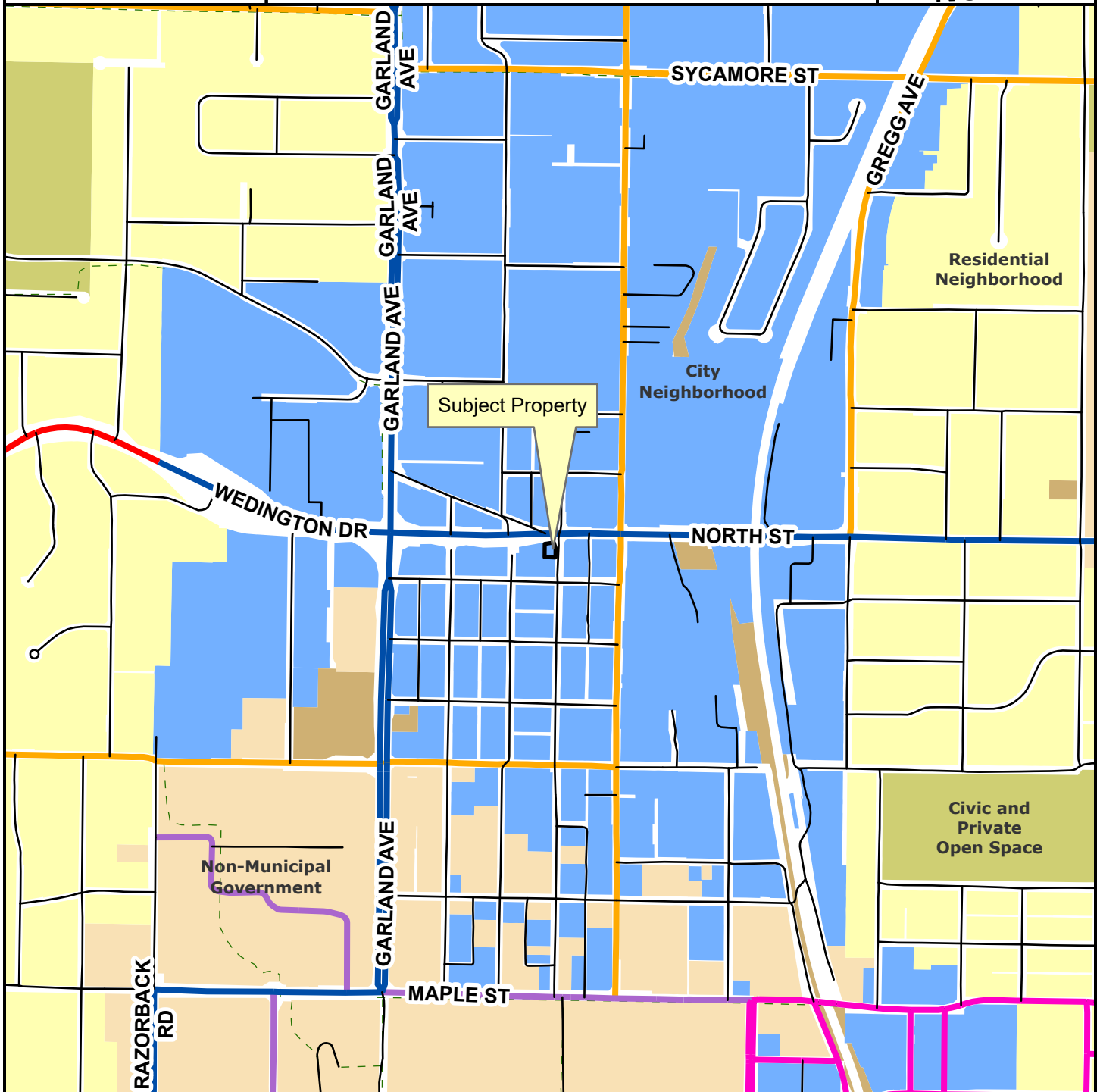
Created: 1/15/2025
Credits: City of Fayetteville, AR
Map Author:



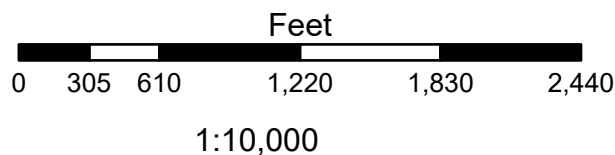
RZN-2025-0001

903 W. NORTH ST

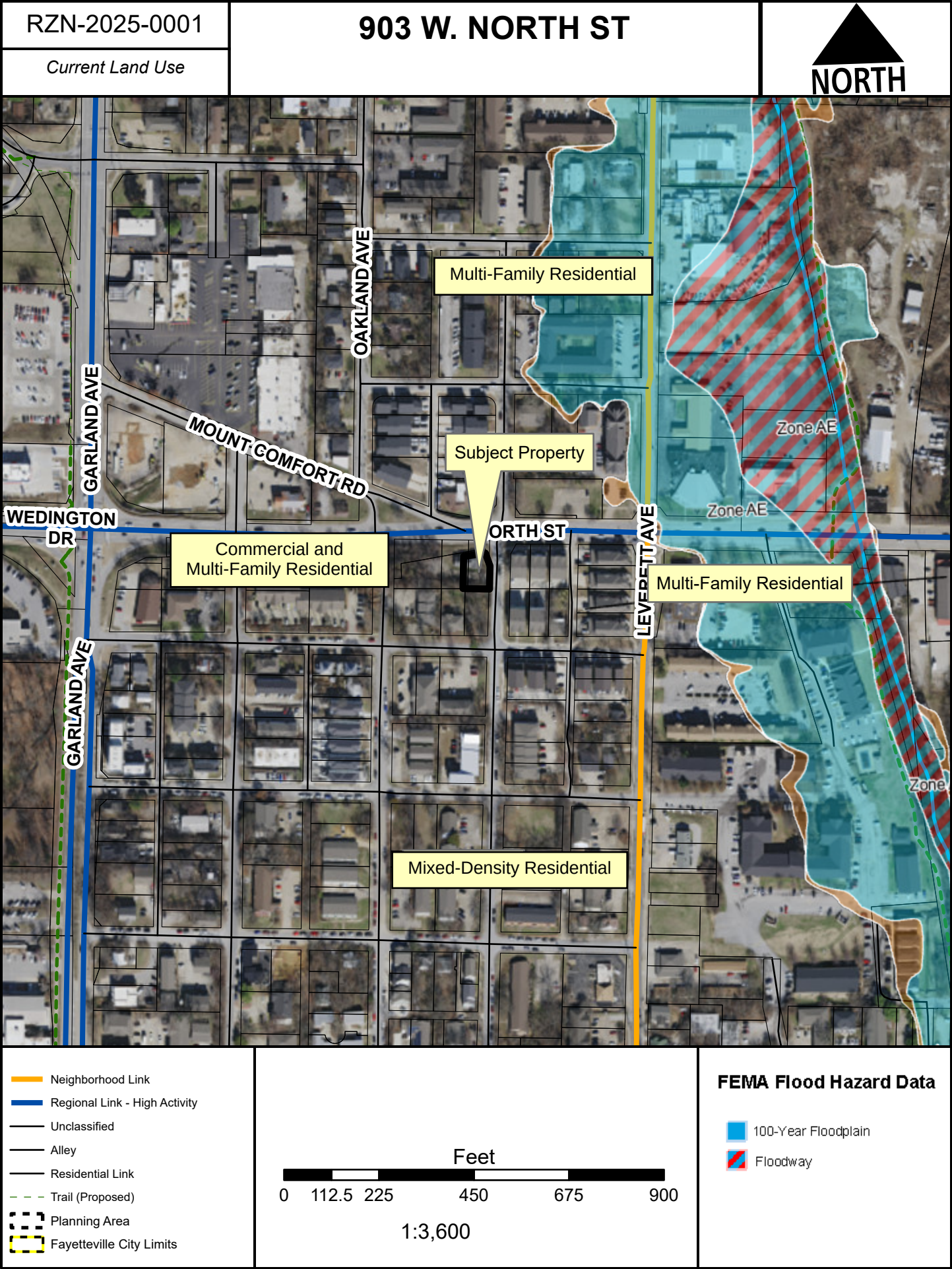
Future Land Use



- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District



- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center





TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING: February 24, 2025

SUBJECT: **PZD-2025-0001: Planned Zoning District (1875 W. HASKELL HTS./HASKELL COMMONS, 520):** Submitted by CRAFTON TULL for property located at 1875 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.

RECOMMENDATION:

Staff recommends tabling **PZD-2025-0001** until the March 10, 2025, Planning Commission meeting.

RECOMMENDED MOTION:

*"I move to table **PZD-2025-0001** until the March 10, 2025, Planning Commission meeting."*

BACKGROUND:

The subject property is located on the south side of Markham Hill about a quarter of a mile south of the intersection of Sang Avenue and Markham Road. The property consists of six parcels which are located in RSF-4 zoning and total 34.86 acres. Two single-family dwellings exist on site including one house believed to have been built in 1901 for Charles N. Haskell, the first governor of Oklahoma and the namesake of the Haskell Heights neighborhood. The property is otherwise undeveloped and largely covered by mature tree canopy. The majority of the property is located within the Hillside/Hilltop Overlay District and contains grades steeper than 20%. This project was initially submitted for review in August 2024 under a different project number (PZD-2024-0006). That item was tabled indefinitely at the December 9, 2024, Planning Commission meeting, and since it was not taken from the table during the same calendar year in which it was tabled, that project expired at the end of the calendar year. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre RI-U, Residential Intermediate-Urban R-A, Residential-Agricultural
South	Multi-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre
West	Undeveloped	R-A, Residential-Agricultural

Proposal: The applicant requests to rezone the property to a Residential Planned Zoning District with three planning areas, as described below:

- **Planning Area #1 – 13.38 acres:** This area is intended to encompass any spaces where three or more attached dwellings are proposed. This planning area is located west of the Sang Avenue extension.
- **Planning Area #2 – 9.69 acres:** This area is intended to include all areas reserved for single- and two-family dwellings. This planning area is located east of the Sang Avenue extension.
- **Planning Area #3 – 11.79 acres:** This area will encompass all the detention, drainage features, forested areas, natural areas, and recreational features. This planning area is intended to permit and encourage the minimum amount of development, protect natural features, and encompass all common and recreational areas for the development.

Public Comment: Staff has received several inquiries about this project and one written comment in opposition to it. The individual who stated their opposition expressed concerns about the density of development proposed and shared that they would rather see development occur on the subject property under its current zoning designation of RSF-4.

INFRASTRUCTURE:

Streets: The subject property has access to two public streets: Sang Avenue to the north and south and Nettleship Street to the southeast. Both streets are unimproved near the property. Any street improvements required in this area would be determined at the time of development proposal. The applicant has shown an intent to provide a private connection between Sang Avenue to the north and south with a fire gate at the north end to restrict access north on Sang Avenue to emergency personnel. An additional driveway is proposed at the intersection of Nettleship Street and Cross Avenue to the southeast.

The PZD shows connecting North and South Sang Avenue through the site with a public street. Due to steep topography on the property, this connection is currently shown to jog through the site to keep slopes as minimal as possible. This connection is shown to be 21-foot-wide back-of-curb to back-of-curb with six-foot greenspace and 12-foot paved shared use trail on the west side, in accordance with the City's adopted Active Transportation Plan. An extension of West Nettleship Street from the southeast corner of the site to Sang Avenue is also shown, with the same pavement and greenspace as Sang Avenue, and with a six-foot-wide sidewalk on the north side. In addition to new street extensions, North Sang Avenue is also proposed to be widened to 20 feet to the north where it intersects West Markham Road to meet Fire Code requirements. Review of the proposed streets for conformance with the City's Minimum Street Standards will be performed with development entitlement.

Water: There is an existing eight-inch water main present on the north end of the site, where South Sang Avenue currently dead ends, and an eight-inch water main along West Nettleship Street in the southeast corner. Connections may be made to both lines to serve development. There is a 24-inch water transmission main that runs north-south through the site. No connections shall be made to this line, and any cut or fill over this line must be approved by Water and Sewer.

It should be noted that portions of this site are at an elevation higher than can provide 45 psi of working pressure at the water meter. Staff have met with the applicant, and it may be possible to set a master meter below this elevation to meet the requirements set forth in the City of Fayetteville's Standard Specifications for Design and Construction of Water Lines and Sewer Lines, 2022 Edition. Additional fire requirements may apply. Further review and analysis will be done with an application for development.

Sewer: There is an existing six-inch sanitary sewer main present near the southeast corner of the site along West Nettleship Street and an offsite extension would be required to tie into the existing sanitary sewer system. There is also an existing eight-inch sanitary sewer main present in West Maine Street, approximately 400 feet south of the site. The applicant must engage RJN, the contract engineer for the City's sewer model, to determine the existing downstream capacity of the sewer system and any necessary improvements that would be required for a specific development.

Drainage: Development on this site must meet the four Minimum Standards of Fayetteville's Drainage Criteria Manual for water quality, channel protection, overbank flood protection, and extreme flood protection. Review for conformance with these standards, and determination of any additional improvements for drainage, will be done with a development application. No portion of the subject property lies within a FEMA floodplain and there are no protected streams or hydric soils on site. The majority of the property does, however, lie within the Hillside/Hilltop Overlay District. Additional restrictions will apply at the time of development. Engineered footing designs will be required at the time of building permit submittal, as well as grading, erosion control and abbreviated tree preservation plans.

Fire: Station 6, located at 900 S. Hollywood Ave., protects this site. The property is located approximately half a mile from the fire station with an anticipated drive time of approximately three minutes using existing streets. The anticipated response time would be 5.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed RPZD, Residential Planned Zoning District and the current zoning district, RSF-4, Residential Single-Family, Four Units per Acre, require **25% minimum canopy preservation with 30% in the Hillside/Hilltop Overlay District.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood Area.**

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also

encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **4-8** for this site with a weighted score of **9.5** at the highest level. Elements contributing to the highest score include the following:

- Adequate Fire Response (Station #2, 708 N. Garland Ave.)
- Near Sewer Main (6" main, Nettleship Street)
- New Water Main (8" main, Nettleship Street & Sang Avenue)
- Near Public School (Ramay Junior High School)
- Near U of A Campus
- Near City Park (Markham Hill Woods)
- Near Paved Trail (Razorback Road)
- Near Razorback Bus Stop (Routes 44 and 48)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** Staff finds that additional information is needed to fully assess the compatibility of the proposed planned zoning district (PZD) with the surrounding area. According to the proposed zoning regulations, the PZD would allow for lower-density development to the east of the planned Sang Avenue extension and higher-density development to the west. The far west side and the perimeter of the property would remain undeveloped. The property's current zoning, RSF-4, allows single-family residential development at a density of four units per acre, where the proposed PZD would permit both single- and multi-family development at a density of eight to nine units per acre. Staff finds that the revisions made to the PZD booklet since the last project submittal have improved the proposed PZD's compatibility with surrounding land uses and zoning. The updated regulations would allow single- and two-family dwellings near the established single-family residential neighborhood to the east, while multi-family dwellings would be located to the west, closer to less developed areas and the existing multi-family dwellings to the south. The conceptual layout in the booklet has not yet been updated to reflect revised planning area boundaries, and staff is recommending that the project be tabled until that plan is revised to reflect the requested zoning regulations.

Land Use Plan Analysis: Staff finds the proposed PZD to be somewhat consistent with the city's adopted land use plans. City Plan 2040's Future Land Use Map designates the property as Residential Neighborhood and those areas are intended to support a wide variety of housing types in walkable neighborhoods. The property also has a moderate infill score of 5-8 which indicates that it is a suitable location for smaller scale infill development.

Additionally, City Plan 2040 lays out six goals which staff find the PZD to be somewhat aligned with:

1. We will make appropriate infill and revitalization our highest priority
2. We will discourage suburban sprawl
3. We will make compact, complete, and connected development the standard
4. We will grow a livable transportation network
5. We will assemble an enduring green network
6. We will create opportunities for attainable housing

When compared to the property's current zoning, the proposed PZD would permit a wider range of residential uses, generally aligning with Goals 1, 2, 4, and 6 of City Plan 2040 by allowing for denser residential development near the University of Arkansas, transit routes, and existing public infrastructure. However, staff finds that the scale of development allowed by the PZD may still be inappropriate given the property's location along a steep, wooded hillside and its proximity to a lower-density single-family neighborhood. While development would be concentrated in the center of the property, with much of the perimeter and western area designated for tree preservation, staff find that the proposed PZD may not fully align with Goals 3 and 5 of City Plan 2040. Goal 3 encourages a compact, gridded street network, and the proposed PZD includes plans to provide a public connection of North and South Sang Avenues, and another public connection between that street and Nettleship Street to the southeast. All other streets in the development are proposed to remain private and no connectivity to the east or west is proposed. Areas reserved for no development are limited to the perimeter and the far west side of the property, with most of the site impacted by development. Staff finds, however, that the revised plan better responds to site constraints and surrounding land uses.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds that the proposed rezoning is justified at this time. The property is in close proximity to the University of Arkansas and has a moderate infill score, and staff finds that the proposed zoning regulations and associated planned development are compatible with the surrounding area while allowing for increased density.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: The planned zoning district has the potential to increase traffic danger and/or congestion when considering it would allow for more dense residential development. As proposed, the property would be developed with a mix of single-family and multi-family residences with three points of access to the site on Nettleship Street and North and South Sang Avenues. The applicant provided a traffic study with their PZD booklet, though it has not been fully evaluated at this time. The traffic study would be fully reviewed, and any necessary street improvements would be determined, at the time of development review. Between 2019 and 2023, three traffic crashes with no apparent injury were reported at the intersection of Nettleship Street and Cross Avenue.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed PZD has the potential to alter the population density in a way that could undesirably increase the load on public services. Based on the number of units and bedrooms proposed, improvements would likely be needed to ensure adequate capacity in the City's sewer system and pressure in the City's water system. Any utility issues would have to be addressed prior to occupancy. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:
 - a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
 - b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

§ 161.35. Planned Zoning Districts (PZD)

(B) *Purpose.* The intent of the Planned Zoning District is to permit and encourage comprehensively planned zoning and developments whose purpose is redevelopment, economic development, cultural enrichment or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development. The City Council may consider any of the following factors in review of a Planned Zoning District application.

- (1) *Flexibility.* Providing for flexibility in the distribution of land uses, in the density of development and in other matters typically regulated in zoning districts.
- (2) *Compatibility.* Providing for compatibility with the surrounding land uses.
- (3) *Harmony.* Providing for an orderly and creative arrangement of land uses that are harmonious and beneficial to the community.
- (4) *Variety.* Providing for a variety of housing types, employment opportunities or commercial or industrial services, or any combination thereof, to achieve variety and integration of economic and redevelopment opportunities.
- (5) *No negative impact.* Does not have a negative effect upon the future development of the area;
- (6) *Coordination.* Permit coordination and planning of the land surrounding the PZD and cooperation between the city and private developers in the urbanization of new lands and in the renewal of existing deteriorating areas.
- (7) *Open space.* Provision of more usable and suitably located open space, recreation areas and other common facilities that would not otherwise be required under conventional land development regulations.
- (8) *Natural features.* Maximum enhancement and minimal disruption of existing natural features and amenities.

- (9) *Future Land Use Plan.* Comprehensive and innovative planning and design of mixed use yet harmonious developments consistent with the guiding policies of the Future Land Use Plan.
- (10) *Special Features.* Better utilization of sites characterized by special features of geographic location, topography, size or shape.
- (11) *Recognized zoning consideration.* Whether any other recognized zoning consideration would be violated in this PZD.

Findings: Staff finds that the proposed PZD would offer flexibility in the variety of housing types and the density of development permitted on site. However, it also poses some concerns regarding compliance with other city ordinances and goals, as it would substantially impact the subject property and its surroundings. A large portion of the site is slated to be disturbed, with tree preservation limited to the perimeter and the western quarter of the property. In terms of future land use plans, the proposed PZD would result in the connection of existing public streets, North and South Sang Avenue, the extension of a public trail, and it offers connectivity throughout the site for vehicles and pedestrians. The site has a moderate infill score and is near public infrastructure, transit stops, and nonresidential uses. Staff finds that the proposed zoning regulations and planned development do more to protect the site's natural features and complement surrounding land uses, when compared to the previous proposal.

RECOMMENDATION: Staff recommends tabling **PZD-2025-0001**. Should the Planning Commission choose to forward it to the City Council, staff recommends the following conditions:

Conditions of Approval:

1. Revise the PZD booklet so that the concept layout corresponds with the requested zoning regulations;
2. Parkland dedication must be reviewed by PRAB with the associated development;
3. The property owner shall consult with the Long Range & Preservation Planner at the time of development entitlement, prior to the demolition or alteration of historic structures, so that staff can capture photo documentation of the exterior and interior; and
4. Proposed fire apparatus access roads shall meet requirements as stated by all applicable fire codes.

Planning Commission Action: ☐ Forwarded ☐ Tabled ☐ Denied

Meeting Date: February 24, 2025

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Urban Forestry Memo
- Long Range Planning Memo
- Applicant Request Letter
- PZD Booklet
- Public Comment
- One Mile Map
- Close Up Map
- Current Land Use Map
- Future Land Use Map



Urban Forestry Memo

TO: Fayetteville Planning Commission

THRU: Gretchen Harrison, Senior Planner

FROM: Willa Thomason, Urban Forester

MEETING DATE: February 24, 2025

SUBJECT: **PZD-2025-0001: HASKELL COMMONS:** 1875 W. HASKELL HTS - Submitted by CRAFTON TULL for property located at 1875 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT. PP 520

RECOMMENDATION:

Urban Forestry Staff recommends approval of PZD-2025-0001. The required minimum existing tree canopy coverage is 25% for PZDs, and this site is in the Hillside Hilltop Overlay District (HHOD) which necessitates an additional 5% minimum canopy coverage. If the existing canopy is under 30%, then the current percentage will be the minimum tree canopy preservation requirement.

The applicant acknowledges that tree preservation and landscape plans will be required and submitted with the Large-Scale Development application, and they indicate the intent to comply with UDC §167: Tree Preservation and Protection and §177: Landscape Regulations. The PZD booklet provided outlines the intent to preserve existing trees within Planning Area three, and to preserve trees where possible in Planning Areas one and two. The applicant also acknowledges the requirement to dedicate a permanent tree-preservation easement with the Large-Scale Development process.

It is highly recommended that as many trees be preserved as possible to meet the requirement, and that buildings, utilities and other infrastructure elements be designed around the trees. It is also recommended to plan and provide for tree preservation up front rather than lot by lot.

§177 Landscape Regulations must be met also, including one street tree per lot, one tree with a tree island per twelve parking spaces and detention pond plantings.



TO: Gretchen Harrison, Senior Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: February 24, 2025

SUBJECT: **Long Range Planning Comments Regarding Historic Structure for PZD-2025-0001**

The proposed rezoning of the property at 1875 W. Haskell Heights to a PZD has the potential to adversely impact a significant historic property via future demolition. Rezoning or the creation of PZDs often precede projects that anticipate substantial demolition and redevelopment of sites. Although the City does not have a demolition review ordinance in place currently, it is important to review and acknowledge the proposal's impact on historic properties as part of the City Plan 2040 objectives that may be considered with the PZD request:

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)

The City's Heritage & Historic Preservation Plan adopted in July 2023 was initiated by City Plan 2040 and has three action items which support a closer look at the proposed PZD:

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

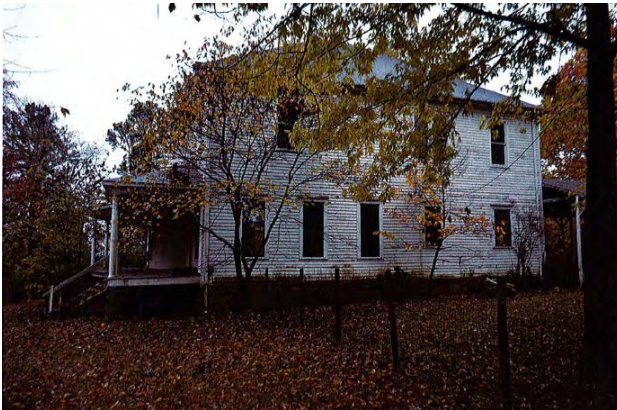
Recommendation:

Should the Planning Commission recommend in favor of the request, Long Range Planning Staff recommend a condition of approval to read: *the property owner shall consult with the Long Range & Preservation Planner prior to demolition or alteration of historic structures so that staff can capture photo documentation of the exterior and interior.*

Staff is recommending documentation of properties prior to demolition/alteration only and is not making a recommendation on the proposed PZD. Documentation to create an archive of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

Documentation of Identified Historic Structures:

The house at 1875 W. Haskell Heights was surveyed by the Arkansas Historic Preservation Program in 2020 and was determined to be eligible for the National Register of Historic Places. The large Folk Victorian residence was constructed as a summer home for George Haskell ca. 1903. The house retains good integrity and is significant due to its association with Haskell. George Haskell was a prominent figure in both Fayetteville and Oklahoma, where he served as Oklahoma's first governor from 1907 to 1911.

Photos:

While limited, low-quality photos of the structure are available online, they do not provide the clarity or level of detail consistent with best practices for documentation or archival images of historic structures. Multiple high-quality images of not only the façade but also exterior and interior construction details help retain a clear record of historic properties and changes to them over time. As these structures and properties are a key part of the city's identity, retaining archival images of demolished structures is a method of maintaining records for future planning and preservation work.



January 15th, 2025

City of Fayetteville
City Planning Division
125 W Mountain Street
Fayetteville, AR 72701

Re: Haskell Commons PZD Rezoning Request
Crafton Tull Job No. 24301901

To Whom It May Concern,

On behalf of the owners and developer, I am requesting the Planning Commission and City Council to consider the rezoning of a 34.86-acre property, which includes the following Washington County Parcels: 765-14585-000, 765-14584-000, 765-14585-001, 765-14582-000, 765-11946-100, and 765-11945-100. The property is zoned RSF-4, and we are requesting that it be rezoned to a Residential Planned Zoning District (RPZD).

Included with this letter are the following documents:

- Property Owner Consent Form
- Legal Description of the property to be rezoned
- A PZD Booklet containing the information required by Fayetteville's PZD Checklist

Please refer to the PZD Booklet for further details regarding this rezoning request. Should any additional information be required to process this request, please do not hesitate to contact me.

Sincerely,

Conlee Hale, P.E.
Crafton Tull

February 17th, 2025

HASKELL COMMONS PLANNED ZONING DISTRICT BOOKLET

Submitted to:

City of Fayetteville
125 W. Mountain St
Fayetteville, AR 72701

Developer:

LCD Acquisitions, LLC
315 Oconee Street
Athens, GA 30601

Owner:

Felicia Ann Farris
2215 Haskell Heights
Fayetteville, AR 72701

and

Monticello Investments, LLC
310 W Emma Avenue
Springdale, AR 72764

CT JOB NO. 24301900



Crafton Tull

Prepared by:  **Crafton Tull**

300 N College Ave, Suite 317 | Fayetteville, AR 72701 | 479-455-2207 | www.craftontull.com

Planning Commission

February 24, 2025

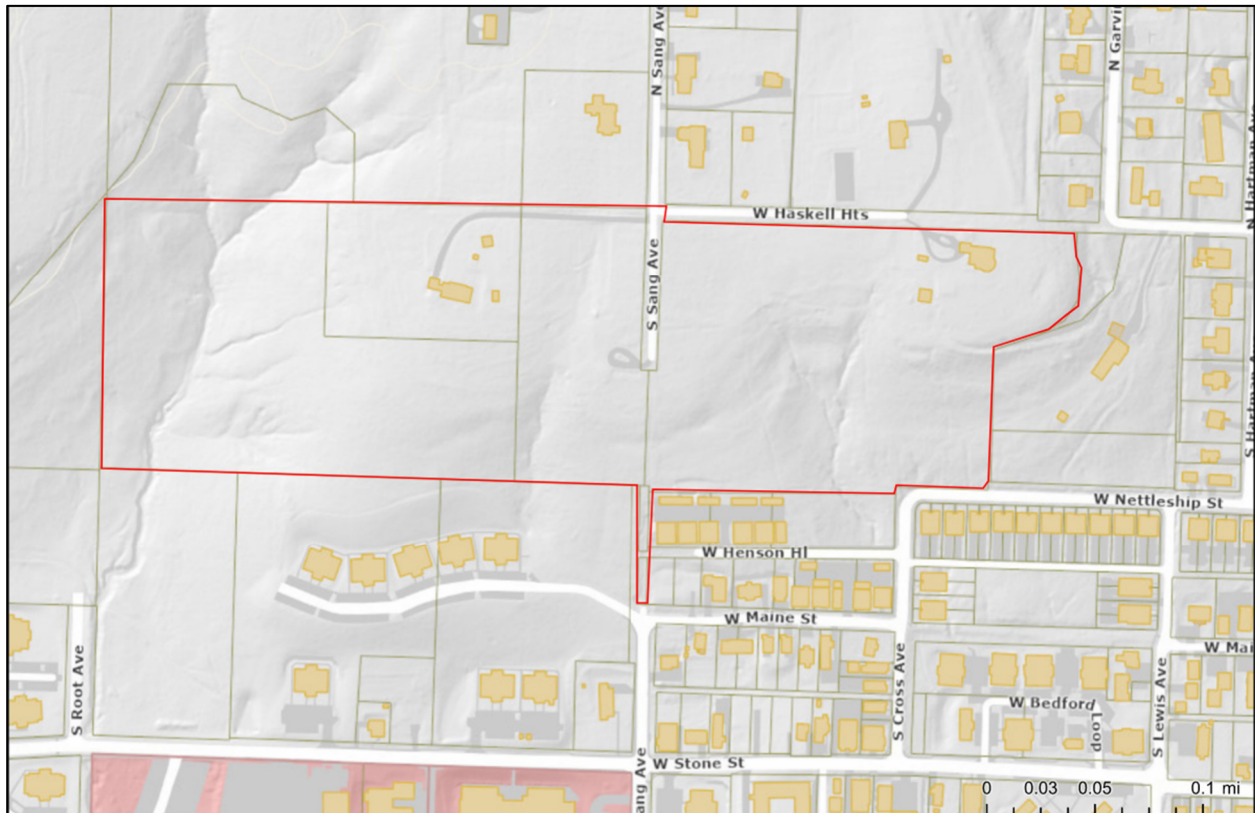
PZD-2025-0001 (HASKELL COMMONS)

Page 13 of 206



A) Current Ownership:

The 34.86-acre property is currently owned by Felicia Ann Farris & Monticello Investments, LLC. The developer is LCD Acquisitions, LLC and is being represented by Crafton Tull & Associates. The property contains Washington County Parcel Numbers 765-14585-000, 765-14584-000, 765-14585-001, 765-14582-000, 765-11946-100, and 765-11945-100, and is situated between S Sang Ave and N Sang Ave, approximately 0.5 miles west of Bud Walton Arena. Please see the exhibit below.



B) Project Summary:

The proposed project involves developing multi-family townhomes, duplexes, and single-family housing. Various building types will be offered to meet diverse housing needs. The development plan concentrates the built areas in the center of the property to maximize the preservation of natural features along the perimeter.

C) General Project Concept:

1) A public street extension to connect S Sang Ave to N Sang Ave is proposed. Additionally, a public street is proposed that would connect this Sang extension to the intersection of W Nettleship St & S Cross Ave located in the southeast corner of the property. These two public streets would be the only public streets proposed on the site, with the remaining internal traffic circulated through private streets/drive aisles.

To meet fire access requirements, pavement widening on N Sang Ave would be completed with this project.



Currently, there are no plans to subdivide the site. The lot layout will either involve a lot combination to consolidate the entire site into one lot or a lot line adjustment to modify the property lines so that proposed structures are not bisected by the existing property lines.

2) A site and master plan is attached to this booklet as Appendix A.

3) The site includes a buffer along most of the perimeter of the property. Proposed is a 40' buffer from the northern property line, a 30' buffer from the southern property line, an approx. 50' buffer from the eastern property line, and an approx. 400' buffer from the western property line. These buffers are intended to provide for preservation of trees and natural features while also providing separation from the established neighborhoods in the area.

4) Tree preservation will primarily occur along the perimeter of the development and the western quarter of the property. The preservation will adhere to the 25% minimum canopy requirement, or 30% for sections within the HHOD, as outlined in UDC Chapter 167. Tree preservation areas and the amount of canopy to be preserved will be detailed in the development plans. If the existing canopy falls short of this requirement, the necessary percentage will be preserved or mitigated in accordance with UDC Chapter 167. Tree preservation will be a priority in Planning Area 3, with common spaces and drainage designed around preserving canopy where feasible.

5) The stormwater management plan likely includes two detention ponds: one in the southeast corner and another in the southwest corner of the development. These are noted on the site plan. The drainage report accompanying the development plans will provide details on the proposed stormwater system and its compliance with water quality requirements. Where feasible, these ponds will drain directly into the two defined swales within the site.

6) Planning Area 3 is intended to remain as undisturbed as possible to preserve tree canopy and existing ground cover. This will serve as somewhat of a natural buffer between the proposed development and the existing adjacent developments (see section (3)).

7) The known on-site utilities include: a 24" water main running north-south across the central portion of the site, an 8" water line parallel to the 24" water main that enters from the north and terminates with a fire hydrant in the north-central portion of the site, a gas line running southwest to northeast in the southeast corner, and two overhead electric lines serving the existing houses on site.

Nearby access to water and sewer connections includes: an 8" water line along the south side of W Nettleship St, a 6" sewer line along the north side of W Nettleship St, and both an 8" water line and an 8" sewer line along the north side of W Maine St. These utilities offer offsite connection possibilities via existing dedicated easements and/or right-of-way.

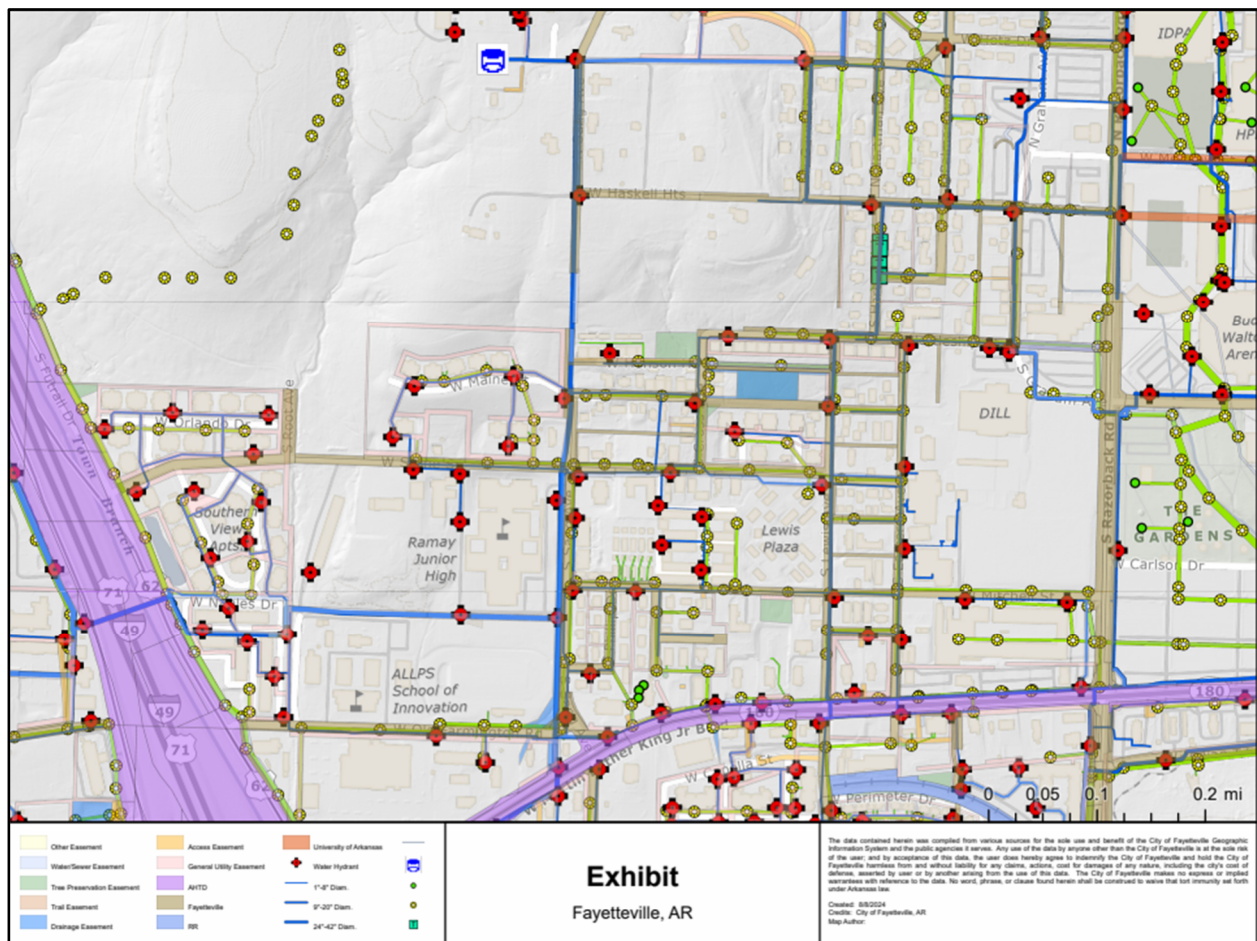
For water service, an 8" water line extending from the northern end of the site to the 8" water line on the south side of Nettleship is planned. Additional water lines will branch off this main line to provide circulation throughout the property. Taps into the existing on-site 24" water line are not planned. The applicant has been made aware that above an elevation of 1466' the city expects poor water pressure. Specifically, this includes an expectation that the required minimum 45 PSI pressure at water meters is not expected to be achievable for structures built at or above 1466'. During the development review, the applicant will explore possibilities with the City on an acceptable solution to provide water service



throughout the development. This includes the possibility of using master meters located below 1466' with private water services extending off these meters.

The sewer system is expected to be split along a natural high point near the midpoint of the site. The eastern half of the site will likely drain to either the 6" sewer line on the north side of Nettleship or the 8" sewer line on the north side of W Henson Hill. The western half will likely need to be pumped east to connect with the sewer lines along Nettleship or W Henson Hill. A private lift station will likely be utilized. Sewer design, including possible upsizing of existing downstream lines, will be determined by a sewer study conducted with the development plans to assess capacity under existing and proposed conditions.

See exhibit below showing water and sewer utilities within the vicinity of the property.



8) All buildings will conform to the architectural standards required by the UDC. Base architectural design standards for the buildings shall be similar in nature and character to those in Appendix B.

9) Example building elevations are included in Appendix B.



D) Proposed Planning Areas:

Proposed planning areas for this development will include:

Planning Area 1 (Multi-Family Dwellings) – This area will encompass any spaces where three (3) or more family dwellings are proposed. This planning area is located west of the Sang Ave extension.

Planning Area 2 (Low-Density Residential) – This area will include single and two-family dwellings. This planning area is located east of the Sang Ave extension.

Planning Area 3 (Non-Residential Uses) – This area will encompass all the detention, drainage features, forested areas, natural areas, and recreational features. This zoning district is designed to permit and encourage the minimum amount of development, protect natural features, and encompass all common and recreational areas for the development.

E) Proposed Zoning Standards:

Planning Area 1 – Multi-Family Residential Zoning District

(a) Purpose. This zoning district is designed to permit and encourage the development of a variety of dwelling types in a medium density land use.

(b) Uses.

1. Permitted uses by Use Unit:

Unit 1: City-wide uses by right
Unit 8: Single-family dwellings
Unit 9: Two (2) family dwellings
Unit 10: Three (3) and four (4) family dwellings
Unit 26: Multi-family dwellings
Unit 41: Accessory Dwelling Units
Unit 44: Cluster Housing Development
Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:

Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities
Unit 4: Cultural and recreational facilities
Unit 5: Government facilities
Unit 12a: Limited business
Unit 24: Home occupations
Unit 25: Professional offices
Unit 36: Wireless communication facilities

c) Density. 9 units/acre Maximum (Max. allowable units = 120 units | 13.38 acres * 9 units/acre)
40 beds/acre Maximum (Max. allowable beds = 535 beds | 13.38 acres * 40 beds/acre)

d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	35 feet
Two (2) Family	35 feet
Three (3) or More Family	70 feet
Other Uses	100 feet



2) Lot area minimum:

Townhouse – individual lot	2,000 sq ft
Single-Family	3,000 sq ft
Two (2) Family	4,000 sq ft
Three (3) or More Family	7,000 sq ft
Other Uses	1 acre

e) Setback Requirements.

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	25 feet	5 feet

f) Building Height Regulations- Maximum of 3 stories

g) Building Area.

The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Minimum Buildable Street Frontage- 40% of lot width.

i) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

j) Parking: Compliance with Unified Development Code (UDC) Chapter 172

k) Architectural Design Standards: Base architectural design standards for homes are included in Appendix B. Architectural design standards shall conform to building and development requirements within UDC.

l) Signage: Compliance with Unified Development Code (UDC) Chapter 174



Planning Area 2 – Low-Density Residential Zoning District

(a) Purpose. This zoning district is designed to permit and encourage the development of detached dwellings.

(b) Uses.

1. Permitted uses by Use Unit:

Unit 1: City-wide uses by right
Unit 8: Single-family dwellings
Unit 9: Two-family dwellings
Unit 41: Accessory Dwelling Units
Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:

Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities
Unit 4: Cultural and recreational facilities
Unit 5: Government facilities
Unit 12a: Limited business
Unit 24: Home occupations
Unit 36: Wireless communication facilities
Unit 44: Cluster Housing Development

c) Density. 8 units/acre Maximum (Max. allowable units = 77 units | 9.69 acres * 8 units/acre)
28 beds/acre Maximum (Max. allowable beds = 271 beds | 9.69 * 28 beds/acre)

d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	55 feet
Two (2) Family	80 feet
Other Uses	100 feet

2) Lot area minimum:

Single-Family	6,000 sq ft
Two (2) Family	8,000 sq ft
Other Uses	43,560 sq ft

3) Land area per dwelling unit

Single-Family	6,000 sq ft
Two (2) Family	4,000 sq ft

e) Setback Requirements.

Front	Side	Rear
15 feet	5 feet	15 feet

f) Building Height Regulations- Maximum of 3 stories

g) Building Area.



The area occupied by all buildings shall not exceed 40% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

i) Parking: Compliance with Unified Development Code (UDC) Chapter 172

j) Architectural Design Standards: Architectural design standards shall conform to building and development requirements within UDC.

k) Signage: Compliance with Unified Development Code (UDC) Chapter 174

Planning Area 3 – Non-residential Zoning District:

(a) Permitted uses by Use Unit:

Unit 1: City-wide uses by right

b) Conditional uses by Use Unit:

Unit 2: City-wide uses by conditional use permit

Unit 3: Public protection and utility facilities

c) Residential Density and/ or Nonresidential Intensity: None

d) Bulk and area regulations.

Lot Width Minimum	None
Lot Area Minimum	None

e) Setback Requirements.

Front	Side	Rear
20 feet	10 feet	25 feet

f) Building Height Regulations- Maximum of 2 stories

g) Building area- The area occupied by all buildings shall not exceed 40% of the total lot area

h) Landscaping: Landscaping shall be consistent with chapter 177 of the Unified Development Code.

i) Parking: Parking shall be associated with proposed use and will conform to Chapter 172 in the UDC.

j) Architectural Design Standards: Architectural design standards shall conform to building and development requirements within UDC.

k) Signage: Signage is allowed within this Planning Area but shall be applied for by separate permit.

*By right, common mailbox units shall be allowed within Planning Area 3.

**Accessory uses shall conform to UDC 164.02, Accessory Structures and Uses.



F) Zoning Chart:

Planning Area 1 (Multi-Family Residential Zoning District):

Below is a chart comparing Planning Area 1 (Multi-Family Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 1
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 9, Unit 10, Unit 26, Unit 41, Unit 44, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 12a, Unit 24, Unit 25, Unit 36
Front Setback	15'	A build-to-zone between the property line and a line 25' behind the front property line
Side Setback (Single- and Two-Family)	5'	5'
Side Setback Other Uses	5'	8'
Rear Setback Single-Family	15'	15'
Rear Setback Other Uses	15'	25'
Density	4 units/acre single-family 7 units/acre two-family	9 units/acre
Minimum Lot Width	70' single-family 80' two-family	35' single-family 35' two-family 70' three or more family 100' other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	3,000 sqft single-family 4,000 sqft two-family 2,000 sqft townhouse – individual lot 7,000 sqft three or more family 43,560 sqft other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 50% of lot area
Minimum Buildable Street Frontage	None	40%



Planning Area 2 (Low-Density Residential Zoning District):

Below is a chart comparing Planning Area 2 (Low-Density Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 2
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 9, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 12a, Unit 24, Unit 36, Unit 44
Front Setback	15'	15'
Side Setback	5'	5'
Rear Setback	15'	15'
Density	4 units/acre single-family 7 units/acre two-family	8 units/acre
Minimum Lot Width	70' single-family 80' two-family	55' single-family 70' two-family 100' other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	6,000 sqft single-family 8,000 sqft two-family 43,560 sqft other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 40% of lot area
Minimum Buildable Street Frontage	None	None

Planning Area 3 (Non-residential Zoning District):

Below is a chart comparing Planning Area 3 (Non-residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 3
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1 Conditional uses: Unit 2, Unit 3
Front Setback	15'	20'
Side Setback	5'	10'
Rear Setback	15'	25'
Density	4 units/acre single-family 7 units/acre two-family	None
Minimum Lot Width	70' single family 80' two family	None
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	None
Maximum height	3 stories	2 stories
Building area	Less than 40% of lot area	Less than 40% of the lot area

*By right, common mailbox units shall be allowed within Planning Area 2.

**Accessory uses shall conform to UDC 164.02, Accessory Structures and Uses.



G) Analysis of Site Characteristics:

The existing site contains two single-family houses with associated structures: one house is situated in the northeast corner, and the other is located in the west-central part of the property. The remainder of the site is undeveloped and heavily forested. The site features significant topographic relief, particularly in the western quarter and southeast corner. There are no known sensitive areas, natural resource areas, environmentally hazardous areas, nor natural or manmade hazards on this site.

H) Recreational Facilities:

The future development of this property will include an on-site clubhouse and amenity area offering a variety of recreational options, such as a swimming pool, grilling stations, outdoor seating, a computer lab, and a dog park, among other amenities. Additionally, a large undeveloped natural area in the western quarter of the site will adjoin the Markham Hill natural trail system. A future connection to this trail system will facilitate access to both the preserved natural areas on-site and the Markham Hill Loop, which in turn connects to the Oak Loop, Pine Loop, and Fayetteville Traverse trails. Pedestrian and vehicular circulation throughout the site will be prioritized to ensure easy access to all recreational facilities.

I) Reason for Rezone Request:

The current zoning for the site is RSF-4, which permits the construction of single-family houses at a density of 4 units per acre. The rezoning is requested to allow for a more varied housing product- single & two-family housing for the eastern portion of the site, and multi-family housing in the western portion of the site. This is designed to reconcile the surrounding zoning which consists of RSF-4 to the north and south and RMF-24 zoning to the south.

Furthermore, utilizing the PZD zoning would allow for a more compact development which would result in greater preservation of the on-site natural features. Namely, this PZD would allow for a natural barrier to nearby single-family areas while increasing connectivity with the Markham Hill trails.

We believe that the PZD rezoning offers the best path forward to collaborate with the city and the community in creating a development that is well-suited to the area.

J) Relation to Existing and Surrounding Properties:

The chosen density for the rezoning is designed with the surrounding properties in mind by providing a transition between the higher-density developments to the south (RMF-24) and the lower-density developments to the north and east (RSF-4). The proposed multi-family residential structures will be similar to the multi-story townhomes located south of the site (see 27 – Talmadge for example), and their placement will ensure a generous separation from the established single-family neighborhoods to the north.

A traffic study, included in Appendix C, has concluded that the level of service for the surrounding streets and intersections will not be adversely affected by this development.

Signage onsite is expected to be minimal and will conform to UDC standards.

K) Compliance with Fayetteville's Comprehensive Land Use Plan.

Fayetteville's Future Land Use Plan designates this area as a Residential Neighborhood, which calls for a wide variety of housing options that are appropriate for the scale and context of the area. We believe the proposed development aligns with this land use designation, as it includes a variety of housing



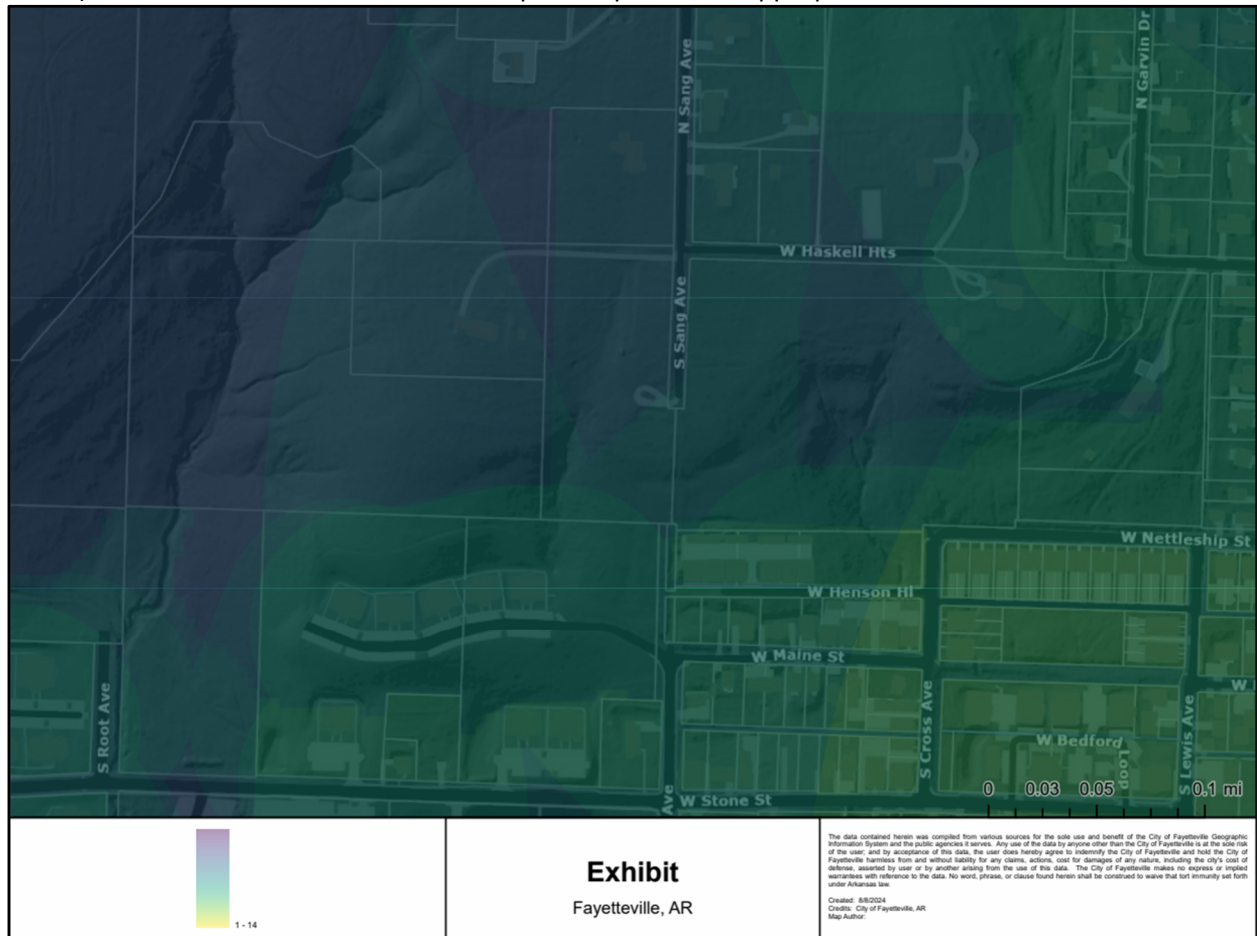
options, such as single-family cottages, duplex cottages, and multi-family townhomes, which are suitable for the location as described in Section J.

The layout has been designed with the topography of the site in mind to ensure that fire access drives maintain manageable slopes. Connectivity is also provided where feasible- a trail connection will be made to S Sang Ave and N Sang Ave, a natural trail connection to the Markham Hill natural trail network will be provided, and street connections will be made to the south at S Cross Ave/W Nettleship St and S Sang Ave, as well as a connection to the north at N Sang Ave. Additional connectivity is restricted due to a lack of existing right-of-way, extreme topographic relief, existing developed land, and limited future access potential.

Below are the six 2040 City Plan goals and how this development aligns with them:

Goal 1: We will make appropriate infill and revitalization our highest priority.

This development is centrally located in Fayetteville, just 0.5 miles from the University of Arkansas campus, Ramay Junior High School, and I-49. The surrounding properties to the south and north are already developed, with high-density development characterizing nearly all areas south and east of the site. The portions of the site to be developed fall within infill prioritization scores of 6-8 (see exhibit below). All of this indicates that this development qualifies as appropriate infill.



Goal 2: We will discourage suburban sprawl.



This development is near a highly-developed portion of Fayetteville. A variety of recreation, commercial, civic, employment, and educational facilities are closely situated to the site- in addition to the most significant thoroughfare for the entire Northwest Arkansas region in I-49 and one of the most significant thoroughfares in Fayetteville in Martin Luther King Jr Blvd. As mentioned above, this site is located in a very lively portion of Fayetteville that is highly characterized by infill rather than sprawl.

Goal 3: We will make compact, complete, and connected development the standard.

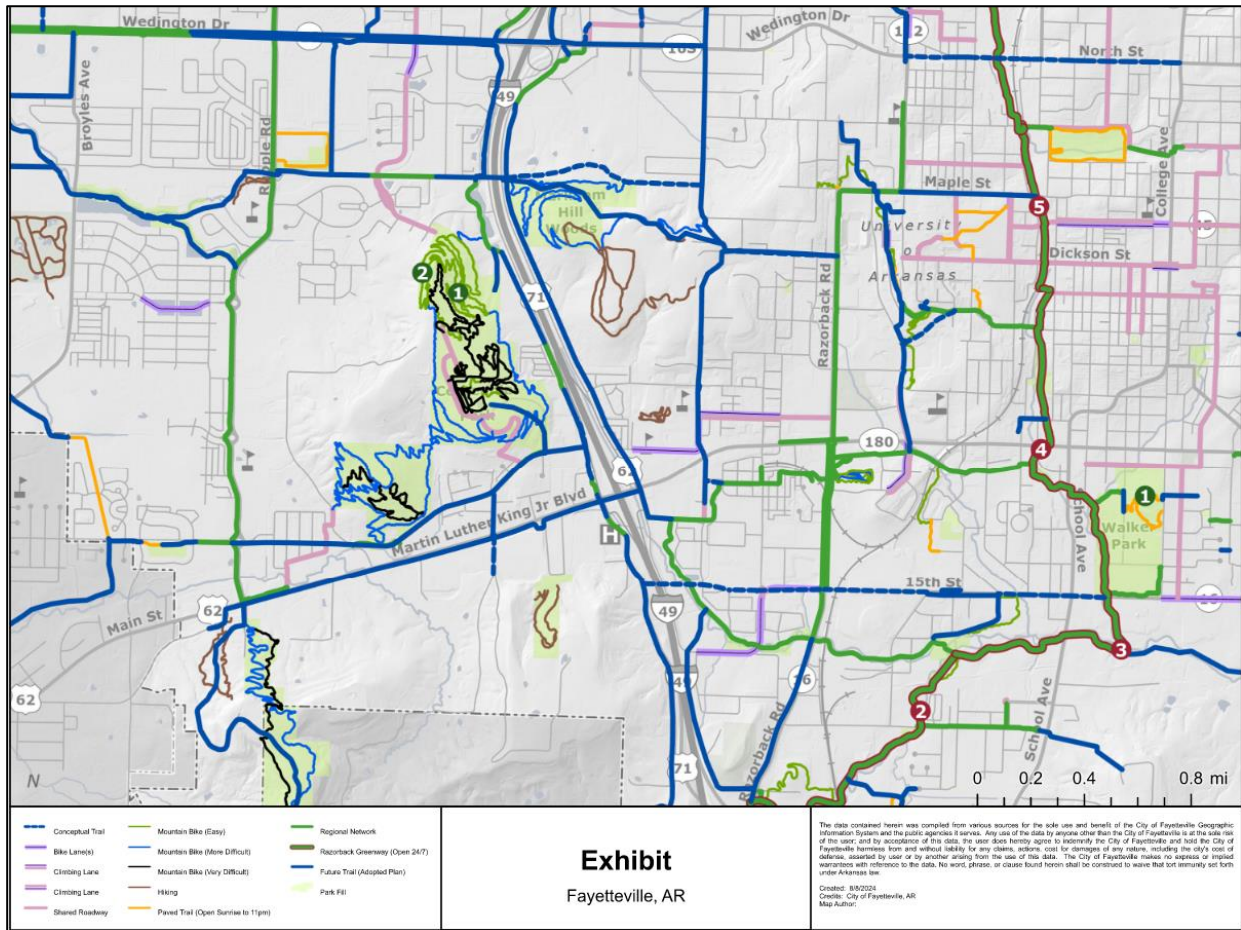
This development meets this goal by concentrating the buildings towards the center of the site, providing pedestrian circulation throughout, ensuring access to nearby trails and open spaces, and offering a variety of housing types. Access to S Sang Ave, N Sang Ave, Markham Hill natural trail network, S Cross Ave, and W Nettleship St will allow pedestrians, cyclists, and vehicles various means of access to the site and the nearby amenities.

Goal 4: We will grow a livable transportation network.

This development will encourage walking, bicycling, and public transit use by featuring interconnected streets and sidewalks, providing a connection to Markham Hill's natural trail network, and by being within 1/3 of a mile from two UARK transit bus stops—one on W Stone St and another on S Graham Ave.

Access to the city's trail network is facilitated by the sidepath along S Razorback Rd, which can be reached via a 0.5-mile route (east on W Nettleship St, then southeast down Graham Ave). The sidepath along S Razorback Rd offers direct access to Douglas Street's on-street bicycle facilities, Mitchell Street's on-street bicycle facilities, the Tsa-La-Gi Trail, and the Town Branch Trail. All connections, except the Mitchell Street link, provide direct access to the Razorback Greenway. Additionally, future planned trail connections will provide access to the Razorback Greenway via an extension of the Razorback Rd trail, the Razorback Greenway via a W Maple Street cycle track, and the Oak Ridge Trail via an extension to W Maple Street.

See exhibit below.



Goal 5: We will assemble an enduring green network.

This development will meet this goal by preserving natural areas around much of the perimeter of the development and the western quarter of the site that abuts Markham Hill. This will ensure a contiguous forested area that will be accessible through a connection to the existing Markham Hill Natural Trail Network. Permanent tree preservation easements that will be dedicated with the development as part of the LSD process will help ensure that the preserved natural areas stay preserved. Additionally, the more stringent tree canopy preservation requirements for PDZ zoning and the Hillside Hilltop Overlay district will help protect larger portions of the onsite tree canopy.

Goal 6: We will create opportunities for attainable housing:

This goal will be met by giving the developer the opportunity to create a development with a mix of housing sizes and types that can be offered at varied price points.

L) Traffic Study

A traffic study is included with this booklet as Appendix C.

M) Impact of City Services

An 8" water main will be extended throughout the site to serve all residential structures, and an 8" gravity sanitary sewer main will be extended to provide sewer service. Discussions with City staff have indicated possible concerns with water pressures near the norther boundary of the site. Additional infrastructure will be installed with development plans, as necessary, to ensure adequate pressure.



Additionally, a sewer study will be required with the development plans to assess any potential capacity issues within the surrounding sewer network. Multiple sewer connection points are potentially available, as detailed further in Section C(7).

Emergency services will have access to the development from the south via Nettleship or S Sang Ave or from the north via N Sang Ave. Fire hydrants and dumpsters will be strategically placed throughout the development to ensure ease of access.

N) Conceptual Description of Development Standards

The proposed PZD will set forth development standards and conditions aimed at encouraging harmonious development, ensuring continuity in development, enhancing the appeal and practicality of the area as a residential space, overall, elevating the community.

1) Screening and Landscaping:

Landscaping for this development will comply with Chapter 177. Residential structures will feature consistent foundations and high-quality design at the front and throughout the development. Building elevations are included in Appendix B. Efforts will be made to preserve perimeter vegetation where possible, but additional vegetative screening and/or fences will be installed around the perimeter as required by the UDC.

2) Traffic and Circulation:

All residential units and amenity spaces will be accessible by vehicles, bikes, and pedestrians from the entrances to the site. However, the site's topography limits the feasibility of many potential north-south connections between drive aisles. Given the relatively low traffic generated onsite, the restricted opportunities for additional traffic loading, and the availability of various transportation methods, it is not anticipated that this limited onsite circulation will lead to adverse traffic conditions.

A traffic report is included in Appendix C of this booklet.

3) Parking Standards:

Parking standards will meet UDC requirements for Parking Lot Design Standards (Chapter 172). Some parking will be available in garages and driveways for specific residential dwellings.

4) Perimeter Treatment:

As mentioned throughout, the intention of the development is to preserve vegetation along the perimeter of the development and to cluster structures towards the center of the site to provide somewhat of a natural perimeter buffer from the northern property line. If mitigation trees become required through the development process, it is likely that the trees will be placed along the perimeter of the development to provide additional screening.

5) Sidewalks:

Sidewalks will be provided throughout the development to ensure accessibility and circulation.

6) Streetlights:

Streetlights will be of a uniform type throughout the development. All streetlights will be full cut-off fixtures to appropriately illuminate all public areas. They will comply with Ozark Electric Cooperative standards and meet UDC code 166.04(B)(4)(g).



7) Water:

Public water mains will be constructed throughout the site to provide water services and fire line connections for each structure. The water mains will adhere to Fayetteville 2022 Water and Sewer Specifications, using 8" AWWA C900 PVC, DR14 material. Water services, including meters, service lines, and fire lines, will follow these same specifications.

8) Sewer:

Public sewer mains will be constructed throughout the site, providing sewer services for all structures. The sewer mains will comply with Fayetteville 2022 Water and Sewer Specifications, using 8" PVC SDR 26. Sewer services, including service lines, will follow these same specifications.

9) Street and Drainage

All water quality requirements will be met onsite. See Section C(5) for more information on the proposed stormwater detention and drainage systems.

Two public streets are intended to be built with this development, in addition to pavement widening along N Sang Ave. Private streets and drive aisles will manage additional onsite traffic circulation. See Section C(1) for more details on the proposed street improvements for this development.

10) Construction of Nonresidential Facilities:

Intended as a part of this development is the construction of a clubhouse to serve residents. This clubhouse will include the leasing office as well as various amenities- see section H for more information.

11) Tree Preservation:

Tree preservation plans and landscape plans will be required and submitted once development begins on a large-scale development application. The intent is to preserve existing trees within Planning Area 3, as well as preserving where possible within Planning Areas 1 & 2. A permanent tree preservation easement will be dedicated with the large-scale development process. Any required mitigation is likely to be placed in Planning Area 3. Tree Preservation for the development will comply with UDC Chapter 167.

12) Architectural design standards:

Architectural design standards have been attached to this application as Appendix B. Residential buildings will be consistent with the style and look of examples set in Appendix B.

13) Propose signage:

Signage within the development is expected to be minimal. All signage shall meet the requirements as set forth in UDC Section 174.

14) View Protection:

Screening as required by 166.23(C)(5) will be provided within the development to ensure adequate view protection from the right-of-way.

15) Covenants, trust, and homeowner association:

No covenants, trusts, or homeowner associations are intended with this development at this time.



O) PZD Intent/Purpose

The intent of this Proposed PZD is to create a residential neighborhood that conforms to the City of Fayetteville's Six Goals outlined in the 2040 City Plan. The proposed PZD wishes to expand the existing infrastructure, while creating a livable, harmonious, and vibrant community compatible to surrounding uses.

APPENDIX A: MASTER PLAN



Crafton Tull

Planning Commission
February 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
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 VICINITY MAP (NTS)

SHEET NUMBER	SHEET TITLE
C-001	COVER SHEET
C-002	SURVEY
C-003	DEVELOPMENT PLAN
C-004	MASTER PLAN

SEE A-1-A SURVEY WITHIN APPENDIX D FOR LEAD DESCRIPTIONS AND BOUNDARY SURVEY.
SEE C-002 FOR PROJECT CONTROL POINTS.

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE DRAWINGS IS BASED ON A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE. THERE ARE NO WARRANTIES, EITHER EXPRESSED OR IMPLIED, AS TO THE ACCURACY OF THE INFORMATION OR THE ISSUES IN RESPONSIBILITY REGARDING THE ADEQUACY OF THE DEPICTED LOCATION(S) OF THE UNDERGROUND FACILITIES ON THESE DRAWINGS. CONTRACTOR(S) IS RESPONSIBLE FOR THE LOCATION AND DEPTH OF ANY UNDERGROUND FACILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL FACILITIES BEING REBUILT OR REPAIRED.
2. THE DOCUMENT AND THE DATA AND DRAWINGS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, ARE THE PROPERTY OF THE ENGINEER. IT IS TO BE USED ONLY FOR THE PROJECT AND PURPOSE SPECIFICALLY AUTHORIZED BY WRITTEN AUTHORIZATION OF ORCAUTION, TULLY & ASSOCIATES, INC.

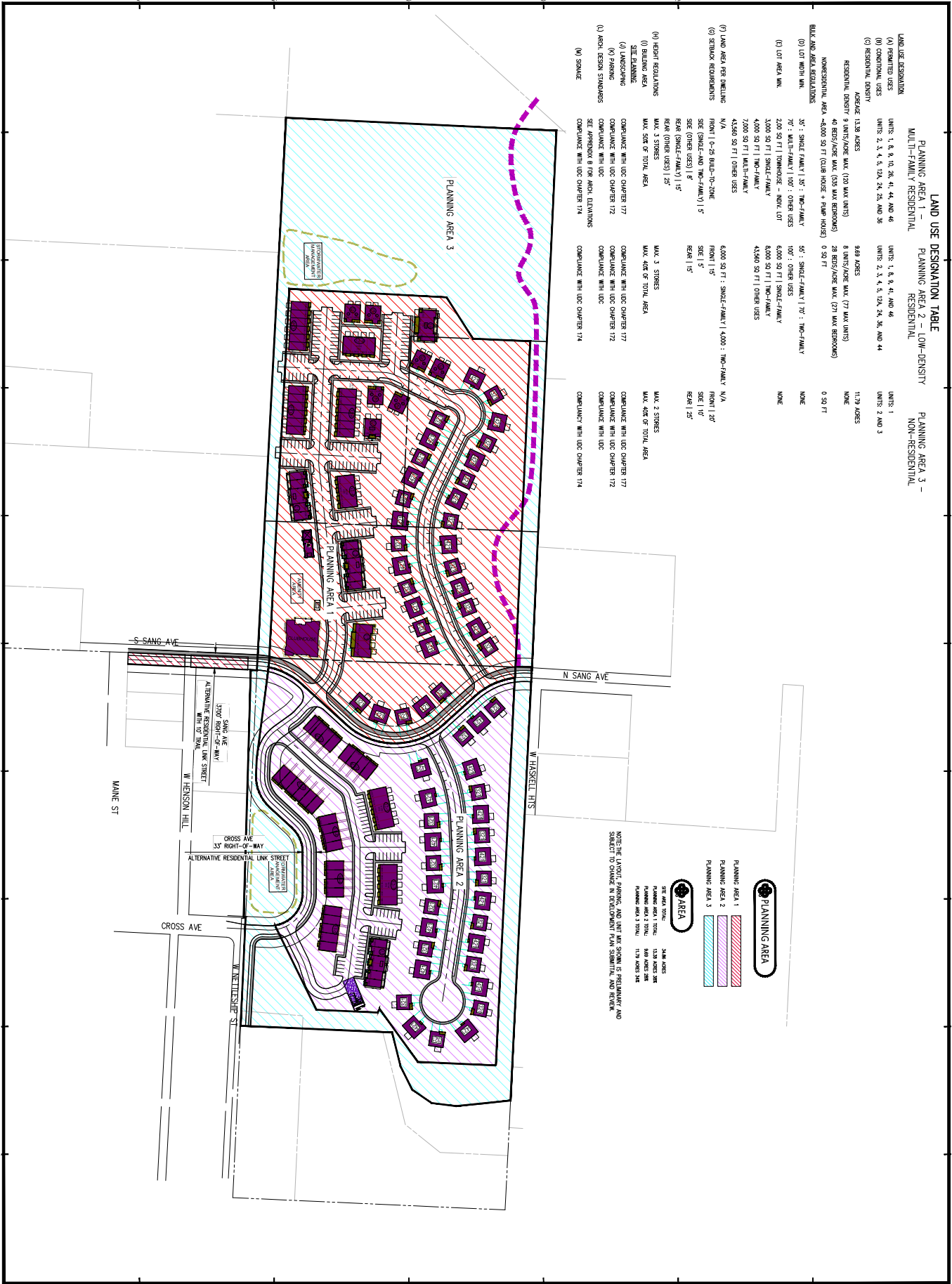
SITE OWNER:	FELIX ANN FARBS	MONTICELLO INVESTMENTS, LLC
	2215 HASSEL HEIGHTS	310 W. BIRM. AVENUE
	FANNETTILLE, AR 72701	SPRINGDALE, AR 72764
SITE DEVELOPER:		
	LCI ACQUISITIONS LLC	
	455 EPES BRIDGE PARKWAY	
	ATLANTA, GA 30006	

FLOOD NOTE: FLOODING IS NOT IN FLOOD ZONE "A" OR "AE" AND IS OUTSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE MAP. THE FLOODING PROPOSED'S FIRM, PAUL ROBERTS (05143520204), 05143520204, 05143520204, AND 05143520204 ALL REQUESTED DATE JANUARY 25, 2024.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SECTION ASSUMES NO LIABILITY FOR THE ACCURACY OF THE CITED SOURCES. THE CITED SOURCES ARE NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION. THE CITED SOURCES ARE NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION. THE CITED SOURCES ARE NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION.

NO GRADUATION OF FLOOD HAZARDS IS INCLUDED IN THIS MAP. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.

Arkansas One Call
811
Now what's below.
Call before you dig.



Craftion Tull

3000 Chubb Ave, Suite 300
Fayetteville, Arkansas 72701

Planning Commission
February 24, 2025

PZD-2025-0001 (HASKELL COMMONS)

HASKELL COMMONS

PZD REZONING

FAYETTEVILLE, AR

DEVELOPMENT PLAN

C-003

THESE PLANS WERE PREPARED BY CRAFTION TULL AND ARE NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF CRAFTION TULL

DATE: 02/24/2025

PROJECT: HASKELL COMMONS

PLAN: DEVELOPMENT PLAN

SCALE: 1" = 100'

GRAPHIC SCALE IN FEET

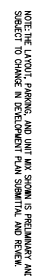
100' 0 100'

NOTES:

1. THE LAYOUT, PLANNING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN, SCHEDULE, AND PRICE.

PLANNING AREA

—EXISTING MARKHAM HILL
NATURE TRAIL SYSTEM



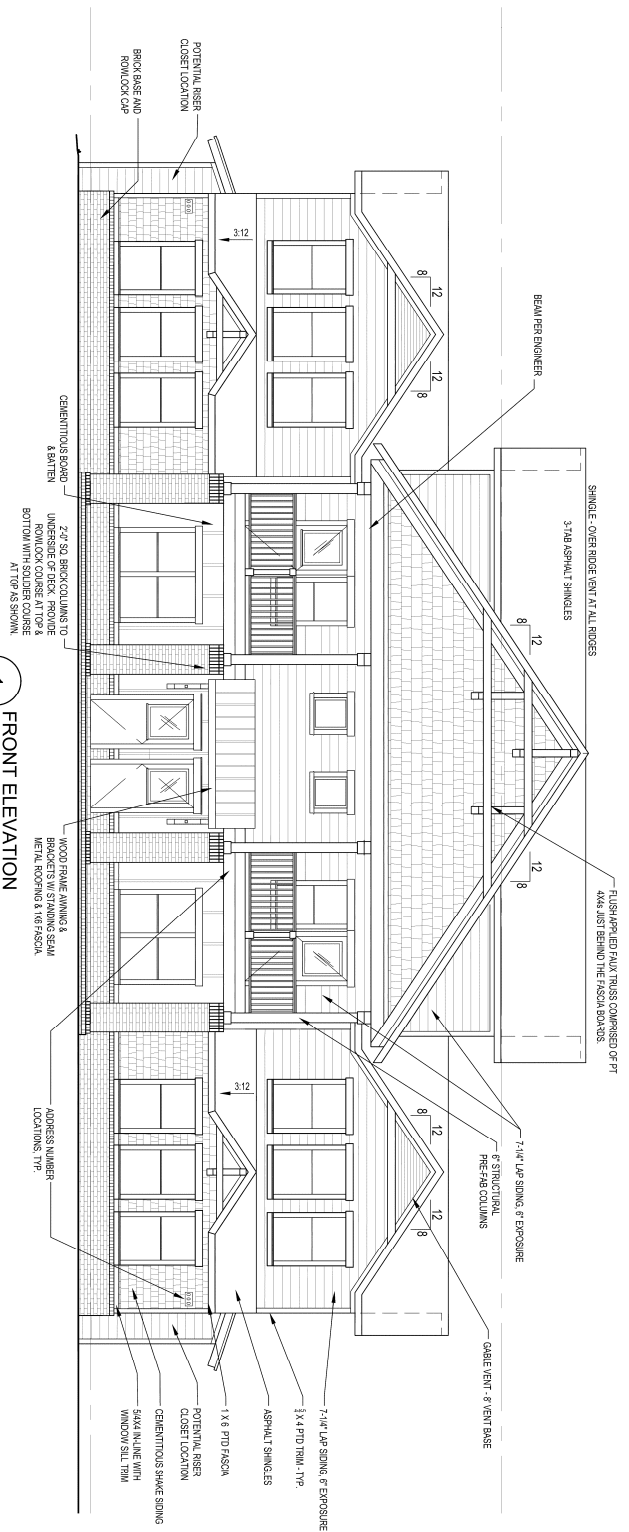
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APPENDIX B: BUILDING ELEVATIONS



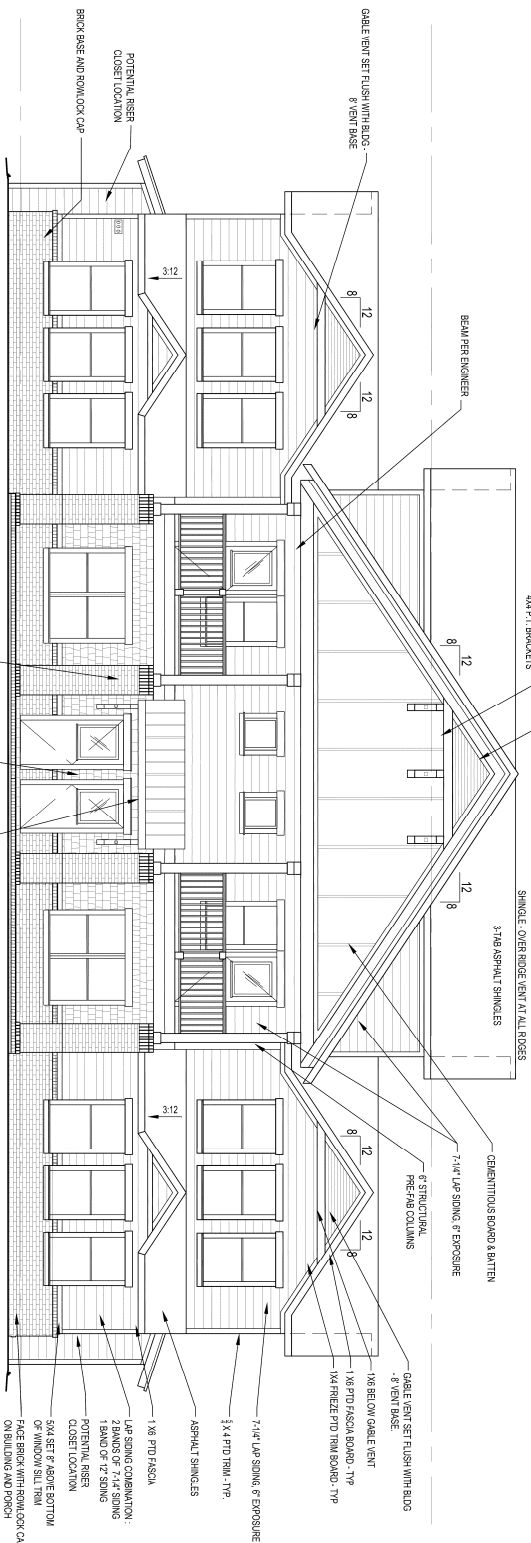
Crafton Tull

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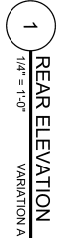


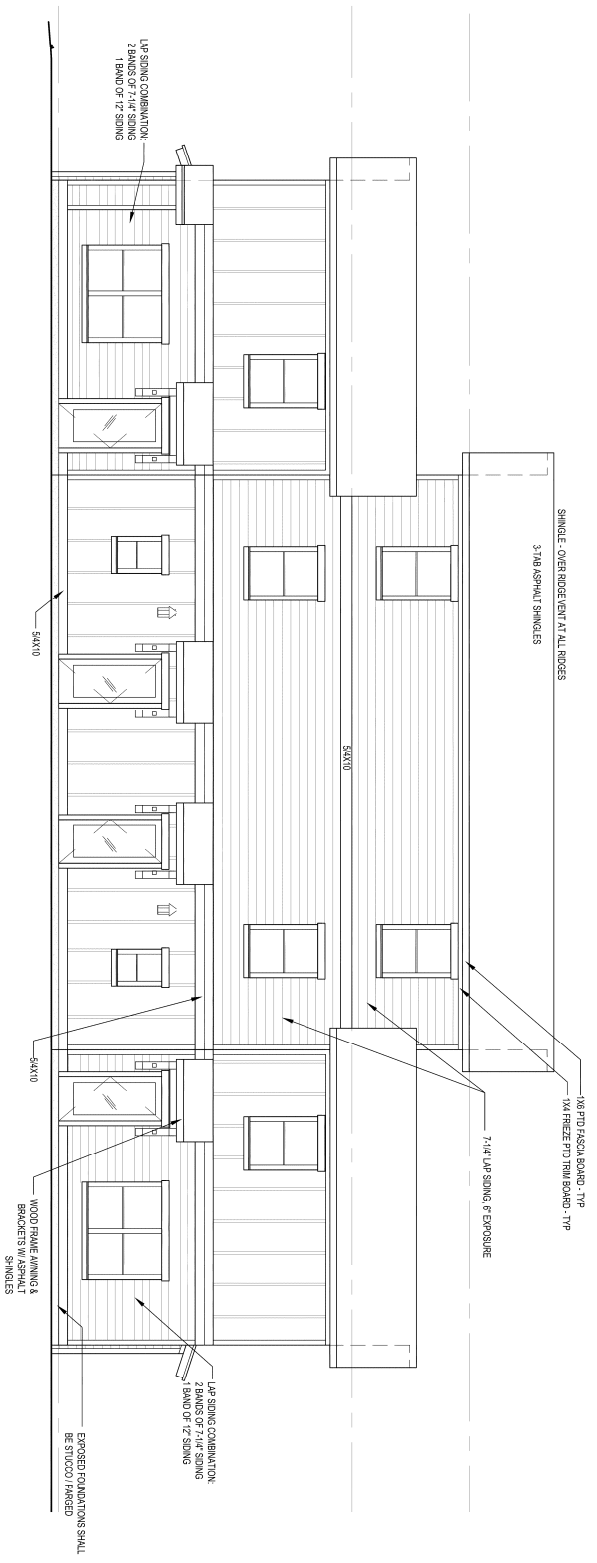
1
1/4" = 1'-0"
FRONT ELEVATION
VARIATION A

SEE SHEET A.2.2 FOR ADDITIONAL OVERLAP, C. P. EXTERIOR WALLS, TERRACE, PORCH, ETC.



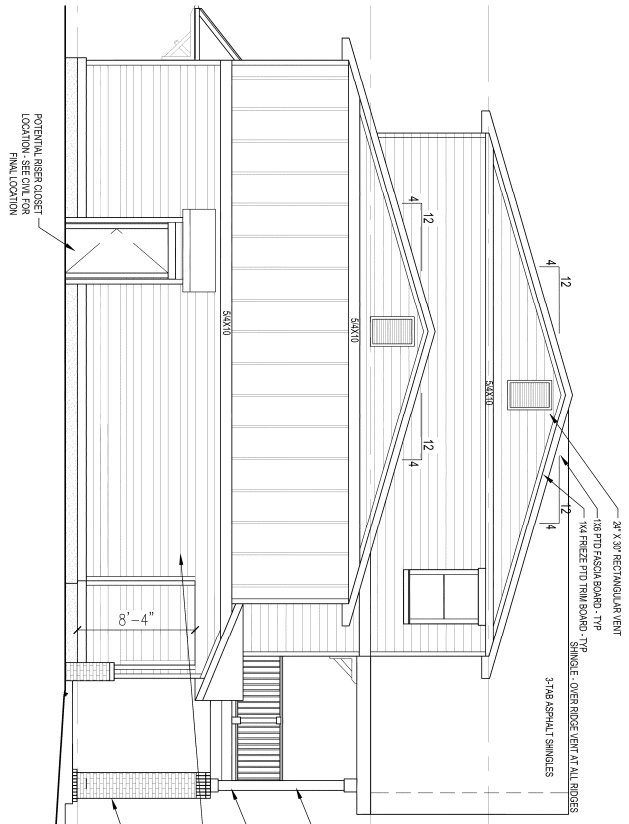
2
1/4" = 1'-0"
FRONT ELEVATION
VARIATION B



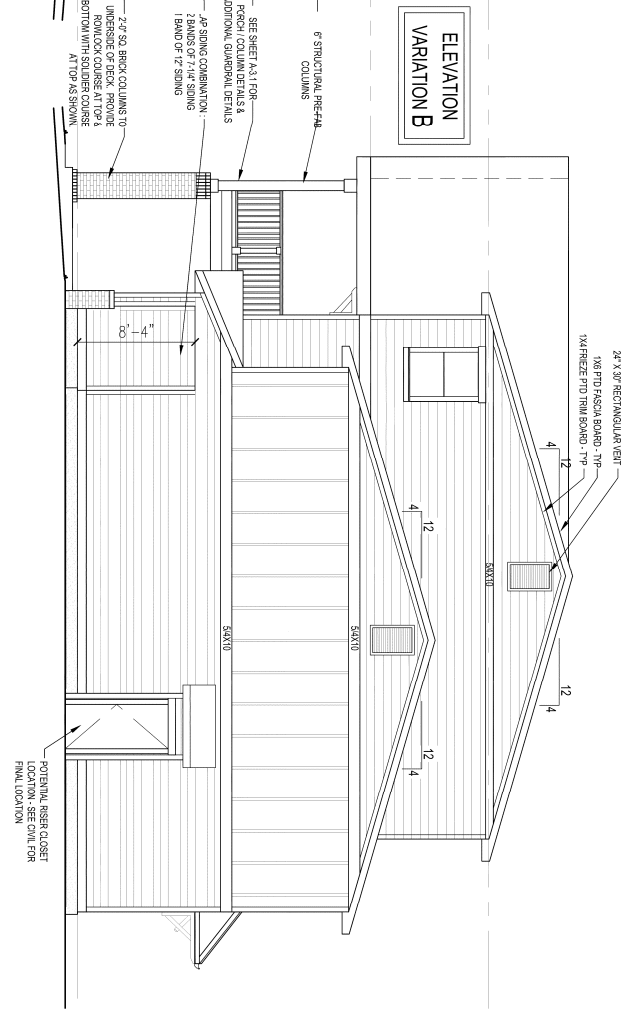


1 REAR ELEVATION
1/4" = 1'-0" VARIATION B

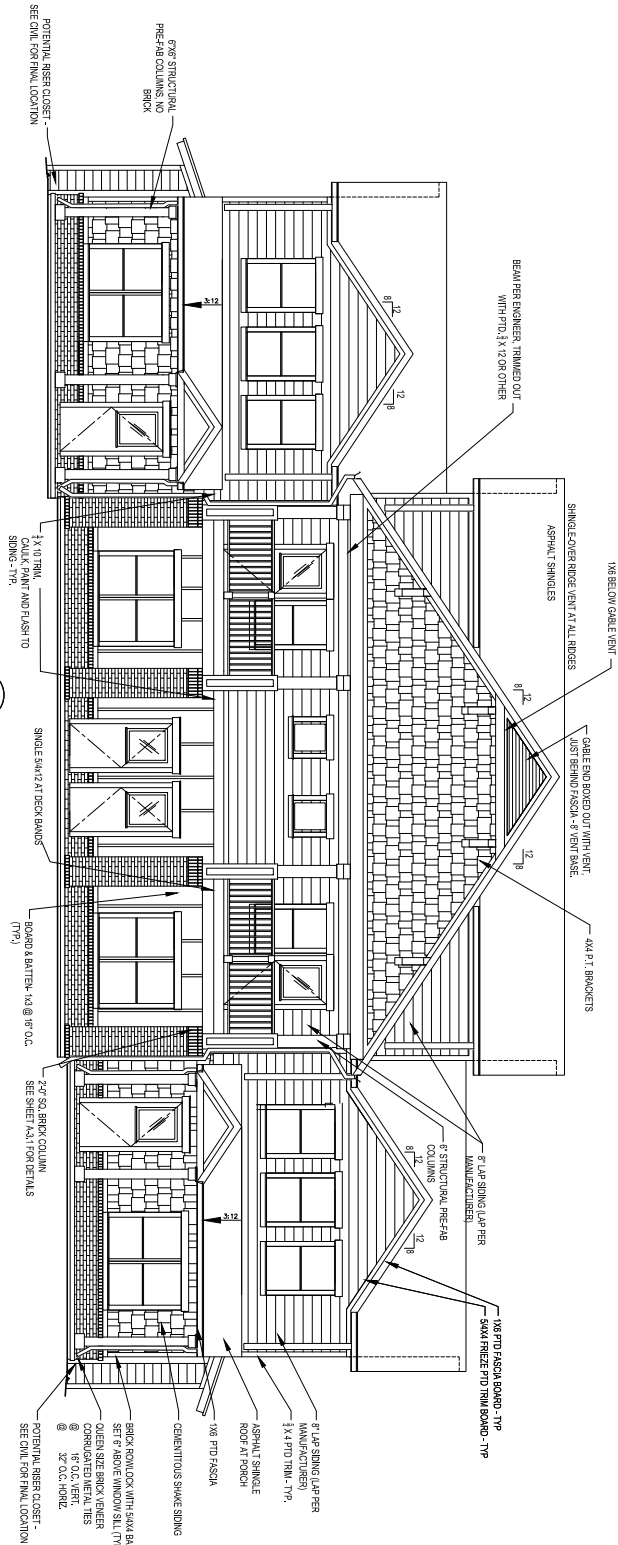
SEE SHEET A4.2 FOR ADDITIONAL DIMENSIONS, C
PRODUCT NOTES & DETAILS FOR
EXTERIOR SIDING, TRIM, ETC.



2 SIDE ELEVATION
1/4" = 1'-0" VARIATION B



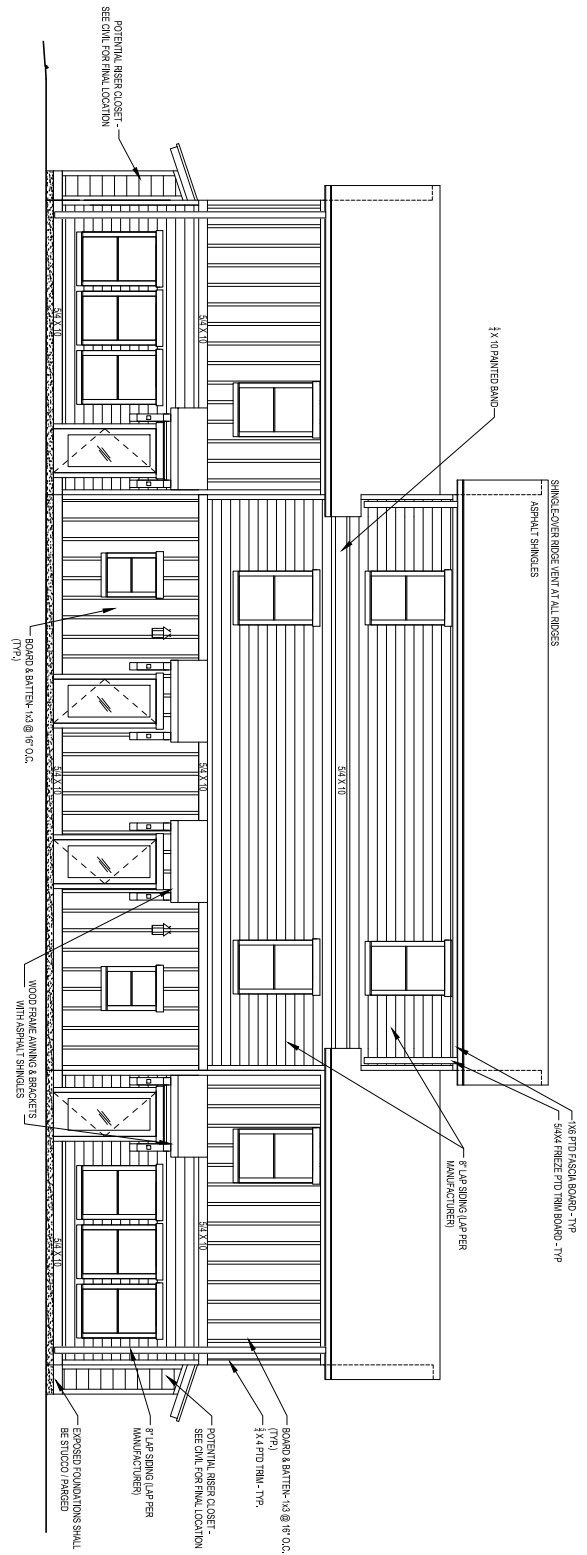
3 SIDE ELEVATION
1/4" = 1'-0" VARIATION B



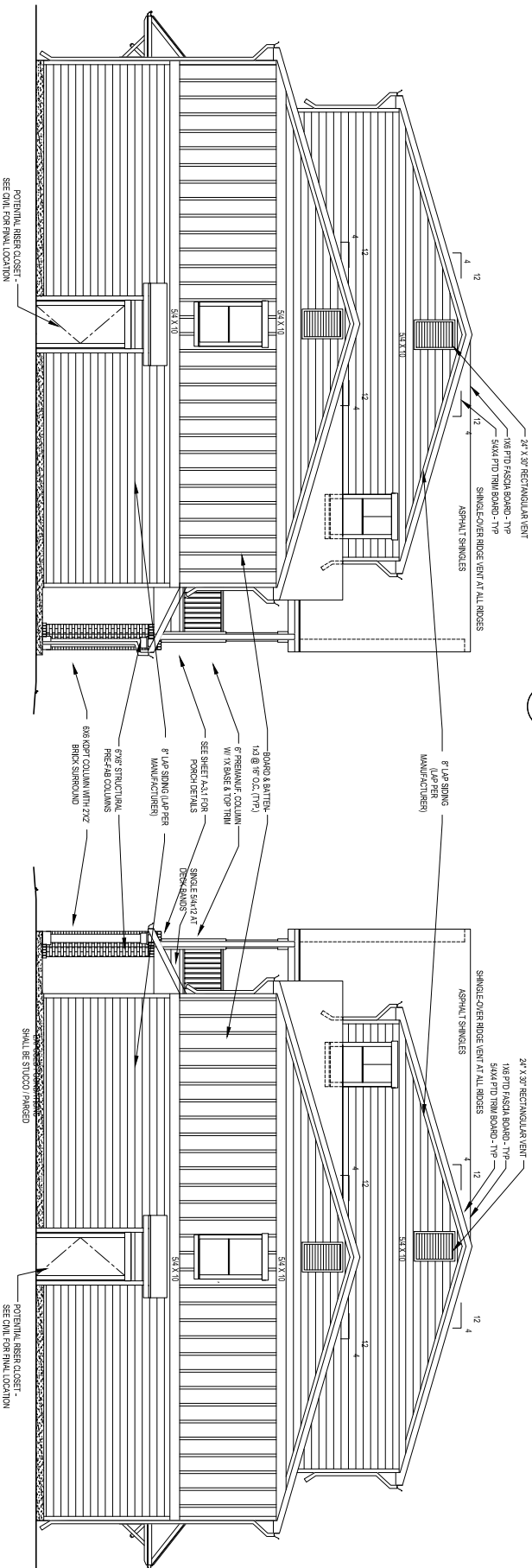
1
1/4" = 1'-0"

FRONT ELEVATION

- EXTERIOR SIDING TRIM NOTES:
1. ALL EXTERIOR SIDING/TRIM COMPONENTS TO BE NOMAD CEMENT FIBER TYPE.
 2. DOWNSPUTTERS AND SKIM SAILS PLACED TOGETHER TO CREATE AN SHARED CORNER, WITH SAILS PLACED ON FRONT & REAR ELEVATIONS.
 3. WINDOW AND DOOR TRIM TO BE SKIM SAILS & FASCIA TO BE 1X8 WITH DWP FLASHING 14-42" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR.
 4. TRIM TO BE 1X8.
 5. FLASHING TO BE SKIM SAILS.
 6. SCAFFS TO BE SKIM SAILS APPROPRIATE AT EAVES.
 7. BOARD & BATTEN TO BE 6"X4 WIDE PANELS WITH 1X3 BATTENS 16" O.C.
 8. PORCH CEILING TO BE 6"X2 WIDE PANELS WITH 1X3 BATTENS 16" O.C.
 9. COORDINATE WITH GENERAL CONTRACTOR FOR FLASHING PROFILES TO BE USED AT ALL LOCATIONS.
 10. COORDINATE WITH GENERAL CONTRACTOR FOR THE APPLICABLE SET OF TRIM BOARDS TO MATCH EXTERIOR BEAMS PER SPECIFIC LOCATIONS.
 11. *SPECIFIC DESIGN OF BRACKETS AT GABLES & REAR PORCH ROOF DETAILS.
 12. *REAR PORCH ROOF DETAILS.

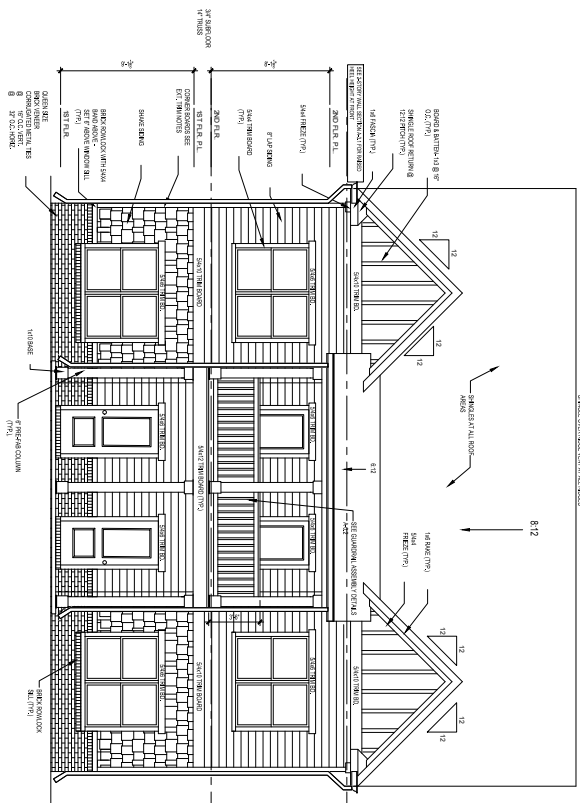


1 REAR ELEVATION
1/4" = 1'-0"



SIDE ELEVATION
1/4" = 1'-0" VARIATION B

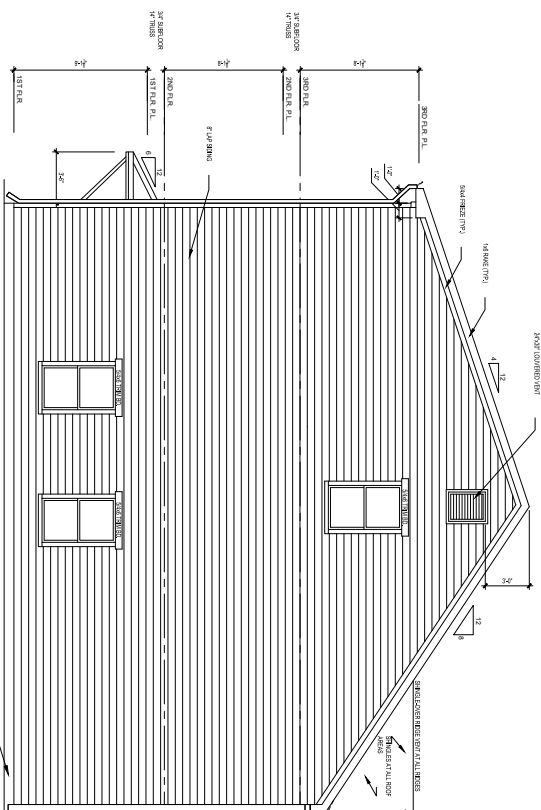
3 SIDE ELEVATION
1/4" = 1'-0" VARIATION B



FRONT ELEVATION - A

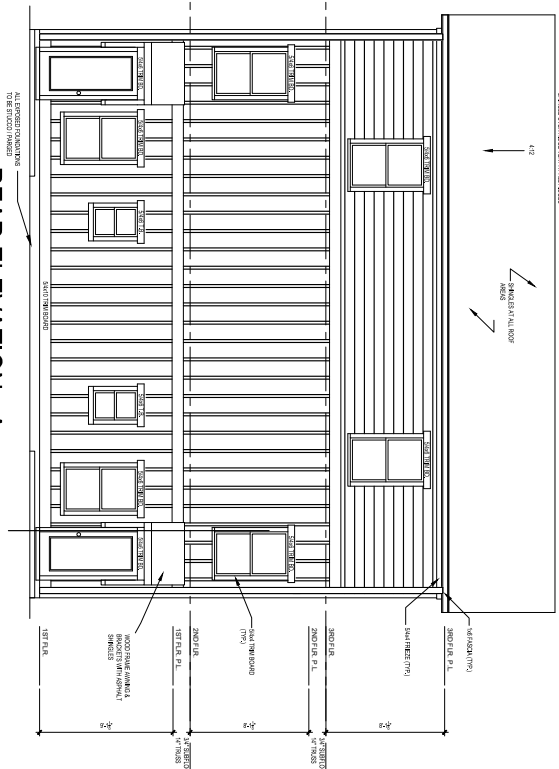
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VARIATION USED ON BUILDINGS: 1, 10, 47



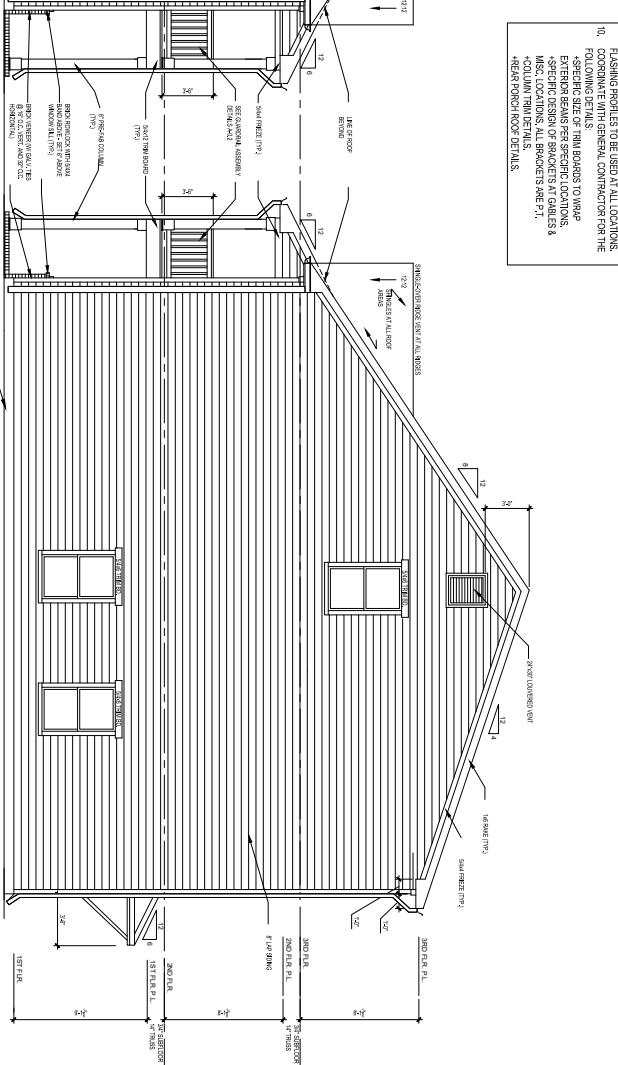
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SCALE: 1/4" = 1'-0"



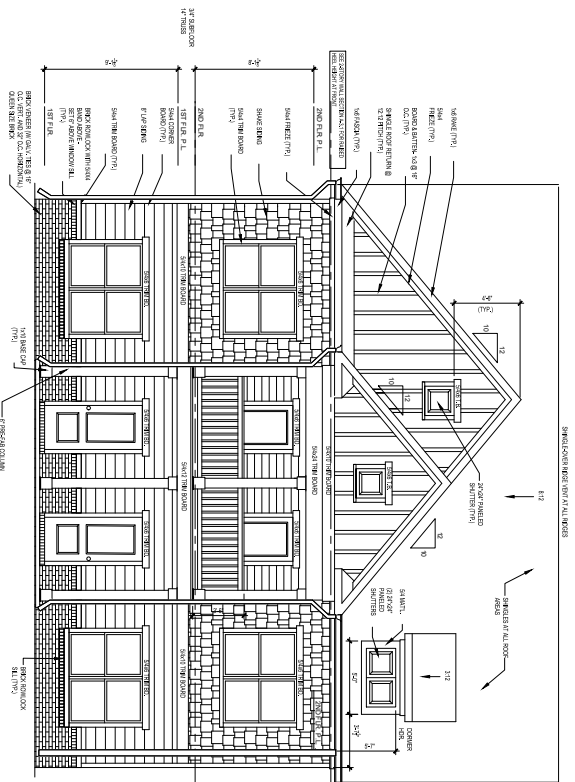
REAR ELEVATION - A

SCALE: 1/4" = 1'-0"



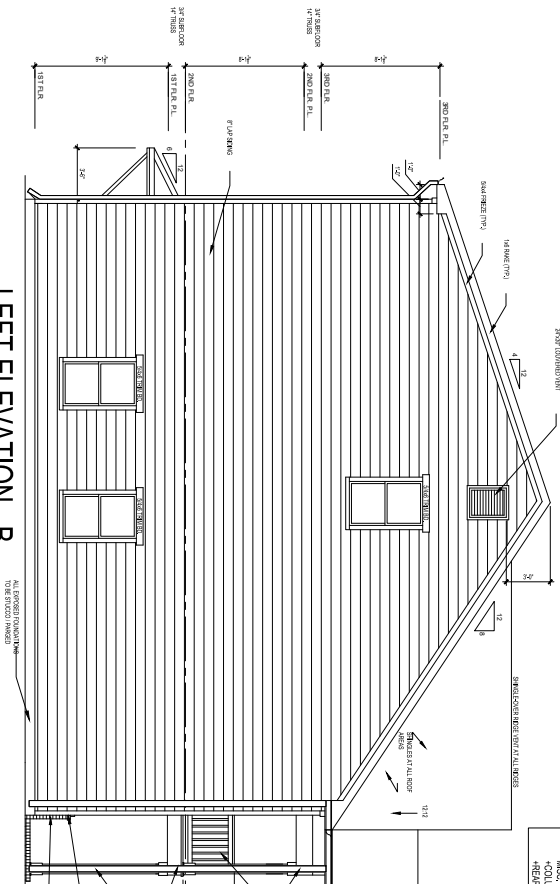
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SCALE: 1/4" = 1'-0"



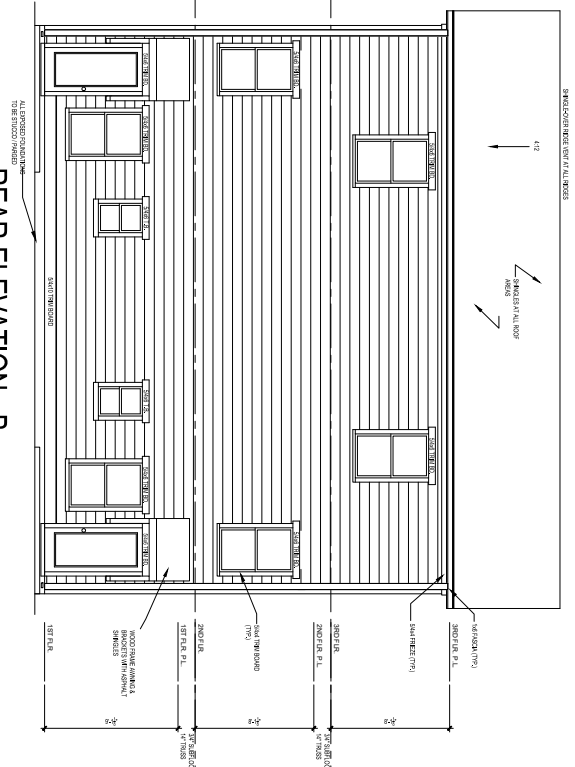
FRONT ELEVATION - B

VARIATION USED ON BUILDINGS: 8, 43, 56



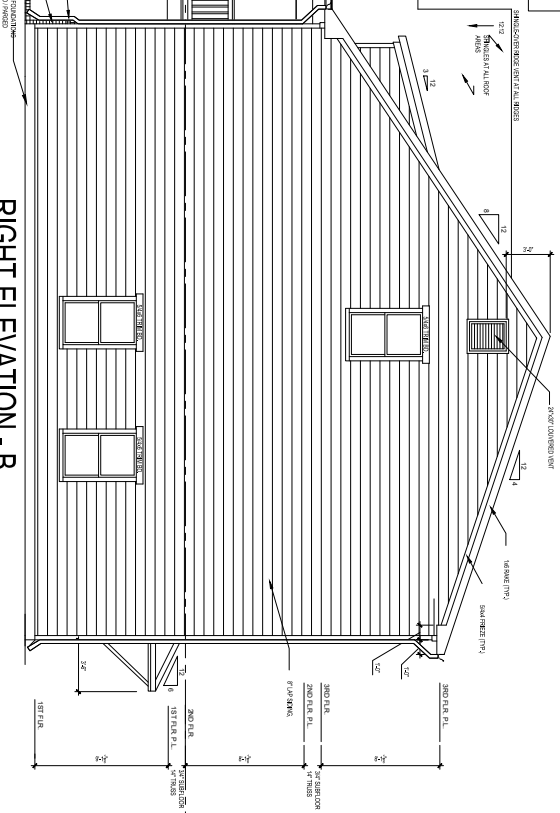
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SCALE: 1/4" = 1'-0"



REAR ELEVATION - B

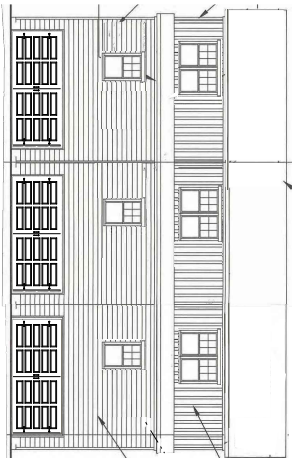
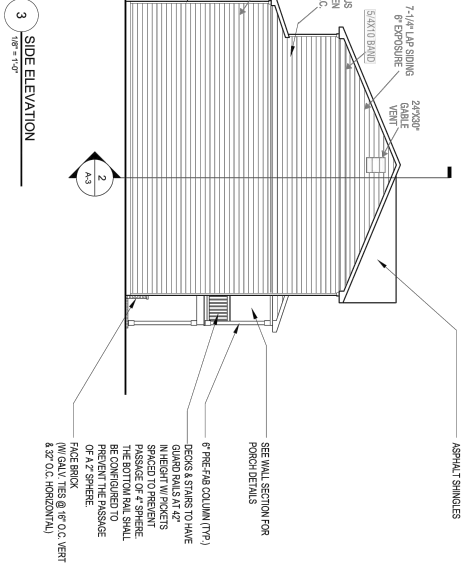
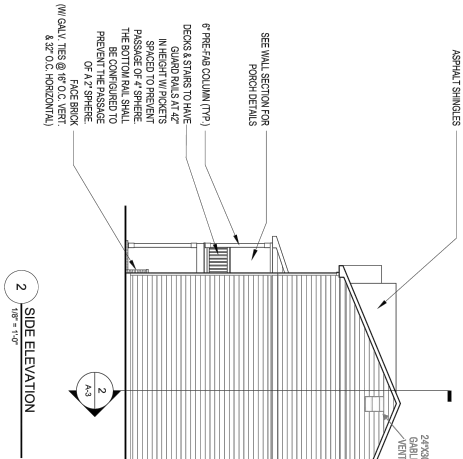
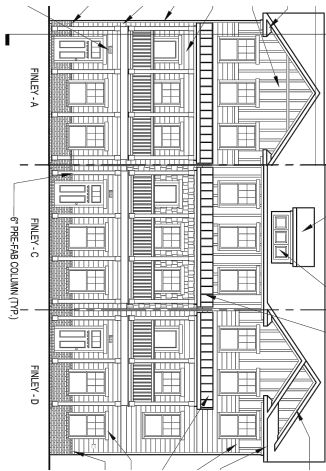
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RIGHT ELEVATION - B

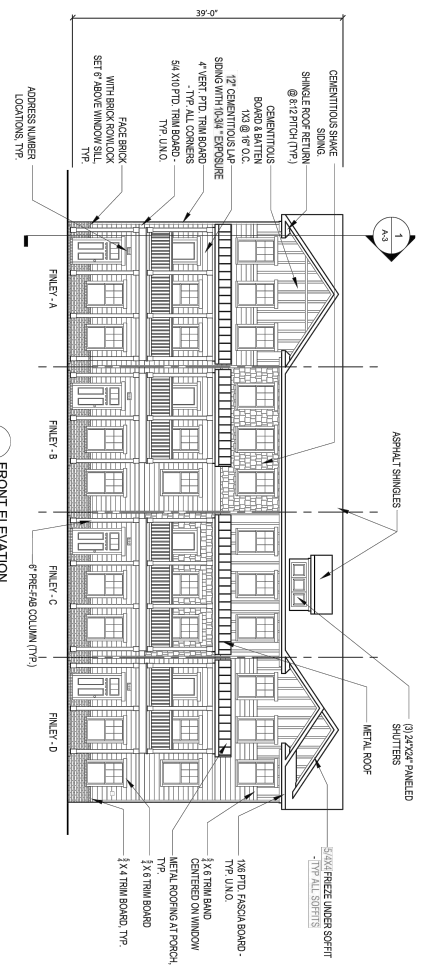
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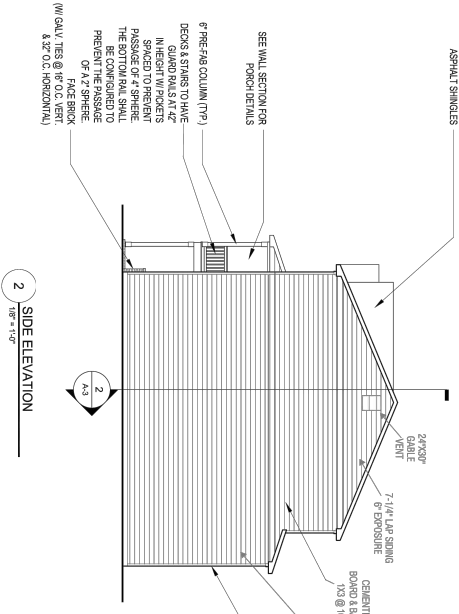


31-3 FINLEY

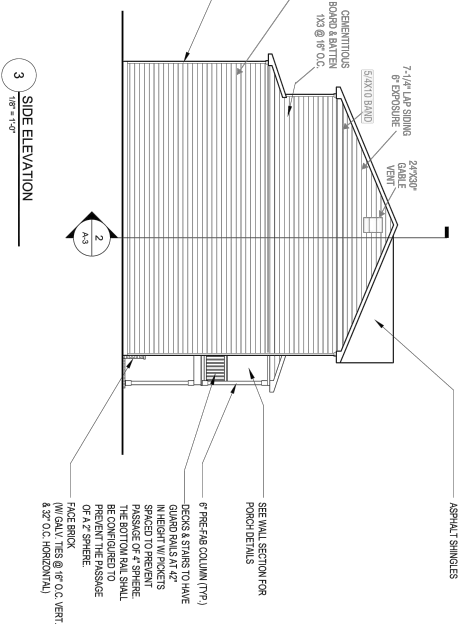
31 FINLEY
5 ELEVATION PAGES



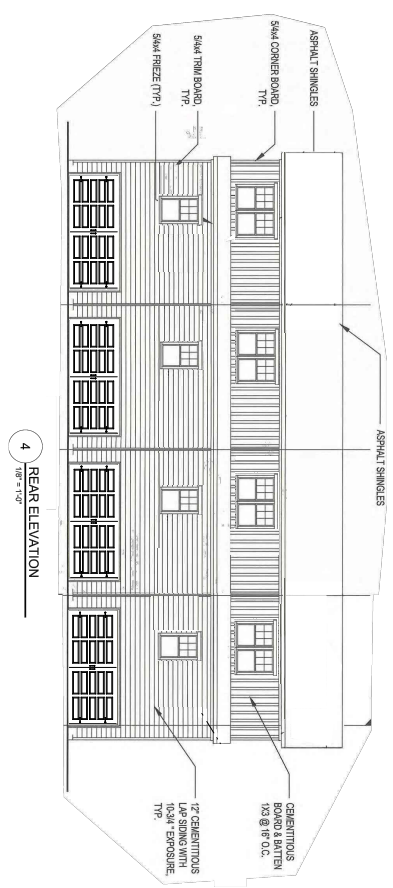
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2 SIDE ELEVATION
1/8" = 1'-0"

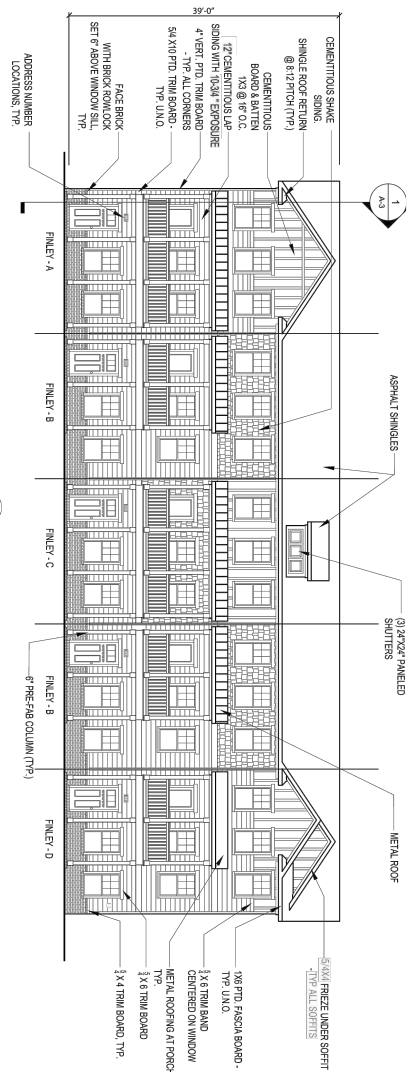


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1/8" = 1'-0"

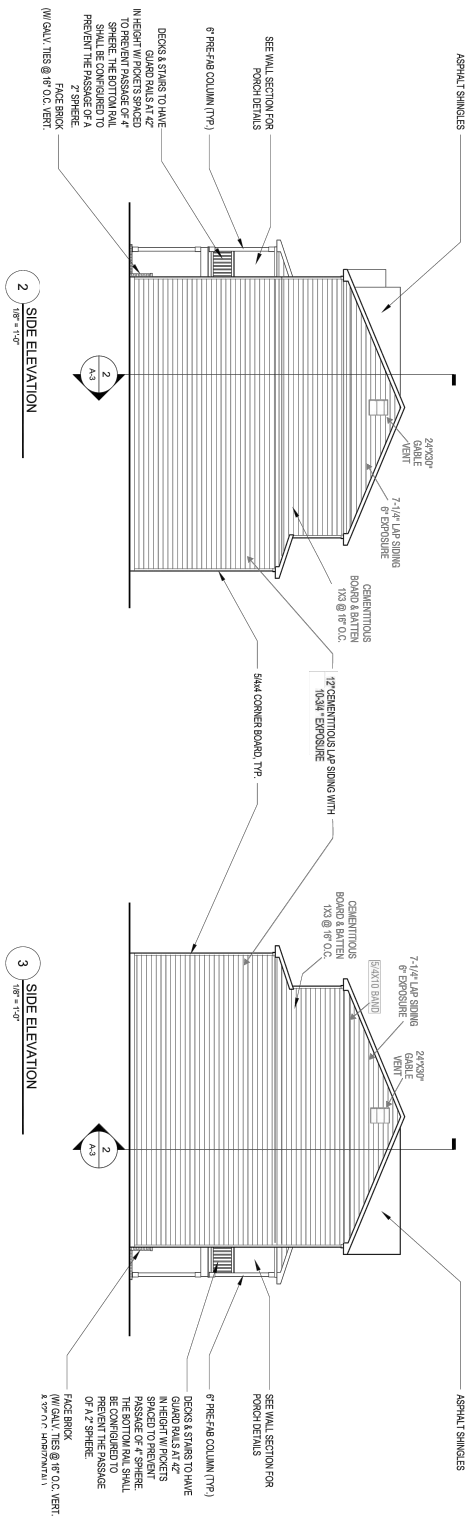


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31-4 FINLEY

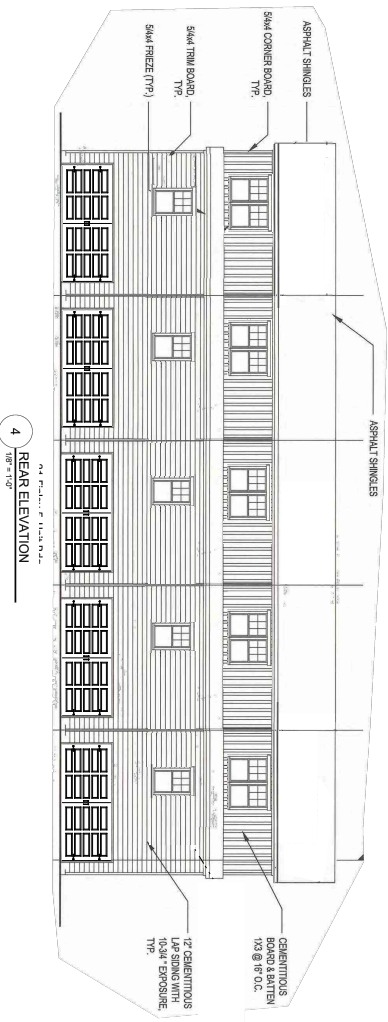


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1/8" = 1'-0"



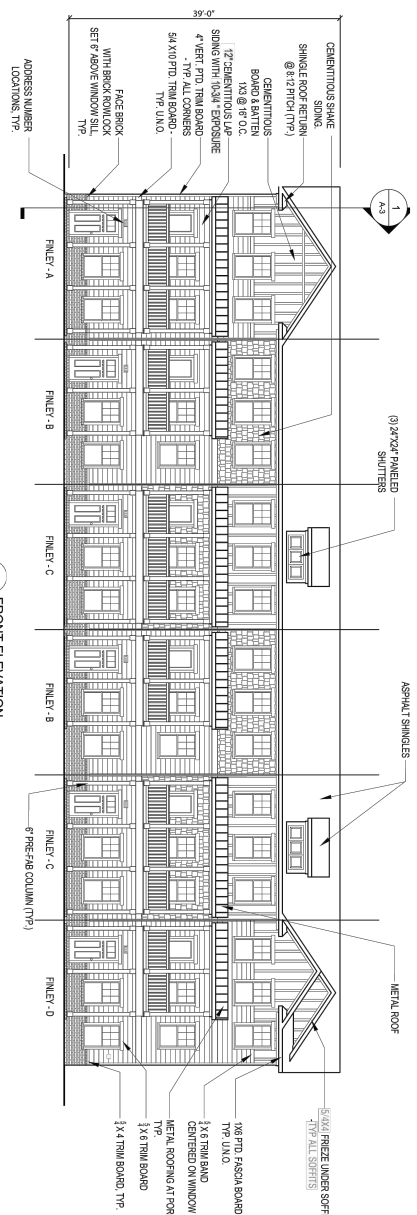
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1/8" = 1'-0"

3 SIDE ELEVATION
1/8" = 1'-0"

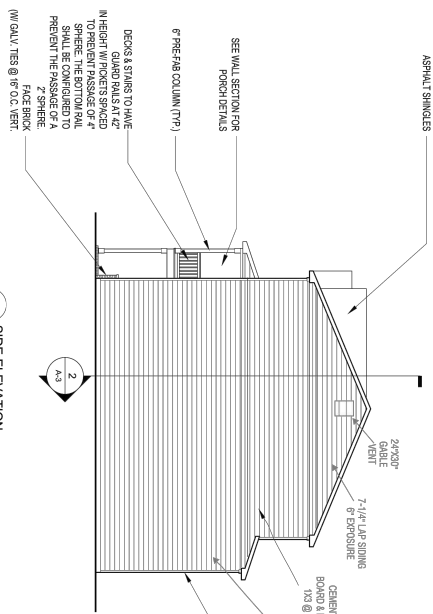


4 REAR ELEVATION
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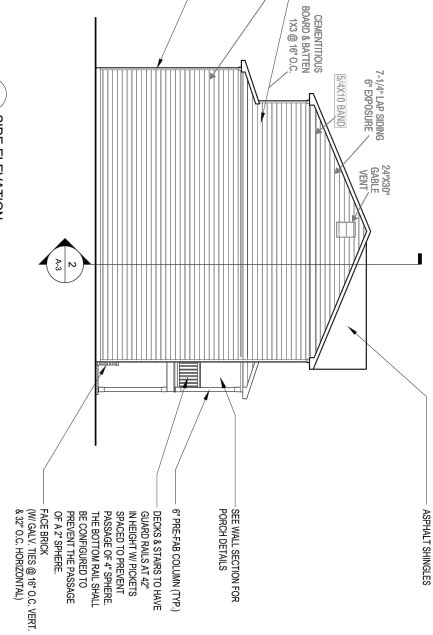
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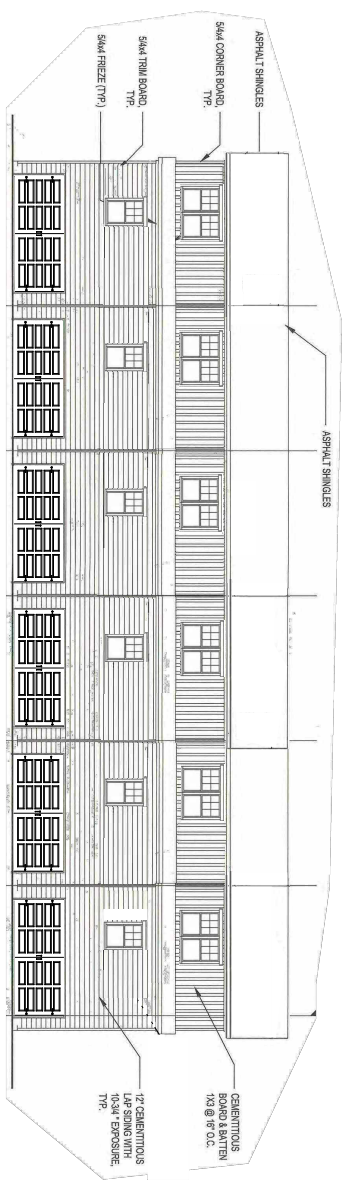
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1/8" = 1'-0"



2 SIDE ELEVATION
1/8" = 1'-0"

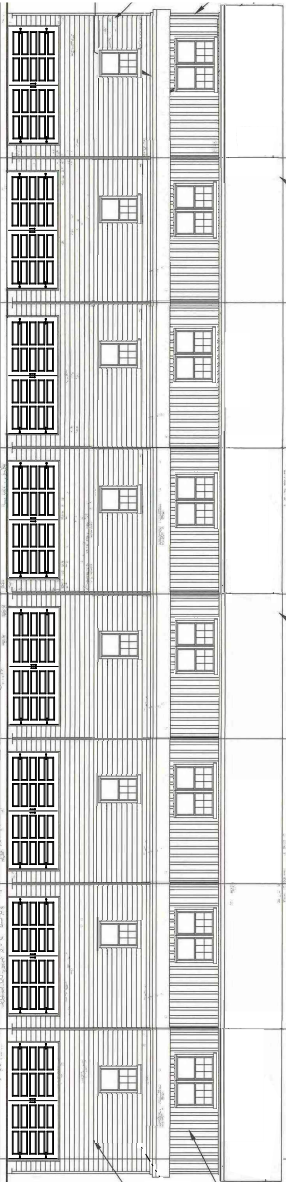
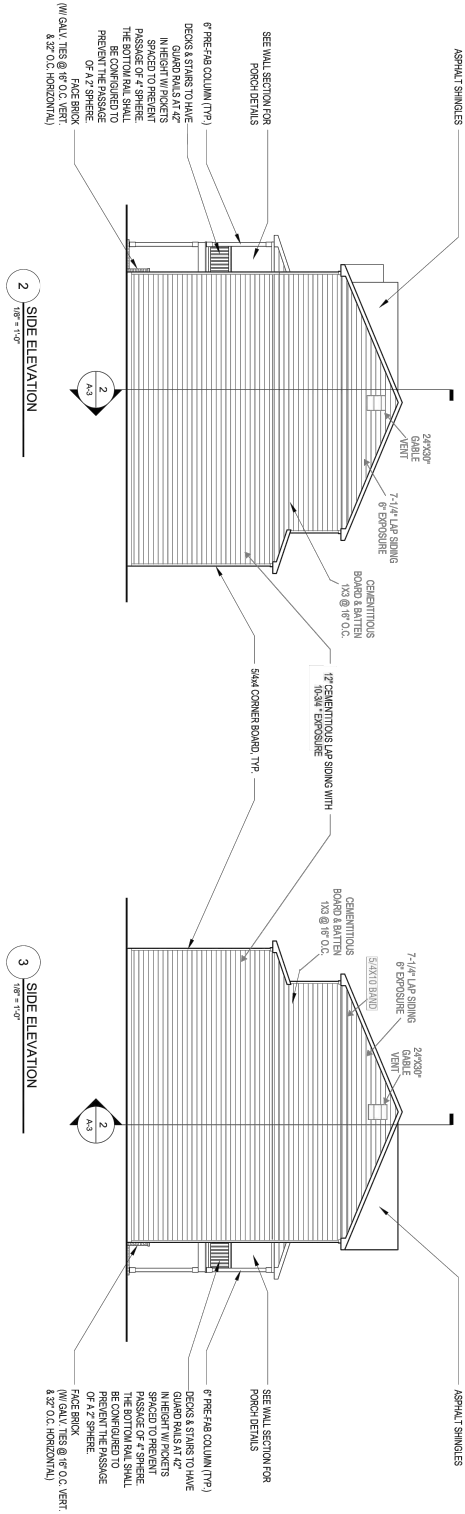
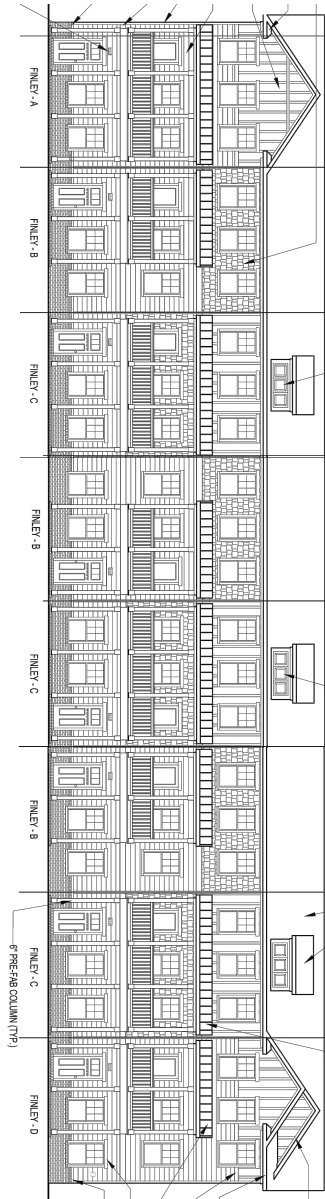


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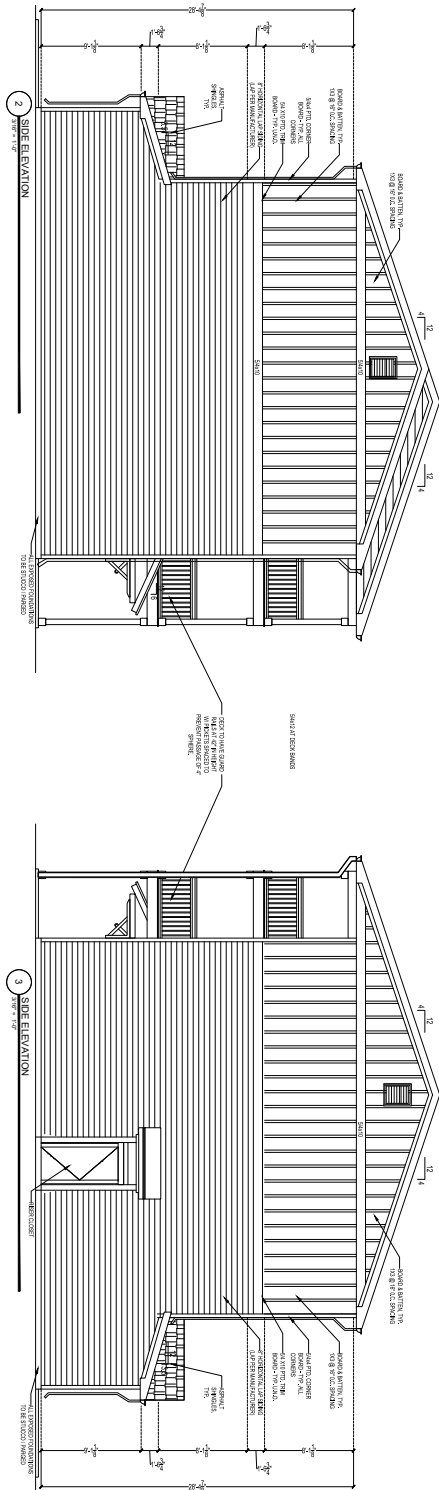


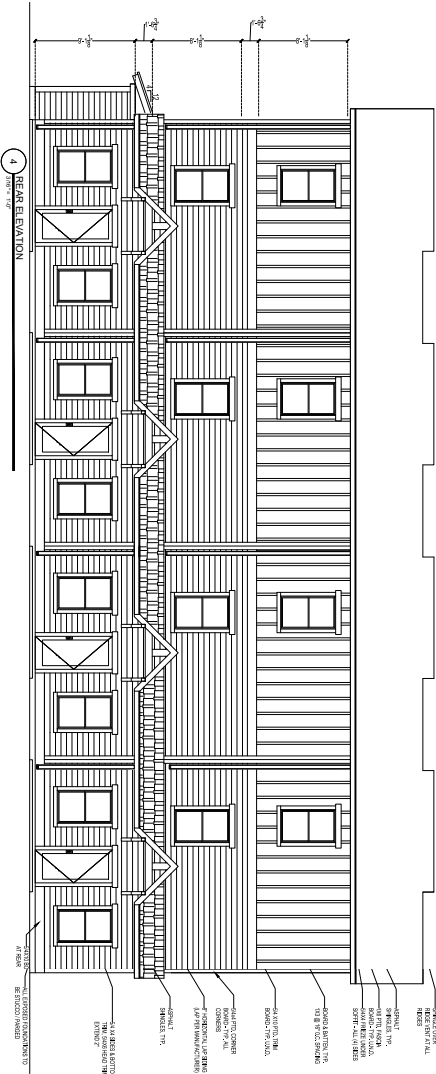
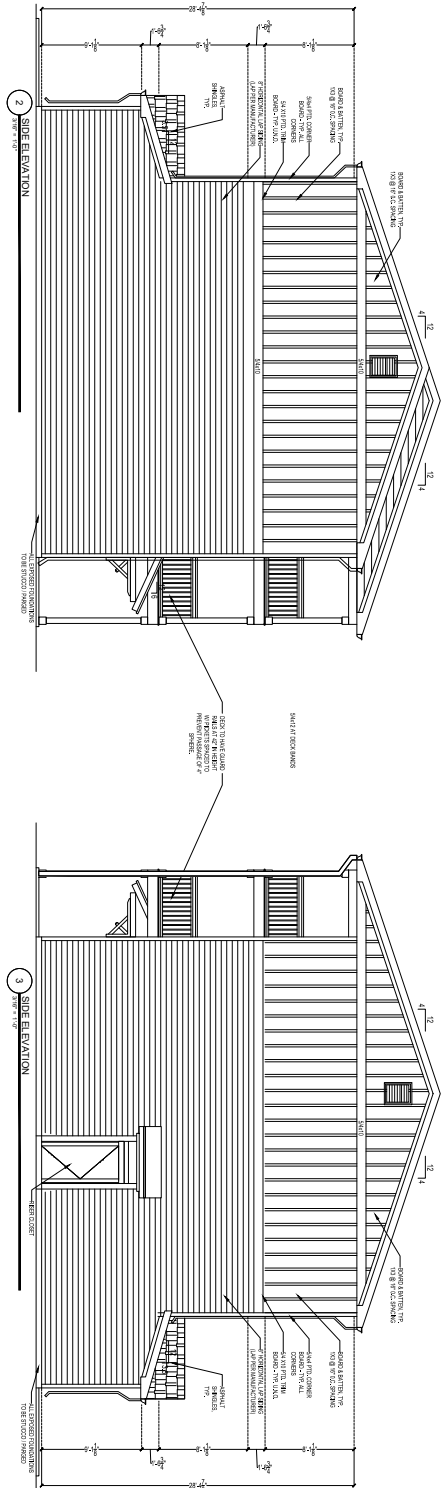
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1/8" = 1'-0"

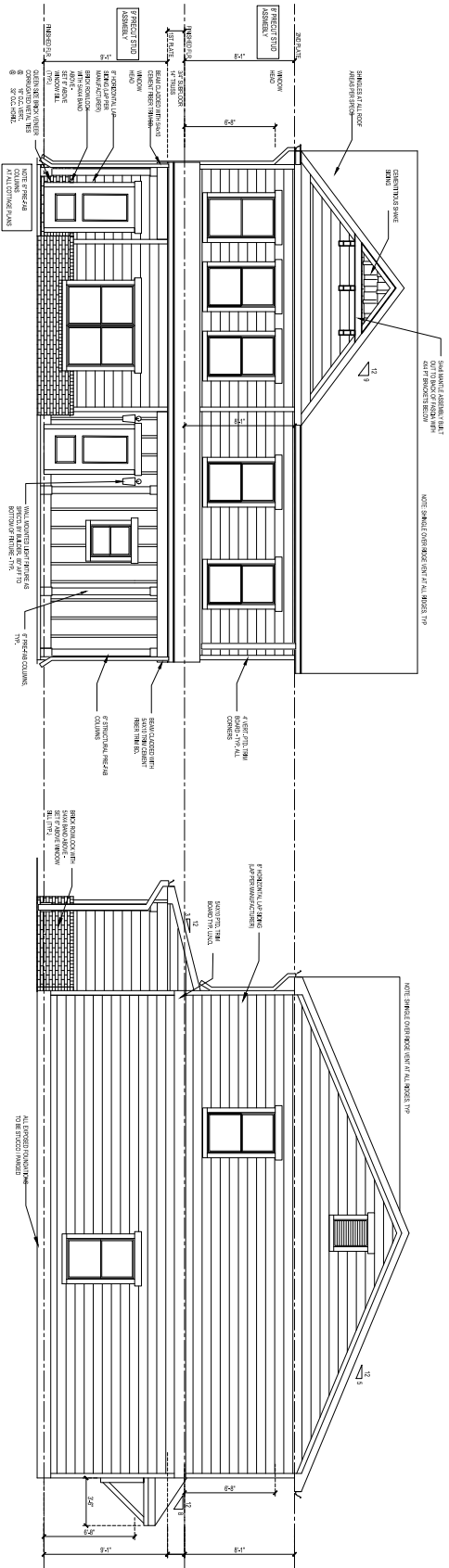
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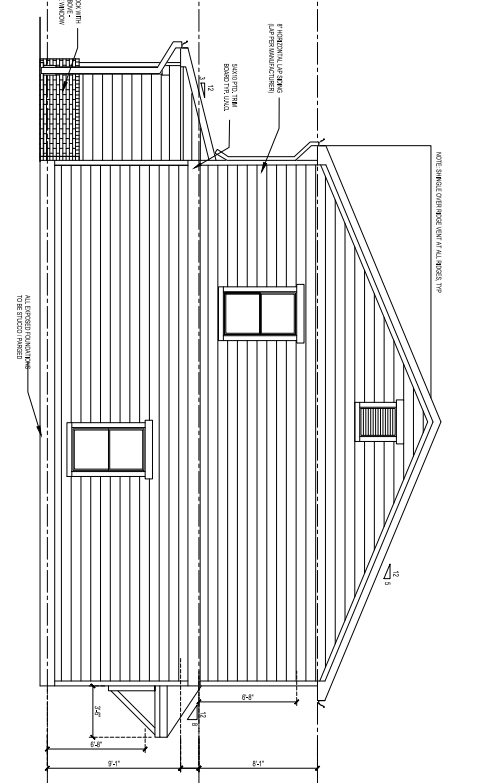
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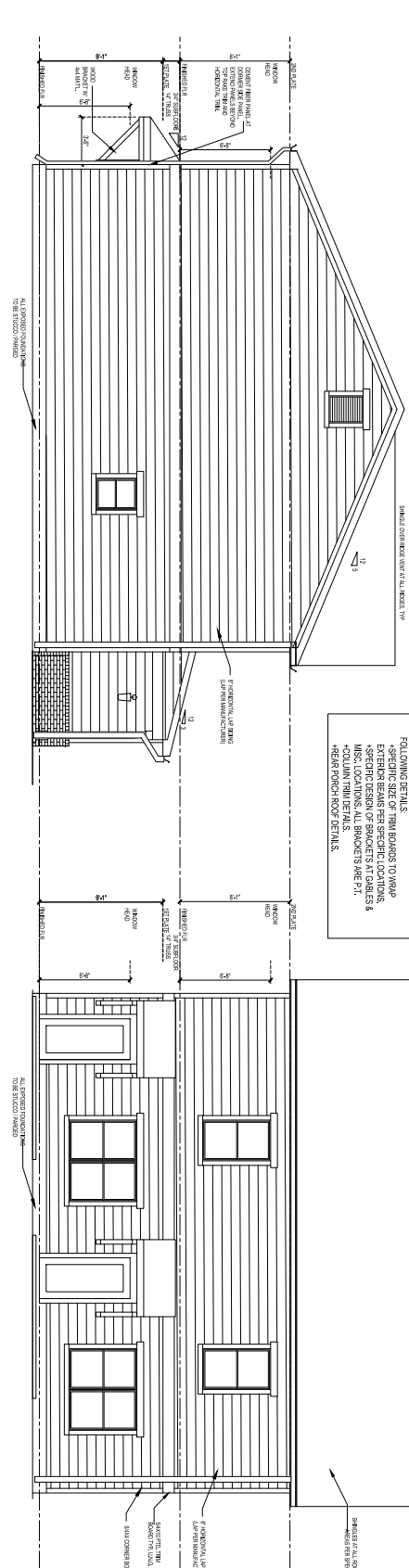


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1/4" = 1'-0"

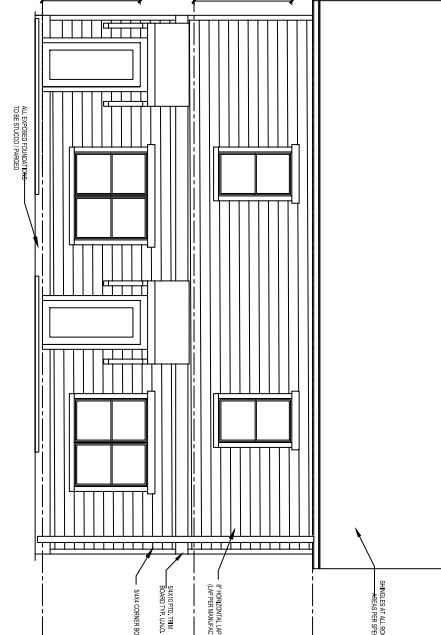


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1/4" = 1'-0"

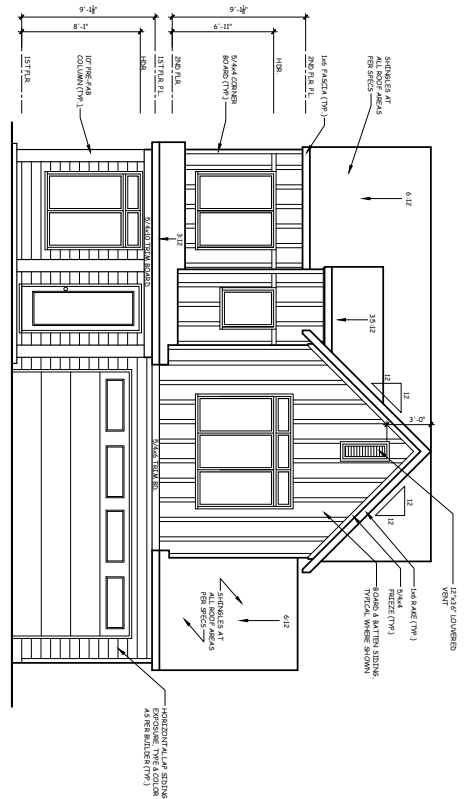
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1. SHINGLES AT ALL ROOF
 2. SHINGLES AT ALL ROOF
 3. SHINGLES AT ALL ROOF
 4. SHINGLES AT ALL ROOF
 5. SHINGLES AT ALL ROOF
 6. SHINGLES AT ALL ROOF
 7. SHINGLES AT ALL ROOF
 8. SHINGLES AT ALL ROOF
 9. SHINGLES AT ALL ROOF
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- SHINGLES AT ALL ROOF**



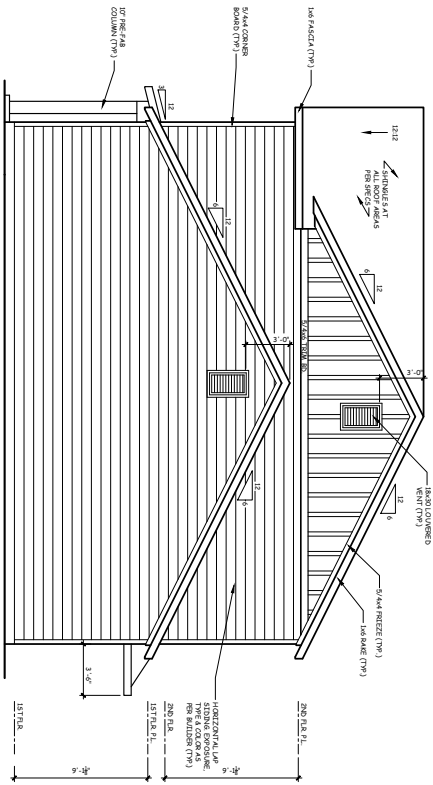
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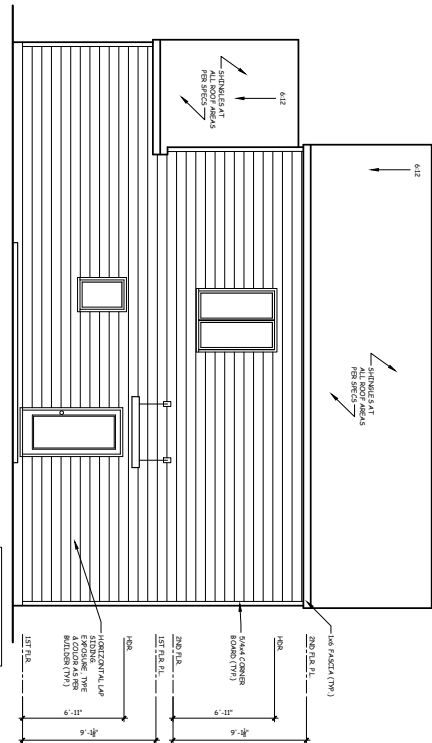
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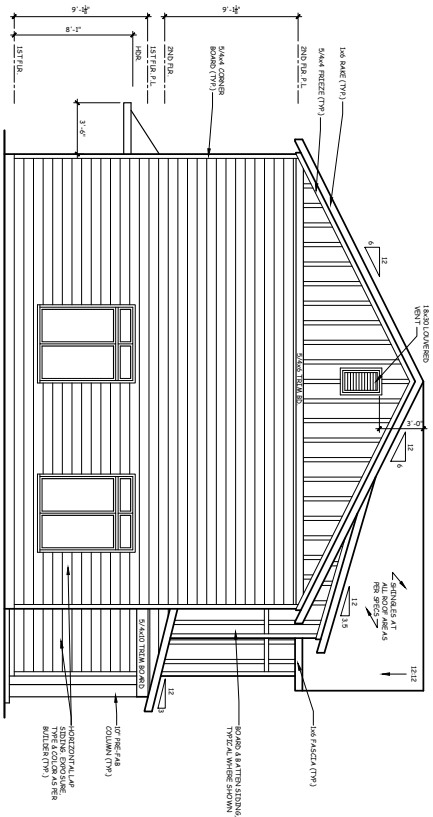
FRONT ELEVATION
SCALE 1/4" = 1'-0"



RIGHT ELEVATION
SCALE 1/4" = 1'-0"



REAR ELEVATION
SCALE 1/4" = 1'-0"



LEFT ELEVATION
SCALE 1/4" = 1'-0"

TYPE 321
1 ELEVATION PAGE

APPENDIX C: TRAFFIC REPORT



Crafton Tull

Revised Traffic Study

The Station at Fayetteville

prepared for:

LCD Acquisitions, LLC

2215 Haskell Heights

Fayetteville, Arkansas



Mark Nichols

Project No.: P-2243



PETERS & ASSOCIATES
ENGINEERS, INC.

• CIVIL & TRAFFIC ENGINEERING •

5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 868-3999

October 21, 2024

Planning Commission
February 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
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Trip Generation & Site Traffic Projections	11
Traffic Volume Assignments	13
Capacity and Level of Service	22
Auxiliary Turn Lane Analysis	33
Pedestrian Provisions	33
Findings and Conclusions	34

APPENDIX

Site Plan
Trip Generation Data
Vehicle Turning Movement Count Data
Capacity and Level of Service Calculations



BACKGROUND

Peters & Associates Engineers, Inc. previously conducted a traffic engineering study relating to The Station at Fayetteville, a proposed multi-family residential development to be located along S. Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. That previous study report is dated August 13, 2024. Subsequently, City of Fayetteville officials have requested the traffic study report be modified to include updated traffic counts (while locals schools and University of Arkansas is in session). As requested by the City, this revised report includes what was previously included in the report (dated August 13, 2024) when counts were made during finals week, plus updated traffic counts (conducted in October 2024), updated capacity and level of service (LOS) analysis for existing and projected traffic conditions, plus an alternate scenario of "what if" an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions.



INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a proposed approximate 241-unit multi-family residential development (The Station at Fayetteville). The Station at Fayetteville residential site is proposed to consist of housing for approximately 974 tenants, primarily accommodating University of Arkansas students. The site is located along S. Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. Access to the site is proposed to be constructed as a northern extension of Cross Avenue at Nettleship Drive (Drive A to serve as the north leg at this intersection). The site is not planned to have any connection to/from the north except for emergency vehicle use entry/exit only via N. Sang Avenue. However, an alternate scenario of an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions is also included in this revised report. The primary focus of this report is to assess traffic operational characteristics of the study intersections and access drive intersections proposed to serve the site. A reduced copy of the most up to date site plan is included in the Appendix for reference. The original scope of work included in this traffic study was discussed and agreed upon by City of Fayetteville officials. The additional updated counts and additional analysis included in this report was requested by City of Fayetteville officials.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions at the study intersections.
- Determine projected vehicular traffic volumes entering and exiting the proposed development at the study intersections.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the site development with five years background traffic volume growth.



Traffic Study

- Evaluate existing and projected traffic operations for the study intersections and make recommendations for mitigative improvements which may be necessary and appropriate for acceptable traffic operations.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.



THE SITE

The proposed development is within the city limits of Fayetteville in Washington County, Arkansas. The Station at Fayetteville residential site is proposed to consist of housing for approximately 974 tenants, primarily accommodating University of Arkansas students. The site is located along Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

Access to the site is proposed to be constructed as a northern extension of Cross Avenue at Nettleship Drive (Drive A to serve as the north leg at this intersection). The site is not planned to have any connection to/from the north except for emergency vehicle use entry/exit only via N. Sang Avenue. However, an alternate scenario of an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions is also included in this report.

Per the City of Fayetteville 2040 Master Street Plan, S. Sang Avenue is classified as a Neighborhood Link Street with a design service volume of up to 6,000 vehicles per day and a desired operating speed of 25-30 miles per hour. Stone Street, Cross Avenue and Nettleship Street are each classified as a Residential Link Streets with a design service volume of up to 4,000 vehicles per day and a desired operating speed of 15-20 miles per hour.



Traffic Study



Figure 1 – Vicinity Map



Figure 2 – Site Location Map

EXISTING TRAFFIC CONDITIONS

Traffic count data collected as a part of this study include AM and PM peak hours vehicle turning movement counts at the following intersections (during finals in May 2024 and while local schools were in session in October 2024):

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

The AM and PM peak hours vehicle turning movement counts made as a part of this study are shown on the following figures:

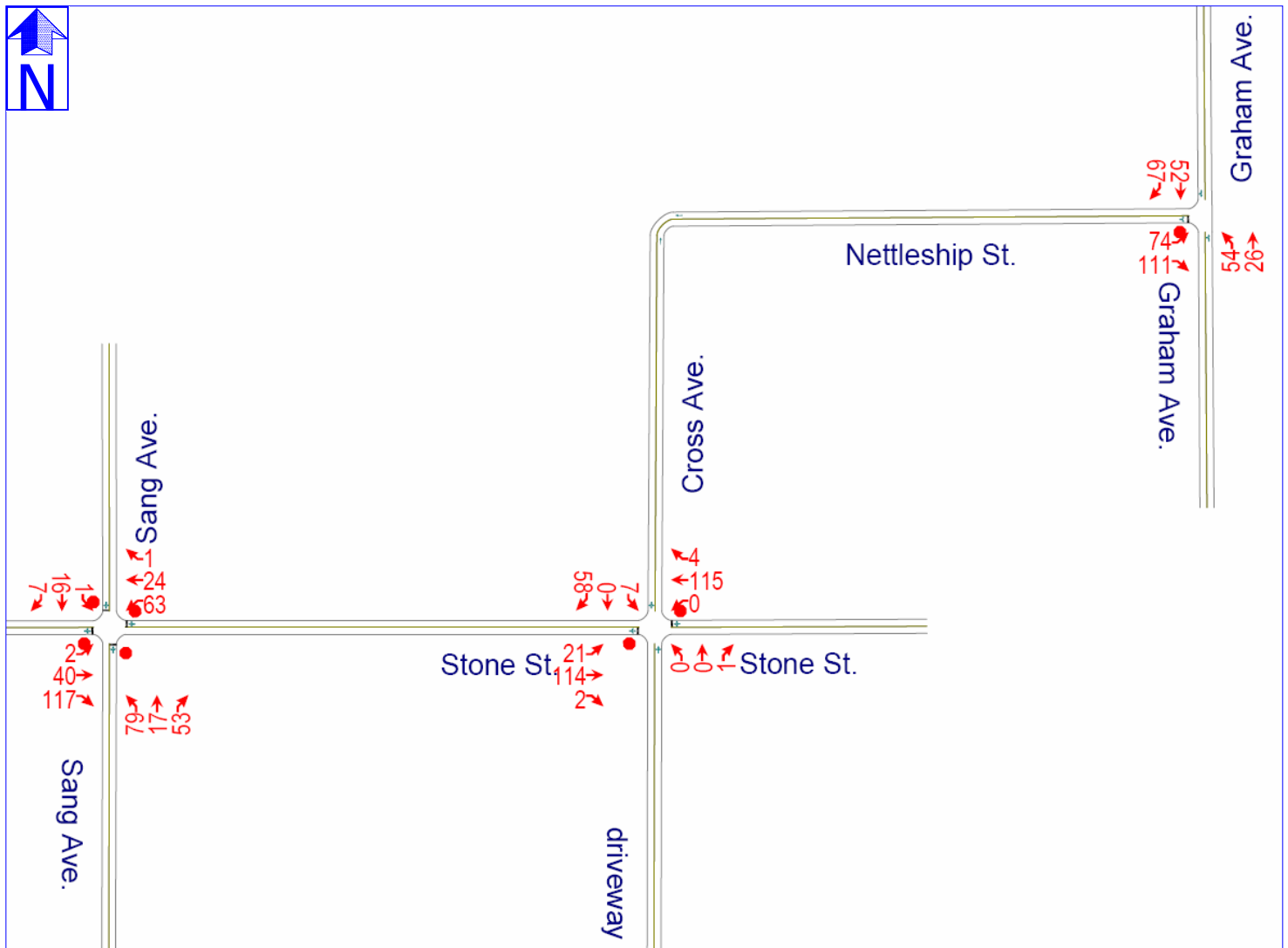
- o Figure 3A, "Existing Traffic Volumes (May 2024) - AM Peak Hour."
- o Figure 3B, "Existing Traffic Volumes (May 2024) - PM Peak Hour."
- o Figure 3C, "Existing Traffic Volumes (October 2024) - AM Peak Hour."
- o Figure 3D, "Existing Traffic Volumes (October 2024) - PM Peak Hour."

Counts were also made at Markham Road and Cross Avenue (Sang Avenue and Markham Road were under construction) October 2024.

The peak hours vehicle turning movement count data for these intersections are presented in more detail in the Appendix of this report.



Traffic Study



PETERS & ASSOCIATES
ENGINEERS, INC.

Traffic Study

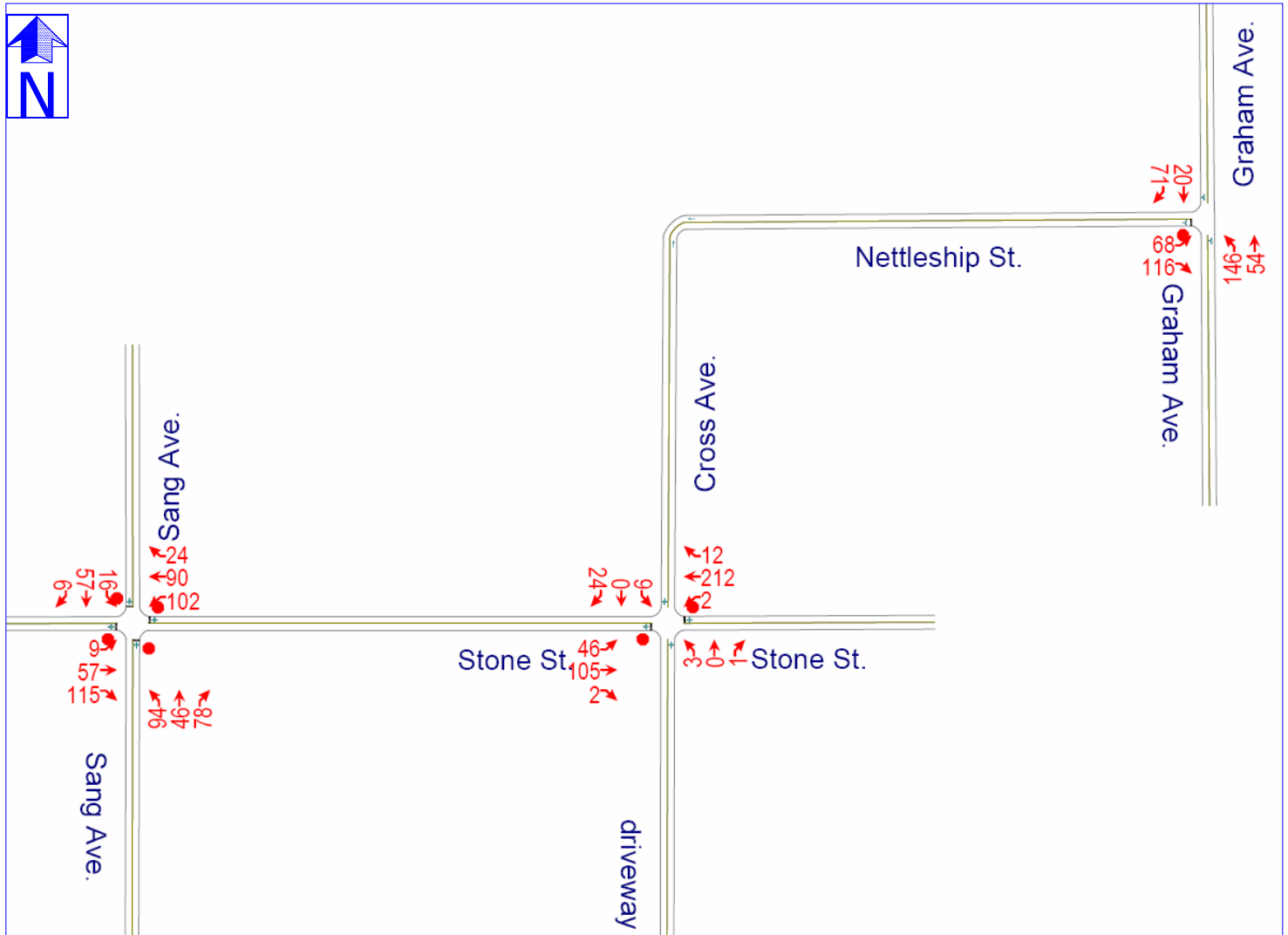


Figure 3B
Existing Traffic Volumes (May 2024)
PM Peak Hour



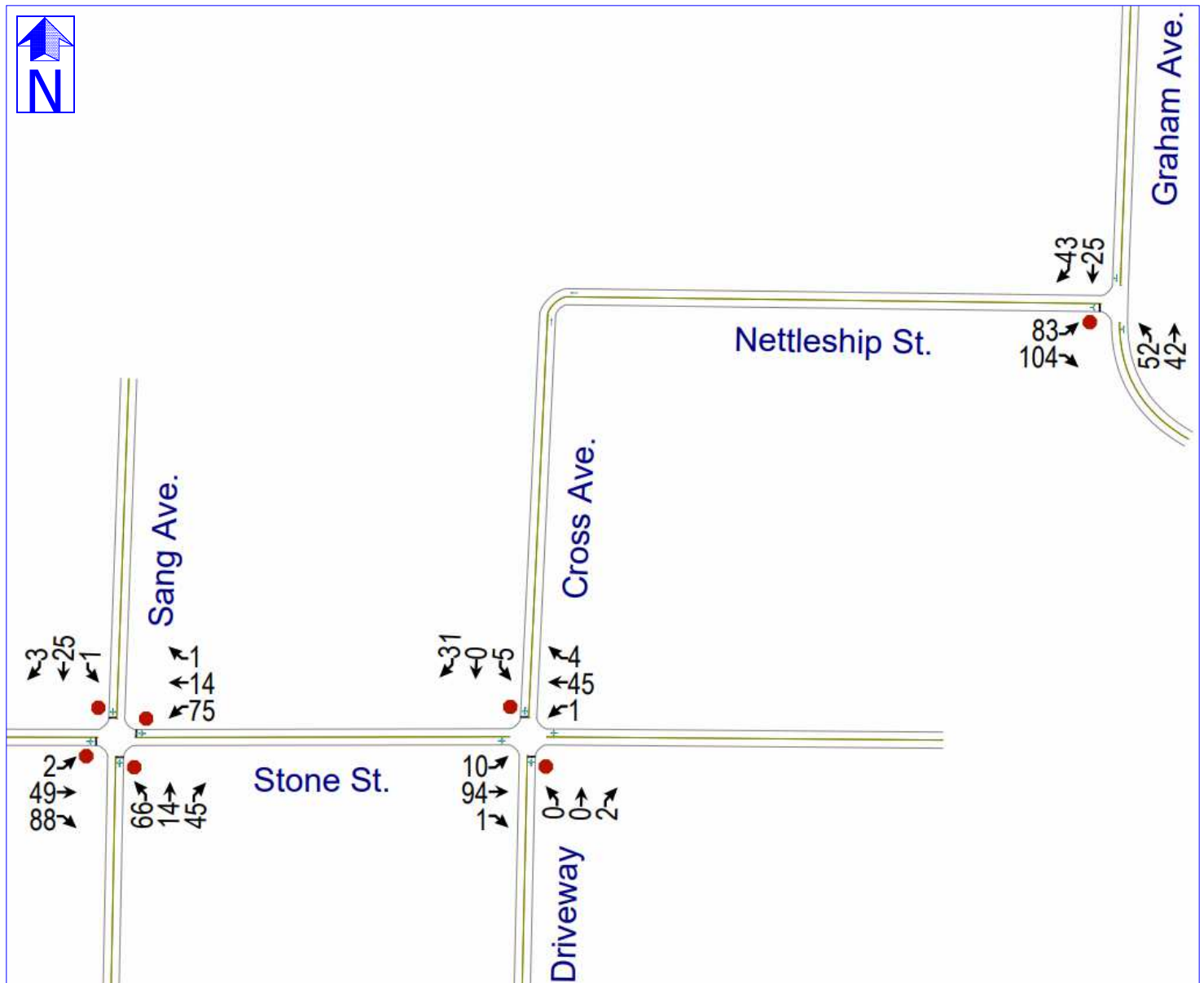


Figure 3C
Existing Traffic Volumes (October 2024)
AM Peak Hour

Traffic Study

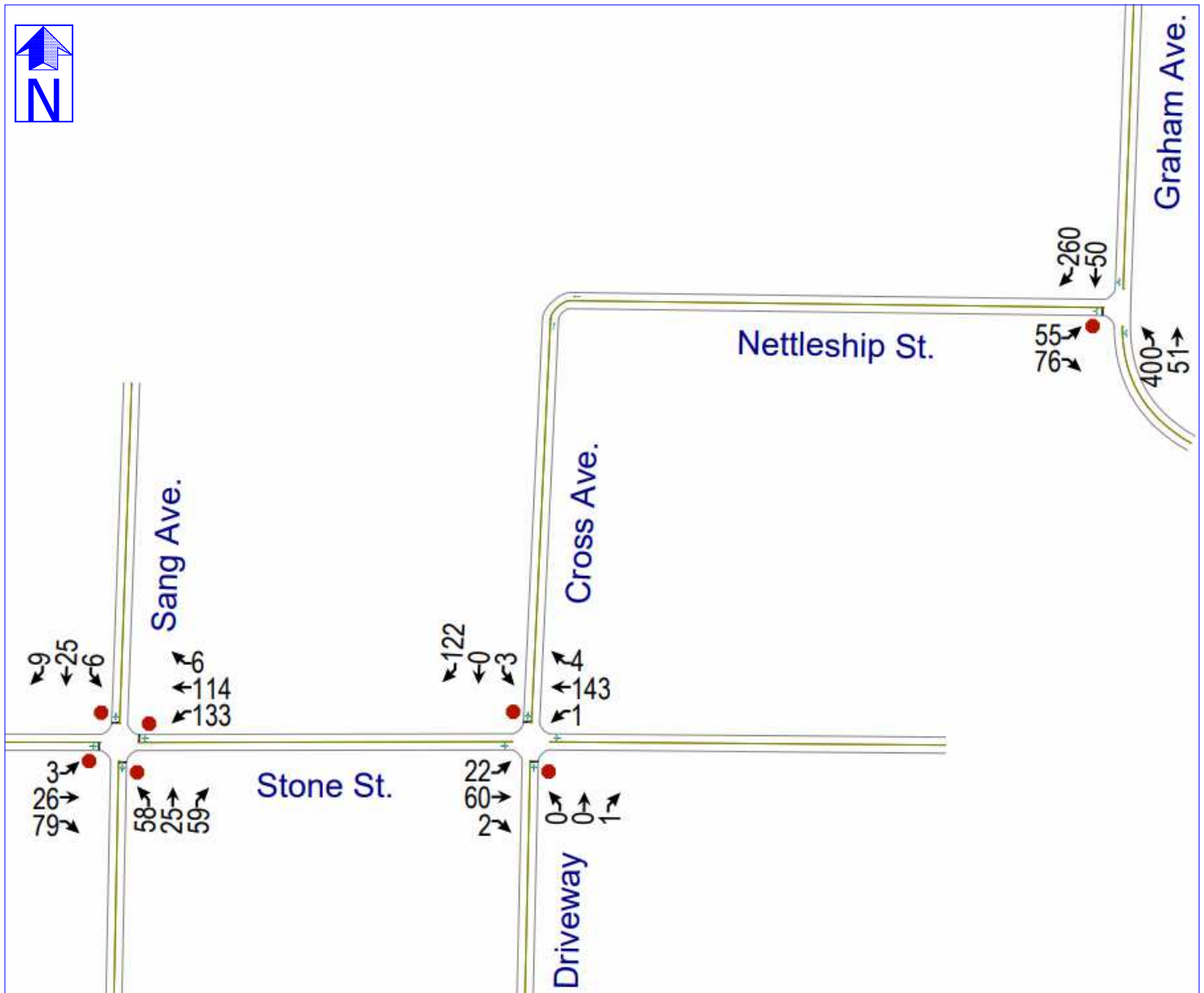


Figure 3D
Existing Traffic Volumes (October 2024)
PM Peak Hour



PETERS & ASSOCIATES
ENGINEERS, INC.

TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Manual 11th Edition, 2022, were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed multi-family residential units on this site. These are reliable sources for this information and are commonly used in the traffic engineering profession. The new ITE land use code 225 (Off Campus Student Housing) has been used as a part of this study to estimate trip generation. The data associated with ITE land use code 225 has already been adjusted for the vehicular traffic volume reduction that can be expected to be associated with student walking / biking and campus transit. Since the site is so close to the University of Arkansas, this ITE land use code (225) seems to be the most reliable for this development. Per City's request, the calculations include number of residents as opposed to number of units.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the proposed development. These calculations entail applying the appropriate trip-generation rates to the land use proposed for the development. Results of these calculations are summarized on Table 1, "Summary of Trip Generation."

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		TYPICAL PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Off-Campus Residetial Student Apartments	974 Persons	225	3,075	38	62	106	107
TOTAL ENTERING + EXITING				100		213	
ITE Code 225 Note: Reductions already included in Off-Campus Student Apartments.							
Table 1 – Summary of Trip-Generation							



Traffic Study

These calculations indicate that approximately 3,075 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed land use on this site. Of this total, approximately 100 vehicle trips are estimated during the traffic conditions of the AM peak hour and approximately 213 vehicle trips are estimated during the traffic conditions of the PM peak hour.

Residential traffic, as will be the traffic associated with this site, ordinarily does contribute to the adjacent street traffic conditions during the on-street AM peak traffic hour and the PM peak traffic hour. Accordingly, the AM and PM peak traffic periods of the adjacent street at the site are the traffic operating conditions which have warranted primary traffic analysis as a part of this study as agreed upon with City officials.



TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated vehicle movements at the study intersections. Vehicle trip distribution was developed based on current traffic counts and expected travel patterns to and from the proposed development. Directional distribution percentages used in this study are shown on Figure 4A, "Directional Distribution - Site Traffic," and on Figure 4B, "Directional Distribution - Site Traffic - Alternate Scenario with Access Via North."



Figure 4
Directional Distribution - Site Traffic

Traffic Study

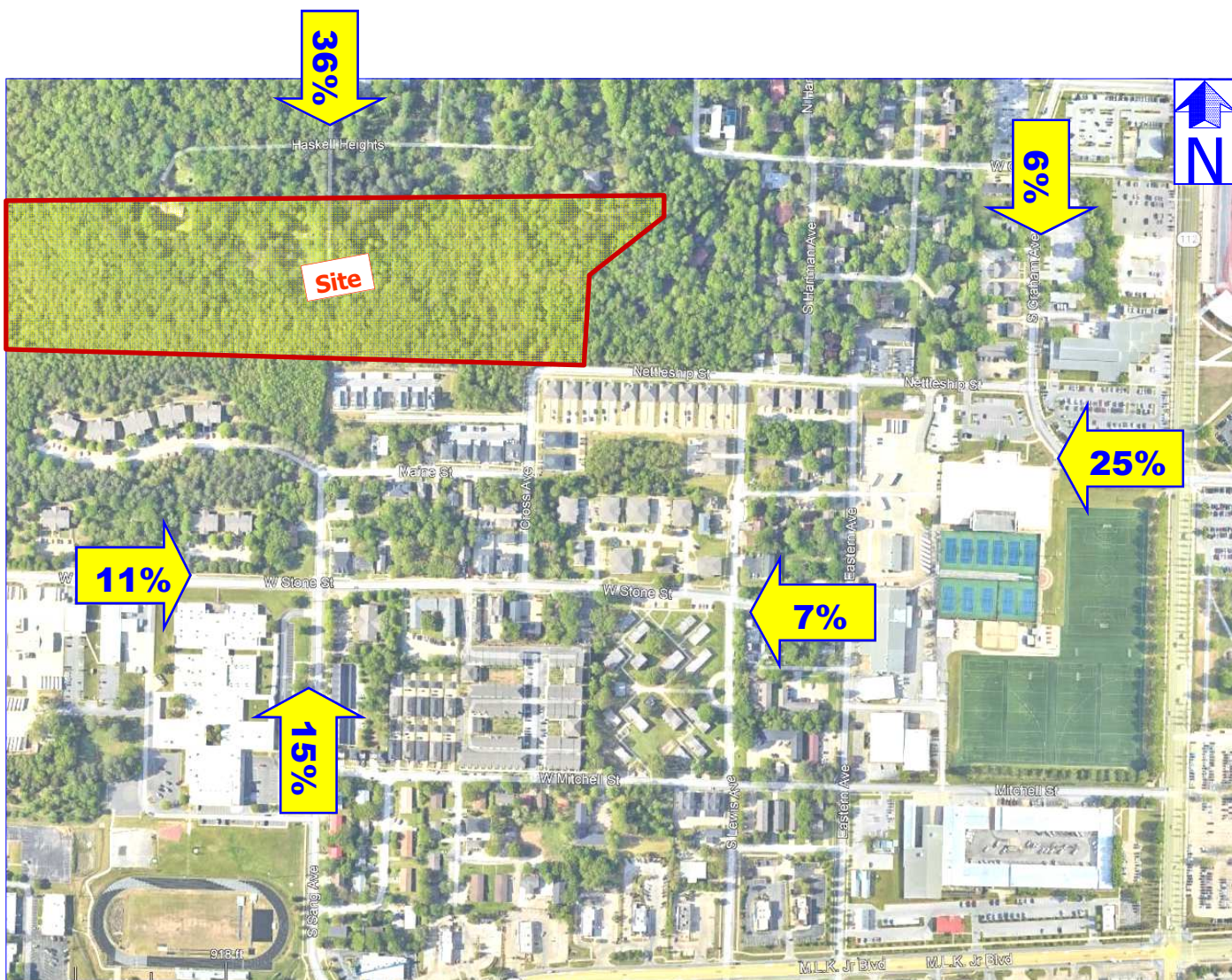


Figure 4B
Directional Distribution - Site Traffic
Alternate Scenario with Access Via North

The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. The site-generated traffic volumes result from applying the directional distribution percentages to the corresponding projected site-generated traffic volumes summarized on Table 1, "Summary of Trip-Generation." The site-generated traffic volumes and corresponding existing background traffic volumes plus five-year background growth with a compounded growth rate of two percent per year have been combined and the results are depicted on the following figures:

- o Figure 5A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using May 2024 Counts)."
- o Figure 5B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using May 2024 Counts)."
- o Figure 6A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)."
- o Figure 6B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)."
- o Figure 7A, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)."
- o Figure 7B, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)."

Traffic volumes shown on Figures 3A, 3B, 3C, 3D, 5A, 5B, 6A, 6B, 7A and 7B are the values used in capacity and level of service calculations conducted as a part of this study. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the site development as well as background traffic growth and has thus been accounted for in this analysis.





Figure 5A
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using May 2024 Counts)

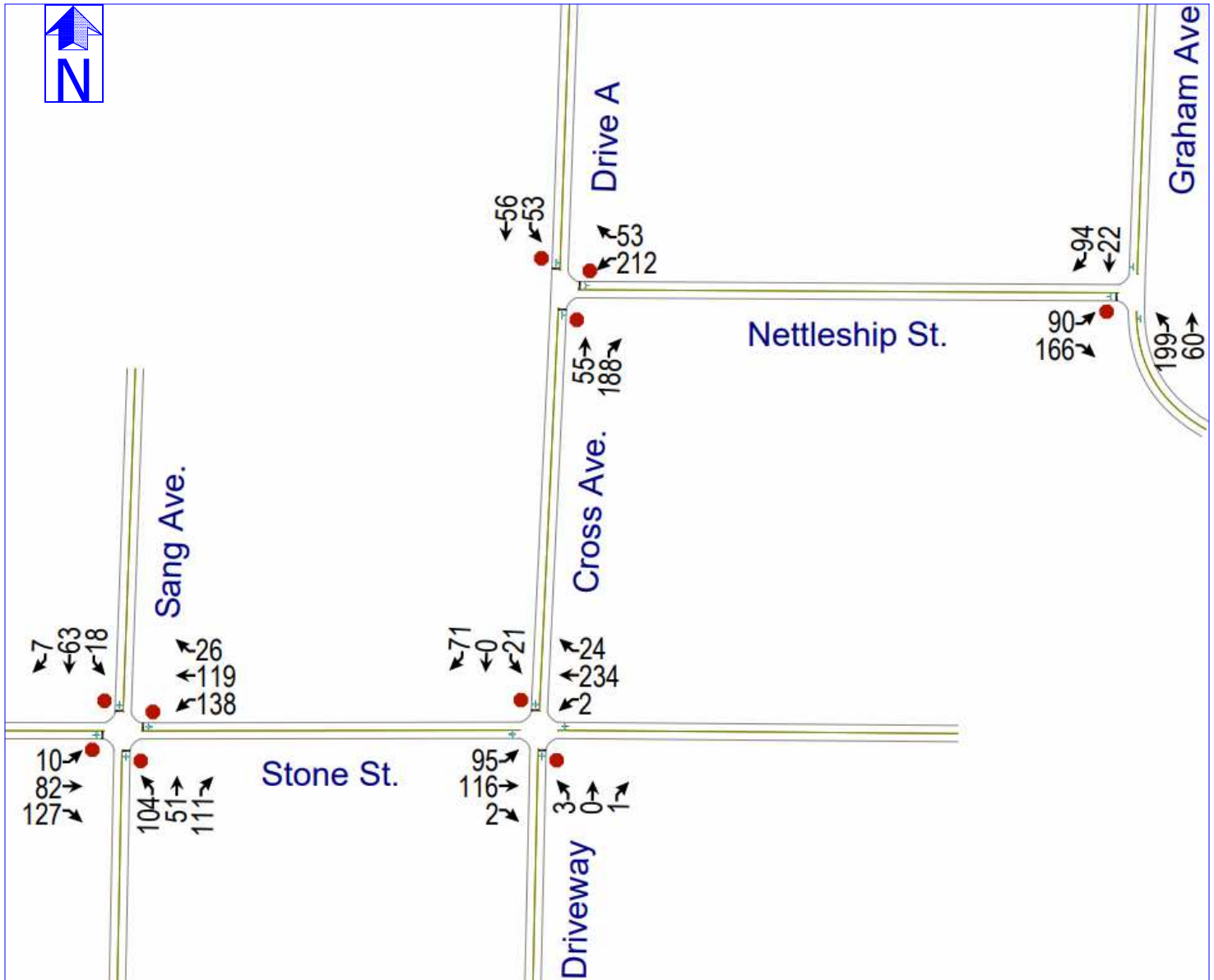


Figure 5B
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using May 2024 Counts)

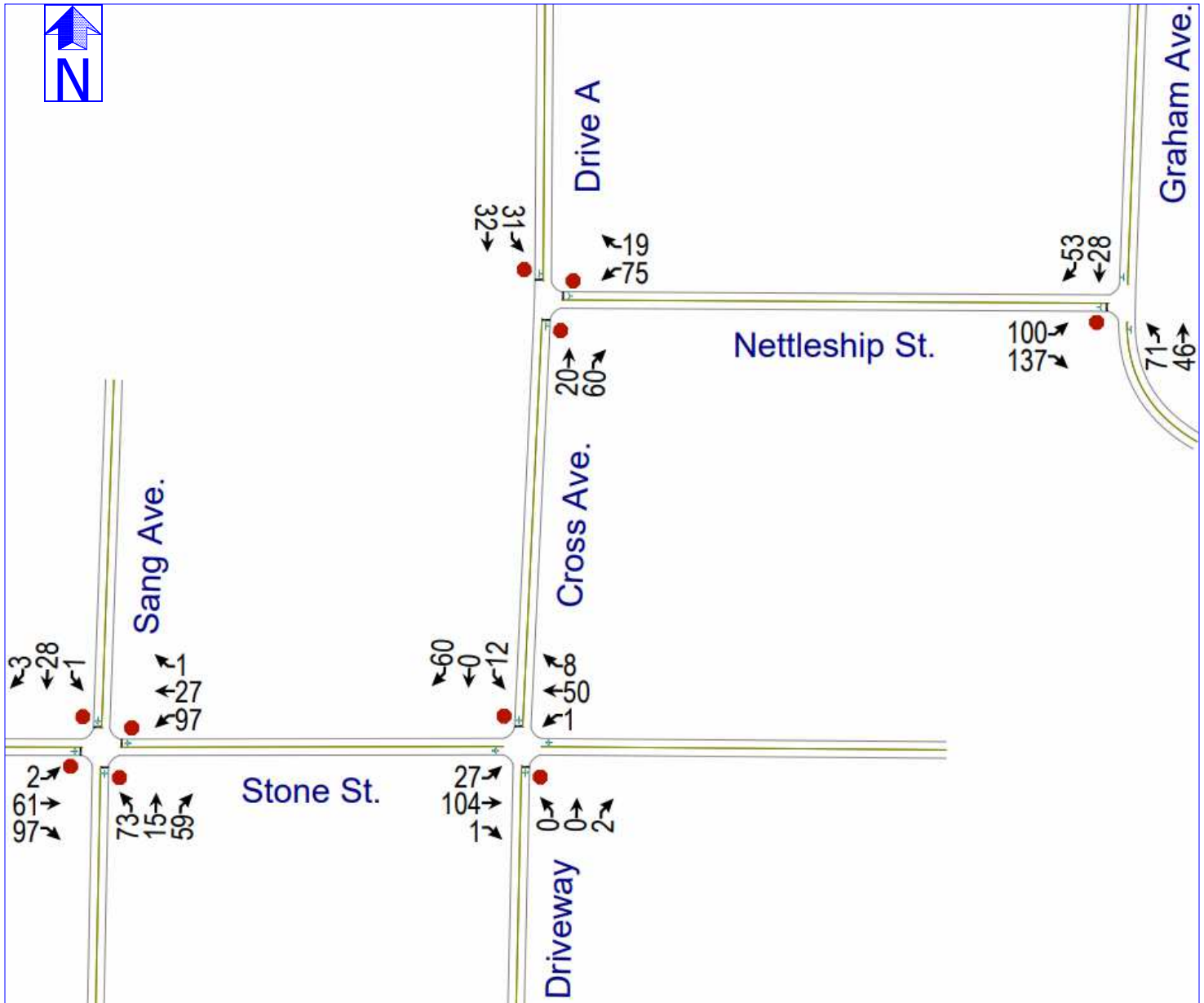


Figure 6A
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

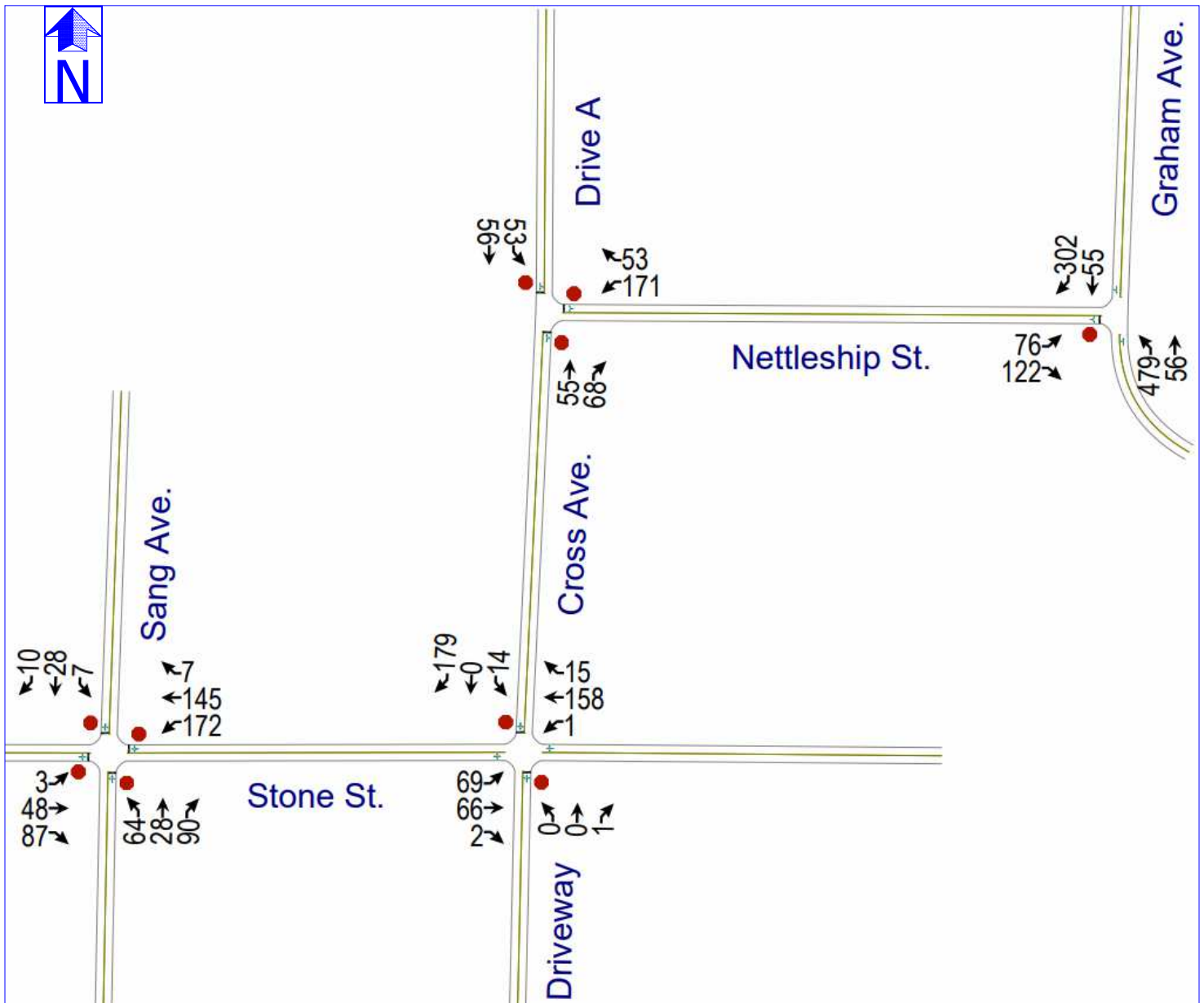


Figure 6B
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using October 2024 Counts)

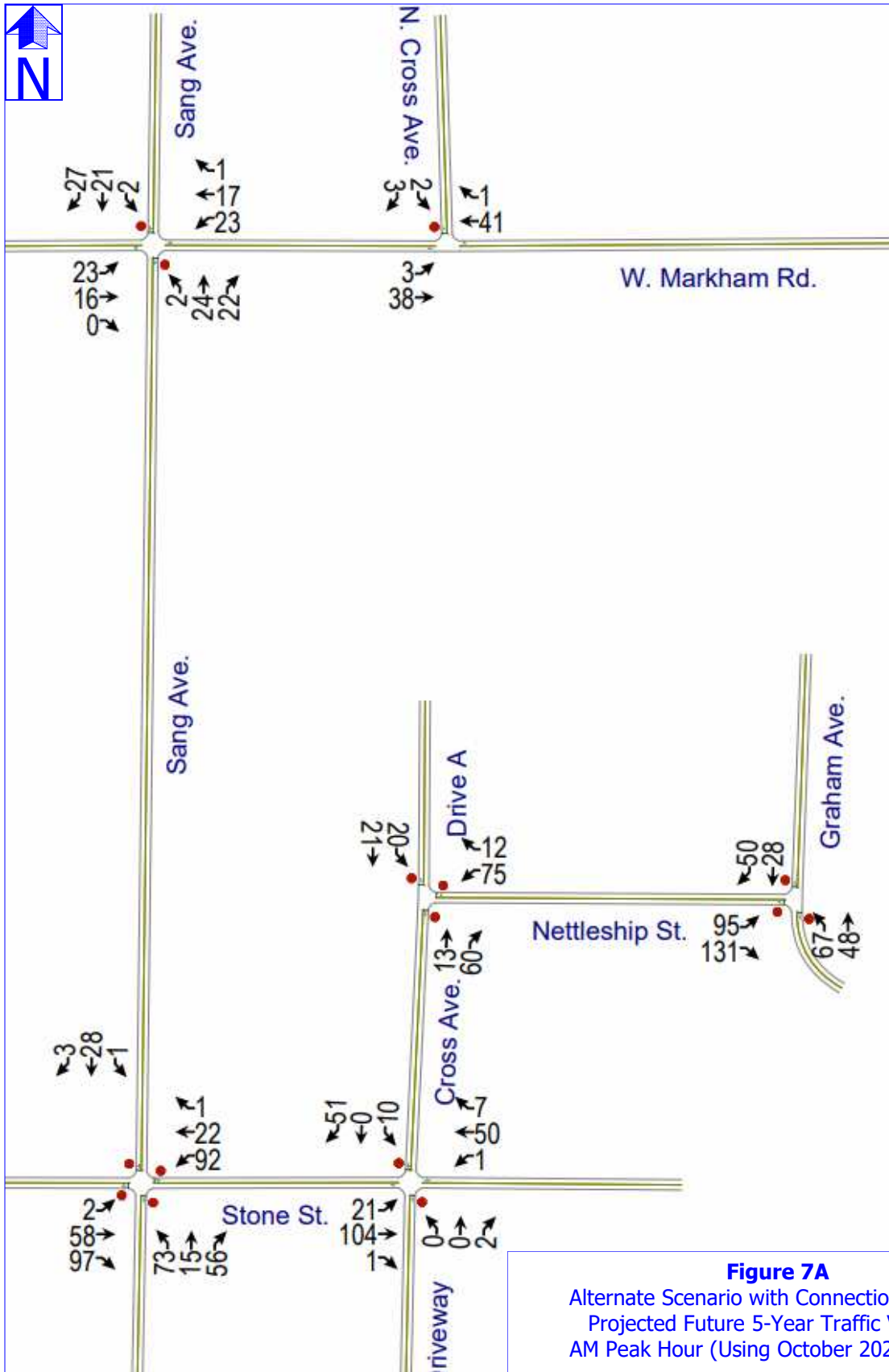
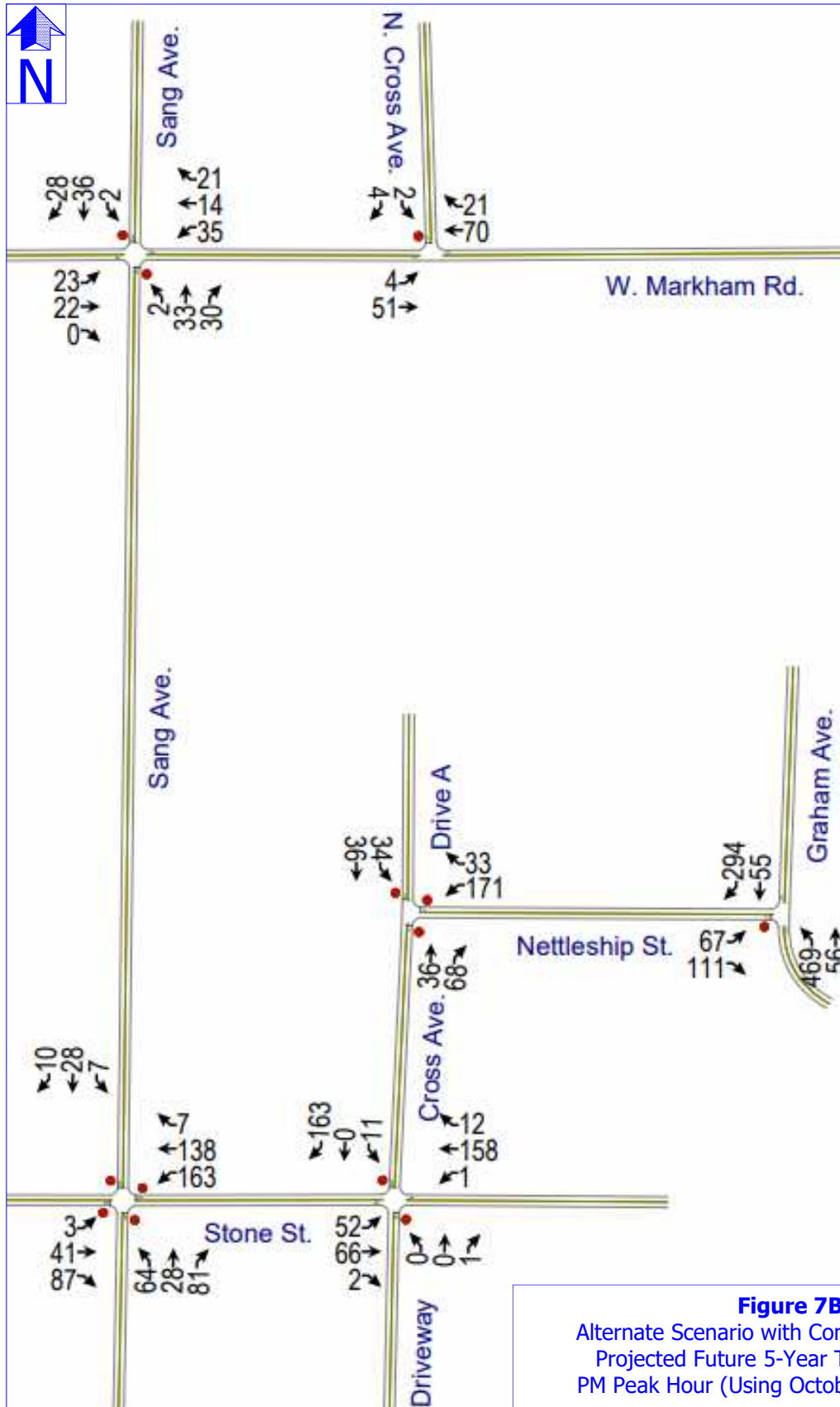


Figure 7A
Alternate Scenario with Connection to North
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)





CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of delay associated with each level of service for signalized and un-signalized intersections.

Intersection Level of Service Delay Thresholds

Level of Service

(LOS)	Signalized	Un-Signalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds



The LOS rating deemed acceptable varies by community, facility type and traffic control device. Typically, LOS "D" is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS "E" or "F" is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. Other reasons may include the close proximity of an existing traffic signal or the presence of a convenient alternative route. For signalized intersections, level of service and average delay relate to all vehicles using the intersection. LOS "D" is the typical desirable standard for signalized intersections. The study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Pedestrian traffic.
- Directional distribution of projected traffic volumes.
- Existing and proposed intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Background traffic growth.
- Existing and proposed traffic control and lane geometry.



CAPACITY ANALYSIS

Level of Service Analysis Results

Existing Traffic Conditions (May 2024 Counts)

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following study intersections using counts made in May 2024:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions May 2024," all vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours.

Traffic volumes used for this analysis are shown on Figure 3A, "Existing Traffic Volumes (May 2024) - AM Peak Hour," and Figure 3B, "Existing Traffic Volumes (May 2024) - PM Peak Hour."



Projected 5-Year Traffic Conditions (Using May 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using May 2024 traffic count data:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 5A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour," and Figure 5B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour." The operating conditions projected to exist at the study intersections are summarized in Table 3, "Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)."

As indicated in Table 3, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing conditions.





EXISTING TRAFFIC CONDITIONS (MAY 2024)														
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE											
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN		A		A		A		A		A		A
	PM			A		B		B		A		A	B	
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN									A		A	n/a
	PM			B		B		A		A		A	n/a	
Netteship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B								A		A	n/a
	PM		B		B			A				A	n/a	
Avg. Control Delay Seconds / Vehicle														
8.3														
10.1														
8.4														
10.7														
6.4														
7.1														

Table 2 - Level of Service Summary - Existing Traffic Conditions (May 2024)

Table 2 - Level of Service Summary - Existing Traffic Conditions (May 2024)

PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING MAY 2024 DATA)															
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE												Overall Intersection
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN		A		A		A		A				A	
	PM	"STOP" SIGN		B		B		B		B				B	
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN		A		A		A		A				n/a	
	PM	"STOP" SIGN		B		B		B		A				n/a	
Netteship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B			B				A				n/a	
	PM	"STOP" SIGN	B			B				A				n/a	
Netteship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A		A				A	
	PM	"STOP" SIGN				B		B		A				A	
Avg. Control Delay Seconds / Vehicle															
8.8															
12.1															
3.3															
3.4															
6.9															
8.3															
8.5															
10.0															

Table 3 - Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)

Table 3 - Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)

Existing Traffic Conditions (October 2024 Counts)

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following study intersections using counts made during University of Arkansas finals week in October 2024:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

Counts were also made at Markham Road and Cross Avenue (Sang Avenue and Markham Road were under construction) October 2024.

As indicated in Table 4, "Level of Service Summary – Existing Traffic Conditions October 2024," all vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "D").

Traffic volumes used for this analysis are shown on Figure 3C, "Existing Traffic Volumes (October 2024) - AM Peak Hour," and Figure 3D, "Existing Traffic Volumes (October 2024) - PM Peak Hour."



Projected 5-Year Traffic Conditions (Using October 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using October 2024 traffic count data:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 6A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)," and Figure 6B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)." The operating conditions projected to exist at the study intersections are summarized in Table 5, "Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)."

As indicated in Table 5, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements.





EXISTING TRAFFIC CONDITIONS (OCTOBER 2024)														
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE											Avg. Control Delay Seconds / Vehicle
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN			A		A		A		A		A	8.1
	PM			A		B		A		A		A	9.3	
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN			A		A		A		A		A	2.1
	PM			A		A		A		A		A	3.9	
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A				A	6.6
	PM		D		D				A				A	8.8

Table 4 - Level of Service Summary - Existing Traffic Conditions (October 2024)

Table 4 - Level of Service Summary - Existing Traffic Conditions (October 2024)

PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING OCTOBER 2024 DATA)															
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE												Overall Intersection
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN		A		A		A		A		A		A	
	PM			A		B		A		A		A		B	
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN		A		A		A		A		A		n/a	
	PM			A		A		A		A		B		n/a	
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B			A				A		n/a	
	PM		F		F			B				A		n/a	
	PM	3-Way "STOP"	D		D			B				B		C	
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A		A		A		A	
	PM					A		A		A		A		A	
Avg. Control Delay Seconds / Vehicle															
8.5															
10.7															
3.3															
5.2															
7.3															
28.1															
22.3															
7.6															
9.0															

Table 5 - Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)

Table 5 - Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)

Projected 5-Year Traffic Conditions
Alternate Scenario with Site Connection to the North
(Using October 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using October 2024 traffic count data for an alternate scenario that includes site connection to/from the north (via Sang Avenue):

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.
- Markham Road and Sang Avenue.
- Markham Road and Cross Avenue.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 7A, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)," and Figure 7B, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)." The operating conditions projected to exist at the study intersections are summarized in Table 6, "Level of Service Summary - Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)." The traffic volumes at the intersections along Markham Road include traffic volumes expected to be associated with known development (currently under construction) in the immediate vicinity of the study area.



As indicated in Table 6, results are similar to the projected 5-year conditions without the connection to the north. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing October 2024 traffic conditions.





ALTERNATE SCENARIO W/ CONNECTION TO NORTH PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING OCTOBER 2024 DATA)															
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE												
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection
Sang Avenue and Stone Street	AM	4-WAY		A		A		A		A					A
	PM	"STOP" SIGN		A		B		A		A			A		B
Cross Avenue and Stone Street	AM	2-WAY		A		A		A		A			A		n/a
	PM	"STOP" SIGN		A		A		A		A			B		n/a
Nettleship Street and Graham Avenue	AM	1-WAY	B		B				A						n/a
	PM	"STOP" SIGN	F		F				B					A	n/a
	PM	3-Way "STOP"	D		D				B					B	C
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY				A			A			A			A
	PM	"STOP" SIGN				A			A			A			A
Sang Avenue and Markham Road	AM	2-WAY		A		A		A		A			A		n/a
	PM	"STOP" SIGN		A		A		A		A			A		n/a
Cross Avenue and Markham Road	AM	1-WAY	A										A		n/a
	PM	"STOP" SIGN	A										A		n/a
			Avg. Control Delay Seconds / Vehicle												
			8.4												
			10.3												
			3.0												
			4.8												
			7.3												
			18.6												
			20.1												
			7.5												
			8.6												
			7.1												
			7.0												
			0.7												
			0.5												

Table 6
Level of Service Summary - Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

AUXILIARY TURN LANE ANALYSIS

Typically, an assessment of the need for an auxiliary right and/or left-turn lanes are included for projected traffic conditions. However, with the favorable capacity and LOS results (all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better) for projected traffic conditions, turn lane analysis does not seem necessary for this study.

PEDESTRIAN PROVISIONS

Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, the installation of a crosswalk should be considered for the intersection of Nettleship Street and Cross Avenue to coincide with the construction of the north leg of this intersection.



FINDINGS and CONCLUSIONS

Findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the study intersections using counts made in May 2024. All vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours.
- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the study intersections using counts made in October 2024. All vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "D").
- Approximately 3,075 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed land use on this site. Of this total, approximately 100 vehicle trips are estimated during the traffic conditions of the AM peak hour and approximately 213 vehicle trips are estimated during the traffic conditions of the PM peak hour.
- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using May 2024 traffic count data. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at



each of the study intersections with minimal increases compared to existing conditions.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using October 2024 traffic count data. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements.
- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using October 2024 traffic count data for an alternate scenario that includes site connection to/from the north (via Sang Avenue). The traffic volumes at the intersections along Markham Road include traffic volumes expected to be associated with known development (currently under construction) in the immediate vicinity of the study area. Results are similar to the projected 5-year conditions without the connection to the north. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F")

with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing October 2024 traffic conditions.

- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, the installation of a crosswalk should be considered for the intersection of Nettleship Street and Cross Avenue to coincide with the construction of the north leg of this intersection.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed approximate 974 tenant off-campus student housing residential development can be accommodated by the existing adjacent roadways and proposed access to the site, without discernable impact on traffic flow in the vicinity if consideration is given to change the operation of the intersection of Nettleship Street and Graham Avenue from one-way "Stop" sign control to 3-way "Stop" sign control. This conclusion is with or without site connection to the north.



APPENDIX



PETERS & ASSOCIATES
ENGINEERS, INC.

Site Plan



PETERS & ASSOCIATES
ENGINEERS, INC.

[illegible]

CM

Trip-Generation Data



PETERS & ASSOCIATES
ENGINEERS, INC.

ITE TRIP-GENERATION 11TH EDITION
The Station at Fayetteville
Approximate 974 Beds in Off-Campus Student Apartments Land-Use (ITE 225)
10/21/2024
P2243

Weekday Daily Volume

<u>DATA STATISTICS</u>	
Land Use:	Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus (225) Click for Description and Data Plots
Independent Variable:	Bedrooms
Time Period:	Weekday
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	7
Avg. Num. of Bedrooms:	621
Average Rate:	3.57
Range of Rates:	2.52 - 5.30
Standard Deviation:	0.88
Fitted Curve Equation:	$\ln(T) = 0.75 \ln(X) + 2.87$
R²:	0.90
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 3477 (Total), 1739 (Entry), 1738 (Exit) Fitted Curve: 3075 (Total), 1537 (Entry), 1538 (Exit)

Weekday AM Peak Hour
of Adjacent Street

Directional Distribution:
38% entering, 62% exiting
Calculated Trip Ends:
Average Rate: 117 (Total), 44 (Entry), 73 (Exit) Fitted Curve: 100 (Total), 38 (Entry), 62 (Exit)

Weekday PM Peak Hour
of Adjacent Street

Directional Distribution:
50% entering, 50% exiting
Calculated Trip Ends:
Average Rate: 234 (Total), 117 (Entry), 117 (Exit) Fitted Curve: 213 (Total), 106 (Entry), 107 (Exit)

Vehicle Turning Movement Count Data



PETERS & ASSOCIATES
ENGINEERS, INC.

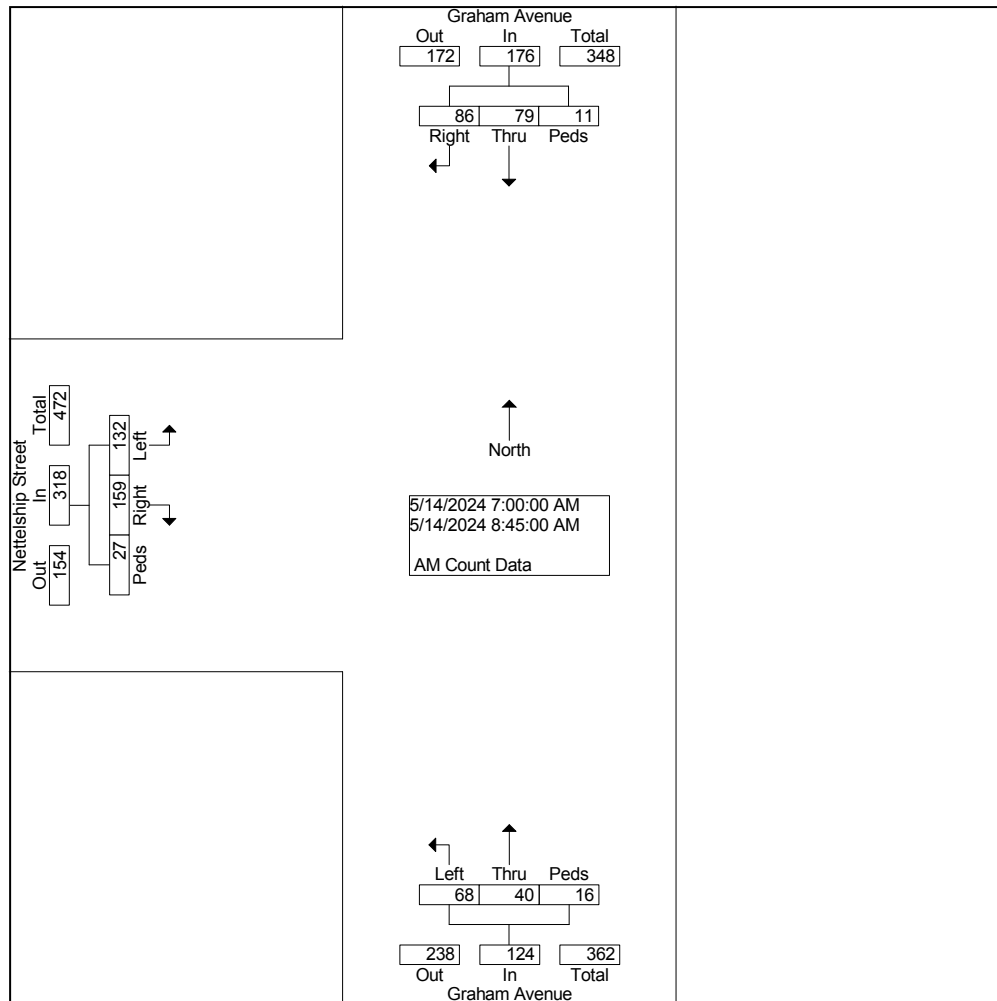
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM GR NE
Site Code : 00000000
Start Date : 05/14/2024
Page No : 1

Groups Printed- AM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	4	2	8	2	2	3	7	4	12	1	17	32
07:15 AM	4	4	1	9	2	4	2	8	14	18	2	34	51
07:30 AM	12	12	1	25	8	6	4	18	34	20	3	57	100
07:45 AM	24	12	1	37	4	8	2	14	25	24	4	53	104
Total	42	32	5	79	16	20	11	47	77	74	10	161	287
08:00 AM	12	20	1	33	6	30	1	37	28	10	4	42	112
08:15 AM	14	8	2	24	8	10	2	20	24	20	5	49	93
08:30 AM	10	9	2	21	6	4	1	11	14	16	4	34	66
08:45 AM	8	10	1	19	4	4	1	9	16	12	4	32	60
Total	44	47	6	97	24	48	5	77	82	58	17	157	331
Grand Total	86	79	11	176	40	68	16	124	159	132	27	318	618
Apprch %	48.9	44.9	6.3		32.3	54.8	12.9		50.0	41.5	8.5		
Total %	13.9	12.8	1.8	28.5	6.5	11.0	2.6	20.1	25.7	21.4	4.4	51.5	

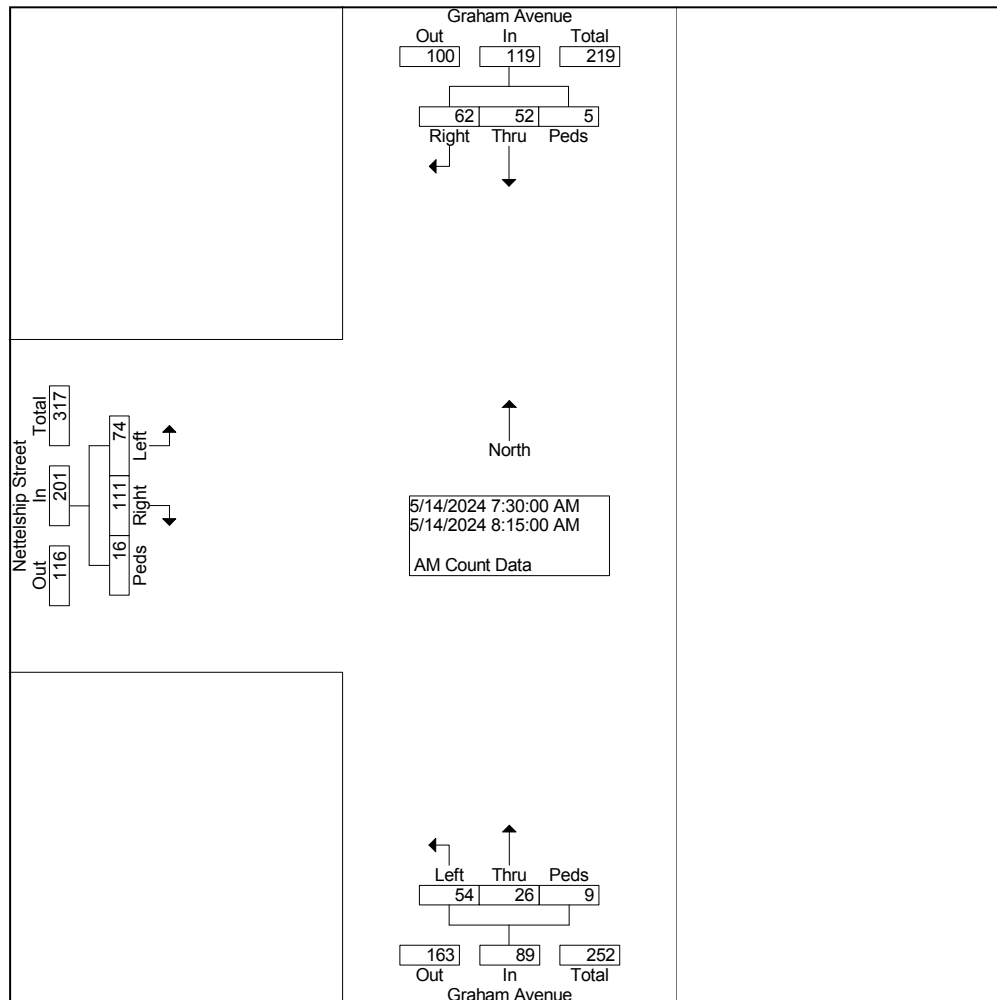


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM GR NE
Site Code : 00000000
Start Date : 05/14/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	62	52	5	119	26	54	9	89	111	74	16	201	409
Percent	52.1	43.7	4.2		29.2	60.7	10.1		55.2	36.8	8.0		
08:00 Volume	12	20	1	33	6	30	1	37	28	10	4	42	112
Peak Factor													0.913
High Int.	07:45 AM				08:00 AM				07:30 AM				
Volume	24	12	1	37	6	30	1	37	34	20	3	57	
Peak Factor	0.804				0.601				0.882				



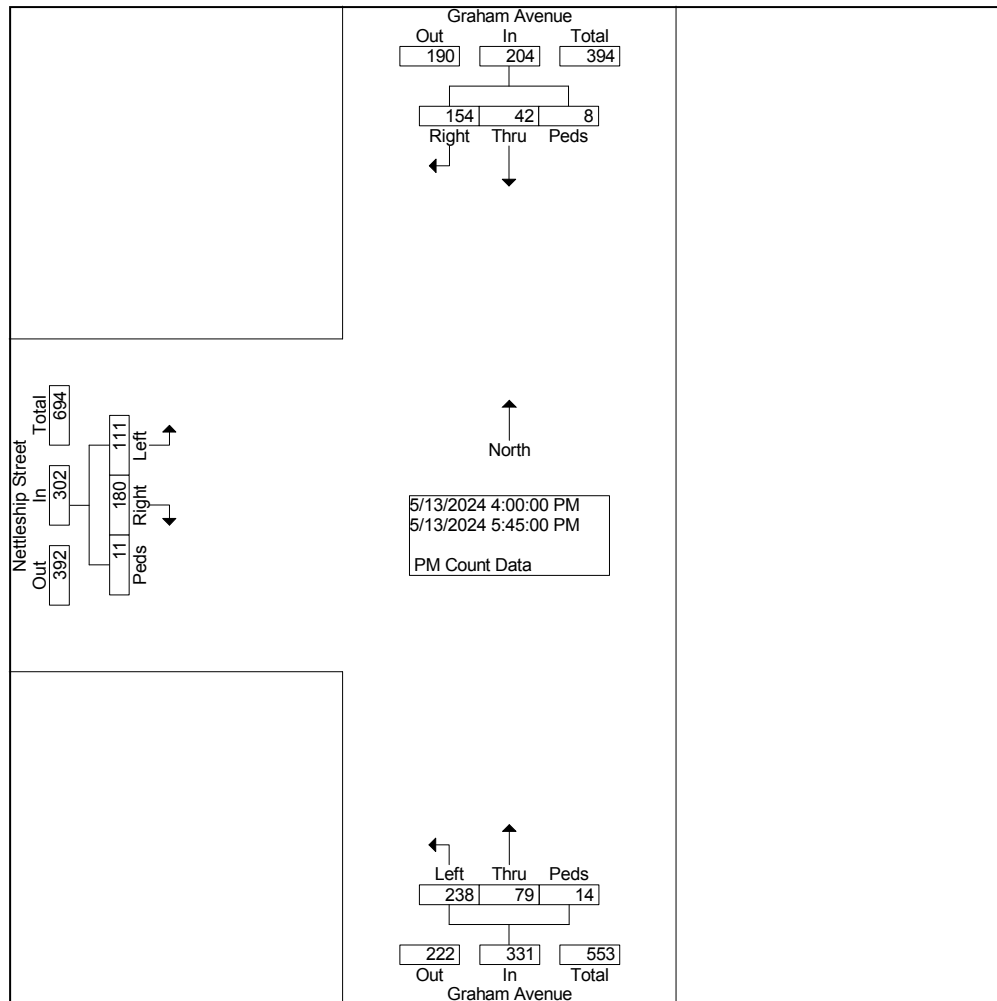
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Graham Avenue and Nettleship Street
Fayetteville, Ar
P2243

File Name : PM GR NE
Site Code : 00000000
Start Date : 05/13/2024
Page No : 1

Groups Printed- PM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	20	10	1	31	12	45	2	59	38	24	2	64	154
04:15 PM	20	2	1	23	24	31	1	56	42	20	1	63	142
04:30 PM	16	4	1	21	9	38	2	49	24	14	2	40	110
04:45 PM	10	4	2	16	9	32	1	42	12	10	1	23	81
Total	66	20	5	91	54	146	6	206	116	68	6	190	487
05:00 PM	22	4	1	27	4	40	1	45	18	11	2	31	103
05:15 PM	22	5	1	28	12	24	2	38	16	14	1	31	97
05:30 PM	26	6	0	32	3	16	3	22	18	10	1	29	83
05:45 PM	18	7	1	26	6	12	2	20	12	8	1	21	67
Total	88	22	3	113	25	92	8	125	64	43	5	112	350
Grand Total	154	42	8	204	79	238	14	331	180	111	11	302	837
Apprch %	75.5	20.6	3.9		23.9	71.9	4.2		59.6	36.8	3.6		
Total %	18.4	5.0	1.0	24.4	9.4	28.4	1.7	39.5	21.5	13.3	1.3	36.1	

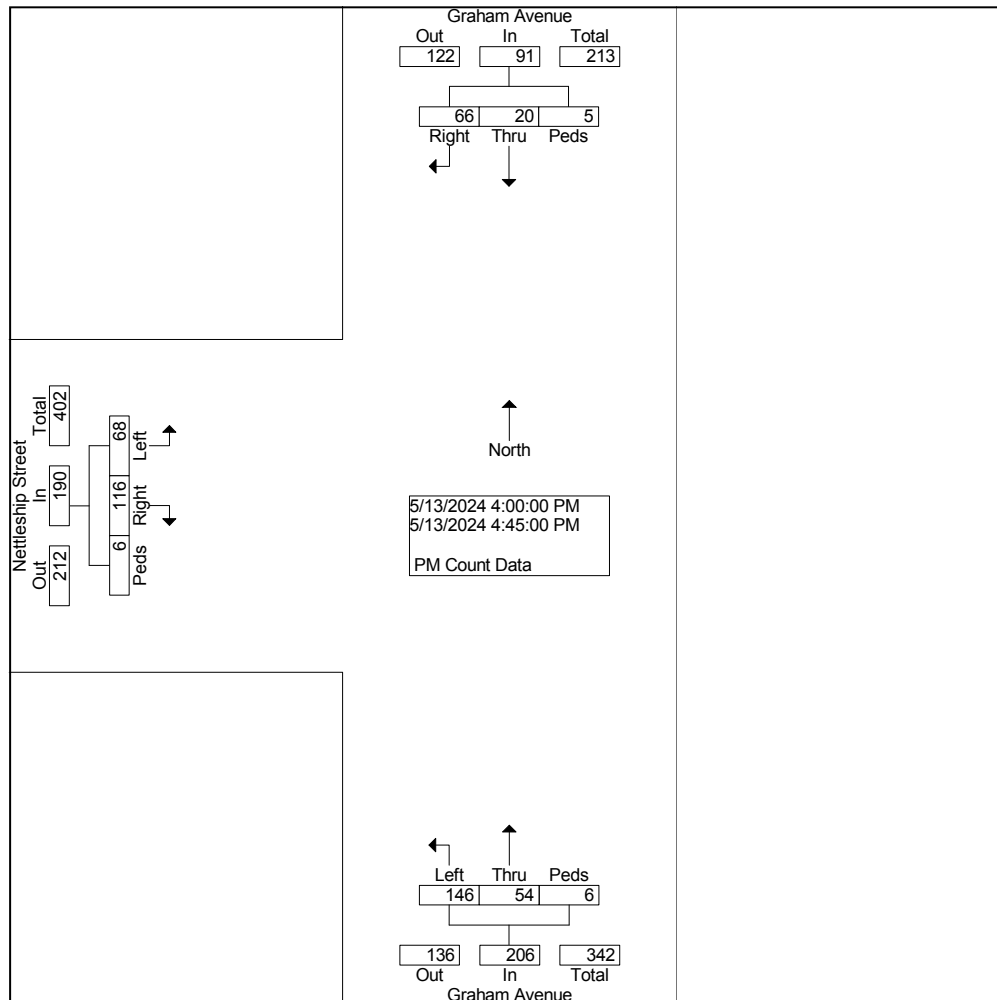


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Graham Avenue and Nettleship Street
Fayetteville, Ar
P2243

File Name : PM GR NE
Site Code : 00000000
Start Date : 05/13/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	66	20	5	91	54	146	6	206	116	68	6	190	487
Percent	72.5	22.0	5.5		26.2	70.9	2.9		61.1	35.8	3.2		
04:00 Volume	20	10	1	31	12	45	2	59	38	24	2	64	154
Peak Factor													0.791
High Int.	04:00 PM				04:00 PM				04:00 PM				
Volume	20	10	1	31	12	45	2	59	38	24	2	64	
Peak Factor	0.734				0.873				0.742				



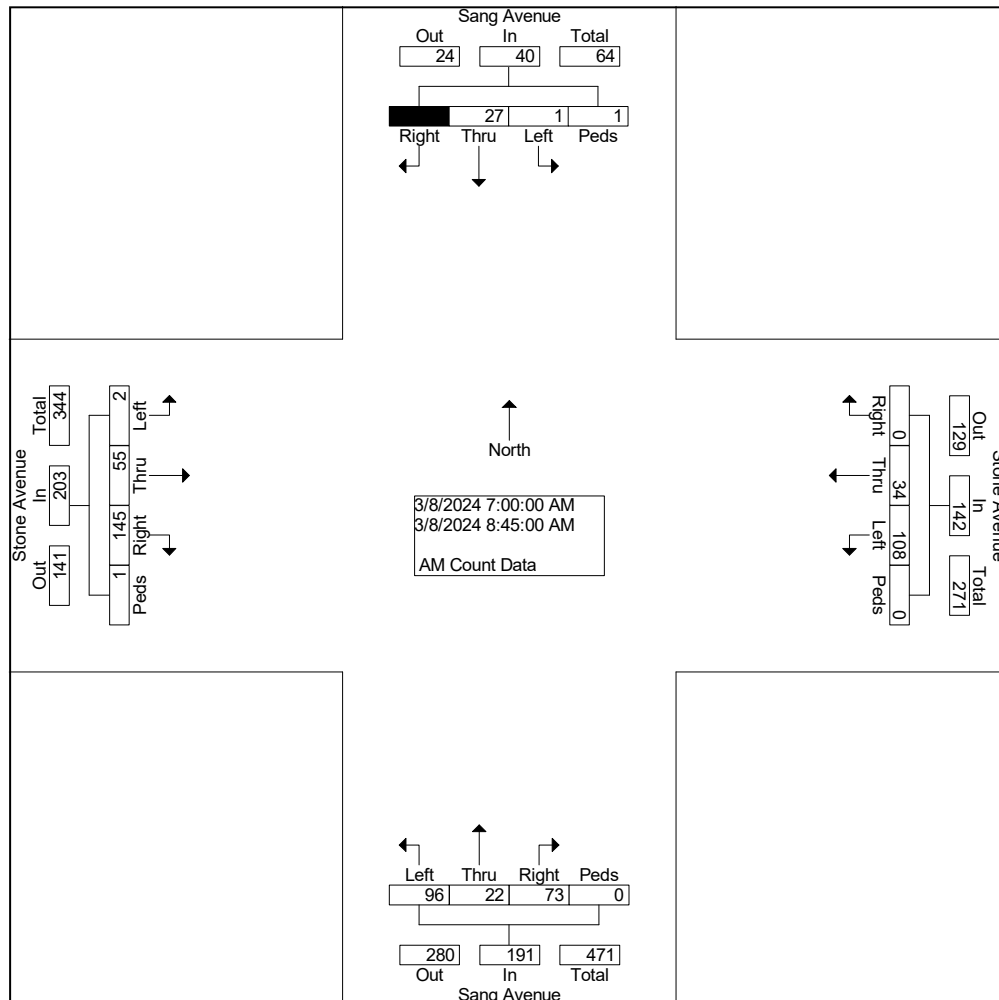
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data
Stone Street & Sang Street
Fayetteville, Arkansas
P-2243

File Name : AM SA ST
Site Code : 00000000
Start Date : 03/08/2024
Page No : 1

Groups Printed- AM Count Data

	Sang Avenue From North					Stone Avenue From East					Sang Avenue From South					Stone Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	3	1	0	5	0	1	4	0	5	0	3	4	0	7	6	3	0	0	9	26
07:15 AM	1	1	0	0	2	0	3	16	0	19	12	2	7	0	21	9	5	0	0	14	56
07:30 AM	0	1	0	0	1	0	10	17	0	27	15	3	12	0	30	20	12	0	0	32	90
07:45 AM	0	3	0	1	4	0	4	21	0	25	10	4	17	0	31	28	10	0	1	39	99
Total	2	8	1	1	12	0	18	58	0	76	37	12	40	0	89	63	30	0	1	94	271
08:00 AM	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	166
08:15 AM	1	1	0	0	2	0	4	2	0	6	9	4	16	0	29	19	7	1	0	27	64
08:30 AM	0	2	0	0	2	0	6	5	0	11	2	0	0	0	2	10	1	0	0	11	26
08:45 AM	3	5	0	0	8	0	0	20	0	20	6	0	6	0	12	3	6	0	0	9	49
Total	9	19	0	0	28	0	16	50	0	66	36	10	56	0	102	82	25	2	0	109	305
Grand Total	11	27	1	1	40	0	34	108	0	142	73	22	96	0	191	145	55	2	1	203	576
Apprch %	27.5	67.5	2.5	2.5		0.0	23.9	76.1	0.0		38.2	11.5	50.3	0.0		71.4	27.1	1.0	0.5		
Total %	1.9	4.7	0.2	0.2	6.9	0.0	5.9	18.8	0.0	24.7	12.7	3.8	16.7	0.0	33.2	25.2	9.5	0.3	0.2	35.2	

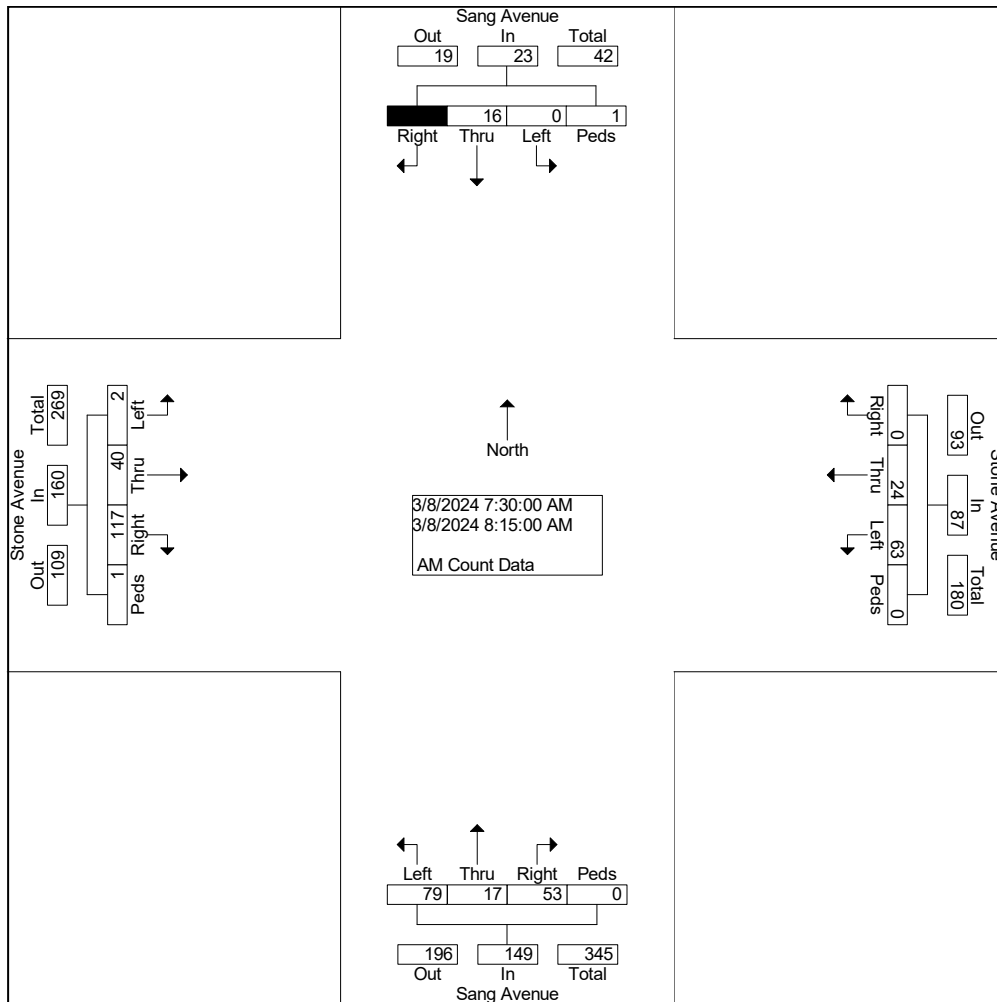


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data
Stone Street & Sang Street
Fayetteville, Arkansas
P-2243

File Name : AM SA ST
Site Code : 00000000
Start Date : 03/08/2024
Page No : 2

	Sang Avenue From North					Stone Avenue From East					Sang Avenue From South					Stone Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	6	16	0	1	23	0	24	63	0	87	53	17	79	0	149	117	40	2	1	160	419
Percent	26.1	69.6	0.0	4.3		0.0	27.6	72.4	0.0		35.6	11.4	53.0	0.0		73.1	25.0	1.3	0.6		
08:00																					
Volume	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	166
Peak Factor																					0.631
High Int.	08:00 AM					08:00 AM					08:00 AM					08:00 AM					
Volume	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	
Peak Factor	0.359					0.750					0.631					0.645					



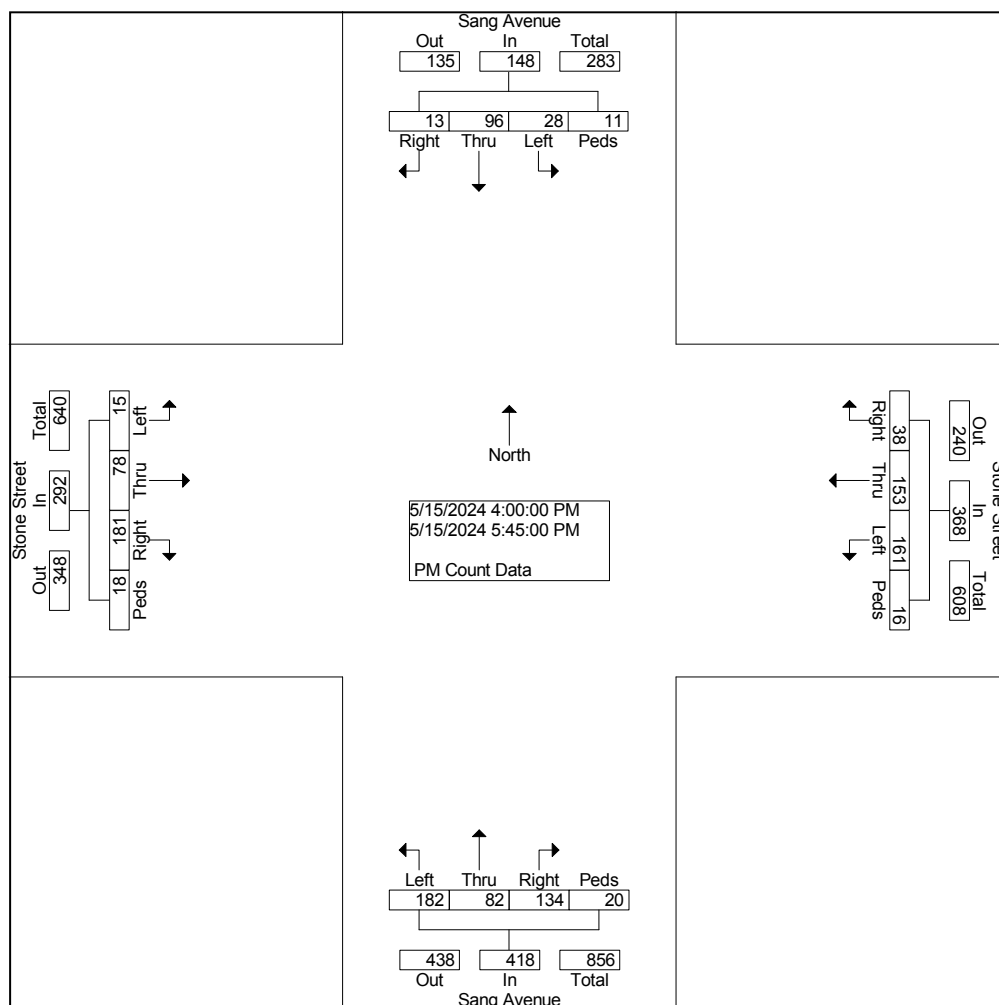
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Sang Avenue
Fayetteville, Arkansas
P-2243

File Name : PM SA ST
Site Code : 00000000
Start Date : 05/15/2024
Page No : 1

Groups Printed- PM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	1	22	5	2	30	10	26	42	4	82	29	8	16	4	57	35	20	2	8	65	234
04:15 PM	2	14	4	2	22	5	34	26	3	68	24	14	18	3	59	41	25	2	4	72	221
04:30 PM	2	12	3	3	20	5	12	14	0	31	13	12	32	5	62	21	8	1	3	33	146
04:45 PM	1	9	4	2	16	4	18	20	3	45	12	12	28	3	55	18	4	4	2	28	144
Total	6	57	16	9	88	24	90	102	10	226	78	46	94	15	233	115	57	9	17	198	745
05:00 PM	1	10	4	0	15	5	20	20	3	48	16	18	32	2	68	20	4	3	1	28	159
05:15 PM	2	10	3	1	16	3	14	19	0	36	14	4	18	2	38	18	6	2	0	26	116
05:30 PM	2	10	4	1	17	3	16	12	3	34	20	8	22	1	51	16	6	1	0	23	125
05:45 PM	2	9	1	0	12	3	13	8	0	24	6	6	16	0	28	12	5	0	0	17	81
Total	7	39	12	2	60	14	63	59	6	142	56	36	88	5	185	66	21	6	1	94	481
Grand Total	13	96	28	11	148	38	153	161	16	368	134	82	182	20	418	181	78	15	18	292	1226
Apprch %	8.8	64.9	18.9	7.4		10.3	41.6	43.8	4.3		32.1	19.6	43.5	4.8		62.0	26.7	5.1	6.2		
Total %	1.1	7.8	2.3	0.9	12.1	3.1	12.5	13.1	1.3	30.0	10.9	6.7	14.8	1.6	34.1	14.8	6.4	1.2	1.5	23.8	

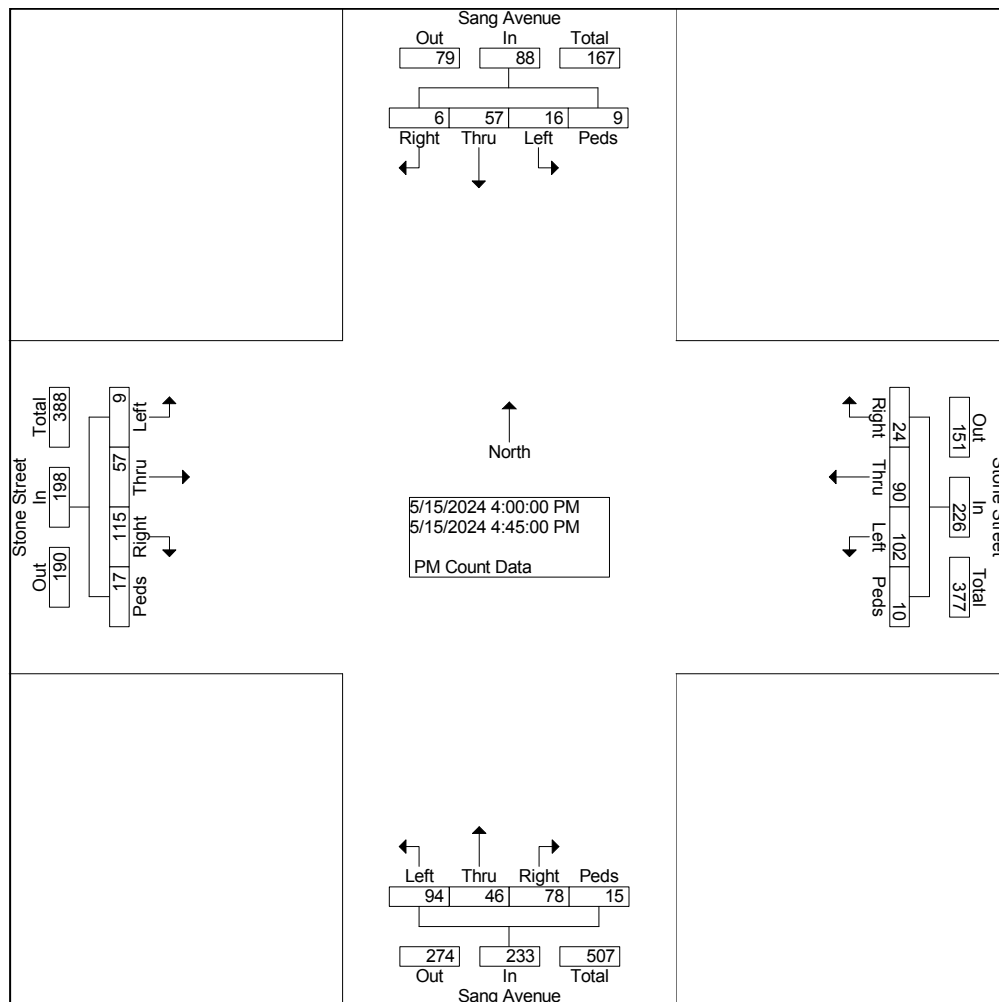


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Sang Avenue
Fayetteville, Arkansas
P-2243

File Name : PM SA ST
Site Code : 00000000
Start Date : 05/15/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	6	57	16	9	88	24	90	102	10	226	78	46	94	15	233	115	57	9	17	198	745
Percent	6.8	64.8	18.2	10.2		10.6	39.8	45.1	4.4		33.5	19.7	40.3	6.4		58.1	28.8	4.5	8.6		
04:00	1	22	5	2	30	10	26	42	4	82	29	8	16	4	57	35	20	2	8	65	234
Volume																					
Peak Factor																					0.796
High Int.	04:00 PM					04:00 PM					04:30 PM					04:15 PM					
Volume	1	22	5	2	30	10	26	42	4	82	13	12	32	5	62	41	25	2	4	72	
Peak Factor					0.733					0.689					0.940					0.688	



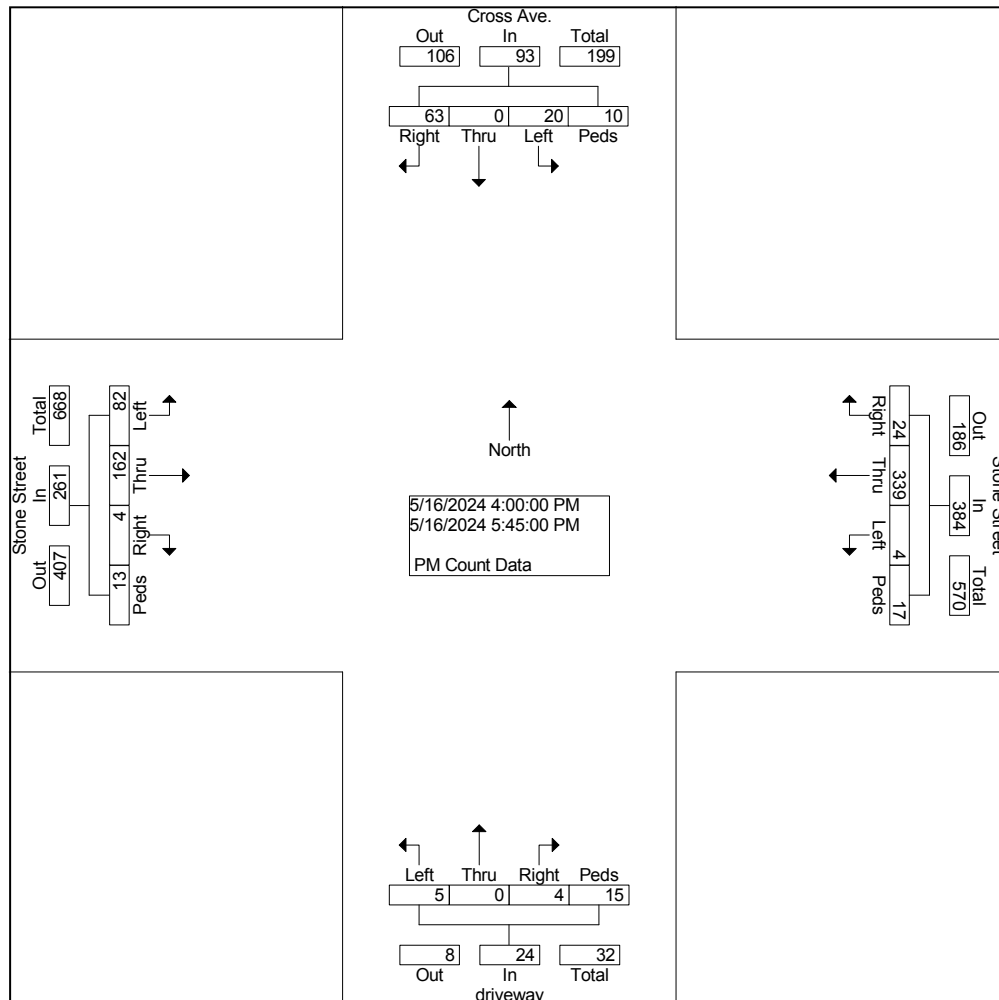
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Cross Avenue
Fayetteville, Arkansas
P-2243

File Name : PM CR ST
Site Code : 00000000
Start Date : 05/16/2024
Page No : 1

Groups Printed- PM Count Data

	Cross Ave. From North					Stone Street From East					driveway From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	0	2	1	11	3	78	1	2	84	0	0	1	0	1	0	40	14	4	58	154
04:15 PM	10	0	2	2	14	2	66	0	2	70	0	0	1	3	4	1	41	12	3	57	145
04:30 PM	2	0	3	3	8	3	27	1	3	34	1	0	0	4	5	0	12	12	3	27	74
04:45 PM	4	0	2	2	8	4	41	0	3	48	0	0	1	3	4	1	12	8	2	23	83
Total	24	0	9	8	41	12	212	2	10	236	1	0	3	10	14	2	105	46	12	165	456
05:00 PM	12	0	4	0	16	4	40	1	3	48	1	0	1	2	4	0	14	9	1	24	92
05:15 PM	9	0	3	1	13	3	36	0	1	40	1	0	0	2	3	1	12	12	0	25	81
05:30 PM	10	0	2	1	13	2	31	1	3	37	1	0	1	1	3	0	23	7	0	30	83
05:45 PM	8	0	2	0	10	3	20	0	0	23	0	0	0	0	0	1	8	8	0	17	50
Total	39	0	11	2	52	12	127	2	7	148	3	0	2	5	10	2	57	36	1	96	306
Grand Total	63	0	20	10	93	24	339	4	17	384	4	0	5	15	24	4	162	82	13	261	762
Apprch %	67.7	0.0	21.5	10.8		6.3	88.3	1.0	4.4		16.7	0.0	20.8	62.5		1.5	62.1	31.4	5.0		
Total %	8.3	0.0	2.6	1.3	12.2	3.1	44.5	0.5	2.2	50.4	0.5	0.0	0.7	2.0	3.1	0.5	21.3	10.8	1.7	34.3	

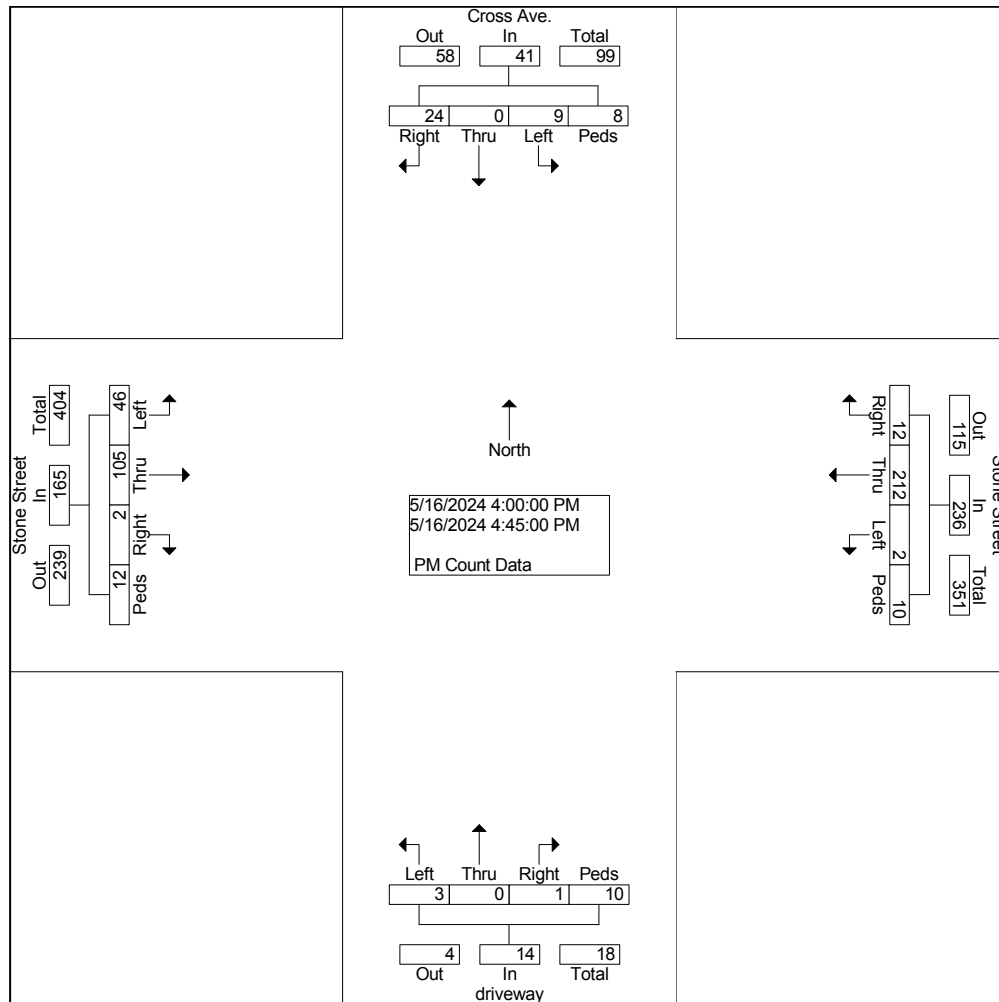


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Cross Avenue
Fayetteville, Arkansas
P-2243

File Name : PM CR ST
Site Code : 00000000
Start Date : 05/16/2024
Page No : 2

	Cross Ave. From North					Stone Street From East					driveway From South					Stone Street From West					
Start Time	Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Left	Ped s	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	24	0	9	8	41	12	212	2	10	236	1	0	3	10	14	2	105	46	12	165	456
Percent	58.5	0.0	22.0	19.5		5.1	89.8	0.8	4.2		7.1	0.0	21.4	71.4		1.2	63.6	27.9	7.3		
04:00																					
Volume	8	0	2	1	11	3	78	1	2	84	0	0	1	0	1	0	40	14	4	58	154
Peak Factor																					0.740
High Int.	04:15 PM					04:00 PM					04:30 PM					04:00 PM					
Volume	10	0	2	2	14	3	78	1	2	84	1	0	0	4	5	0	40	14	4	58	
Peak Factor	0.732					0.702					0.700					0.711					



**Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024**

Time	Southbound Cross Avenue					Westbound Stone Street					Northbound driveway					Eastbound Stone Street					VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024**

Time	Southbound Cross Avenue					Westbound Stone Street					Northbound driveway					Eastbound Stone Street					VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Southbound Cross Avenue										Westbound Stone Street										Northbound driveway										Eastbound Stone Street										VEHICLE TOTAL
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																
4:00 PM	0	2	0	20	1	22	0	0	33	2	0	35	0	0	0	0	0	0	0	0	10	56	1	1	67	124														
4:15 PM	0	2	0	24	1	26	0	0	25	1	0	26	0	0	0	0	3	0	0	8	28	0	1	36	88															
4:30 PM	0	2	0	16	0	18	0	0	21	1	0	22	0	0	0	0	0	0	0	0	12	1	0	14	50															
4:45 PM	0	1	0	8	1	9	0	0	30	0	0	30	0	0	0	0	0	0	0	2	18	0	1	20	59															
Hourly Total	0	7	0	58	4	65	0	0	115	4	0	119	0	0	0	0	3	0	0	21	114	2	3	137	321															
5:00 PM	0	2	0	20	1	22	0	0	24	1	0	25	0	0	0	0	0	0	0	3	14	1	1	18	65															
5:15 PM	0	2	0	20	1	22	0	0	18	0	0	18	0	1	0	0	0	0	0	4	20	1	0	25	66															
5:30 PM	0	2	0	16	0	18	0	0	21	1	0	22	0	0	0	0	0	0	0	6	8	0	1	14	54															
5:45 PM	0	6	0	8	1	14	0	1	13	1	0	15	0	1	1	0	0	2	0	4	12	1	1	17	48															
Hourly Total	0	12	0	64	3	76	0	1	76	3	0	80	0	2	1	0	0	3	0	17	54	3	3	74	233															
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
DAILY TOTAL	0	19	0	122	7	141	0	1	191	7	0	199	0	2	1	0	3	3	0	0	38	188	5	6	211	554														
Cars	0	19	0	122	7	141	0	1	176	7	0	184	0	2	1	0	3	3	0	0	38	164	5	6	207	535														
Heavy Vehicles	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	19	19														
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.85%	0.00%	0.00%	7.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.38%	0.00%	0.00%	0.00%	1.90%	3.43%														

Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Time	Southbound					Westbound					Northbound					Eastbound					VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total			
4:00 PM	0	2	0	20	1	22	0	0	33	2	0	35	0	0	0	0	0	0	124		
4:15 PM	0	2	0	24	1	26	0	0	25	1	0	26	0	0	0	3	0	1	88		
4:30 PM	0	2	0	6	1	8	0	0	27	1	0	28	0	0	0	0	1	14	50		
4:45 PM	0	1	0	8	1	9	0	0	30	0	0	30	0	0	0	0	0	0	59		
Peak Hour Total	0	7	0	58	4	65	0	0	115	4	0	119	0	0	0	3	0	3	321		
PHF	0.000	0.875	0.000	0.604	1.000	0.625	0.000	0.000	0.871	0.500	0.000	0.850	0.000	0.000	0.000	0.250	0.000	0.000	0.647		

Total Vehicles On Leg		187	
Vehicles Entering Intersection		Vehicles Exiting Intersection	
Southbound		Northbound	
Cars	122	0	19
Heavy	0	0	0
Total	122	0	19



Total Vehicles on Leg	Eastbound		
	Cars	Heavy	Total
Vehicles Entering Intersection	6	0	6
Vehicles Exiting Intersection	0	0	0
Total	38	0	38



Total Vehicles on Leg	Westbound		
	Cars	Heavy	Total
Vehicles Entering Intersection	7	0	7
Vehicles Exiting Intersection	176	15	191
Total	1	0	1

Total Vehicles On Leg		9	
Vehicles Entering Intersection		Vehicles Exiting Intersection	
Southbound		Northbound	
Cars	3	0	2
Heavy	0	0	0
Total	3	0	2

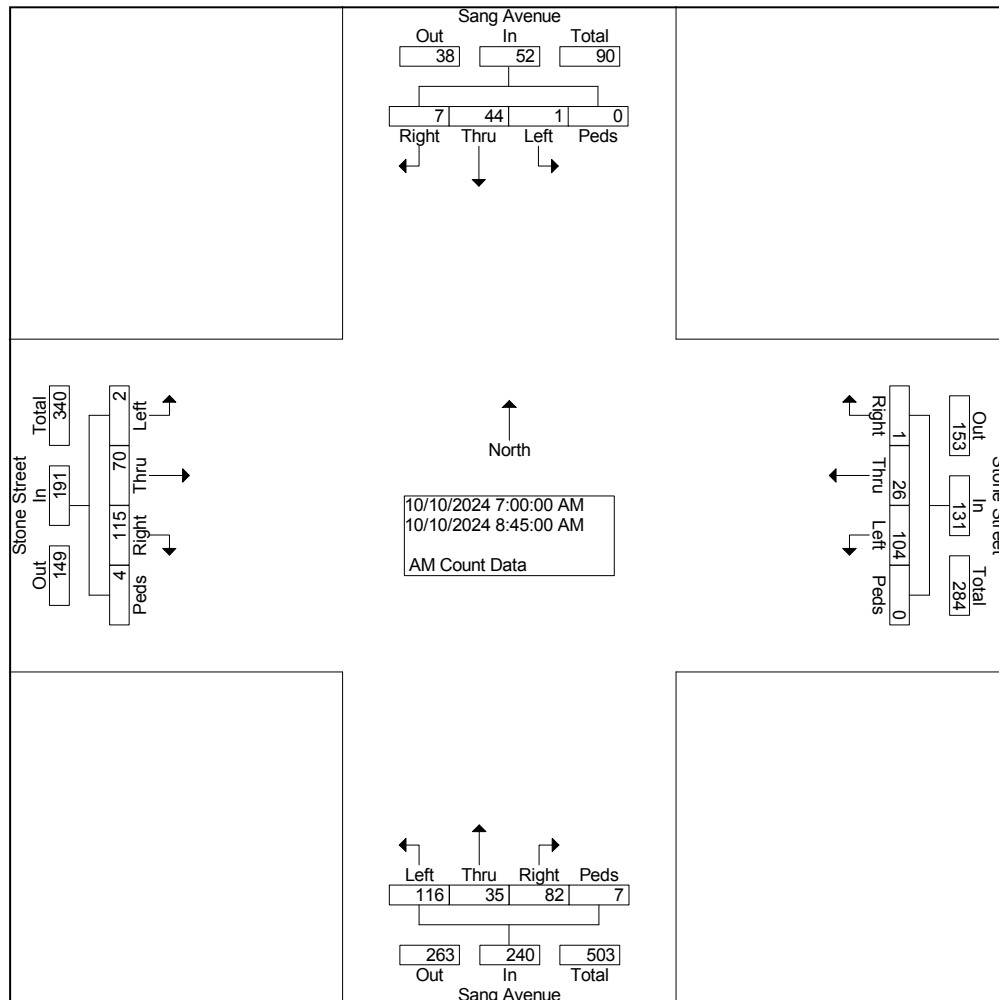
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : AM Sa St
Site Code : 00000000
Start Date : 10/10/2024
Page No : 1

Groups Printed- AM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	8	0	0	8	0	1	6	0	7	14	2	11	0	27	4	8	0	3	15	57
07:15 AM	2	2	0	0	4	0	2	4	0	6	6	10	12	3	31	3	8	0	0	11	52
07:30 AM	2	6	0	0	8	0	4	12	0	16	14	0	15	0	29	11	11	2	0	24	77
07:45 AM	0	7	1	0	8	0	2	19	0	21	9	4	9	0	22	18	18	0	0	36	87
Total	4	23	1	0	28	0	9	41	0	50	43	16	47	3	109	36	45	2	3	86	273
08:00 AM	1	6	0	0	7	0	3	25	0	28	11	4	15	2	32	31	13	0	0	44	111
08:15 AM	0	6	0	0	6	0	5	19	0	24	11	6	27	2	46	28	7	0	1	36	112
08:30 AM	1	5	0	0	6	1	5	10	0	16	9	5	14	0	28	11	3	0	0	14	64
08:45 AM	1	4	0	0	5	0	4	9	0	13	8	4	13	0	25	9	2	0	0	11	54
Total	3	21	0	0	24	1	17	63	0	81	39	19	69	4	131	79	25	0	1	105	341
Grand Total	7	44	1	0	52	1	26	104	0	131	82	35	116	7	240	115	70	2	4	191	614
Apprch %	13.5	84.6	1.9	0.0		0.8	19.8	79.4	0.0		34.2	14.6	48.3	2.9		60.2	36.6	1.0	2.1		
Total %	1.1	7.2	0.2	0.0	8.5	0.2	4.2	16.9	0.0	21.3	13.4	5.7	18.9	1.1	39.1	18.7	11.4	0.3	0.7	31.1	

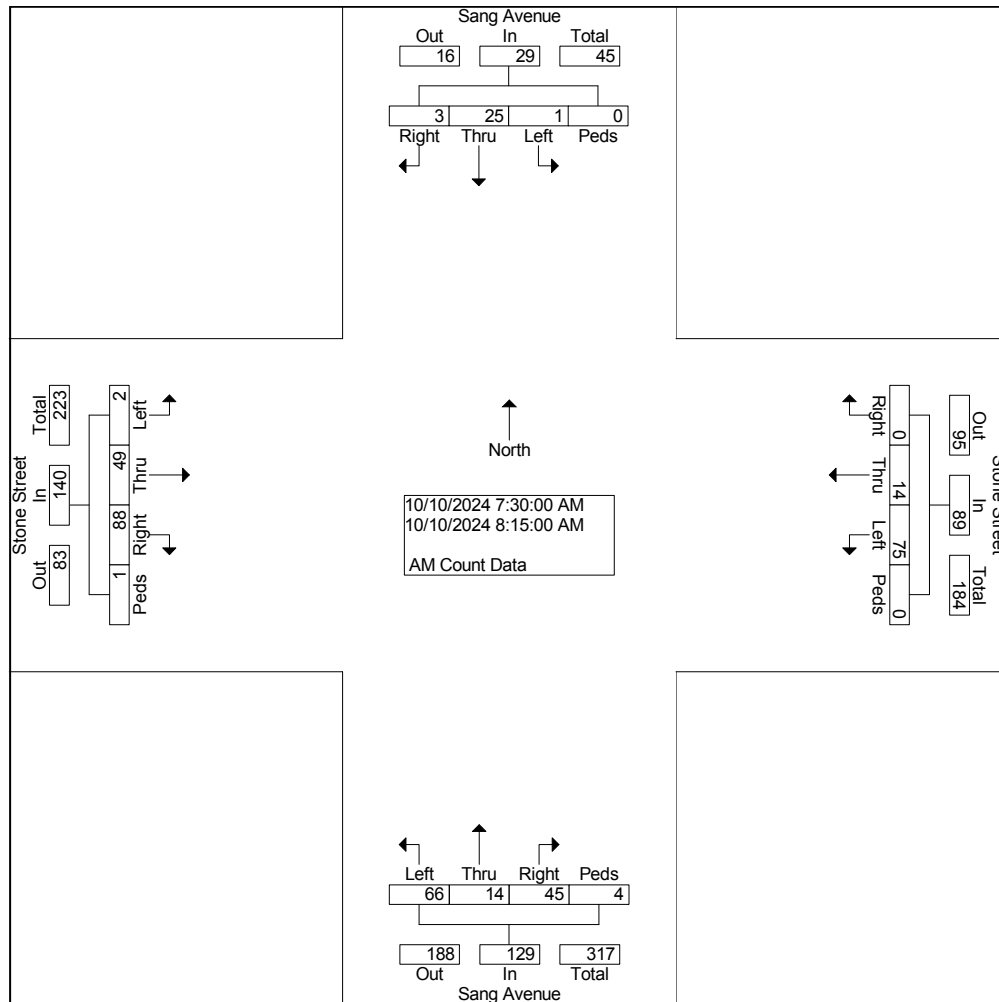


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : AM Sa St
Site Code : 00000000
Start Date : 10/10/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	3	25	1	0	29	0	14	75	0	89	45	14	66	4	129	88	49	2	1	140	387
Percent	10.3	86.2	3.4	0.0		0.0	15.7	84.3	0.0		34.9	10.9	51.2	3.1		62.9	35.0	1.4	0.7		
08:15																					
Volume	0	6	0	0	6	0	5	19	0	24	11	6	27	2	46	28	7	0	1	36	112
Peak Factor																					0.864
High Int.	07:30 AM					08:00 AM					08:15 AM					08:00 AM					
Volume	2	6	0	0	8	0	3	25	0	28	11	6	27	2	46	31	13	0	0	44	
Peak Factor	0.906										0.795					0.701					0.795



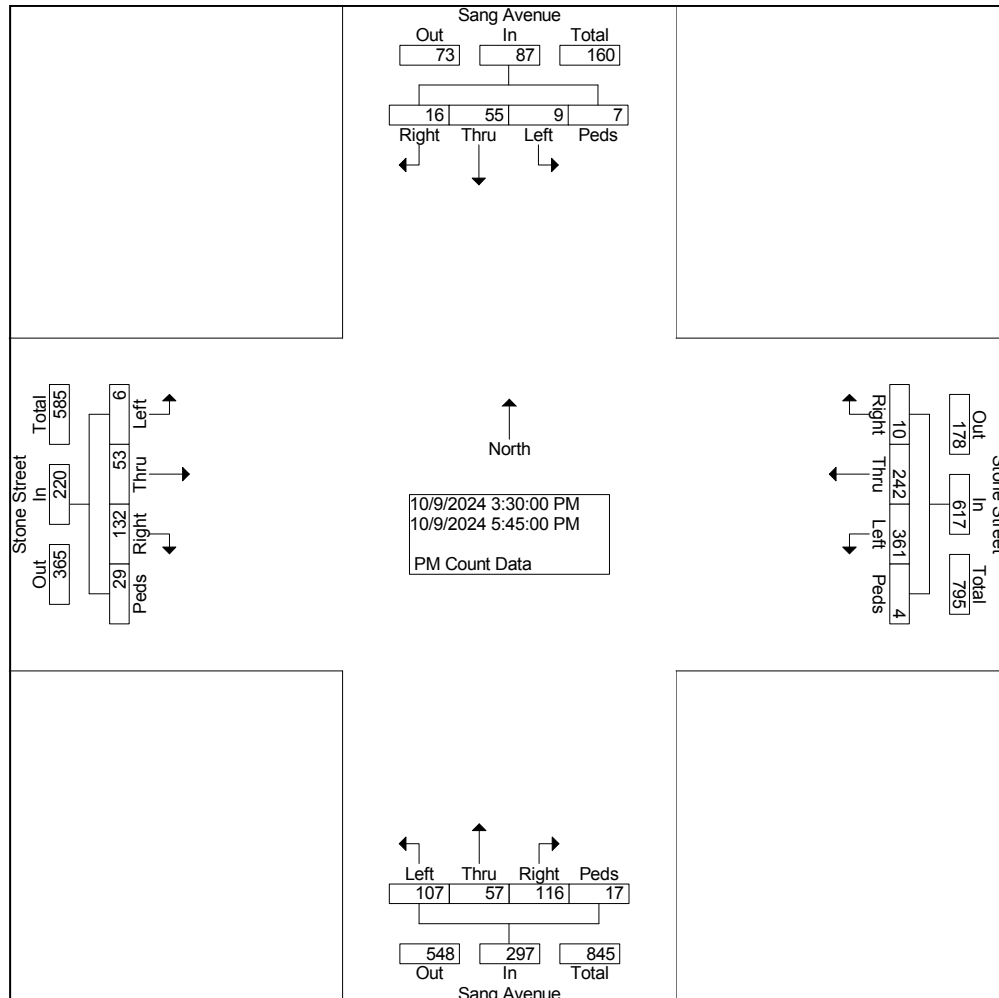
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : PM Sa St
Site Code : 00000000
Start Date : 10/09/2024
Page No : 1

Groups Printed- PM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:30 PM	1	2	0	0	3	1	12	46	0	59	5	4	4	0	13	8	5	0	0	13	88
03:45 PM	1	6	3	5	15	3	13	26	3	45	13	8	11	10	42	27	7	3	26	63	165
Total	2	8	3	5	18	4	25	72	3	104	18	12	15	10	55	35	12	3	26	76	253
04:00 PM	3	5	3	1	12	1	24	21	1	47	15	6	19	5	45	24	11	0	3	38	142
04:15 PM	3	7	0	0	10	1	39	41	0	81	16	4	14	0	34	15	4	0	0	19	144
04:30 PM	2	7	0	0	9	1	38	45	0	84	15	7	14	1	37	13	4	0	0	17	147
04:45 PM	3	10	0	1	14	1	29	27	0	57	17	8	14	1	40	13	6	1	0	20	131
Total	11	29	3	2	45	4	130	134	1	269	63	25	61	7	156	65	25	1	3	94	564
05:00 PM	2	4	0	0	6	1	28	26	0	55	13	5	17	0	35	11	2	1	0	14	110
05:15 PM	0	6	0	0	6	0	24	48	0	72	10	6	6	0	22	8	6	0	0	14	114
05:30 PM	1	4	2	0	7	1	20	42	0	63	7	4	5	0	16	7	4	1	0	12	98
05:45 PM	0	4	1	0	5	0	15	39	0	54	5	5	3	0	13	6	4	0	0	10	82
Total	3	18	3	0	24	2	87	155	0	244	35	20	31	0	86	32	16	2	0	50	404
Grand Total	16	55	9	7	87	10	242	361	4	617	116	57	107	17	297	132	53	6	29	220	1221
Apprch %	18.4	63.2	10.3	8.0		1.6	39.2	58.5	0.6		39.1	19.2	36.0	5.7		60.0	24.1	2.7	13.2		
Total %	1.3	4.5	0.7	0.6	7.1	0.8	19.8	29.6	0.3	50.5	9.5	4.7	8.8	1.4	24.3	10.8	4.3	0.5	2.4	18.0	

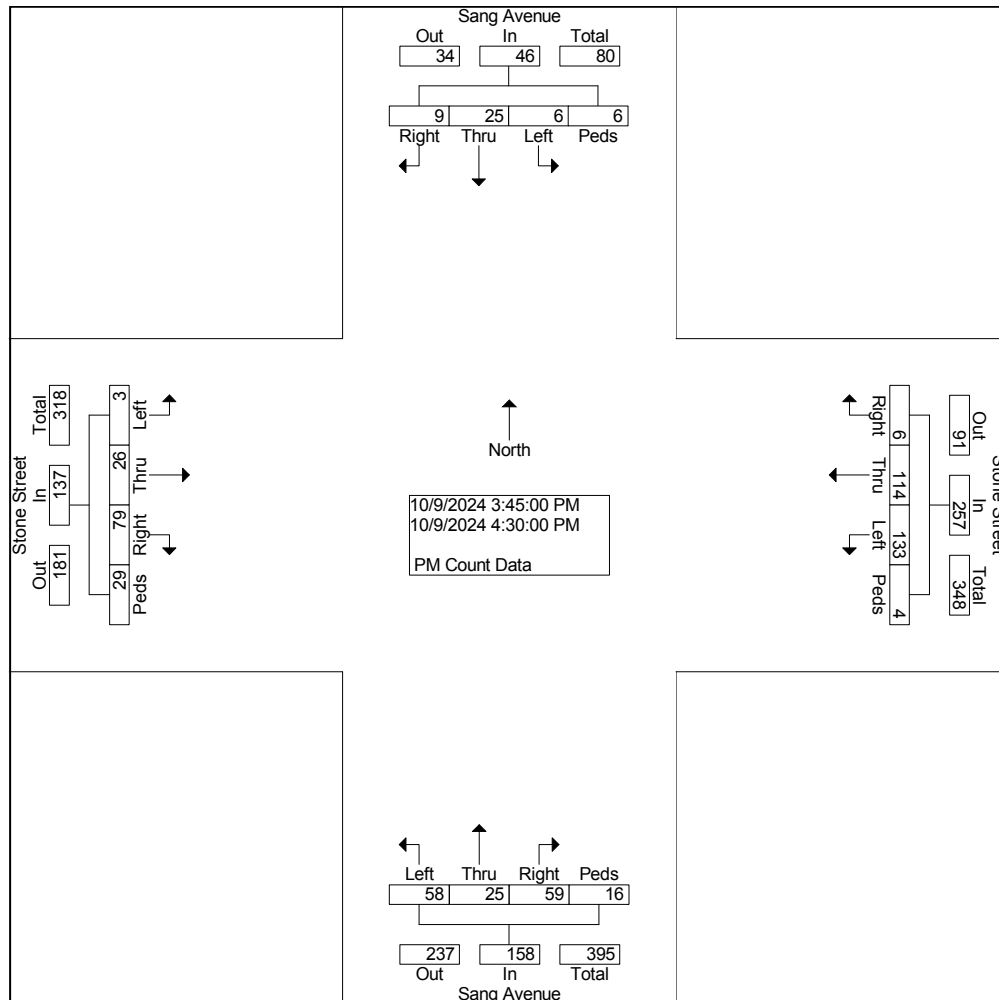


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : PM Sa St
Site Code : 00000000
Start Date : 10/09/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:45 PM																				
Volume	9	25	6	6	46	6	114	133	4	257	59	25	58	16	158	79	26	3	29	137	598
Percent	19.6	54.3	13.0	13.0		2.3	44.4	51.8	1.6		37.3	15.8	36.7	10.1		57.7	19.0	2.2	21.2		
03:45																					
Volume	1	6	3	5	15	3	13	26	3	45	13	8	11	10	42	27	7	3	26	63	165
Peak Factor																					0.906
High Int.	03:45 PM					04:30 PM					04:00 PM					03:45 PM					
Volume	1	6	3	5	15	1	38	45	0	84	15	6	19	5	45	27	7	3	26	63	
Peak Factor	0.767					0.765					0.878					0.544					



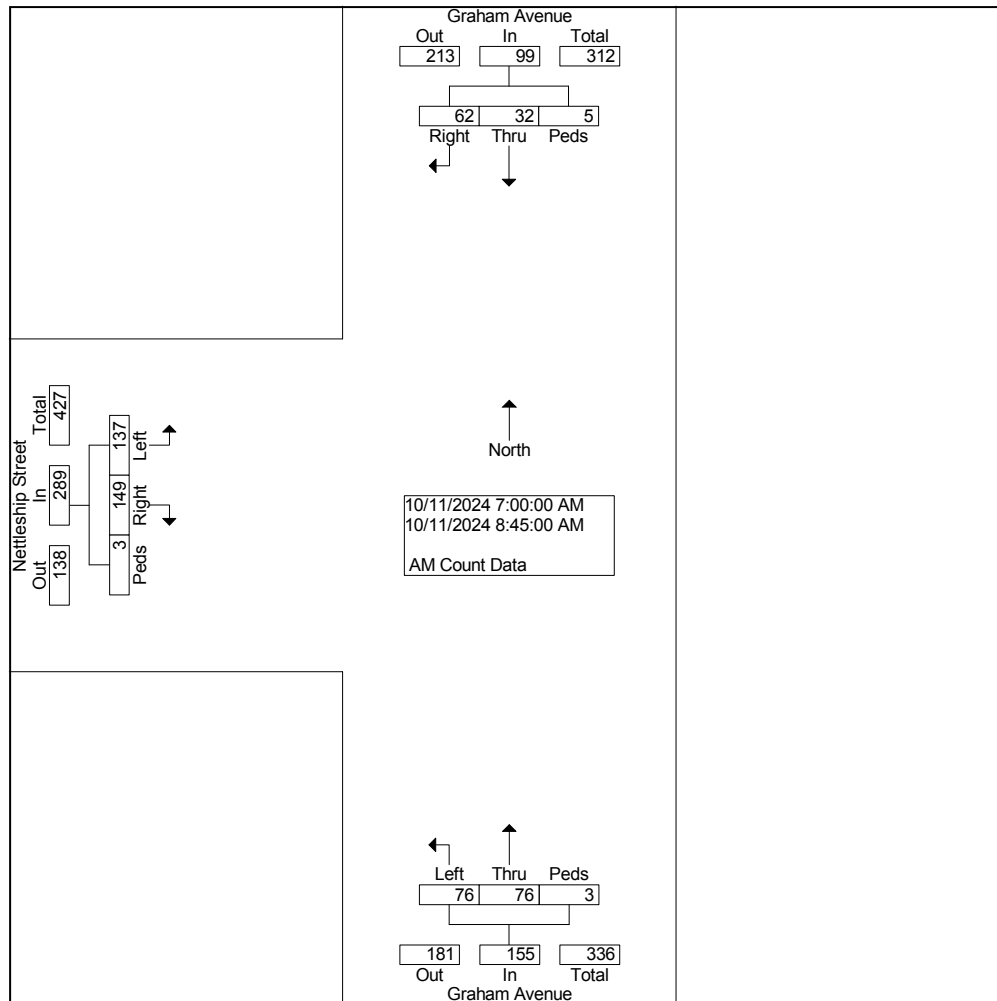
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & S. Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM Gr Ne
Site Code : 00000000
Start Date : 10/11/2024
Page No : 1

Groups Printed- AM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	2	0	6	7	7	0	14	11	6	1	18	38
07:15 AM	5	1	0	6	5	7	0	12	13	9	0	22	40
07:30 AM	6	2	1	9	12	7	1	20	14	17	1	32	61
07:45 AM	11	5	0	16	14	7	1	22	18	18	1	37	75
Total	26	10	1	37	38	28	2	68	56	50	3	109	214
08:00 AM	7	7	0	14	10	18	1	29	33	27	0	60	103
08:15 AM	16	9	0	25	7	12	0	19	37	26	0	63	107
08:30 AM	9	4	4	17	11	15	0	26	16	12	0	28	71
08:45 AM	4	2	0	6	10	3	0	13	7	22	0	29	48
Total	36	22	4	62	38	48	1	87	93	87	0	180	329
Grand Total	62	32	5	99	76	76	3	155	149	137	3	289	543
Apprch %	62.6	32.3	5.1		49.0	49.0	1.9		51.6	47.4	1.0		
Total %	11.4	5.9	0.9	18.2	14.0	14.0	0.6	28.5	27.4	25.2	0.6	53.2	

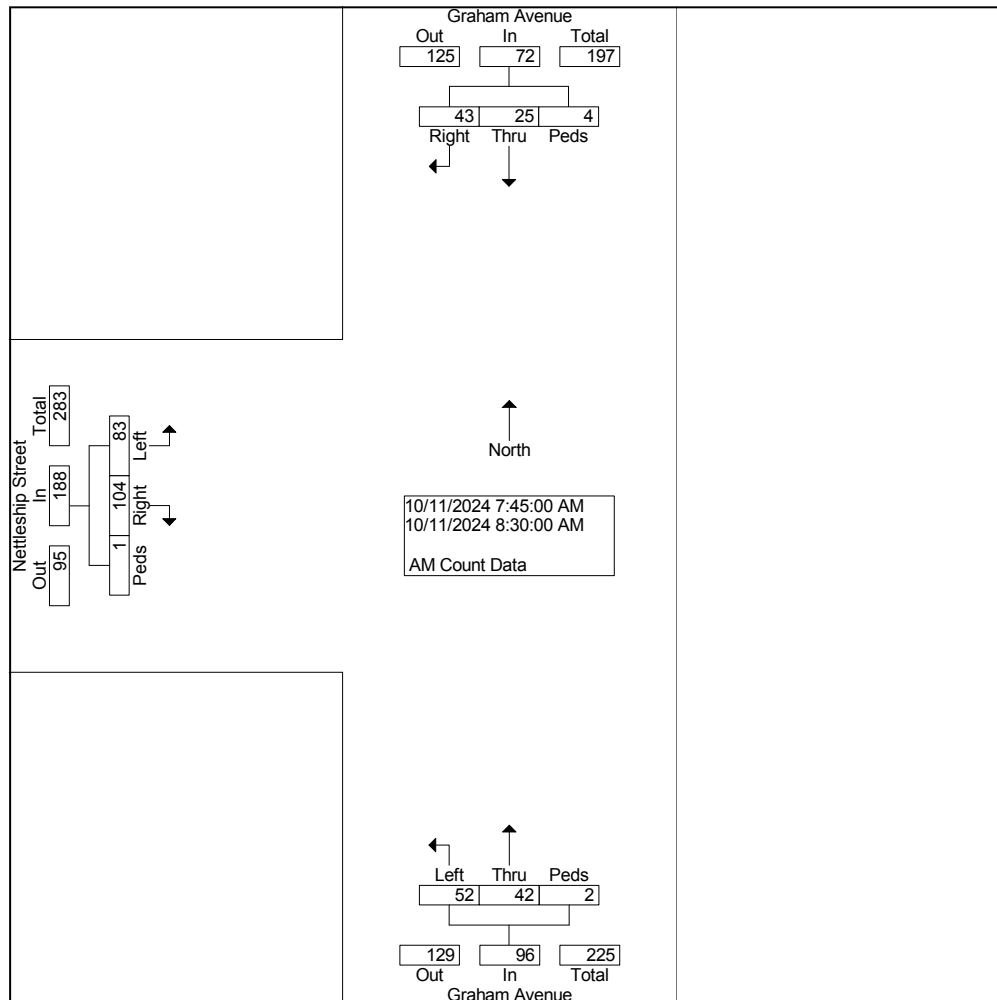


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & S. Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM Gr Ne
Site Code : 00000000
Start Date : 10/11/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	43	25	4	72	42	52	2	96	104	83	1	188	356
Percent	59.7	34.7	5.6		43.8	54.2	2.1		55.3	44.1	0.5		
08:15 Volume	16	9	0	25	7	12	0	19	37	26	0	63	107
Peak Factor													0.832
High Int.	08:15 AM				08:00 AM				08:15 AM				
Volume	16	9	0	25	10	18	1	29	37	26	0	63	
Peak Factor				0.720				0.828				0.746	



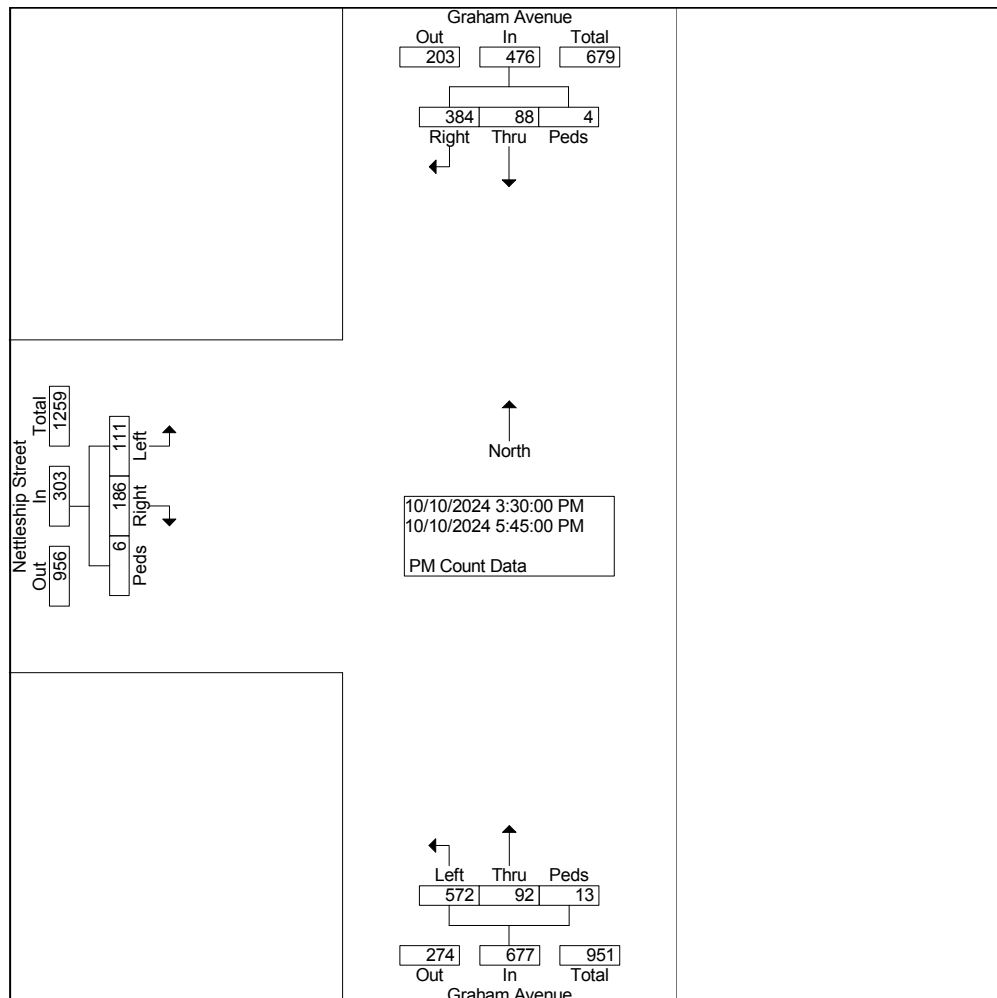
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : PM Gr Ne
Site Code : 00000000
Start Date : 10/10/2024
Page No : 1

Groups Printed- PM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:30 PM	11	7	2	20	7	27	1	35	11	4	3	18	73
03:45 PM	27	9	0	36	10	25	1	36	33	17	0	50	122
Total	38	16	2	56	17	52	2	71	44	21	3	68	195
04:00 PM	48	9	1	58	12	83	2	97	21	15	0	36	191
04:15 PM	39	7	0	46	9	122	1	132	11	20	0	31	209
04:30 PM	97	22	0	119	13	116	2	131	12	8	0	20	270
04:45 PM	76	12	1	89	17	79	4	100	32	12	0	44	233
Total	260	50	2	312	51	400	9	460	76	55	0	131	903
05:00 PM	44	9	0	53	9	51	1	61	21	19	1	41	155
05:15 PM	20	6	0	26	5	37	1	43	20	9	1	30	99
05:30 PM	12	4	0	16	6	18	0	24	14	4	0	18	58
05:45 PM	10	3	0	13	4	14	0	18	11	3	1	15	46
Total	86	22	0	108	24	120	2	146	66	35	3	104	358
Grand Total	384	88	4	476	92	572	13	677	186	111	6	303	1456
Apprch %	80.7	18.5	0.8		13.6	84.5	1.9		61.4	36.6	2.0		
Total %	26.4	6.0	0.3	32.7	6.3	39.3	0.9	46.5	12.8	7.6	0.4	20.8	

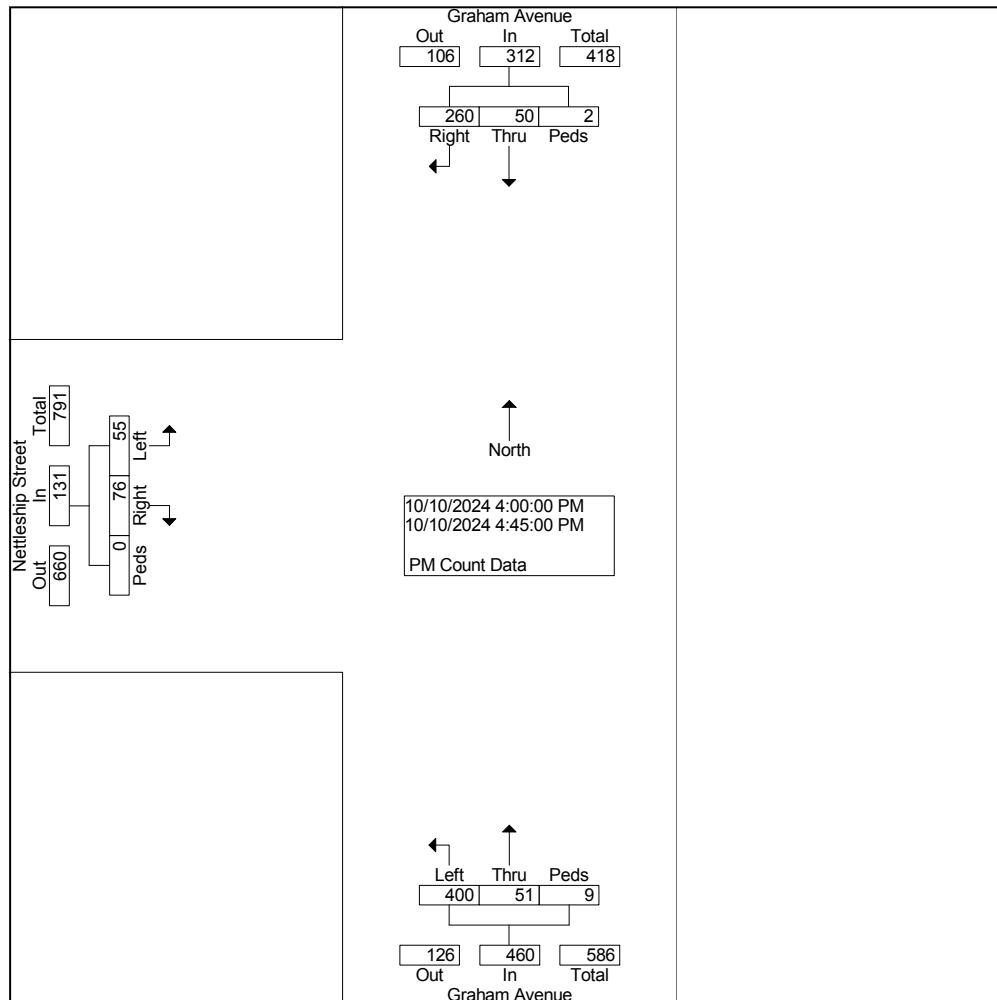


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : PM Gr Ne
Site Code : 00000000
Start Date : 10/10/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	260	50	2	312	51	400	9	460	76	55	0	131	903
Percent	83.3	16.0	0.6		11.1	87.0	2.0		58.0	42.0	0.0		
04:30 Volume	97	22	0	119	13	116	2	131	12	8	0	20	270
Peak Factor													0.836
High Int.	04:30 PM				04:15 PM				04:45 PM				
Volume	97	22	0	119	9	122	1	132	32	12	0	44	
Peak Factor				0.655				0.871				0.744	



**AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024**

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	4	0	6	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	26
7:15 AM	0	3	0	6	0	9	0	0	3	0	0	3	0	0	0	0	0	1	0	0	3	0	1	0	32
7:30 AM	0	1	0	1	2	2	0	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	42
7:45 AM	0	2	0	7	0	9	0	0	14	1	0	15	0	0	0	0	0	0	0	4	27	0	1	31	55
Hourly Total	0	8	0	18	2	26	0	0	24	2	1	26	0	0	0	2	1	2	0	13	88	0	2	101	155

**AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024**

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	1	0	10	1	17	0	0	12	1	1	13	0	0	0	0	0	0	0	1	22	0	2	23	47
8:15 AM	0	1	0	13	2	14	0	0	14	0	1	15	0	0	0	0	0	0	0	0	18	0	1	18	47
8:30 AM	0	0	0	10	0	10	0	0	5	0	1	5	0	0	0	0	0	0	0	2	14	0	1	16	31
8:45 AM	0	1	0	8	1	9	0	0	6	0	0	6	0	2	0	0	0	0	0	2	11	0	1	13	30
Hourly Total	0	3	0	41	4	44	0	0	37	2	3	39	0	2	0	0	0	2	0	5	65	0	5	70	155
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024**

Southbound										Westbound										Northbound										Eastbound										VEHICLE TOTAL
Cross Avenue										Stone Street										0										Stone Street										
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
DAILY TOTAL	0	11	0	59	6	70	0	0	61	4	4	65	0	2	0	2	1	4	0	18	153	0	7	171	310															
Cars	0	11	0	59	6	70	0	0	55	4	4	59	0	2	0	2	1	4	0	18	152	0	7	170	303															
Heavy Vehicles	0	0	0	0	0	0	0.00%	0.00%	9.84%	0.00%	0.00%	9.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.65%	0.00%	0.00%	0.58%	7															
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.84%	0.00%	0.00%	9.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.65%	0.00%	0.00%	0.58%	2.26%															

AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	
7:30 AM	0	1	0	1	2	2	0	0	5	1	1	6	0	0	27	0	42
7:45 AM	0	2	0	7	0	9	0	0	14	0	0	15	0	4	27	0	55
8:00 AM	0	1	0	10	1	11	0	0	12	1	1	13	0	1	22	0	47
8:15 AM	0	1	0	13	2	14	0	0	14	1	1	15	0	0	18	0	47
Peak Hour Total PHF	0.000	5.000	0.000	0.596	0.625	0.643	0.000	0.000	0.804	1.000	0.750	0.817	0.000	0.500	0.870	0.000	0.868

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Vehicles On Leg		92	
Vehicles Entering 70 Intersection		Vehicles Exiting 22	
Southbound		Northbound	
Cars	59	11	0
Heavy	0	0	0
Total	59	11	0



Total Vehicles on Leg	Eastbound		
	Cars	Heavy	Total
Vehicles Entering Intersection	7	0	7
Vehicles Exiting Intersection	0	0	0
Total	18	0	18



Cars	Heavy	Total	Westbound	
			Vehicles Entering Intersection	Total Vehicles on Leg
55	6	61	65	231
0	0	0	Vehicles Exiting Intersection	
4	0	4	166	

Cars	Heavy	Total	Northbound	
			Vehicles Entering Intersection	Vehicles Exiting Intersection
1	0	1	2	0
0	0	0	0	0
0	0	0	0	0
Total	1	1	2	0

Southbound										Northbound										VEHICLE TOTAL
Cross Avenue					Stone Street					Eastbound					Westbound					
Straight					Straight					Straight					Straight					
Left Turns					Left Turns					Left Turns					Left Turns					
Through					Through					Through					Through					
Right Turns					Right Turns					Right Turns					Right Turns					
Crosswalk					Crosswalk					Crosswalk					Crosswalk					
Approach					Approach					Approach					Approach					
Vehicle					Vehicle					Vehicle					Vehicle					
Total					Total					Total					Total					
U Turns										U Turns										U Turns
Left Turns										Left Turns										Left Turns
Through										Through										Through
Right Turns										Right Turns										Right Turns
Crosswalk										Crosswalk										Crosswalk
Approach										Approach										Approach
Vehicle										Vehicle										Vehicle
Total										Total										Total
Hourly Total										Hourly Total										Hourly Total
12:00 AM										12:00 AM										12:00 AM
12:15 AM										12:15 AM										12:15 AM
12:30 AM										12:30 AM										12:30 AM
12:45 AM										12:45 AM										12:45 AM
Hourly Total										Hourly Total										Hourly Total
1:00 AM										1:00 AM										1:00 AM
1:15 AM										1:15 AM										1:15 AM
1:30 AM										1:30 AM										1:30 AM
1:45 AM										1:45 AM										1:45 AM
Hourly Total										Hourly Total										Hourly Total
2:00 AM										2:00 AM										2:00 AM
2:15 AM										2:15 AM										2:15 AM
2:30 AM										2:30 AM										2:30 AM
2:45 AM										2:45 AM										2:45 AM
Hourly Total										Hourly Total										Hourly Total
3:00 AM										3:00 AM										3:00 AM
3:15 AM										3:15 AM										3:15 AM
3:30 AM										3:30 AM										3:30 AM
3:45 AM										3:45 AM										3:45 AM
Hourly Total										Hourly Total										Hourly Total
4:00 AM										4:00 AM										4:00 AM
4:15 AM										4:15 AM										4:15 AM
4:30 AM										4:30 AM										4:30 AM
4:45 AM										4:45 AM										4:45 AM
Hourly Total										Hourly Total										Hourly Total
5:00 AM										5:00 AM										5:00 AM
5:15 AM										5:15 AM										5:15 AM
5:30 AM										5:30 AM										5:30 AM
5:45 AM										5:45 AM										5:45 AM
Hourly Total										Hourly Total										Hourly Total
6:00 AM										6:00 AM										6:00 AM
6:15 AM										6:15 AM										6:15 AM
6:30 AM										6:30 AM										6:30 AM
6:45 AM										6:45 AM										6:45 AM
Hourly Total										Hourly Total										Hourly Total
7:00 AM										7:00 AM										7:00 AM
7:15 AM										7:15 AM										7:15 AM
7:30 AM										7:30 AM										7:30 AM
7:45 AM										7:45 AM										7:45 AM
Hourly Total										Hourly Total										Hourly Total

**PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024**

Time	Southbound Cross Avenue					Westbound Stone Street					Northbound 0					Eastbound Stone Street					VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	1	1	0	0	10	0	10	0	0	0	0	0	0	0	8	1	9	20
3:15 PM	0	1	0	0	1	0	0	29	1	30	0	0	0	0	0	0	2	13	0	13	44
3:30 PM	0	0	0	16	3	0	0	17	1	18	0	0	0	0	0	0	0	11	0	13	47
3:45 PM	0	2	0	22	24	3	0	23	2	25	0	0	0	0	0	6	29	1	3	35	84
Hourly Total	0	3	0	39	6	42	0	79	4	83	0	0	0	0	0	8	61	1	3	70	196

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Southbound Cross Avenue										Westbound Stone Street										Northbound 0										Eastbound Stone Street										VEHICLE TOTAL
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																
4:00 PM	0	1	0	26	21	27	0	0	27	0	0	27	0	0	0	0	0	0	0	0	2	25	0	2	27	81														
4:15 PM	0	0	0	22	22	22	0	0	41	0	1	41	0	0	0	0	0	0	0	0	2	14	0	0	16	79														
4:30 PM	0	0	0	39	1	39	1	0	35	0	1	36	0	0	0	0	0	0	0	0	5	17	0	0	22	97														
4:45 PM	0	1	0	29	1	30	0	0	32	2	0	34	0	0	0	0	0	0	0	0	6	18	0	1	24	88														
Hourly Total	0	2	0	116	23	118	1	0	135	2	2	138	0	0	0	0	0	0	0	0	15	74	0	3	89	345														
5:00 PM	0	1	0	22	1	23	0	0	32	1	1	33	0	0	0	0	0	0	0	0	6	11	0	1	17	73														
5:15 PM	0	1	0	32	0	33	0	0	44	1	1	45	0	0	0	0	0	0	0	0	5	14	0	0	19	97														
5:30 PM	0	3	0	23	1	26	0	0	29	2	0	31	0	0	0	0	0	0	0	4	15	0	0	19	76															
5:45 PM	0	3	0	15	2	18	0	0	22	3	1	25	0	0	0	0	0	0	0	9	9	0	0	2	18	61														
Hourly Total	0	8	0	92	4	100	0	0	127	7	3	134	0	0	0	0	0	0	0	24	49	0	3	73	307															
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
DAILY TOTAL	0	13	0	247	33	260	1	0	341	13	6	355	0	0	0	0	0	0	0	0	47	184	1	9	232	847														
Cars	0	13	0	247	33	260	1	0	325	13	6	339	0	0	0	0	0	0	0	0	47	179	1	9	227	826														
Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.69%	0.00%	0.00%	4.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.72%	0.00%	0.00%	2.16%	2.48%	2.48%														

**PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024**

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach	Vehicle Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach	Vehicle Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach	Vehicle Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Approach	Vehicle Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings
4:30 PM	0	0	0	39	1	39	1	0	35	0	1	36	0	5	17	0	0	22
4:45 PM	0	1	0	29	1	30	0	0	32	2	0	34	0	6	18	0	1	24
5:00 PM	0	1	0	22	1	23	0	0	32	1	1	33	0	6	11	0	1	17
5:15 PM	0	1	0	32	0	33	0	0	44	1	1	45	0	5	14	0	0	19
Peak Hour Total	0	3	0	122	3	125	1	0	143	4	3	148	0	22	60	0	2	82
PHF	0.000	0.750	0.000	0.782	0.750	0.807	0.250	0.000	0.813	0.500	0.750	0.822	0.000	0.917	0.533	0.000	0.500	0.854

Total Vehicles On Leg	320
Vehicles Entering Intersection	260
Vehicles Exiting Intersection	60
Southbound	
Cars	247
Heavy	0
Total	247
Northbound	
Cars	13
Heavy	0
Total	13



Total Vehicles on Leg	Eastbound		
	Cars	Heavy	Total
Vehicles Entering Intersection	9	0	9
Vehicles Exiting Intersection	0	0	0
Total	47	0	47
Vehicles Entering Intersection	179	5	184
Vehicles Exiting Intersection	1	0	1



Total Vehicles on Leg	Westbound			Total Vehicles on Leg
	Cars	Heavy	Total	
Vehicles Entering Intersection	13	0	13	355
Vehicles Exiting Intersection	325	16	341	533
Total	0	0	0	
Vehicles Entering Intersection	1	0	1	
Vehicles Exiting Intersection	6	0	6	

Cars		0	0	0	0
Heavy		0	0	0	0
Total		0	0	0	0
Vehicles Entering Intersection		0	0	0	1
Vehicles Exiting Intersection		0	0	0	1

**AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024**

Southbound										Westbound										Northbound										Eastbound										VEHICLE TOTAL
Cross Avenue										Marthna Road										0										Marthna Road										TOTAL
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total										
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														

Friday, October 11, 2024

		Southbound					Westbound					Northbound					Eastbound					VEHICLE TOTAL		
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total
8:00 AM	0	9	0	7	0	16	0	0	10	4	5	14	0	6	2	0	0	8	0	6	2	0	0	8
8:15 AM	0	12	0	5	0	17	0	0	9	4	1	13	0	1	11	0	0	12	0	4	4	0	0	42
8:30 AM	0	4	0	3	0	7	0	0	7	2	0	7	0	0	0	0	0	8	0	4	4	0	0	26
8:45 AM	0	5	0	2	0	7	0	0	5	4	1	7	0	0	6	0	0	8	0	2	6	0	0	22
Hourly Total	0	30	0	17	0	47	0	0	31	14	7	45	0	13	23	0	0	36	0	13	23	0	0	128
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024**

Southbound										Westbound										Northbound										Eastbound										VEHICLE TOTAL
Cross Avenue										Markina Road										0										Markina Road										TOTAL
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
DAILY TOTAL	0	50	0	32	0	82	0	0	53	22	7	75	0	0	0	0	0	0	0	0	28	38	0	0	223															
Cars	0	50	0	24	0	74	0	0	32	22	7	54	0	0	0	0	0	0	0	0	17	15	0	0	160															
Heavy Vehicles	0	0	0	8	0	8	0	0	21	0	0	21	0	0	0	0	0	0	0	0	11	23	0	0	63															
Heavy Vehicle %	0.00%	0.00%	0.00%	25.00%	0.00%	9.76%	0.00%	0.00%	39.62%	0.00%	0.00%	28.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	39.29%	60.53%	0.00%	0.00%	28.25%															

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024
AM Peak Hour

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	
7:45 AM	0	12	0	5	0	17	0	0	3	0	0	3	0	2	1	0	23
8:00 AM	0	9	0	7	0	16	0	0	10	0	0	0	0	6	2	0	38
8:15 AM	0	12	0	5	0	17	0	0	4	0	0	0	0	1	11	0	42
8:30 AM	0	4	0	20	0	7	0	0	7	0	0	11	0	4	4	0	26
Peak Hour Total	0	37	0	23	0	57	0	0	29	0	0	41	0	13	18	0	129
PHF	0.000	0.771	0.000	0.714	0.000	0.838	0.000	0.000	0.725	0.750	0.300	0.732	0.000	0.542	0.409	0.000	0.768

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Vehicles On Leg				132			
Vehicles Entering Intersection				Vehicles Exiting Intersection			
Southbound				50			
Cars	24	0	0	50	0	0	0
Heavy	8	0	0	0	0	0	0
Total	32	0	0	50	0	0	0



Total Vehicles on Leg	Eastbound			
	Cars	Heavy	Total	
Vehicles Entering Intersection	0	0	0	
Vehicles Exiting Intersection	0	0	0	
Total	0	0	0	

Daily Volumes



Cars	Heavy	Total	Westbound		Total Vehicles on Leg
22	0	22			
32	21	53			
0	0	0			
0	0	0			
7	0	7			

Total Vehicles On Leg				0			
Vehicles Entering Intersection				Vehicles Exiting Intersection			
Northbound				0			
Cars	0	0	0	0	0	0	0
Heavy	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

**PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024**

Monday, October 1, 2024																									
Time	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024**

Time	Southbound Cross Avenue					Westbound Markham Road					Northbound 0					Eastbound Markham Road					VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Vehicle Crosswalk Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Vehicle Crosswalk Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Vehicle Crosswalk Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Vehicle Crosswalk Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024**

Southbound										Westbound										Northbound										Eastbound										VEHICLE TOTAL
Cross Avenue					Marham Road					0					Marham Road					Cross Avenue																				
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																
4:00 PM	0	4	0	1	0	5	0	0	0	14	0	14	0	0	0	0	0	0	0	8	3	0	0	0	17															
4:15 PM	0	4	0	4	0	8	0	0	11	10	0	21	0	0	0	0	0	0	0	5	4	0	0	9	38															
4:30 PM	0	4	0	1	0	5	0	0	3	18	0	21	0	0	0	0	0	0	0	2	12	0	0	14	40															
4:45 PM	0	2	0	0	0	2	1	0	3	8	2	12	0	0	0	0	0	0	0	2	7	0	0	9	23															
Hourly Total	0	14	0	6	0	20	1	0	17	50	2	68	0	0	0	0	0	0	0	17	26	0	0	43	131															
5:00 PM	0	3	0	2	0	5	0	0	2	6	0	8	0	0	0	0	0	0	0	7	10	0	0	17	30															
5:15 PM	0	6	0	1	0	7	0	0	1	4	0	5	0	0	0	0	0	0	0	1	6	0	0	7	19															
5:30 PM	0	1	0	3	0	4	0	0	0	8	0	8	0	0	0	0	0	0	0	4	5	0	0	9	21															
5:45 PM	0	2	0	3	0	5	0	0	2	4	0	6	0	0	0	0	0	0	0	3	2	0	0	5	16															
Hourly Total	0	12	0	9	0	21	0	0	5	22	0	27	0	0	0	0	0	0	0	15	23	0	0	38	86															
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
DAILY TOTAL	0	26	0	15	0	41	1	0	22	72	2	95	0	0	0	0	0	0	0	32	49	0	0	81	217															
Cars	0	26	0	9	0	35	1	0	5	70	2	76	0	0	0	0	0	0	0	26	31	0	0	57	168															
Heavy Vehicles	0.00%	0.00%	0.00%	6	0.00%	6	0.00%	0.00%	17	2	0.00%	19	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6	18	0.00%	0.00%	24	49															
Heavy Vehicle %						14.63%			77.27%	2.78%		20.00%								18.75%	36.73%			29.53%	22.58%															

Planning Commission
February 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
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Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
4:00 PM	0	4	0	1	0	5	0	0	0	0	14	0	0	0	0	0	0	0	0	0	8	3	0	0	11	30
4:15 PM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9	38	
4:30 PM	0	4	0	1	0	5	0	0	0	3	18	0	0	0	0	0	0	0	0	2	12	0	0	14	40	
4:45 PM	0	2	0	0	0	2	1	0	0	3	8	2	0	0	0	0	0	0	0	7	0	0	0	9	23	
Peak Hour Total	0	14	0	3	0	20	1	0	0	17	50	2	0	0	0	0	0	0	0	17	26	0	0	43	131	
P/HF	0.000	0.875	0.000	0.375	0.000	0.625	0.250	0.000	0.386	0.694	0.250	0.870	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.531	0.542	0.000	0.000	0.768	0.819	



Daily Volumes

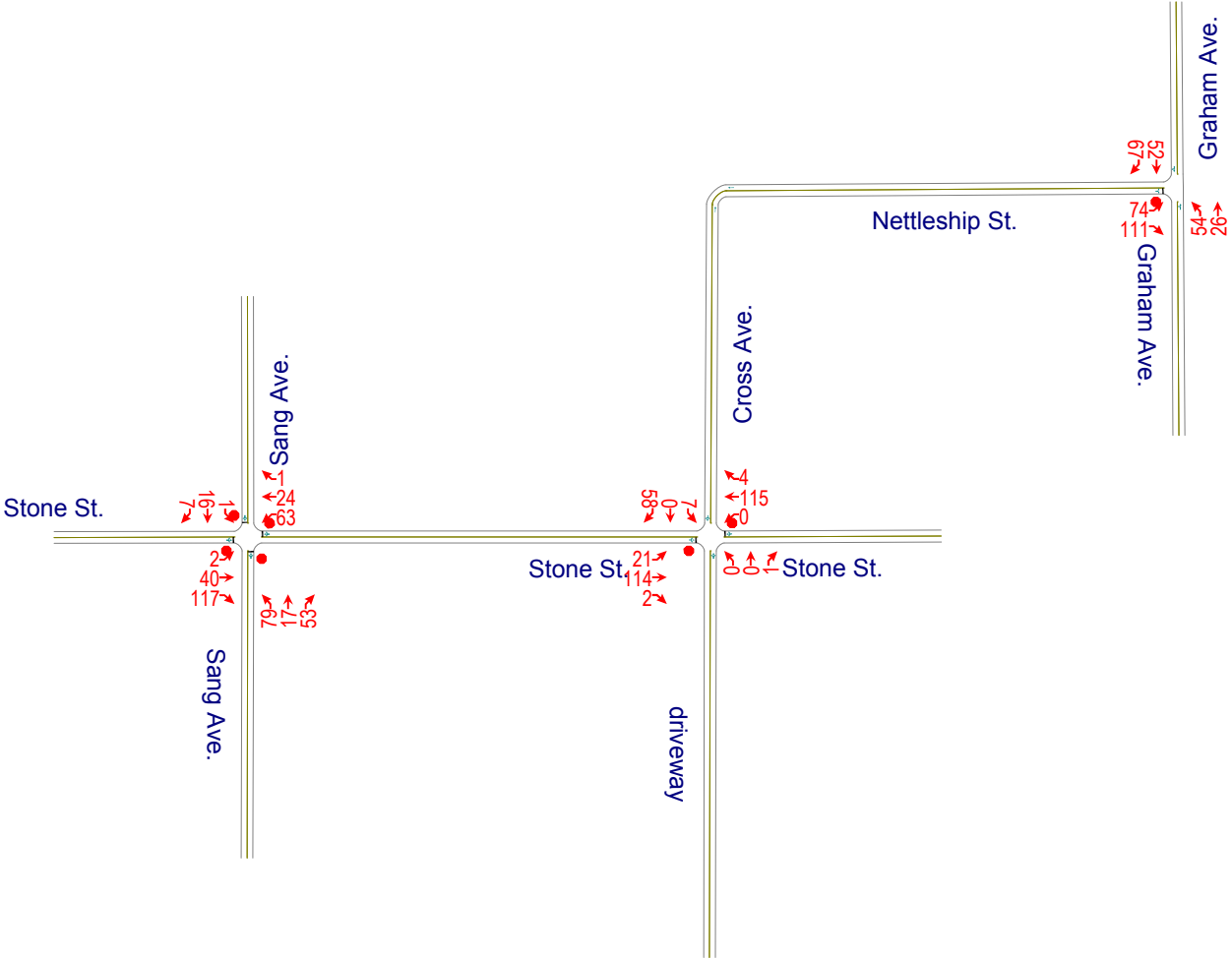
Westbound		Eastbound	
Entering Intersection	95	70	2
Total Vehicles on Leg	171	5	17
Exiting Intersection	76	0	0
		1	0
		2	0

	Northbound				Southbound			
Cars	0	0	0	0	0	0	0	0
Heavy	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Vehicles Entering Intersection					Vehicles Exiting Intersection			
Total Vehicles On Leg					0			

Capacity & Level of Service Calculations



PETERS & ASSOCIATES
ENGINEERS, INC.



HCM Unsignalized Intersection Capacity Analysis

3: driveway/Cross Ave. & Stone St.

6/5/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	114	2	0	115	4	0	0	1	7	0	58
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	124	2	0	125	4	0	0	1	8	0	63
Pedestrians		3			4			3			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	121	55	38	118	86	9	66			5		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	121	55	38	118	86	9	66			5		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	85	100	100	84	100	100			100		
cM capacity (veh/h)	738	828	1029	747	796	1066	1532			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	149	129	1	71								
Volume Left	23	0	0	8								
Volume Right	2	4	1	63								
cSH	815	803	1532	1611								
Volume to Capacity	0.18	0.16	0.00	0.00								
Queue Length 95th (ft)	17	14	0	0								
Control Delay (s)	10.4	10.3	0.0	0.8								
Lane LOS	B	B		A								
Approach Delay (s)	10.4	10.3	0.0	0.8								
Approach LOS	B	B										
Intersection Summary												
Average Delay			8.4									
Intersection Capacity Utilization			32.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Sang Ave. & Stone St.

6/5/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	40	117	63	24	1	79	17	53	1	16	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	43	127	68	26	1	86	18	58	1	17	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	173	96	162	26								
Volume Left (vph)	2	68	86	1								
Volume Right (vph)	127	1	58	8								
Hadj (s)	-0.40	0.17	-0.07	-0.13								
Departure Headway (s)	4.1	4.7	4.5	4.6								
Degree Utilization, x	0.19	0.12	0.20	0.03								
Capacity (veh/h)	846	721	762	724								
Control Delay (s)	8.0	8.4	8.6	7.7								
Approach Delay (s)	8.0	8.4	8.6	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.3								
Level of Service				A								
Intersection Capacity Utilization				42.1%	ICU Level of Service	A						
Analysis Period (min)				15								

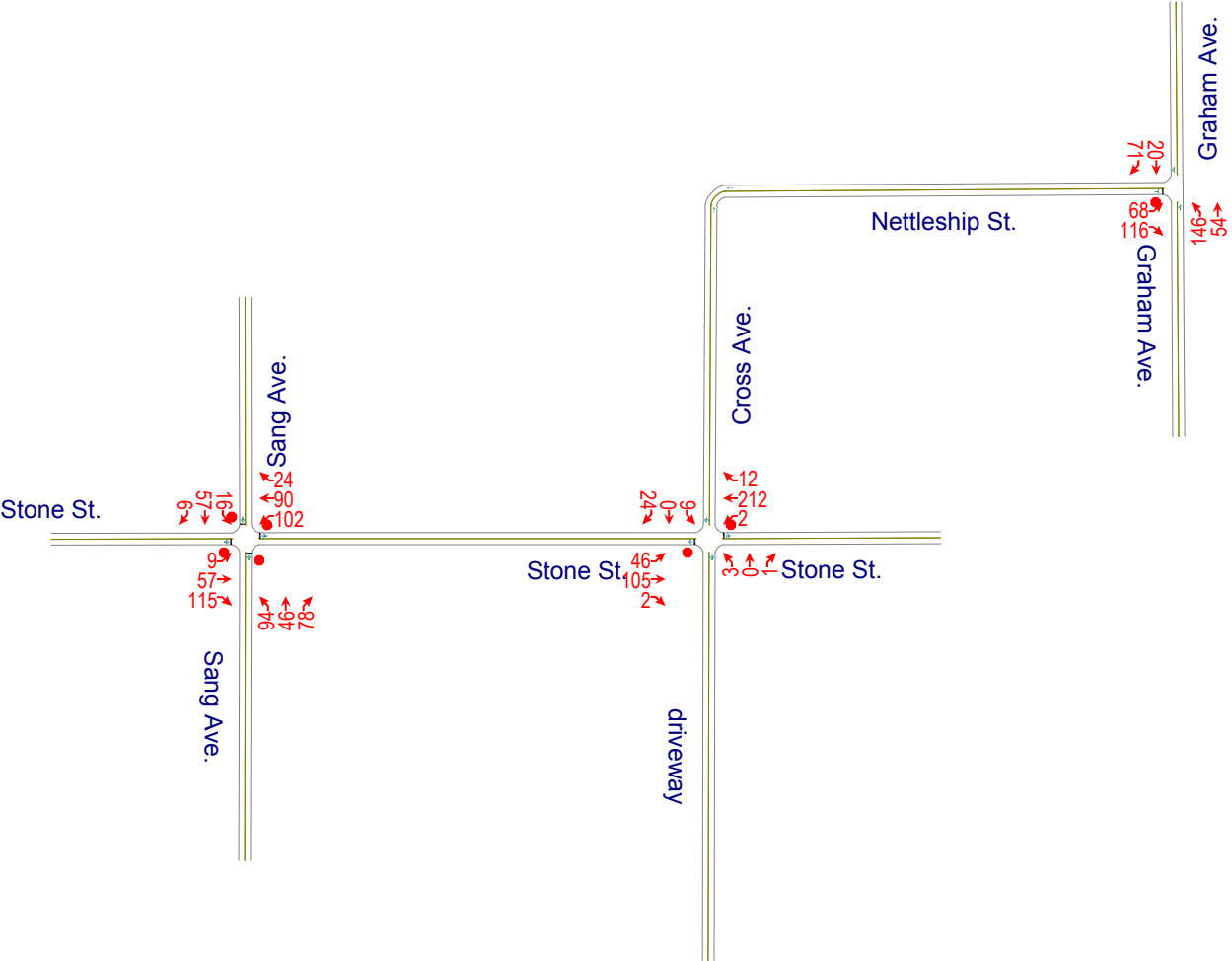
HCM Unsignalized Intersection Capacity Analysis

9: Graham Ave. & Nettleship St.

6/5/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	74	111	54	26	52	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	121	59	28	57	73
Pedestrians	16			9	5	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	260	118	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	118	145			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	87	96			
cM capacity (veh/h)	687	915	1418			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	201	87	129			
Volume Left	80	59	0			
Volume Right	121	0	73			
cSH	807	1418	1700			
Volume to Capacity	0.25	0.04	0.08			
Queue Length 95th (ft)	25	3	0			
Control Delay (s)	10.9	5.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.9	5.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			6.4			
Intersection Capacity Utilization			30.7%	ICU Level of Service		A
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis

3: driveway/Cross Ave. & Stone St.

6/5/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	105	2	2	212	12	3	0	1	9	0	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	114	2	2	230	13	3	0	1	10	0	26
Pedestrians		12			10			10			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	188	62	35	119	75	19	38			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	188	62	35	119	75	19	38			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	86	100	100	71	99	100			99		
cM capacity (veh/h)	571	807	1019	735	794	1044	1556			1595		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	166	246	4	36								
Volume Left	50	2	3	10								
Volume Right	2	13	1	26								
cSH	719	804	1556	1595								
Volume to Capacity	0.23	0.31	0.00	0.01								
Queue Length 95th (ft)	22	32	0	0								
Control Delay (s)	11.5	11.4	5.5	2.0								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.5	11.4	5.5	2.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			10.7									
Intersection Capacity Utilization			39.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Sang Ave. & Stone St.

6/5/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	57	115	102	90	24	94	46	78	16	57	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	62	125	111	98	26	102	50	85	17	62	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	197	235	237	86								
Volume Left (vph)	10	111	102	17								
Volume Right (vph)	125	26	85	7								
Hadj (s)	-0.34	0.06	-0.09	0.03								
Departure Headway (s)	4.8	5.1	5.0	5.4								
Degree Utilization, x	0.26	0.33	0.33	0.13								
Capacity (veh/h)	693	659	654	594								
Control Delay (s)	9.5	10.6	10.5	9.2								
Approach Delay (s)	9.5	10.6	10.5	9.2								
Approach LOS	A	B	B	A								
Intersection Summary												
Delay				10.1								
Level of Service				B								
Intersection Capacity Utilization				56.1%	ICU Level of Service		B					
Analysis Period (min)				15								

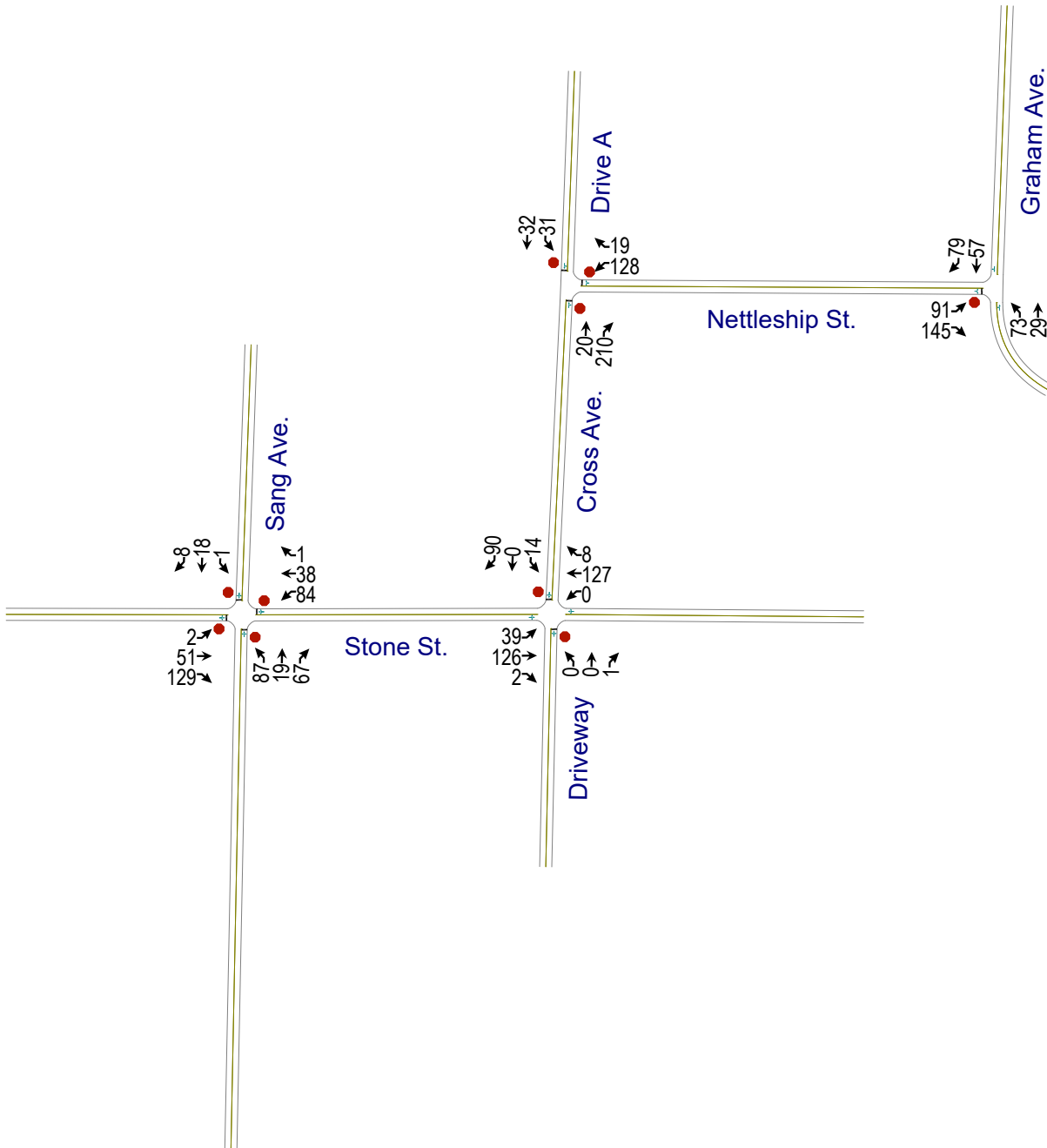
HCM Unsignalized Intersection Capacity Analysis

9: Graham Ave. & Nettleship St.

6/5/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	68	116	146	54	20	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	126	159	59	22	77
Pedestrians	6			5	5	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	447	71	105			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447	71	105			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	87	89			
cM capacity (veh/h)	503	982	1479			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	200	217	99			
Volume Left	74	159	0			
Volume Right	126	0	77			
cSH	726	1479	1700			
Volume to Capacity	0.28	0.11	0.06			
Queue Length 95th (ft)	28	9	0			
Control Delay (s)	11.8	5.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.8	5.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			7.1			
Intersection Capacity Utilization			37.5%	ICU Level of Service		A
Analysis Period (min)			15			



Intersection												
Intersection Delay, s/veh	8.8											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	51	129	84	38	1	87	19	67	1	18	8
Future Vol, veh/h	2	51	129	84	38	1	87	19	67	1	18	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	55	140	91	41	1	95	21	73	1	20	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.5			8.9			9.1			8		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	50%	1%	68%	4%								
Vol Thru, %	11%	28%	31%	67%								
Vol Right, %	39%	71%	1%	30%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	173	182	123	27								
LT Vol	87	2	84	1								
Through Vol	19	51	38	18								
RT Vol	67	129	1	8								
Lane Flow Rate	188	198	134	29								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.239	0.23	0.178	0.039								
Departure Headway (Hd)	4.578	4.188	4.792	4.739								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	782	857	747	753								
Service Time	2.614	2.218	2.827	2.785								
HCM Lane V/C Ratio	0.24	0.231	0.179	0.039								
HCM Control Delay	9.1	8.5	8.9	8								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.9	0.9	0.6	0.1								

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	126	2	0	127	8	0	0	1	14	0	90
Future Vol, veh/h	39	126	2	0	127	8	0	0	1	14	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	137	2	0	138	9	0	0	1	15	0	98
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	139	0	0	414	369	138	366	366	143
Stage 1	-	-	-	-	-	-	222	222	-	143	143	-
Stage 2	-	-	-	-	-	-	192	147	-	223	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1445	-	-	549	560	910	590	562	905
Stage 1	-	-	-	-	-	-	780	720	-	860	779	-
Stage 2	-	-	-	-	-	-	810	775	-	780	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1445	-	-	478	542	910	575	544	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	478	542	-	575	544	-
Stage 1	-	-	-	-	-	-	755	697	-	832	779	-
Stage 2	-	-	-	-	-	-	722	775	-	754	696	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			9			10		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	910	1435	-	-	1445	-	-	840				
HCM Lane V/C Ratio	0.001	0.03	-	-	-	-	-	0.135				
HCM Control Delay (s)	9	7.6	0	-	0	-	-	10				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5				

Intersection

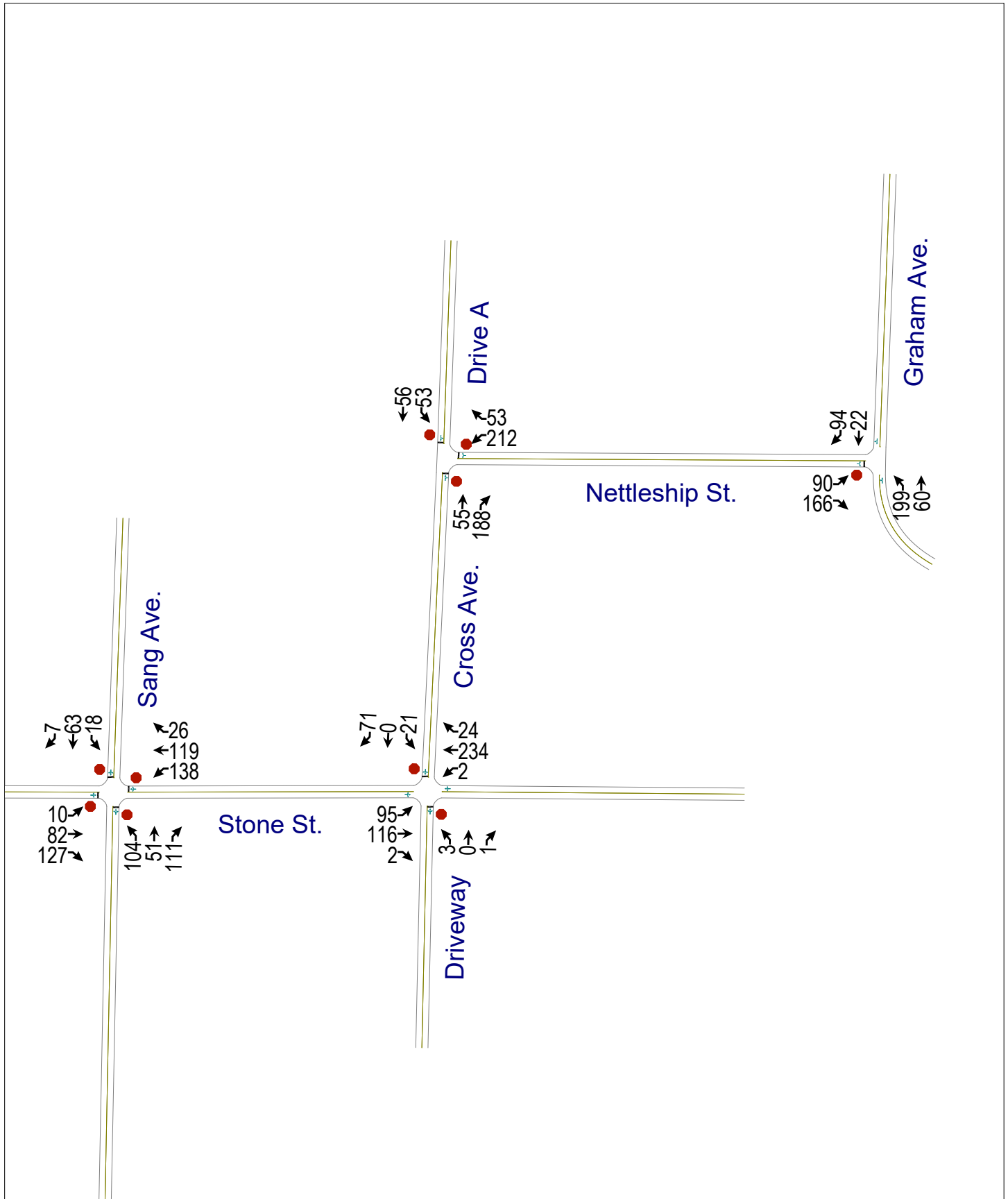
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	19	20	210	31	32
Future Vol, veh/h	128	19	20	210	31	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	21	22	228	34	35
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	8.3	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	87%	49%
Vol Thru, %	9%	0%	51%
Vol Right, %	91%	13%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	230	147	63
LT Vol	0	128	31
Through Vol	20	0	32
RT Vol	210	19	0
Lane Flow Rate	250	160	68
Geometry Grp	1	1	1
Degree of Util (X)	0.268	0.208	0.089
Departure Headway (Hd)	3.863	4.688	4.671
Convergence, Y/N	Yes	Yes	Yes
Cap	933	767	768
Service Time	1.876	2.712	2.69
HCM Lane V/C Ratio	0.268	0.209	0.089
HCM Control Delay	8.3	8.9	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.8	0.3

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	145	73	29	57	79
Future Vol, veh/h	91	145	73	29	57	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	158	79	32	62	86
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	295	105	148	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	949	1434	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	949	1434	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	5.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1434	-	810	-	-	
HCM Lane V/C Ratio	0.055	-	0.317	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-	



Intersection

Intersection Delay, s/veh 12.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	82	127	138	119	26	104	51	111	18	63	7
Future Vol, veh/h	10	82	127	138	119	26	104	51	111	18	63	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	89	138	150	129	28	113	55	121	20	68	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

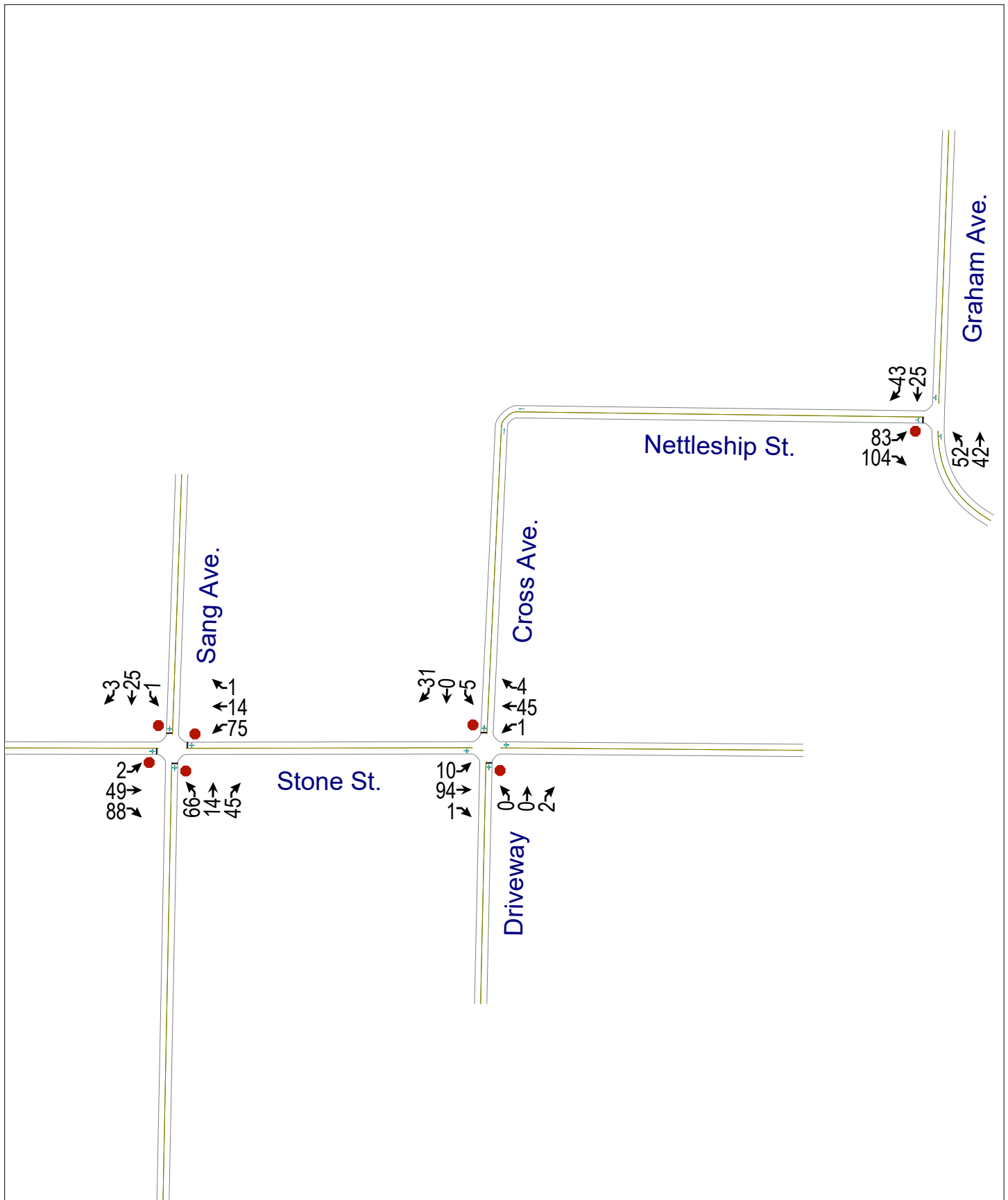
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.9	13.2	12.5	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	5%	49%	20%
Vol Thru, %	19%	37%	42%	72%
Vol Right, %	42%	58%	9%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	219	283	88
LT Vol	104	10	138	18
Through Vol	51	82	119	63
RT Vol	111	127	26	7
Lane Flow Rate	289	238	308	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.433	0.343	0.465	0.157
Departure Headway (Hd)	5.395	5.187	5.437	5.918
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	690	661	604
Service Time	3.443	3.237	3.483	3.981
HCM Lane V/C Ratio	0.435	0.345	0.466	0.159
HCM Control Delay	12.5	10.9	13.2	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.2	1.5	2.5	0.6

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	116	2	2	234	24	3	0	1	21	0	71
Future Vol, veh/h	95	116	2	2	234	24	3	0	1	21	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	126	2	2	254	26	3	0	1	23	0	77
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	128	0	0	643	617	127	605	605	267
Stage 1	-	-	-	-	-	-	333	333	-	271	271	-
Stage 2	-	-	-	-	-	-	310	284	-	334	334	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	1458	-	-	386	405	923	410	412	772
Stage 1	-	-	-	-	-	-	681	644	-	735	685	-
Stage 2	-	-	-	-	-	-	700	676	-	680	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1458	-	-	324	369	923	382	376	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	369	-	382	376	-
Stage 1	-	-	-	-	-	-	622	589	-	672	684	-
Stage 2	-	-	-	-	-	-	629	675	-	621	588	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.6			0.1			14.4			11.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	387	1283	-	-	1458	-	-	626				
HCM Lane V/C Ratio	0.011	0.08	-	-	0.001	-	-	0.16				
HCM Control Delay (s)	14.4	8.1	0	-	7.5	0	-	11.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	0.6				

Intersection						
Intersection Delay, s/veh	10					
Intersection LOS	A					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	212	53	55	188	53	56
Future Vol, veh/h	212	53	55	188	53	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	58	60	204	58	61
Number of Lanes	1	0	1	0	0	1
Approach	WB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	1		1		
Conflicting Approach Left	NB			WB		
Conflicting Lanes Left	1	0		1		
Conflicting Approach Right	SB	WB				
Conflicting Lanes Right	1	1		0		
HCM Control Delay	10.9	9.4		9.1		
HCM LOS	B	A		A		
Lane	NBLn1	WBLn1	SBLn1			
Vol Left, %	0%	80%	49%			
Vol Thru, %	23%	0%	51%			
Vol Right, %	77%	20%	0%			
Sign Control	Stop	Stop	Stop			
Traffic Vol by Lane	243	265	109			
LT Vol	0	212	53			
Through Vol	55	0	56			
RT Vol	188	53	0			
Lane Flow Rate	264	288	118			
Geometry Grp	1	1	1			
Degree of Util (X)	0.319	0.387	0.166			
Departure Headway (Hd)	4.351	4.833	5.058			
Convergence, Y/N	Yes	Yes	Yes			
Cap	824	740	706			
Service Time	2.395	2.886	3.114			
HCM Lane V/C Ratio	0.32	0.389	0.167			
HCM Control Delay	9.4	10.9	9.1			
HCM Lane LOS	A	B	A			
HCM 95th-tile Q	1.4	1.8	0.6			

Intersection						
Int Delay, s/veh	8.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	166	199	60	22	94
Future Vol, veh/h	90	166	199	60	22	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	180	216	65	24	102
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	572	75	126	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	482	986	1460	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	986	1460	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.4	6.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1460	-	658	-	-	
HCM Lane V/C Ratio	0.148	-	0.423	-	-	
HCM Control Delay (s)	7.9	0	14.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	2.1	-	-	



EXISTING AM

STONE ST. AT SANG AVE.

Intersection													
Intersection Delay, s/veh	8.1												
Intersection LOS	A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	2	49	88	75	14	1	66	14	45	1	25	3	
Future Vol, veh/h	2	49	88	75	14	1	66	14	45	1	25	3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	2	53	96	82	15	1	72	15	49	1	27	3	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB				WB				NB				SB
Opposing Approach	WB				EB				SB				NB
Opposing Lanes	1				1				1				1
Conflicting Approach Left	SB				NB				EB				WB
Conflicting Lanes Left	1				1				1				1
Conflicting Approach Right	NB				SB				WB				EB
Conflicting Lanes Right	1				1				1				1
HCM Control Delay	7.9				8.3				8.3				7.8
HCM LOS	A				A				A				A
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	53%	1%	83%	3%									
Vol Thru, %	11%	35%	16%	86%									
Vol Right, %	36%	63%	1%	10%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	125	139	90	29									
LT Vol	66	2	75	1									
Through Vol	14	49	14	25									
RT Vol	45	88	1	3									
Lane Flow Rate	136	151	98	32									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0.166	0.17	0.126	0.04									
Departure Headway (Hd)	4.41	4.056	4.635	4.585									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	815	887	776	782									
Service Time	2.428	2.072	2.652	2.607									
HCM Lane V/C Ratio	0.167	0.17	0.126	0.041									
HCM Control Delay	8.3	7.9	8.3	7.8									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.6	0.6	0.4	0.1									

EXISTING AM

STONE ST. AT CROSS AVE.

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	94	1	1	45	4	0	0	2	5	0	31
Future Vol, veh/h	10	94	1	1	45	4	0	0	2	5	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	102	1	1	49	4	0	0	2	5	0	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	103	0	0	195	180	103	179	178	51
Stage 1	-	-	-	-	-	-	125	125	-	53	53	-
Stage 2	-	-	-	-	-	-	70	55	-	126	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1489	-	-	764	714	952	783	716	1017
Stage 1	-	-	-	-	-	-	879	792	-	960	851	-
Stage 2	-	-	-	-	-	-	940	849	-	878	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1489	-	-	733	708	952	776	710	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	708	-	776	710	-
Stage 1	-	-	-	-	-	-	872	786	-	952	850	-
Stage 2	-	-	-	-	-	-	908	848	-	869	786	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			8.8			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	952	1553	-	-	1489	-	-	975				
HCM Lane V/C Ratio	0.002	0.007	-	-	0.001	-	-	0.04				
HCM Control Delay (s)	8.8	7.3	0	-	7.4	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

EXISTING AM

NETTLESHIP ST. AT GRAHAM AVE.

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	83	104	52	42	25	43
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Future Vol, veh/h	83	104	52	42	25	43
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	90	113	57	46	27	47
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	211	51	74
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Stage 1	51	-	-
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Stage 2	160	-	-
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Critical Hdwy	6.42	6.22	4.12
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Critical Hdwy Stg 1	5.42	-	-
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Critical Hdwy Stg 2	5.42	-	-
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Follow-up Hdwy	3.518	3.318	2.218
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Pot Cap-1 Maneuver	777	1017	1526
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Stage 1	971	-	-
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Stage 2	869	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	747	1017	1526
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Mov Cap-2 Maneuver	747	-	-
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Stage 1	934	-	-
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Stage 2	869	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s	10.3	4.1	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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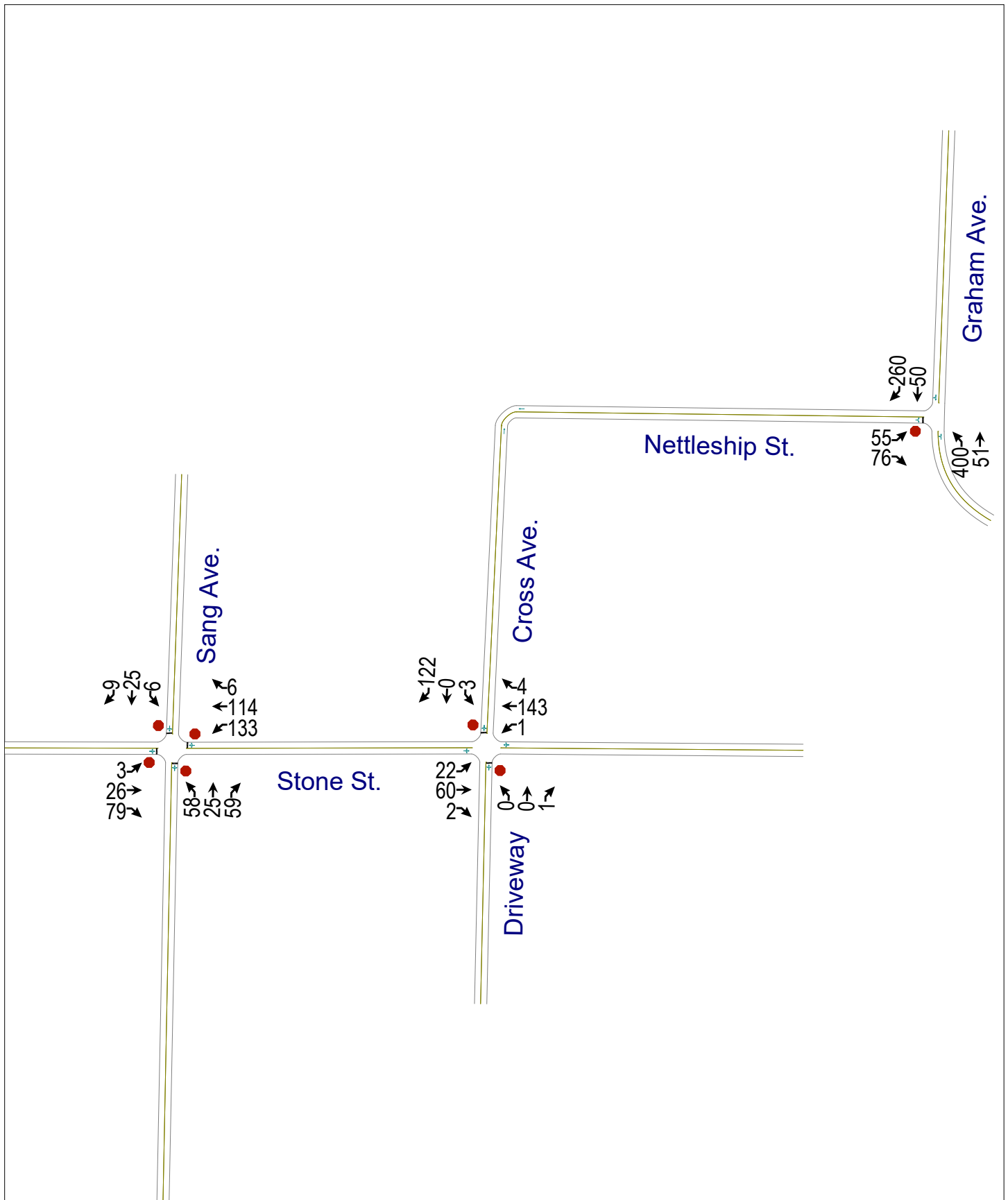
Capacity (veh/h)	1526	-	876	-	-
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HCM Lane V/C Ratio	0.037	-	0.232	-	-
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HCM Control Delay (s)	7.5	0	10.3	-	-
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HCM Lane LOS	A	A	B	-	-
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HCM 95th %tile Q(veh)	0.1	-	0.9	-	-
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EXISTING PM

STONE ST. AT SANG AVE.

Intersection												
Intersection Delay, s/veh	9.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	26	79	133	114	6	58	25	59	6	25	9
Future Vol, veh/h	3	26	79	133	114	6	58	25	59	6	25	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	28	86	145	124	7	63	27	64	7	27	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB			NB			SB			
Opposing Approach	WB		EB			SB			NB			
Opposing Lanes	1		1			1			1			
Conflicting Approach Left	SB		NB			EB			WB			
Conflicting Lanes Left	1		1			1			1			
Conflicting Approach Right	NB		SB			WB			EB			
Conflicting Lanes Right	1		1			1			1			
HCM Control Delay	8		10.2			9			8.3			
HCM LOS	A		B			A			A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	41%	3%	53%	15%								
Vol Thru, %	18%	24%	45%	62%								
Vol Right, %	42%	73%	2%	23%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	142	108	253	40								
LT Vol	58	3	133	6								
Through Vol	25	26	114	25								
RT Vol	59	79	6	9								
Lane Flow Rate	154	117	275	43								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.202	0.14	0.354	0.06								
Departure Headway (Hd)	4.722	4.301	4.63	4.932								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	758	831	776	723								
Service Time	2.765	2.342	2.665	2.984								
HCM Lane V/C Ratio	0.203	0.141	0.354	0.059								
HCM Control Delay	9	8	10.2	8.3								
HCM Lane LOS	A	A	B	A								
HCM 95th-tile Q	0.8	0.5	1.6	0.2								

EXISTING PM

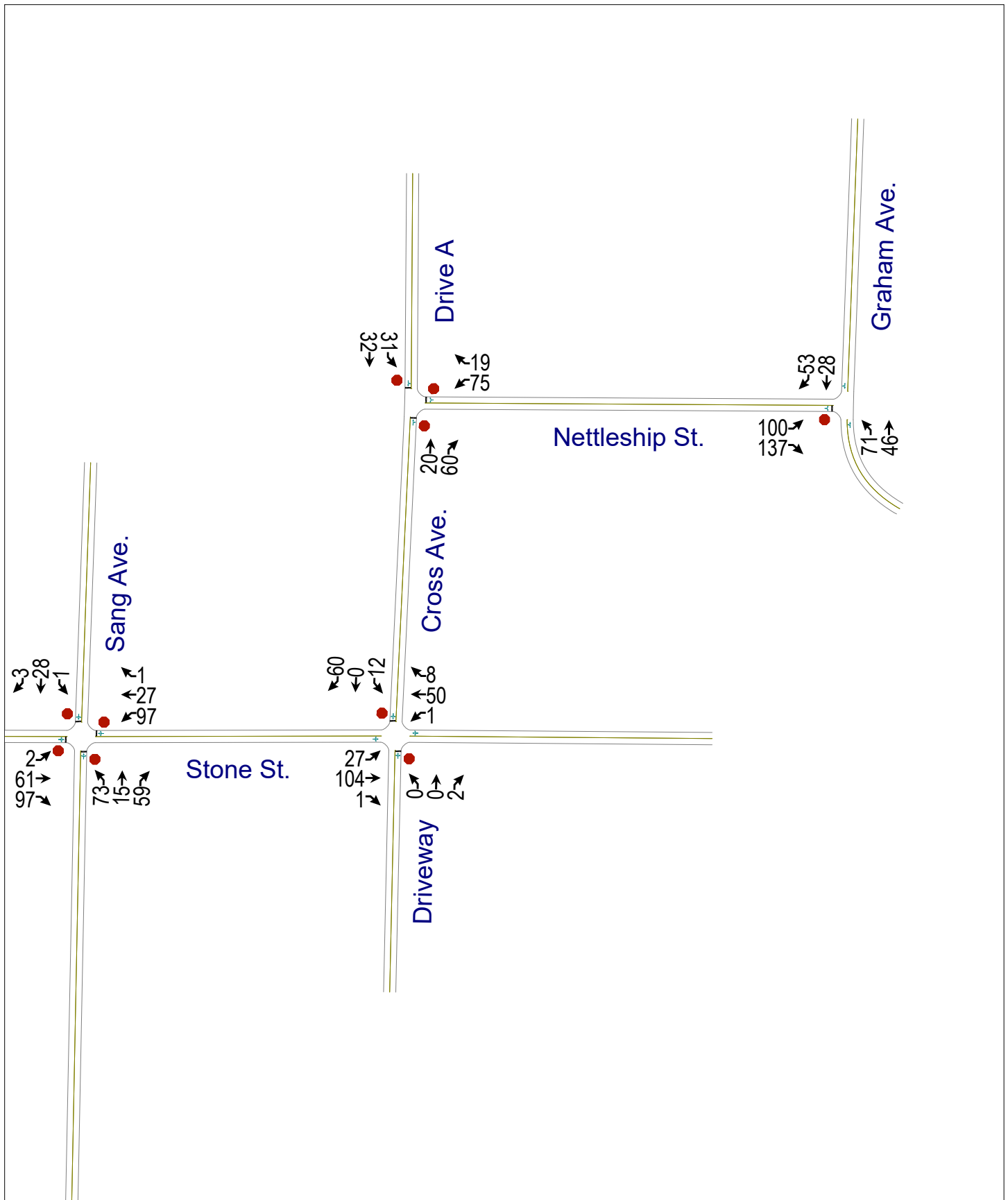
STONE ST. AT CROSS AVE.

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	60	2	1	143	4	0	0	1	3	0	122
Future Vol, veh/h	22	60	2	1	143	4	0	0	1	3	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	65	2	1	155	4	0	0	1	3	0	133
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	67	0	0	340	275	66	274	274	157
Stage 1	-	-	-	-	-	-	114	114	-	159	159	-
Stage 2	-	-	-	-	-	-	226	161	-	115	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1535	-	-	614	632	998	678	633	889
Stage 1	-	-	-	-	-	-	891	801	-	843	766	-
Stage 2	-	-	-	-	-	-	777	765	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1535	-	-	515	620	998	667	621	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	620	-	667	621	-
Stage 1	-	-	-	-	-	-	875	787	-	828	765	-
Stage 2	-	-	-	-	-	-	660	764	-	873	786	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			8.6			9.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	998	1420	-	-	1535	-	-	882				
HCM Lane V/C Ratio	0.001	0.017	-	-	0.001	-	-	0.154				
HCM Control Delay (s)	8.6	7.6	0	-	7.3	0	-	9.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5				

EXISTING PM

NETTLESHIP ST. AT GRAHAM AVE.

Intersection						
Int Delay, s/veh	8.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	76	400	51	50	260
Future Vol, veh/h	55	76	400	51	50	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	83	435	55	54	283
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1121	196	337	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	228	845	1222	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	845	1222	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	30.8	8.5		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1222	-	278	-	-	
HCM Lane V/C Ratio	0.356	-	0.512	-	-	
HCM Control Delay (s)	9.6	0	30.8	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	1.6	-	2.7	-	-	



Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	61	97	97	27	1	73	15	59	1	28	3
Future Vol, veh/h	2	61	97	97	27	1	73	15	59	1	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	66	105	105	29	1	79	16	64	1	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.8	8.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	78%	3%
Vol Thru, %	10%	38%	22%	88%
Vol Right, %	40%	61%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	160	125	32
LT Vol	73	2	97	1
Through Vol	15	61	27	28
RT Vol	59	97	1	3
Lane Flow Rate	160	174	136	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.201	0.203	0.178	0.046
Departure Headway (Hd)	4.531	4.192	4.727	4.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	856	760	749
Service Time	2.561	2.217	2.756	2.813
HCM Lane V/C Ratio	0.202	0.203	0.179	0.047
HCM Control Delay	8.7	8.3	8.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.8	0.6	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	104	1	1	50	8	0	0	2	12	0	60
Future Vol, veh/h	27	104	1	1	50	8	0	0	2	12	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	113	1	1	54	9	0	0	2	13	0	65
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	114	0	0	265	237	114	234	233	59
Stage 1	-	-	-	-	-	-	172	172	-	61	61	-
Stage 2	-	-	-	-	-	-	93	65	-	173	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1475	-	-	688	664	939	721	667	1007
Stage 1	-	-	-	-	-	-	830	756	-	950	844	-
Stage 2	-	-	-	-	-	-	914	841	-	829	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1475	-	-	633	650	939	708	653	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	650	-	708	653	-
Stage 1	-	-	-	-	-	-	813	741	-	931	843	-
Stage 2	-	-	-	-	-	-	854	840	-	811	741	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.1			8.8			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	939	1540	-	-	1475	-	-	941				
HCM Lane V/C Ratio	0.002	0.019	-	-	0.001	-	-	0.083				
HCM Control Delay (s)	8.8	7.4	0	-	7.4	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3				

PROJECTED AM

NETTLESHIP ST. AT GRAM AVE.

Intersection

Int Delay, s/veh 7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	100	137	71	46	28	53
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Future Vol, veh/h	100	137	71	46	28	53
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	109	149	77	50	30	58
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	263	59	88
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Stage 1	59	-	-
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Stage 2	204	-	-
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Critical Hdwy	6.42	6.22	4.12
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Critical Hdwy Stg 1	5.42	-	-
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Critical Hdwy Stg 2	5.42	-	-
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Follow-up Hdwy	3.518	3.318	2.218
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Pot Cap-1 Maneuver	726	1007	1508
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Stage 1	964	-	-
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Stage 2	830	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	688	1007	1508
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Mov Cap-2 Maneuver	688	-	-
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Stage 1	913	-	-
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Stage 2	830	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s	11.1	4.6	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1508	-	842	-	-
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HCM Lane V/C Ratio	0.051	-	0.306	-	-
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HCM Control Delay (s)	7.5	0	11.1	-	-
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HCM Lane LOS	A	A	B	-	-
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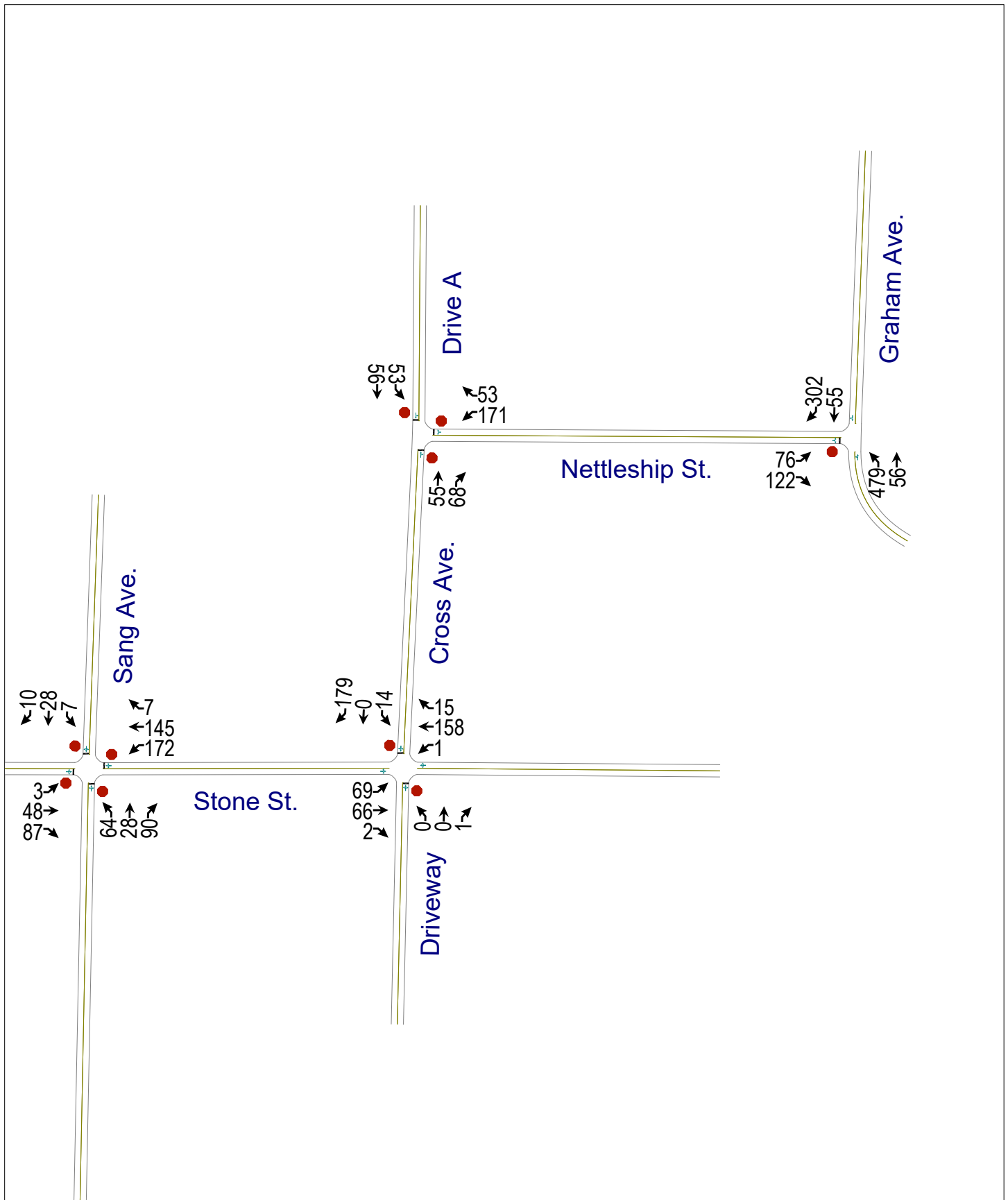
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-
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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	19	20	60	31	32
Future Vol, veh/h	75	19	20	60	31	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	21	22	65	34	35
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.9	7.2	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	49%
Vol Thru, %	25%	0%	51%
Vol Right, %	75%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	80	94	63
LT Vol	0	75	31
Through Vol	20	0	32
RT Vol	60	19	0
Lane Flow Rate	87	102	68
Geometry Grp	1	1	1
Degree of Util (X)	0.09	0.12	0.081
Departure Headway (Hd)	3.716	4.239	4.279
Convergence, Y/N	Yes	Yes	Yes
Cap	951	839	829
Service Time	1.791	2.301	2.349
HCM Lane V/C Ratio	0.091	0.122	0.082
HCM Control Delay	7.2	7.9	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.3



Intersection

Intersection Delay, s/veh 10.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	48	87	172	145	7	64	28	90	7	28	10
Future Vol, veh/h	3	48	87	172	145	7	64	28	90	7	28	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	52	95	187	158	8	70	30	98	8	30	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	12.2	9.9	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	2%	53%	16%
Vol Thru, %	15%	35%	45%	62%
Vol Right, %	49%	63%	2%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	138	324	45
LT Vol	64	3	172	7
Through Vol	28	48	145	28
RT Vol	90	87	7	10
Lane Flow Rate	198	150	352	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.272	0.192	0.471	0.072
Departure Headway (Hd)	4.955	4.613	4.818	5.302
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	770	743	668
Service Time	3.029	2.689	2.881	3.397
HCM Lane V/C Ratio	0.276	0.195	0.474	0.073
HCM Control Delay	9.9	8.8	12.2	8.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.1	0.7	2.5	0.2

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	66	2	1	158	15	0	0	1	14	0	179
Future Vol, veh/h	69	66	2	1	158	15	0	0	1	14	0	179
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	72	2	1	172	16	0	0	1	15	0	195
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	74	0	0	503	413	73	406	406	180
Stage 1	-	-	-	-	-	-	223	223	-	182	182	-
Stage 2	-	-	-	-	-	-	280	190	-	224	224	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1526	-	-	479	529	989	555	534	863
Stage 1	-	-	-	-	-	-	780	719	-	820	749	-
Stage 2	-	-	-	-	-	-	727	743	-	779	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1526	-	-	355	499	989	530	504	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	499	-	530	504	-
Stage 1	-	-	-	-	-	-	736	679	-	774	748	-
Stage 2	-	-	-	-	-	-	563	742	-	735	678	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.9			0			8.6			10.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	989	1386	-	-	1526	-	-	825				
HCM Lane V/C Ratio	0.001	0.054	-	-	0.001	-	-	0.254				
HCM Control Delay (s)	8.6	7.7	0	-	7.4	0	-	10.8				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	1				

Intersection

Int Delay, s/veh 28.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	76	122	479	56	55	302
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Future Vol, veh/h	76	122	479	56	55	302
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	83	133	521	61	60	328
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1327	224	388
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Stage 1	224	-	-
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Stage 2	1103	-	-
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Critical Hdwy	6.42	6.22	4.12
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Critical Hdwy Stg 1	5.42	-	-
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Critical Hdwy Stg 2	5.42	-	-
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Follow-up Hdwy	3.518	3.318	2.218
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Pot Cap-1 Maneuver	171	815	1170
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Stage 1	813	-	-
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Stage 2	318	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	92	815	1170
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Mov Cap-2 Maneuver	92	-	-
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Stage 1	438	-	-
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Stage 2	318	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s	129.2	9.4	0
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HCM LOS	F		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1170	-	203	-	-
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HCM Lane V/C Ratio	0.445	-	1.06	-	-
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HCM Control Delay (s)	10.5	0	129.2	-	-
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HCM Lane LOS	B	A	F	-	-
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HCM 95th %tile Q(veh)	2.3	-	9.8	-	-
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Intersection

Intersection Delay, s/veh 22.3

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	122	479	56	55	302
Future Vol, veh/h	76	122	479	56	55	302
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	133	521	61	60	328
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12.4	31.8	13.5
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	90%	38%	0%
Vol Thru, %	10%	0%	15%
Vol Right, %	0%	62%	85%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	535	198	357
LT Vol	479	76	0
Through Vol	56	0	55
RT Vol	0	122	302
Lane Flow Rate	582	215	388
Geometry Grp	1	1	1
Degree of Util (X)	0.857	0.358	0.531
Departure Headway (Hd)	5.305	5.98	4.923
Convergence, Y/N	Yes	Yes	Yes
Cap	680	600	730
Service Time	3.345	4.035	2.969
HCM Lane V/C Ratio	0.856	0.358	0.532
HCM Control Delay	31.8	12.4	13.5
HCM Lane LOS	D	B	B
HCM 95th-tile Q	9.9	1.6	3.2

Intersection

Intersection Delay, s/veh

9

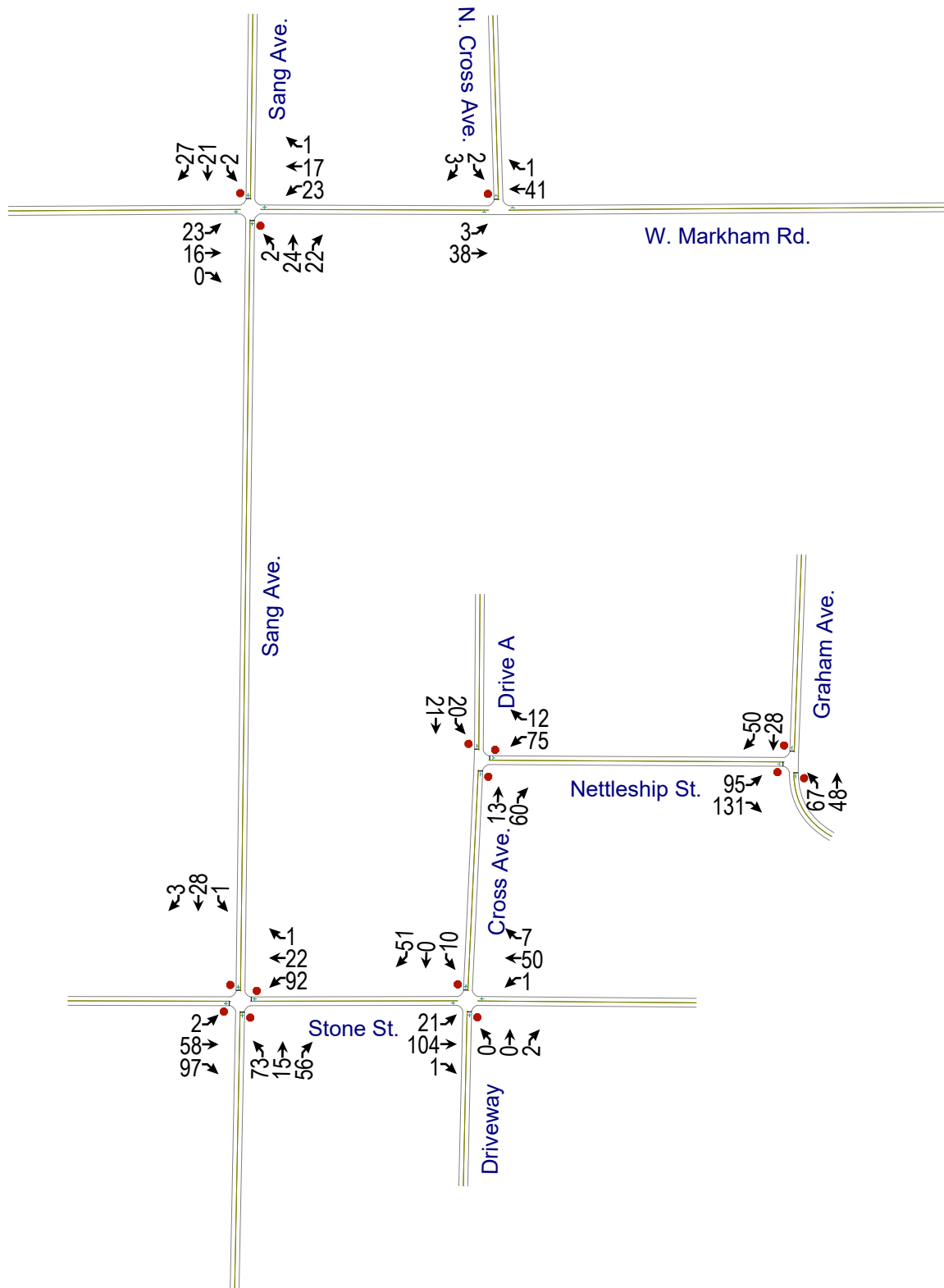
Intersection LOS

A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	171	53	55	68	53	56
Future Vol, veh/h	171	53	55	68	53	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	58	60	74	58	61
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.5	8.2	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	76%	49%
Vol Thru, %	45%	0%	51%
Vol Right, %	55%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	123	224	109
LT Vol	0	171	53
Through Vol	55	0	56
RT Vol	68	53	0
Lane Flow Rate	134	243	118
Geometry Grp	1	1	1
Degree of Util (X)	0.161	0.306	0.157
Departure Headway (Hd)	4.328	4.521	4.763
Convergence, Y/N	Yes	Yes	Yes
Cap	829	796	754
Service Time	2.355	2.549	2.791
HCM Lane V/C Ratio	0.162	0.305	0.156
HCM Control Delay	8.2	9.5	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	1.3	0.6



Intersection												
Intersection Delay, s/veh	8.4											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	58	97	92	22	1	73	15	56	1	28	3
Future Vol, veh/h	2	58	97	92	22	1	73	15	56	1	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	63	105	100	24	1	79	16	61	1	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	8.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	1%	80%	3%
Vol Thru, %	10%	37%	19%	88%
Vol Right, %	39%	62%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	157	115	32
LT Vol	73	2	92	1
Through Vol	15	58	22	28
RT Vol	56	97	1	3
Lane Flow Rate	157	171	125	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.197	0.164	0.046
Departure Headway (Hd)	4.505	4.162	4.717	4.734
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	862	760	755
Service Time	2.534	2.187	2.745	2.769
HCM Lane V/C Ratio	0.197	0.198	0.164	0.046
HCM Control Delay	8.6	8.2	8.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.1

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	104	1	1	50	7	0	0	2	10	0	51
Future Vol, veh/h	21	104	1	1	50	7	0	0	2	10	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	113	1	1	54	8	0	0	2	11	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	114	0	0	248	224	114	221	220	58
Stage 1	-	-	-	-	-	-	160	160	-	60	60	-
Stage 2	-	-	-	-	-	-	88	64	-	161	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1475	-	-	706	675	939	735	678	1008
Stage 1	-	-	-	-	-	-	842	766	-	951	845	-
Stage 2	-	-	-	-	-	-	920	842	-	841	766	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1475	-	-	659	664	939	724	666	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	664	-	724	666	-
Stage 1	-	-	-	-	-	-	829	754	-	936	844	-
Stage 2	-	-	-	-	-	-	869	841	-	826	754	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.1			8.8			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	939	1541	-	-	1475	-	-	947
HCM Lane V/C Ratio	0.002	0.015	-	-	0.001	-	-	0.07
HCM Control Delay (s)	8.8	7.4	0	-	7.4	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	95	131	67	48	28	50
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Future Vol, veh/h	95	131	67	48	28	50
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	103	142	73	52	30	54
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	255	57	84
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Stage 1	57	-	-
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Stage 2	198	-	-
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Critical Hdwy	6.42	6.22	4.12
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Critical Hdwy Stg 1	5.42	-	-
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Critical Hdwy Stg 2	5.42	-	-
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Follow-up Hdwy	3.518	3.318	2.218
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Pot Cap-1 Maneuver	734	1009	1513
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Stage 1	966	-	-
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Stage 2	835	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	697	1009	1513
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Mov Cap-2 Maneuver	697	-	-
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Stage 1	918	-	-
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Stage 2	835	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s	11	4.4	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1513	-	849	-	-
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HCM Lane V/C Ratio	0.048	-	0.289	-	-
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HCM Control Delay (s)	7.5	0	11	-	-
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HCM Lane LOS	A	A	B	-	-
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HCM 95th %tile Q(veh)	0.2	-	1.2	-	-
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Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	12	13	60	20	21
Future Vol, veh/h	75	12	13	60	20	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	13	14	65	22	23
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.8	7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	86%	49%
Vol Thru, %	18%	0%	51%
Vol Right, %	82%	14%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	87	41
LT Vol	0	75	20
Through Vol	13	0	21
RT Vol	60	12	0
Lane Flow Rate	79	95	45
Geometry Grp	1	1	1
Degree of Util (X)	0.08	0.111	0.053
Departure Headway (Hd)	3.64	4.239	4.259
Convergence, Y/N	Yes	Yes	Yes
Cap	973	843	834
Service Time	1.705	2.281	2.321
HCM Lane V/C Ratio	0.081	0.113	0.054
HCM Control Delay	7	7.8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	16	0	23	17	1	2	24	22	2	21	27
Future Vol, veh/h	23	16	0	23	17	1	2	24	22	2	21	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	17	0	25	18	1	2	26	24	2	23	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	17	0	0	162	136	17	161	136	19
Stage 1	-	-	-	-	-	-	67	67	-	69	69	-
Stage 2	-	-	-	-	-	-	95	69	-	92	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1600	-	-	803	755	1062	804	755	1059
Stage 1	-	-	-	-	-	-	943	839	-	941	837	-
Stage 2	-	-	-	-	-	-	912	837	-	915	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1600	-	-	744	731	1062	746	731	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	744	731	-	746	731	-
Stage 1	-	-	-	-	-	-	928	826	-	926	824	-
Stage 2	-	-	-	-	-	-	848	824	-	852	826	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			4.1			9.5			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1597	-	-	1600	-	-	879
HCM Lane V/C Ratio	0.061	0.016	-	-	0.016	-	-	0.062
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↰	↱		↰	↱
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Traffic Vol, veh/h	3	38	41	1	2	3
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Future Vol, veh/h	3	38	41	1	2	3
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	3	41	45	1	2	3
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	46	0	0	93	46
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Stage 1	-	-	-	46	-
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Stage 2	-	-	-	47	-
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Critical Hdwy	4.12	-	-	6.42	6.22
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Critical Hdwy Stg 1	-	-	-	5.42	-
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Critical Hdwy Stg 2	-	-	-	5.42	-
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Follow-up Hdwy	2.218	-	-	3.518	3.318
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Pot Cap-1 Maneuver	1562	-	-	907	1023
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Stage 1	-	-	-	976	-
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Stage 2	-	-	-	975	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1562	-	-	905	1023
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Mov Cap-2 Maneuver	-	-	-	905	-
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Stage 1	-	-	-	974	-
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Stage 2	-	-	-	975	-
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Approach	EB	WB	SB
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HCM Control Delay, s	0.5	0	8.7
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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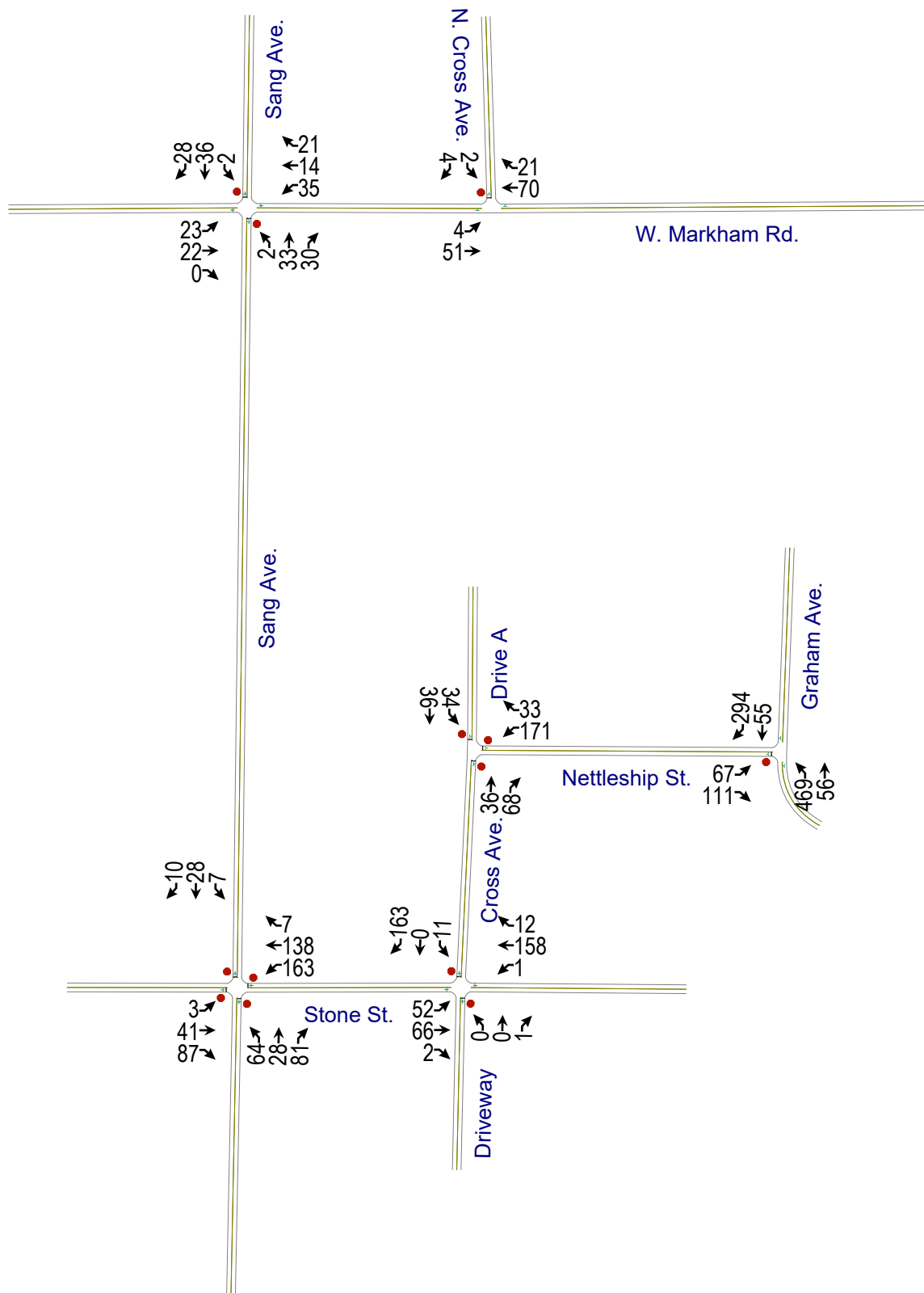
Capacity (veh/h)	1562	-	-	-	972
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HCM Lane V/C Ratio	0.002	-	-	-	0.006
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HCM Control Delay (s)	7.3	0	-	-	8.7
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0	-	-	-	0
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Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	41	87	163	138	7	64	28	81	7	28	10
Future Vol, veh/h	3	41	87	163	138	7	64	28	81	7	28	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	45	95	177	150	8	70	30	88	8	30	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	11.6	9.7	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	2%	53%	16%
Vol Thru, %	16%	31%	45%	62%
Vol Right, %	47%	66%	2%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	131	308	45
LT Vol	64	3	163	7
Through Vol	28	41	138	28
RT Vol	81	87	7	10
Lane Flow Rate	188	142	335	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.256	0.179	0.444	0.071
Departure Headway (Hd)	4.908	4.536	4.776	5.215
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	783	750	680
Service Time	2.975	2.606	2.833	3.299
HCM Lane V/C Ratio	0.259	0.181	0.447	0.072
HCM Control Delay	9.7	8.6	11.6	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1	0.6	2.3	0.2

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	66	2	1	158	12	0	0	1	11	0	163
Future Vol, veh/h	52	66	2	1	158	12	0	0	1	11	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	72	2	1	172	13	0	0	1	12	0	177
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	74	0	0	456	374	73	369	369	179
Stage 1	-	-	-	-	-	-	187	187	-	181	181	-
Stage 2	-	-	-	-	-	-	269	187	-	188	188	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1390	-	-	1526	-	-	515	557	989	588	560	864
Stage 1	-	-	-	-	-	-	815	745	-	821	750	-
Stage 2	-	-	-	-	-	-	737	745	-	814	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1390	-	-	1526	-	-	396	532	989	567	535	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	532	-	567	535	-
Stage 1	-	-	-	-	-	-	780	713	-	786	749	-
Stage 2	-	-	-	-	-	-	585	744	-	778	713	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.3			0			8.6			10.6		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	989	1390	-	-	1526	-	-	836				
HCM Lane V/C Ratio	0.001	0.041	-	-	0.001	-	-	0.226				
HCM Control Delay (s)	8.6	7.7	0	-	7.4	0	-	10.6				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.9				

Intersection						
Int Delay, s/veh	18.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	111	469	56	55	294
Future Vol, veh/h	67	111	469	56	55	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	121	510	61	60	320
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1301	220	380	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	178	820	1178	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	820	1178	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	82.4	9.3		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1178	-	217	-	-	
HCM Lane V/C Ratio	0.433	-	0.892	-	-	
HCM Control Delay (s)	10.4	0	82.4	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	2.2	-	7.2	-	-	

Intersection

Intersection Delay, s/veh 20.1

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	111	469	56	55	294
Future Vol, veh/h	67	111	469	56	55	294
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	121	510	61	60	320
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.7	27.9	12.7
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	89%	38%	0%
Vol Thru, %	11%	0%	16%
Vol Right, %	0%	62%	84%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	525	178	349
LT Vol	469	67	0
Through Vol	56	0	55
RT Vol	0	111	294
Lane Flow Rate	571	193	379
Geometry Grp	1	1	1
Degree of Util (X)	0.824	0.317	0.507
Departure Headway (Hd)	5.201	5.897	4.809
Convergence, Y/N	Yes	Yes	Yes
Cap	696	609	747
Service Time	3.231	3.944	2.844
HCM Lane V/C Ratio	0.82	0.317	0.507
HCM Control Delay	27.9	11.7	12.7
HCM Lane LOS	D	B	B
HCM 95th-tile Q	8.9	1.4	2.9

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	171	33	36	68	34	36
Future Vol, veh/h	171	33	36	68	34	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	36	39	74	37	39
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.1	7.8	8.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	84%	49%
Vol Thru, %	35%	0%	51%
Vol Right, %	65%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	104	204	70
LT Vol	0	171	34
Through Vol	36	0	36
RT Vol	68	33	0
Lane Flow Rate	113	222	76
Geometry Grp	1	1	1
Degree of Util (X)	0.131	0.274	0.099
Departure Headway (Hd)	4.156	4.445	4.677
Convergence, Y/N	Yes	Yes	Yes
Cap	864	814	768
Service Time	2.174	2.445	2.697
HCM Lane V/C Ratio	0.131	0.273	0.099
HCM Control Delay	7.8	9.1	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1.1	0.3

Intersection

Int Delay, s/veh 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	22	0	35	14	21	2	33	30	2	36	28
Future Vol, veh/h	23	22	0	35	14	21	2	33	30	2	36	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	24	0	38	15	23	2	36	33	2	39	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	24	0	0	211	188	24	212	177	27
Stage 1	-	-	-	-	-	-	74	74	-	103	103	-
Stage 2	-	-	-	-	-	-	137	114	-	109	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1591	-	-	746	707	1052	745	717	1048
Stage 1	-	-	-	-	-	-	935	833	-	903	810	-
Stage 2	-	-	-	-	-	-	866	801	-	896	833	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1572	-	-	1591	-	-	672	679	1052	672	688	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	672	679	-	672	688	-
Stage 1	-	-	-	-	-	-	920	820	-	889	791	-
Stage 2	-	-	-	-	-	-	780	782	-	817	820	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.7			3.7			9.9			9.9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	1572	-	-	1591	-	-	805
HCM Lane V/C Ratio	0.087	0.016	-	-	0.024	-	-	0.089
HCM Control Delay (s)	9.9	7.3	0	-	7.3	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations		↰	↰		↰	
---------------------	--	---	---	--	---	--

Traffic Vol, veh/h	4	51	70	21	2	4
--------------------	---	----	----	----	---	---

Future Vol, veh/h	4	51	70	21	2	4
-------------------	---	----	----	----	---	---

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	-	-	-	-	0	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	-	0	0	-	0	-
--------------------------	---	---	---	---	---	---

Grade, %	-	0	0	-	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	92	92	92	92	92	92
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
-------------------	---	---	---	---	---	---

Mvmt Flow	4	55	76	23	2	4
-----------	---	----	----	----	---	---

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	99	0	0	151	88
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Stage 1	-	-	-	88	-
---------	---	---	---	----	---

Stage 2	-	-	-	63	-
---------	---	---	---	----	---

Critical Hdwy	4.12	-	-	6.42	6.22
---------------	------	---	---	------	------

Critical Hdwy Stg 1	-	-	-	5.42	-
---------------------	---	---	---	------	---

Critical Hdwy Stg 2	-	-	-	5.42	-
---------------------	---	---	---	------	---

Follow-up Hdwy	2.218	-	-	3.518	3.318
----------------	-------	---	---	-------	-------

Pot Cap-1 Maneuver	1494	-	-	841	970
--------------------	------	---	---	-----	-----

Stage 1	-	-	-	935	-
---------	---	---	---	-----	---

Stage 2	-	-	-	960	-
---------	---	---	---	-----	---

Platoon blocked, %	-	-	-	-	-
--------------------	---	---	---	---	---

Mov Cap-1 Maneuver	1494	-	-	838	970
--------------------	------	---	---	-----	-----

Mov Cap-2 Maneuver	-	-	-	838	-
--------------------	---	---	---	-----	---

Stage 1	-	-	-	932	-
---------	---	---	---	-----	---

Stage 2	-	-	-	960	-
---------	---	---	---	-----	---

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s	0.5	0	8.9
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HCM LOS			A
---------	--	--	---

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h)	1494	-	-	-	922
------------------	------	---	---	---	-----

HCM Lane V/C Ratio	0.003	-	-	-	0.007
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HCM Control Delay (s)	7.4	0	-	-	8.9
-----------------------	-----	---	---	---	-----

HCM Lane LOS	A	A	-	-	A
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	0	-	-	-	0
-----------------------	---	---	---	---	---



PETERS & ASSOCIATES
ENGINEERS, INC.

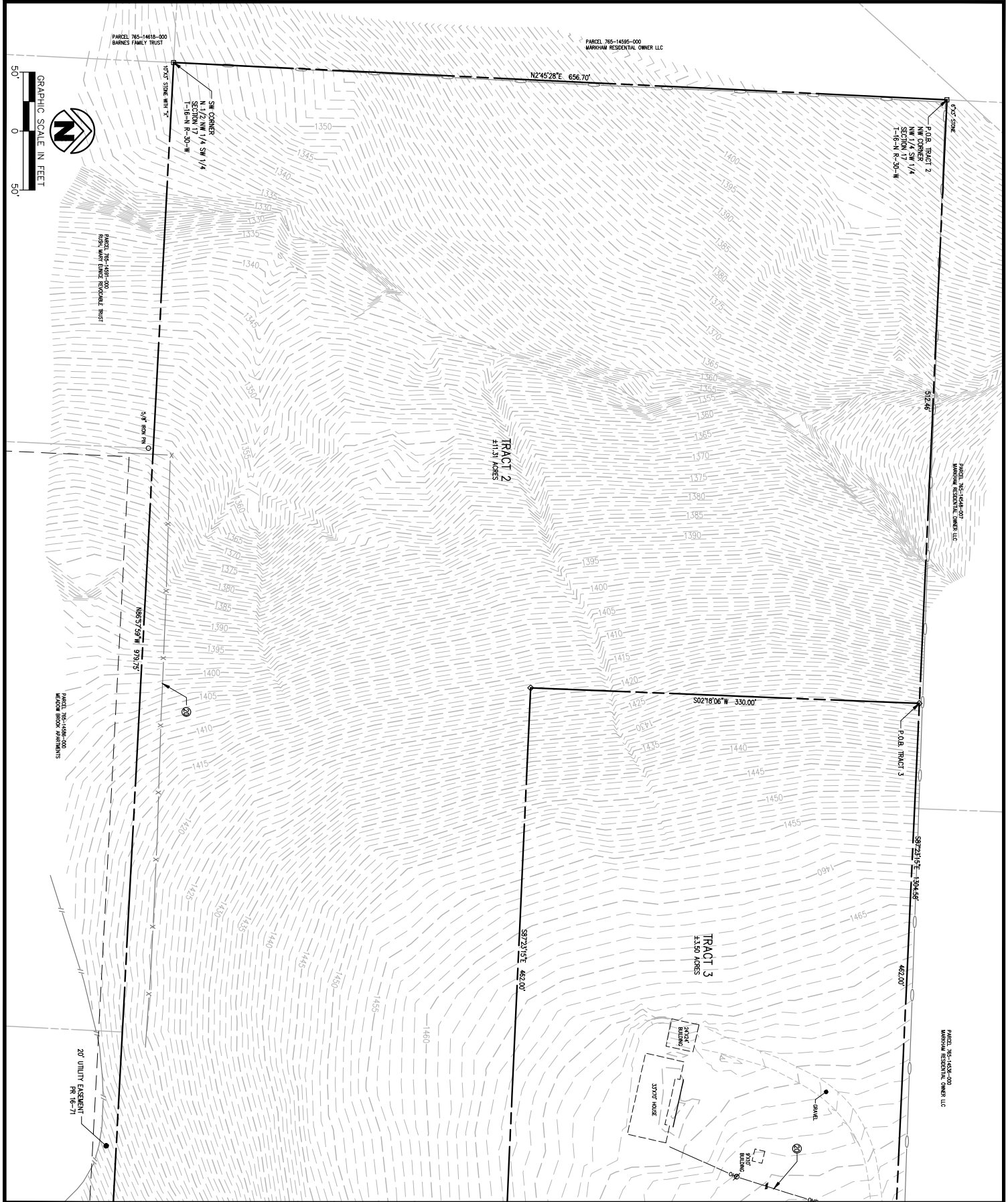
• CIVIL & TRAFFIC ENGINEERING •

5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 868-3999

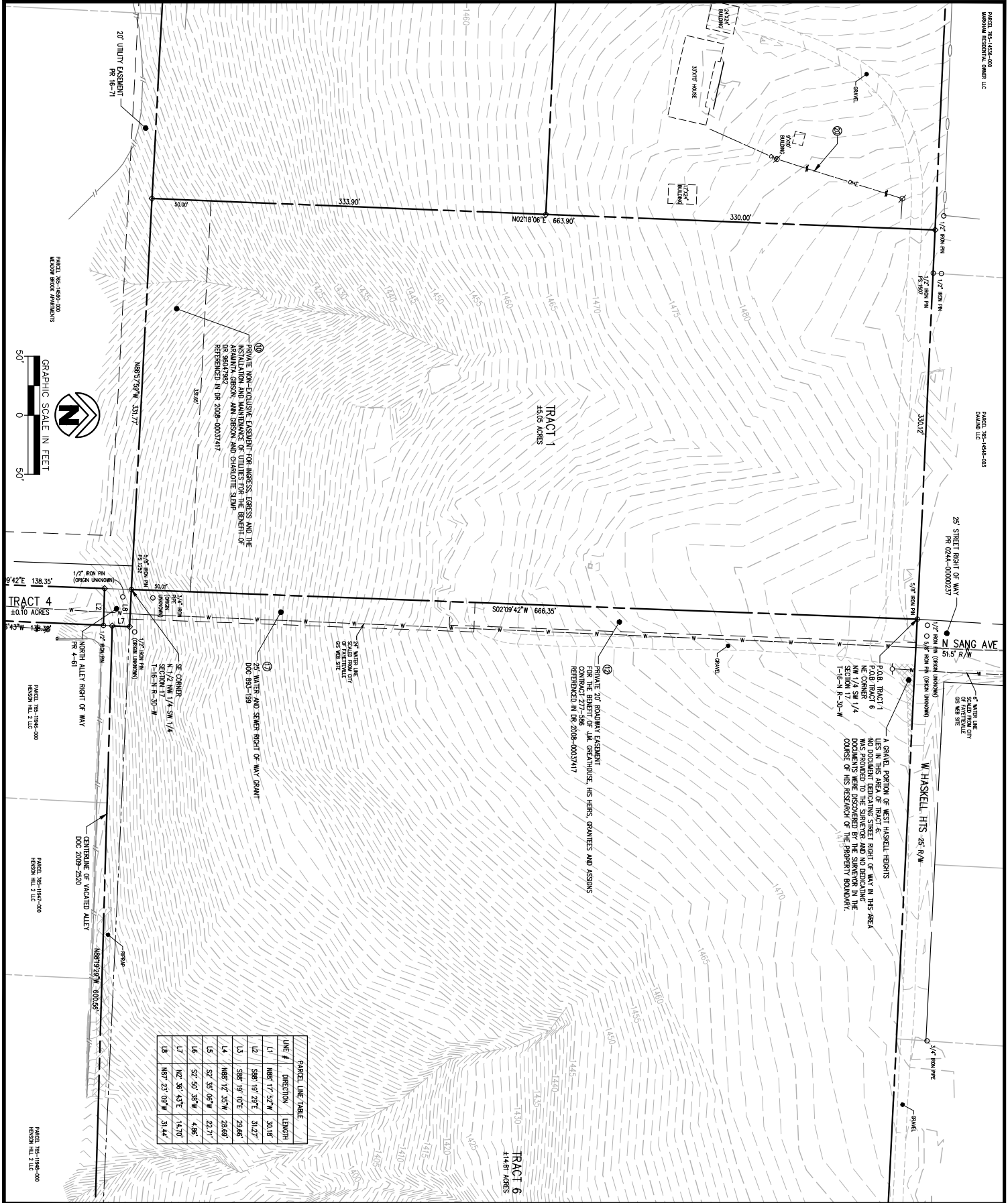
APPENDIX D: ALTA SURVEY



Crafton Tull



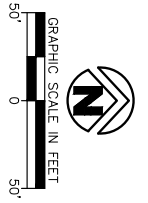
SHEET NO.: 3 OF 6	DATE: 07/01/2024 PROJECT NO: 2401900 CONTACT: K MCINTOSH/EMERY © 2024 Crafton, L.L.C. All Rights Reserved. www.craftonllc.com	A/T&NSPS LAND TITLE SURVEY PART N 1/2 SW 1/4 SECTION 17 T-16-N R-30-W PREPARED FOR: LCD ACQUISITIONS, LLC FAYETTEVILLE ARKANSAS	RECORD INFORMATION Planning Commission February 24, 2025 PZD-2025-0001 (HASKELL COMMONS) Page 196 of 206



NO DOCUMENT DEDICATING STREET RIGHT OF WAY IN THIS AREA WAS PROVIDED TO THE SURVEYOR AND NO DEDICATING DOCUMENTS WERE DISCOVERED BY THE SURVEYOR IN THE COURSE OF HIS RESEARCH OF THE PROPERTY BOUNDARY.

PARCEL 765-14560-000
LEBLAR, CHARLES JOSEPH FINGER

LEONOR, CRIMINALS JOSEPH FINCH



STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460
SEAL

Planning Commission
February 24, 2025

PZD-2025-0001 (HASKELL COMMONS)

Page 198 of 206

[END OF BOOKLET]



Crafton Tull



FW: Please deny rezoning request PZD-2025-0001 (formerly PZD-2024-0006 but with a few changes)

From Planning Shared <planning@fayetteville-ar.gov>
Date Wed 2/19/2025 8:43 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you

Thank you

Mirinda Hopkins
 Development Coordinator
 Planning Division
 City of Fayetteville
 479-575-8267



CITY OF
FAYETTEVILLE
 ARKANSAS

From: Lisa Orton <lisa_m_orton@yahoo.com>
Sent: Tuesday, February 18, 2025 4:35 PM
To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>
Cc: Lisa Orton <lisa_m_orton@yahoo.com>; University Heights Neighbors <university-heights-na@listserv.uark.edu>
Subject: Please deny rezoning request PZD-2025-0001 (formerly PZD-2024-0006 but with a few changes)

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

Please vote against the PZD-2025-0001 rezoning request on south Markham Hill and Haskell Heights.

I would be present at your meeting on February 24 to speak at the podium, but I am often out-of-town on Monday evenings and will miss this meeting.

I strongly oppose the rezoning of the 34.86 acres on south Markham Hill and Haskell Heights from RSF-4 to PZD-2025-0001. This request used to be PZD-2024-0006, but has a few changes which don't amount to much. The problems with it still exist.

I believe this location is wrong for the type of higher density development that developer Crafton Tull describes, in one place in the document 640 beds and 640 parking spaces and in another place in the document close to the original 1000 each. I'm sure you are aware of the problems that have resulted elsewhere in Fayetteville where developers try to build higher density on hillsides and hilltops.

I agree with the list of reasons for denial given by City Staff and by residents Bill and Joyce Feldman, Tom Overbey, Laura Carver, Marsha Scott, Charles Leflar, Tom Pears, and others.

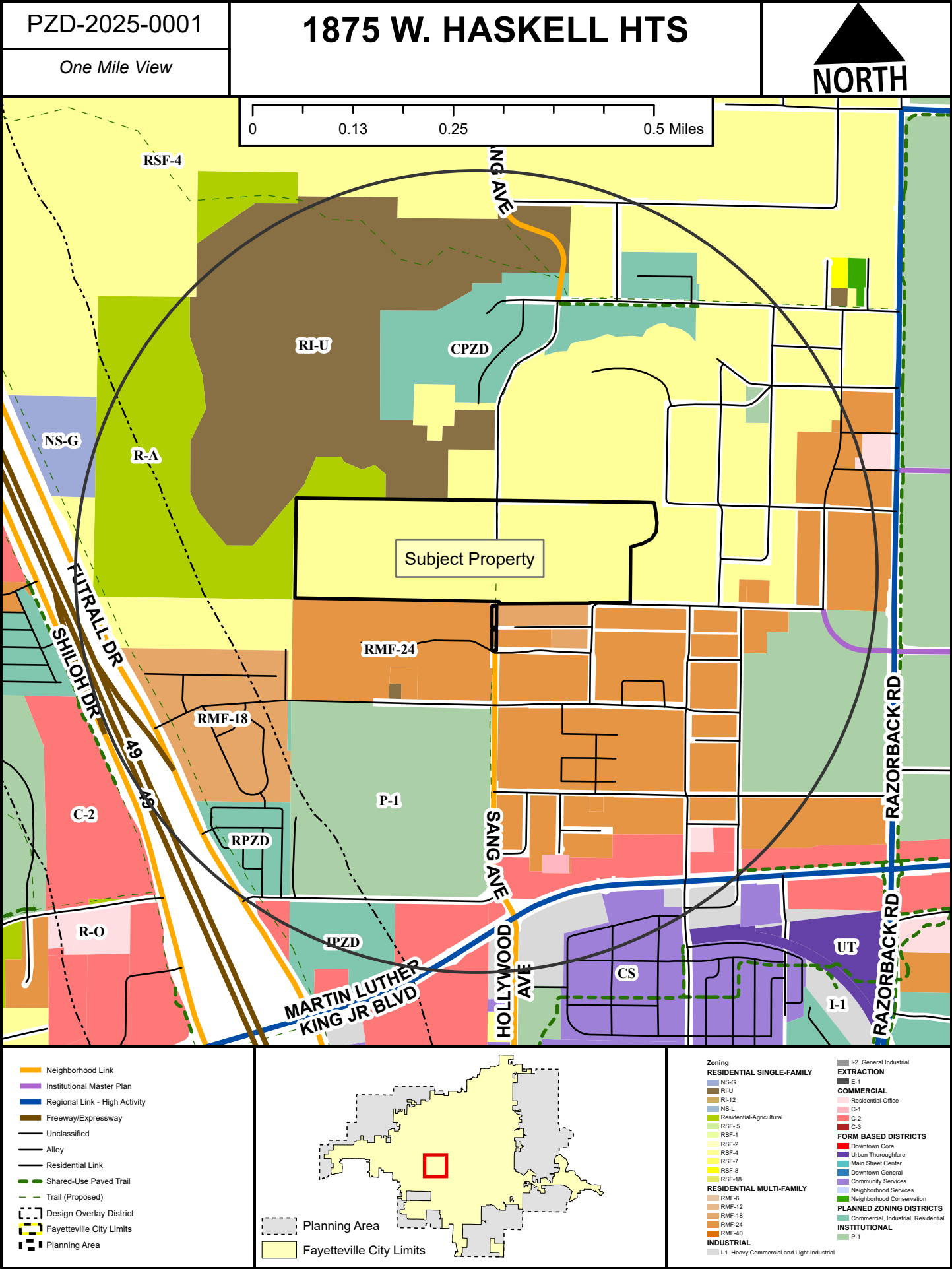
If development were to take place in these 34.86 acres, it could be done with the current RSF-4 zoning. The most 'truly' compatible type would be one single family home per 1-5 acres, because the surrounding parcels on most sides are either totally forested or very low density with most of the historical Markham Hill woods preserved. The developer would only have to cut down the trees where each single family home would be located, leaving the surrounding mature tree cover to handle most of the water issues and provide environmental and ecological benefits. The developer would still have to deal with drainage problems, large construction vehicles on the narrow roads, building on steep slopes, traffic congestion and safety to the south, etc.

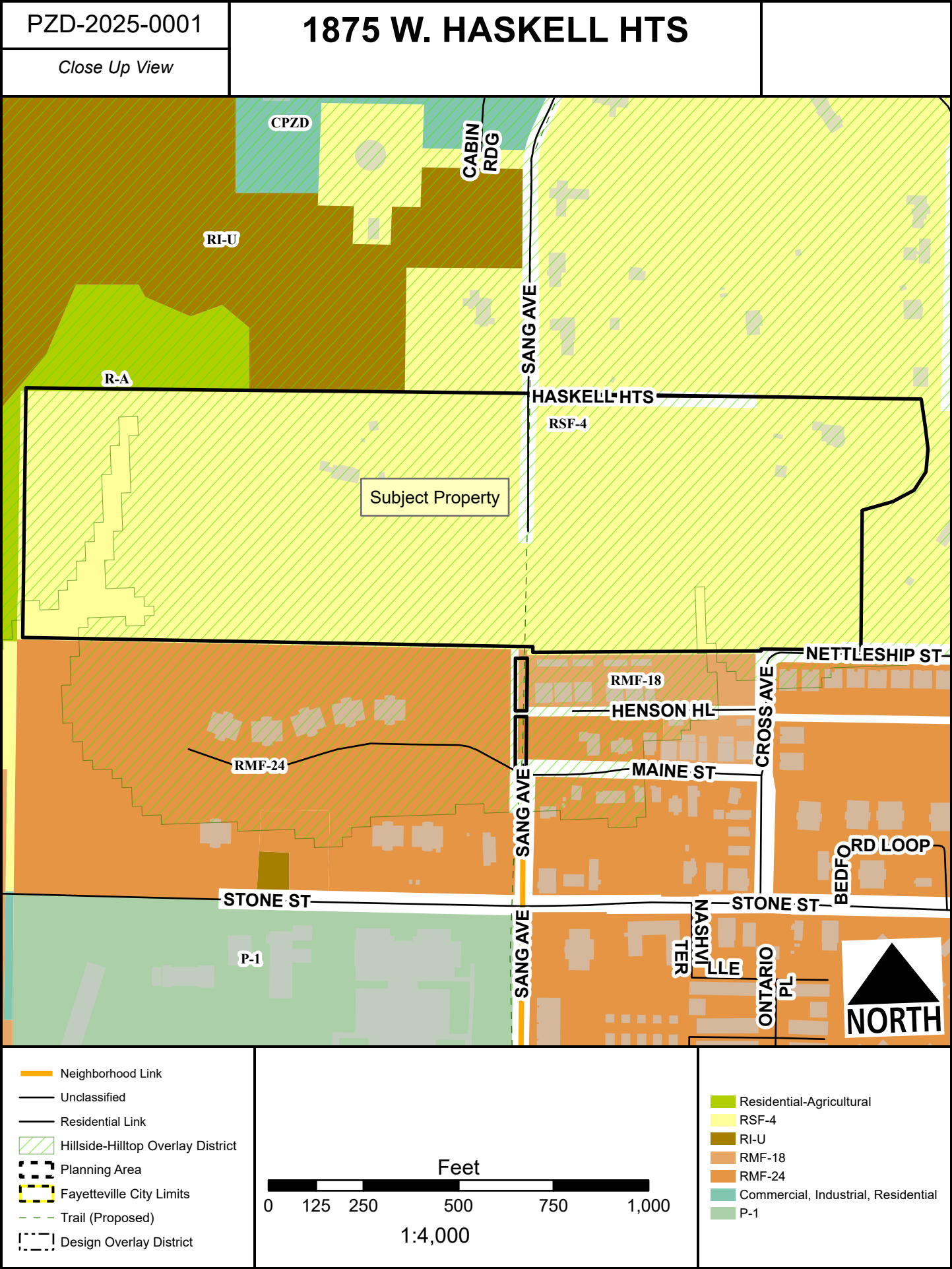
Higher density housing is needed in Fayetteville, but should only be done where appropriate. This location is an example of where "not" to do it.

Please deny PZD-2025-0001.

Thank you for your consideration.

Sincerely,
Lisa Orton
1663 W Halsell Rd
Fayetteville, AR 72701
Ward 4
410-674-8440 (c)



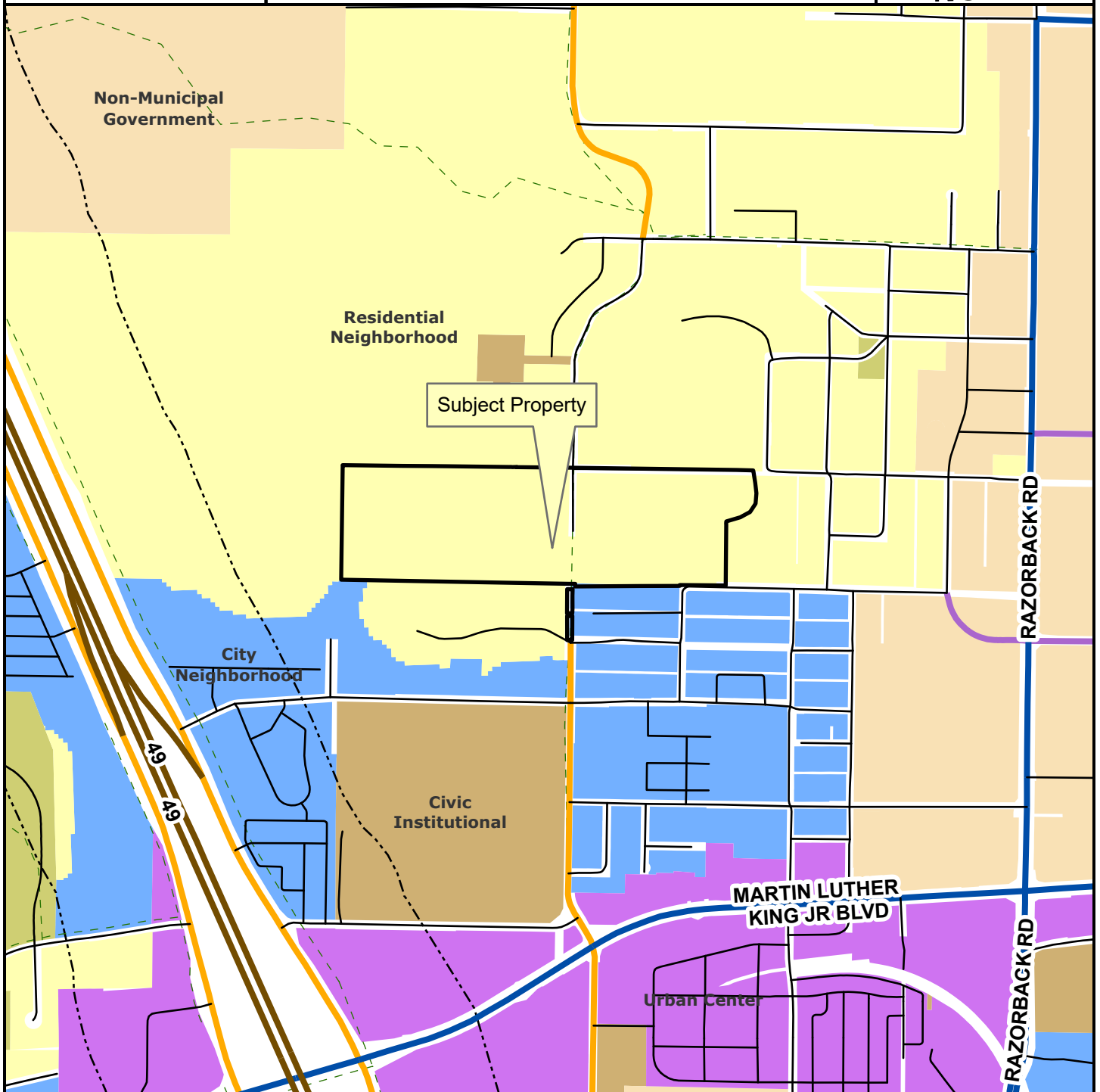




PZD-2025-0001

1875 W. HASKELL HTS

Future Land Use



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center