



CITY OF
FAYETTEVILLE
ARKANSAS

*100 W. Rock St. Suite 246
Fayetteville, AR 72701*

Transportation Committee Agenda

**(Immediately Following City Council Agenda Session)
Rock St. Meeting Room / Virtual Meeting Via Zoom**

**Tuesday, July 29, 2025
5:30 PM**

Members

***Council Member Sarah Moore, Chair
Council Member Robert "Bob" Stafford
Council Member Sarah Bunch
Council Member Min. Monique Jones***

City Staff

***Public Works Director / City Engineer Chris Brown
Assistant Public Works / Transportation Services Director Terry Gulley***

Zoom Information

Webinar ID: July 2025 Transportation Agenda

Registration Link: https://fayetteville-ar.zoom.us/webinar/register/WN_q9fr3D1XTGaqt8ldmaaF0A

Call to Order

Roll Call

New Business

1. SAFE STREETS FOR ALL PROJECT DESIGN AGREEMENT - COLLEGE AVE.

A RESOLUTION TO AUTHORIZE A CONTRACT WITH GARVER, LLC FOR DESIGN PHASE SERVICES FOR THE NORTH COLLEGE AVENUE (SYCAMORE TO TOWNSHIP) SAFE STREETS FOR ALL PROJECT IN THE AMOUNT OF \$787,660.00, AND TO APPROVE A BUDGET ADJUSTMENT (2025-1290)

2. SAFE STREETS FOR ALL PROJECT DESIGN AGREEMENT - S. SCHOOL AVE.

A RESOLUTION TO AUTHORIZE AN AGREEMENT WITH I & S GROUP, INC. FOR DESIGN PHASE SERVICES FOR THE SOUTH SCHOOL AVENUE SAFE STREETS AND ROADS FOR ALL PROJECT IN THE AMOUNT OF \$287,000.00, AND TO APPROVE A BUDGET ADJUSTMENT (2025-1291)

3. SAFE STREETS FOR ALL PROJECT DESIGN AGREEMENT - E. JOYCE BLVD.

A RESOLUTION TO AUTHORIZE A CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR STUDY AND DESIGN PHASE SERVICES FOR THE EAST JOYCE BOULEVARD SAFE STREETS FOR ALL PROJECT IN THE AMOUNT OF \$287,000.00, AND TO APPROVE A BUDGET ADJUSTMENT (2025-1288)

4. TRANSIT STOP IMPROVEMENTS GRANT ACCEPTANCE

STAFF RECOMMENDS APPROVAL OF A GRANT AGREEMENT WITH THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION TO RECOGNIZE FUNDING IN THE AMOUNT OF \$203,317.25 FOR TRANSIT STOP IMPROVEMENTS AND APPROVAL OF A BUDGET ADJUSTMENT. (2025-1295)

Reports and Presentations

1. TRANSPORTATION WORK PLAN STATUS UPDATE
2. MAPLE STREET IMPROVEMENTS UPDATE

Informational Items

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE



MEETING OF JULY 29, 2025

TO: Mayor Rawn and City Council
THRU: Chris Brown, Public Works Director
Keith Macedo, Chief of Staff
FROM: Kenneth Patterson, Federal Aid Project Manager
SUBJECT: **SS4A College Ave – Design Agreement with Garver, LLC**

RECOMMENDATION:

Staff recommends approval of the agreement with Garver, LLC in the amount of \$787,660 for design phase services for the N. College Ave. (Sycamore to Township), a Safe Streets and Roads for All (SS4A) project and approval of a budget adjustment, pursuant to RFQ 25-01, Selection #8.

BACKGROUND:

The School Avenue and College Avenue corridors serve as the major north-south route through the central part of the City and are major commercial and retail destinations. Maintaining and improving the corridors will allow them to continue to serve mobility needs and to continue to develop/redevelop as commercial corridors.

Improvements to these corridors will include striping, widening and/or narrowing of the roadway, utility relocation, sidewalk/trail installation, accommodations for transit systems, elimination or reconfiguration of driveways, additional traffic signals, medians, plazas, art installations, lighting, wayfinding, protected intersections, parking, and other corridor improvements to be identified in the design process.

The starting point for this corridor design is the 71B Corridor Plan that was completed by RDG Planning. The goals and aspirations of the Plan continue to be implemented to the greatest extent possible through the limits of project segments selected for design and construction which include N. College Ave. between North St. and Township St., and S. School Ave. between Martin Luther King Jr. Blvd. and Cato Springs Road. As stated above, this recommendation regards the segment from Sycamore St. to Township St.

On July 7, 2020, the City Council approved a contract with Garver, LLC for the programming phase of this project. The programming phase included meetings with stakeholders and City staff to review the plan goals and make decisions about how and where to include project elements identified in the 71B Corridor Plan.

On December 4, 2024, Resolution 301-24 was approved to accept federal-aid funding in the amount of \$25,000,000 from the U.S. Department of Transportation's Federal Highway Administration through the Safe Streets and Roads for All (SS4A) Program. This funding supports five construction projects with a focus on safety, and this project is among them.

On April 17, 2025, a selection committee composed of City of Fayetteville staff and City Council member Mike Wiederkehr selected Garver, LLC for design phase services for this segment of N. College Ave, pursuant to RFQ 25-01, Selection #8.

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

DISCUSSION:

Generally, the scope of services includes surveying, environmental, design, water and sewer upgrade design, preparation of property acquisition documents, and bidding services for improvements to College Ave. between Sycamore St. and Township St. Improvements will consist primarily of enhancements to pedestrian and bicycle infrastructure, landscaping, signalization, drainage improvements as necessary, utility relocations, and access control improvements for approximately 3,700-ft. of the College Ave. corridor and the portion of Poplar St. from College Ave. to Green Acres Rd. Improvements to the corridor will be consistent with the items identified in the 2021 Programming The Street: S School & College Avenues document.

BUDGET/STAFF IMPACT:

The City has been awarded federal funding for this project through the Safe Streets and Roads for All (SS4A) Program, as approved by Resolution 301-24. Matching funds for the SS4A grant funds will come from the 2019 Bond Program. Funding for the water and sewer design will be from the Water and Sewer Fund. The funding breakdown for the contract amount is as follows:

Account #	Project #	Amount
2235.900.9221-5860.02	32401.9221	\$439,537.34
4702.860.7235-5860.02	46020.7235.9221	\$149,442.66
5400.860.5600-5860.02	11011.7235.9221	\$198,680.00
TOTAL		\$787,660.00

ATTACHMENTS: 3. Staff Review Form, 4. Budget Adjustment, 5. Design Services Agreement, 6. Final 71B Corridor Plan, 7. Programming The Street: S School & College Avenues

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2025-1290

A RESOLUTION TO AUTHORIZE A CONTRACT WITH GARVER, LLC FOR DESIGN PHASE SERVICES FOR THE NORTH COLLEGE AVENUE (SYCAMORE TO TOWNSHIP) SAFE STREETS FOR ALL PROJECT IN THE AMOUNT OF \$787,660.00, AND TO APPROVE A BUDGET ADJUSTMENT

WHEREAS, the School Avenue and College Avenue Corridors serve as the major north-south route through the central part of the city and are major commercial and retail destinations; and

WHEREAS, on December 4, 2024, City Council approved Resolution 301-24 to accept federal aid funding in the amount of \$25,000,000.00 from the U.S. Department of Transportation's Federal Highway Administration through the Safe Streets and Roads for All Program to fund improvements to these corridors; and

WHEREAS, the scope of services for this phase of the project includes survey, environmental review, design, water and sewer upgrade design, preparation of property acquisition documents, and bidding services for improvements to a segment of College Avenue between Sycamore Street and Township Street.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign a professional engineering services agreement with Garver, LLC for design phase services for the North College Avenue (Sycamore to Township) Safe Streets and Roads for All Project in the amount of \$787,660.00 pursuant to RFQ 25-01, Selection 8.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2025-1010

Item ID

8/5/2025

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Kenneth Patterson

7/15/2025

ENGINEERING (621)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Staff recommends approval of the agreement with Garver, LLC in the amount of \$787,660 for design phase services for the N. College Avenue (Sycamore to Township), a Safe Streets and Roads for All project, and approval of a budget adjustment. This will be split between the Safe Streets & Roads Grant (\$439,537.34), the Street Bond funds (\$149,442.66), and the Water & Sewer fund (\$198,680).

Budget Impact:

Account Number	Fund	
2235.900.9221-5860.02	Safe Streets and Roads Grant	
4702.860.7235-5860.02	Streets Projects 2022 Bonds	
5400.860.5600-5860.02	Water & Sewer	
32401.9221	Safe Streets & Roads Grant - College Ave	
46020.7235.9221	Street Bond Projects - SS4A - College Ave	
11011.7235.9221	W&S Reloc - Safe Streets & Roads - College Ave	
Project Number	Project Title	
Budgeted Item? Yes	Total Amended Budget	\$ 29,871,920.00
	Expenses (Actual+Encum)	\$ 10,053,920.20
	Available Budget	\$ 19,817,999.80
Does item have a direct cost? Yes	Item Cost	\$ 787,660.00
Is a Budget Adjustment attached? Yes	Budget Adjustment	\$ -
	Remaining Budget	\$ 19,030,339.80

V20221130

Purchase Order Number: _____

Previous Ordinance or Resolution # 301-24

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:

City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

Budget Year 2025	Division /Org2 ENGINEERING (621) Requestor: Kenneth Patterson	Adjustment Number
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BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Staff recommends approval of the agreement with Garver, LLC in the amount of \$787,660 for design phase services for the N. College Avenue (Sycamore to Township) Safe Streets and Roads for All project. This will be split between the Safe Streets & Roads Grant (\$439,537.34), the Street Bond funds (\$149,442.66), and the Water & Sewer fund (\$198,680).

<p style="text-align: center;">RESOLUTION/ORDINANCE</p>	<p>COUNCIL DATE: <u>8/5/2025</u></p> <p>ITEM ID#: <u>2025-1010</u></p> <p style="text-align: center;"><i>Holly Black</i> <i>7/15/2025 9:26 AM</i></p> <hr/> <p style="text-align: center;">Budget Division Date</p> <p style="text-align: center;">D - (City Council)</p> <p>TYPE: _____</p> <p>JOURNAL #: _____</p> <p>GLDATE: _____</p> <p>CHKD/POSTED: <u> / </u></p>
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TOTAL	- -						v.2025617
Account Number	Increase / (Decrease)		Project.Sub#			Account Name	
	Expense	Revenue	Project	Sub.Detl	AT		
2235.900.9220-5899.00	(439,538)	-	32401	9220	EX	Unallocated - Budget	
2235.900.9221-5860.02	439,538	-	32401	9221	EX	Capital Prof Svcs - Engineering/Architectu	
2235.900.9220-4309.00	-	(439,538)	32401	9220	RE	Federal Grants - Capital	
2235.900.9221-4309.00	-	439,538	32401	9221	RE	Federal Grants - Capital	
<hr/>							
4702.860.7999-5899.00	(149,443)	-	46020	7999	EX	Unallocated - Budget	
4702.860.7235-5860.02	149,443	-	46020	7235.9221	EX	Capital Prof Svcs - Engineering/Architectu	
<hr/>							
5400.720.5600-5808.00	(198,680)	-	11011	1	EX	Improvements - Water Line	
5400.860.5600-5860.02	198,680	-	11011	7235.9221	EX	Capital Prof Svcs - Engineering/Architectu	
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AGREEMENT
For
PROFESSIONAL ENGINEERING SERVICES
Between
CITY OF FAYETTEVILLE, ARKANSAS
And
GARVER, LLC

THIS AGREEMENT is made as of _____, 2025, by and between City of Fayetteville, Arkansas, acting by and through its Mayor (hereinafter called CITY OF FAYETTEVILLE) and GARVER, LLC (hereinafter called ENGINEER).

CITY OF FAYETTEVILLE from time to time requires professional engineering services in connection with the evaluation, design, and/or construction supervision of capital improvement projects. Therefore, CITY OF FAYETTEVILLE and ENGINEER in consideration of their mutual covenants agree as follows:

ENGINEER shall serve as CITY OF FAYETTEVILLE's professional engineering consultant in those assignments to which this Agreement applies, and shall give consultation and advice to CITY OF FAYETTEVILLE during the performance of ENGINEER's services. All services shall be performed under the direction of a professional engineer registered in the State of Arkansas and qualified in the particular field.

SECTION 1 - AUTHORIZATION OF SERVICES

- 1.1 Services on any assignment shall be undertaken only upon written Authorization of CITY OF FAYETTEVILLE and agreement of ENGINEER
- 1.2 Assignments may include services described hereafter as Basic Services or as Additional Services of ENGINEER.
- 1.3 Changes, modifications or amendments in scope, price or fees to this contract shall **not** be allowed without a formal contract amendment approved by the Mayor and the City Council **in advance** of the change in scope, costs, fees, or delivery schedule.

SECTION 2 - BASIC SERVICES OF ENGINEER

- 2.1 Perform professional services in connection with the Project as hereinafter stated.
 - 2.1.1 The Scope of Services to be furnished by ENGINEER during the Project is included in Appendix A attached hereto and made part of this Agreement.
- 2.2 ENGINEER shall coordinate their activities and services with the CITY OF FAYETTEVILLE. ENGINEER and CITY OF FAYETTEVILLE agree that ENGINEER has full responsibility for the engineering services.

SECTION 3 - RESPONSIBILITIES OF CITY OF FAYETTEVILLE

- 3.1 CITY OF FAYETTEVILLE shall, within a reasonable time, so as not to delay the services of ENGINEER:

- 3.1.1 Provide full information as to CITY OF FAYETTEVILLE's requirements for the Project.
- 3.1.2 Assist ENGINEER by placing at ENGINEER's disposal all available information pertinent to the assignment including previous reports and any other data relative thereto.
- 3.1.3 Assist ENGINEER in obtaining access to property reasonably necessary for ENGINEER to perform his services under this Agreement.
- 3.1.4 Examine all studies, reports, sketches, cost opinions, proposals, and other documents presented by ENGINEER and render in writing decisions pertaining thereto.
- 3.1.5 Provide such professional legal, accounting, financial, and insurance counseling services as may be required for the Project.
- 3.1.6 The City Engineer is the CITY OF FAYETTEVILLE's project representative with respect to the services to be performed under this Agreement. The City Engineer shall have complete authority to transmit instructions, receive information, interpret and define CITY OF FAYETTEVILLE's policies and decisions with respect to materials, equipment, elements and systems to be used in the Project, and other matters pertinent to the services covered by this Agreement.
- 3.1.7 CITY OF FAYETTEVILLE and/or its representative will review all documents and provide written comments to ENGINEER in a timely manner.

SECTION 4 - PERIOD OF SERVICE

- 4.1 This Agreement will become effective upon the first written notice by CITY OF FAYETTEVILLE authorizing services hereunder.
- 4.2 The provisions of this Agreement have been agreed to in anticipation of the orderly progress of the Project through completion of the services stated in the Agreement. ENGINEER will proceed with providing the authorized services immediately upon receipt of written authorization from CITY OF FAYETTEVILLE. Said authorization shall include the scope of the services authorized and the time in which the services are to be completed. The anticipated schedule for this project is included as Appendix A.

SECTION 5 - PAYMENTS TO ENGINEER

- 5.1 The maximum not-to-exceed amount authorized for this Agreement shall be based upon on an Hourly basis as described in Appendix B.
- 5.2 Statements
 - 5.2.1 Monthly statements for each calendar month shall be submitted to CITY OF FAYETTEVILLE or such parties as CITY OF FAYETTEVILLE may designate for professional services consistent with ENGINEER'S normal billing schedule. Once established, the billing schedule shall be maintained throughout the duration of the Project.

Applications for payment shall be made in accordance with a format to be developed by ENGINEER and as approved by CITY OF FAYETTEVILLE. Applications for payment

shall be accompanied each month by the updated project schedule as the basis for determining the value earned as the work is accomplished. Final payment for professional services shall be made upon CITY OF FAYETTEVILLE’s approval and acceptance with the satisfactory completion of the study and report for the Project.

5.3 Payments

5.3.1 All statements are payable upon receipt and due within thirty (30) days. If a portion of ENGINEER’s statement is disputed by CITY OF FAYETTEVILLE, the undisputed portion shall be paid by CITY OF FAYETTEVILLE by the due date. CITY OF FAYETTEVILLE shall advise ENGINEER in writing of the basis for any disputed portion of any statement. CITY OF FAYETTEVILLE will make reasonable effort to pay invoices within 30 days of date the invoice is approved, however, payment within 30 days is not guaranteed.

5.4 Final Payment

5.4.1 Upon satisfactory completion of the work performed under this Agreement, as a condition before final payment under this Agreement, or as a termination settlement under this Agreement, ENGINEER shall execute and deliver to CITY OF FAYETTEVILLE a release of all claims against CITY OF FAYETTEVILLE arising under or by virtue of this Agreement, except claims which are specifically exempted by ENGINEER to be set forth therein. Unless otherwise provided in this Agreement or by State law or otherwise expressly agreed to by the parties to this Agreement, final payment under this Agreement or settlement upon termination of this Agreement shall not constitute a waiver of CITY OF FAYETTEVILLE’s claims against ENGINEER or his sureties under this Agreement or applicable performance and payment bonds, if any.

SECTION 6 - GENERAL CONSIDERATIONS

6.1 Insurance

6.1.1 During the course of performance of these services, ENGINEER will maintain (in United States Dollars) the following minimum insurance coverages:

<u>Type of Coverage</u>	<u>Limits of Liability</u>
Workers’ Compensation	Statutory
Employers’ Liability	\$500,000 Each Accident
Commercial General Liability	
Bodily Injury and Property Damage	\$1,000,000 Combined Single Limit
Automobile Liability:	
Bodily Injury and Property Damage	\$1,000,000 Combined Single Limit
Professional Liability Insurance	\$1,000,000 Each Claim

ENGINEER will provide to CITY OF FAYETTEVILLE certificates as evidence of the specified insurance within ten days of the date of this Agreement and upon each renewal of coverage.

6.1.2 CITY OF FAYETTEVILLE and ENGINEER waive all rights against each other and their officers, directors, agents, or employees for damage covered by property insurance during and after the completion of ENGINEER's services.

6.2 Professional Responsibility

6.2.1 ENGINEER will exercise reasonable skill, care, and diligence in the performance of ENGINEER's services and will carry out its responsibilities in accordance with customarily accepted professional engineering practices. CITY OF FAYETTEVILLE will promptly report to ENGINEER any defects or suspected defects in ENGINEER's services of which CITY OF FAYETTEVILLE becomes aware, so that ENGINEER can take measures to minimize the consequences of such a defect. CITY OF FAYETTEVILLE retains all remedies to recover for its damages caused by any negligence of ENGINEER.

6.3 Cost Opinions and Projections

6.3.1 Cost opinions and projections prepared by ENGINEER relating to construction costs and schedules, operation and maintenance costs, equipment characteristics and performance, and operating results are based on ENGINEER's experience, qualifications, and judgment as a design professional. Since ENGINEER has no control over weather, cost and availability of labor, material and equipment, labor productivity, construction Contractors' procedures and methods, unavoidable delays, construction Contractors' methods of determining prices, economic conditions, competitive bidding or market conditions, and other factors affecting such cost opinions or projections, ENGINEER does not guarantee that actual rates, costs, performance, schedules, and related items will not vary from cost opinions and projections prepared by ENGINEER.

6.4 Changes

6.4.1 CITY OF FAYETTEVILLE shall have the right to make changes within the general scope of ENGINEER's services, with an appropriate change in compensation and schedule only after Fayetteville City Council approval of such proposed changes and, upon execution of a mutually acceptable amendment or change order signed by the Mayor of the CITY OF FAYETTEVILLE and the duly authorized officer of ENGINEER.

6.5 Termination

6.5.1 This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given:

6.5.1.1 Not less than ten (10) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate,

6.5.1.2 An opportunity for consultation with the terminating party prior to termination.

6.5.2 This Agreement may be terminated in whole or in part in writing by CITY OF FAYETTEVILLE for its convenience, provided that ENGINEER is given:

- 6.5.2.1 Not less than ten (10) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate,
- 6.5.2.2 An opportunity for consultation with the terminating party prior to termination.
- 6.5.3 If termination for default is effected by CITY OF FAYETTEVILLE, an equitable adjustment in the price provided for in this Agreement shall be made, but
 - 6.5.3.1 No amount shall be allowed for anticipated profit on unperformed services or other work,
 - 6.5.3.2 Any payment due to ENGINEER at the time of termination may be adjusted to cover any additional costs to CITY OF FAYETTEVILLE because of ENGINEER's default.
- 6.5.4 If termination for default is effected by ENGINEER, or if termination for convenience is effected by CITY OF FAYETTEVILLE, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide for payment to ENGINEER for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by ENGINEER relating to commitments which had become firm prior to the termination.
- 6.5.5 Upon receipt of a termination action under Paragraphs 6.5.1 or 6.5.2 above, ENGINEER shall:
 - 6.5.5.1 Promptly discontinue all affected work (unless the notice directs otherwise),
 - 6.5.5.2 Deliver or otherwise make available to CITY OF FAYETTEVILLE all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by ENGINEER in performing this Agreement, whether completed or in process.
- 6.5.6 Upon termination under Paragraphs 6.5.1 or 6.5.2 above CITY OF FAYETTEVILLE may take over the work and may award another party an agreement to complete the work under this Agreement.
- 6.5.7 If, after termination for failure of ENGINEER to fulfill contractual obligations, it is determined that ENGINEER had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of CITY OF FAYETTEVILLE. In such event, adjustments of the agreement price shall be made as provided in Paragraph 6.5.4 of this clause.
- 6.6 Delays
 - 6.6.1 In the event the services of ENGINEER are suspended or delayed by CITY OF FAYETTEVILLE or by other events beyond ENGINEER's reasonable control, ENGINEER shall be entitled to additional compensation and time for reasonable costs incurred by ENGINEER in temporarily closing down or delaying the Project.

6.7 Rights and Benefits

6.7.1 ENGINEER's services will be performed solely for the benefit of CITY OF FAYETTEVILLE and not for the benefit of any other persons or entities.

6.8 Dispute Resolution

6.8.1 Scope of Paragraph: The procedures of this Paragraph shall apply to any and all disputes between CITY OF FAYETTEVILLE and ENGINEER which arise from, or in any way are related to, this Agreement, including, but not limited to the interpretation of this Agreement, the enforcement of its terms, any acts, errors, or omissions of CITY OF FAYETTEVILLE or ENGINEER in the performance of this Agreement, and disputes concerning payment.

6.8.2 Exhaustion of Remedies Required: No action may be filed unless the parties first negotiate. If timely Notice is given under Paragraph 6.8.3, but an action is initiated prior to exhaustion of these procedures, such action shall be stayed, upon application by either party to a court of proper jurisdiction, until the procedures in Paragraphs 6.8.3 and 6.8.4 have been complied with.

6.8.3 Notice of Dispute

6.8.3.1 For disputes arising prior to the making of final payment promptly after the occurrence of any incident, action, or failure to act upon which a claim is based, the party seeking relief shall serve the other party with a written Notice;

6.8.3.2 For disputes arising within one year after the making of final payment, CITY OF FAYETTEVILLE shall give ENGINEER written Notice at the address listed in Paragraph 6.14 within thirty (30) days after occurrence of any incident, accident, or first observance of defect or damage. In both instances, the Notice shall specify the nature and amount of relief sought, the reason relief should be granted, and the appropriate portions of this Agreement that authorize the relief requested.

6.8.4 Negotiation: Within seven days of receipt of the Notice, the Project Managers for CITY OF FAYETTEVILLE and ENGINEER shall confer in an effort to resolve the dispute. If the dispute cannot be resolved at that level, then, upon written request of either side, the matter shall be referred to the President of ENGINEER and the Mayor of CITY OF FAYETTEVILLE or his designee. These officers shall meet at the Project Site or such other location as is agreed upon within 30 days of the written request to resolve the dispute.

6.9 CITY OF FAYETTEVILLE represents that it has sufficient funds or the means of obtaining funds to remit payment to ENGINEER for services rendered by ENGINEER.

6.10 Publications

6.10.1 Recognizing the importance of professional development on the part of ENGINEER's employees and the importance of ENGINEER's public relations, ENGINEER may prepare publications, such as technical papers, articles for periodicals, and press releases, pertaining to ENGINEER's services for the Project. Such publications will be provided to CITY OF FAYETTEVILLE in draft form for CITY OF FAYETTEVILLE's advance review. CITY OF FAYETTEVILLE shall review such drafts promptly and provide CITY OF FAYETTEVILLE's comments to ENGINEER. CITY OF FAYETTEVILLE

may require deletion of proprietary data or confidential information from such publications, but otherwise CITY OF FAYETTEVILLE will not unreasonably withhold approval. The cost of ENGINEER's activities pertaining to any such publication shall be for ENGINEER's account.

6.11 Indemnification

6.11.1 CITY OF FAYETTEVILLE agrees that it will require all construction Contractors to indemnify, defend, and hold harmless CITY OF FAYETTEVILLE and ENGINEER from and against any and all loss where loss is caused or incurred or alleged to be caused or incurred in whole or in part as a result of the negligence or other actionable fault of the Contractors, or their employees, agents, Subcontractors, and Suppliers.

6.12 Ownership of Documents

6.12.1 All documents provided by CITY OF FAYETTEVILLE including original drawings, disks of CADD drawings and cross sections, estimates, specification field notes, and data are and remain the property of CITY OF FAYETTEVILLE. ENGINEER may retain reproduced copies of drawings and copies of other documents.

6.12.2 Engineering documents, drawings, and specifications prepared by ENGINEER as part of the Services shall become the property of CITY OF FAYETTEVILLE when ENGINEER has been compensated for all Services rendered, provided, however, that ENGINEER shall have the unrestricted right to their use. ENGINEER shall, however, retain its rights in its standard drawings details, specifications, databases, computer software, and other proprietary property. Rights to intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of ENGINEER.

6.12.3 Any files delivered in electronic medium may not work on systems and software different than those with which they were originally produced. ENGINEER makes no warranty as to the compatibility of these files with any other system or software. Because of the potential degradation of electronic medium over time, in the event of a conflict between the sealed original drawings/hard copies and the electronic files, the sealed drawings/hard copies will govern.

6.13 Notices

6.13.1 Any Notice required under this Agreement will be in writing, addressed to the appropriate party at the following addresses:

CITY OF FAYETTEVILLE's address:
125 West Mountain Street
Fayetteville, Arkansas 72701

ENGINEER's address:
2049 E. Joyce Blvd, Suite 400
Fayetteville, Arkansas 72703

6.14 Successor and Assigns

6.14.1 CITY OF FAYETTEVILLE and ENGINEER each binds himself and his successors, executors, administrators, and assigns to the other party of this Agreement and to the successors, executors, administrators, and assigns of such other party, in respect to all covenants of this Agreement; except as above, neither CITY OF FAYETTEVILLE nor ENGINEER shall assign, sublet, or transfer his interest in the Agreement without the written consent of the other.

6.15 Controlling Law

6.15.1 This Agreement shall be subject to, interpreted and enforced according to the laws of the State of Arkansas without regard to any conflicts of law provisions.

6.16 Entire Agreement

6.16.1 This Agreement represents the entire Agreement between ENGINEER and CITY OF FAYETTEVILLE relative to the Scope of Services herein. Since terms contained in purchase orders do not generally apply to professional services, in the event CITY OF FAYETTEVILLE issues to ENGINEER a purchase order, no preprinted terms thereon shall become a part of this Agreement. Said purchase order document, whether or not signed by ENGINEER, shall be considered as a document for CITY OF FAYETTEVILLE's internal management of its operations.

SECTION 7 - SPECIAL CONDITIONS

7.1 Additional Responsibilities of ENGINEER

7.1.1 CITY OF FAYETTEVILLE's review, approval, or acceptance of design drawings, specifications, reports and other services furnished hereunder shall not in any way relieve ENGINEER of responsibility for the technical adequacy of the work. Neither CITY OF FAYETTEVILLE's review, approval or acceptance of, nor payment for any of the services shall be construed as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

7.1.2 ENGINEER shall be and shall remain liable, in accordance with applicable law, for all damages to CITY OF FAYETTEVILLE caused by ENGINEER's negligent performance of any of the services furnished under this Agreement except for errors, omissions or other deficiencies to the extent attributable to CITY OF FAYETTEVILLE or CITY OF FAYETTEVILLE-furnished data.

7.1.3 ENGINEER's obligations under this clause are in addition to ENGINEER's other express or implied assurances under this Agreement or State law and in no way diminish any other rights that CITY OF FAYETTEVILLE may have against ENGINEER for faulty materials, equipment, or work.

7.2 Remedies

7.2.1 Except as may be otherwise provided in this Agreement, all claims, counter-claims, disputes and other matters in question between CITY OF FAYETTEVILLE and ENGINEER arising out of or relating to this Agreement or the breach thereof will be

decided in a court of competent jurisdiction within Arkansas.

7.3 Audit: Access to Records

7.3.1 ENGINEER shall maintain books, records, documents and other evidence directly pertinent to performance on work under this Agreement in accordance with generally accepted accounting principles and practices consistently applied in effect on the date of execution of this Agreement. ENGINEER shall also maintain the financial information and data used by ENGINEER in the preparation of support of the cost submission required for any negotiated agreement or change order and send to CITY OF FAYETTEVILLE a copy of the cost summary submitted. CITY OF FAYETTEVILLE, the State or any of their authorized representatives shall have access to all such books, records, documents and other evidence for the purpose of inspection, audit and copying during normal business hours. ENGINEER will provide proper facilities for such access and inspection.

7.3.2 Records under Paragraph 7.3.1 above shall be maintained and made available during performance on assisted work under this Agreement and until three years from the date of final payment for the project. In addition, those records which relate to any controversy arising out of such performance, or to costs or items to which an audit exception has been taken, shall be maintained and made available until three years after the date of resolution of such appeal, litigation, claim or exception.

7.3.3 This right of access clause (with respect to financial records) applies to:

7.3.3.1 Negotiated prime agreements:

7.3.3.2 Negotiated change orders or agreement amendments in excess of \$10,000 affecting the price of any formally advertised, competitively awarded, fixed price agreement:

7.3.3.3 Agreements or purchase orders under any agreement other than a formally advertised, competitively awarded, fixed price agreement. However, this right of access does not apply to a prime agreement, lower tier subagreement or purchase order awarded after effective price competition, except:

7.3.3.3.1 With respect to record pertaining directly to subagreement performance, excluding any financial records of ENGINEER;

7.3.3.3.2 If there is any indication that fraud, gross abuse or corrupt practices may be involved;

7.3.3.3.3 If the subagreement is terminated for default or for convenience.

7.4 Covenant Against Contingent Fees

7.4.1 ENGINEER warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement of understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by ENGINEER for the purpose of securing business. For breach or violation of this warranty, CITY OF FAYETTEVILLE shall have the right to annul this Agreement without liability or at its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

7.5 Gratuities

7.5.1 If CITY OF FAYETTEVILLE finds after a notice and hearing that ENGINEER or any of ENGINEER’s agents or representatives, offered or gave gratuities (in the form of entertainment, gifts or otherwise) to any official, employee or agent of CITY OF FAYETTEVILLE, in an attempt to secure an agreement or favorable treatment in awarding, amending or making any determinations related to the performance of this Agreement, CITY OF FAYETTEVILLE may, by written notice to ENGINEER terminate this Agreement. CITY OF FAYETTEVILLE may also pursue other rights and remedies that the law or this Agreement provides. However, the existence of the facts on which CITY OF FAYETTEVILLE bases such finding shall be in issue and may be reviewed in proceedings under the Remedies clause of this Agreement.

7.5.2 In the event this Agreement is terminated as provided in Paragraph 7.5.1, CITY OF FAYETTEVILLE may pursue the same remedies against ENGINEER as it could pursue in the event of a breach of the Agreement by ENGINEER. As a penalty, in addition to any other damages to which it may be entitled by law, CITY OF FAYETTEVILLE may pursue exemplary damages in an amount (as determined by CITY OF FAYETTEVILLE) which shall be not less than three nor more than ten times the costs ENGINEER incurs in providing any such gratuities to any such officer or employee.

7.6 Arkansas Freedom of Information Act

7.6.1 City contracts and documents, including internal documents and documents of subcontractors and sub-consultants, prepared while performing City contractual work are subject to the Arkansas Freedom of Information Act (FOIA). If a Freedom of Information Act request is presented to the CITY OF FAYETTEVILLE, ENGINEER will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

IN WITNESS WHEREOF, CITY OF FAYETTEVILLE, ARKANSAS by and through its Mayor, and ENGINEER, by its authorized officer have made and executed this Agreement as of the day and year first above written.

CITY OF FAYETTEVILLE, ARKANSAS

ENGINEER

By: _____
Mayor, Molly Rawn

By: Zach Moore
Transportation Team Leader, Zach Moore

ATTEST:
By: _____
City Clerk

By: Joseph Adams
Project Engineer, Joe Adams

END OF AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES

COLLEGE AVENUE PHASE 2

APPENDIX A – SCOPE OF SERVICES

1. General

Generally, the scope of services includes surveying, environmental, design, water and sewer upgrade design, preparation of property acquisition documents, and bidding services for improvements to College Avenue between Sycamore Street and Township Street. Improvements will consist primarily of enhancements to pedestrian and bicycle infrastructure, landscaping, signalization, drainage improvements as necessary, watershed BMPs, utility relocations, and access control improvements for approximately 3,700-ft. of the College Avenue corridor and the portion of Poplar Street from College Avenue to Green Acres Road. Improvements to the corridor will be consistent with the items identified in the 2021 School & College Avenues Programming document. .

2. Surveys

2.1. Design Surveys

Garver will utilize the previously performed LIDAR survey for designing the project. The LIDAR survey included sufficient topography for modeling the existing ground, buildings & other structures, streets, trees, visible utilities, and parking lots.

Garver will conduct additional field surveys along the project site as appropriate for locating new improvements built since the original LIDAR survey and underground utilities marked by their owners and/or representatives and any other pertinent drainage infrastructure that may be present at and/or along the project site. Garver will establish control points for use during construction.

2.2. Property Surveys

Garver will locate existing monumentation representing right of way and/or easements based on record data which will be provided by an abstractor under a subconsultant agreement with Garver for the portion of the project between Sycamore Street and just South of Township Street. For the remaining portion of the project, Garver will utilize City data and as-built plans to establish the existing right-of-way.

3. Geotechnical Services

Geotechnical is not anticipated for the completion of the project and not included in this scope of services.

4. Coordination/Public Involvement/Design Meetings

Garver will furnish plans to all known utility owners potentially affected by the project at preliminary & final stages of development. Garver will conduct individual coordination meetings as necessary among all known affected utility owners to enable them to coordinate efforts for any necessary utility relocations including the possibility of placing overhead utilities underground. Garver will include the surveyed locations of the observable and marked utilities in the construction plans. Garver will also include proposed and/or relocated utility information in the construction plans as provided by the utility companies.

Garver will furnish both preliminary and final plans to the following agencies depending on the specific project regulatory requirements: ADEQ, COE, USFWS, and Department of Arkansas Heritage for their review and comment

In addition to the coordination meetings with the City and other regulatory agencies, the following public meetings will be prepared for and attended:

- Two (2) public involvement meetings
 - One NEPA required
 - One non-NEPA Public Meeting
- Two (2) Transportation Committee meetings
- One (1) Active Transportation Committee meeting
- One (1) Arts Council meeting
- Support of city staff led individual stakeholder meetings (up to 40 one-hour meetings).

5. Environmental Services

5.1. Environmental Data Collection

As required by the National Environmental Policy Act (NEPA), project impacts to the social, economic, and natural environments will be assessed. To do this, Garver will develop an environmental study area and collect preliminary environmental data associated with the proposed project area for the below-listed resources. Environmental data will be assessed for social, economic, and environmental impacts associated with one build alternative:

1. Air Quality
2. Archeological and Historic Sites
3. Civil Rights/Title VI
4. Community
5. Economic
6. Federally Endangered and Threatened Species
7. Floodplains
8. Hazardous Materials, including Underground Storage Tanks
9. Land Use
10. Migratory Birds
11. Recreational Areas
12. Relocations
13. Secondary and Reasonably Foreseeable Impacts
14. Section 4(f) and 6(f) Properties
15. Terrestrial and Aquatic Communities
16. Traffic Noise Levels
17. Visual
18. Water Quality, including Public Drinking Supplies
19. Wetlands and Streams

To aid data collection efforts, Garver will prepare and send out initial agency coordination letters and a project location map to the Arkansas Division of Environmental Quality (DEQ) NEPA division, Arkansas Department of Health, and the Arkansas Department of Parks, Heritage and Tourism. As the project is located in an urbanized area, coordination with the Natural Resources Conservation Service regarding the Farmland Protection Policy Act is not included in this scope of services. Coordination with other agencies is detailed below.

5.2. Cultural Resources and Historic Properties

Garver will conduct a Phase I Cultural Resources Survey through a subconsultant contract consisting of state records research and an on-site Phase I archeological survey and historic structure survey of

the study area, which is estimated to be approximately 16 acres. A Phase II Cultural Resources Survey and/or site monitoring/testing are beyond this scope of work.

A Cultural Resources Survey Report will be prepared and Garver will submit it to the State Historic Preservation Officer (SHPO) requesting concurrence with the findings and Section 106 clearance for the single build alternative. Cultural resources clearance will be required for the final environmental documentation.

Garver will provide a cultural resources impact evaluation and comparison for the NEPA document based on results of the Cultural Resources Survey for the single build alternative.

Garver will prepare initial tribal coordination letters and an area of potential effect map for Federal Highway Administration (FHWA) review and distribution. Preparation of a Memorandum of Agreement, Programmatic Agreement, and/or Section 4(f) Evaluation is beyond this scope of work.

5.3. Biological Investigations

Garver will conduct a wetland and stream delineation to determine the limits of all jurisdictional waters of the United States and potential jurisdictional wetlands within the project limits. The delineation will include one site visit for field evaluation and mapping of jurisdictional waters of the United States, including streams, in accordance with the regulatory guidance in effect on the date of notice to proceed. Each potentially jurisdictional feature will be mapped with a sub-meter GPS, which will be used to create shapefiles for use in determining avoidance and minimization of impacts. The delineation will utilize methodologies outlined in the U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual of 1987 and applicable supplemental guidance published by the USACE for the project location. A letter report detailing the potentially jurisdictional waters and wetlands delineated within the project area will be prepared and submitted to the City for review (one round of comments will be addressed), then submitted to USACE. The submittal will include necessary documentation to obtain a Preliminary Jurisdictional Determination (PJD) and identification of the appropriate Section 404 permit type.

Garver will contact the Arkansas Natural Heritage Commission (ANHC) and U.S. Fish and Wildlife (USFWS) to ensure all state and federally listed threatened and endangered species of concern are identified, as well as their habitat areas, to avoid/minimize impacts. This coordination will assist in providing guidelines from these agencies on existence, habitat, and mitigation. If suitable habitat for any listed threatened or endangered species is encountered, it may be necessary to survey for these species. Presence and absence surveys for any listed threatened or endangered species are not included as a part of this scope. Garver will prepare an informal Section 7 Consultation package to be submitted to USFWS. Formal consultation with USFWS is beyond this scope of work and would be considered extra work.

5.4. Hazardous/Regulated Materials Investigations

Garver will prepare and send out an initial agency coordination letter to the DEQ regulated storage tank office requesting their review of the project area and comments regarding the proposed project.

Garver will conduct a literature and database review of readily available and applicable state and federal regulatory agency databases, which will include at a minimum the following databases: CERCLA, NPL, Resource Conservation and Recovery Act (RCRA), regulated storage tanks, leaking regulated storage tanks, State Superfund, and City Solid Waste Landfills. Leaking storage tanks and RCRA sites are recorded within the project vicinity. Garver will conduct a visual survey to identify potential hazardous/regulated material sites in the vicinity of the proposed project. The results of these efforts will be documented in the Environmental Documentation.

5.5. Public Involvement

Garver will:

- Prepare public involvement virtual displays for review by the City.
- Conduct coordination necessary for a public meeting including:
 - a. Developing the outreach and meeting materials.
 - b. Publish and pay for postcard mailings, a Spanish public service announcement (PSA), and letters
 - c. Provide Spanish translation for a PSA.
- Prepare a synopsis of the public meeting; review and respond to public comments as needed; and submit Title VI report.

A Location and/or Design Public Hearing is not anticipated and is excluded from the scope of services. It is anticipated that the public involvement meeting will meet all required public involvement criteria for the project.

Garver will coordinate one (1) public involvement meeting for NEPA after 60% plans have been developed. In addition to the NEPA meeting, a separate non-NEPA public meeting will be coordinated jointly by the City and Garver. This meeting will be outside the formal environmental process and may be used to provide general project updates or gather community feedback at an earlier or separate stage.

Logistics for the public meeting include the City coordinating the meeting date, time, and location. If the cost is tied to renting a meeting location, the City can coordinate completion of the rental agreement, and the City will be responsible for any signature and fee. Garver will provide staff to manage and attend the public involvement meeting. Garver will provide up to four staff members.

Garver will develop the following outreach materials for review and approval. Garver will develop postcard mailings (Every Door Direct Mailing), a Spanish PSA, letters and emails to identified public officials and stakeholders, and a news release for the City to post on their website. The City will create and pay for newspaper display ads. The city will create social media posts. Garver will disseminate the postcards (EDDM), Spanish PSA, letters, and emails. The City will disseminate the newspaper display ads, social media posts, news release on the City's website, and announcements on the City's website. No Spanish Translation services for meeting materials are anticipated as needed.

Garver will develop public meeting materials for review and approval to include sign-in sheets, map and project summary handouts, exhibit boards, roll plots, and comment forms.

After the public involvement meeting and comment period has ended, Garver will provide a public meeting synopsis outlining the outreach plan, meeting materials, and a summary of public comments submitted.

5.6. Environmental Document

Garver will prepare a Tier 3 Categorical Exclusion (CE) document that meets FHWA standards in accordance with NEPA for the proposed project. The CE document will summarize the proposed improvements, results of the public involvement meeting, and impacts associated with each of the resources listed in Section 5.1. The CE will only analyze one build alternative. An Environmental Assessment (EA) level document and a Finding of No Significant Impact (FONSI) are not anticipated to be required and are beyond this scope of work.

Garver will submit the draft CE in electronic format for review by the City and FHWA and will perform revisions necessary to respond to comments. Garver anticipates addressing up to one round of comments from the City, and up to two rounds of comments from FHWA,. Garver will then submit the final document to FHWA for submittal to and approval. An electronic copy of the approved CE in PDF format will be provided to the City.

Section 4(f) Evaluations (*de minimis*, Individual, or Programmatic), a conceptual stage relocation statement, a detailed visual impact memo, and/or a noise screening analysis are not included in this scope of services. If Section 4(f) parks would be impacted by the project, Garver assumes these impacts would be exempt from Section 4(f) requirements.

5.7. Environmental Permits and Special Provisions

Garver will coordinate and obtain the below described federal and state permits and clearances necessary for environmental clearance to construct the proposed project in compliance with the applicable City, state, and federal regulations. Additionally, Garver will assist with development of contract Special Provisions regarding environmental resources to provide protection for environmentally sensitive areas or features.

USACE Section 404 Nationwide Permit (NWP)

The area of project impacts to jurisdictional waters, including wetlands and streams, will be determined to permit the project under Section 404 of the Clean Water Act. A USACE Section 404 NWP is anticipated to be required due to the potential presence of Sublett Creek within the study area. Garver will coordinate with the USACE regarding impacts to potentially jurisdictional waters of the United States and will assist in coordinating the issuance of a Section 404 NWP. A Section 404 Individual Permit and any mitigation planning beyond the requirements identified with a NWP are considered extra work. Garver will:

- A. Assist with USACE coordination for the issuance of the appropriate Section 404 NWP for project impacts within the study area.
- B. Compile a Section 404 NWP package that will include Form 6082 (NWP), impact determinations (acreage and linear feet) shown on aerial exhibits and/or design plan sheets, and functional value assessment or determining required wetland and/or stream mitigation credits.
- C. Locate a USACE-approved mitigation bank and coordinate with the City to purchase the USACE-approved number of wetland and/or stream mitigation bank credits (if needed).
- D. Coordinate issuance of Section 404 NWP.

Individual water quality certification from DEQ is beyond the scope of work.

Storm Water Pollution Prevention Plan (SWPPP)

Garver will prepare a large site construction SWPPP in accordance with DEQ standards in order to obtain a National Pollutant Discharge Elimination System (NPDES) permit for the proposed project. The large site SWPPP will be submitted to DEQ for review and approval to obtain a construction site Notice of Coverage (NOC) for the project. Garver will pay the initial fee for the large site SWPPP (\$200). For the SWPPP, Garver will:

- A. Review, comment on, and refine SWPPP design sheets produced by the Engineer to meet DEQ standard requirements for site plans.
- B. Work with designers on selection of best management practices (BMPs) for erosion and sediment control.
- C. Complete written SWPPP report per DEQ template.

Short Term Activity Authorization (STAA)

A STAA is required by DEQ for any project that might cause a violation of Arkansas water quality standards. Garver will complete the STAA request, which includes crossing location(s), point of contact, acreage of disturbance, schedule, and work to be performed. Garver will coordinate the issuance of up to one (1) STAA with DEQ. Garver will pay the initial required fee, which is \$150 per stream crossing (\$150 total).

Special Provisions

Garver will prepare special provisions related to environmental commitments and protection. Garver's Environmental Staff will work with the Roadway Designers to ensure all environmental commitments and regulatory requirements are incorporated into project plans and contracts by use of plan sheet notes, general notes and special provisions. Close coordination will be maintained with FHWA to ensure that all aspects of the environmental process meet FHWA approval. This includes approval of deliverables and dates of delivery for each task.

6. Landscape Architecture

Garver will subcontract with RDG Planning & Design for Landscape Architecture. The specific scope for these services is included in the attached scope of services provided by RDG Planning & Design. These items shall be made a part of these Appendix A Scope of Services.

7. Electrical/Lighting Design

Garver will provide design services for vehicular and pedestrian lighting within the project area. This includes lighting for College Avenue, the associated sidewalks, and all roadway intersections. The design will be for continuous lighting of the roadway and sidewalk, with spacing matching the previous installations. Photometric analysis will not be provided.

A site visit will be performed before design starts to verify all site conditions, including all existing electrical and lighting systems. This visit will also include a meeting with the utility, to verify proposed service points.

Lighting will utilize the LED standard light fixtures currently installed along College Avenue to maintain visual consistency. Lighting will be powered from new electrical services, with the locations coordinated during design. Electrical circuits for the proposed lighting will be designed, utilizing one-line diagrams and voltage drop calculations to outline proposed circuitry. Light pole foundations will match depth and dimension for light poles currently along College Avenue. Structural analysis of the foundation will not be performed. Lighting foundations will be utilized from the Phase 1 plans.

8. Conceptual Design

The conceptual design phase plan set will include typical sections, street plan & profiles, sidewalk/trail layouts, adjacent parking lot adjustments, intersection improvements, pavement markings, signal pole layouts, and an opinion of probable construction cost. This conceptual submittal will be for the purpose of coordinating the proposed improvements with the City and the utility companies and developing an order of magnitude cost estimate for the project. Garver will incorporate comments from the Owner in the Preliminary Design. Garver will proceed with Preliminary Design after the Conceptual Design is approved by the Owner in writing.

9. Preliminary Design

Upon receiving written approval from City on Conceptual Design, Garver will begin Preliminary Design. In addition to the specific items listed in the Conceptual Design, the Preliminary Design phase submittal will include the following:

- Miscellaneous Details
- Demolition Plans
- Drainage Plan and Profile Sheets
- Driveway Profiles
- Grading and Layout Plans
- Pavement Marking and Signage Plans
- Retaining Wall Layout
- Cross Sections

In addition, an opinion of probable construction cost will be submitted with the Preliminary Phase submittal. The preliminary design phase will represent approximately 60 percent of final construction contract plans. This submittal will not include technical specifications or “front end” contract documents. Garver will incorporate comments from the Owner on the Preliminary Design in the Final Design. Garver will proceed with Final Design after the Preliminary Design is approved by the Owner in writing.

10. Final Design

Once Garver receives written approval from Owner on Preliminary Design, Garver will begin Final Design. During the final design phase of the project, Garver will conduct final design to prepare construction plans and specifications including final construction details and quantities, special provisions, and opinion of probable construction cost. In addition to the specific items listed in the Preliminary Design, the Final Design phase submittal will include the following:

- Erosion Control Plans
- Maintenance of Traffic Plans

Garver will also make any needed plan changes as a result of the final field inspection and/or special easement acquisition considerations, and prepare the construction documents as required to advertise for bids.

11. Signalization Design

A new traffic signal and pedestrian safety improvements will be designed at the College Avenue at Poplar Street intersection based on recommendations from the traffic study provided by the developer’s engineer for the new junior high school. Pedestrian crossings with RRFB will be designed along College Avenue at the relocated Green Acres Road intersection. The Preliminary Design phase submittal will include the following for signalization:

- Signal Detail Sheets
- Signal Plan Sheets
- Wiring Diagram Sheets
- Charts Sheet

Garver will incorporate comments from the Owner on the Preliminary Design in the Final Design.

12. Property Acquisition Documents

Garver will provide mapping as required for preparing Right of Way/Easement acquisition documents for the Owner's use in acquiring the property. Documentation will include individual tract maps with description of temporary and permanent acquisition for each property. The Owner will provide a standard easement acquisition document or "go-by" example for use by Garver. The fee for providing property acquisition documentation is based on permanent right of way and temporary construction easements for no more than 60 properties for College Avenue improvements. Property acquisition document preparation will begin after receiving the Owner's comments from the Preliminary Design review.

13. Water/Sewer Conceptual Design

The Conceptual Design phase will include reviews of "as-built" drawings of the existing utilities and develop horizontal layouts of proposed utilities within the College Avenue right-of-way for approximately 5,200 feet, between East Sycamore Street and East Sunbridge Drive. Water line improvements will include abandoning the existing 8-inch cast iron and 6-inch asbestos cement lines and replacing them with a 12-inch PVC or ductile iron water line within College Avenue. Existing private service lines will be reconnected as required with termination at the existing meter locations. Sanitary sewer improvements will include abandoning the existing VCP sewer lines and replacing them with PVC or ductile iron lines sized per current regulations. Additional sewer upsizing evaluations will be completed by others and directed by the Owner. The Conceptual Design phase submittal will include plan views of the proposed improvements and an Opinion of Probable Construction Cost.

This conceptual submittal will be for the purpose of coordinating the proposed improvements with the Owner and the utility companies and developing an order of magnitude cost estimate for the project. It will represent approximately 30% of final construction contract plans.

14. Water/Sewer Preliminary Design

Once Garver receives written approval from the Owner on Conceptual Design, Garver will begin Preliminary Design. During the Preliminary Design phase, Garver will incorporate the Owner's comments on the horizontal alignments, develop vertical alignments for the public water and sewer lines, and identify service lines to be replaced or reconnected. The Preliminary Design phase submittal will include plan and profile sheets, and an Opinion of Probable Construction Cost.

The Preliminary Design phase will represent approximately 60 percent of final construction contract plans. During this phase, initial meetings with Arkansas Department of Health (ADH) will be initiated to gather input. Garver will incorporate comments from the Owner and ADH in the Final Design.

15. Water/Sewer Final Design

Once Garver receives written approval from Owner on Preliminary Design, Garver will begin Final Design. During the Final Design phase of the project, Garver will incorporate the Owner's comments and prepare construction plans, for one construction contract, including final construction details and quantities, special provisions, and an Opinion of Probable Construction Cost. Garver will also make any needed plan changes as a result of the final review and/or special easement acquisition considerations and prepare the construction documents as required to advertise for bids.

The final design phase will represent approximately 90 percent of the final construction contract plans. During this phase, Garver will submit drawings and cost estimate to ADH for approval. Garver will incorporate comments from the Owner and ADH in the bidding documents.

16. Bidding Services

During the bidding phase of the project, Garver will perform the following to be bid under this agreement:

- A. Prepare and submit Advertisement for Bids for publication as directed by the Owner. Owner will pay advertising costs outside of this contract.
- B. Support the contract documents by preparing addenda as appropriate.
- C. Participate in pre-bid meeting if necessary.
- D. Attend the bid opening.
- E. Evaluate bids and recommend award.
- F. Prepare construction contracts.

17. Construction Phase Services

Construction Phase services are currently excluded from the scope of services but may be added at a future date by amendment.

18. Project Deliverables

The following will be submitted to the Owner, or others as indicated, by Garver:

- A. Digital copy of the Environmental NEPA Document.
- B. Public Involvement Exhibits.
- C. Digital copy of the Conceptual Design plans with opinion of probable construction cost.
- D. Digital copy of the Preliminary Design plans with opinion of probable construction cost.
- E. Digital copy of the Preliminary Plans to each potentially affected utility company.
- F. Digital copy of the Final Design plans with opinion of probable construction cost.
- G. Three hard copies of the revised Final Design with opinion of probable construction cost.
- H. Digital copy of the revised Final Plans to each potentially affected utility company.
- I. Three hard copies of the Final Plans and Specifications to the Contractor.
- J. Digital copies of the right-of-way and/or easement acquisition documents.
- K. Electronic files as requested.

19. Extra Work

The following items are not included under this agreement but will be considered as extra work:

- A. Redesign for the Owner's convenience or due to changed conditions after previous alternate direction and/or approval.
- B. Submittals or deliverables in addition to those listed herein.
- C. Geotechnical Services including pavement design.
- D. ARDOT Survey/Drawings.
- E. Design of a new Sublett Creek Crossing of College Avenue.
- F. Construction phase services.
- G. Environmental Handling and Documentation beyond what is specified in the scope of services.
- H. Development of a HEC-RAS and HEC-HMS models for Sublett Creek. Coordination with FEMA and preparation/submittal of a CLOMR and/or LOMR.
- I. Location and/or Design Public Hearing.
- J. Preparation of an Environmental Assessment and Finding of No Significant Impact NEPA document.
- K. Preparation of a conceptual stage relocation statement.
- L. Preparation of a detailed visual impact memorandum
- M. Preparation of a noise screening analysis.
- N. Preparation of a Biological Assessment per Section 7 of the Endangered Species Act.
- O. An Individual Section 404 Permit.
- P. Phase II Cultural Resources Survey or site monitoring/testing.

Q. An Individual, Programmatic, or *de minimis* Section 4(f) Evaluation.

Extra Work will be as directed by the Owner in writing for an addition fee as agreed upon by the Owner and Garver.

20. Schedule

Garver shall begin work under this Agreement within ten (10) days of a Notice to Proceed and shall complete the work in accordance with the schedule below:

Phase Description	Calendar Days
Surveys – Topographic and Property	80 days from Notice to Proceed
NEPA Documentation	150 days from approval of Preliminary Design
Conceptual Design	60 days from completion of Survey
Preliminary Design	75 days from approval of Conceptual Design
Final Design	60 days from approval of Preliminary Design
Property Acquisition Documents	70 days from approval of Preliminary Design

Scope of Services
College Avenue Streetscape- Sycamore to Township
Fayetteville, Arkansas
July 8th, 2025
3004.140.03

This scope of services has been developed to assist the City of Fayetteville and Garver Engineering with the College Avenue Streetscape – Sycamore to Township project as outlined below and the attached time task analysis. This scope includes creating separate construction documentation packages based on federal funding.

RDG will provide landscape architecture and graphic design services as required. Performance Engineering will be a subconsultant to RDG and provide structural engineering services as required.

TASK 1. General Project Meetings

1. Progress Meetings

- a. RDG will attend progress meetings as deemed necessary by Garver. These meetings will be done virtually.

2. Stakeholder Meetings

- a. RDG will attend stakeholder meetings via videoconferencing as deemed necessary by Garver. This includes meetings with transit providers.

3. Review Meetings

- a. RDG will attend review meetings to receive the City's review comments from the submittals. These meetings will be via videoconferencing. RDG has included 3 review meetings in the scope.

4. Transportation and Arts Council committee meetings

- a. RDG will attend up to two Transportation Committee meetings and one Arts Council Committee meeting via videoconferencing

TASK 2. Conceptual Design – 30% drawings

During this project phase, the RDG team will:

1. Prepare various design alternatives for the recommended improvements resulting from the programming phase and prepare a 30% complete plan set that illustrates the basis of the improvements to be made.
2. Assist the engineer with a 30% OPC.
3. Develop the conceptual landscape plan, and assess the need for green infrastructure along College Avenue from Sycamore to Township.
4. Prepare a 30% preliminary layout plan for all back of curb items including sidewalks, landscape areas, and site amenities.
5. Place streetscape amenities to be included along the street. This includes but is not limited to bus shelters, benches, trash receptacles, planters and placemaking features. An additional placemaking feature outside of the medians will be located at Green Acres Road and College Avenue.
6. Conduct a 30% complete QA/QC of the plan set and OPC.
7. Conduct a 30% complete review meeting and project walk-through with City staff to review the street layout and landscape plan.
8. Revise the 30% conceptual plans based on comments from the review meeting and project walk-through to be used for the stakeholder group meeting.
9. Attend public open house meeting in person.

TASK 3. Preliminary Design Phase- 60% drawings

During this project phase, the RDG team will:

Objective: Review feedback from the plan-in-hand walk-through, City comments, and group stakeholder meeting comments to prepare a 60% complete plan set that illustrates the basis of the improvements to be made.

1. Assist Garver with the advancement of the street and sidewalk design into preliminary design.
2. Develop the landscape plan based on the selected alternative from the conceptual design. Develop green infrastructure plan if approved from the Concept phase.
3. Prepare a 60% preliminary layout plan for all back of curb items including sidewalks, landscape areas, and site amenities.
4. Coordinate placement of streetscape amenities to be included along the street. This includes but is not limited to bus shelters, benches, trash receptacles, planters and gateway features. An additional placemaking feature outside of the medians will be located at Green Acres Road and College Avenue.
5. Create site details that are critical to understanding and price implications for both landscape and hardscape items.
6. Assist Garver with street light locations.
7. Assist Garver with the development of a grading plan.
8. Prepare an outline of technical specifications.
9. Provide to Garver an OPC of items documented by RDG to be included in a 60% complete engineer's OPC.
10. Conduct a 60% complete QA/QC of plans prepared by RDG.
11. Conduct a 60% complete review meeting with City staff to review the preliminary design documents.
12. Revise the 60% conceptual plans based on comments from the review meeting to be used for the public open house.
13. Attend 60% public open house meeting in Fayetteville.

TASK 4. Final Design – 90% and 100% Drawings

During this project phase the RDG team will:

Objective: During the 90% and 100% complete design process we will incorporate any final comments and details into the project plans and prepare for final production.

1. Revise designs based on 60% complete comments received.
2. Finalize the design for the landscape architectural improvements.
3. Review constructability of improvements and design temporary measures to allow for the construction of the improvements at all project areas while keeping businesses and residences accessible.
4. Prepare a 90% complete OPC.

5. Conduct an internal 90% complete QA/QC review of the plan set and OPC.
6. Attend a 90% complete review meeting with City staff to review the 90% complete plan set and OPC. Objective: The objective during this task is to finalize and sign and seal the plan by a Professional Engineer and specification documents in preparation for bidding and negotiation.
7. Deliverables: Deliverables for this task include three (3) sets of final plans on 11"x17" paper and electronically in pdf format. The drawing CAD files will be provided in *.dwg format.
8. Receive 90% complete comments and revise plans and specifications.
9. Create construction document set and sign and seal by engineers and landscape architect registered in the State of Arkansas.
10. Submit final drawing files in AutoCAD 2017 format (.dwg) to Garver for use by the City.

TASK 5. Bidding Phase

Objective: Solicit bidders and assist in obtaining construction bids according to state statutes.

After written authorization to proceed with the Bidding phase, the RDG team will:

1. Provide clarifications throughout the bidding period on the back of curb items documents by the RDG team.
2. Attend a pre-bid meeting in Fayetteville if needed.

Fee for Services

TASK 1 - Project Meetings – **\$ 5,775**

Landscape Architecture \$ 5,775

TASK 2 – Conceptual Design- 30% **\$13,430**

Landscape Architecture \$13,430

TASK 3 – Preliminary Design – 60% **\$43,945**

Landscape Architecture \$36,785
Graphic Design \$ 1,440
Structural Engineering \$ 5,720

TASK 4 – Final Design – 90% and 100% **\$26,730**

Landscape Architecture \$19,570
Graphic Design \$ 1,440
Structural Engineering \$ 5,720

TASK 5 – Bidding **\$ 3,865**

Landscape Architecture \$3,205
Structural Engineering \$ 660

Estimated Reimbursables **\$ 3,790**

=====

Total fee **\$ 97,535**

Project Schedule – As defined by Garver Engineering

Scope Exclusions

Excluded from this scope of services are the following:

1. Construction contract administration
2. Permitting
3. LEED documentation services
4. Rezoning and/or zoning waivers deemed necessary by the planning department

5. Public utility extensions
6. Construction testing
7. Irrigation design (Performance specification will be provided)
8. Stormwater detention design
9. Arboriculture



Appendix B
City of Fayetteville
College Avenue Phase 2
Garver Hourly Rate Schedule: July 2025 - June 2026

Classification	Rates	Classification	Rates
Engineers / Architects		Resource Specialists	
E-1	\$ 141.00	RS-1	\$ 113.00
E-2	\$ 164.00	RS-2	\$ 149.00
E-3	\$ 188.00	RS-3	\$ 211.00
E-4	\$ 220.00	RS-4	\$ 290.00
E-5	\$ 268.00	RS-5	\$ 362.00
E-6	\$ 329.00	RS-6	\$ 446.00
E-7	\$ 457.00	RS-7	\$ 498.00
Planners		Environmental Specialists	
P-1	\$ 170.00	ES-1	\$ 113.00
P-2	\$ 213.00	ES-2	\$ 142.00
P-3	\$ 265.00	ES-3	\$ 181.00
P-4	\$ 296.00	ES-4	\$ 214.00
P-5	\$ 333.00	ES-5	\$ 269.00
Designers		ES-6	\$ 345.00
D-1	\$ 128.00	ES-7	\$ 431.00
D-2	\$ 146.00	ES-8	\$ 487.00
D-3	\$ 174.00	Project Controls	
D-4	\$ 208.00	PC-1	\$ 115.00
D-5	\$ 256.00	PC-2	\$ 152.00
Technicians		PC-3	\$ 194.00
T-1	\$ 103.00	PC-4	\$ 248.00
T-2	\$ 124.00	PC-5	\$ 303.00
T-3	\$ 151.00	PC-6	\$ 392.00
T-4	\$ 195.00	PC-7	\$ 491.00
Surveyors		Management / Administration	
S-1	\$ 63.00	AM-1	\$ 82.00
S-2	\$ 84.00	AM-2	\$ 104.00
S-3	\$ 113.00	AM-3	\$ 145.00
S-4	\$ 161.00	AM-4	\$ 186.00
S-5	\$ 203.00	AM-5	\$ 227.00
S-6	\$ 237.00	AM-6	\$ 295.00
S-7	\$ 280.00	AM-7	\$ 378.00
S-8	\$ 353.00	M-1	\$ 552.00
2-Man Crew (Survey)	\$ 244.00		
3-Man Crew (Survey)	\$ 305.00		
2-Man Crew (GPS Survey)	\$ 301.00		
3-Man Crew (GPS Survey)	\$ 374.00		
Construction Observation			
C-1	\$ 122.00		
C-2	\$ 152.00		
C-3	\$ 186.00		
C-4	\$ 240.00		
C-5	\$ 289.00		

Appendix B

City of Fayetteville College Avenue Phase 2

FEE SUMMARY

Title I Service - College Ave. - Sycamore St. to Township St.		Estimated Fees	
Surveying - College Ave.		Subtotal	\$ 122,920.00
	Project Management	\$ 4,739.00	
	Topographic Survey	\$ 22,778.00	
	Property Survey	\$ 71,300.00	
	Expenses	\$ 1,403.00	
	Utility Locates (ARKUPS)	\$ 4,700.00	
	Property Title (WACO)	\$ 18,000.00	
Environmental Services		Subtotal	\$ 66,400.00
	NEPA Permitting (Garver)	\$ 53,257.00	
	Expenses	\$ 3,993.00	
	Cultural Resources (Flat Earth Archeology, LLC)	\$ 9,150.00	
Public Involvement/Design Meetings		Subtotal	\$ 40,500.00
	Garver	\$ 34,725.00	
	RDG	\$ 5,775.00	
Conceptual Design		Subtotal	\$ 32,930.00
	Civil Engineering (Garver)	\$ 19,500.00	
	Landscape Architecture (RDG)	\$ 13,430.00	
Preliminary Design		Subtotal	\$ 103,645.00
	Civil Engineering (Garver)	\$ 59,700.00	
	Landscape Architecture, Structural for Placemaking Features (RDG)	\$ 43,945.00	
Final Design		Subtotal	\$ 91,020.00
	Civil Engineering (Garver)	\$ 60,500.00	
	Landscape Architecture, Structural for Placemaking Features (RDG)	\$ 30,520.00	
Signalization Design		Subtotal	\$ 38,700.00
Electrical/Lighting Design		Subtotal	\$ 35,300.00
	Conceptual Design	\$ 7,341.00	
	Preliminary Design	\$ 19,335.00	
	Final Design	\$ 8,556.00	
	Expenses	\$ 68.00	
Property Acquisition		Subtotal	\$ 48,000.00
Bidding Services		Subtotal	\$ 9,565.00
	Garver	\$ 5,700.00	
	RDG	\$ 3,865.00	
		Subtotal for College Ave. - Sycamore St. to Township St.	\$ 588,980.00

Title I Service - Water and Sewer Design		Estimated Fees	
	Project Management	\$ 13,045.00	
	Conceptual Design	\$ 42,772.00	
	Preliminary Design	\$ 66,902.00	
	Final Design	\$ 39,638.00	
	Bidding	\$ 6,164.00	
	Topographic Survey	\$ -	
	Property Survey	\$ -	
	Property Acquisition	\$ 23,752.00	
	Property Title (WACO)	\$ -	
	Permitting	\$ 6,108.00	
	Expenses	\$ 299.00	
		Subtotal for Water and Sewer Design	\$ 198,680.00

Total for Title I Services \$ 787,660.00

Appendix B
City of Fayetteville
College Avenue Phase 2

SURVEYS

WORK TASK DESCRIPTION	S-5	S-4	S-3	2-Man Crew (Survey)
	\$203.00	\$161.00	\$113.00	\$244.00
	hr	hr	hr	hr
1. Project Management				
Administration and Coordination	16			
Quality Control Review		8		
Submittals to Client	1			
Subtotal - Project Management	17	8	0	0
2. Topographic Survey				
Establish Horizontal and Vertical Control Points	2			8
Utility Locates (New Utilities not in MCE Survey)				30
Topographic Surveys				20
Data Processing/Preparation		30	30	
Subtotal - Topographic Survey	2	30	30	58
3. Property Surveys				
Diligence and Research		8		
Establish Existing Right of way	4	20		
Property Surveys (60 Max)			20	160
Data Processing/Preparation	20	100	40	
Subtotal - Property Surveys	24	128	60	160
Hours	43	166	90	218
Salary Costs	\$8,729.00	\$26,726.00	\$10,170.00	\$53,192.00

SUBTOTAL - SALARIES: \$98,817.00

DIRECT NON-LABOR EXPENSES

Travel Costs \$1,403.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$1,403.00

SUBTOTAL: \$100,220.00

SUBCONSULTANTS FEE (Waco Title Research): \$18,000.00

SUBCONSULTANTS FEE (ARKUPS): \$4,700.00

TOTAL FEE: \$122,920.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

ENVIRONMENTAL SERVICES

WORK TASK DESCRIPTION	ES-3	ES-1	ES-4	ES-2	ES-4	ES-1	E-2	ES-6
	\$181.00 hr	\$113.00 hr	\$214.00 hr	\$142.00 hr	\$214.00 hr	\$113.00 hr	\$164.00 hr	\$345.00 hr
1. Environmental Data Collection								
1. Air Quality	1							
2. Archeological and Historic Sites	2							
3. Civil Rights/Title VI		1						
4. Community		1						
5. Economic		1						
6. Federally Endangered/Threatened Spp		1						
7. Floodplains		2		1				
8. HazMat and USTs	2	2		1				
9. Land Use		1						
10. Migratory Birds		2						
11. Recreational Areas		1						
12. Relocations		2						
13. Secondary and Reasonably Foreseeable		2						
14. Section 4(f) and 6(f) Properties	1	2						
15. Terrestrial and Aquatic Communities		2						
16. Traffic Noise Levels	1							
17. Visual		1						
18. Water Quality and Drinking Supplies		1						
19. Wetlands and Streams		1		1				
Coordination Letters to 3 Agencies (DEQ NEPA, Park	1	4						
Project Map for Agency Coordination		4	1					
Subtotal - Environmental Data Collection	8	31	1	3	0	0	0	0
2. Cultural Resources and Historic Properties								
Subconsultant coordination and contracting	4							
Phase I Arch. Report QC	1							
Historic Structures Report QC	2							
FHWA Coordination & Sec 106 Clearance	4							
Initial Tribal Coordination Letters & Map	1	8	1	4				
Properties	12	8	1	4	0	0	0	0
3. Biological Investigations								
Wetland and Stream Delineation Fieldwork	2	6						
Delineation Report and QC (txt, maps, DPs, pics, weather)	1	29						
Delineation Report QC & Revisions	2	4	2					
PJD Request	1	2						
ANHC Data Coordination	1	2						
USFWS IPaC List		1						
Section 7 Consultation Pkg (txt, Keys, & QC)	2	8						
Subtotal - Biological Investigations	9	52	2	0	0	0	0	0
4. Hazardous Materials Investigations								
RST Coordination Letter and Follow Up	6	2						
Database Review and Field Check	2	6						
Subtotal - Hazardous Materials Investigations	8	8	0	0	0	0	0	0
5. Public Involvement								
Coordination with PI Team	4				4	24		
Prepare meeting materials					2	26		
Coordination for NEPA Public Meeting					2	40		
NEPA Public Meeting	3						9	
Synopsis					2	8		
QA/QC					4	8		
Subtotal - Public Involvement	7	0	0	0	14	106	9	0
6. Environmental Document								
Draft Tier 3 CE and Attachments	20	2						1
Internal QC	1							2
Preparation of Environmental Checklist	1	2						
Preparation of Roadway Design Form	1	3					2	
Addressing FHWA Comments (2 rounds)	6	2						1
Subtotal - Environmental Document	29	9	0	0	0	0	2	4

Appendix B

**City of Fayetteville
College Avenue Phase 2**

ENVIRONMENTAL SERVICES

WORK TASK DESCRIPTION	ES-3	ES-1	ES-4	ES-2	ES-4	ES-1	E-2	ES-6
	\$181.00	\$113.00	\$214.00	\$142.00	\$214.00	\$113.00	\$164.00	\$345.00
	hr	hr	hr	hr	hr	hr	hr	hr
7. Environmental Permits and Special Provisions								
USACE Section 404 NWP	2	16	1					
Storm Water Pollution Prevention Plan (SWPPP)	1	16						
2 Short Term Activity Authorizations (STAAs)	1	8						
Special Provisions	5	5	1					2
Provisions	9	45	2	0	0	0	0	2

Hours	82	153	6	7	14	106	11	6
Salary Costs	\$14,842.00	\$17,289.00	\$1,284.00	\$994.00	\$2,996.00	\$11,978.00	\$1,804.00	\$2,070.00

SUBTOTAL - SALARIES: \$53,257.00

DIRECT NON-LABOR EXPENSES

Meeting exhibit boards	\$500.00
Printing (8 1/2 x 11 B&W)	\$194.00
Postcards direct mailing/EDDM (2 mi. radius)	\$2,000.00
Mailings	\$25.00
PSA (La Zeta 95.7 FM)	\$200.00
Roll Plot	\$500.00
SWPPP Fee (\$200 each)	\$200.00
GPS Equipment	\$80.00
STAA Fee (1 max at \$150 each)	\$150.00
ANHC Data Request Fee	\$50.00
Bio. Field Supplies (water, meal, bug spray; 2 people)	\$66.00
Bio. Travel Costs (40 miles roundtrip)	\$28.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$3,993.00

SUBTOTAL: \$57,250.00

SUBCONSULTANTS FEE (FEA Cultural Resources Survey): \$9,150.00

TOTAL FEE: \$66,400.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

PUBLIC INVOLVEMENT/DESIGN MEETINGS

WORK TASK DESCRIPTION	E-4	E-2	E-1	T-2	P-2	ES-4	ES-1
	\$220.00	\$164.00	\$141.00	\$124.00	\$213.00	\$214.00	\$113.00
	hr	hr	hr	hr	hr	hr	hr
1. Design Meetings							
Kick-Off Meeting	1		1		1		
Progress Meetings	4	4					
Stakeholder Meetings (N College 41 property owner contacts)	8		40		40		
Review Meetings	4		4				
Transportation Committee Meetings (2 each)	2		2				
Arts Council Meetings (1 each)	2		1		2		
Active Transportation Committee Meeting (1 each)	2		1				
Subtotal - Design Meetings	23	4	49	0	43	0	0
2. Public Involvement							
Coordination with PI Team	1		2				12
Prepare Exhibits			8	8			12
Synopsis			2				16
QA/QC	2					8	
Public Involvement Meeting (1 Non-NEPA)	3	3	3		3		
Subtotal - Public Involvement	6	3	15	8	3	8	40
Hours	29	7	64	8	46	8	40
Salary Costs	\$6,380.00	\$1,148.00	\$9,024.00	\$992.00	\$9,798.00	\$1,712.00	\$4,520.00

SUBTOTAL - SALARIES: \$33,574.00

DIRECT NON-LABOR EXPENSES

Meeting exhibit boards	\$500.00
Printing (8 1/2 x 11 B&W)	\$60.00
Roll Plot	\$489.00
Hand-delivered flyers = 300 mi at a 0.70 rate	\$0.00
Travel Costs	\$102.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$1,151.00

SUBTOTAL: \$34,725.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$34,725.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

CONCEPTUAL DESIGN

WORK TASK DESCRIPTION	E-4	E-2	E-1	T-2
	\$220.00	\$164.00	\$141.00	\$124.00
	hr	hr	hr	hr
1. Project Management				
Administration and Coordination	2			
Quality Control Review	6			
Submittals to Client	1			
Subtotal - Project Management	9	0	0	0
2. Civil Engineering				
Cover Sheet			1	1
General Notes, Index, and Legend			1	1
Typical Sections			8	4
General Site Layout and Survey Control			2	6
Plan & Profile Sheets		4	30	24
Intersection Improvements		4	8	4
Driveway/Parking Lot Improvements			8	8
Utility Coordination			2	
Quantities		1	6	
Opinion of Probable Construction Cost		1	4	
Subtotal - Civil Engineering	0	10	70	48
Hours	9	10	70	48
Salary Costs	\$1,980.00	\$1,640.00	\$9,870.00	\$5,952.00

SUBTOTAL - SALARIES: \$19,442.00

DIRECT NON-LABOR EXPENSES

Travel Costs \$58.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$58.00

SUBTOTAL: \$19,500.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$19,500.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

PRELIMINARY DESIGN

WORK TASK DESCRIPTION	E-4	E-2	E-1	T-2
	\$220.00	\$164.00	\$141.00	\$124.00
	hr	hr	hr	hr
1. Project Management				
Administration and Coordination	4			
Quality Control Review	12			
Submittals to Client	2			
Subtotal - Project Management	18	0	0	0
2. Civil Engineering				
Cover Sheet			1	1
General Notes, Index, and Legend			1	1
Typical Sections			4	4
General Site Layout and Survey Control			2	2
Miscellaneous Details	1	4	12	12
Demolition Plans			8	4
College Ave. Plan & Profile Sheets		12	40	40
Green Acres Rd. Plan & Profile Sheets		2	8	4
Poplar St. Plan & Profile Sheets		4	4	4
Drainage Plan & Profile Sheets		4	24	16
Driveway Profiles		2	8	4
Grading and Layout Plans		4	40	16
Pavement Marking and Signage Plans		2	8	8
Cross Sections		2	24	16
Coordination with Utility Companies		4	4	
Coordination and Meetings with Owner	4	4	4	
Quantities		2	8	
Opinion of Probable Construction Cost		2	4	
Subtotal - Civil Engineering	5	48	204	132
3. Structural Engineering				
Retaining Wall Layout	4		4	
Subtotal - Structural Engineering	4	0	4	0

Hours	27	48	208	132
Salary Costs	\$5,940.00	\$7,872.00	\$29,328.00	\$16,368.00

SUBTOTAL - SALARIES: \$59,508.00

DIRECT NON-LABOR EXPENSES

Travel Costs \$192.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$192.00

SUBTOTAL: \$59,700.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$59,700.00

Appendix B

City of Fayetteville College Avenue Phase 2

FINAL DESIGN

WORK TASK DESCRIPTION	E-4	E-2	E-1	T-2
	\$220.00	\$164.00	\$141.00	\$124.00
	hr	hr	hr	hr
1. Project Management				
Administration and Coordination	4			
Quality Control Review	8			
Submittals to Client	1			
Subtotal - Project Management	13	0	0	0
2. Civil Engineering				
Cover Sheet				1
General Notes, Index, and Legend				2
Typical Sections			4	4
General Site Layout and Survey Control			1	1
Micellaneous Details			8	8
Erosion Control Plans			6	4
Maintenance of Traffic Plans	1	2	24	16
Demolition Plan			8	4
College Ave. Plan & Profile Sheets		8	40	40
Green Acres Rd. Plan & Profile Sheets		2	8	4
Poplar St. Plan & Profile Sheets		4	8	8
Drainage Plan & Profile Sheets		8	24	12
Driveway Profiles			4	4
Grading and Layout Plans		4	24	12
Pavement Marking and Signage Plans		2	4	4
Cross Sections		2	12	8
Coordination with Utility Companies		4	4	
Coordination and Meetings with Owner	4	4		
Quantities		2	8	
Opinion of Probable Construction Cost	1	2	4	
Specifications/Contract Documents		12	8	
Subtotal - Civil Engineering	6	56	199	132
3. Structural Engineering				
Retaining Wall Layout/Elevations	4		8	4
Subtotal - Structural Engineering	4	0	8	4

Hours	23	56	207	136
Salary Costs	\$5,060.00	\$9,184.00	\$29,187.00	\$16,864.00

SUBTOTAL - SALARIES: \$60,295.00

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	\$105.00
Travel Costs	\$100.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$205.00

SUBTOTAL: \$60,500.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$60,500.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

ELECTRICAL/LIGHTING DESIGN

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-1	T-2	AM-3
	\$329.00	\$268.00	\$220.00	\$188.00	\$141.00	\$124.00	\$145.00
	hr	hr	hr	hr	hr	hr	hr
1. Conceptual							
Coordinate Lighting Standards			2		2		2
Electrical Infrastructure Design			1		2		
Lighting Layout Plans (4 Sheets)		1	2		4	8	
Quantity Calculations			1		2		
Engineer's Estimate of Probable Cost			2		2		
Internal Meetings			1		1		1
External Meetings			1		1		1
QA/QC	1		1		2	4	
Subtotal - Conceptual	1	1	11	0	16	12	4
2. Preliminary							
Site Visit			3		3		
Utility Coordination			2		4		
Electrical Infrastructure Design			2		4		
Voltage Drop Calculations			1		4		
Lighting Legend Sheet (1 Sheet)			1		2	4	
Lighting Installation Plans (4 Sheets)		1	2		8	12	
Lighting Details (4 Sheets)			1		2	8	
Lighting One-Line Diagrams (1 Sheet)			1		4	2	
Conflict Coordination			2		2		
Quantity Calculation Updates			1		4		
Engineer's Estimate of Probable Cost Updates			2		2		
Internal Meetings		1	2		2		2
External Meetings			2		2		2
Special Provision/Specifications		1	4				
QA/QC	2		2		4	8	2
Subtotal - Preliminary	2	3	28	0	47	34	6
3. Final							
Utility Coordination			1		2		
Electrical Infrastructure Design			1		2		
Voltage Drop Calculations					2		
Lighting Legend Sheet (1 Sheet)			1			2	
Lighting Installation Plans (4 Sheets)		1	1		4	8	
Lighting Details (4 Sheets)			1			4	
Lighting One-Line Diagrams (1 Sheet)			1		2		
Conflict Coordination			1		1		
Quantity Calculation Updates					2		
Engineer's Estimate of Probable Cost Updates			2				
Internal Meetings			1		1		
Special Provision/Specifications Updates			2				
QA/QC	2		1		2	4	
Subtotal - Final	2	1	13	0	18	18	0

Hours 5 5 52 0 81 64 10

Salary Costs \$1,645.00 \$1,340.00 \$11,440.00 \$0.00 \$11,421.00 \$7,936.00 \$1,450.00

SUBTOTAL - SALARIES: \$35,232.00

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly \$18.00
Postage/Freight/Courier
Travel Costs \$50.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$68.00

SUBTOTAL: \$35,300.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$35,300.00

Appendix B

City of Fayetteville College Avenue Phase 2

SIGNALIZATION DESIGN

WORK TASK DESCRIPTION	E-6	E-5	E-3	E-1
	\$329.00	\$268.00	\$188.00	\$141.00
	hr	hr	hr	hr
1. Preliminary (1 Signal, 1 RRFB)				
Site Visit			4	
Traffic Signal Notes		0.5	1	1
Signal Detail Sheets		0.5	1	4
Signal Plan Sheets		2	4	60
Wiring Diagram Sheet		1	2	4
Charts Sheet		1	2	4
Summary of Quantities		1	2	6
Opinion of Probable Construction Cost		1	2	2
RRFB Design		4	8	12
Evaluation of Traffic Study	1		8	8
QA/QC	8			
Subtotal - Preliminary (1 Signal, 1 RRFB)	9	11	34	101
2. Final (1 Signal, 1 RRFB)				
Signal Plan Updates		0.5	4	36
RRFB Updates		0.5	4	8
Quantity Updates		0.5	2	4
Standards and Specifications		1	2	4
Update OPCC		0.5	1	1
QA/QC	4			
Subtotal - Final (1 Signal, 1 RRFB)	4	3	13	53

Hours	13	14	47	154
Salary Costs	\$4,277.00	\$3,752.00	\$8,836.00	\$21,714.00

SUBTOTAL - SALARIES: \$38,579.00

DIRECT NON-LABOR EXPENSES

Travel Costs \$121.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$121.00

SUBTOTAL: \$38,700.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$38,700.00

Appendix B

City of Fayetteville College Avenue Phase 2

BIDDING SERVICES

WORK TASK DESCRIPTION	E-4	E-2	E-1	T-2
	\$220.00	\$164.00	\$141.00	\$124.00
	hr	hr	hr	hr
2. Civil Engineering				
Coordinate with City Purchasing Division		4		
Addendums/Inquiries		8	2	4
Pre-Bid Meeting	2	2	2	
Bid Opening		1		
Prepare bid tabulation - Not Applicable				
Evaluate bids and recommend award		2		
Prepare construction contracts		2		
Notice to Proceed		1		
Subtotal - Civil Engineering	2	20	4	4

Hours	2	20	4	4
--------------	----------	-----------	----------	----------

Salary Costs	\$440.00	\$3,280.00	\$564.00	\$496.00
---------------------	----------	------------	----------	----------

SUBTOTAL - SALARIES: \$4,780.00

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	\$850.00
Travel Costs	\$70.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$920.00

SUBTOTAL: \$5,700.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$5,700.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

WATER AND SEWER DESIGN

WORK TASK DESCRIPTION	E-5	E-4	E-1	S-5	S-4	S-3	2-Man Crew (Survey)	D-1
	\$268.00	\$220.00	\$141.00	\$203.00	\$161.00	\$113.00	\$244.00	\$128.00
7. Property Survey - N/A								
Dilligence and Research								
Establish Existing Right of way								
Property Surveys								
Data Processing/Preparation								
Subtotal - Property Survey - N/A	0	0	0	0	0	0	0	0
8. Property Acquisition								
Survey Project Management				30				
Permanent Right-of-Way Acquisition Documents					25	25		
Temporary Construction Easements					20	20		
Staking for owner and agents						4	20	
Subtotal - Property Acquisition	0	0	0	30	45	49	20	0
9. Permitting								
Arkansas Dept of Health	8	8	12					4
Subtotal - Permitting	8	8	12	0	0	0	0	4

Hours	66	131	413	30	45	49	20	546
Salary Costs	\$17,688.00	\$28,820.00	\$58,233.00	\$6,090.00	\$7,245.00	\$5,537.00	\$4,880.00	\$69,888.00

SUBTOTAL - SALARIES: \$198,381.00

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	\$103.00
Travel Costs	\$196.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$299.00

SUBTOTAL: \$198,680.00

SUBCONSULTANTS FEE (Waco Title Research): \$0.00

TOTAL FEE: \$198,680.00

Appendix B

**City of Fayetteville
College Avenue Phase 2**

PROPERTY ACQUISITION DOCUMENTS

WORK TASK DESCRIPTION	S-5	S-4	S-3	2-Man Crew (Survey)
	\$203.00	\$161.00	\$113.00	\$244.00
	hr	hr	hr	hr
1. Project Management				
Administration and Coordination	13			
Quality Control Review	44			
Submittals to Client			8	
Subtotal - Project Management	57	0	8	0
2. Acquisition Documents College (40 Max)				
Permanent Right-of-Way Acquisition Documents		50	50	
Temporary Construction Easements		40	40	
Staking for owner and agents			6	40
Subtotal - Acquisition Documents College (40 Max)	0	90	96	40

Hours	57	90	104	40
Salary Costs	\$11,571.00	\$14,490.00	\$11,752.00	\$9,760.00

SUBTOTAL - SALARIES: \$47,573.00

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	\$200.00
Postage/Freight/Courier	\$0.00
Office Supplies/Equipment	\$0.00
Communications	\$0.00
Survey Supplies	\$100.00
Aerial Photography	\$0.00
GPS Equipment	\$0.00
Computer Modeling/Software Use	\$0.00
Traffic Counting Equipment	\$0.00
Locator/Tracer/Thermal Imager Equipment	\$0.00
Travel Costs	\$127.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$427.00

SUBTOTAL: \$48,000.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$48,000.00

TOMORROW'S CORRIDOR

An aerial photograph of a suburban residential area. The foreground shows a paved road with a yellow center line, flanked by green grass and trees. Several houses with light-colored roofs and walls are visible, interspersed with more trees. In the background, there are rolling green hills under a bright, slightly hazy sky. The overall scene is a typical suburban landscape.

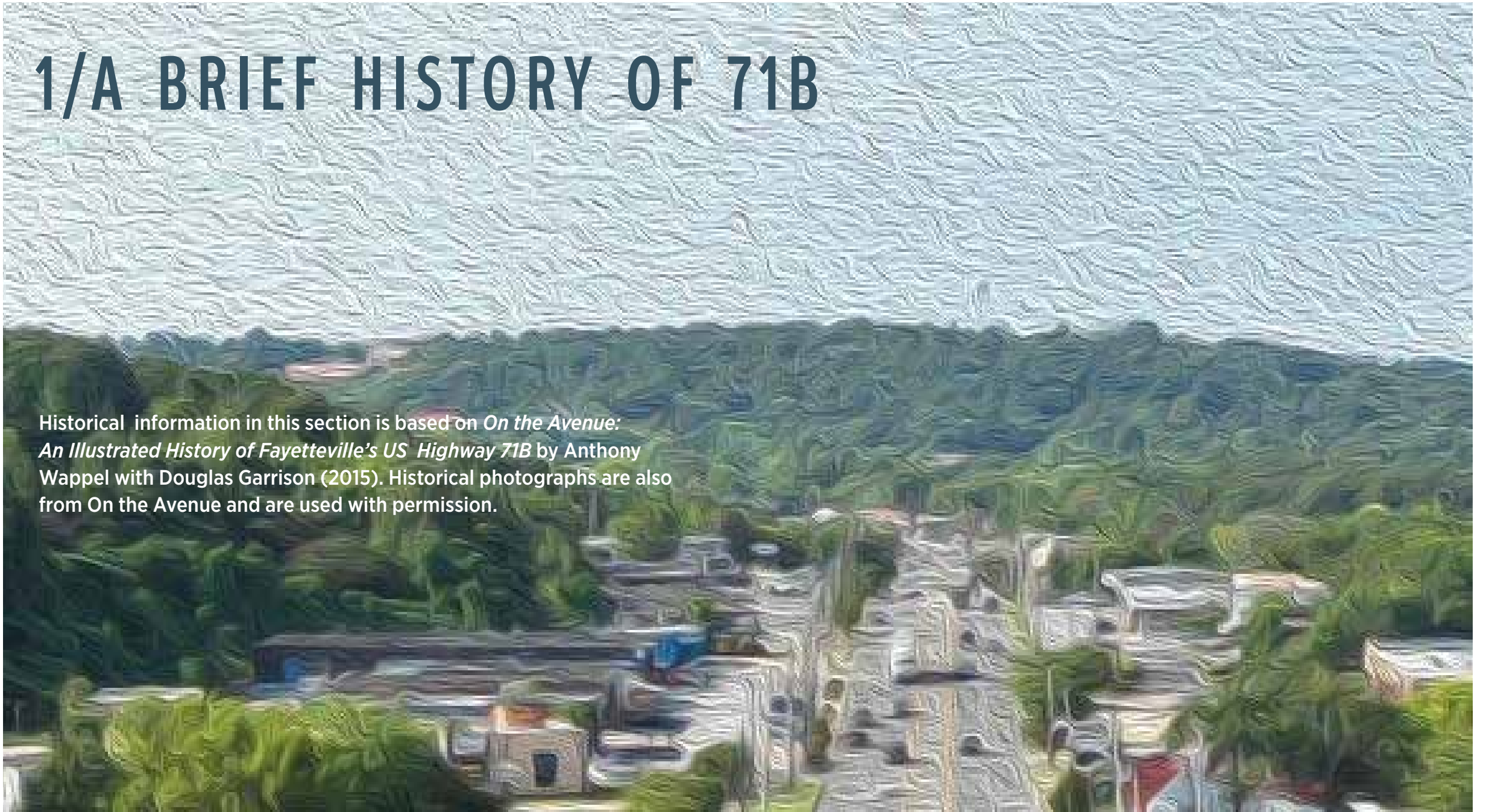
RETHINKING 71B

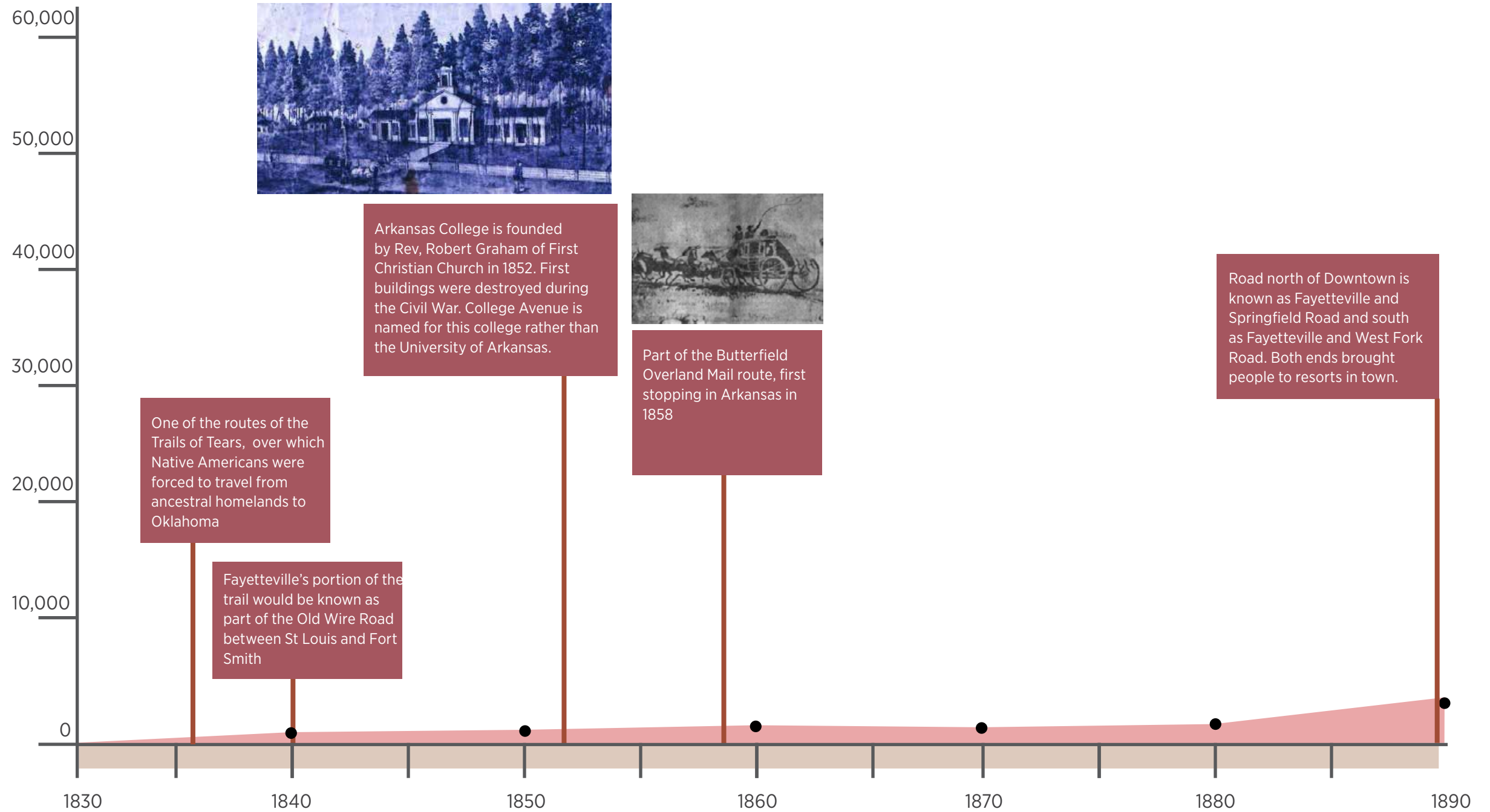
CONTENTS

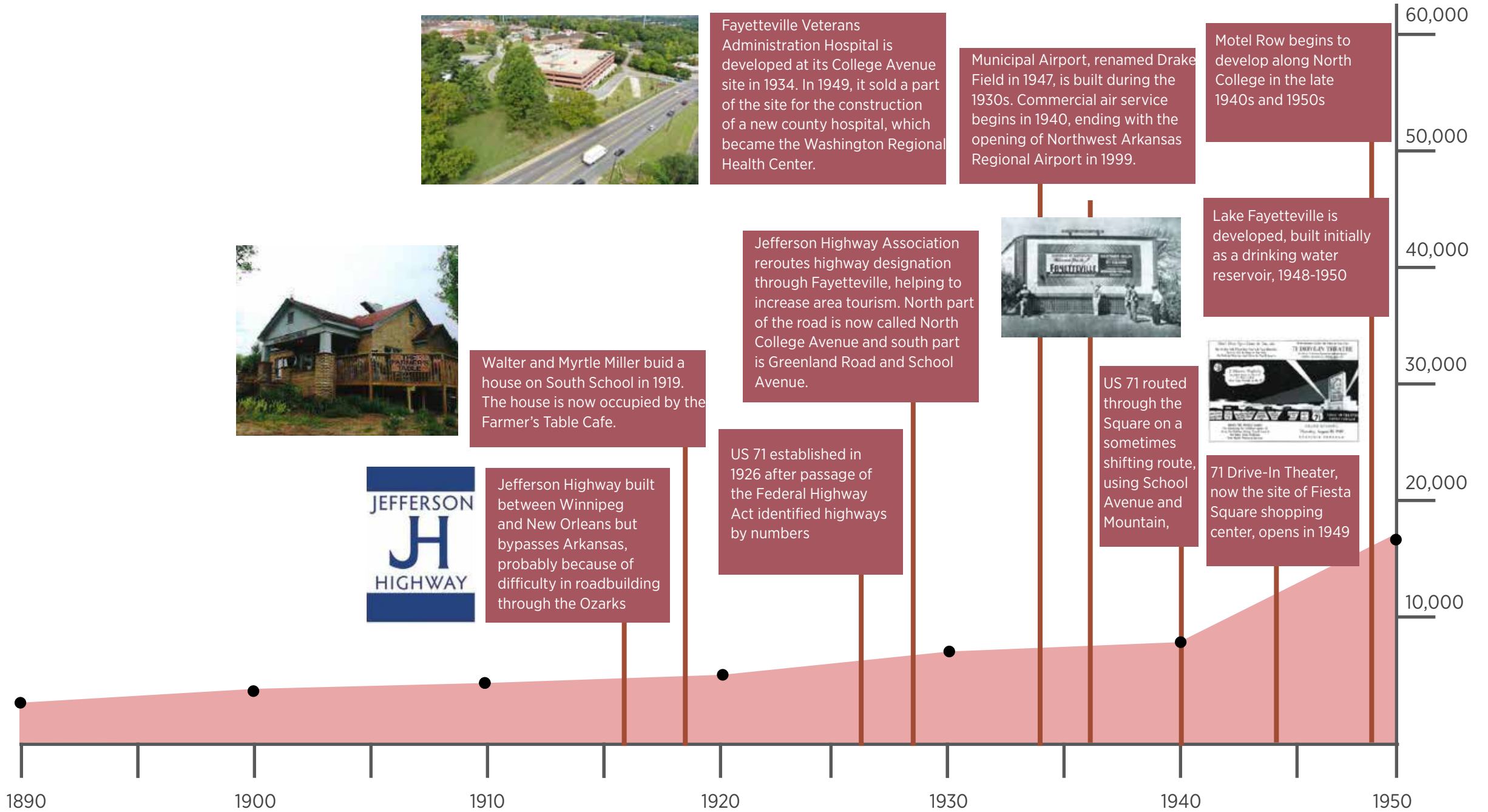
1/A Brief History of 71B	5	8/Implementing the Plan	139
2/An Atlas of Key Conditions	11	A Concluding Note	143
3/Community Engagement	35		
4/Markets for 71B	57		
5/Corridor Urbanism and 71B	65		
6/The Framework Plan	75		
7/The Regulating Plan	119		

1/A BRIEF HISTORY OF 71B

Historical information in this section is based on *On the Avenue: An Illustrated History of Fayetteville's US Highway 71B* by Anthony Wappel with Douglas Garrison (2015). Historical photographs are also from *On the Avenue* and are used with permission.







Fayetteville Veterans Administration Hospital is developed at its College Avenue site in 1934. In 1949, it sold a part of the site for the construction of a new county hospital, which became the Washington Regional Health Center.

Municipal Airport, renamed Drake Field in 1947, is built during the 1930s. Commercial air service begins in 1940, ending with the opening of Northwest Arkansas Regional Airport in 1999.

Motel Row begins to develop along North College in the late 1940s and 1950s



Walter and Myrtle Miller build a house on South School in 1919. The house is now occupied by the Farmer's Table Cafe.

Jefferson Highway Association reroutes highway designation through Fayetteville, helping to increase area tourism. North part of the road is now called North College Avenue and south part is Greenland Road and School Avenue.



Lake Fayetteville is developed, built initially as a drinking water reservoir, 1948-1950



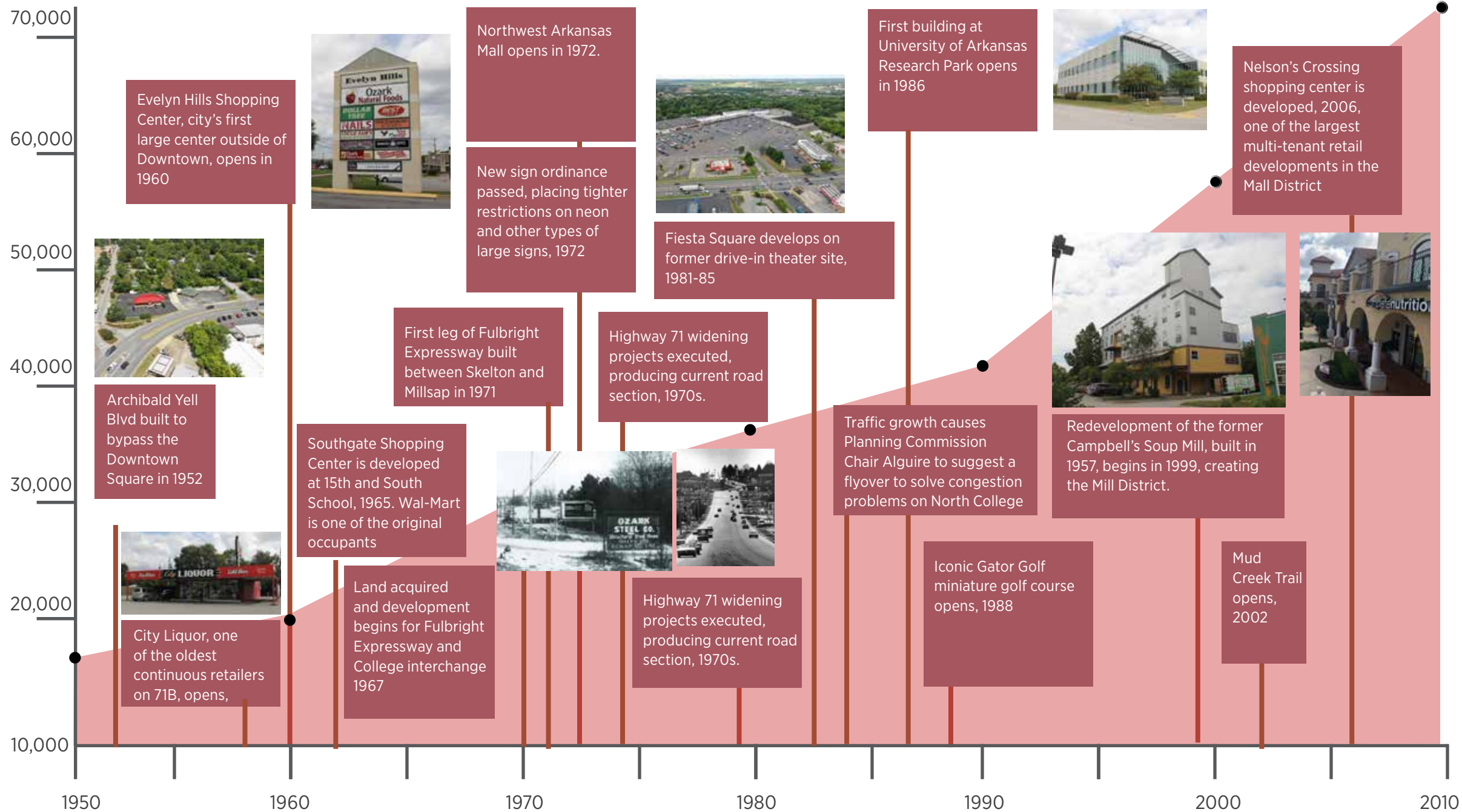
US 71 routed through the Square on a sometimes shifting route, using School Avenue and Mountain,

71 Drive-In Theater, now the site of Fiesta Square shopping center, opens in 1949



Jefferson Highway built between Winnipeg and New Orleans but bypasses Arkansas, probably because of difficulty in roadbuilding through the Ozarks

US 71 established in 1926 after passage of the Federal Highway Act identified highways by numbers



Evelyn Hills Shopping Center, city's first large center outside of Downtown, opens in 1960



Northwest Arkansas Mall opens in 1972.



First building at University of Arkansas Research Park opens in 1986



Nelson's Crossing shopping center is developed, 2006, one of the largest multi-tenant retail developments in the Mall District



Archibald Yell Blvd built to bypass the Downtown Square in 1952

First leg of Fulbright Expressway built between Skelton and Millsap in 1971

Highway 71 widening projects executed, producing current road section, 1970s.



Traffic growth causes Planning Commission Chair Alguire to suggest a flyover to solve congestion problems on North College

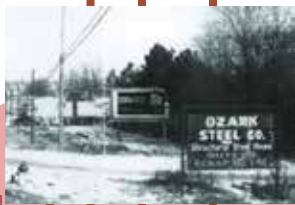


Redevelopment of the former Campbell's Soup Mill, built in 1957, begins in 1999, creating the Mill District.



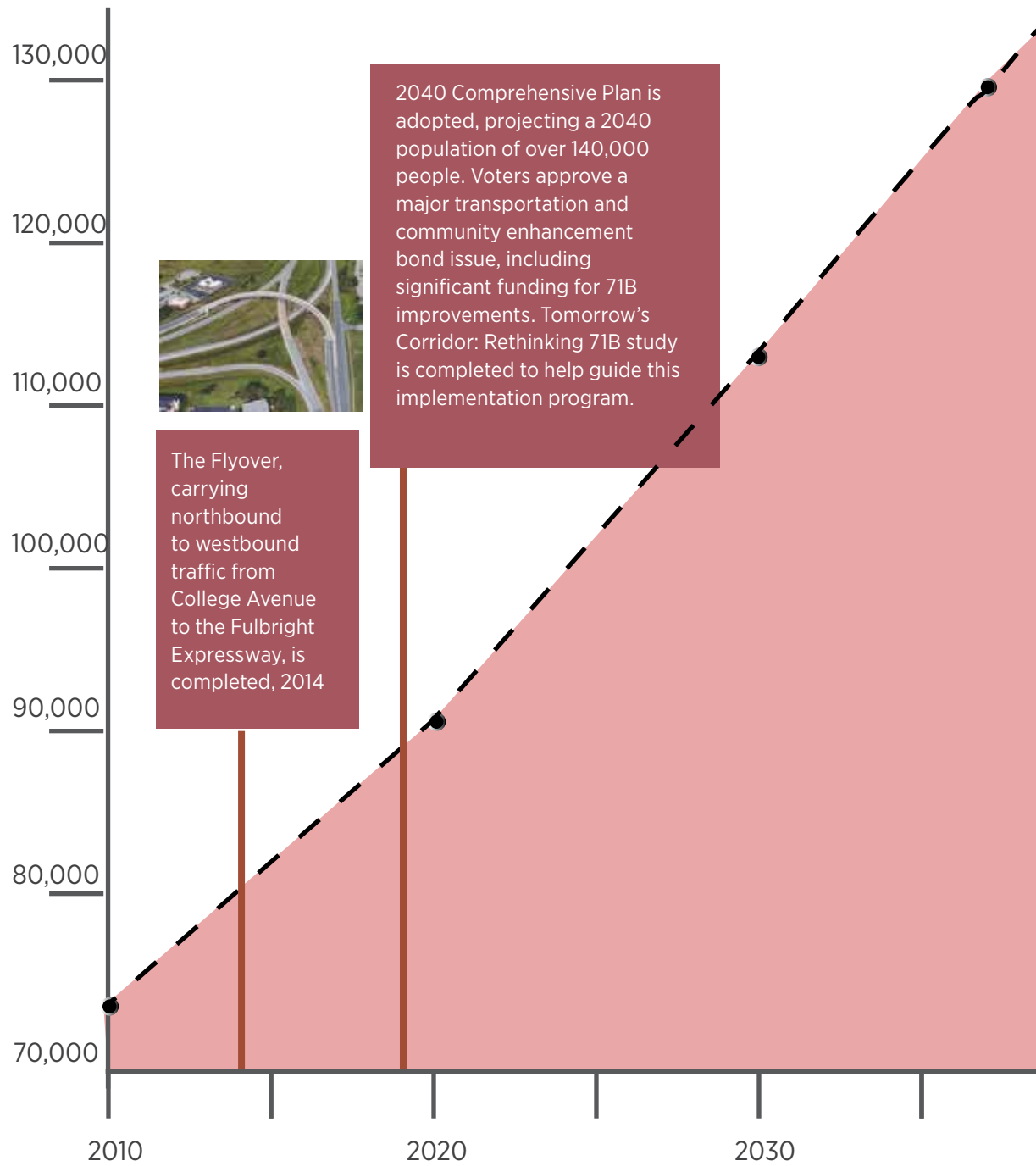
Mud Creek Trail opens, 2002

Southgate Shopping Center is developed at 15th and South School, 1965. Wal-Mart is one of the original occupants



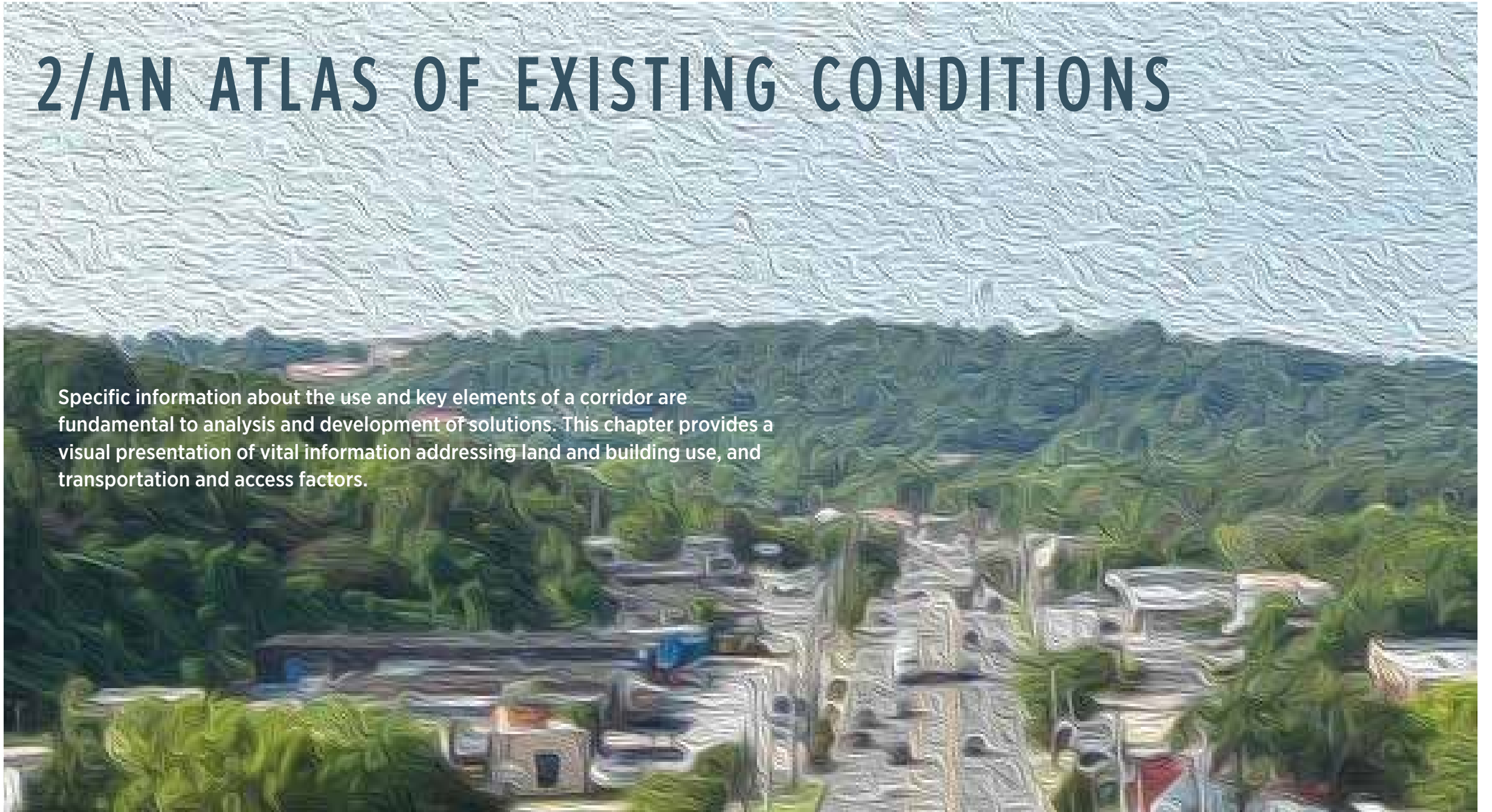
Highway 71 widening projects executed, producing current road section, 1970s.

Iconic Gator Golf miniature golf course opens, 1988



2/AN ATLAS OF EXISTING CONDITIONS

Specific information about the use and key elements of a corridor are fundamental to analysis and development of solutions. This chapter provides a visual presentation of vital information addressing land and building use, and transportation and access factors.



CURRENT LAND USE: Cato Springs to Rock Street

Current Land Use

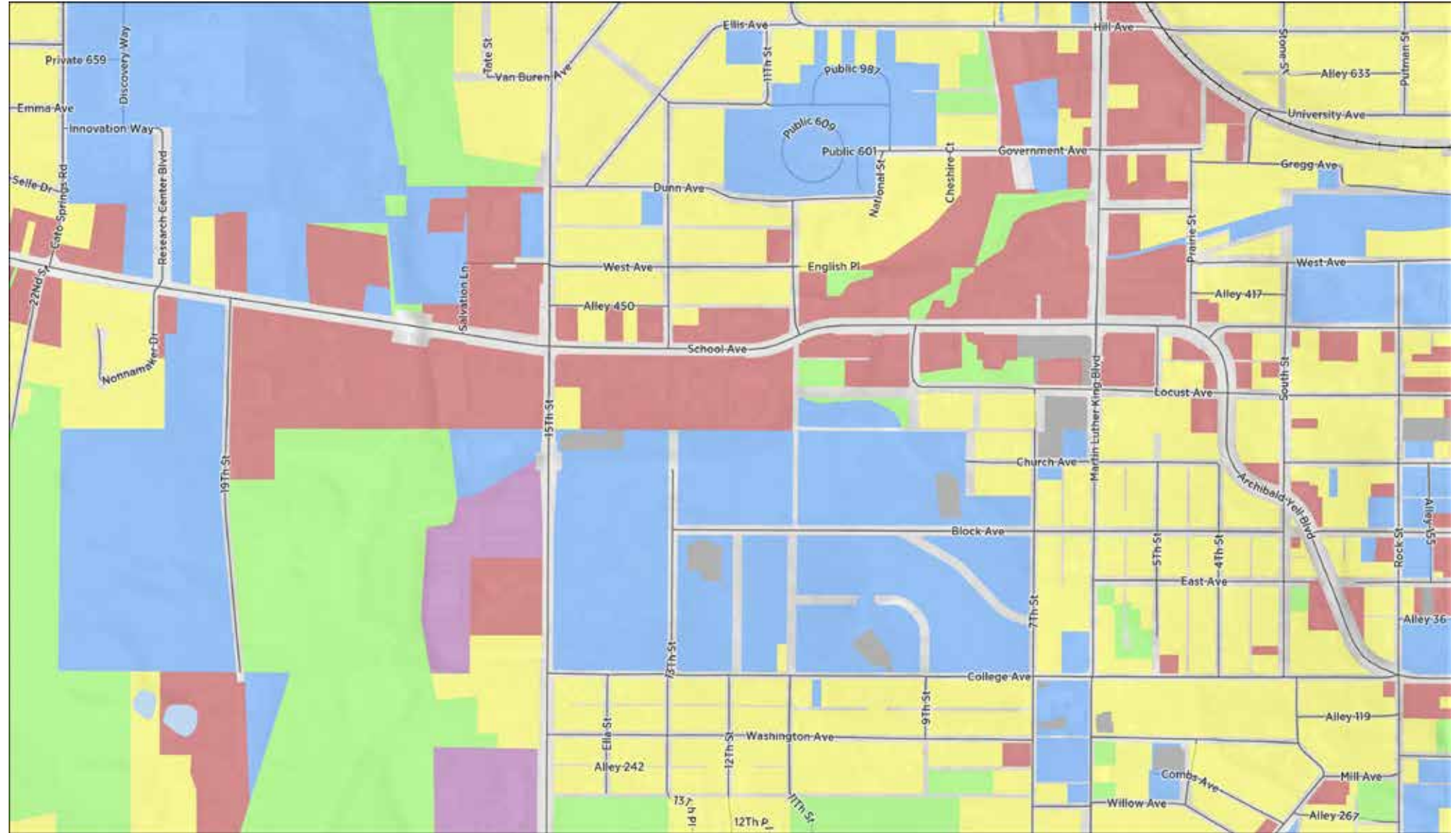
- Residential
- Shopping, Business
- Industrial/Manufacturing/Waste
- Travel or Movement
- Leisure/Social/Institutional
- Open Space/Other

- Tax-exempt public and institutional uses, most notably the University of Arkansas Research Park, Walker Park, the National Cemetery, and the Public Library are dominant land uses in the southern part of the study area.

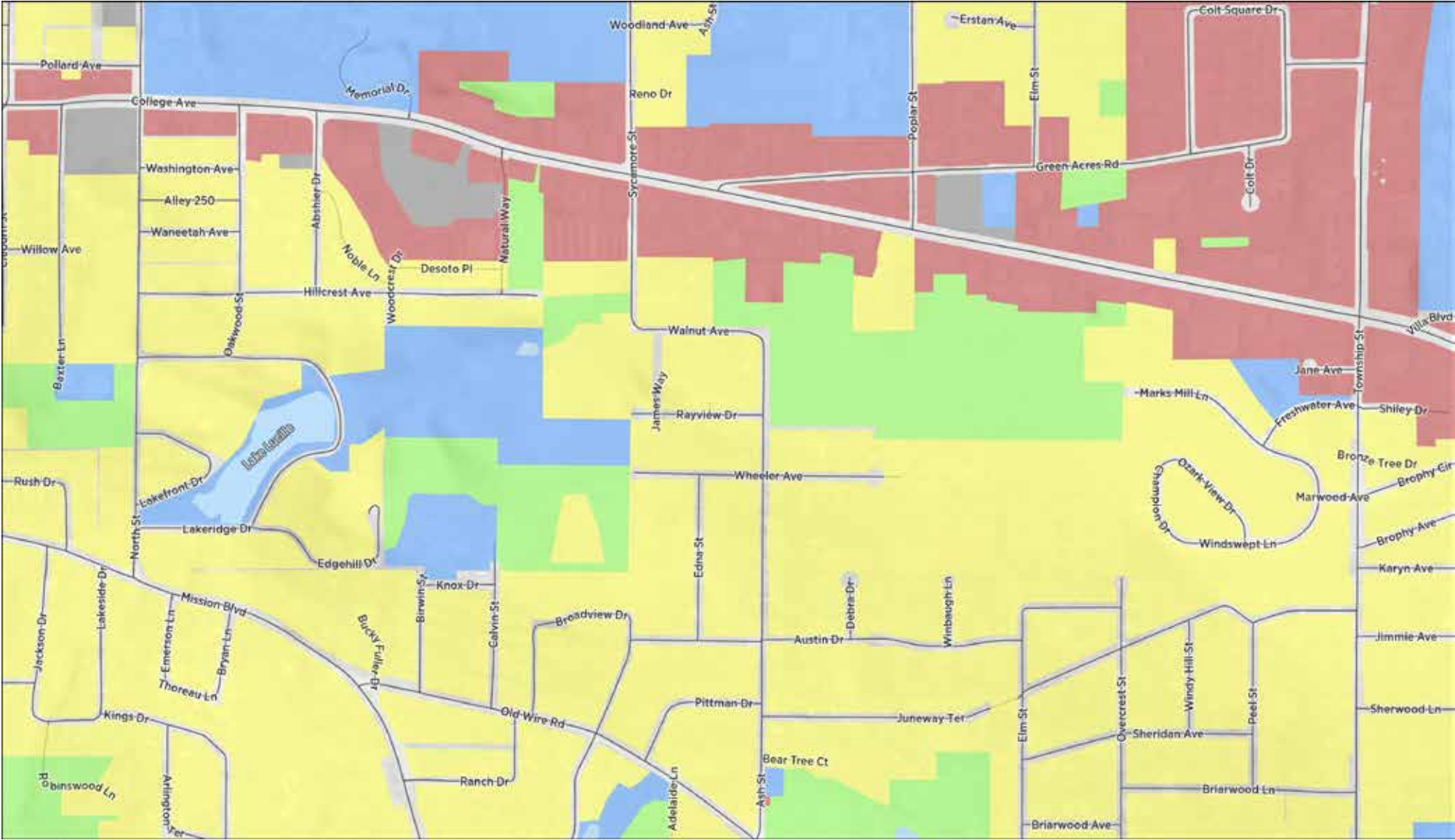
- Most of the immediate South School Avenue frontage is assessed as commercial land, although significant parts of it are in industrial, salvage, or other non-retail uses. Some of these include long-standing Fayetteville businesses. Others provide significant redevelopment opportunities.

- Residential uses are beginning to be introduced to the South School area, with Mill District redevelopment and university-oriented multifamily development. The Co-op redevelopment project at MLK and School will include a substantial residential component.

- Land use along Archibald Yell is primarily residential, with some commercial and multi-family uses along the path of this 1952-vintage bypass.



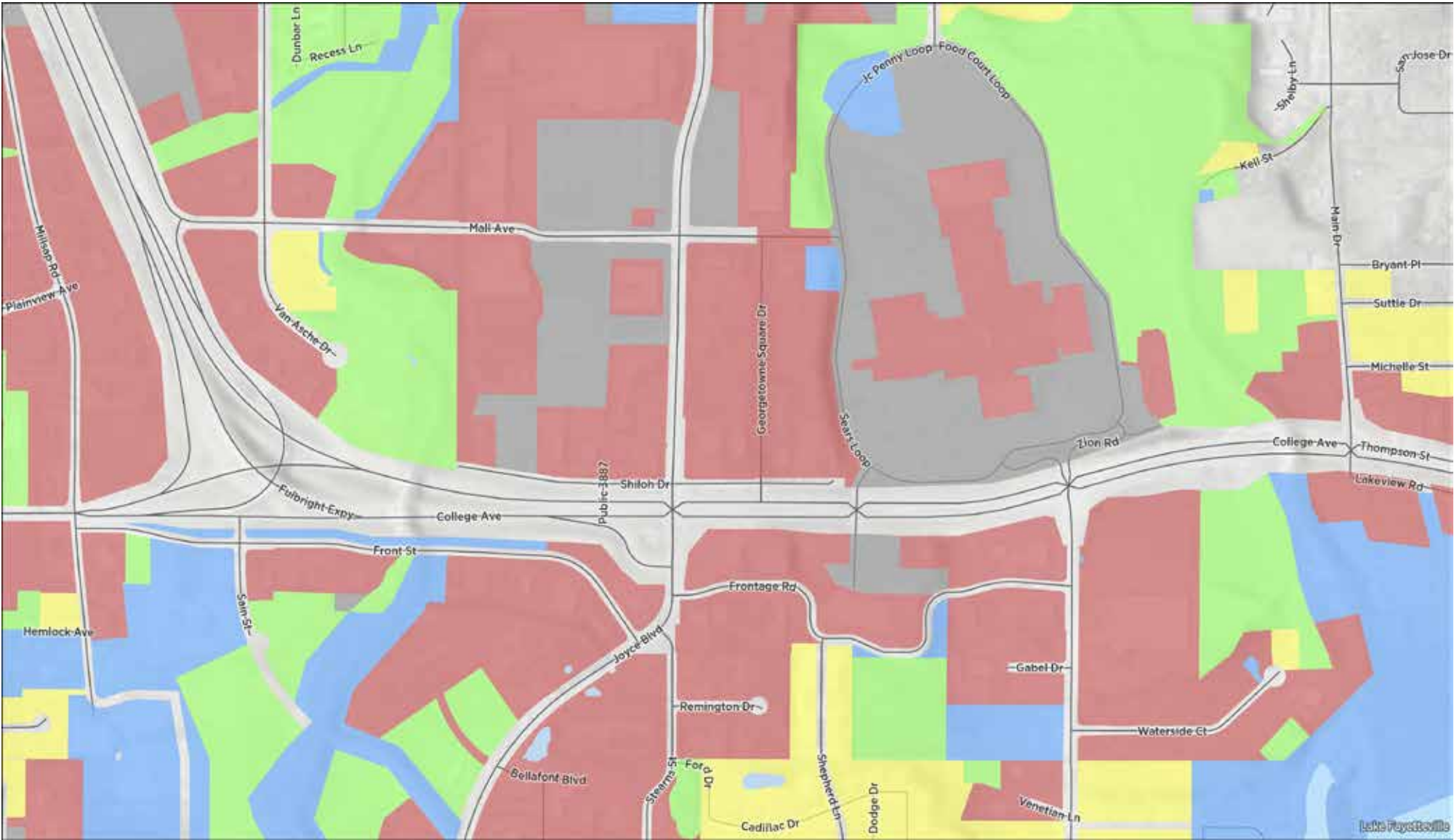
CURRENT LAND USE: North to Township



- Current Land Use**
- Residential
 - Shopping, Business
 - Industrial/Manufacturing/Waste
 - Travel or Movement
 - Leisure/Social/institutional
 - Open Space/Other

- A strip commercial use pattern dominates the College Avenue corridor from North Street to Township Road. On the east side, commercial sites are relatively shallow, with the exception of the historic Evelyn Hills site. Commercial coverage extends farther off the main corridor west side, along Green Acres Road and into the Colt Square/Township cluster of commercial and office development. Topography limits the depth of commercial sites between Sycamore and Township.
- Major public and institutional uses include the VA Medical/NAMS complex between North and Sycamore, Gregory Park, Lake Lucille, and Woodland School.
- Residential uses predominate on the eastern side of the corridor. While somewhat separated from the the strip by topography, these neighborhoods will be sensitive to the nature of future development to the west. New small lot single-family has been developed immediately east of Evelyn Hills.

CURRENT LAND USE: Millsap to City Limits



- Current Land Use**
- Residential
 - Shopping, Business
 - Industrial/Manufacturing/Waste
 - Travel or Movement
 - Leisure/Social/Institutional
 - Open Space/Other

- Large format commercial dominates land use in this segment, Most retail uses are west of the 71B corridor. Office development is concentrated along Joyce Boulevard east of the corridor.
- A substantial amount of land is in floodplains and will remain as permanent open space. This includes the Mud Creek and Scull Creek greenways, both of which are served by regional trails.
- Parking lots in this area are so large that they emerge as a dominant land use in themselves.
- Significant public and institutional uses include University of Arkansas holdings and Lake Fayetteville.

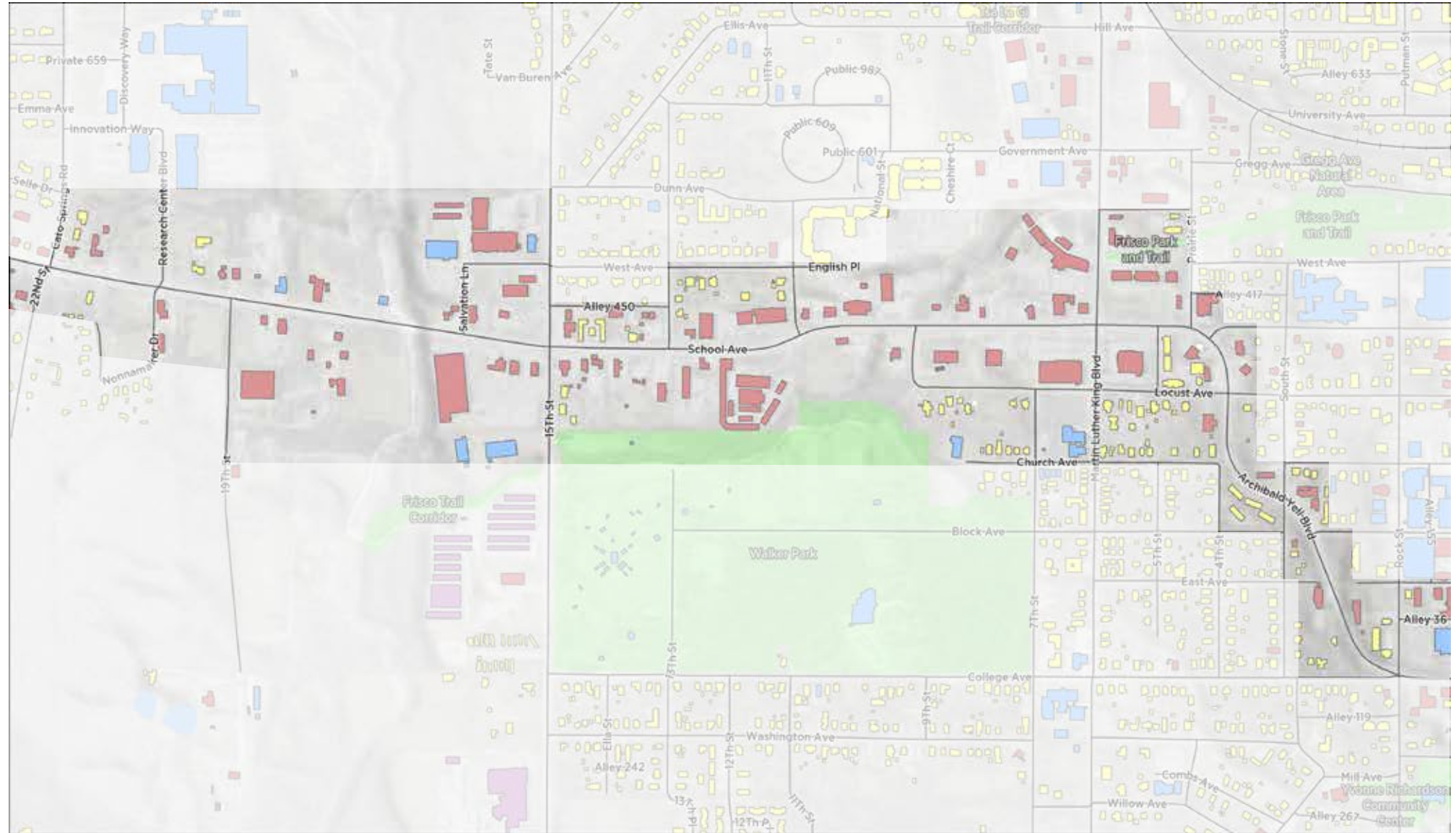
BUILDING USE AND COVERAGE: Cato Springs to Rock

- Building Use**
- Residential
 - Shopping, Business
 - Industrial/Manufacturing/Waste
 - Travel or Movement
 - Leisure/Social/institutional
 - Open Space/Other

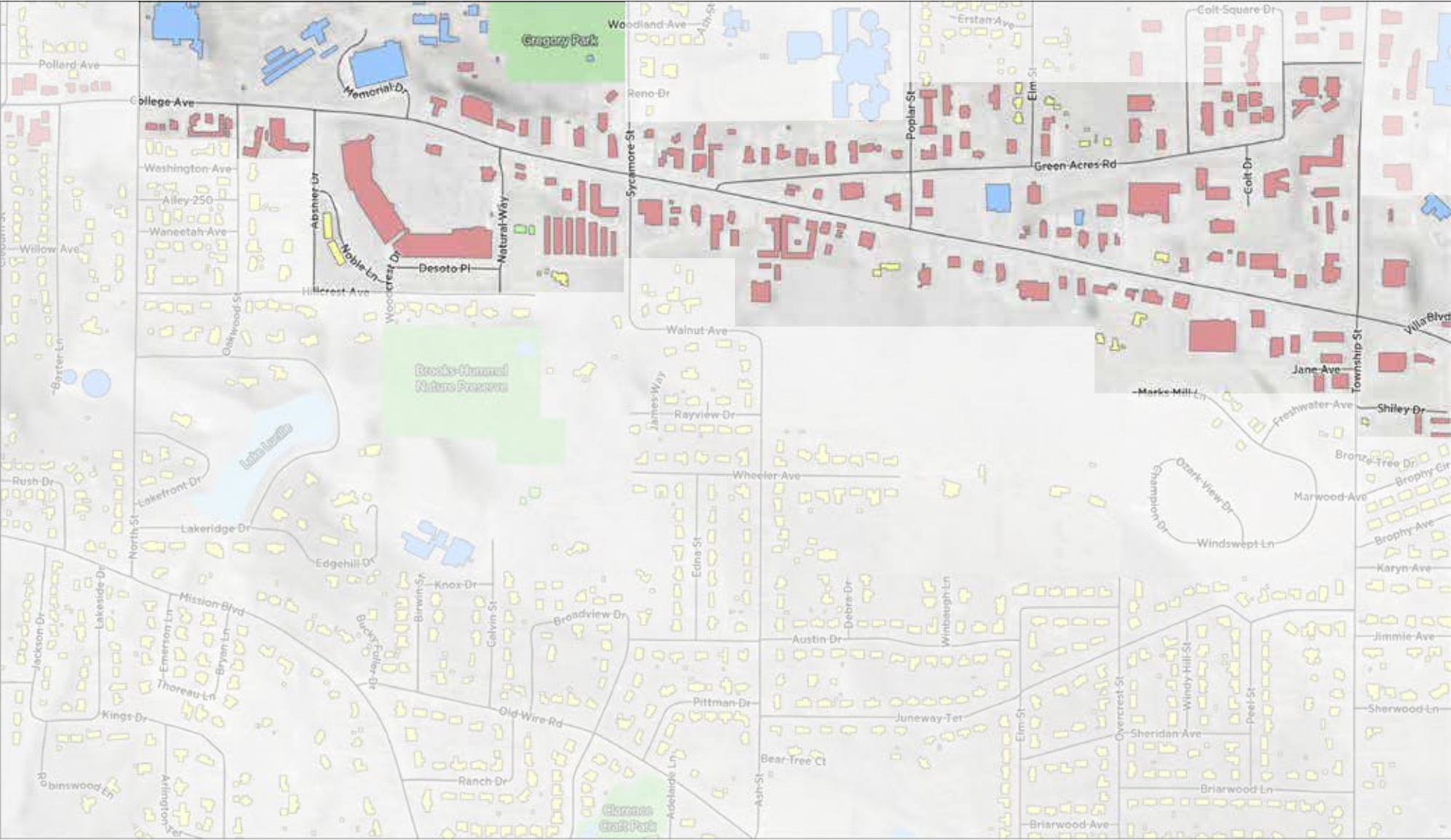
LAND COVERAGE		
Coverage	Area (A)	%
Buildings	18.76	8.51
Parking	29.46	13.36
Roads	21.37	9.69
Open	150.87	68.43
Total	220.45	100.00

- City edge character with low building coverage and extensive open space (including Town Branch Creek flood plain, Walker Park, and wooded slopes) as well as low-coverage industrial uses such as salvage).

- Planned development of Co-op site and continued growth of Mill District and future build-out of the University of Arkansas Research Park will increase development density.



BUILDING USE AND COVERAGE: North to Township



Building Use

- Residential
- Shopping, Business
- Industrial/Manufacturing/Waste
- Travel or Movement
- Leisure/Social/institutional
- Open Space/Other

LAND COVERAGE		
Coverage	Area (A)	%
Buildings	22.43	16.08
Parking	44.34	31.79
Roads	13.94	9.99
Open	58.77	42.13
Total	139.49	100.00

- Highest building coverage of the four study segments, although still a relatively low density strip pattern. With the exception of the Evelyn Hills shopping center and a few larger footprint commercial buildings, small free-standing structures predominate.

- Parking is the largest developed use, occupying twice as much area as buildings.

BUILDING USE AND COVERAGE: Township to Millsap



LAND COVERAGE		
Coverage	Area (A)	%
Buildings	34.78	16.05
Parking	90.53	41.77
Roads	18.91	8.72
Open	72.51	33.46
Total	216.73	100.00

- Pattern of free-standing commercial buildings continues north of Township, with footprints increasing to the north. Commercial building use dominates.

- Parking is by far the largest consumer of land in this segment, accounting for over 70% of developed private land. The largest single paved area is Fiesta Square's parking lot, but smaller commercial boxes and strip centers also have large parking lots.



BUILDING USE AND COVERAGE: Millsap to City Limits



Building Use

- Residential
- Shopping, Business
- Industrial/Manufacturing/Waste
- Travel or Movement
- Leisure/Social/institutional
- Open Space/Other

LAND COVERAGE		
Coverage	Area (A)	%
Buildings	26.08	10.38
Parking	66.29	26.37
Roads	55.13	21.93
Open	103.89	41.33
Total	251.38	100.00

- Very large footprint commercial buildings, including big boxes, the Northwest Arkansas Mall, and multi-tenant strips and power centers, dominate this segment's built environment.
- Consistent with the Township to Millsap segment, parking occupies about 70% of developed private land. The percentage of parking occupancy appears less in this segment than others because of the large area used for transportation, specifically the Fulbright Expressway interchange. Flood plains also boost the amount of open land.

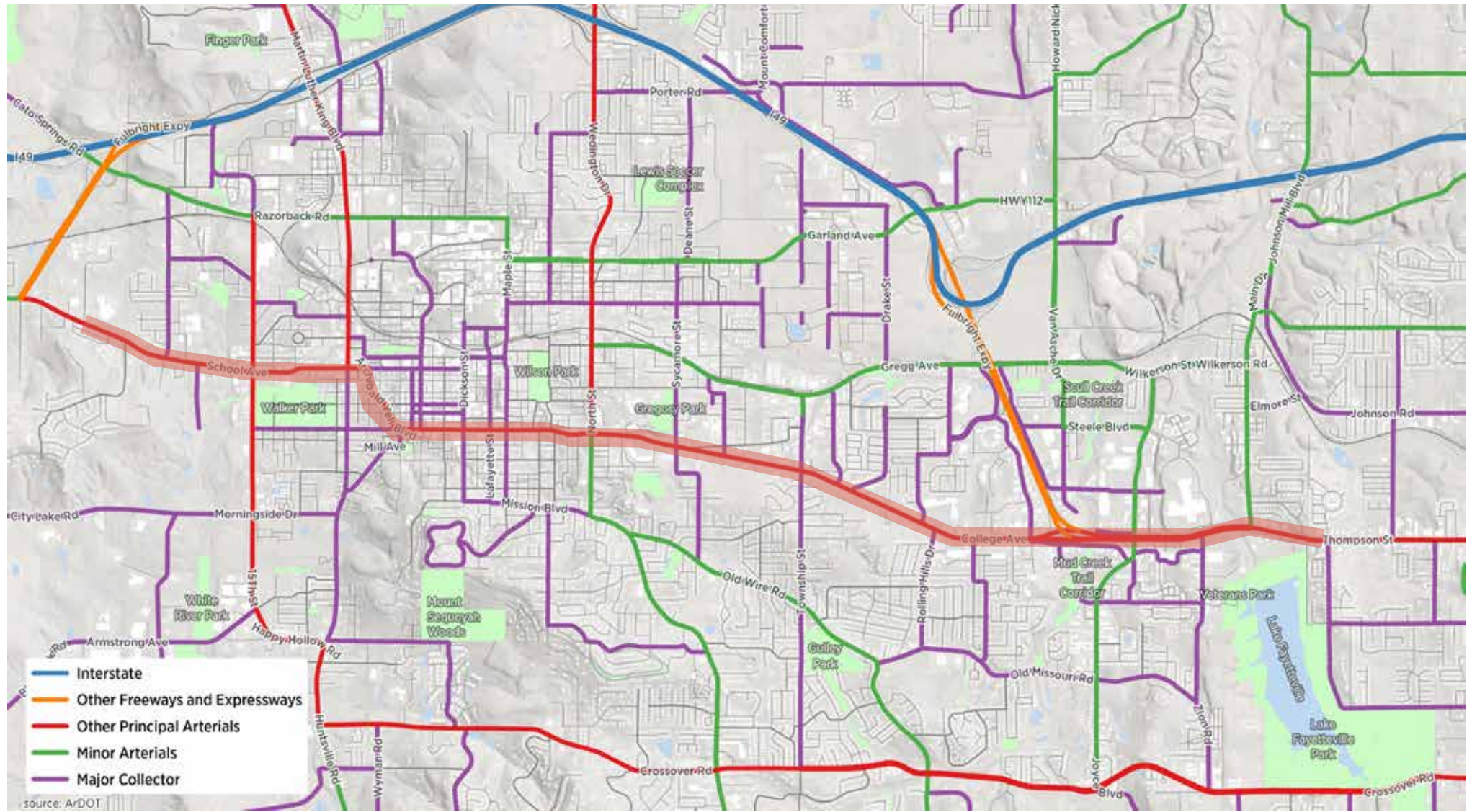
REGIONAL FUNCTIONAL STREET CLASSIFICATION

- The 71B system (highlighted with the thicker line) remains the only continuous north-south transportation corridor between I-49 and Crossover Road. Gregg Avenue to the west and Old Wire/Missouri to the east provide parallel minor arterial routes through parts of the corridor, but do not serve local destinations along 71B.

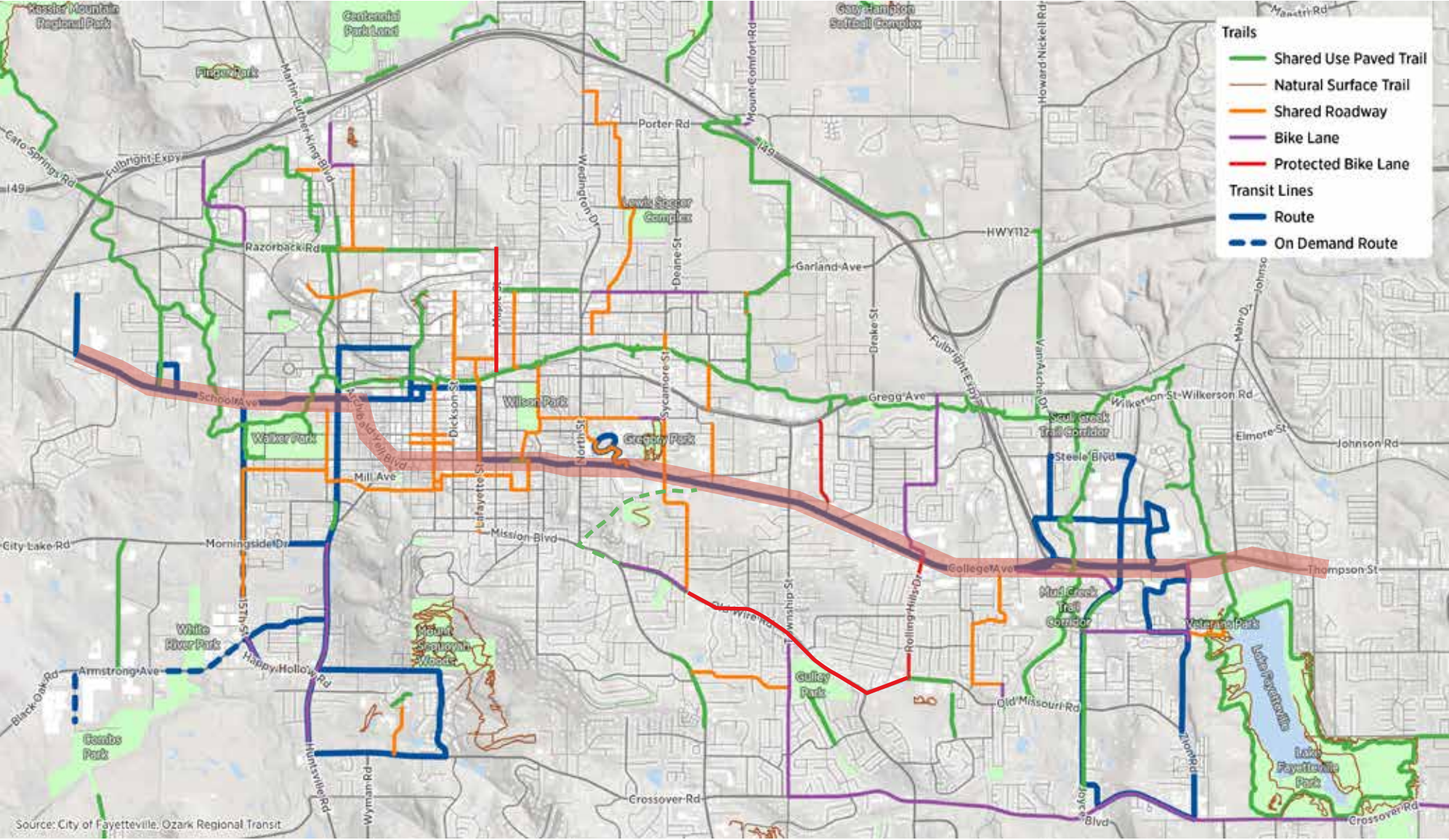
- Continuous east-west links to I-49 occur at three places: Fulbright Expressway, Wedington Road/North Street, and Martin Luther King Boulevard.

- East-west collectors crossing 71B are scarce between the study areas of Cato Springs and Rock Street and North Street to the north city limits. This, combined with the lack of close, parallel north-south routes forces both traffic headed for local destinations and through traffic to use 71B.

- In 2019, the State and City executed an agreement to take the 71B route from the north and south Fulbright Expressway interchanges off the state network and transfer jurisdiction to the City. This provides great flexibility to the City on street design.



REGIONAL ACTIVE TRANSPORTATION



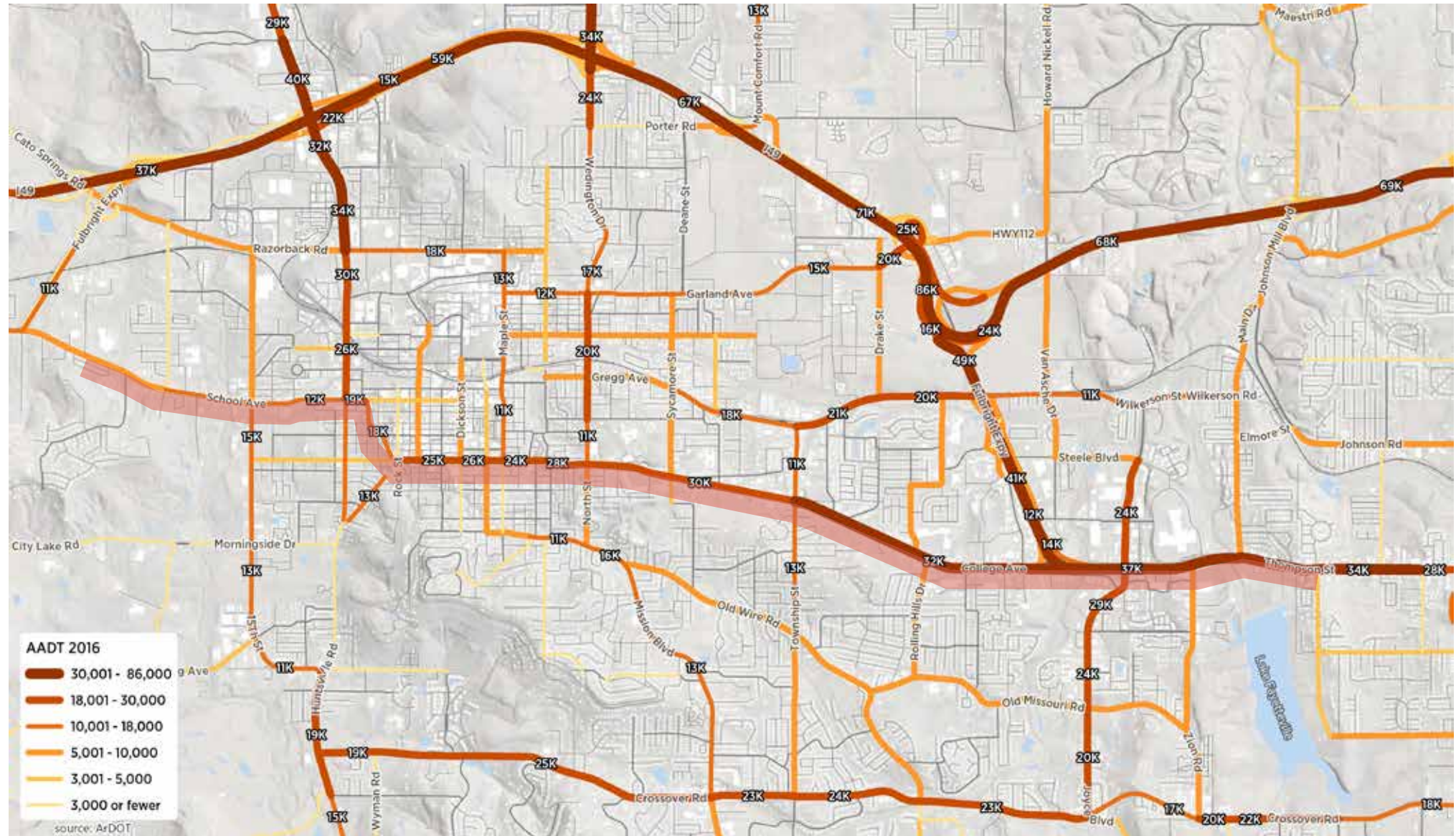
- Existing trails and potential connections are important development assets along the 71B corridor. The Razorback Greenway parallels the corridor and crosses it near Lake Fayetteville on the north and MLK Boulevard on the south. In addition, the Mud Creek and Town Branch Trails connect the Greenway to 71B, and the Cato Springs and Tsa-La-Gi Trails also lead to the corridor. On-street bikeway connections from the Razorback Greenway include Sycamore, Poplar, and Appleby.

- A parallel bikeway system is developing east of College Avenue along Old Missouri Road and Old Wire Road. Currently, this connects to College with Rolling Hills Drive's protected bike lane pilot project. A future trail along Sublett Creek will run from Mission and North to College and Poplar.

- Ozark Regional Transit operates local bus service along much of the study area corridor, and upgraded that service in 2019 with more frequent headways. The Northwest Arkansas region is contemplating Bus Rapid Transit (BRT) between Fayetteville and Bentonville, and it is likely that such a line, if implemented, would follow 71B.

REGIONAL AVERAGE ANNUAL DAILY TRAFFIC

- Average daily traffic (ADT) on 71B increases from south to north. South of MLK, the ADT ranges from 12,000 to 15,000 vehicles per day (vpd), generally within the capacity of a three-lane section. The Archibald Yell section is in the 18,000-19,000 vpd range, still serviceable for three lanes, but gradually increases to the north from the middle 20,000's through Downtown and peaking at about 37,000 at Joyce Boulevard.

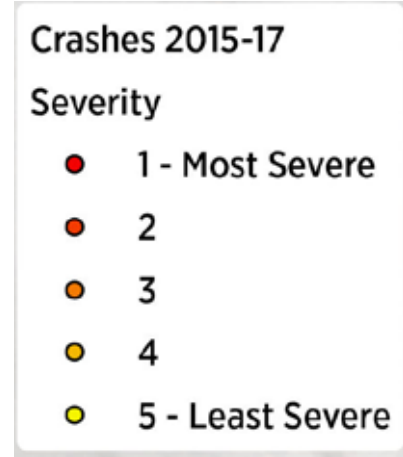


CRASH FREQUENCY, 2015-17

- Unsurprisingly, crashes on the South School and Archibald Yell segments clustered around (but not always at) intersections. An unexpected group of incidents occurred at the unsignalized 11th Street intersection.
- Between North and Township with relatively frequent curb cuts, crashes were distributed throughout the segment. However, the most severe incidents clustered at intersections, especially Sycamore and Township.



Cato Springs to Rock



North to Township



- Between Township and Millsap, a five-lane section with many curb cuts, crashes again string out with more serious incidents at intersections. However, the greatest density of crashes occurs between Longview and Millsap,

- Access control north of Millsap causes crashes to cluster at principal intersections, with the largest number taking place at the very busy Joyce Boulevard crossing. The crash cluster at the eastbound to southbound ramp from the Fulbright Expressway is probably the result of the abrupt merge and short stopping distance of traffic transitioning from the expressway to local city traffic environment.

Township to Millsap



Millsap to City Limits

CURB CUTS: Cato Springs to Rock

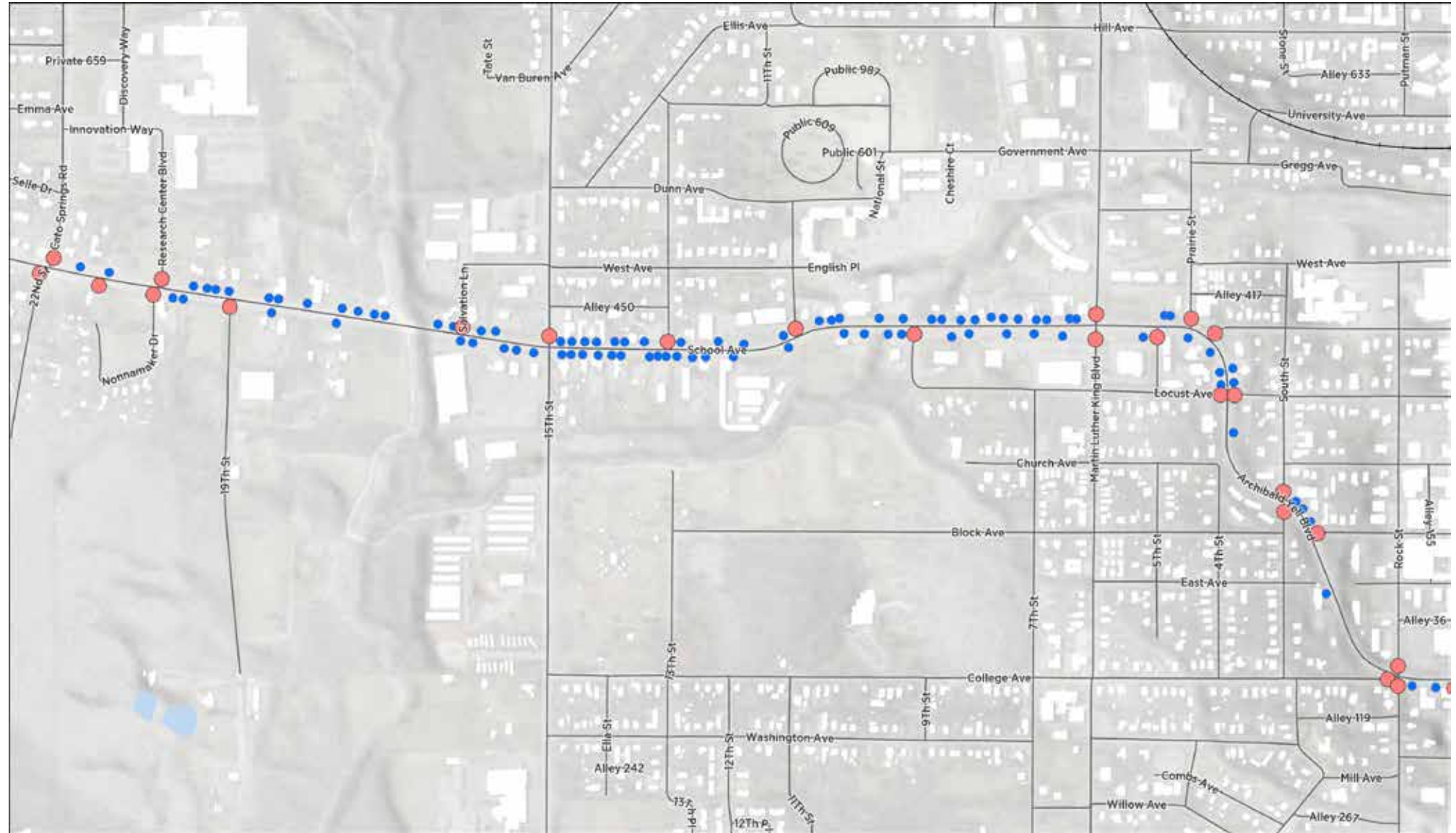
Curb Cuts

- Driveway
- Roadway

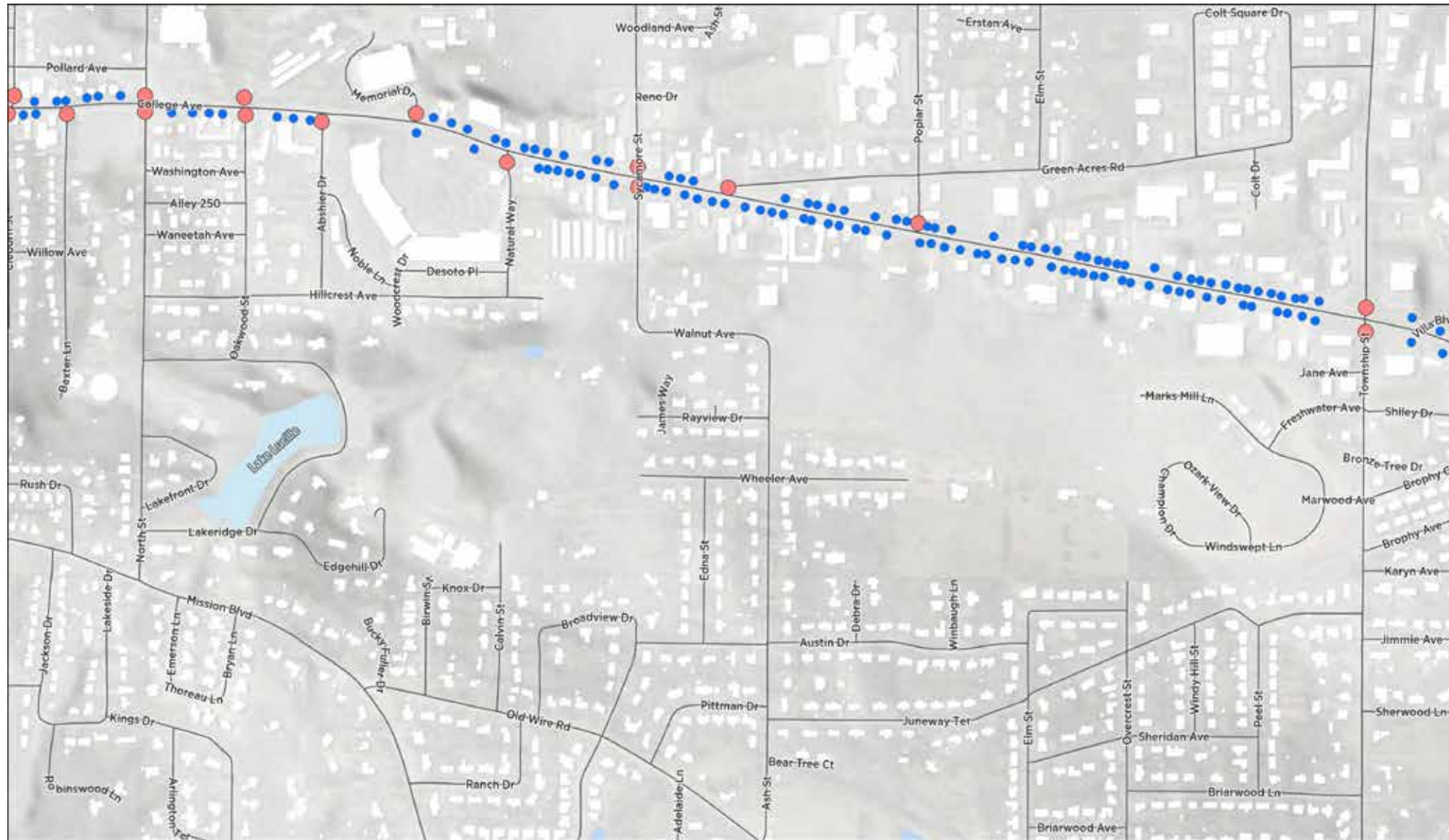
- Curb cuts are abundant and relatively uncontrolled in the five lane sections of the street, and generally correlate to crash incidents.

- The four-lane Archibald Yell section has relatively few curb cuts because of land use and topography. Once again, the clustering of access points at intersections tends to correlate to crashes.

- Access north of Millsap on the divided section of 71B is mostly limited to intersections.



CURB CUTS: North to Township

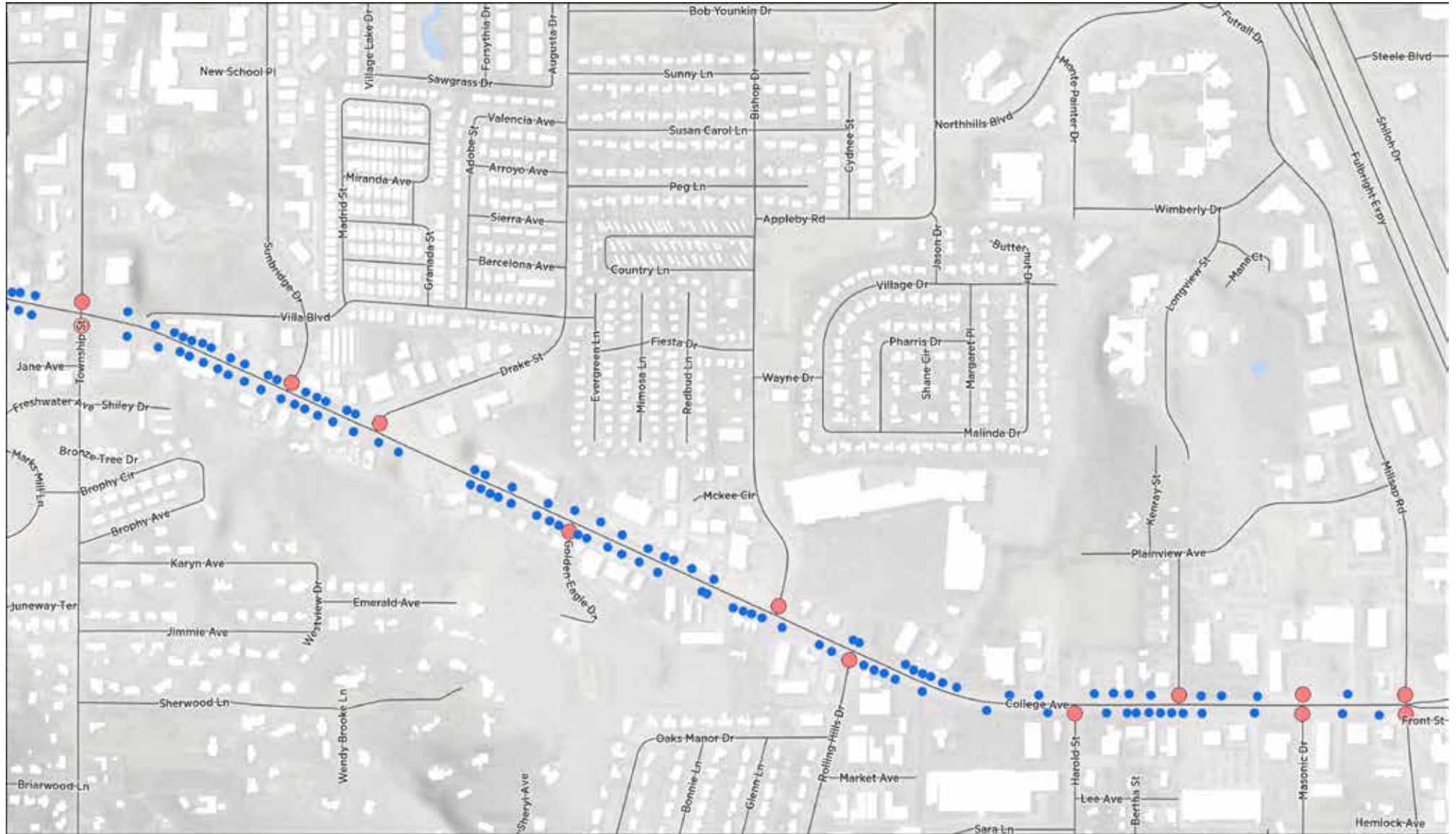


- Curb Cuts**
- Driveway
 - Roadway

CURB CUTS: Township to Millsap

Curb Cuts

- Driveway
- Roadway



CURB CUTS: Millsap to City Limits



- Curb Cuts**
- Driveway
 - Roadway

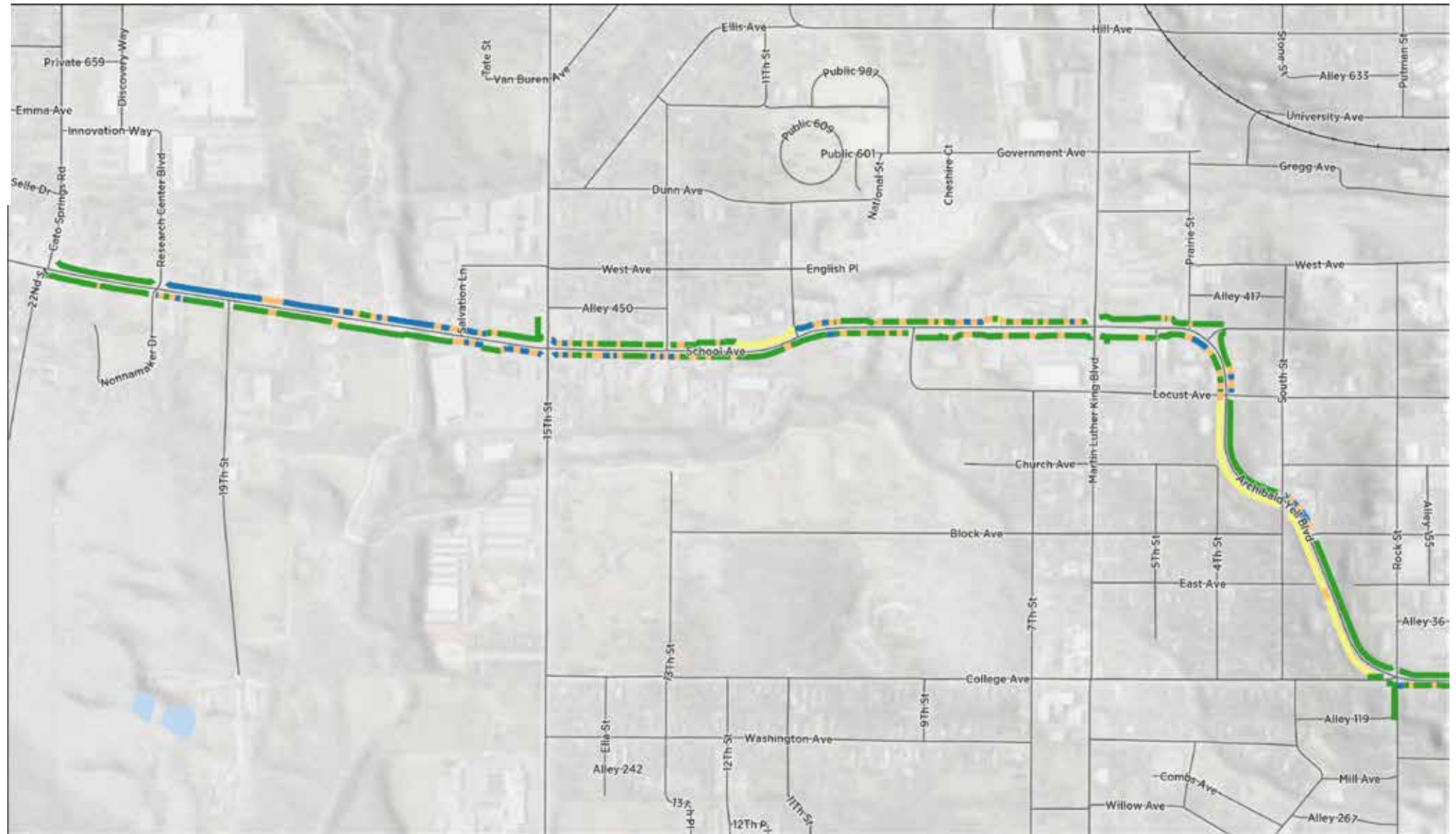
SIDEWALKS: Cato Springs to Rock

Sidewalk Condition

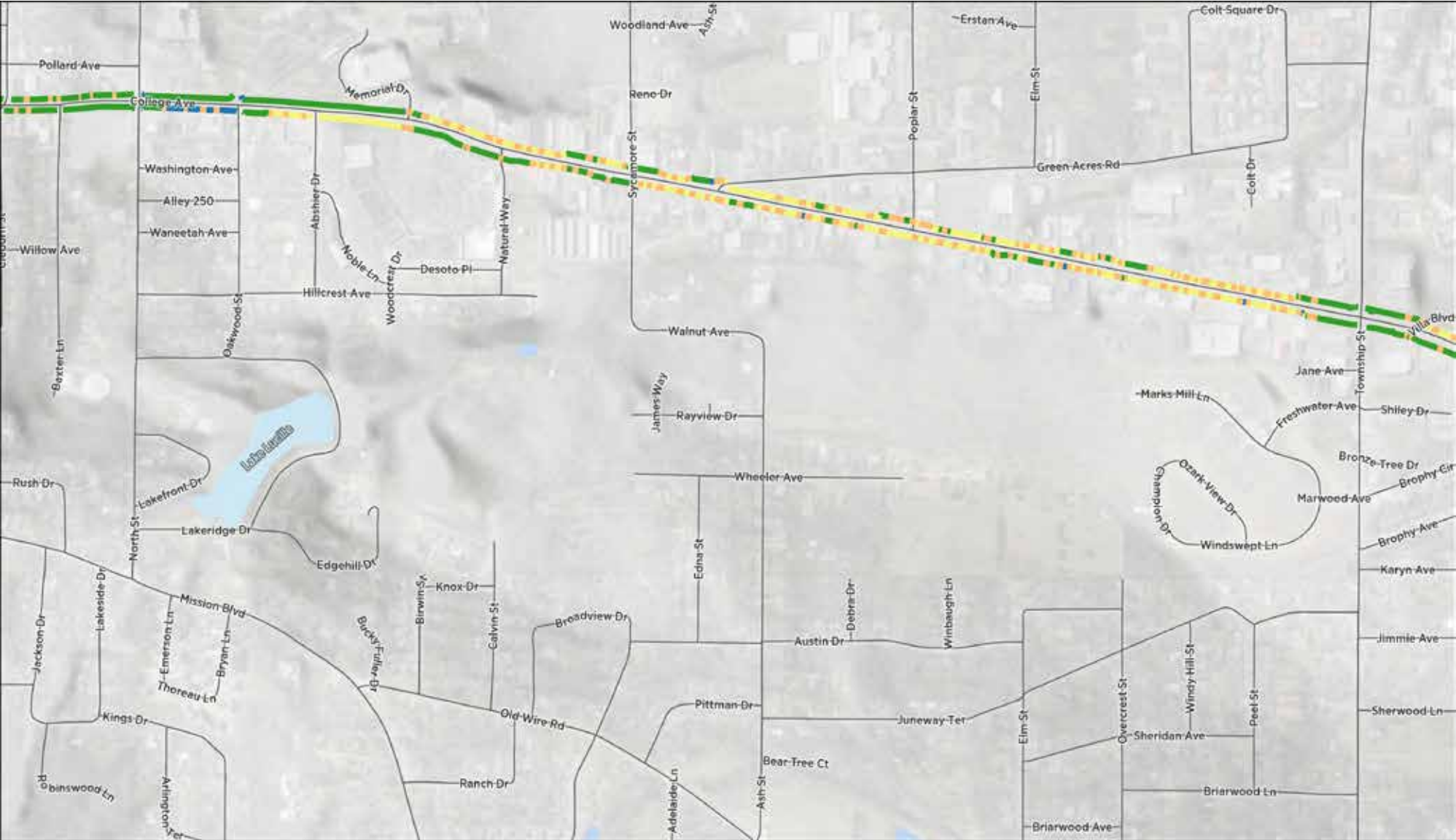
- █ Existing, Passable
- █ Existing, Needs Repair
- █ Gap (No Sidewalk)
- █ Driveway

Despite the relatively rural or city edge character of the of the south stretches of the 71B study area, sidewalk continuity is fairly good if not entirely comfortable for users on the ground. Major gaps or issues include:

- Condition issues between Research Center Blvd. and 15th Street.
- Periodic condition issues on the east side between 15th and 13th Streets.
- A major gap on the west side south of 11th Street, adjacent to a busy commercial strip center. This segment also has a significant number of crashes.



SIDEWALKS: North to Township



- Sidewalk Condition**
- Existing, Passable
 - Existing, Needs Repair
 - Gap (No Sidewalk)
 - Driveway

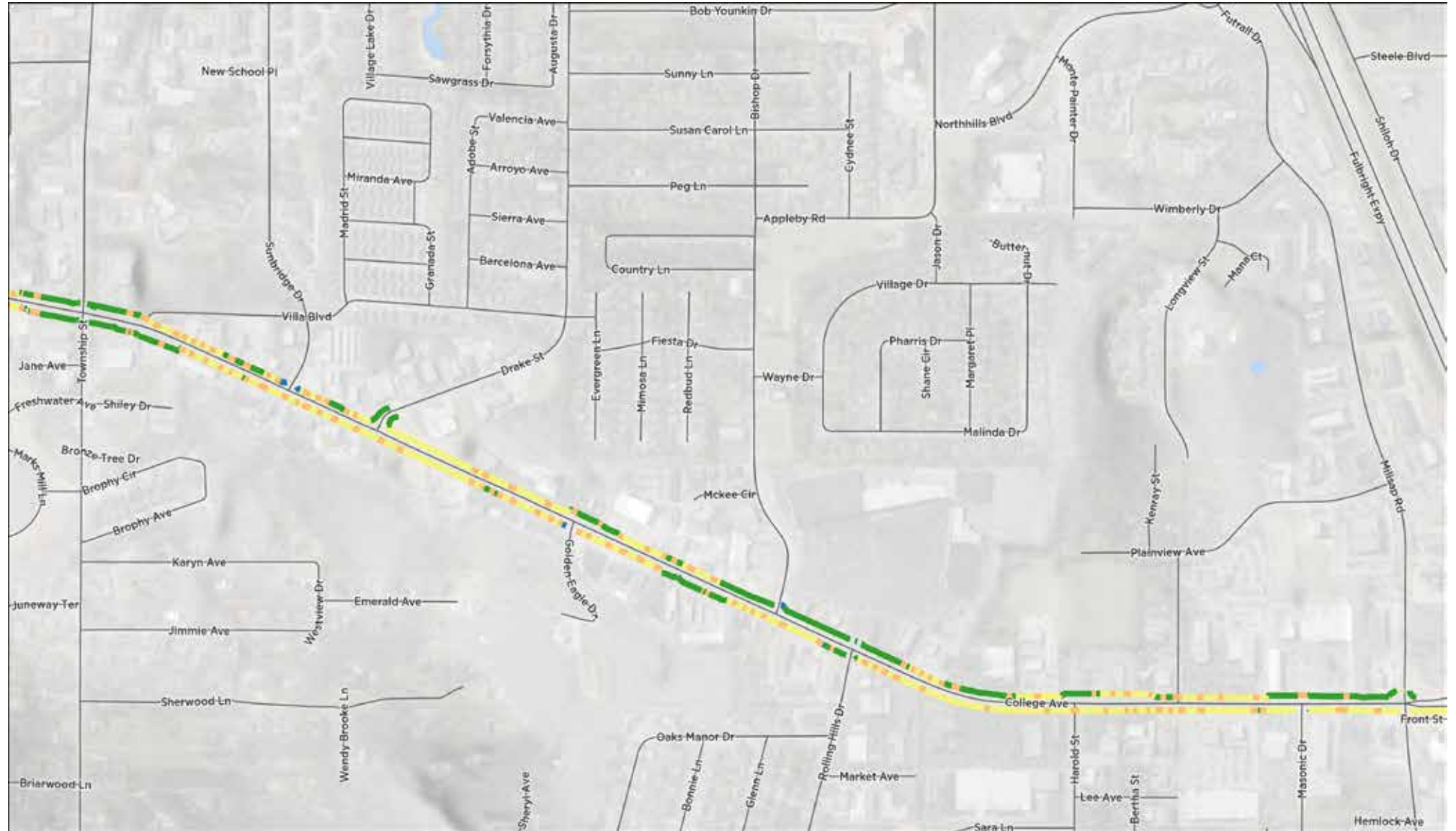
The North to Township segment lacks sidewalk service in most places. Existing sidewalks generally are adjacent to sites with relatively recent commercial development, or along the VA frontage between North and Memorial Drive.

SIDEWALKS: Township to Millsap

Sidewalk Condition

- █ Existing, Passable
- █ Existing, Needs Repair
- █ Gap (No Sidewalk)
- █ Driveway

This segment resembles the pattern along the North to Township segment - sidewalks only along relatively recent development, specifically near Township, adjacent to Fiesta Square, and immediately south of Millsap.



SIDEWALKS: Millsap to City Limits



- Sidewalk Condition**
- Existing, Passable
 - Existing, Needs Repair
 - Gap (No Sidewalk)
 - Driveway

In this higher speed, six-lane divided environment, sidewalks are rarely provided along the main line or even frontage roads. Exceptions are developed sites along Shiloh Drive, the west side service road and short segments adjacent to a relatively new strip center on the east side.

3/COMMUNITY ENGAGEMENT

The recommendations in this plan grow from intense community interest in the 71B Corridor. Undoubtedly, those that live and work on and near the corridor know area the best. Beginning the strategic planning process by going to the people gives life to a real vision for the future of the street. The public engagement process began in July 2018 and concluded in Summer 2019. This section reviews some of the findings and opinions recorded during that process.



PUBLIC ENGAGEMENT

The recommendations of this plan capitalized on the wide community interest in the 71B Corridor. The knowledge and insight of people who shop, work, do business and live on or near the corridor help produce a plan that creates a realistic vision of the future for this major functional and economic part of Fayetteville. The public engagement process began in July, 2018 and concluded in Summer, 2019, and was designed to maximize continued community engagement. The process provided a variety of on-site and on-line opportunities to participate in the planning process. Central to this process were four multi-day collaborative planning workshops, focusing on a specific part of the corridor study area. This approach recognized the individual character of each part of this long corridor.

The first step of the process established an education and outreach program with a kickoff event that discussed the history of the 71B corridor and the merits and state of the art in corridor planning in America. This initial program also set up the project's on-line presence, with tools that could be accessed from home, office, or elsewhere. The city managed the on-line public engagement portal, SpeakUp Fayetteville. The site hosted regular updates of the process including notifications, questionnaire, and potential concepts.

Summary of Public Engagement Activities

- › Steering Committee
- › Technical Committee
- › Online Survey and Website. Results are shown following event descriptions.
- › Focus Groups
- › Farmers Market
- › Kick-off Meeting and Seminar
- › Planning Workshops
- › Open House
- › Approval





Steering Committee Meetings. The steering committee met regularly to discuss ideas for the corridor's future, provide feedback on emerging concepts, and direct the project's recommendations.

Technical Committee Meetings. Throughout the planning process, the consultant team met with the technical committee bi-weekly by video conference and while on-site. Discussions ranged from sharing background information of the corridor, next steps, and emerging new information.

Focus Groups. In September 2018, the project team conducted a multi-day program of stakeholder group discussions to address the project area, its dynamics, potential, and future directions. The team met with developers, investors, residents, business owners/operators, healthcare, city departments, Planning Commission, and other various stakeholders.



Farmers Market Booth. In August 2018, the City hosted a booth at the Farmers Market. The event brought awareness to the launch of the project and online survey. Participants received sticky dots to vote on their preferred images for the corridor. These images were also used in the online visual listening survey.

Kick-off Meeting and Seminar. In September 2018, the project began with a public kick-off meeting to share background information about the corridor, the process for preparing the plan, and best practices in corridor planning in the country. Separate events were scheduled and located north and south of the downtown area.

Planning Workshops 1-4. Four onsite planning workshops, located throughout the stretch of the corridor, occurred in November, December, January, and February. The first three workshops lasted for four days and included multiple open hours for the public to share input, ideas, and even illustrate their own concepts.



Planning Workshops 1-4. Each planning workshop built on the previous over the months, starting with an overall system-wide concept and moving towards the details of each segment of the corridor. Quick results and high energy were features of these workshops.

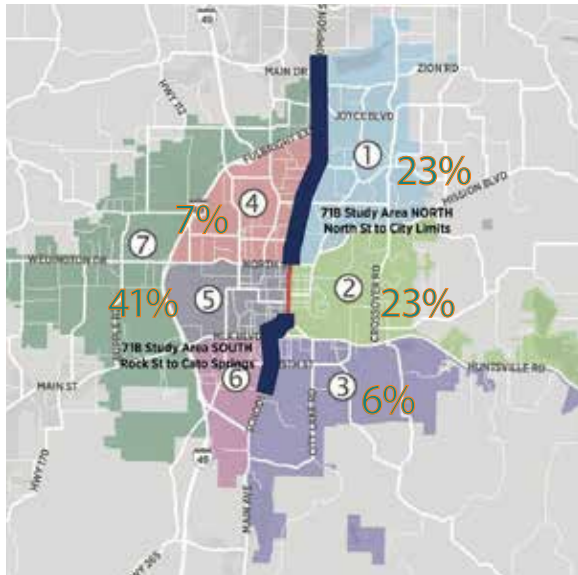
Open House. In May, 2019, the City held an Open House to present the plan's recommendations. The open house gave participants an opportunity to identify their opinions of various actions and proposals, and their relative priority.

Speak Up Fayetteville Portal Activity

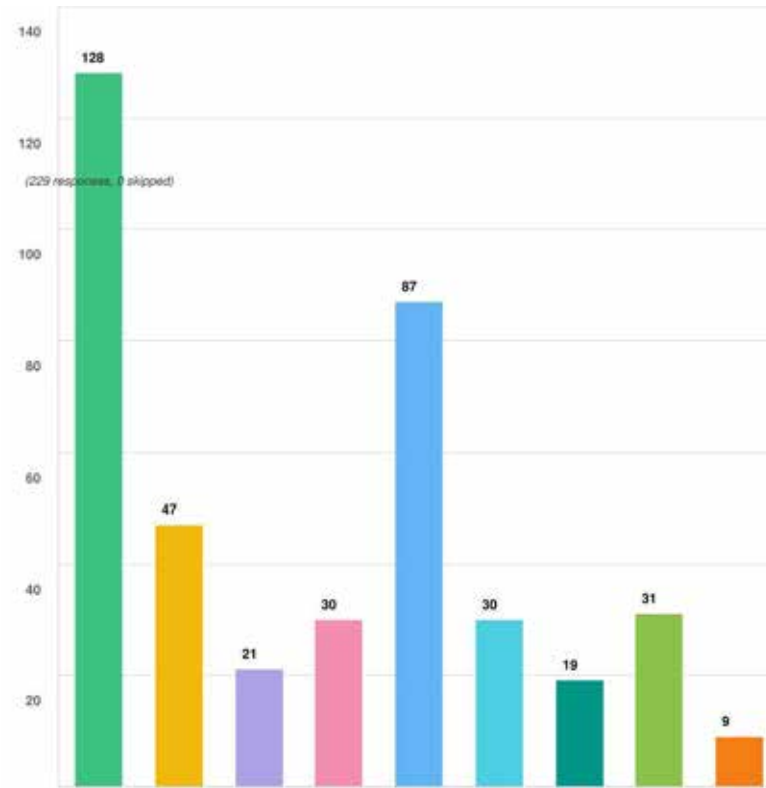
While much of the real work on developing a new, attainable vision for the 71B corridor was done on-site, the Speak Up Fayetteville portal reached the largest number of people of all engagement elements and helped define both community perspectives and priorities for the detailed process. Some of the key results of the on-line survey and other features are displayed on these pages.

WEBSITE VISITOR ACTIVITY	
AWARE PARTICIPANTS	1,190
ENGAGED PARTICIPANTS	229
INFORMED PARTICIPANTS	631
Downloaded the Input Opportunities Flyer	26
Visited the Key Dates page	91
Visited multiple project pages	455
Contributed to a tool (engaged)	229

LOCATION OF RESPONDENT'S RESIDENCE



TYPE OF RESPONDENTS

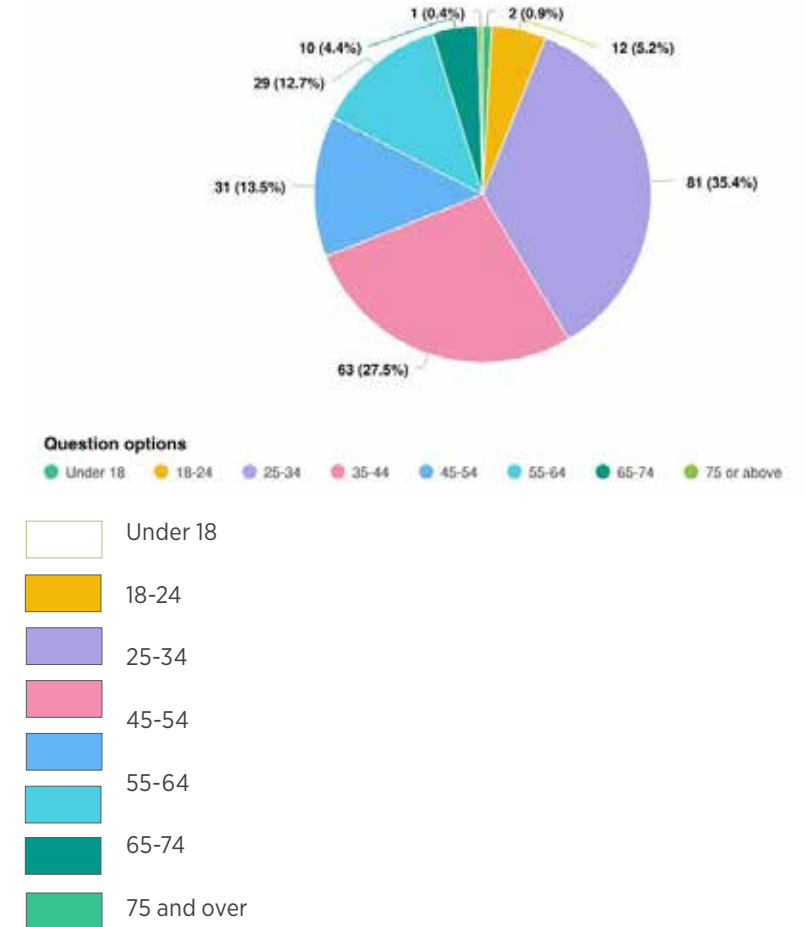


Question options

- I own a house in the area around the study area
- I rent a house or apartment around the study area
- I own property in or around the study area other than my own home
- I own or operate a business in the study area
- I work in the study area
- I live or work outside of the study area but have an economic interest or investment in it
- I am a student at the University of Arkansas
- I am a faculty or staff member of the University of Arkansas
- None of the above.

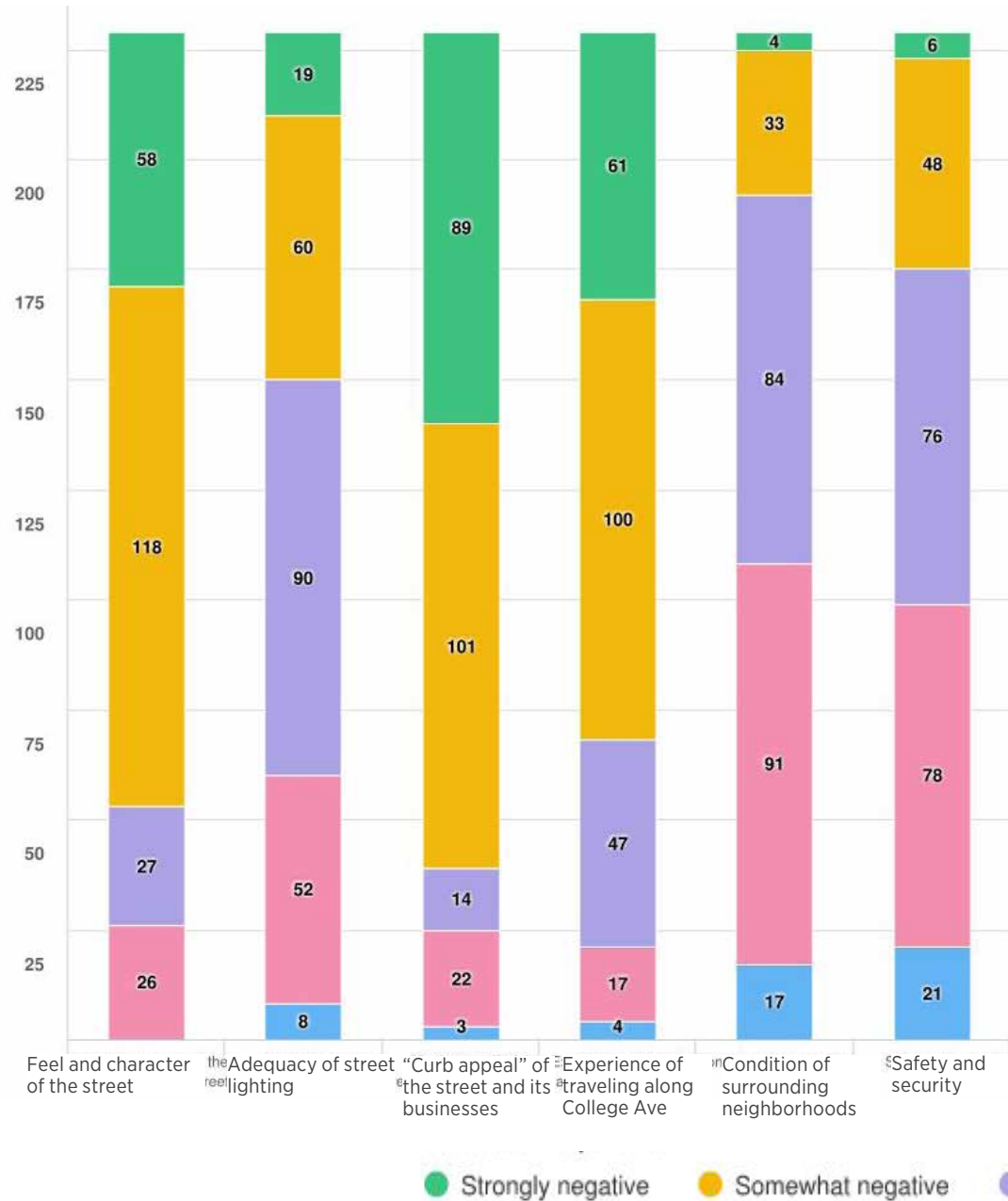
(229 responses, 0 skipped)

AGE OF RESPONDENTS

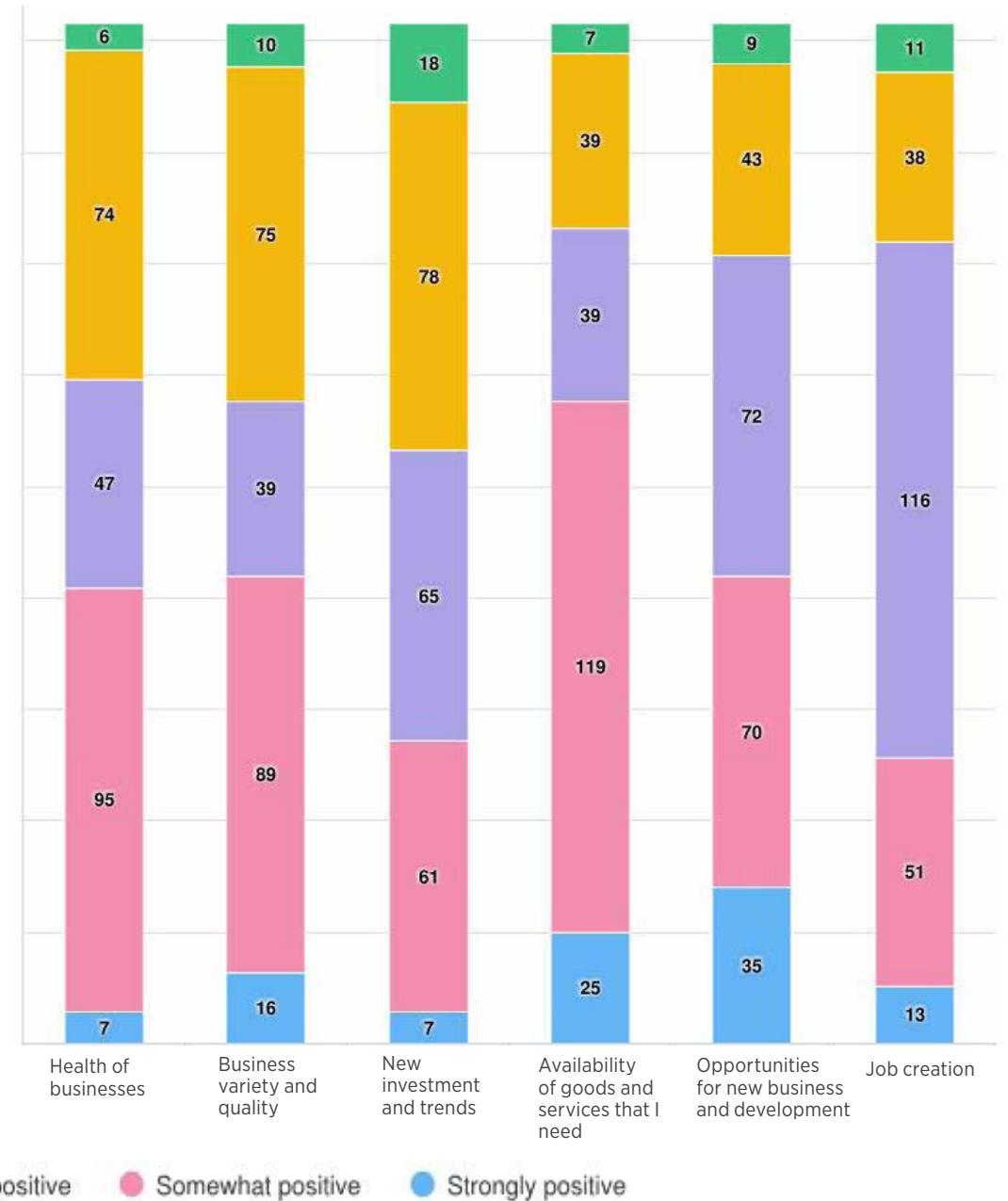


ASSESSMENT: NORTH OF NORTH STREET

Physical Environment

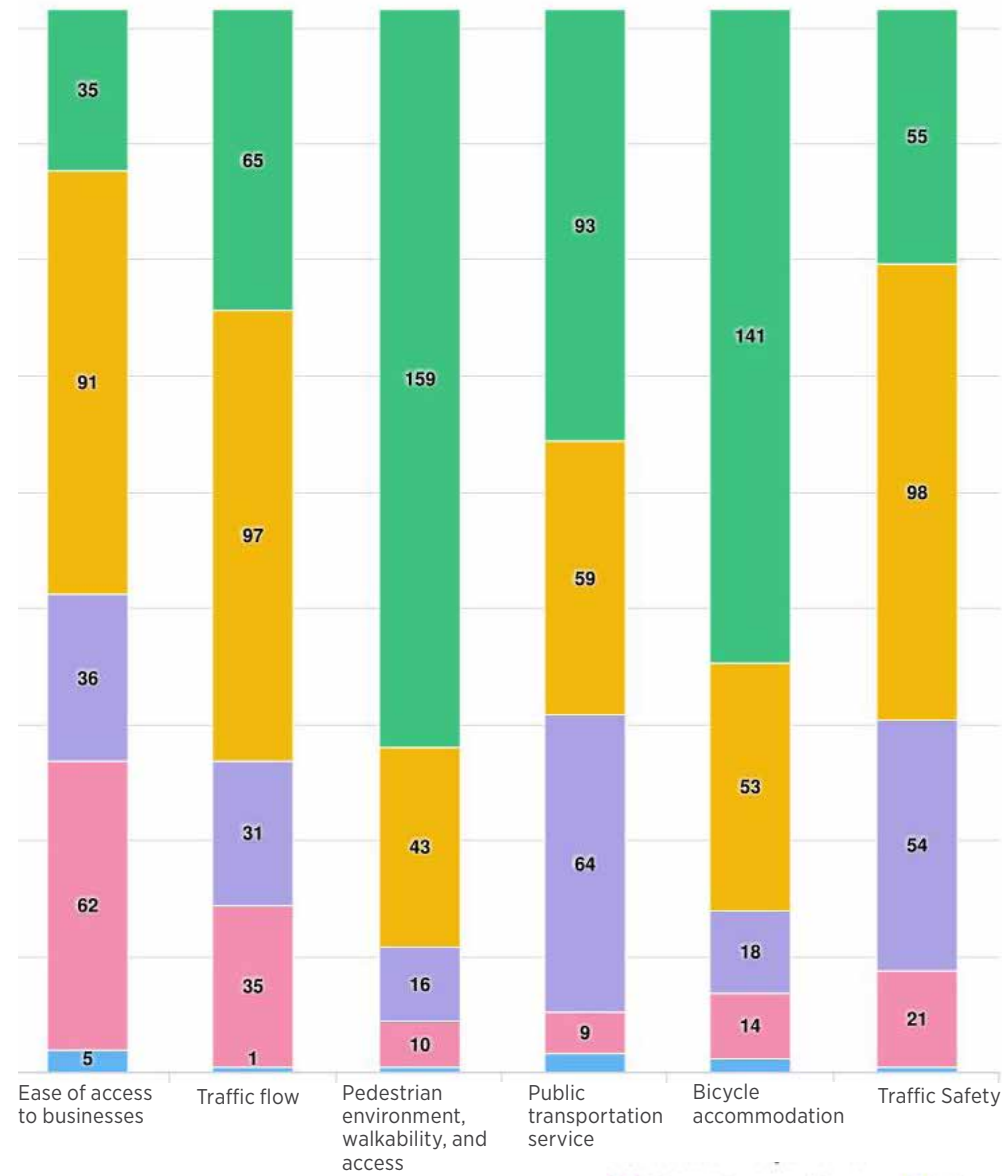


Economic Environment

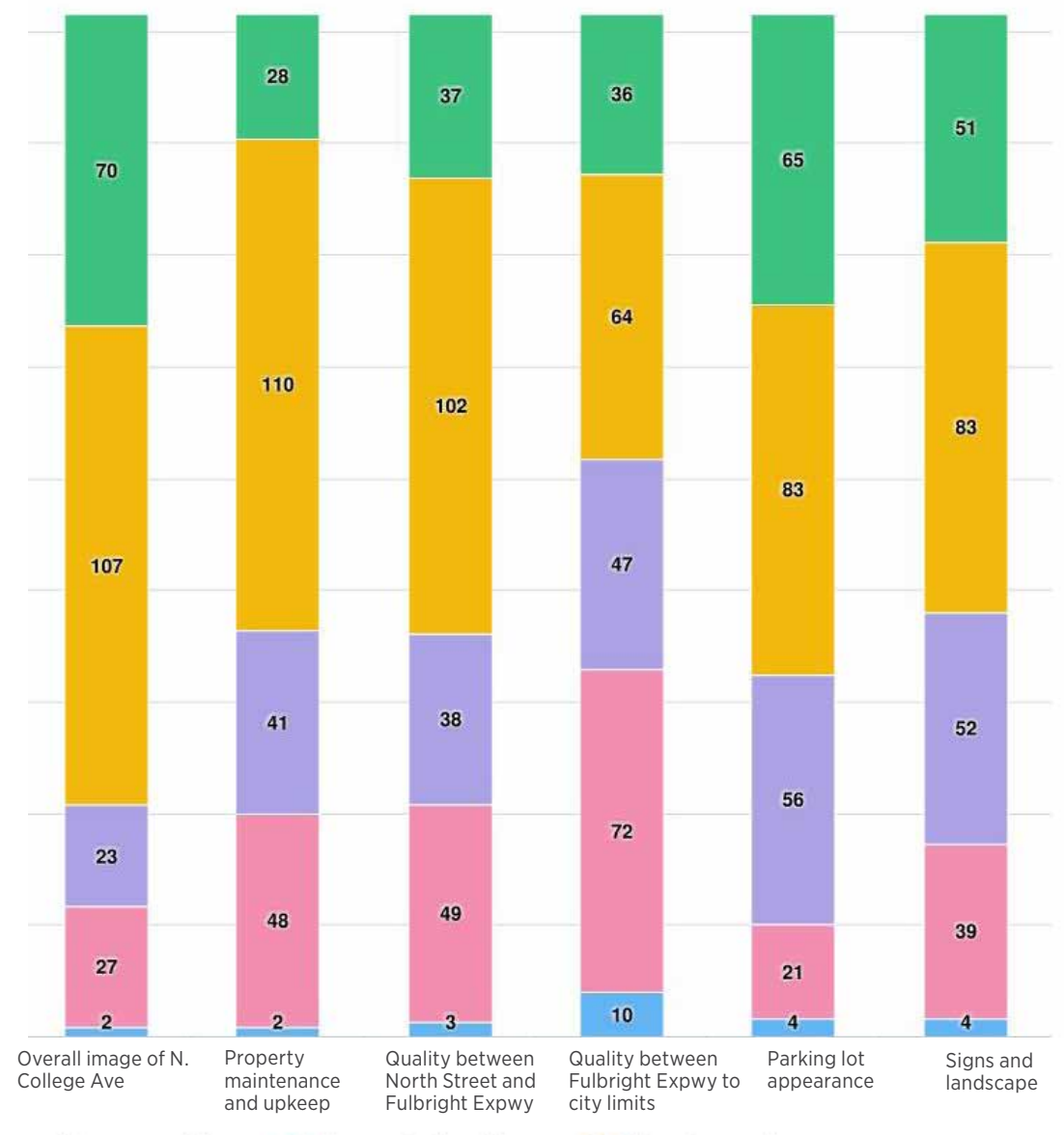


ASSESSMENT: NORTH OF NORTH STREET

Transportation Environment



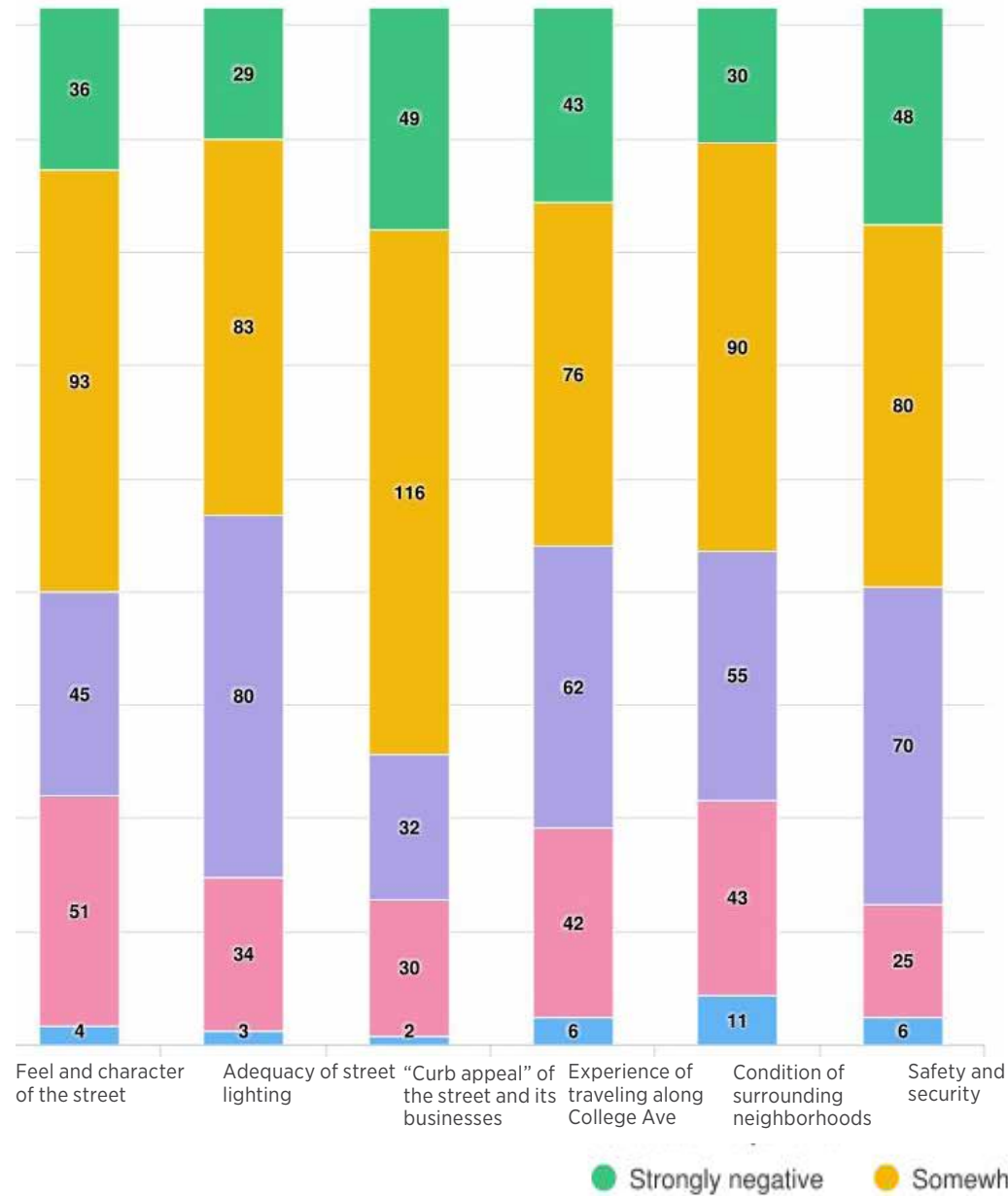
Aesthetic/Visual Environment



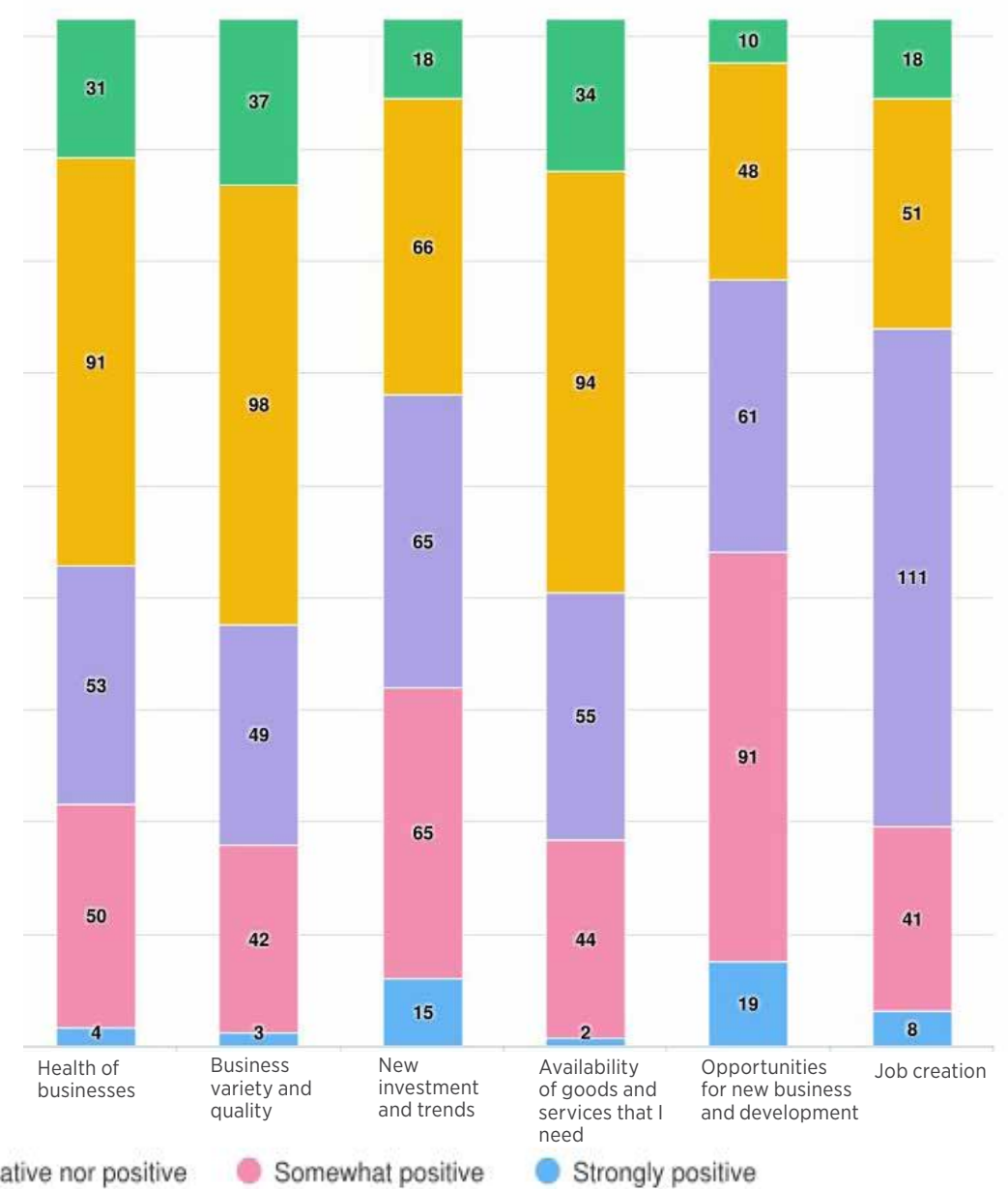
● Strongly negative
 ● Somewhat negative
 ● Neither negative nor positive
 ● Somewhat positive
 ● Strongly positive

ASSESSMENT: SOUTH OF NORTH STREET

Physical Environment



Economic Environment

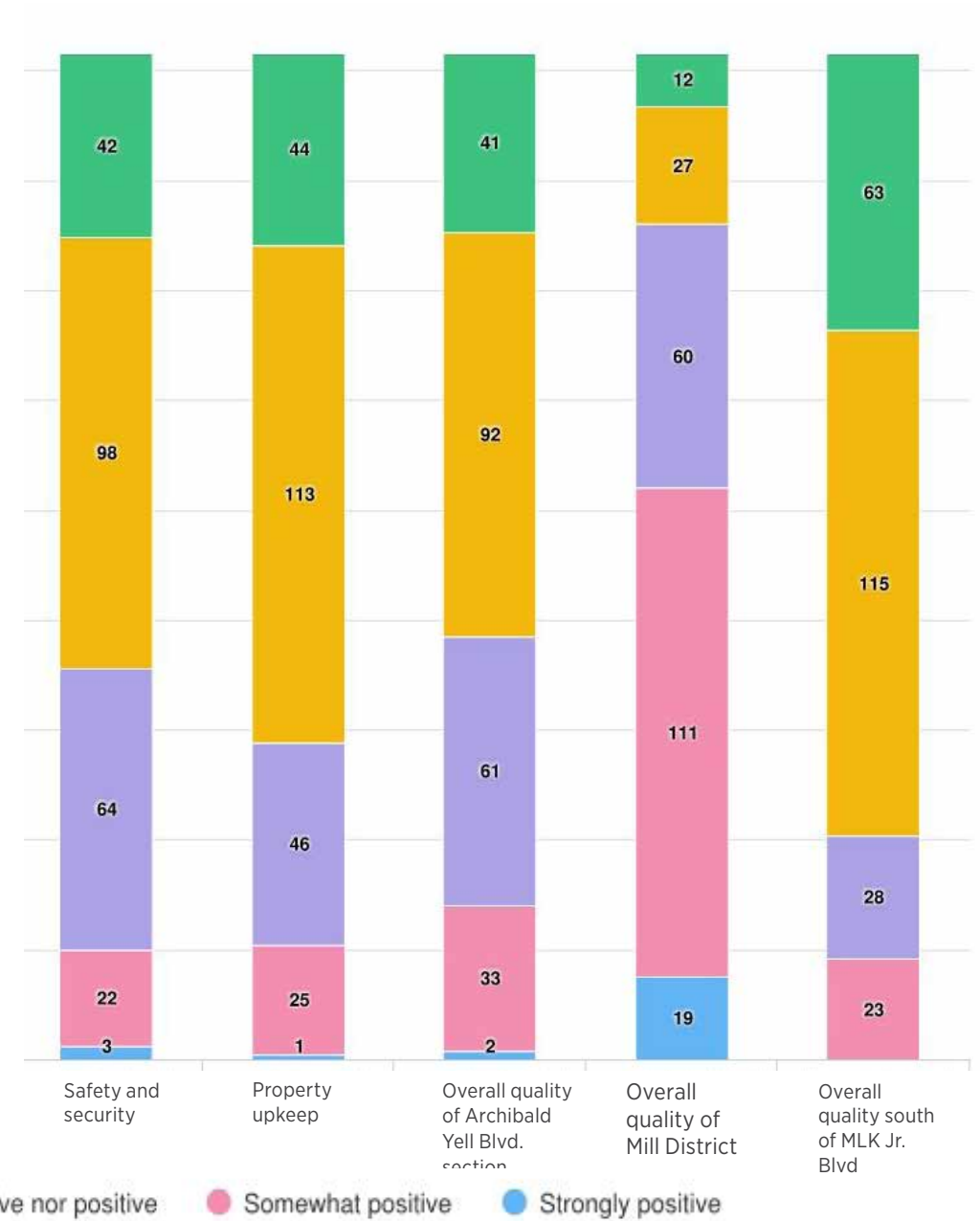


ASSESSMENT: SOUTH OF NORTH STREET

Transportation Environment

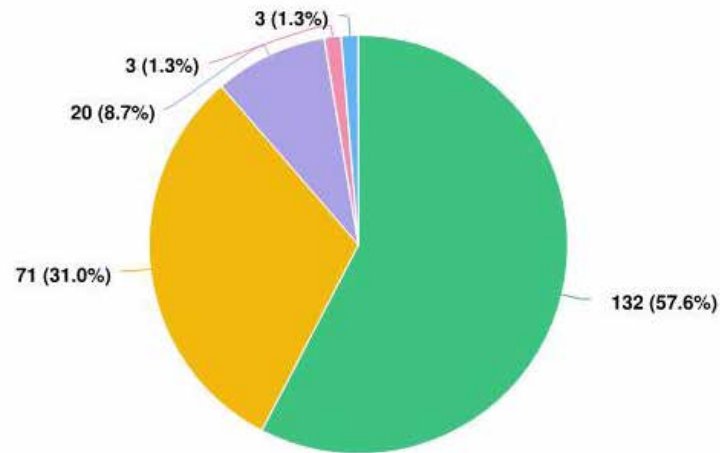


Aesthetic/Visual Environment

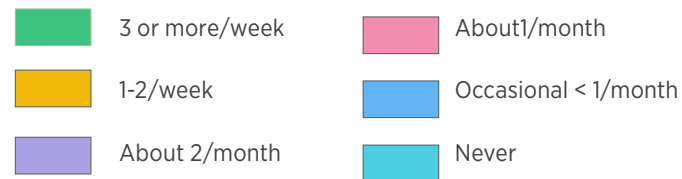
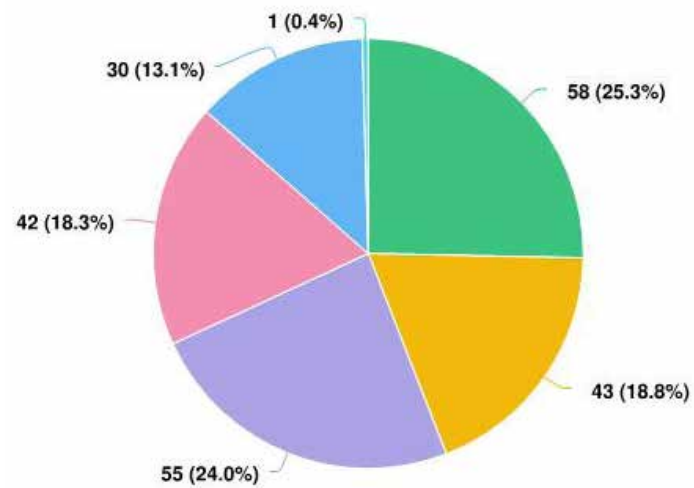


FREQUENCY OF BUSINESS VISITS

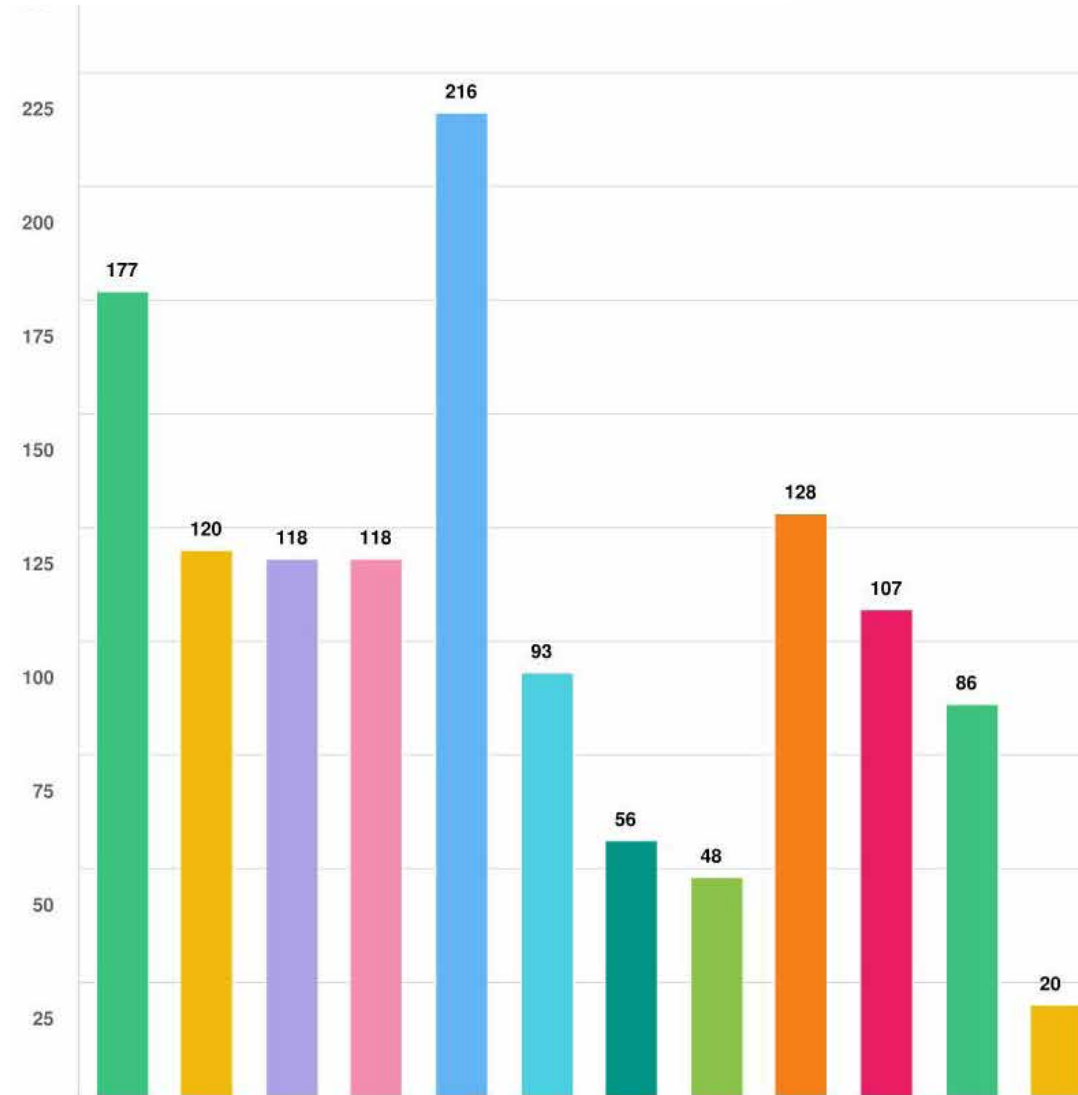
North of North Street



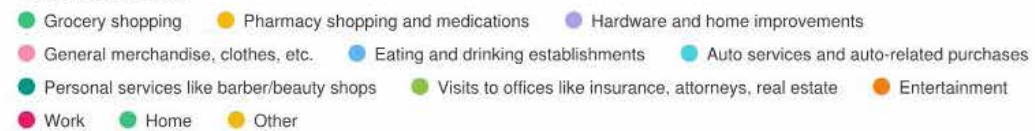
South of Rock Street



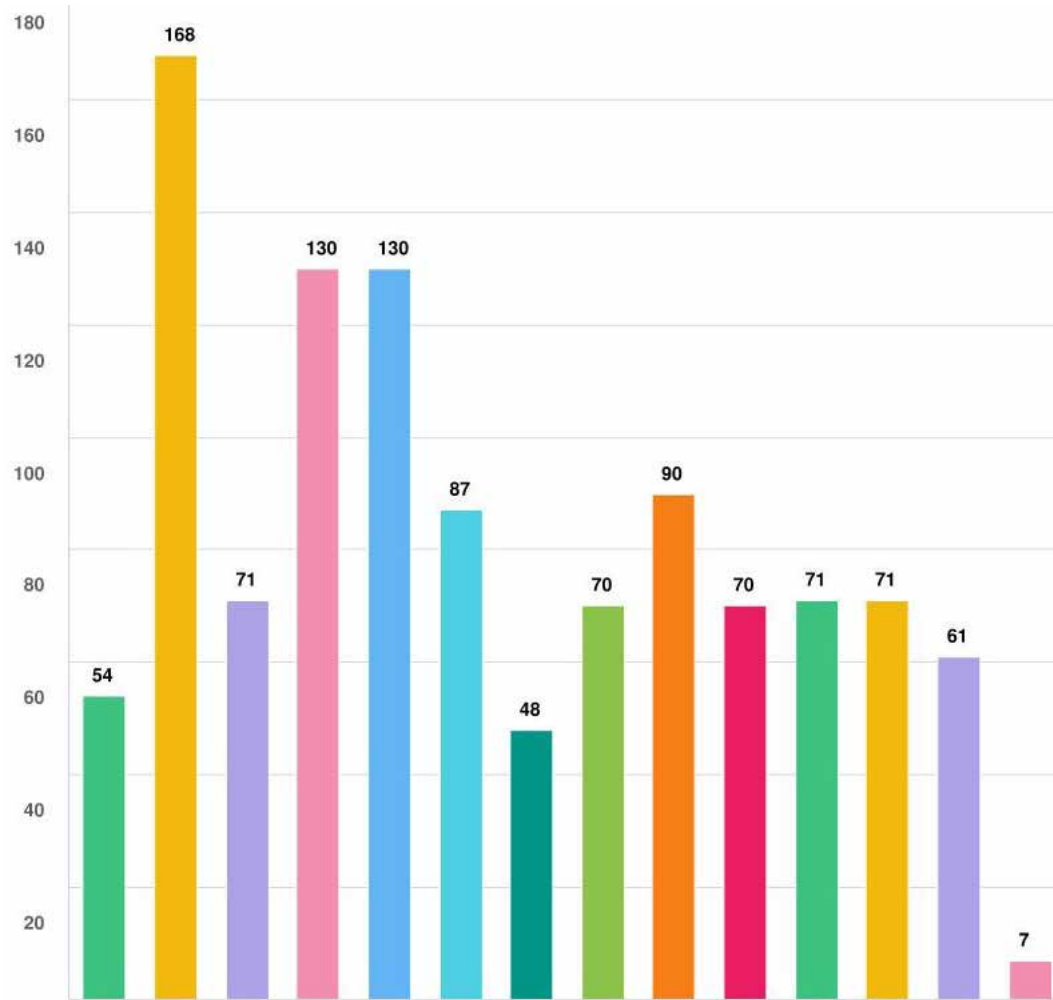
PURPOSES OF VISITS TO 71B STUDY AREA



Question options



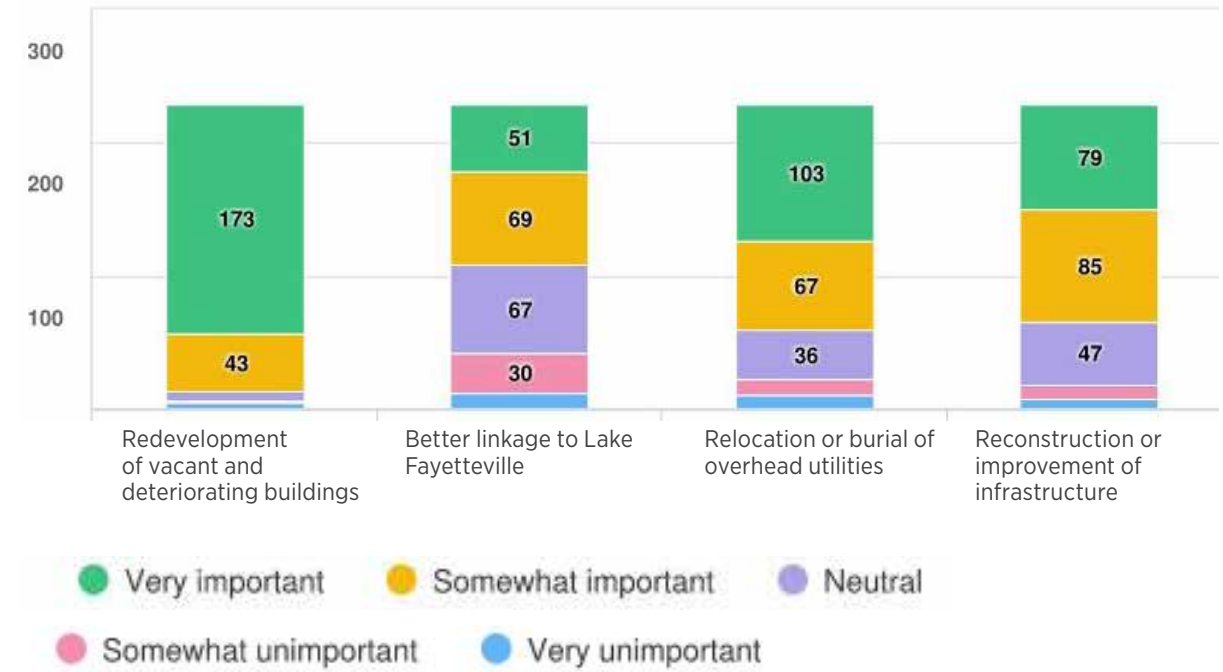
MOST IMPORTANT ASSETS FOR BUILDING 71B FUTURE



- The VA Hospital and UAMS campus
- Business variety, including locally owned restaurants and small businesses
- Shopping centers like Fiesta Square and the Northwest Arkansas Mall
- Access to trails and the Razorback Greenway
- Proximity to Downtown and University of Arkansas
- Transportation access and convenience
- History and public interest in the corridor
- Recent commercial and mixed-use development
- Lake Fayetteville and recreation opportunities
- South Fayetteville features like the Mill District and University Technology campus
- Underused land for development
- Surrounding neighborhoods
- Demand for housing and neighborhood services
- Other

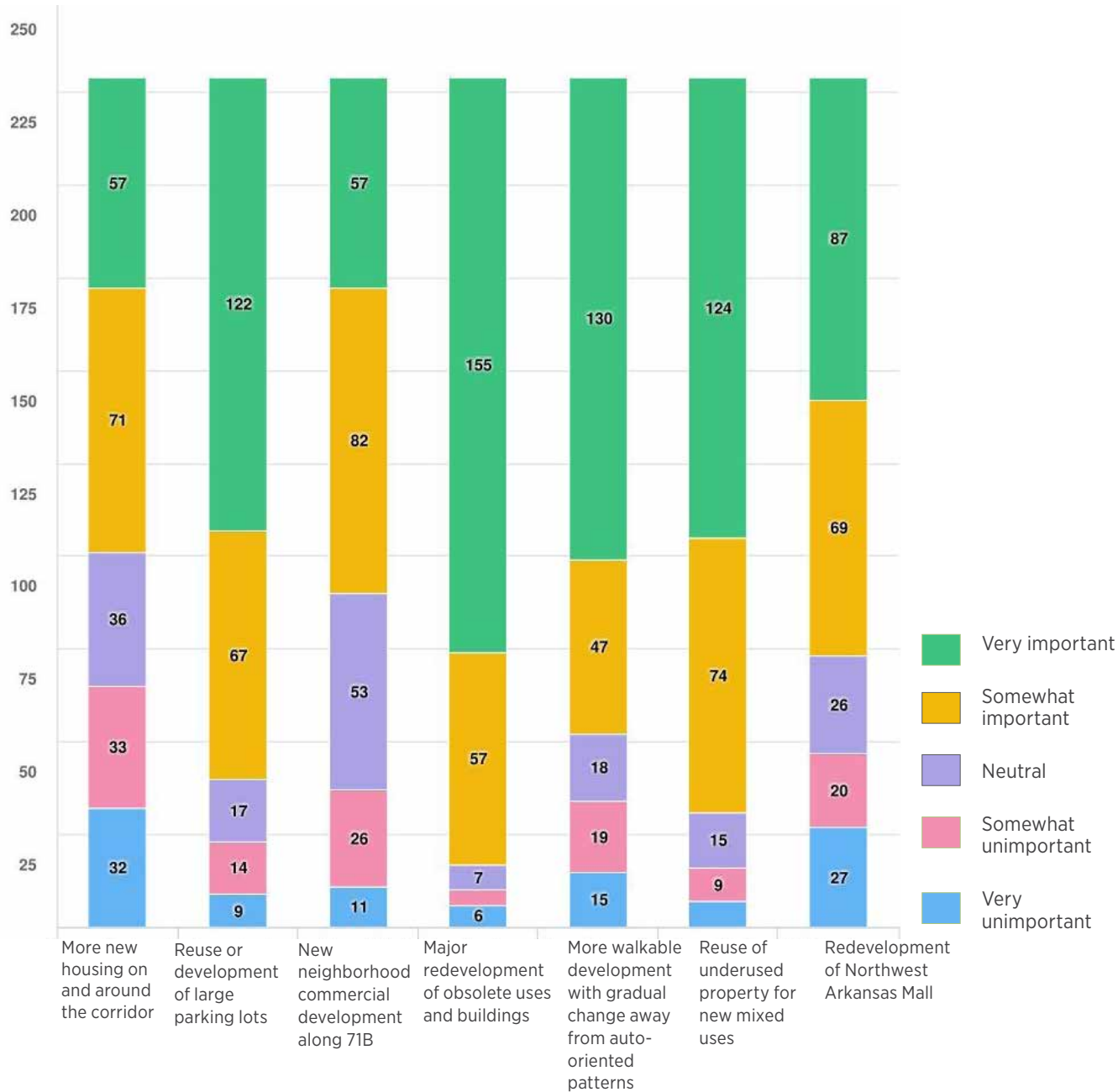
IMPROVEMENTS FOR A BETTER 71B

Image and Services

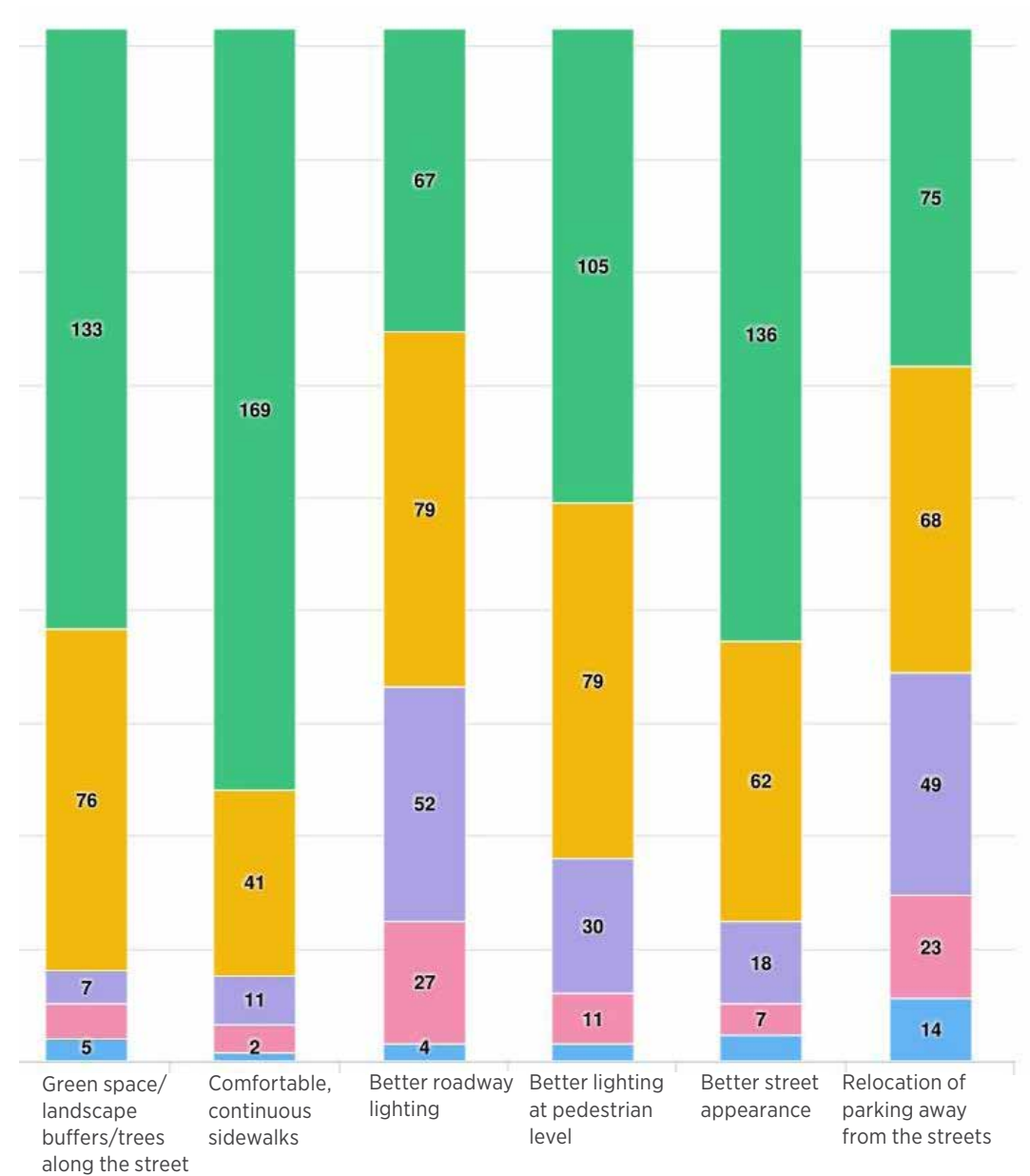


IMPROVEMENTS FOR A BETTER 71B

Development and Land Use

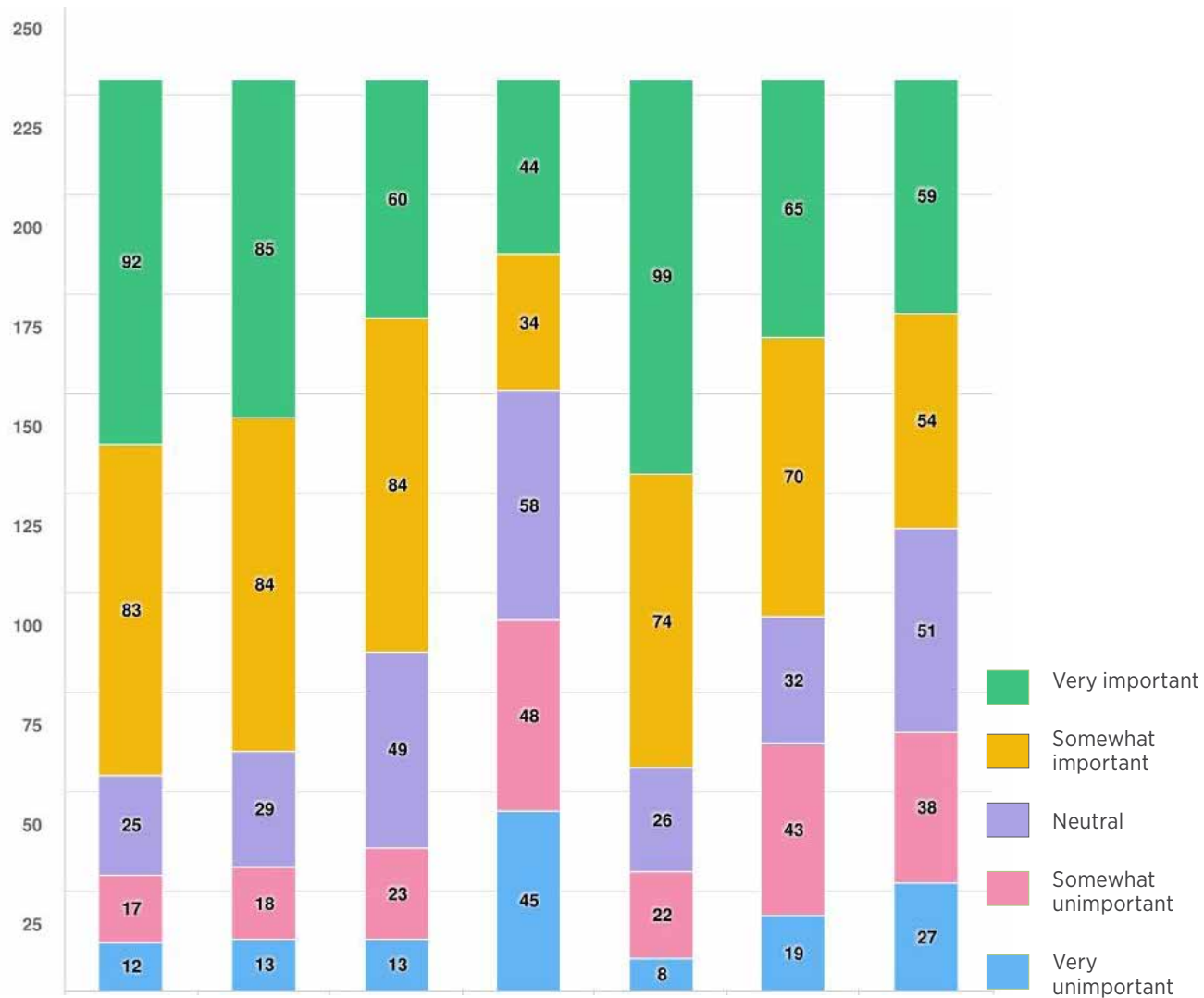


Street Environment

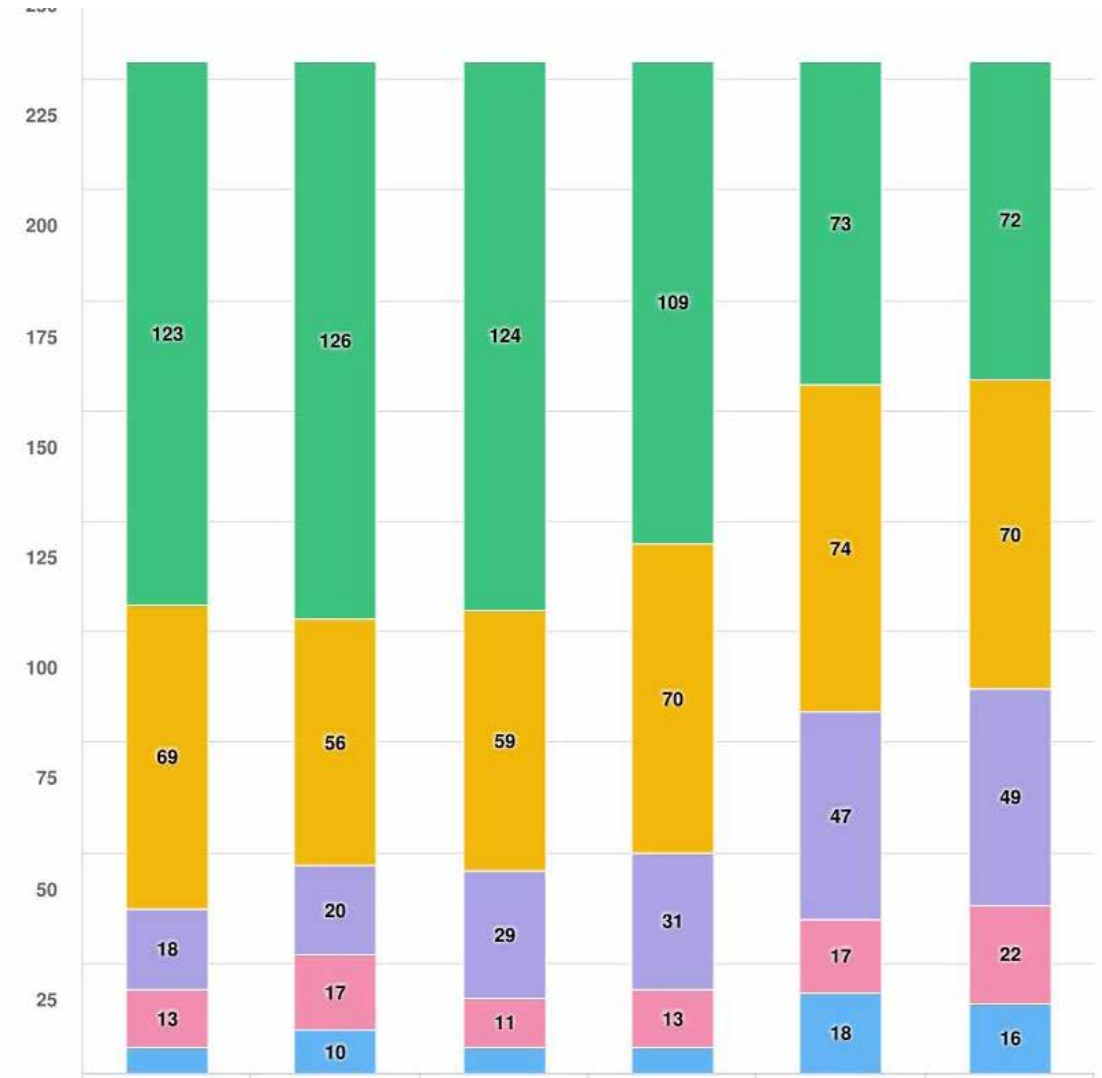


IMPROVEMENTS FOR A BETTER 71B

Traffic



Transportation Choice



Modify travel lanes through Midtown and Uptown to accommodate all users

Modify travel lanes south of Downtown to accommodate all users

Major revision to traffic patterns, including a new street network to serve the study area

Reducing traffic speeds

Redesign of intersections like Rolling Hills, Sycamore, and Fulbright Expressway to function better for all users

More traffic signals to allow for additional pedestrian crossing and vehicle access

Increasing through traffic capacity

Continuous, comfortable pedestrian access, including improved pedestrian crossings

Better bicycle access including specific space for bikes on or off the street

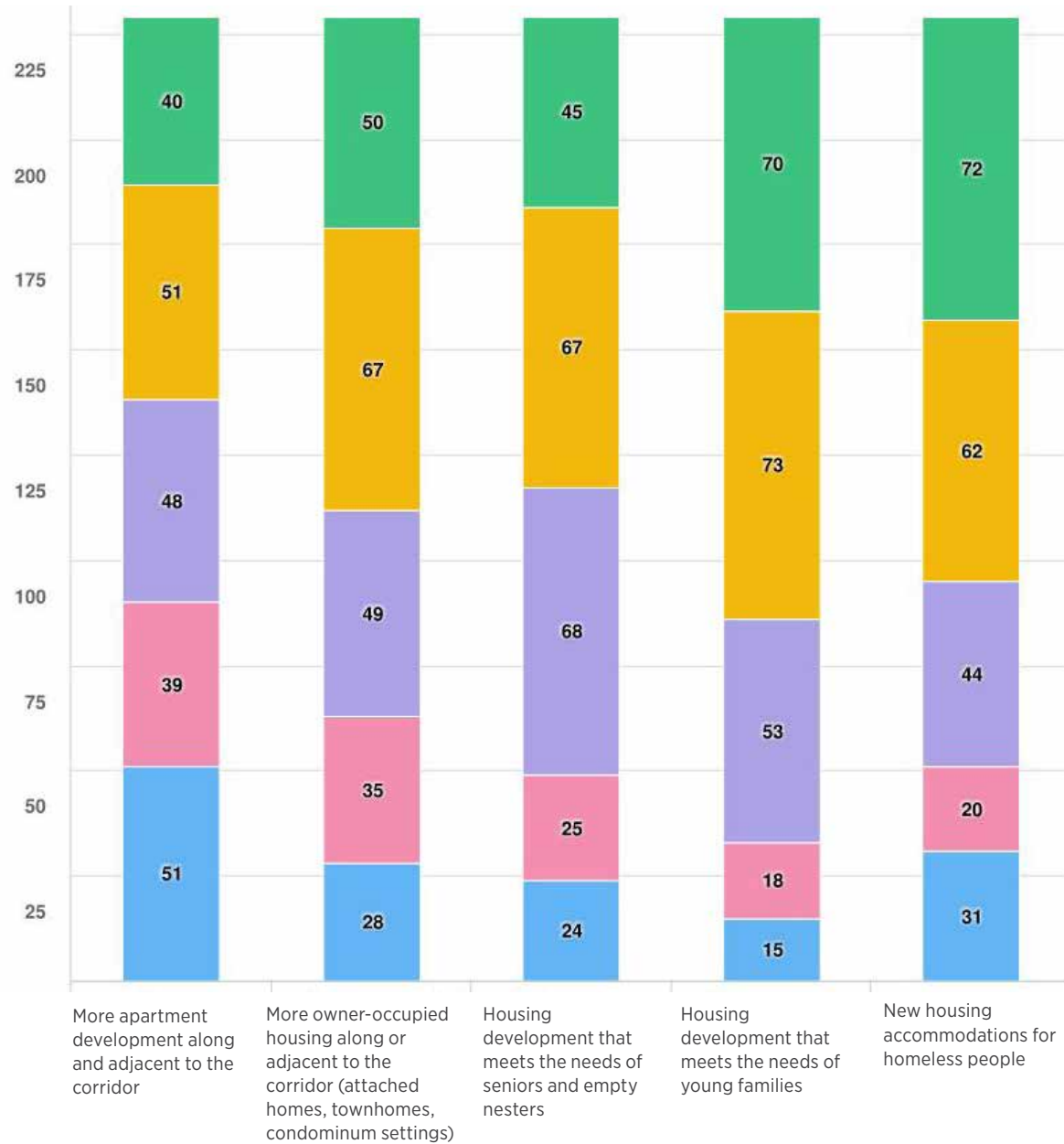
Better connections to the trail system

Better pedestrian connections from the street to business entrances

Bus rapid transit

More frequent bus service

Housing



VISUAL PREFERENCE SURVEY

The Visual Preference section of the survey presented a series of photographs of good design and corridor planning practices from around the country and asked respondents to rate them for their relevance to the 71B corridor.

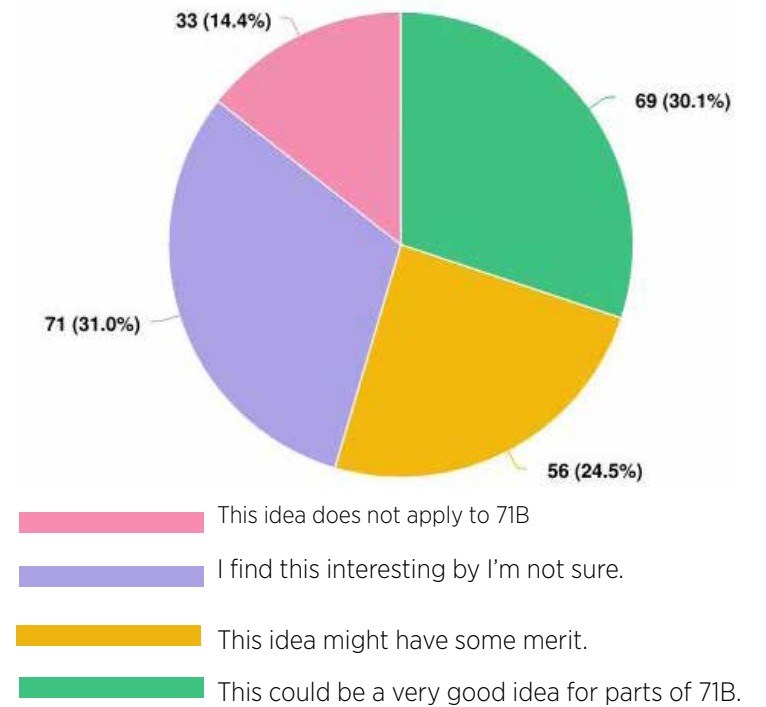
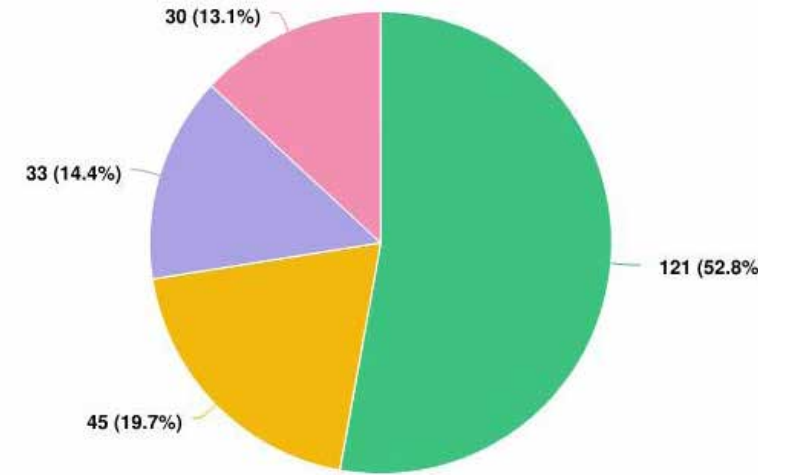
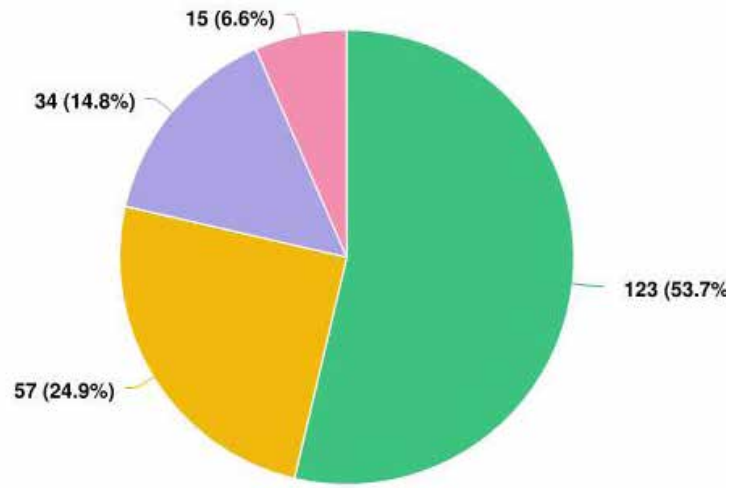
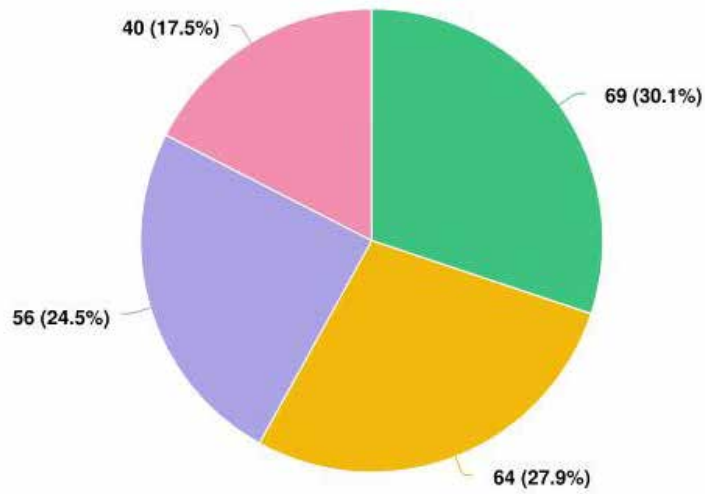




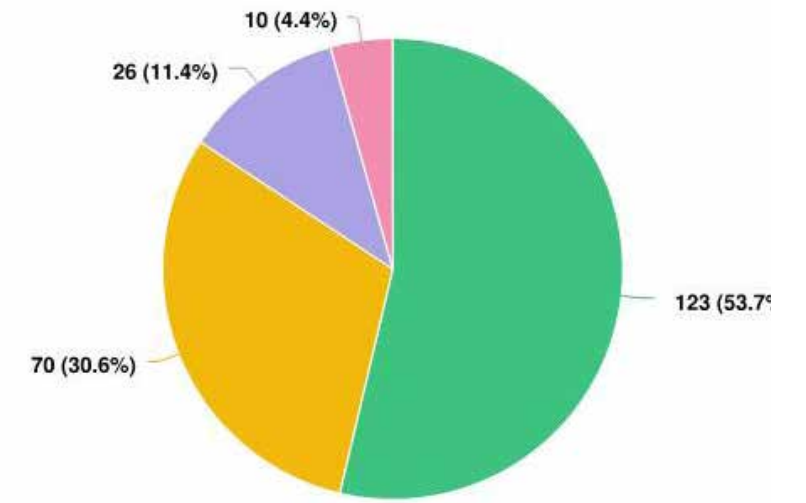
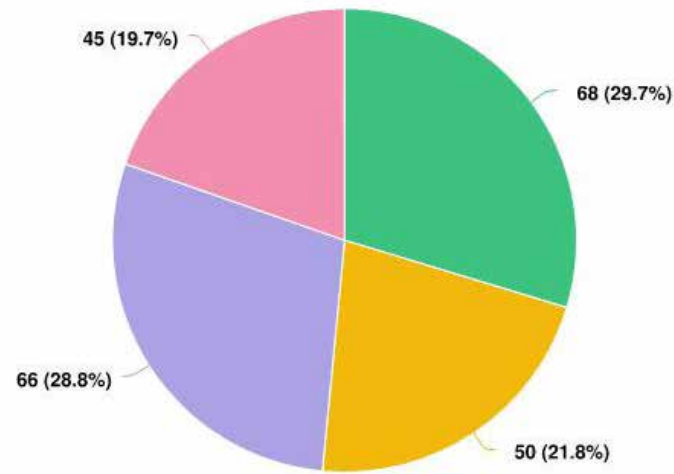
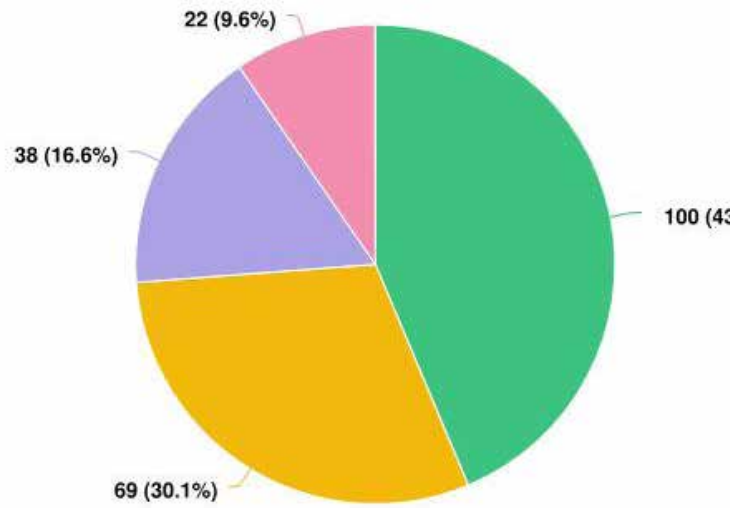
Image courtesy NYCDOT



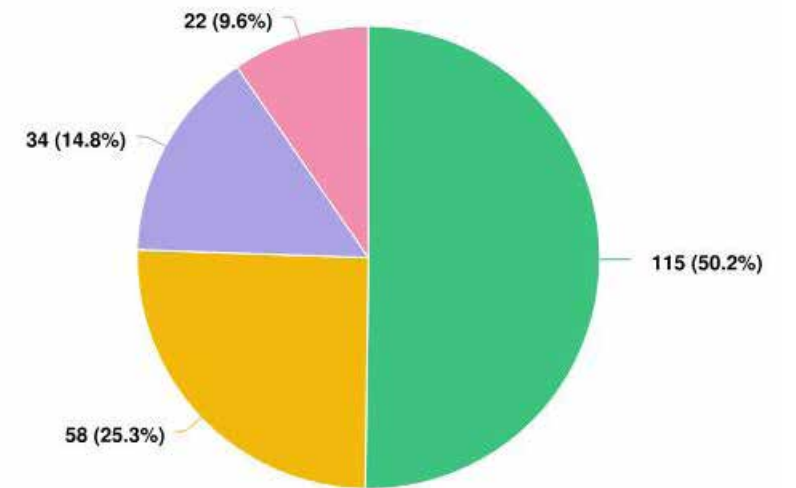
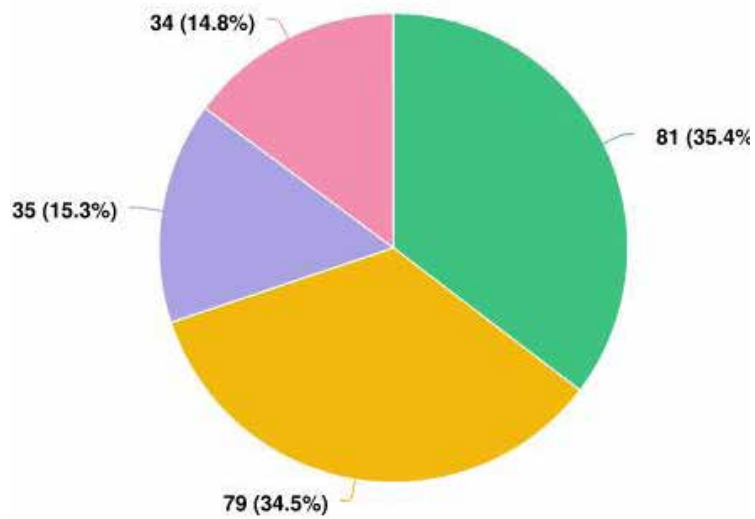
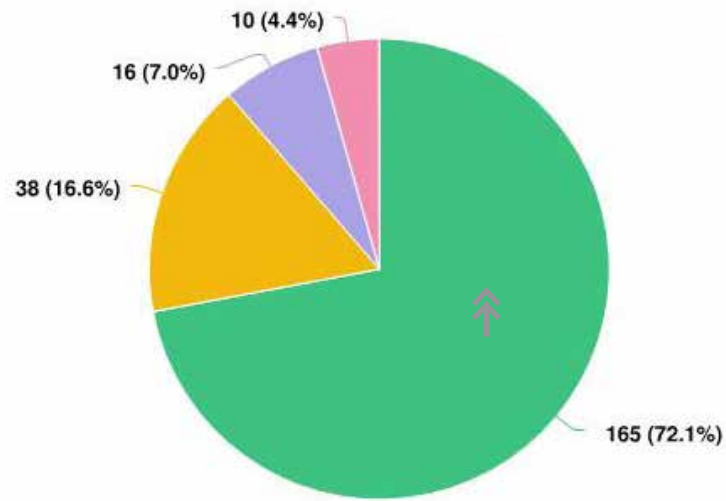
Image courtesy Alta Planning + D



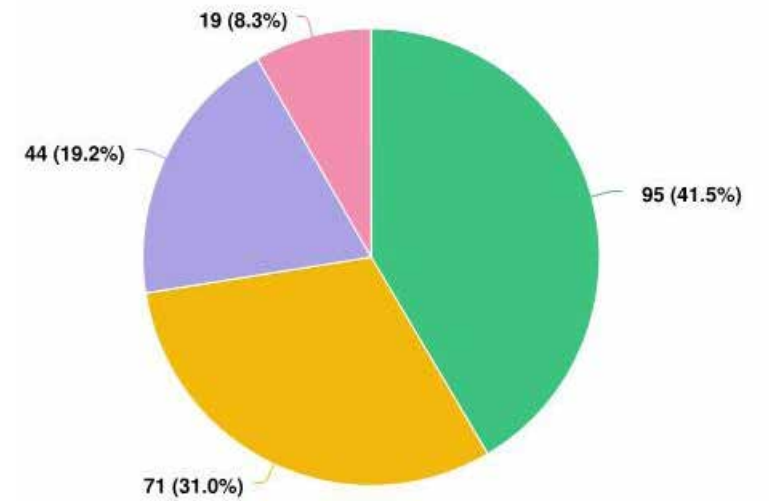
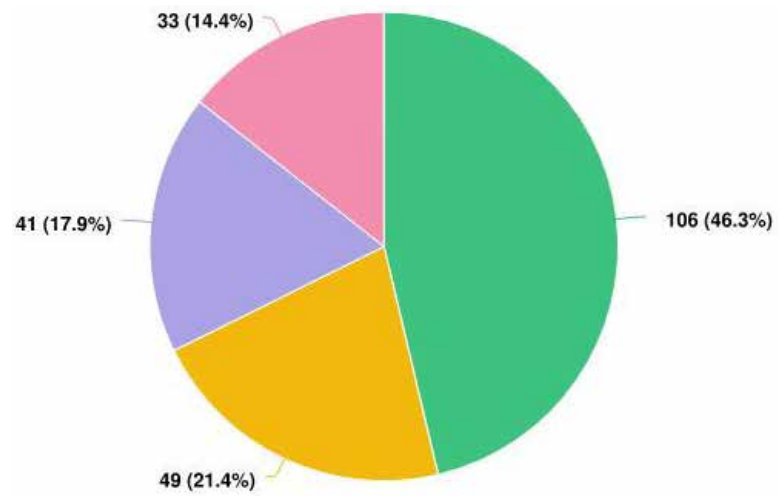
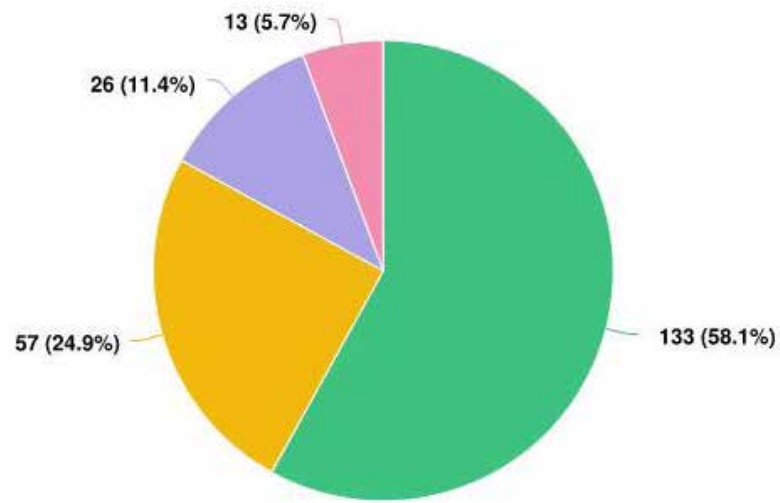
This idea does not apply to 71B
 I find this interesting but I'm not sure.
 This idea might have some merit.
 This could be a very good idea for parts of 71B.



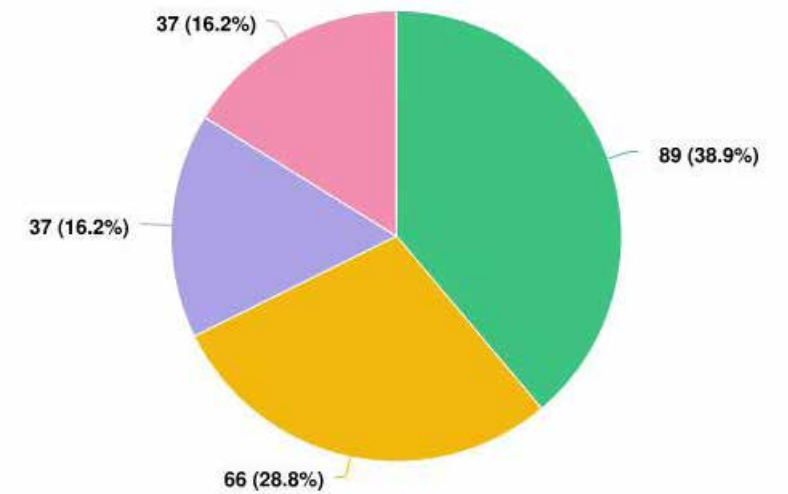
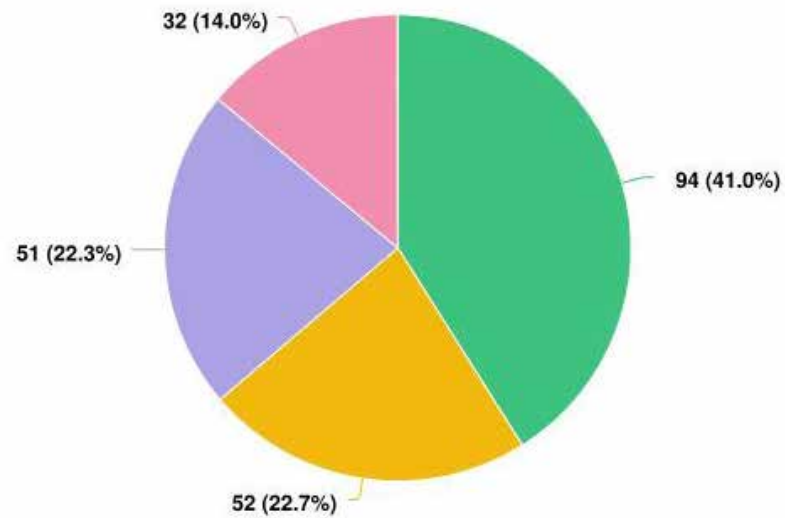
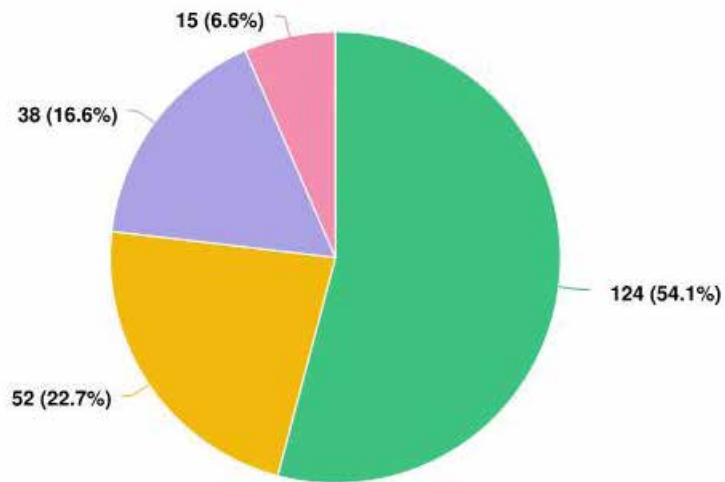
■ This idea does not apply to 71B
■ I find this interesting but I'm not sure.
■ This idea might have some merit.
■ This could be a very good idea for parts of 71B.



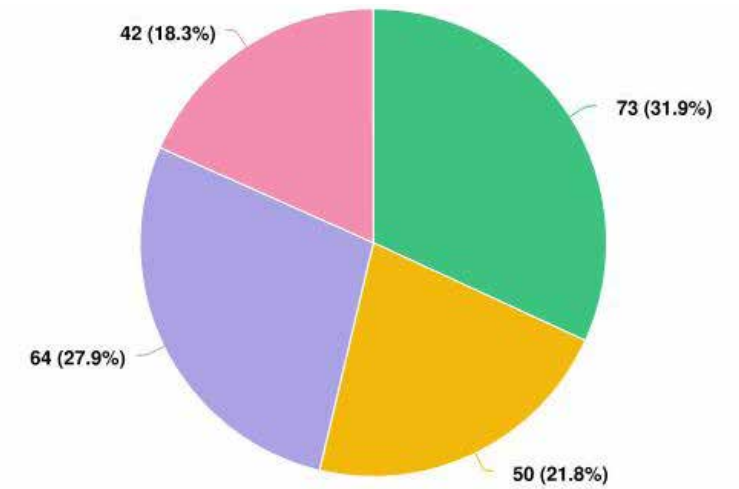
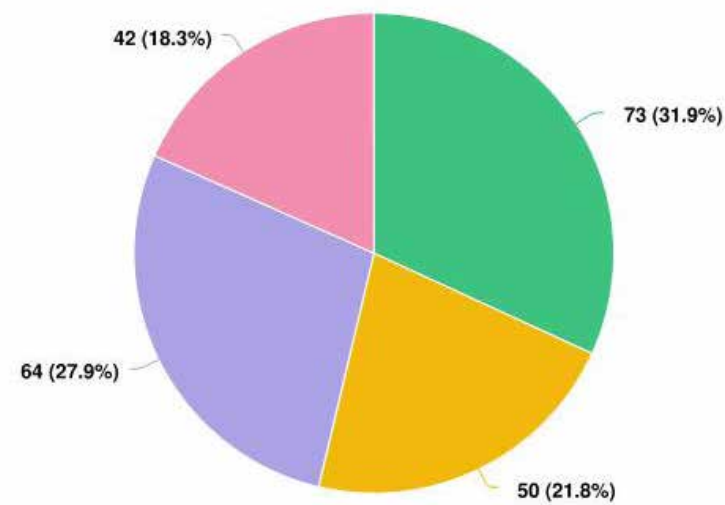
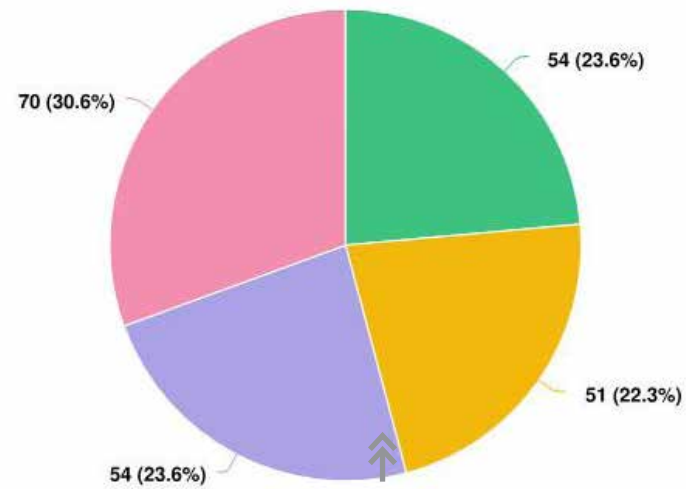
This idea does not apply to 71B
 I find this interesting but I'm not sure.
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4/MARKETS FOR 71B

A successful corridor concept must take markets into account and propose changes and concepts that are consistent with economic potential and reality. We are in a period where economics, consumer preferences, and behaviors are producing dramatic changes in retail markets and demand for space. Transportation changes also have a significant impact in project design, parking requirements, and community access. Chapter Four summarizes a market analysis completed to inform the design, transportation, and policy recommendations of this plan for the 71B corridor. The full report is included in an Appendix to the plan. The analysis addresses the entire corridor, but places special emphasis on the future of Northwest Arkansas Mall. This comes in a period when regional malls are experiencing uncertain futures. Many traditional malls are experiencing declining sales and occupancy. On the other hand, others are finding other productive uses to fill vacated space and some indications exist that younger shoppers are again finding malls to be attractive for social interaction.

MARKETS AND STRATEGIES FOR THE 71B CORRIDOR

This chapter summarizes the assessment that Gruen Gruen + Associates (“GG+A”) conducted of the market for retail uses on the College Avenue/71B corridor and the Northwest Arkansas Mall. It includes both the south section of the study area, South School Avenue and Archibald Yell Boulevard from Cato Springs Road to Rock Street, and the north section, College Avenue from North Street to the city limits. The center section covers Downtown Fayetteville, which is not technically part of the physical study area but has an impact on overall demand. In addition to evaluating potential market demands for retail uses and identifying potential additional market opportunities that could be captured within the corridor, this chapter also identifies strategic actions and policy recommendations that will advance the economic vitality and enhancement of the College Avenue/71B corridor and Northwest Arkansas Mall.

WORK ELEMENTS AND METHODOLOGY

To accomplish the study objectives, GG+A analyzed a variety of data sources and conducted primary research and:

1. Inspected the College Avenue/71B corridor and Pinnacle Hills Promenade activity center in Rogers and conducted interviews with property owners, developers, and real estate brokers including representatives of CBRE, Inc., Colliers, High Street Real Estate Development, Mark Zweig, Inc., Mathias Properties, Newmark Moses Tucker Partners, Sage Partners, and Specialized Real Estate Group as well as staff with the City of Fayetteville and University of Arkansas Technology Development Foundation. GG+A also obtained information from the General Manager of the Pinnacle Hills Promenade;
2. Analyzed land use, real estate market, and population, sales tax, and employment data. Local sources consulted included the Center for Business and Economic Research of the University of Arkansas, Northwest Arkansas Regional Planning Commission, and Washington County Assessor’s Office;
3. Analyzed demographic and income characteristics of households, and prepared purchasing power estimates for retail goods and services for



two primary market areas: the “South 71B” corridor and the “North 71B” corridor;

4. Converted estimates of purchasing power or retail demand into estimates of the supportable amount of on-the-ground retail space for the two primary market areas;
5. Obtained estimates of the supply of retail space and identified the relationship between estimated retail space demand and supply for the two primary market areas; and
6. Synthesized the results of the primary and secondary research and analysis and field inspections in order to reach conclusions about the potential opportunities and constraints affecting demand for retail space and to identify strategic action recommendations for subsequent planning, marketing, and enhancement implementation.

FINDINGS

Retail

- From the opening in 1972, through its initial expansion in 1978, its second expansion in 1986, and its final expansion over 1997-99 and until 2006, the Northwest Arkansas Mall was the only mall in Northwest Arkansas

region. In 2006, the Mall was sold. In the same year Pinnacle Hills Promenade opened (slightly less than 12 miles northwest, in Rogers) creating the first regional-serving competition to the Mall. Situated on 152-acres, this 934,000-square-foot open-air center is now anchored by a Dillard’s, JCPenney, and a 12-screen Malco Pinnacle Theatre and high-volume Fresh Market. According to the General Manager of the Pinnacle Hills Promenade, Fresh Market replaced Border Books. Pinnacle Hills Promenade had the same three anchor tenants when it opened as did the older Mall (Sears has closed at both properties). Pinnacle Hills Promenade, however, has a more contemporary format and better mix of retailers currently including Williams-Sonoma, Banana Republic, Lululemon, Pottery Barn, and restaurants such as P.F. Chang’s China Bistro. The Promenade is also the location of the first Cabela’s World’s Foremost Outfitter /Bass Pro in Arkansas, and a “green” Target store. Adjacent to the Pinnacle Hills Promenade is a big-box power center including Bed Bath & Beyond, Old Navy, Ulta, PetSmart, and DSW. The trade area served by the Pinnacle Hills Promenade retail agglomeration is reported to include Fayetteville and a great deal of the metropolitan area and extends to southern Missouri.

- The retail agglomeration in Rogers provides a relatively complete supply of regional-, community- and value-oriented retail shopping alternatives. The development of the Pinnacle Hills Promenade retail agglomeration has caused a decline in the trade area served by the Northwest Arkansas

Mall and a decline in the sales spillover the Mall generates for nearby retail uses. As a consequence of supply additions in Benton County and along Interstate 49 in locations with visibility and even better accessibility to freeways and shifts in the geographic distribution of population and employment bases, the strength and magnetism of the Northwest Arkansas Mall and retail agglomeration in the corridor has declined.

- In addition, the Pinnacle Hills Promenade tends to be the preferred location for out-of-region retailers to enter the market (Whole Foods, which selected a location in the northern portion of the corridor is a notable exception to this site location tendency). The area around the Pinnacle Hills Promenade has experienced significant office, hotel, and residential development, which has reinforced the location as the regional hub. According to real estate brokers, the Great Recession and growing competitive impact of e-tailing caused some retailers to retrench and reduce store counts. Some retailers which had stores in both the Pinnacle Hills Promenade and Northwest Arkansas Mall areas chose to close the Northwest Arkansas Mall locations.
- The northern portions of the College Avenue/71B corridor, however, are surrounded by desirable residential neighborhoods, are situated on or near roadways connecting to Interstate 49 and a large employment base and are near Springdale which has experienced population growth but does not have a compete supply of retail uses.
- The southern part of the College Avenue/71B corridor is characterized by proximity to the campus of the University of Arkansas, the Arkansas Research and Technology Park, and student housing. Household incomes are lower, on average, in southern parts of Fayetteville and nearby communities such as Elkins and West Fork.
- The Fayetteville area contains approximately 3.6 million square feet of shopping center space according to CoStar. Current availability rates (percent of space currently available for lease) exceed 11 percent for community, neighborhood, and strip centers. The total inventory of retail space in Fayetteville, including “general” freestanding retail uses such as restaurants, service, and automotive-related, is reported by CoStar to encompass more than 9.0 million square feet of rentable space.
- The College Avenue/71B corridor is estimated to contain approximately



2.9 million square feet of shopping center space and major freestanding stores. Almost all the existing retail space in the corridor study area is located north of the Downtown, but for the freestanding Walgreen's and Walmart Neighborhood Market stores located at the intersection of School Avenue and Martin Luther King Jr. Boulevard just south of Downtown.

- Based on a synthesis of interviews and a review of competing supply locations, and consideration of advantages and disadvantages and geographic and transportation access factors that apply to the corridor, the primary trade area from which the northern portion of the corridor attracts or could attract shoppers includes most of Washington County. Retail brokers and developers uniformly indicate that U.S. Highway 412, just north of Fayetteville's border, represents a dividing line within the regional retailing market. Households located north of Highway 412 do not tend to shop within the northern portions of the corridor.
- The primary trade area from which the southern portion of the corridor attracts or could attract shoppers includes southeast Fayetteville and nearby communities to the south and east of Fayetteville. The primary trade area extends approximately 15 minutes south and east along US-71 and Highway 16, to the smaller communities of Greenland, West Fork,



and Elkins. The primary trade area generally includes the University of Arkansas campus, but does not extend north past Archibald Yell Boulevard into the Downtown area. Interstate 49 to the west represents a physical and psychological barrier limiting the primary trade area to the west.

- Households and workers within the primary trade area for the northern portion of the corridor currently generate approximately 3.9 million square feet of retail space demand. Due to projected growth in the household base within the primary trade area, demand is estimated to increase to about 4.2 million square feet in 2023. These findings are based on a total combined expenditure potential of local market area households, non-resident workers and on-campus students of nearly \$1.3 billion in 2018 and nearly \$1.4 billion in 2023 and an estimate that high quality retail space must generate at least \$325 per square foot in order to be viable. The existing retail supply within the primary trade area is estimated to total approximately 4.9 million square feet. Most of this space, about 2.9 million square feet, is located within the 71B corridor. Thus, an existing supply “surplus” of at least 808,000 square feet of retail space is estimated to exist. Future household growth over the next five years is estimated to reduce the retail supply surplus, although existing supply will still exceed estimated potential demand by

an estimated 490,000 square feet of retail space by 2023.

- The total combined expenditure potential of local market area households, non-resident workers and on-campus students within the southern portion of the corridor is estimated at approximately \$111 million. Based on an annual sales per-square-foot threshold requirement of \$375 per square foot for necessity- and convenience-oriented neighborhood retail space, the expenditure potential can support approximately 300,000 square feet of retail space. Due to projected growth in the household base within the primary trade area, demand is estimated to increase to about 320,000 square feet in 2023.
- The existing retail supply within the primary trade area served by southern portions of the corridor is estimated to total at least 272,000 square feet. Almost all of this space is comprised by freestanding grocery and drug stores and restaurants. The comparison between estimated demand and supply results in a small amount of “unmet” demand at 25,000 square feet of neighborhood-serving retail space, which could grow to approximately 50,000 square feet of space by 2023.
- While the mathematical model of supply and demand is not a precise tool, the results of the quantitative analysis are consistent with interview findings. Based on our interviews with multiple real estate brokers and local owners or leasing agents, the retail markets are highly competitive. The larger centers and concentrated nodes of retail uses are better positioned to siphon off sales from strip centers and smaller buildings along the College Avenue/71B corridor which lack the size and tenant mix to effectively compete for users and sales from shoppers.
- The Northwest Arkansas Regional Planning Commission forecasts that about 50,200 households will be added within the regional trade area (northern portion of the corridor) by 2040, and that nearly 6,700 households will be added within the smaller primary trade area identified for the southern portion of the corridor by 2040. In the longer-run, demand may support additional commercial space in the corridor. Occupancy rates, rental rates and household and employment growth and supply additions within the trade areas should be monitored. Such monitoring will facilitate evaluating retail development and redevelopment proposals and opportunities.



CONCLUSIONS AND RECOMMENDATIONS

Retail Planning Policy Strategy

Those merchants and retail centers unable to adapt to the constantly changing retail environment and unable to respond to contemporary consumer preferences will lose sales. This is part of the natural evolution and inherent creative destruction and reinvention of the retailing and retail real estate sectors. The primary strategic retail use implication is that **the City should encourage the reduction in the amount of smaller, older, obsolete centers, especially those without strong grocery and drug store anchors that by their very nature serve limited trade areas, do not encourage multi-purpose trips, do not generate significant sales spillover for adjoining tenancies, and are not positioned to create dynamic shopping and dining environments through size, tenant mix, and physical improvements. Retail Planning Policy Strategy should be directed to encouraging smaller obsolete retail centers to either be combined with adjoining property to create larger and stronger retail developments and/or converted to higher density residential and office uses. Residential and office uses will augment demand for retail goods and services.**

The interviews suggest that apartment uses would replace some obsolete commercial uses if the regulatory uncertainty about obtaining development

approvals is reduced. Relatively higher density apartment uses would support higher land values and investment returns than thrift shops, churches, tattoo parlors, and other users only able to pay low rents for older, relatively obsolete retail spaces and which do not tend to generate positive sales spillover for other businesses.

Gen-Yers, who tend to marry later and have fewer children, households moving to the area for jobs, or educational or healthcare service opportunities, and empty-nester household are primary sources of demand for apartment units. Two apartment projects – the 308-unit Uptown Fayetteville Apartments+Shops and 306-unit Watermark at Steele Crossing –, each completed in 2017, leased up quickly at above market rents. The interviews suggest **demand attributable to job growth, shortage of housing for University of Arkansas graduate students, and presence of major medical facilities, will support continued multi-family development, which in turn, would help support local restaurants, services, and retailers.**

Vacant big-box retail space in older centers may have more potential to be reused for office space. According to the University of Arkansas Skyline Report, office space vacancy rates in Fayetteville have declined from 6.7 percent in the second half of 2016 to 3.9 percent in the first half of 2018. CoStar estimates the office vacancy rate in Fayetteville is currently below three percent, down from about 15 percent vacancy as recently as 2012. The interviews and review of tenanting trends suggest continued demand from



office space users in the 10,000- to 30,000-square-foot range seeking lower cost space than available in Class A office buildings in Benton County and which do not need to be very close to Wal-Mart's headquarters. These call center, administrative processing, and other support users benefit from the labor produced by the University and proximity to a diverse housing stock and transportation accessibility. The users can pay more than retail users for the vacant big-box retail space. The cost of remodeling such buildings is typically lower than new office space construction and the space can be moved into sooner. The proximity to retail services and amenities and plentiful parking are advantages to office space users offering convenience and efficient use of time for their workers and visitors.

Development of locations within the corridor as destinations for ethnic and other unique, authentic restaurants and restaurant/entertainment rows should be encouraged. The accessibility of the College Avenue corridor to not only local households and students and faculty associated with the University of Arkansas but also to residents living in other parts of the region and to nonresident employees is an advantage. Low building space costs also provide advantages to unique ethnic and other restaurants. Bocca Italian Eatery and Pizzeria replaced at the end of 2015 Backyard Hamburgers, a Nashville-based chain that closed the midtown College Fayetteville location but kept open a unit in Rogers. Conway-based Tacos 4 Life opened its restaurant at the Evelyn Hills shopping center in Fall 2015. The restaurant remodeled a space formerly occupied by a USA Drug store.

One strategy to explore is a restaurant row, which needs to be placed in a highly-visible location such as along frontage of the Mall property with landscaping and signage techniques that serve to attract residents and workers as well as travelers through the College Avenue/71B corridor. We use the term restaurant row because one restaurant by itself cannot serve to attract a significant number of patrons from an extended area. A cluster of restaurants, however, can typically penetrate a deeper area because consumers have the added confidence that if they cannot get into one restaurant, other options will be available. A cluster of restaurants can also engage in greater promotional activity.

The food preferences of Generation Ys are changing the culinary landscape — stimulating the proliferation of ethnic restaurants, food trucks, and farmers markets. Perhaps Generation Y's fascination with food is one of the defining characteristics of this eat-and-tweet generation. **As part of making the Mall property relevant and to take advantage of the ample parking availability, expansion of the Farmer's Market and regular food truck gatherings to the Mall property should be planned, organized, and implemented.** This will help create the type of social environment and amenity package appealing to Generation Yers looking for authenticity and a place to congregate as well as appeal to area employees and family households.

A consumer shopping pattern shift from the purchase of goods to the purchase of services and experiences has occurred. Food and service-related uses, including medical services, are driving demand growth for neighborhood and community shopping center space. **The optimal tenant mix for the College Avenue/71B corridor will continue to evolve in favor of retailers, restaurants, and service providers that do not directly compete with the Internet.** Consistent with this consumer shopping pattern shift, the interviews suggest that an LA Fitness may be searching for sites in the broader market. LA Fitness has chosen second generation, vacant big-box stores and junior anchor locations in regional mall sites that are close to residential neighborhoods and employment centers. Fitness One has located in a 41,000-square-foot facility near Interstate 49 and Wedington Drive, west of the corridor, and is reported to be performing much better than anticipated. This suggests potential **support for an additional fitness facility that if located at the Mall property would help generate daily traffic to the site.**

In 2016, the owner of JJ's Grill opened a restaurant, beer garden, and concert venue in Uptown near Target and Kohl's and a new apartment development.

The 12,000-square-foot facility located at the corner of Van Asche Drive and Steele Boulevard includes a brewery, and the corporate offices of JJ's Grill. It is reported to be performing well and is an example of an entertainment, experiential use that cannot be duplicated by the Internet and has an extensive draw.

The interviews suggest that other food/bar entertainment-oriented concepts (e.g., Walk-On's Bistreaux & Bar, which locates in "college towns") not yet in the Northwest Arkansas region are considering entering the market and while the interviews also suggest the first units are likely to be located in the Pinnacle Mall Promenade submarket, Fayetteville would be the next logical location for expansion. This finding suggests it would be beneficial to **pro-actively position and market sites on the Mall property or in or near the older Evelyn Hills or Fiesta Square centers with ample parking as location for these kind of destination venues that could help rebrand and enhance the quality and appeal of these centers to space users and patrons.**

In places where the demographics and local real estate market conditions are supportive, mall owners and asset managers are sometimes able to replace closed department stores by transforming the tenant mix to other retail, including non-traditional mall anchors. Dick's Sporting Goods, which has located in other regional malls, has a store in Fort Smith but not yet in either Benton County or Fayetteville, could be a candidate for the Mall property if it expands into the regional market. Off-price retailing is still growing and a leading operator in this sector, Burlington, would also be new to the market. Its store prototype consists of 40,000 to 50,000 square feet. The demographics of the northern 71B corridor primary market area would fit with the site selection criteria of Burlington.¹

Closed or poorly performing mall retailers will need to be replaced with off-price retailers like Burlington or experiential tenants including sports related such as Dick's Sporting Goods— those that cannot readily be replaced by the internet. Entertainment, food and beverage, and services will be potential replacement solutions. For example, tenants providing organic takeout meals, high-grade services like health spas, and facilities for pets such as dog hotels illustrate retailers not easily replaced online, and which benefit from (and contribute to) mall or corridor traffic. As a local example last year, Hounds Lounge Pet Resort & Spa replaced a resale shop as the occupant of the former Big 8 Tire building of 8,868 square feet at the intersection of



College and East Township Road. The purchaser of the building also operates a pet resort in Little Rock. The site was chosen because the location has high traffic volume and adjoins the east-west commuter gateway to I-49 near residential neighborhoods and was available for a relatively low price.

The key is both to provide the type of experience and convenience that a shopper cannot get from sitting at home, and to eliminate the sameness that fails to differentiate from the competition. **To become and stay relevant, malls and commercial corridors will become much more mixed and not just a place for retail consumption. Instead, the relevant mall, for example, will be where people go for dining, entertainment and education (concerts, art shows, plays, movies, farmer markets, and classes), health, fitness, and beauty, and stay overnight at a hotel – or to work and/or live. By this standard, the current Northwest Arkansas Mall is not relevant.**

RECOMMENDATIONS FOR POLICY ACTIONS

Reduce the amount of retail zoning along the College Avenue/71B corridor.

Like many communities, Fayetteville has designated most of the land along its College Avenue arterial/71B corridor for commercial uses. By reducing the amount of property zoned for retail uses or permitting multi-family and

office uses on currently retail zoned property, the City will stimulate stronger performance within its focused, designated retail areas. **Focus the highest intensity of uses at key intersections and nodes.**

Residential development is crucial to corridor revitalization and enhancement in two fundamental ways. First, it is the basic component that will reduce the amount of property available for commercial uses. Second, more housing will provide a larger local market to support the commercial and entertainment uses that remain or are added. Therefore, rezone obsolete uses, including smaller, older, currently less successful retail centers and commercial buildings for relatively higher density residential uses. Zoning changes accompanied by appropriate design and other regulatory revisions to encourage assemblage of older obsolete retail or other property into multi-family housing will bring in more residents who will provide both the employment base for offices, healthcare, and research and development activities in the corridor as well as patrons for stores and restaurants.

Provide for Fewer but Larger Retailing-Mixed Use Nodes

Retail agglomerations succeed because they contain a variety of proximate shopping opportunities whose synergy attracts more customers. **It would be advantageous if the corridor has fewer, but larger, well-integrated and linked shopping nodes than numerous smaller strip centers and free-standing buildings** with excessive numbers of curb cuts that siphon off relatively small sales dollars so as to make more difficult the development of larger projects with greater trade areas and more frequent visitation, or higher per visit expenditures.

Identify opportunities to make new amenities and services available along College Avenue such as parks and recreational offerings, including bicycle and jogging paths that link with nodes of denser development. Ideally, implementation of such opportunities should be in conjunction with the removal of obsolete building space and assembly of smaller parcels into larger cohesive redevelopment sites.

Assist with Development and Implementation of Business Plans

The City should encourage property owners and managers to develop business plans for the revitalization or adaptive reuse of commercial properties such as the Northwest Arkansas Mall characterized as functionally (competitively), but not locationally obsolete. The challenge will be to

identify feasible physical, tenanting and marketing enhancements and implementation procedures to reposition and strengthen their performance. The City can assist in this process by, for example:

- Streamline and make more predictable the development process; and
- Provide information on the goals and objectives for development/redevelopment, and how the City may assist owners and developers seeking to implement development/redevelopment consistent with City priorities (such as municipal policy action or facilitation of the entitlement process or where appropriate with financial assistance to bridge feasibility gaps).

Area or property specific feasibility studies should be conducted or required before any specific re-zoning, changes in design parameters or other land use regulations, capital budget authorizations, or public programs to implement the business plan or economic action should be approved. Municipal assistance should be directed toward retaining and expanding uses or attracting new businesses that can reasonably be expected to serve to expand the trade area from which customers are attracted and serve to induce more frequent visitation from households and workers within the existing trade area. In some cases, for example, rather than accept a standard development that meets planning and other regulations, it may be more beneficial to encourage through municipal assistance enhanced design or added services or uses to facilitate the long-run competitiveness and tax-generating ability of a development. As another example, the City should provide for flexibility in its land use regulations to allow for the orderly transition of former retail uses to alternative uses.

Northwest Arkansas Mall

Vision: The place where people go for more than shopping; for dining, entertainment and education (concerts, art shows, plays, movies, farmer markets, and classes), health, fitness, and beauty, and stay overnight at a hotel or to work and/or live.

Course of Public Action: Encourage Northwest Arkansas Mall to develop business plan to reuse and enhance property. Market and feasibility studies should be conducted or required before any specific re-zoning, changes in design parameters or other land use regulations, capital budget authorizations, or public programs to implement the business plan or

economic action should be approved.

The City can assist accomplishing the reuse and enhancement of the property by the following:

- Streamline and make more predictable the development process; and
- Provide information on the goals and objectives for development/

- redevelopment, and how the City may assist with the implementation of the business plan consistent with City priorities.
- **Adapting land use regulations to various markets associated with different parts of the site.** For example, logical uses for the part of the site immediately adjacent to College Avenue (such as free-standing restaurants) will be different from those appropriate for the west edge of the site, where residential and mixed use urban development can take advantage of Greenway access and scenic qualities.

FIGURE 4.1: Strategic Imperatives for Northwest Arkansas Mall

Potential Use Opportunity	Public Policy/Property Benefits	Needed Actions
Multi-family development	Contributes support for local restaurants, services, and restaurants; helps local employers attract and retain talent	Market/survey research to identify scale and type of preferred product; financial feasibility analysis; site planning and due diligence; implement needed zoning/regulatory process and approvals; developer solicitation, evaluation, and selection
Reuse vacant anchor/big-box buildings for office space	Contributes support for local restaurants, services, and retailers; provide job and income opportunities; contributes to demand for multi-family development; and occupies vacant space	Implementation needed zoning/regulatory process and approvals, market space for office use; be prepared to respond to incentive requests- to do so, evaluate economic and fiscal impacts and feasibility gap
Restaurant row in a highly-visible location such as long frontage of the Mall property with landscaping and signage	Generates day- and evening- traffic for Mall occupants; appeals to and supports office workers and multi-family households (and visitors)	Site planning, due diligence, marketing/user solicitation, evaluation, negotiation, selection; implement needed zoning/regulatory process and approvals
Expand Farmer's Market and food truck gatherings on excess parking area	Generates day- and evening- traffic for Mall occupants; appeals to and supports office workers and multi-family households (and visitors)	Plan/research, organize, and implement; identify if public funding may be needed to facilitate feasible launch and ramp up
Proactively position and market sites on the Mall property for destination entertainment venues	Generates day- and evening- traffic for Mall occupants; appeals to and supports office workers and multi-family households (and visitors); rebrand and enhance the quality and appeal of the Mall to space users and patrons	Site planning, due diligence, marketing/user solicitation, evaluation, negotiation, selection; implement needed zoning/regulatory process and approvals
Fitness Facility	Generates day- and evening- traffic for Mall occupants; appeals to and supports office workers and multi-family households (and visit	Identify options for re-tenanting existing space and new development; marketing/user solicitation, evaluation, negotiation, selection; implement needed zoning/regulatory process and approvals
Replace closed and closing retailers with off-price retailers like Burlington or experiential tenants including sports related such as Dick's Sporting Goods- those that cannot readily be replaced by the internet. Entertainment, food and beverage, and services will also be potential replacement solutions (see pages 6/7)	Improve competitive strength and market responsiveness, reinforce other businesses and uses; replace some of the sales-tax lost from competitive obsolescence	Marketing/user solicitation, evaluation, negotiation, selection; implement needed zoning/regulatory process and approvals; be prepared to respond to incentive requests- to do so, evaluate economic and fiscal impacts and feasibility gap
Educational and cultural programming and uses and healthcare uses (see page 7)	Generates day- and evening- traffic for Mall occupants; appeals to and supports office workers and multi-family households (and visitors) as well as community as a whole	Confer with institutional stakeholders; Plan/research, organize, and implement; identify if public funding may be needed to facilitate feasible launch and ramp up
Hotel Use (see page 7)	Supports and reinforces office, retail, restaurant, and entertainment uses; generates tax revenue	Market research, feasibility analysis; site planning, due diligence, marketing/ user solicitation, evaluation, negotiation, selection; implementation needed zoning/regulatory process and approvals; likely to be residual use, later in sequence of redevelopment and reuse

5/CORRIDOR URBANISM AND 71B

Citizens of Fayetteville have different visions for the 71B corridor. The concepts of New Urbanism, advocating higher densities, mixed uses, human-scale, street orientation, and connectivity are deeply engrained in the city's urban development and design philosophy. Some people envision a transformed corridor that eventually produces a high-density, transit-oriented mixed use environment capable of accommodating a significant part of Fayetteville's projected residential growth. Other people believe that 71B should be improved physically and functionally, but will always remain a regional, auto-oriented arterial dominated by commercial uses. This section introduces a third approach – "corridor urbanism" – that grows from and respects the character and economy of the corridor, but integrates the quality of place and urban interaction that mark Fayetteville's development aspirations.



TOWARD CORRIDOR URBANISM

Various philosophies of urban development have emerged during the last 150 years to guide the nature and growth of American Cities. Most of these grew out of reform movements, designed to change the natural or technological directions that cities had moved in. For example, the City Beautiful movement of the nineteenth century sought to bring a sense of order and aesthetic beauty to the clutter of the industrial city of that era. The Garden City movement of the same era and extending into the 1920s, combined the priorities of social and public health reformers with landscape architecture to create an ideal suburban alternative to the conditions of big cities struggling to accommodate both industrialization and waves of immigration. The concept of Euclidean or single-use zoning, also grew out of these same reform movements, designed to remedy the health and safety threats presented by locating industrial and residential uses in the same areas and inadequate light, sanitation, and ventilation.

In our own era, different philosophies of community design have also grown in an attempt to redirect a prevailing pattern of urban development. New Urbanism developed “to offer alternatives to the sprawling, single-use, low-density patterns typical of post-World War II development, which have been shown to inflict negative economic, health, and environmental impacts on communities.” A competing philosophy, “Landscape Urbanism,” was presented as a response to New Urbanism’s largely architectural approach by emphasizing landscape and open space as the desirable central organizing elements of cities and towns. Debates between these two philosophies have largely focused on density: New Urbanists contending that high density is critical to urban interaction and Landscape Urbanists making something of the same claim for open space.

These urban philosophies and others have been very influential, even when not fully implemented. For example, contemporary “life style centers” like the Pinnacle Hills Promenade in Rogers draw from New Urbanist principles, replacing the traditional regional mall with a crossroads of pedestrian-oriented, open-air “main streets.” But the primary forces that shape urban form still tend to be transportation, technology, and markets. The dense forms of the traditional cities and towns were generated by walking and public transportation as primary modes of travel. In metropolitan areas, commuter railroads and rail rapid transit made the suburbs that became the antecedents of “traditional neighborhood development” possible.



New Urbanism. From top: Bethesda Crescent, Bethesda, MD; The Boulevard, Saint Louis, MO;

Landscape Urbanism, New and Old. From top: 606 Trail, Chicago; Central Park, New York City

And ultimately, the technology and enormous market success of the automobile created the low-density development patterns and commercial corridors that New Urbanism sought to replace. The Promenade is a walkable regional shopping center, but it is still a shopping center surrounded by large amounts of surface parking – the same model as Northwest Arkansas Mall.

Ultimately, many physical philosophies of urbanism tend to be utopian. When properly executed, they provide environments that are a delight and demonstrate principles of good design. Places like Riverside, Illinois and Radburn, New Jersey demonstrate the beauty of the garden cities and landscape urbanism philosophies (even when they preceded the theory); Seaside and Celebration, as well as numerous other developments across the country, illustrate the effectiveness of New Urbanism in creating great places. But low-density development and the commercial strip remain dominant, and these forms and their establishments generate other uses and service requirements that our current ideas of urbanism fail to address. The strip continues to challenge – specifically, how can we apply the compelling principles of contemporary if sometimes conflicting urban design and land use philosophies to these ubiquitous cityscapes in general and to the 71B corridor in particular.

New Urbanism is a planning and development approach based on the principles of how cities and towns had been built for the last several centuries: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. In other words: New Urbanism focuses on human-scaled urban design.

- Congress for the New Urbanism

Landscape urbanism involves “an understanding the fluid or changing nature of any environment and the processes that affect change over time. A respect for natural processes (Ecology) - the idea that our lives intertwine with the environment around us, and we should therefore respect this when creating an urban environment. Landscape Urbanism is concerned with a working surface over time – a type of urbanism that anticipates change, open endedness and negotiation.

- James Corner

We find considerable insight in the iconic 1972 volume *Learning from Las Vegas* by Robert Venturi, Denise Scott Brown, and Steven Izenour:

The commercial strip challenges the architect to take a positive, non chip-on-the-shoulder view. Architects are out of the habit of looking non-judgmentally at the environment because orthodox Modern Architecture is progressive, if not revolutionary, utopian and puristic; it is dissatisfied with existing conditions. Modern architecture has been anything but permissive. Architects have preferred to change the existing environment rather than enhance what is there.

Venturi (1925-2018) developed the idea of post-modern architecture, incorporating cultural allusion, symbol, and humor into buildings. In *Learning from Las Vegas*, the authors take on the Las Vegas strip and other commercial corridors on their own terms, as environments that are “almost all right” rather than impositions on the environment that should be either transformed or rejected. This leads to an integrative approach when applied to 71B – the challenge to respect the corridor and its history, often rich in memory and very much a part of Fayetteville, and “enhance what is there” rather than trying to make it something else. We call this approach Corridor Urbanism.

THE STRIP AS AN OPPORTUNITY

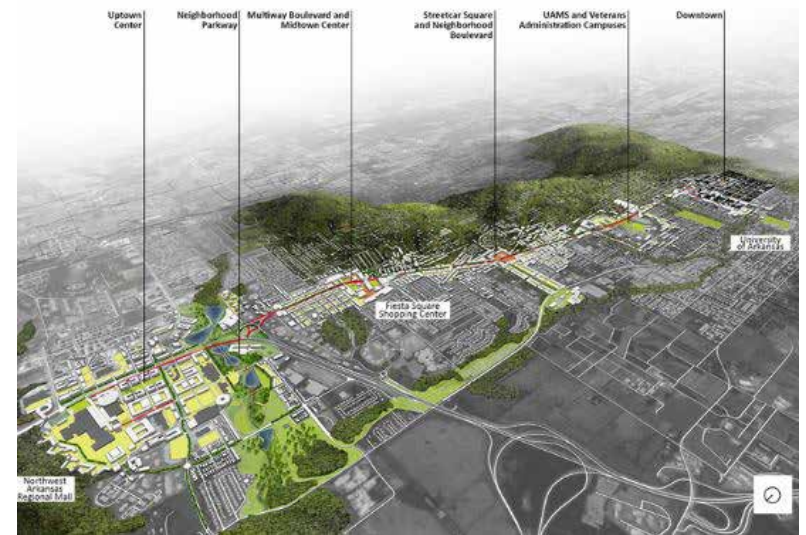
Corridor Urbanism considers some of the intrinsic characteristics of the strip as the keys to making it a successful and sustainable environment. The 71B study area, like most other long commercial corridors, uses land inefficiently, and the amount of its total area that is actually in its intended primary use (that is housing human enterprise and activity rather than the movement and storage of cars) is actually very small. On the other hand, the environmental footprint of the corridor is very high. Its current single-use zoning and transportation access are completely dependent on motor vehicles. Some of the operational aspects of the corridor, such as traffic delays at intersections and a lack of landmarks that often causes even local users to miss their destinations and double back through parking lots at slow speeds, also place cars in their least efficient mode. And large paved areas increase the volume and speed of urban runoff and increase impacts on the flow and water quality of the creeks and greenways that cross and parallel the corridor.

Yet the corridor’s features and even some of its problems can also help evolve it into an urban environment with greater vitality and lower impact. Specifically:

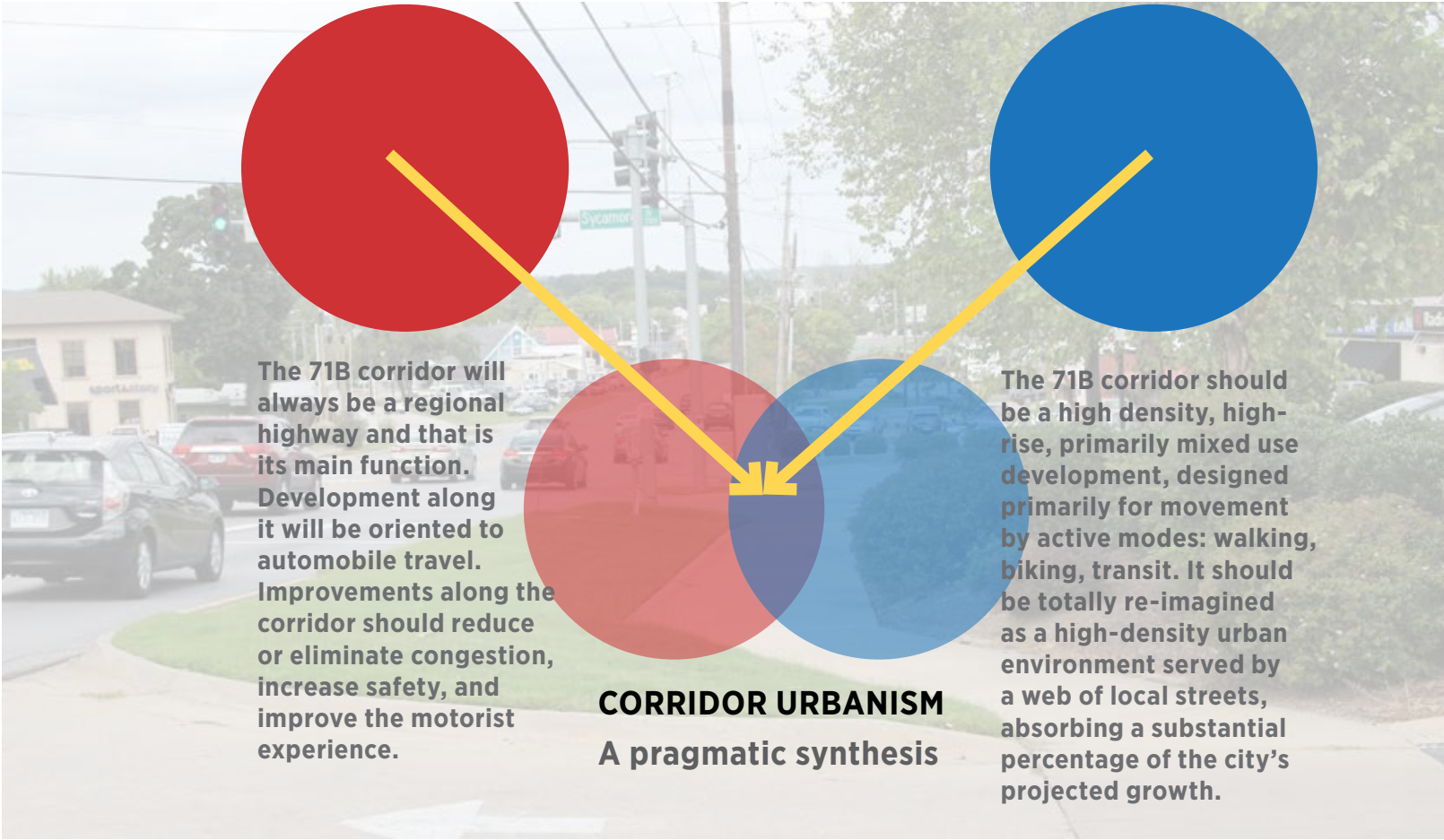
- **Business and destination mix.** Even if they are dispersed and separated from one another, the eating and drinking places, shops, churches, schools, service businesses, medical facilities, and offices are precisely the destinations that people want to live near.
- **Underused land.** The unnecessarily large parking lots, unused spaces between free-standing buildings, obsolete structures, vacant land, and underutilized sites, grouped together, present major opportunities for new and different development and connections.
- **Integral open space.** Flood-prone areas that cross the corridor and the major greenways, parks, and trails around it provide create unique possibilities for using large and small urban open spaces to catalyze new, higher-density growth.
- **Street width and area.** The wide street right-of-ways and space-intensive intersections and interchanges that now tend to separate parts of the corridor from each other can be re-imagined as bridges rather than barriers.

CORRIDOR URBANISM AS AN APPROACH

The idea of Corridor Urbanism synthesizes different points of view and alternative futures that were expressed during the 71B planning process to take advantage of these opportunities. At one end of a continuum were ideas related to the visionary 2030 Transit City Scenario by the University of Arkansas Community Design Center. This scenario was based on accommodating up to 80% of Fayetteville’s projected growth along and immediately adjacent to the 71B corridor, served by a light rail rapid transit line. At the other were people, including existing businesses, who saw the future role of the street as a continuation of its current role as a regional arterial and commercial corridor. These groups were largely interested in functional improvements at intersections, a better visual environment for motorists and customers, more reliable infrastructure, and possible burial of power lines. Other stakeholders advocated intermediate types of change: residential development, more efficient use of land, right-sizing of



Two poles of addressing the 71B environment. Top: Incremental improvements with sidewalks, landscaping, and monument signage along North College Avenue. Above: Transit City Scenario, 2030, University of Arkansas Community Design Center. Both solutions have individual merits. Corridor Urbanism is designed to synthesize the realism of the former with the vision of the latter.



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."



RESIDENT POPULATION

Gradually increase the number of people living in and immediately around the corridor.

Residential development has been fundamental to downtown redevelopment and has the same relevance to commercial corridors. The easy availability of retail assets, eating and drinking places, and transportation support housing of various densities, and housing adds neighborhood character generally lacking in single-use commercial strips. Further, when demand for brick and mortar commercial is declining, residential growth provides a great potential for reuse of surplus commercial sites. Finally, commercial corridors avoid the neighborhood opposition often faced by projects with higher residential densities. In Fayetteville, planning initiatives like the Transit City 2030 concept clearly recognize the role of residential development in the future of the 71B corridor.

Work toward an environment where a growing population can comfortably walk, bike, or use other active modes to travel to corridor destinations

While commercial corridors lack the intimacy of “traditional” business districts, mixing residential, commercial, office, and employment uses can create highly walkable and bikeable environments with supporting infrastructure such as good quality and comfortable walking and shared use paths. The corridor’s character can generate a large number of potential trips under one mile, making low-cost alternative modes feasible. We often think of corridors in terms of long-distance linear modes: traffic arterials and rapid transit. But the short local trip is also a significant component and diverting more of these trips to active modes creates real benefits.

Include a variety of housing types attainable by a range of people.

The concept of “attainable” housing, a principal goal of Fayetteville’s comprehensive plan, requires diverse housing types that meet the needs of different people and household types. Housing in and around the 71B corridor should not be a housing “monoculture.” It should have the capacity to accommodate households with people of all ages, including the emerging market of families with young children.



OPPORTUNITY AND ORIENTATION

Take advantage of opportunities such as underused parking lots, vacant sites, obsolete buildings, and marginal uses.

Evolutionary change should occur naturally through voluntary action rather than disruption. But opportunity sites along 71B are abundant and can be used in ways that reinforce the existing commercial structure. For example, parking lots at large shopping centers responded to zoning or tenant demands based on a few peak days that are no longer reached. In addition to their unproductive use of land, these sites also maximize environmental impact. More efficient site design and shared access can open other development possibilities, and some uses are economically viable because of low land costs or rents. When buildings account for less than 15% of land coverage, a significant amount of land existing for increasing the use density of the corridor.

Develop new projects that fill gaps.

Low building coverage, oversized parking lots, lack of relationships between buildings, and lack of connectedness create gaps in the continuity of a corridor. These disconnected destinations fail to reinforce each other, But gaps also create opportunities, where new commercial, office, or residential development can connect otherwise separated businesses. This helps create the sense of a mutually reinforcing district where one stop can serve multiple destinations.

Increase the number of intersections and decrease the length of undifferentiated stretches of road and land use.

Corridors like 71B are disorienting. Intersections relatively few and hard to read unless they are signalized. These corridors often lack landmarks or nodes of different densities. Even local residents report that they often miss their destinations or don’t know exactly where they are. Increasing street connections to the primary strip reduces frequency on individual curb cuts, improves wayfinding, and provides opportunities for landmarks and higher-density development nodes.



TRANSPORTATION FUNCTION AND CHOICE

Fix functional transportation problems, addressing capacity, access, and parking needs that exist today.

Most people travel to and through 71B and similar corridors by car, and are likely to do so in the future, despite plans for alternatives. Conflicts between local and through traffic, disorientation, lack of alternative links, intersection delays, and issues at the Fulbright/College half-interchange can reduce safety, increase frustration, and ultimately hurt business. Addressing these issues creatively and continuing to provide an adequate supply of convenient and easy-to-use parking are critical, even as other modes of travel are introduced.

In addition, this also means maintaining or “right-sizing” street capacity to actual and probable future traffic volume. Therefore, where traffic volume demands a multi-lane section, as on North

College, it will be important to preserve capacity. On the other hand, where volumes are low or declining, as on South School, an effective strategy will change street design to maintain smooth traffic flow at desirable speeds.

Create a web of streets and alternative routes.

One consistent problem with commercial corridors (and 71B is certainly no exception) is a lack of local street connectivity and alternative routes. The result is a mix of local and through movements, frequent and sometime eccentric turning movements, and motorists traveling at a variety of speeds for a variety of purposes. The topography of Fayetteville creates special challenges, as 71B becomes the only direct through route from north to south and through the center of the city. A lack of local connectivity also separates the corridor from other neighborhoods and prevents development of adjacent development, like medium-density residential, that may not be appropriate along the strip but benefits from adjacency. A web of local streets that includes parallel circulators and cross-connections dramatically helps function and safety along the mainline by minimizing conflicts between through and local traffic streams, and provide routes to major locations that avoid the main

corridor entirely. As important, it helps provide adjacent development possibilities that can reduce the need for auto travel and increase use of active modes.

Provide sidewalk and off-road, shared use path continuity to link present and future residents with each other and corridor stores, restaurants, workplaces, schools, and public space.

An important benefit of corridor urbanism is the ability to use alternative means (walking, biking, or “scooting”) to travel from living places to other destinations within the corridor, or from other parts of the city to corridor destinations. Most of these internal trips will be less than two miles. This requires a robust, and barrier- and stress-free path network. Clearly sidewalk continuity along the corridor is a minimum requirement, but a continuous off-street or protected element that provides direct access to destinations is critical. This is especially true in Fayetteville, with shared use paths are fundamental parts of the transportation system.

In Fayetteville’s trail system, east-west connections to the corridor network from surrounding neighborhoods, using facilities like the Razorback Greenway and the future Sublett Creek Trail or on-street bikeways like the Rolling Hills protected bike lanes, will

also be very important. Active transportation access to the corridor is as much a priority as along the corridor.

Integrate public transportation into the corridor when appropriate.

Transit should be considered as an important component of mixed use planning of long urban corridors. Trip categories for transit and active modes are analogous. They include relatively short trips between origin points and destinations within the corridor and trips to corridor destinations from outside. However, regional public transportation adds another potential trip type – the commuter trip originating from residents on or near the corridor to outside destinations such as workplaces or other regional centers. In a transit world, this market builds mixed use density potential around stations: a rapid transit model.

In Fayetteville, the 2030 Transit City scenario was based on building density along a fixed rail transit line. On a long corridor that generates high-density mixed use development, this can serve both an internal market, connecting nodes or destinations several miles apart within the corridor, and an external market, connecting the corridor to destinations in the broader city or region.

Implementing a new rail start on a corridor like 71B would require a very large capital investment and, equally challenging, a major change in street sections, vehicular capacity, and overall behavior patterns and preferences by the general public. As a result, major rail projects in auto-oriented corridors, when proposed, have been extremely controversial and, as in the case of Columbia Pike in Arlington, Virginia, discontinued in the planning stages. Bus rapid transit (BRT), with lower cost and disruptions to existing travel patterns and land uses, has emerged as a more acceptable option and should be designed into the 71B concept.

Ultimately, though, integration of public transportation into a corridor should address three types of trips:

- Internal travel between points along the corridor.
- Inbound trips from outside to destinations within the corridor.
- Outbound trips from points within the corridor to destinations (including employment centers) outside.



URBAN ENVIRONMENT

Build a quality environment that is rewarding to people traveling at different speeds, from 3 to 50 mph.

People experience urban corridors at different speeds and our visual perception of the physical environment changes with those speeds. Most corridors (and 71B is no exception) are scaled to motorist speeds, which lack the detail and quality necessary to engage pedestrians. Even an unattractive streetscape can be tolerable to drivers who have a relatively narrow cone of vision and will not be spending much time in any one location. The street environment then should be engaging at three basic speed levels: pedestrians (3 mph), scooters and bicycles (12 mph), and motorists. However, people at all speeds require nodes and visual rhythm that provide both interest and orientation along the street.

Be certain that the environment responds to the needs of both



The residential/commercial interface. These homes, in Bloomington, Indiana, face a trail and shire service access (including garages) with a shopping center drive aisle on their rear elevation.



A commercial corridor that engages. Ventura Boulevard in Los Angeles with its iconic palm tress.

residents and businesses, and establishes a fabric based on connectedness.

Clearly, introduction of residential uses into what once was a commercial environment is essential to the concept of corridor urbanism. Residential use fills in the gaps in commercial strips, provides interest and continuity, and furnishes a customer base for businesses. Yet, business and residents have individual requirements that are sometimes in conflict. Businesses need parking, exposure, identification signs, lighting, and service areas, while residents need urban fabric, calmer streets, landscape, walkways, and, for many, a reasonable level of peace. These conflicting needs lead to the physical separation and buffering of uses that are typical of single-use zoning districts. And this physical separation can defeat the idea of corridor urbanism.

Careful site planning and a sensitive regulating plan can address these different needs and avoid both extremes of injecting apartment buildings unceremoniously into parking lots and separating adjacent uses by walls and buffers. These techniques and regulations should provide connectedness without conflict through such techniques as:

- Using public environments like

public open space, interior streets or drive aisles with a residential street character, and trail and greenway corridors to separate residential and commercial uses.

- Creating neighborhoods that cluster buildings that relate to surrounding commercial development but provide enough critical mass and common space to form an interior residential refuge.

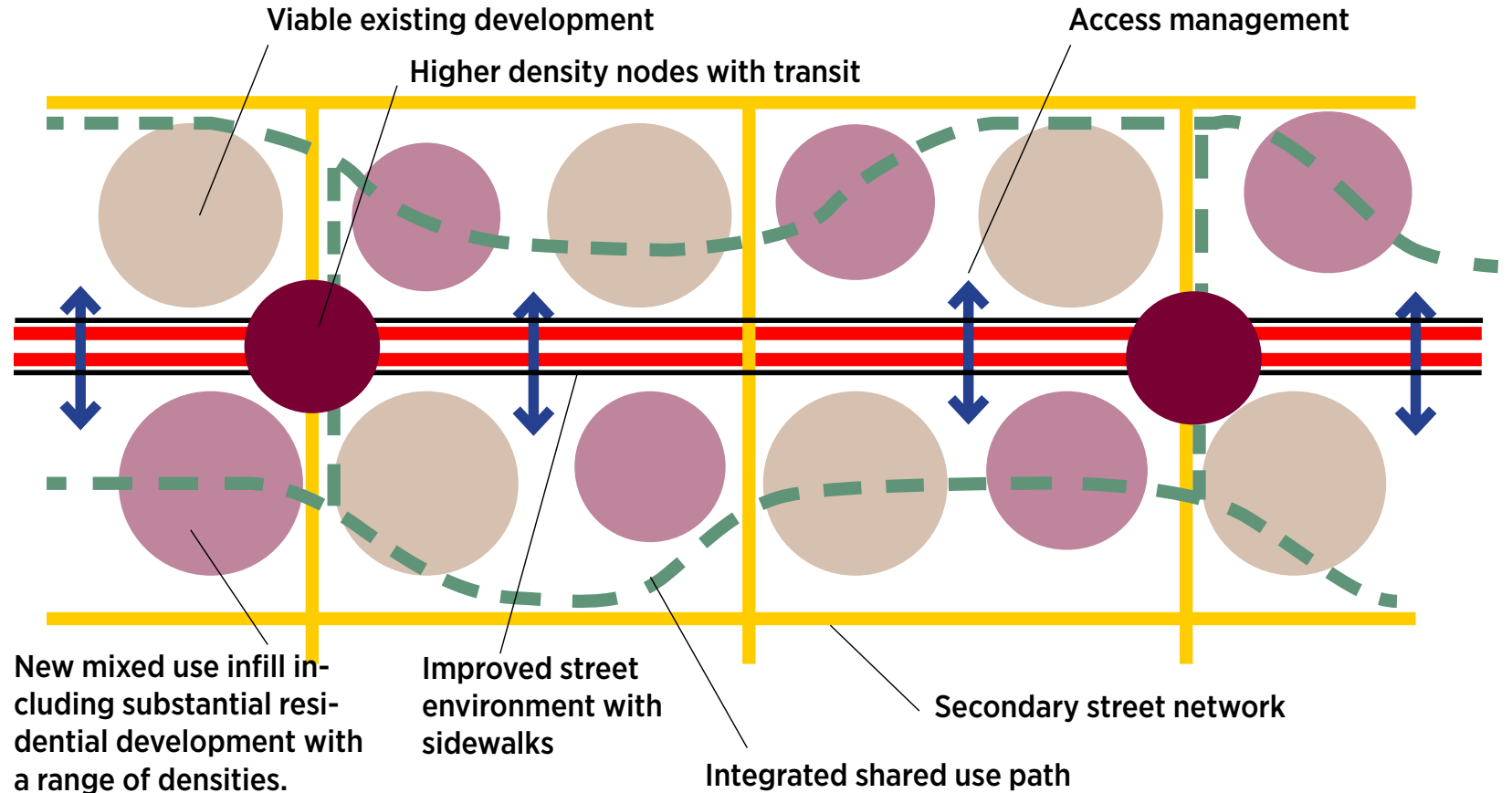
- Orienting commercial and residential service areas toward each other, or locate commercial service areas in places that avoid impact on neighboring residential development.

- Placing lower-density residential farther away from the main street and close to pre-existing neighborhoods.

- Managing the size and visibility of commercial signage, focusing signage toward the main corridor.

Create personality, texture, and social space.

Traditional commercial strips developed as corridors to drive through or to a single destination. A few, like the Las Vegas strip or Ventura and Sunset Boulevard in Los Angeles, do create a unique image and sense of space, but most corridors are generic. Consequently, they rarely include public space or human-scaled elements. Corridor urbanism envisions the strip itself as a place, and part of that is achieved by



New mixed use infill including substantial residential development with a range of densities.

creating individual character and amenity areas along the way. On 71B, logical locations for these special places include trail access points, drainageways and flood zones, intersections, and right-of-way that is vacated by street realignments.

Improved street environment with sidewalks

Corridor Urbanism on 71B. This diagram describes how the major principles of Corridor Urbanism combine to create a more economically and environmentally sustainable 71B. Components include mixed use infill with a major residential component on underused land and excessively large parking lots; a network of secondary circulators and access roads to serve local traffic and expand points of orientation;

Integrated shared use path

access management; high density nodes at key intersections; an improved functional and aesthetic street environment; and a continuous system of shared use paths connecting everything together.

It bears repeating the building a resident population is a key unifying priority of this plan. A major avenue toward commercial revitalization is building a customer base with easy auto-

Access management

free access to businesses. And, conversely, active and diverse retail, service, and hospitality businesses, combined with quality residential development, can transform College and South School into great neighborhoods. The illustrative plans displayed in the next chapter envisions development of up to 3,000 new residential units along the 71B study corridor.



6/THE FRAMEWORK PLAN

The principles of Corridor Urbanism are derived from the contexts and opportunities presented by the 71B corridor and its three constituent segments – South School Street, Archibald Yell Boulevard, and College Avenue– but provide a model that is relevant to other corridors seeking redirection in a dramatically changing commercial economy. This chapter applies the principles more specifically to the 71B corridor and addresses three interacting framework: access, development, and urban. The access framework considers transportation and connectivity; the development framework addresses possibilities and patterns for land use and new development; and the urban environment describes community and public space and all the three frameworks interact to create a unified but multi-nucleated urban corridor.

Note:

This Plan is intended to illustrate transportation concepts, street design, and other public improvements and how general-plan principles might be applied to private sites along the corridor. While it suggests potential private development possibilities to private property owners and developers, it in no way is intended to propose redevelopment of specific sites.

THE ACCESS FRAMEWORK

Route 71B and its predecessor facilities developed as the primary transportation route through Northwest Arkansas, connecting its communities and becoming its primary artery for commerce.

Appropriately, concepts for a future multi-modal, urban corridor start with the supporting transportation structure. The transportation system analysis in Chapter Two suggested that many of the functional and safety problems along 71B, and primarily the College Avenue segment, stem from a dependence on this single corridor for regional, intra-city, and local movements. This is largely caused by the lack of a web of connecting streets to provide alternatives for moving to, through, and around the corridor.

OVERALL STRATEGIES

The overall Transportation Framework, then, proposes the following strategies:

- Developing a street network that complements North College Avenue and to a lesser degree South School Avenue. This provides alternative routes for local circulation, helping to reduce congestion, traffic conflicts, and potentially crashes along the street and at major intersections.
- Managing access along the corridor and reducing the number of driveway cuts and turning conflicts. Techniques to retain good local access include building alternative routes, providing more public street intersections to replace curb cuts and improve user orientation, and establishing shared access points with better interconnections among existing parking lots and driveways.
- Modifying street sections along 71B itself to improve pedestrian and in some cases bicycle access, calming traffic where needed, and “right-sizing” segments of the corridor to be more consistent with actual traffic volume.
- Improving major points of congestion and clusters of crashes.
- Improving pedestrian and bicycle crossings of the corridor.
- Developing a parallel shared use path system that provided access to most of the corridor’s present and future destinations and connects to the regional trail system, including the Razorback Greenway and the planned Sublett Creek Trail.

- Enhancing public transportation for local access and accommodating a future regional bus rapid transit (BRT) line with specific station stops.
- Using the above features to open land for future mixed-density development with a major residential component.

ACCESS FRAMEWORK COMPONENTS

The Access Framework is built on the following components, illustrated in the Access Framework Maps on successive pages.

71B Main Line

This is the main South School/Archibald Yell/College Avenue route between Cato Springs and the north city limits. Starting from the south, South School with its high capacity and relatively low volume would be converted to three-lane section (two direct and a center two-way turn lane) with protected bicycle lanes and continuous sidewalks on both sides. The Fayetteville Mobility Plan proposes a three-lane section with a shared use path and sidewalk for the Archibald Yell segment. The North College segment between North and Millsap would retain four through lanes with a raised median or a two-way center turn lane, depending on specific contexts and access needs.

Where techniques like interconnected parking lots, shared driveways, “slip lanes,” redesigned parking lot circulation are feasible without adverse impact to businesses, medians would be used to reduce traffic conflicts, increase safety and pedestrian access, and improve visual quality. Where land use patterns make this impossible, two-way turn lanes will be used, using patterned pavement to provide better definition and appearance.

Existing Circulator and Collector Streets

These existing streets either complement College and South School or provide east-west access to provide alternative routes to the main corridor. They are the foundation of the local street network and can provide routes for local traffic with better connectivity. For example, Villa Boulevard and Plainview parallel College could help relieve local traffic on College. But Villa’s angle of intersection with College is very acute and is currently closed and Plainview is discontinuous. Sunbridge, Drake, Appleby, Rolling Hills, Harold, Longview, and Millsap all connect to the College corridor from the west and east. However, these streets sometimes have offset intersections or lack connections to other functional streets. As a result,

this part of the corridor still depends on College for both local and regional circulation.

New Circulator/Collector Streets

New street segments can complete new routes to reduce local and turning traffic on College. Some of these new connections would also serve new development areas. The most important and promising of these is combining Appleby Drive and an extended Plainview Avenue to create a north-south parallel route. This new route establishes a new public street through the existing Fiesta Square parking lot and would ultimately connect across the Fulbright Expressway to Mall Avenue. Rolling Hills Drive would intersect to this new street with a roundabout within the current Fiesta Square site. Connections of Longview, Masonic, and Harold west to the new Plainview connection completes an effective circulation grid to relieve local traffic on College. Realignment of Masonic and relocation of the traffic signal to the south can provide a better western access for the Whole Foods center, and increase the distance between signals at Millsap and Masonic. Extending North Front south to Harold Street with future redevelopment relieves the lack of an outlet for Millsap east of College and provide a circulator route for businesses and development on the east side of College Avenue.

Major Intersection Redesign

Some major intersections in the 71B study area present chronic problems for all users and warrant special consideration. These include the Archibald Yell/Rock/and College intersection and the North College/Fulbright Expressway interchange. Both were addressed in the Mobility Plan, and refined concepts are provided later in this plan.

Private Connected Circulation Routes

These are drives or parking aisles that either are or can be connected to provide better access between individual properties. They can help reduce the number of curb cuts along the street, again reducing traffic conflicts. When two-way turn lanes are used on parts of College, these curb cuts should line up across from each other wherever possible.

Off-Street Trail Network

The Access Framework and street sections propose continuous sidewalks on both sides of South School and College Avenue, and upgrading the existing sidewalk on at least one side of Archibald Yell. Beyond sidewalks



on the main line itself, the framework includes an off-street shared use trail network that approximately parallels North College on both sides and accommodates pedestrians, bikes and other human powered modes, and other low-impact personal mobility devices. These paths run behind existing buildings, through or along potential development sites, along local or collector streets, and occasionally in front of existing development or parking lots. They also connect the corridor and proposed development to the regional Razorback Greenway and the Mud Creek, Town Branch, Cato Springs, and future Sublett Creek Trails. Ultimately, these links will produce continuous paths that connect future residents along the corridor to its commercial and community destinations..

On-Street Bikeways

On-street facilities are proposed as part of the right-sizing of South School from Cato Springs to MLK Drive, linking the Cato Springs Trail, Razorback Greenway, and Town Branch Trails, all of which intersect the corridor. Other key on-street facilities this segment include the Appleby/Rolling Hills system, using standard and protected bike lanes to link North College to the Razorback Greenway on the west and the Old Missouri/Old Wire Road system on the east. Experimental protected bike lanes through Fiesta Square and along Rolling Hills were installed in 2018 and their performance is being evaluated. The east-west Poplar Bikeway is currently a signed, shared roadway connecting the Razorback Greenway, College Avenue, and the future Sublett Creek Trail.

Urban Intersections

The plan increases the number of clear street intersections to 1) reduce the need for mid-block driveway cuts and 2) improve people’s orientation and sense of where they are relative to the destinations they are trying to reach. These intersections also provide opportunities for placemaking and higher-density development. Potential nodes include Cato Springs, 15th Street, MLK Drive, and South Street along the South School/Archibald Yell segment; and Memorial Drive, Sycamore, Poplar, Green Acres, Colt Drive, Township, Sunbridge, Golden Eagle, Drake, Rolling Hills, Harold, Longview, relocated Masonic, and Millsap. These are further categorized as signalized and non-signalized intersections on the Framework maps.

Transit (BRT) Stations

Depending on feasibility, a regional Bus Rapid Transit line would operate along the 71B corridor from Fayetteville to Bentonville, serving stations in Fayetteville, Springdale, Rogers, and Bentonville. College Avenue also has local bus service through Ozark Regional Transit, which has recently been enhanced with new vehicles and more frequent service. A concept for BRT stations on the corridor anticipates a turnout bus and right-turn only lane at station stops, combined with a signal control that allows the bus operator to hold a green light. This technique, combined with far side stops, allows the bus to bypass a queued traffic at these intersections. BRT stations may also include such features as high amenity shelters, protected bike storage, Internet hot spots, digital arrival information, and high-level loading. Possible College Avenue stops include the VA (North Street),



BRT station planned for construction on Omaha’s central Dodge Street corridor. This system is scheduled to begin service in 2020.

Township, Millsap, Rolling Hills, and Zion Road. These stops should also include trail connections for people using active modes to connect to the rapid line.

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

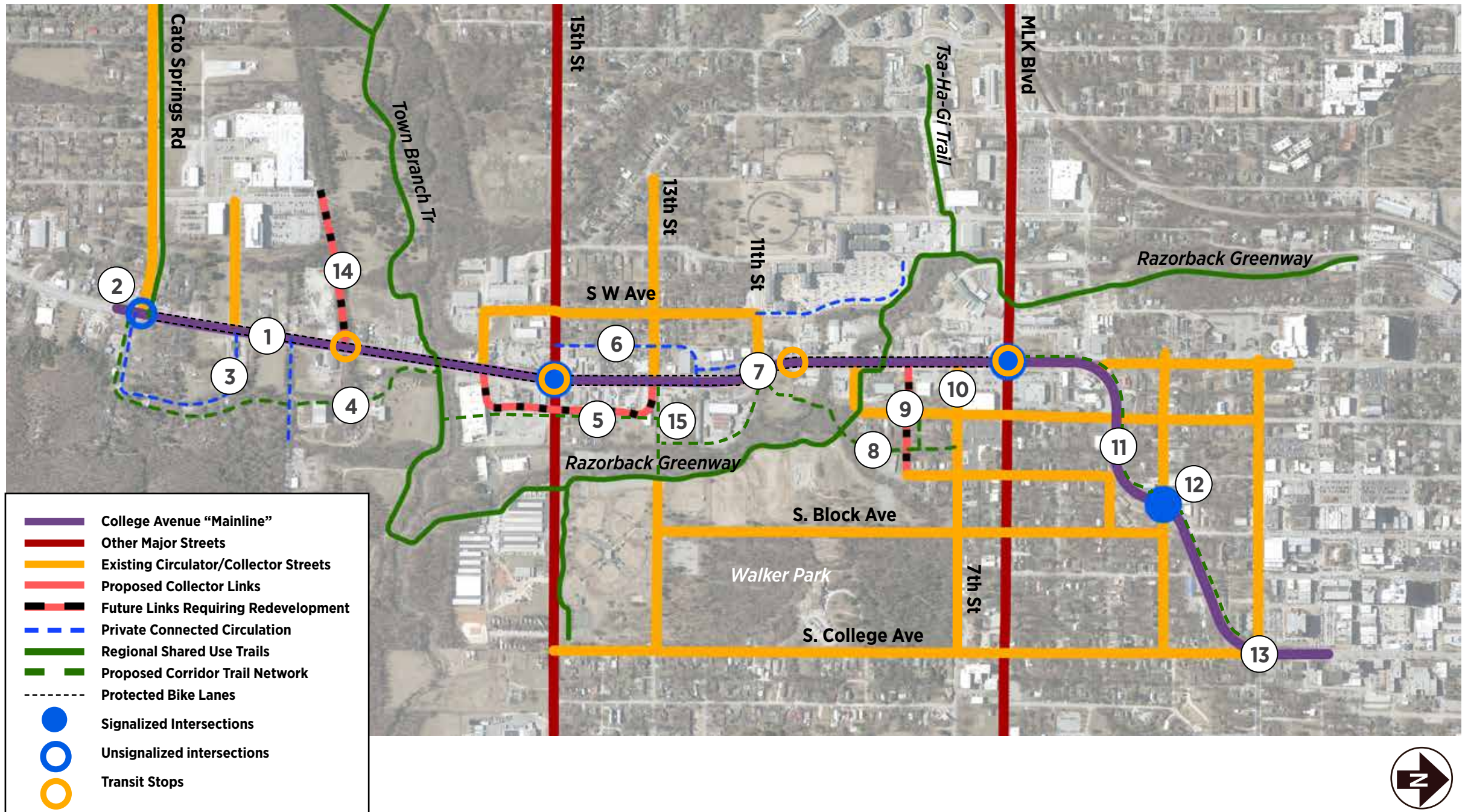
This concept is designed to separate traffic conflicts while respecting the difficult topography of this site. Westbound Rock is realigned slightly to the north. Northbound traffic from South College and Archibald Yell merge into College north of Rock in distinct lanes. Southbound College movements have 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.

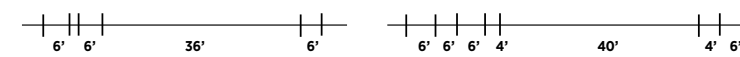
- Trail on east side with new development to connect the Town Branch and Cato Springs Trails. Trail link on east side through potential development areas linking 7th and 11th Streets.
- Improved access with trail connections and creek bridges to connect South School with Walker Park and the Razorback 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





60-foot Road Channel with Protected Directional Bicycle (Mobility) Lanes



South School section

South School currently provides two lanes in each direction with a continuous two-way turn lane within two sections: a 60-foot width north of Town Branch Creek, increasing to 64 feet south of the creek. Traffic volume on this part of the corridor can be accommodated by a three-lane section and both this plan and the Mobility Plan recommend this lane reallocation. Several alternatives exist for using the balance of this street channel. These alternatives include 7-foot directional protected bike (or mobility) lanes with a 5-foot buffer (illustrated above) and a 10-foot two-way protected mobility track with a 6-foot buffer and an 8-foot shoulder on the opposite side (illustrated at right). This shoulder could be used for right turns or even on-street parking if the

60-foot Road Channel with Protected Two-Way Bicycle (Mobility) Track



need emerged with adjacent redevelopment. The 64-foot section can accommodate on-street parking on both sides with a reduction in the buffer to an acceptable 3-foot. The mobility track in both options is adjacent to the west side curb. The separation between travel lanes and the bicycle facility may be accomplished by parking, a painted buffer, bollards, planters, or a raised median.

The concept section also includes a desirable 6-foot sidewalk with a typical 6-foot sidewalk on the west side with an 8 to 10-foot sidepath on the east side for best access to Walker Park and adjacent regional trails.

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 sidepath 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.



MIDTOWN FRAMEWORK: NORTH TO TOWNSHIP

71B Main Line

- Maintenance of two travel lanes in each direction with either medians or two-way center turn lane. Potential new intersections at Poplar, Green Acres, Colt Square, and Colt, and access management to reduce and align driveway cuts make medians with protected left turn pockets feasible through most of this segment. In some segments where medians would deny reasonable access to property from either direction, two-way turn lanes are used with patterned pavement to provide better definition and appearance.
- Continuous six-foot sidewalks behind a typical six- to eight-foot tree lawn/sidewalk setback. Sidewalk setback may vary with local topography and property lines.

Existing Circulator/Collector Streets

- Improved use of Green Acres Drive as a local service street by realigning the intersection at College to 90 degrees from its current sharp acute angle. This permits turns to and from Green Acres in both directions and, along with a median break and shared driveway connections, provides access to the “restaurant row” on the west side of College, providing an alternative for local customers. Vacated Green Acres segment becomes a green space and potential catalyst for new development.
- Signalized intersection at Poplar, with better pedestrian/bicycle crossing and link to Sublett Creek Trail. Poplar links the corridor to the Razorback Greenway.

New Circulator/Collector Streets

- Extension of Colt and Colt Square Drives between College and Green Acres to improve local circulation function of Green Acres.
- Street segment between Fiesta Square north service road and Sycamore, serving a potential development site.

Private Connected Circulation

- Redesign of Evelyn Hills parking lot, envisioning circulation drive along building front as an interior street with continuous pedestrian access.

- Interconnection of interior drives between Poplar and Colt Drive to reduce individual curb cuts and connect restaurants into a district. Private connection of these drives to Green Acres to provide alternative access to the district. This also helps connect Elm Street to the corridor.

Regional Shared Use Trail Connections/On-Street Bikeways

- Path extension would connect Sublett Creek Trail and eastside neighborhoods to College Avenue corridor, continuing to Poplar intersection.
- Upgraded Poplar Bikeway. Poplar is the most direct and comfortable route from the Midtown segment of College to the Razorback Greenway. It is currently a shared roadway with street sections varying from 27 to 35 feet and discontinuous sidewalks. Best long-term solution is a shared use sidepath; short term action would use advisory bike lanes, more visible than the current shared lane markings.

College Avenue Trail Network

- Shared use path network would parallel College on both sides and would accommodate pedestrians, bikes and other human powered modes, e-bikes, scooters, and other low-speed conveyances.
- Initial phase to connect Sycamore and Colt Square Drive, serving Woodland Junior High.
- East side corridor path extends Sublett Creek Trail to Township Street.

Urban Intersection Nodes

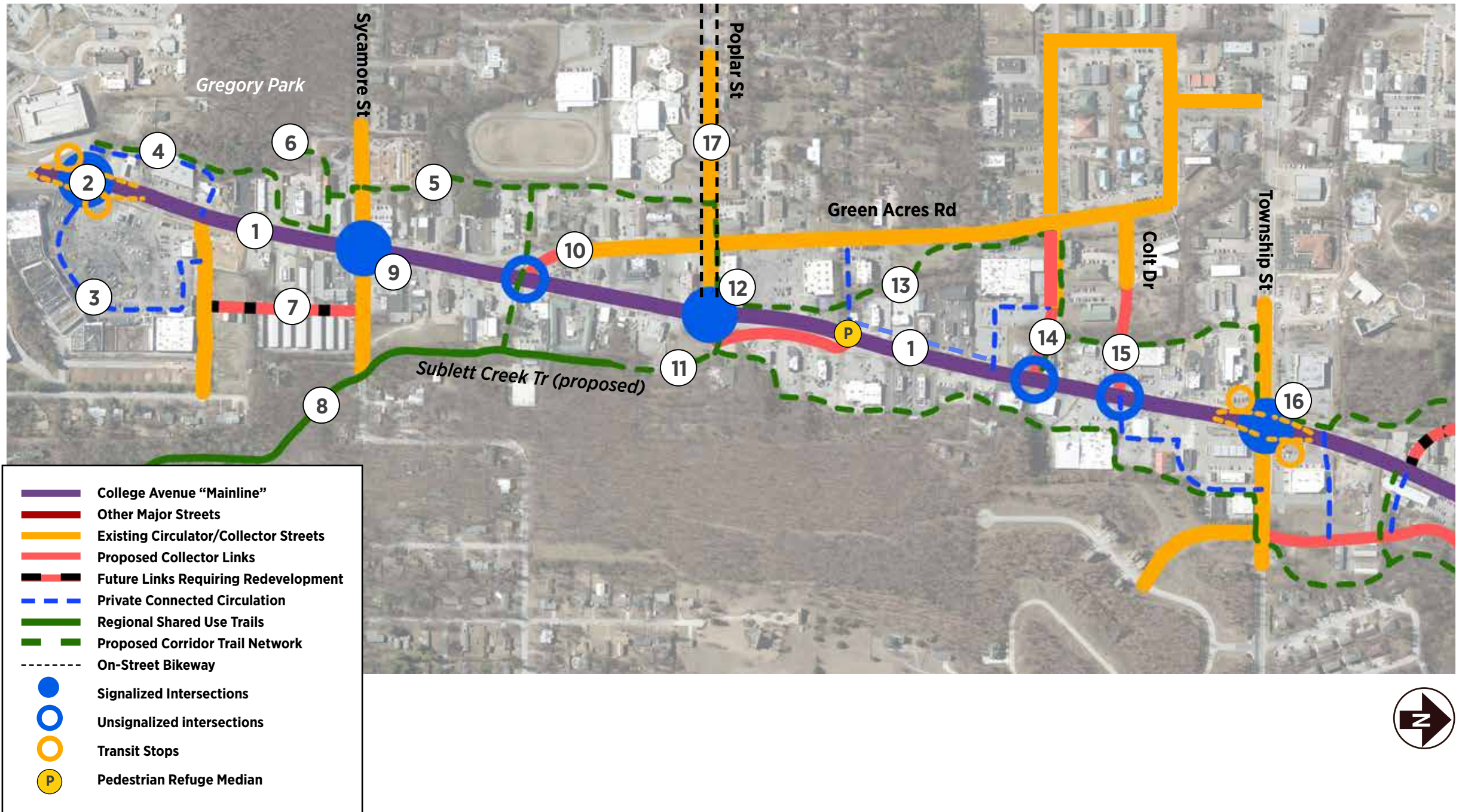
Increased number of clear street intersections to 1) reduce the need for mid-block driveway cuts and 2) improve people’s orientation and sense of where they are relative to the destinations they are trying to reach. Includes new or redesigned intersections at Green Acres, Colt Drive, and Colt Square Drive,

High visibility crosswalks with refuge medians if possible at signalized intersections. These include Memorial Drive, Sycamore, Poplar, and Township. Signal installation at Poplar.

A pedestrian refuge median between Poplar and Township in the “restaurant district.”

NORTH TO TOWNSHIP FRAMEWORK COMPONENTS	
1	North College Ave with 4 travel lanes, median with protected left turns or two-way turning lane where necessary, access management, and continuous sidewalks on both sides.
2	Upgraded pedestrian crossing and potential BRT station.
3	Interior street with Evelyn Hills redesign.
4	Extension of Memorial Drive as rear service street with future redevelopment.
5	Continuous shared use path, serving residential redevelopment and connecting to Poplar Bikeway.
6	Path connection to Gregory Park.
7	Connecting street between Evelyn Hills north service road and Sycamore Street with future redevelopment.
8	Proposed Sublett Creek Trail
9	Sycamore Street node. Redevelopment possibilities on northeast and southwest quadrants.
10	Redesign of Green Acres intersection to 90-degree alignment, green space, and possible redevelopment.
11	Extension of Sublett Creek Trail to connect to Poplar Bikeway and extend north to Township behind existing and future development.
12	Upgrade and signal installation at Poplar Street.
13	Shared use path and greenway along drainage to Colt Square, connecting back to Township.
14	Colt Square Drive connection to College
15	Colt Drive connection to College
16	Township intersection node with upgraded pedestrian crossing and potential BRT station.
17	Improved Poplar Bikeway to Razorback Greenway

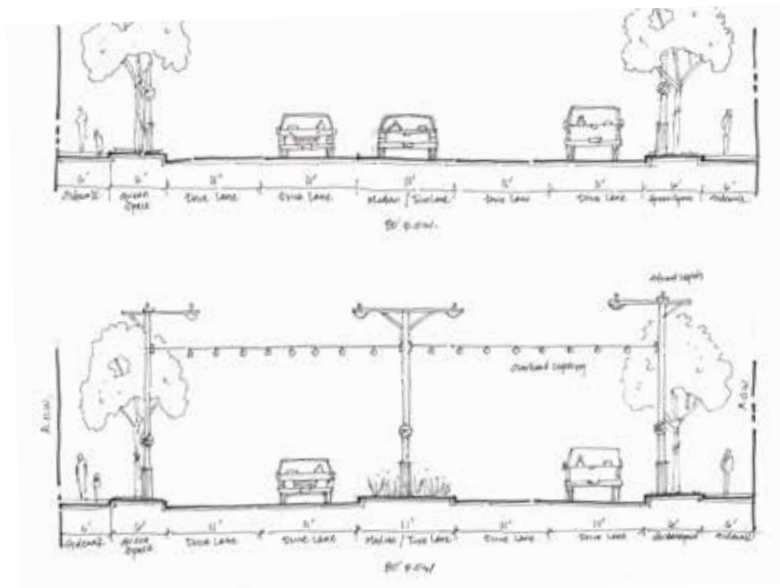
Shaded rows indicate projects that require redevelopment



Transit (BRT) Stations

Two potential locations for transit stations in the North to Township segment: Memorial Drive and Township Street.

- Memorial Drive's signalized intersection provides relatively good pedestrian access to the VA Campus. A high visibility crosswalk would provide a safer connection to Evelyn Hills. Memorial Drive also has less turning traffic than North Street, the other primary station location candidate for this general area.



Midtown Street Section

The typical right-of-way width in the Midtown segment is 80 feet



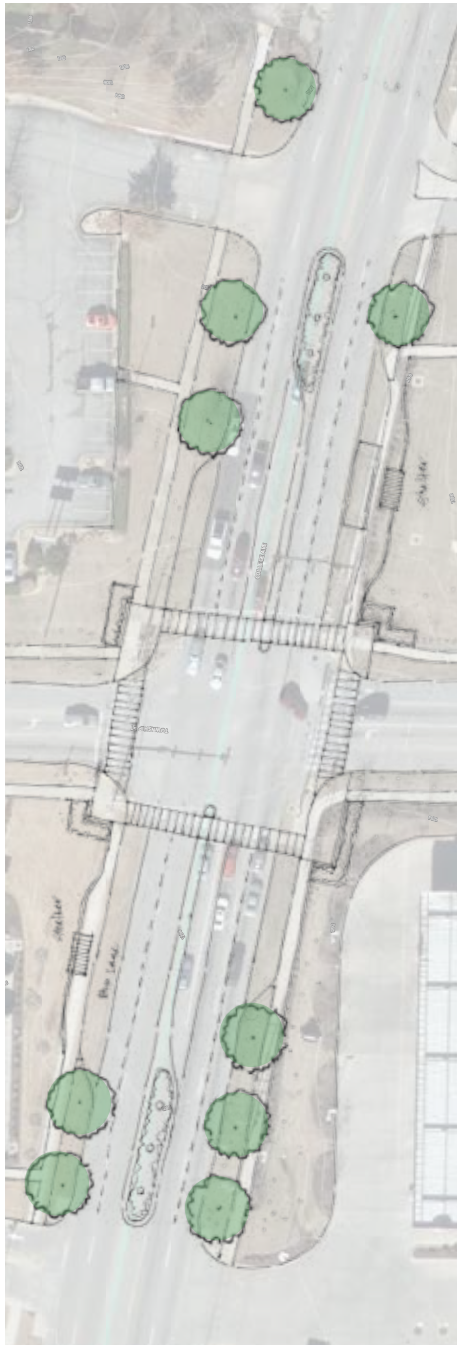
College Avenue Concept.

Plan at left provides a section with 2 direct lanes in each direction and a center median with left-turn pockets at intersections and aligned curb cuts were possible, or a two-way turn lane where required to provide reasonable access to property. Access management techniques include interconnected drives or parking lots, which in some cases have the continuity of slip lanes, parking lot redesign to align curb cuts on opposite sides of the street, and extension of streets to form new intersections. A pedestrian refuge median with a "ceiling" of lights is used in this segment, with its grouping of restaurants, to create a distinctive Restaurant District.

Median landscaping is important and is shown here for illustrative purposes. Actual landscape materials should be selected for both visual impact and durability in a relatively inhospitable center of the street environment. Tree cover and shade should also be incorporated into median landscape design.



Ceiling of lights. These lights are installed over a major street connection in the traditional city center of Wauwatosa, WI



College Avenue Concept.

From left: Sketch of an initial North to Township segment of the street; close-up plan of the Township intersection, illustrating bus rapid transit (BRT) and right turn only turnout lanes; and a rendering of the Township intersection. A bus turnout lane can provide room for transit to bypass a traffic queue and to control the signal at this location. This provides the BRT with a distinct time advantage over automobiles at busy intersections. Intermediate medians and a wide nose at the center median provide pedestrian refuges that break up the width of the street. A greater orientation toward transit, substantial residential development along and adjacent to the corridor, and increased use of active transportation modes could lead to a future reconsideration of the nature of College Avenue that could ultimately include enhanced transit such as light rail and more intensive development at intersections like this one. An alternative concept would place the transit stop in the outer travel lane. This avoids the increase in pedestrian crossing distance but places the BRT in the line of regular traffic, eliminating its potential time advantage at intersections.

UPTOWN FRAMEWORK: TOWNSHIP TO MILLSAP

71B Main Line

- Maintenance of two travel lanes in each direction with either medians or two-way center turn lane. Potential new or redesigned intersections with cross-access at Villa, Drake, Golden Eagle Drive, Harold, and revised Masonic with access management to reduce and align driveway cuts and make medians with protected left turn pockets feasible through most of this segment. As with other segments, when medians would deny reasonable access to property from either direction, two-way turn lanes are used with patterned pavement to provide better definition and appearance.
- Continuous six-foot sidewalks behind a typical six- to eight-foot tree lawn/sidewalk setback. Sidewalk setback may vary with local topography and property lines.

Existing Circulator/Collector Streets

- Realignment of the now closed Villa Boulevard intersection, analogous to the realignment of the Green Acres intersection. This provides better access for all modes of travel to College Avenue from densely-populated residential areas between College and Gregg.
- Longview Street segment, completing a connection between the medical district and the College corridor with continued connection across College to the Market-Lee-Hemlock collector described below.
- Plainview Avenue gap-filling segment between Fiesta Square and Millsap, providing a local access reliever on a particularly congested part of the main corridor.
- Direct linkage of Appleby to the Plainview extension, with a connection to Rolling Hills at a roundabout within the Fiesta Square property, as discussed below.

New Circulator/Collector Streets

- Major element of the transportation strategy for this part of the corridor.
- West-side relief collector, created by connecting Appleby to a Plainview extension with redesign of the Fiesta Square site and redevelopment of the shopping center's frontage. This collector would be developed as a public street through the eastern edge of

the redesigned Fiesta Square parking lot. Rolling Hills Drive would be connected across the existing signalized intersection, and would intersect the Appleby-Plainview collector in a roundabout, creating a connected system. This collector can be extended across the Fulbright Expressway, linking to Mall Avenue and the center of the Mall District. This key connection, combined with the Longview gap-filling segment and other projects described below, provides more comfortable access alternatives from areas west of College to major corridor destinations.

- East side collector, created by connecting Market Avenue, Sara Lane, Lee Avenue, Hemlock Avenue with future redevelopment of the existing shopping center at College and Longview and revised site design of existing development between Rolling Hills and Harold. This

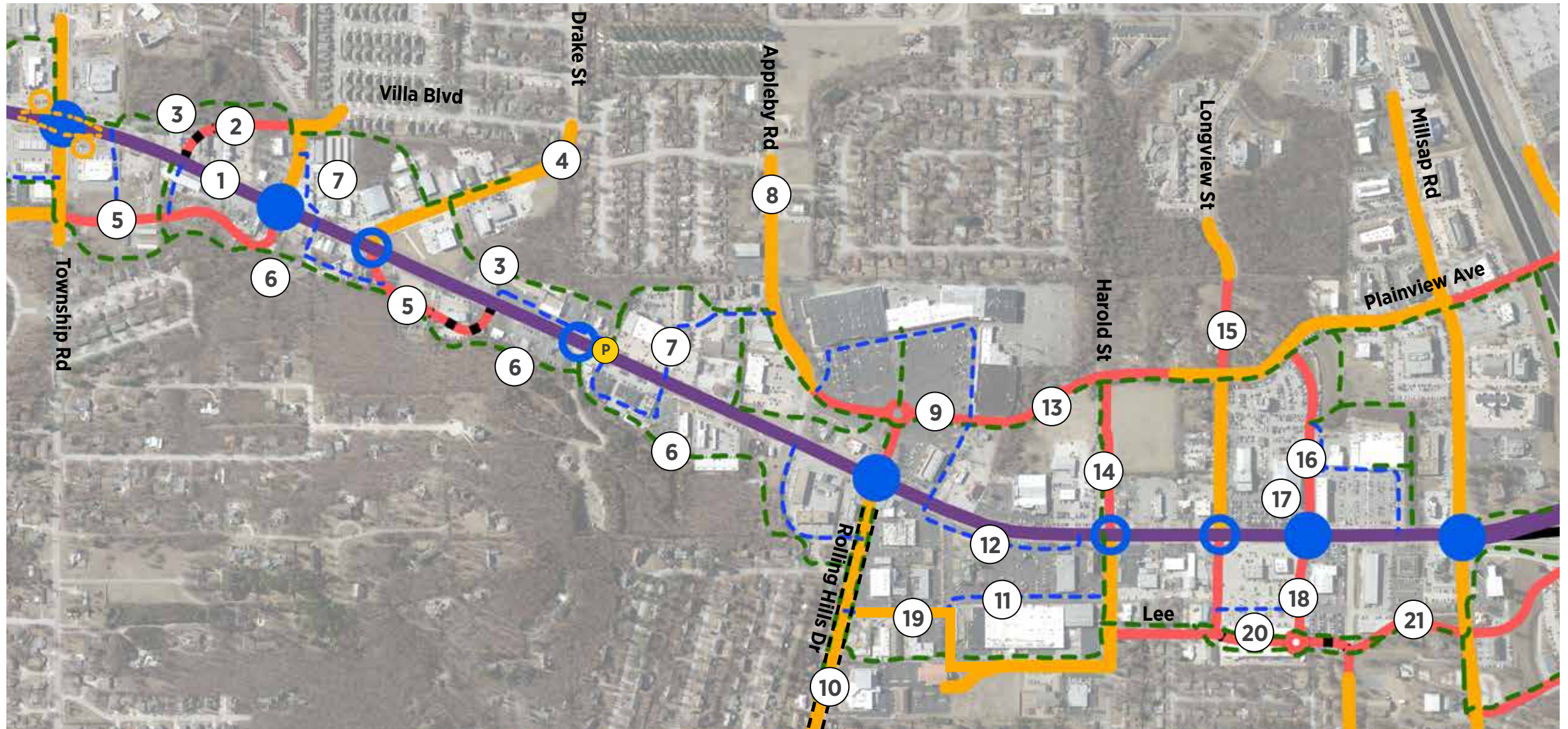
NORTH TO TOWNSHIP FRAMEWORK COMPONENTS	
1	North College Ave with 4 travel lanes, median with protected left turns or two-way turning lane where necessary, access management, and continuous sidewalks on both sides.
2	Villa Blvd intersection redesign
3	Continuous shared use path on west side of corridor
4	Drake Street right-sizing with bike lane/shoulders
5	Rear collector connection to serve potential redevelopment, linking Township with Sunbridge intersection
6	Continuous shared use path on east side of corridor
7	Aligned shared curb cuts on opposite sides of College
8	Appleby bike lanes with connection to Razorback Greenway
9	Appleby-Plainview connection and roundabout to Rolling Hills with possible Fiesta Square parking redesign and new development
10	Rolling Hills protected bike lanes to Old Missouri/Old Wire path system.

can then connect to a realignment of the North Front intersection at Millsap, extending the collector system to Joyce Boulevard, discussed in the Mall District section.

- New Masonic Drive route and connection between proposed east-side collector, College, and Plainview. Between College and Plainview, this would follow a relatively flat route on the north side of the Lewis Ford lot. Options east of College to an extended Hemlock Avenue include using the south edge of the Superior Nissan site, compensated

NORTH TO TOWNSHIP FRAMEWORK COMPONENTS	
11	Interior street continuity with redesign of office and retail developments north of Rolling Hills, with connection to future Market-Lee-Hemlock collector
12	Shared front driveways/slip lane with access consolidation
13	Plainview connection to provide continuous local collector on west side to Millsap and eventually to Mall.
14	New Harold Street connection linking Plainview collector and College corridor.
15	Street segment to fill Longview Street gap to west side development areas
16	New Masonic alignment between Whole Foods and Lewis Ford to provide alternative local access to shopping center
17	Relocation of Masonic Street signal to south; existing Whole Foods shopping center access is retained
18	New alignment for Masonic Street on south side of Superior Nissan or north side of shopping center lot. Possible land trade with auto dealership involving existing Masonic Street right-of-way.
19	Connection of Market Avenue and shopping center service drive and/or Sara Lane into a unified route between Rolling Hills and Harold, aligning with Lee Avenue north.
20	Shopping center redevelopment that includes continuation of the east-side collector using a continuation of Lee Avenue and connection to a Hemlock Avenue extension.
21	Extension of Hemlock south of Millsap to Masonic, completing the east side collector south to Rolling Hills.

Shaded rows indicate projects that require redevelopment



by a land swap for the existing Masonic right-of-way, or use of the north drive of the existing shopping center. A new access would be developed from the new Masonic alignment to College Marketplace, and the existing traffic signal at Masonic would be relocated to the south, providing more separation from the Millsap intersection.

- With redevelopment, a circulator link between Township Road and the Sunbridge and College intersection, extending Shiley Drive north of Township. This would provide a bypass for some eastside traffic around the Township intersection.

Private Connected Circulation

- Redesign of Fiesta Square parking lot, envisioning circulation drive along building front as an interior street with continuous pedestrian access.
- Aligned and shared driveway cuts, connecting the proposed eastside and westside collectors and College, effectively creating a web of local access ways around the main line.
- Maximum interconnection of interior drives to form slip lanes and incorporation of large rear service and drive areas into the overall circulation system across property lines.

Regional Shared Use Trail Connections/On-Street Bikeways

- New development and access configuration at Fiesta Square will maintain the connection (now a pilot project) to connect the Razorback Greenway and Old Missouri/Old Wire bicycle facilities. This bridges the gap between the Appleby bike lanes and Rolling Hills protected bike lanes.
- An extended bike route west is available by using the Scull Creek Trail portion of the Greenway to Drake Street.

College Avenue Trail Network

- Shared use path network parallelling College on both sides and to accommodate pedestrians, bikes, e-bikes, scooters, and other low-impact mobility conveyances.
- East side route generally follows the base of the hills and uses surplus space through or adjacent to service areas behind buildings and new routes through potential redevelopment projects.
- West side corridor follows rear property lines and available existing separations between buildings to connect back to College between Township and Rolling Hills. It continues along the Fiesta Square

bikeway connection and then north as a sidepath along the Plainview connection.

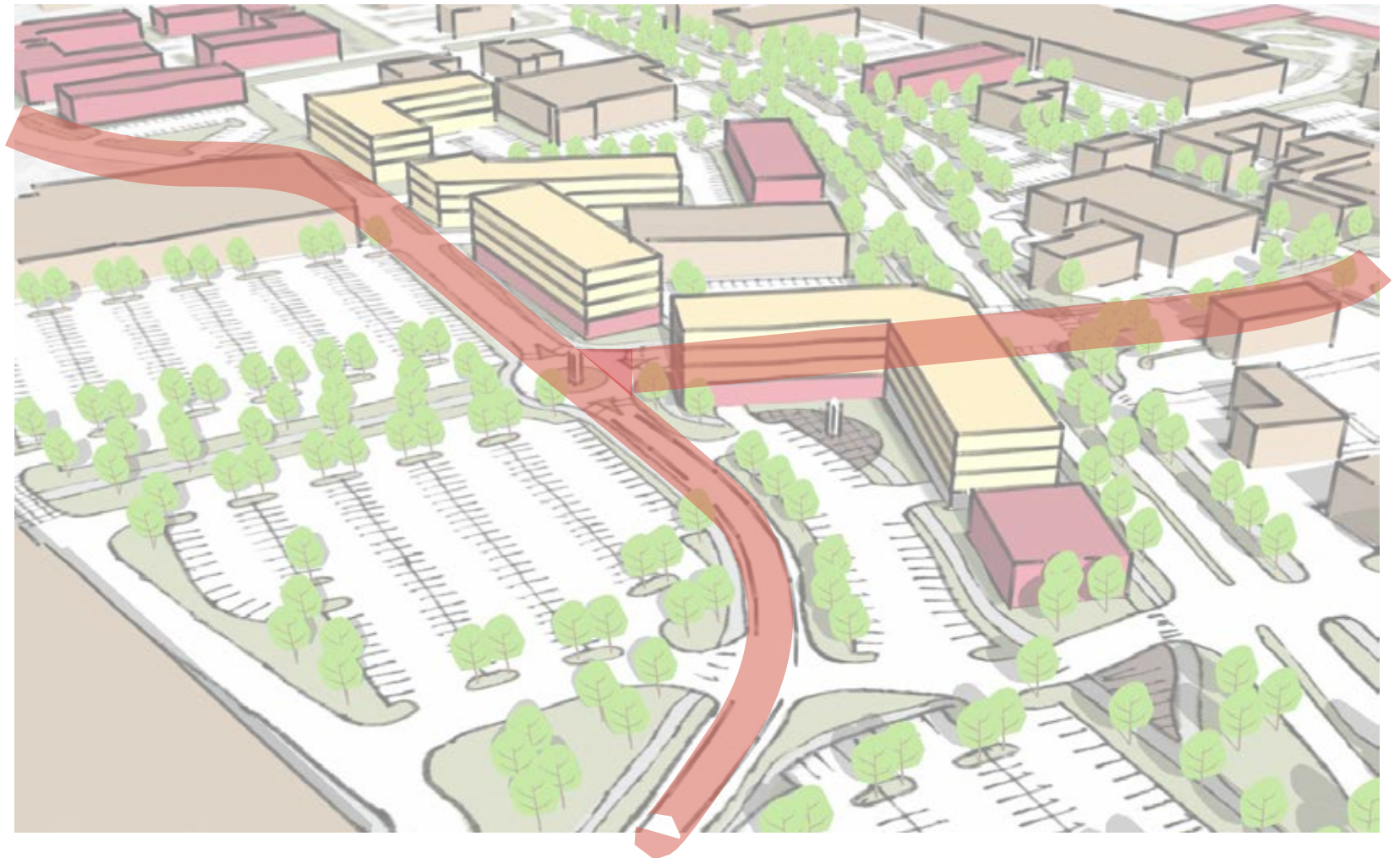
Urban Intersection Nodes

- High visibility crosswalks with streetscape elements and refuge medians if possible at signalized intersections. These include Sunbridge, Rolling Hills, Masonic, and Millsap.
- Protected pedestrian crossings with refuge median at or near Golden Eagle and Harold.

Transit (BRT) Stations

- Potential BRT stop at either Rolling Hills or relocated Masonic, depending on development objectives. Only one stop is needed in this segment, and choice may depend on timing of redevelopment.

Diagram displaying the Appleby/Rolling Hills/Plainview link at Fiesta Square (highlighted in red)





Trail continuity. The transportation concept assembles a continuous shared use path on both sides of 71B that connects proposed housing to commercial, entertainment, and recreation destinations. This path uses a number of different routes and settings for facilities, winding through new projects that should be designed to accommodate then and existing and new roadways proposed in the project. Above: Pilot cycle track project through the Fiesta Square parking lot. Left: Diagram of trail route (highlighted in green) through existing and proposed development.

MALL DISTRICT FRAMEWORK: MILLSAP TO LAKE FAYETTEVILLE

71B and Fulbright Expressway Main Lines and Interchange

- Re-envisioning the urban interface of the College and Fulbright Expressway interchange by replacing some of its “freeway” aspects with greatly enhanced local access. Key components of the concept presented here, which is subject to further study and operational modeling, are described here below.
- Relocation of northbound lanes on College Avenue, pairing them more closely with southbound lanes. Benefits of this change include: 1) replacing the existing left lane access to the flyover with a more intuitive and safer right lane access, and reducing queuing issues on College Avenue’s northbound inner lane resulting from closely spaced left-turn movements; 2) opening a significant development site on the former northbound lanes; and 3) improving pedestrian and bicycle connections now effectively blocked by the interchange.
- Replacement of Fulbright exit ramps to College Avenue with a new signalized T-intersection. This eliminates significant traffic conflict problems at the transition between a freeway environment and the College and Millsap intersection.
- Fulbright and Plainview/Mall at-grade intersection. In this concept, the Fulbright Expressway transitions from expressway to urban boulevard, with the limited access portion beginning and ending at an intersection with the Plainview/Mall westside collector. Plainview extends north from its current terminus at Millsap, and continues across the Fulbright as Mall Avenue. This increases use of the collector as a north-south traffic distributor, relieving College and opening a second significant development corridor.
- Resolution of the Shiloh/Mall Avenue intersection with a roundabout. This can resolve a conflict with an at-grade Fulbright intersection and adjacent Shiloh Drive that provides access to Target and other retail destinations. This three-point roundabout would be fed in part by a dedicated right turn lane exiting the westbound flyover. The intersection with proper refuge medians can also connect a proposed shared use sidepath along Plainview with a similar facility on Mall Avenue.
- Possible grade separation of the Joyce and College intersection. This concept would take through lanes of College Avenue over

Joyce Boulevard, with local slip lanes providing for turns and local movements into adjacent properties.

- Consolidation of travel lanes to the west side of the road channel north of the Clear Creek bridge, with a five-lane or four-lane divided section with a standard width median with left-turn pockets. This eliminates the ambiguity of the current 40-foot center turn lane and permits a properly landscaped and attractive access to Lake Fayetteville Park, a major regional asset whose connection to the 71B

MALL DISTRICT: Millsap to Lake Fayetteville Components	
1	Realignment of North Front to align with east-side Market-Lee-Hemlock connector route
2	Possible additional or alternate route from Sain Street to Millsap
3	Planned Sain/Vantage connection to Joyce Boulevard
4	Roundabout intersection of planned Vantage-Sain connection with North Front
5	Realignment of northbound College Avenue lanes to pair with southbound lanes
6	New T intersection replacing ramp of eastbound Fulbright Expressway lanes. Vacated ramps integrated into a shared use path system connecting the west-side College Avenue path network back to College and Millsap and to the Mud Creek Trail.
7	Existing flyover for northbound to westbound movement from College to Fulbright Expressway, also maintaining southbound to westbound merge
8	Continuation of Plainview collector, with connection to Mall Avenue.
9	New signalized grade level intersection on the Fulbright Expressway with the extended Plainview/Mall collector.
10	Roundabout intersection north of Fulbright Expressway, resolving Shiloh Drive and Mall Avenue circulation.
11	Van Asche/Shiloh connection with bridge over Mud Creek.
12	New connection between Van Asche/Shiloh and North Front north of Mud Creek and under College Avenue.

corridor should be emphasized.

Existing Circulator/Collector Streets

- The local circulation network, both using existing and new facilities, is a key element of the interchange reconfiguration. Adjustments and modifications of existing facilities are described below.

MALL DISTRICT: Millsap to Lake Fayetteville Components	
13	Alignment of North Front and Frontage Road intersections with Joyce Boulevard.
14	Possible redesign of Joyce Boulevard intersection with grade separated through lanes and slip lanes for local access from College to Joyce.
15	Mall Avenue with shared use sidepath to NW Arkansas Mall
16	Redesigned peripheral street at Mall site with urban section, street landscaping, and sidewalks with future Mall mixed use redevelopment.
17	BRT stop at Zion Road. The Joyce Boulevard intersection may be considered as an alternate location.
18	Consolidation of College Avenue lanes on west side of travelway, reducing paved area and improving entrance to Lake Fayetteville.
19	East side College Avenue trail connection to Mud Creek Trail
20	Existing Mud Creek Trail, with new shared use path connection to trail legs along N. Front.
21	Local path along drainage corridor and Remington Court to Shepherd Lane
22	Peripheral shared use path and walkways along redeveloped periphery of Mall.
23	Direct trail connection from Mall trailhead to Mall building
24	Existing Razorback Greenway underpass to Lake Fayetteville
25	Connection to existing path link to Lake Fayetteville and Greenway via Zion Drive shared use path

Shaded rows indicate projects that require redevelopment



- Realignment of the north and south ends of North Front. The intersection of North Front, which operates as an east frontage road for College, with Millsap would be relocated to the east, providing more distance from the College and Millsap intersection and lining up with the proposed eastside connector. On the north, the street could be relocated to align with Frontage Road, possible with removal of the existing exit ramp from northbound College either with slip lanes or intersection redesign.
- Sain-Vantage connector. The two existing streets are interrupted by Mud Creek. The successful March, 2019 bond issue includes funding to connect Sain and Vantage, linking North Front north to Joyce Boulevard and Zion Road. This concept provides a short- to medium-term termination of the Sain-Vantage connector with a roundabout at North Front, with better local street connectivity and intersection relocation. Should a future Fulbright connection be considered necessary, the eastbound movement off the Fulbright could extend under the flyover ramp and into the roundabout, while westbound movement from the connector could potentially merge into the flyover, given the additional space provided by relocating the northbound College Avenue lanes.
- Van Asche/Shiloh Drive connection. Connecting these stub streets would provide continuous service access on the northwest quadrant of the interchange. This logical connection has been stymied to date by the need for a Mud Creek crossing. This proposed link continues into the Mall site and is integrated into the Mall's internal street system.

New Circulator/Collector Streets

- Most new collectors in this segment fill gaps in the existing network and are described above.
- New connection linking North Front and Shiloh Drive under the elevated section of College. At present, traffic bound from the east side of College to retail destinations on the west side must use the flyover. This link provides an alternative east-west link to businesses and development on both sides.

Private Connected Circulation

- Private drives using right-of-ways vacated by North Front intersection relocation.
- Upgrade of the peripheral drive around Northwest Arkansas Mall to an

- interior urban street as part of a redevelopment program to develop surplus parking area with mixed use development.
- Upgrade of the Shepherd Lane access between the Mall and Barnes and Noble shopping center, integrated into Mall drive redesign. This is especially important if through lanes on College are elevated at Joyce Boulevard.

Regional Shared Use Trail Connections

- Connection of proposed trails, some of which use vacated portions of the interchange, linking the College/71B corridor to the Razorback Greenway and Mud Creek Trails. Components are described below.
- Plainview/Mall shared use sidepath continues the trail on the west side of College, connecting directly to the Mud Creek Trail and, through the redesigned Mall site, the existing Greenway trailhead at the Mall.
- Trail from Plainview and Fulbright connects to Mud Creek Trail east of the corridor and to the northwest corner of College and Millsap, largely using vacated expressway ramps following redesign. Trail could continue west along Futrall Drive to connect to the Greenway tunnel near Gregg, serving the Washington Regional Medical Center district.
- Reuse of existing bridge for northbound College Avenue lanes over Mud Creek as a park related to adjacent development and a link between the east and west segments of the Mud Creek Trail.

College Avenue Trail Network

- East side system continues north along North Front corridor to Mud Creek Trail, continuing north along tributary drainageway and Frontage Road to Zion Drive.
- East side connection continues with a path along Zion Drive to existing trail link to Lake Fayetteville and Greenway at Venetian Lane.
- West side route follows Mall Avenue and peripheral street to existing trailhead, and continues loop to Zion Drive entrance to the Mall.
- Zion Drive link across College connects the east and west side systems.

Urban Intersection Nodes

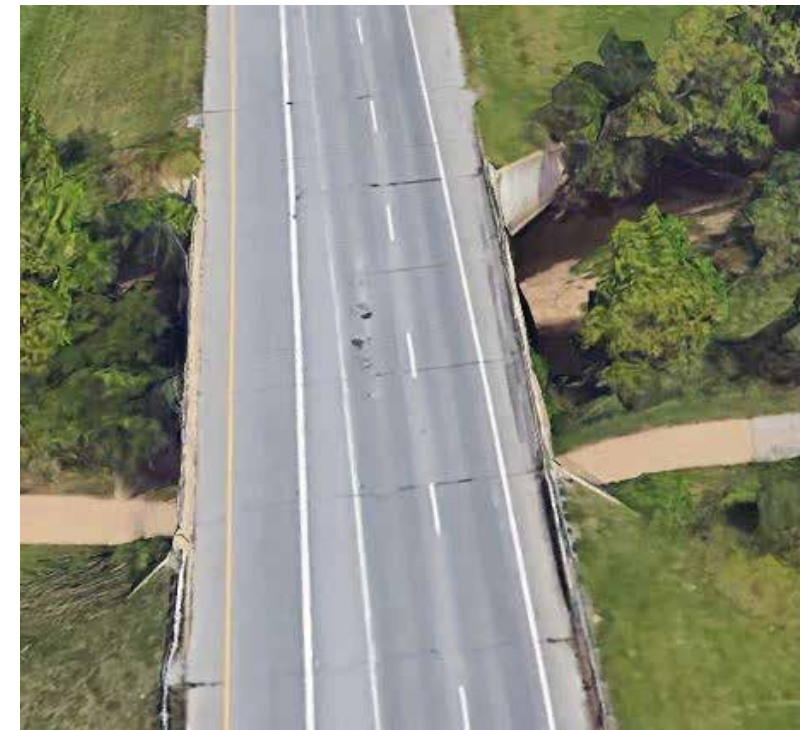
- High visibility crosswalks with streetscape elements and refuge medians at signalized intersections. These include Joyce Boulevard,

Shepherd Lane, and Zion Drive.

- Zion Drive intersection to be redesigned to reduce high speed character of right turn bypass lanes.

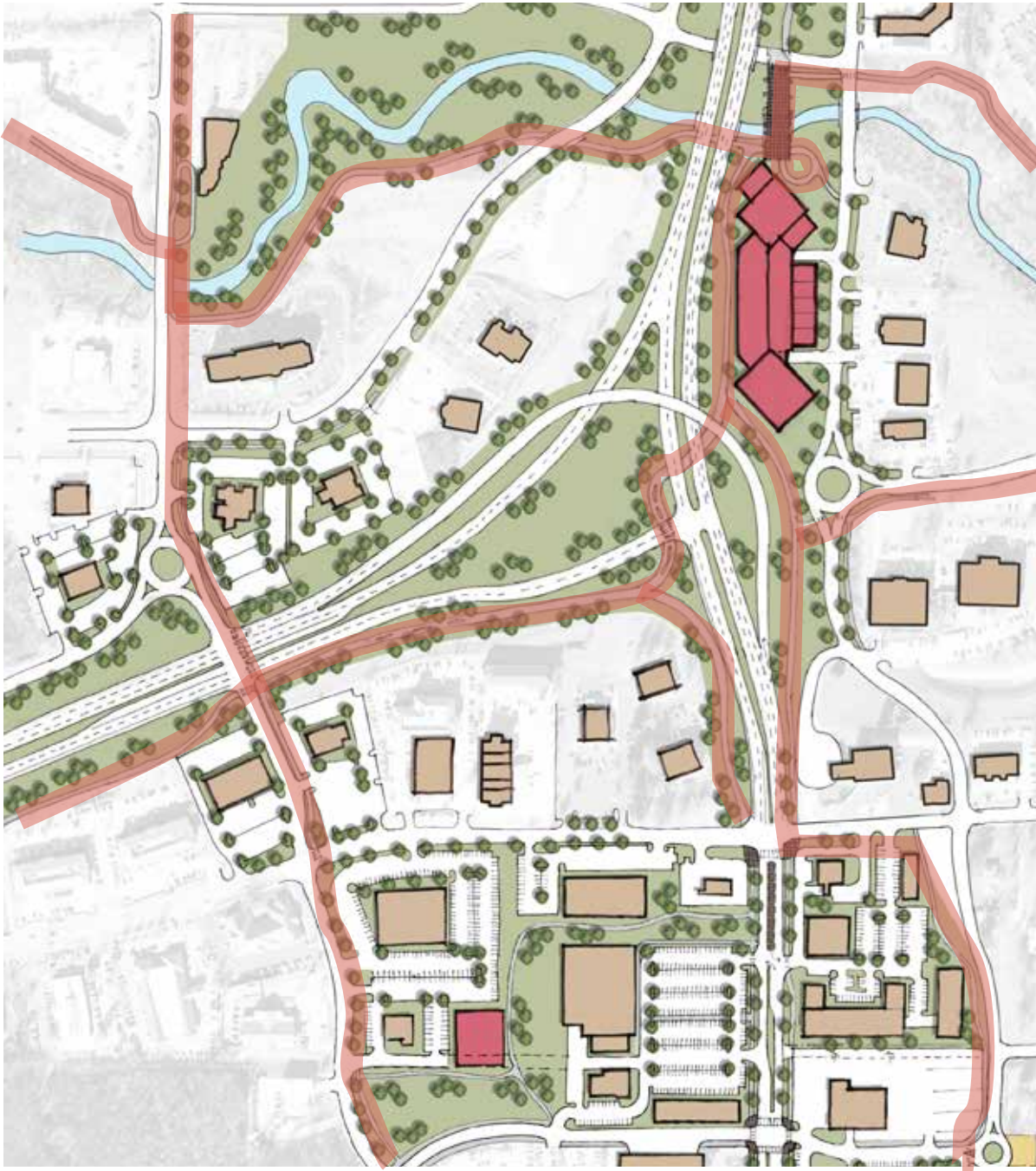
Transit (BRT) Stations

- Potential BRT stop at Shepherd Lane or Zion Drive. Scale of intersections and amount of space permits full turnout stops on one side of the intersection: probably south at Zion or north at Shepherd.



Bridge Park

With relocation of northbound lanes, this bridge could be converted to a park that would be a resource for an adjacent high-density development and a connection between the two legs of the Mud Creek Trail.



Conceptual Sketches

Design sketch at left highlights shared use path connectivity through the concept for the College and Fulbright interchange. Sketch above illustrates grade levels and possible development of vacated northbound right-of-way.



THE DEVELOPMENT FRAMEWORK

Development along the 71B corridor has been and will continue to be an incremental process. This section establishes a guide for that continued evolution that gradually, through market forces and individual, voluntary actions can lead to a new kind of connected, mixed use 71B corridor. The framework is based on an overall assessment of the long-term viability of different types of occupancy, the conditions of sites and buildings, and the effects of changing market forces on different types of land uses and demands for them. This assessment is in turn based on several overriding trends:

1. The growth projections and policies contained in Fayetteville's comprehensive plan and other planning documents, including the ULI's healthy corridor assessment and the Fayetteville Mobility Plan. The comprehensive plan projects a population growth of 50,000 for Fayetteville, corresponding to approximately 20,000 housing units. A substantial amount of this housing will be in medium to high-density settings, including small-lot single family, attached units like townhouses, low- and mid-rise multi-family apartments, and innovative residential settings.
2. The market analysis presented in Chapter Four indicates a declining medium- and long-term demand for commercial land and square footage, partially but not totally offset by population growth. This decline in the immediate corridor market has a number of causes, including competition from regional retail destinations such as the Promenade and the larger Rogers commercial area, the increasing prevalence of on-line retailing, and the declining market for traditional retail malls like the Northwest Arkansas Mall and older strip centers. This, coupled with substantial housing demand during the next two decades, suggests a significant probability of converting some current commercial land to residential occupancy during this period.
3. The analysis of Chapter Two shows that building coverage percentage throughout the 71B corridor is very low and parking and impervious coverage are very high. Larger commercial developments, including existing strip development, were designed with parking ratios that were

based on highly seasonal loads and are rarely achieved, today around Christmas. Other smaller developments paved their sites as a low-maintenance default option, inefficiencies caused by lack of connection to neighboring sites, and/or inefficient site design. All of these provide opportunities for more efficient use of real estate.

4. Transportation preferences in Fayetteville and elsewhere are likely to evolve during the next twenty years. Bicycle transportation, already a significant travel mode in the city, may increase with the introduction of e-bikes, bringing cycling within the physical capabilities of more people. Ozark Regional Transit has increased service on the 71B corridor with positive results and the introduction of bus rapid transit is being seriously contemplated. Electric scooters and other personal mobility devices have become significant forces in peer cities like Bloomington, Indiana, while the effect of electric and autonomous vehicles on urban land needs is uncertain. Finally, personal preferences and legislative mandates that respond to greenhouse gas emissions and climate change may also have a profound effect on transportation in future years. One common trend is likely though – the amount of land devoted to the circulation and storage of personal vehicles is likely to decrease significantly. And many alternative modes are especially well-suited to shorter trips and greater adjacency of residential uses, entertainment venues, and commercial and office services.
5. These collective forces increase demand for greater land efficiency, higher densities, and higher value to land area ratios. The resulting market forces will tend to increase pressure on space intensive lower-yield land uses such as small single-level strip centers, free-standing offices and retail, and some automotive uses to convert to higher intensity development.
6. These trends must be balanced strategically by the city of Fayetteville's revenue structure, which places a significant reliance on sales tax revenues. This translates to a strong public policy imperative to maintain and strengthen the corridor's retail environment, which remains highly auto-oriented, while increasing the local customer and property value base through policies that encourage residential development, higher land efficiency, and mixed uses.

DEVELOPMENT STRATEGIES

The following pages display diagrams and strategies for each segment of the 71B study area. They are overlaid on the Transportation Framework and include general policy objectives and more specific guidance for potential strategy sites. These are followed by illustrative plans that show how these guidelines could be implemented. The site-specific guidelines use terms that require further elaboration, presented here:

- **Small lot single-family residential.** Single-family detached units on lots less than 5,000 square feet, or a net average density of about 8 units per acre, or single-family semi-attached or attached units, typically on individually described lots and connected by garages or a common wall, with an average net density of about 12 units per acre. In the 71B area, this development is used on the edge of the main corridor as a transition to lower-density residential areas, on sites that can be buffered from higher intensity surrounding uses, and as a way to introduce affordable single-family homeownership opportunities. However, higher intensity uses and residential densities are more prevalent in the development framework.
- **Medium-density residential.** Attached units, including townhomes and small multi-family buildings, with net densities in the range of 16 to 24 units per acre. This form of development can appeal to households of a variety of ages but with small yards and shared covered parking, can provide an attainable option for households with young children, a growing demographic at this specific point. These units can help fill the so-called “missing middle” gap in contemporary housing markets. The development framework proposes this concept on sites that provide enough area for self-contained clusters and linkages to other community features, including schools, commercial development, and parks and playgrounds.
- **Multifamily residential.** Multi-level residential buildings, which in Fayetteville are most commonly two or three levels of living units with net densities in the range of 20 to 40 units per acre. This is also the most common multifamily form proposed for the study area. In order to minimize surface parking and because of rocky subsurface conditions, the typical multifamily building will provide three levels over at-grade parking, with parking exposure hidden by landscaping,

berming, or finished elevation treatment. As a general rule, one level of parking that extends for the full building footprint supports three residential levels. Single-use multi-family is proposed as a single use on redevelopment sites that are on the edge of the corridor area and lack direct exposure to South School or College. On sites along or near the street corridors, multi-family should be integrated into mixed use projects (see below).

- **Mixed use development.** Mixed use projects are typically shown on sites that include 1) redevelopment of excessively large parking lots, 2) future redevelopment of low-intensity, high vacancy or obsolete commercial buildings or projects, or 3) vacant buildings or sites. Typically, mixed use buildings involve retail, restaurant, office, and residential uses, usually with residential over a commercial grade level. However, requirements that the entire footprint be reserved for retail, restaurants, or similar uses often create more commercial than the market supports and require either additional surface parking or a separate parking structure. Another option, appropriate along the 71B corridor, locates parking at grade under residential levels and screened by commercial extensions appropriate to the market. Some locations have characteristics such as views, surrounding activities and assets, or urban design qualities that make taller buildings appropriate.
- **Contemporary retail or commercial.** Relatively recent (typically post 2000) development with landscaping and site design standards that do not require short-term change.
- **Commercial infill.** Generally applies to areas where existing uses are likely to remain but where space exists for additional, single-level commercial development with more efficient site design; or sites within an existing project intended for commercial development but not yet used for that purpose.
- **Commercial enhancement.** Generally applies to areas where existing uses are likely to remain but where access management, cooperative parking and site development, improved landscaping and pedestrian connections to front doors from trails or sidewalks are needed to help realize the corridor vision.
- **Shopping center upgrades.** Improved parking and site design,

possible facade and pedestrian improvements, and reducing unnecessary parking to be more consistent with normal demand rather than extremes.

- **Internal streets.** Driveways within projects such as shopping centers and large mixed use projects designed to have the character of streets with sidewalks, street landscaping and furniture, and limited driveway or drive aisle interruptions.
- **Iconic commercial.** Properties to be maintained by virtue of the memories and stories that they produce or because of their special place in the historic development of the 71B corridor.



Iconic commercial. Gator Golf, Fayetteville



Small lot single family. Florida Way, Fayetteville



Medium-density residential. Gray's Station, De Moines



Medium-density residential. Huron Street, Culver City



Mixed use concept. Wauwatosa, WI



Interior street. Detroit Lakes, MN



Commercial preservation. City Liquor, Fayetteville

RESEARCH DISTRICT

SOUTH FAYETTEVILLE

Total Corridor

- Reconfiguration of South School with three lanes, continuous sidewalks, protected bike lanes, two-way turn lanes, strategic pedestrian refuge medians, and possibility of future on-street parking as required by redevelopment.

Research Segment: Cato Springs to Town Branch

- Execution of Research Park master plan
- Village concept for temporary housing around 7hills Center.
- New multifamily development.
- Trail link between Cato Springs Trail and Town Branch Trail

Walker Park District: Town Branch to 11th

- Southgate redevelopment including commercial and residential redevelopment on shopping center and surrounding blocks.
- Future mixed density development between 13th and 15th
- Preservation and enhancement of key commercial assets
- Trail spur connection to Walker Park

Mill District: 11th to Prairie

- New mixed use and infill commercial development, including planned redevelopment of the Co-op property.
- Locust Street infill
- Trail-related townhomes
- Improved 7th and 9th Street cross access
- Right-turn only lanes at MLK
- Preservation of key commercial assets

Archibald Yell Segment: Prairie to Rock

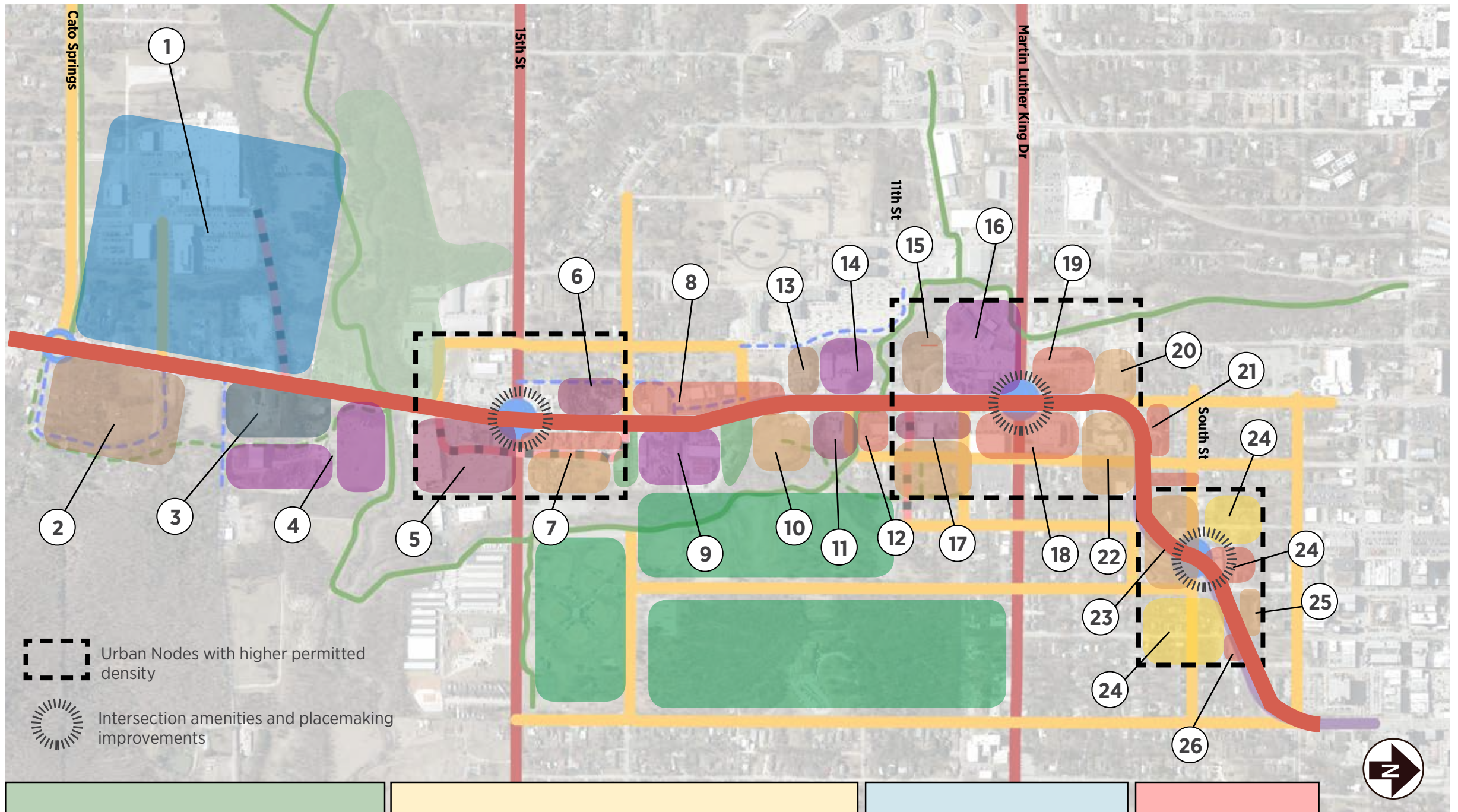
- Residential infill of different types along Archibald Yell
- Commercial enhancements of neighborhood commercial on north side.
- Revised Archibald Yell design
- Signal and pedestrian crossing and Arts Cluster at South Street
- Redesigned College and Rock intersection

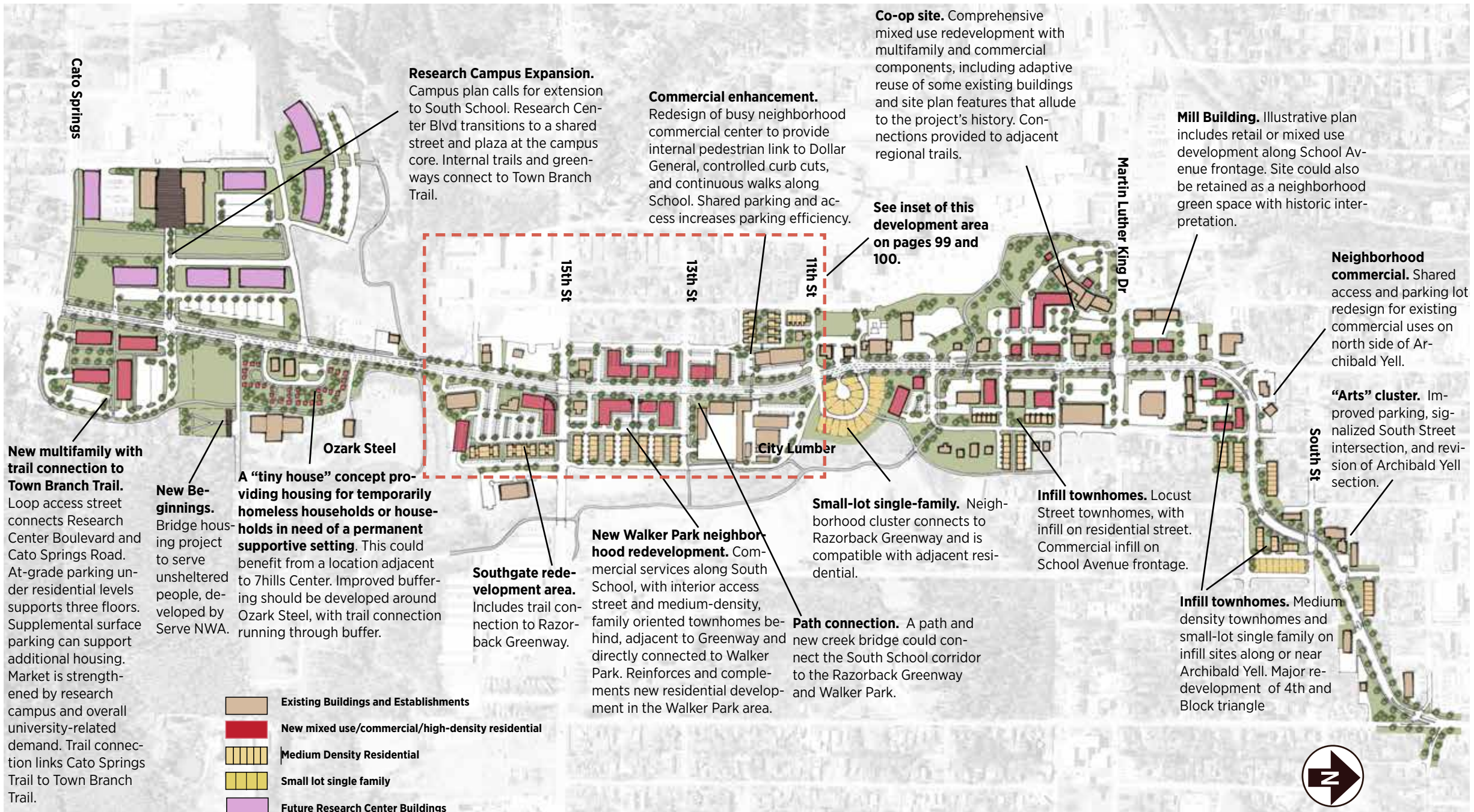
SOUTH FAYETTEVILLE DEVELOPMENT FRAMEWORK: Cato Springs to Rock Street	
1	University of Arkansas Research campus master plan implementation, with future expansion to South School
2	Multifamily residential to support research campus
3	Cottage or "tiny house" housing for temporarily homeless households/families near 7hills service center
4	Ozark Steel with improved buffering and access
5	Shopping center site redevelopment, maintaining viable existing businesses
6	Commercial infill, maintaining key neighborhood retail
7	Commercial maintenance and infill on South School frontage, medium density residential adjacent to trail and Walker Park
8	Commercial enhancement
9	City Lumber site enhancements and buffer landscaping
10	Medium-density residential infill development
11	Mixed use with multifamily emphasis
12	Commercial infill and site improvements, including landscape and reduction of paved area
13	Existing contemporary multifamily residential (Varsity House)



FIGURE 6.X: South Fayetteville Development Framework: Cato Springs to Rock Street	
14	Site enhancements and access management of existing industrial use
15	Multifamily with existing commercial/restaurant frontage on School, improved parking
16	Mixed use redevelopment of the Co-op site. Future site enhancement with infill commercial on corner.
17	Commercial maintenance and infill on School frontage, medium-density residential on Locust St infill sites
18	Contemporary retail. Improved site plan with upgraded pedestrian access from street.
19	Mill District buildings. Infill street-oriented commercial along School frontage or maintenance as a public space
20	Contemporary medium-density residential, commercial adaptive reuse possible at corner
21	Existing neighborhood commercial with shared site access and coordinated parking plan.
22	Medium density residential, with gradual redevelopment continuing development precedent along 5th Street
23	Medium density residential infill and spot redevelopment on open or distressed sites along Archibald Yell. Focus on southeast corner of South Street
24	Single-family conservation and infill, continuing current development patterns
25	Existing multifamily
26	Key neighborhood business with improved pedestrian access to and through the site









Food and Shelter Village, Norman, OK

Housing “Village” for Temporarily Homeless Households

Homelessness is a significant challenge in the South Fayetteville part of the study corridor, but it encompasses different people with different needs. The interfaith 7hills has established a Day Center along South School that provides support services including job assistance, transportation, meals, counseling, and other basic human services. It is also developing the Walker Community, a transitional housing environment that will provide 36 units for individuals and families in townhome and efficiency apartments. Serve NWA’s New Beginnings project, under development in 2019, addresses the needs of unsheltered people by providing bridge housing with supportive services to help them on the path to permanent settings. But others, including households with children, are temporarily homeless because of financial emergencies, domestic abuse, gentrification, and increasing housing costs. An interesting physical development model to address these needs is a “tiny house” community, providing individual detached units around common space with access to 7hills support services through its service center. This approach was pioneered by Norman, Oklahoma’s Food and Shelter program and appears highly relevant to this need in Fayetteville. It also provides a place for families to live on a short-term basis while other, more permanent housing is developed.



Focus on Southgate

The Southgate area, between Town Branch Creek and approximately 11th Street, merits a special focus because of the substantial new development opportunity that it presents. While most of the 71B corridor involves evolutionary change on opportunity sites, this area’s underutilized or vacant land encourages a more aggressive, redevelopment-oriented approach. Such an approach also complements the major changes taking place in the Mill District, improvement efforts in the Walker Park neighborhood, and the continued growth of the University of Arkansas research campus. A key early initiative would be redevelopment of the under-occupied Southgate shopping center. In the concept, the vacant IGA grocery store, most of which is in the Town Branch Creek floodplain, would be demolished and replaced by a multi-family building with parking at grade (or floodplain) level. The iconic Mountain Man store would remain with improved parking and overall environment. A contemporary but vacant bank building would be reused, with a new mixed use building defining the 15th Street corner and more residentially scaled apartments lining the east side of the site.

The following pages illustrate the continuation of this redevelopment approach toward the Mill District. New development focuses on sites with low use and the concept maintains and enhances many existing buildings and business establishments. Existing salvage yards north of 15th Street would gradually be replaced with new commercial development and a medium-density townhome community with access to the Razorback Greenway and Walker Park. On the west side of School north of 15th, a mixed use project with two commercial spaces and multifamily buildings would replace vacant uses or distressed buildings. Parking and pedestrian access are improved to important existing neighborhood businesses.



Southgate Development Area Concept: Town Branch Creek to 11th Street



Southgate Plan Elements



Aerial perspective looking northeast. View illustrates scale of potential buildings with their relationship to surrounding neighborhoods, Walker Park, and existing development.



View looking south with City Lumber and existing commercial center (including Rick's Iron Skillet) in foreground.



Looking north from north edge of City Liquor site.



Internal street through Southgate multi-family and townhome community includes a path that would link these new residential areas to Walker Park over a new creek bridge and to the Walker Park Trail.



Looking toward possible redevelopment of the existing Southgate shopping center.

MIDTOWN DISTRICT SOUTH: NORTH TO TOWNSHIP

Total Corridor

- College Avenue upgrade with access management

VA/Evelyn Hills Segment: North to Sycamore

- College Avenue upgrade with access management
- Redesign of Evelyn Hills parking lot, with future development possibilities
- Future extension of Memorial Drive to serve new development
- Path connection to Gregory Park
- Local path and sidewalk continuity
- Urban family residential on “farm” and storage sites, tied to local streets
- Transit (BRT) station at Memorial Drive

Green Acres Segment: Sycamore to Poplar

- High-density node at Sycamore intersection, focusing on north-east quadrant
- Green Acres realignment and replacement with central green space
- Sublett Creek trail connection to Poplar, with upgraded Poplar bikeway to Razorback Greenway
- Intersection nodes at Sycamore, Green Acres, Poplar
- Infill mixed-use and multi-family
- Family- and trail-oriented townhomes using back parts of deep commercial lots and adjacent to Woodland Junior High

Restaurant District:

- Theming as a center of international, locally-owned restaurants
- Interconnection of parking and driveways with pedestrian connections between businesses
- Intersection nodes at Colt Square Drive, and Township
- Infill mixed use development as opportunities emerge
- Local access grid to west side using Green Acres and Colt Drive extensions
- Greenway and neighborhood park along floodplain
- Parallel, separated shared use paths paralleling both sides of College

Township Node

- Transit (BRT) station at Township



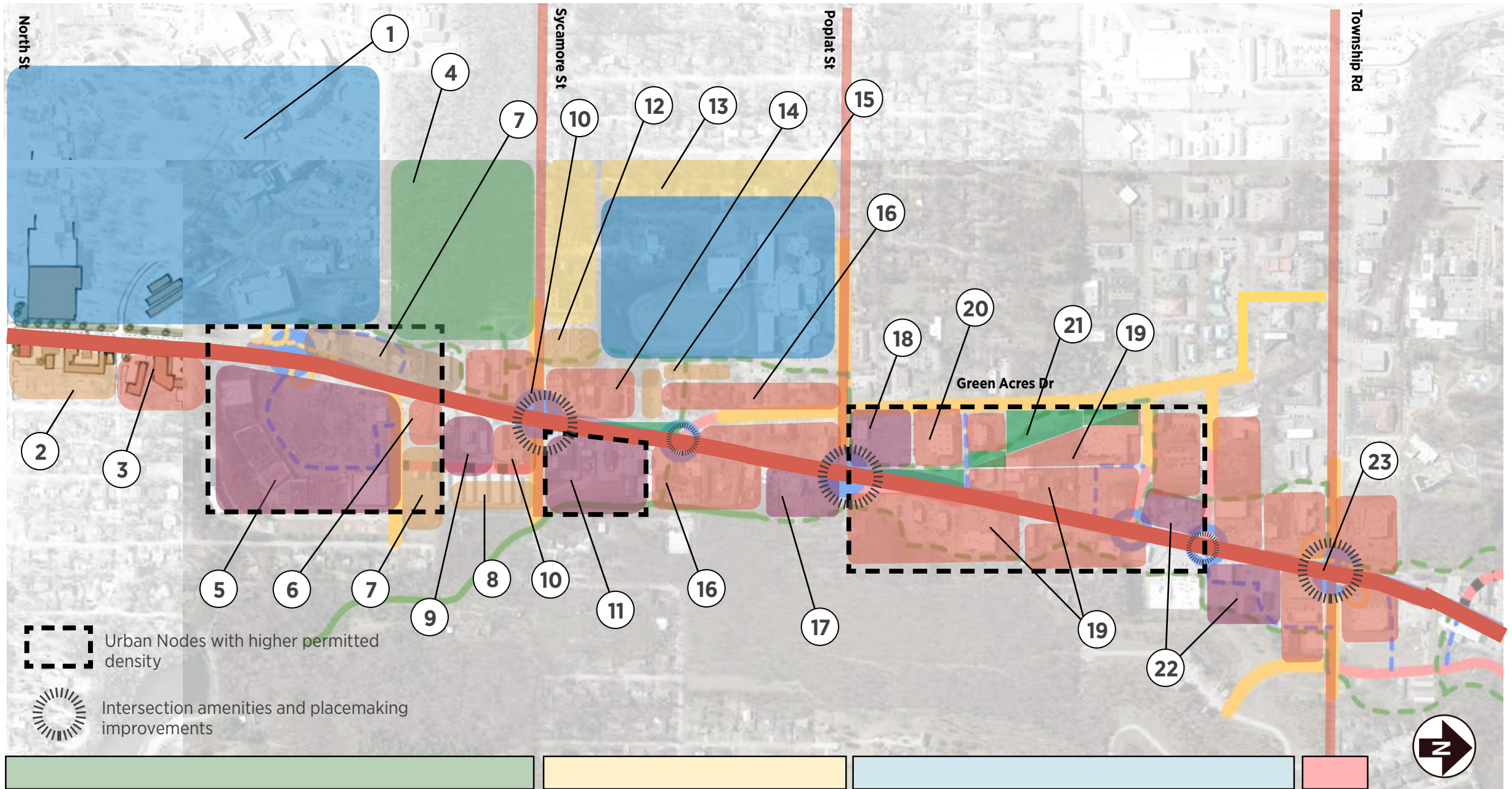
FIGURE 6.X: South Fayetteville Development Framework: Cato Springs to Rock Street






1	VA Hospital campus with improved pedestrian access to College
2	Adaptive reuse of iconic motel by the Fayetteville Housing Authority to provide affordable housing for veterans. Possible commercial infill at corner
3	Existing commercial/office uses
4	Gregory Park with path links to College and surrounding uses
5	Evelyn Hills upgrade with improved parking and circulation design. Possible future higher-density mixed use development on College and on north side of lot
6	Contemporary commercial
7	Medium density residential along internal street
8	Medium density or small-lot single family
9	Mixed use with multifamily emphasis, commercial on direct College frontage
10	Existing contemporary commercial
11	Mixed use development with street-level commercial emphasis at intersection, high-density residential away from the street
12	Existing medium density residential

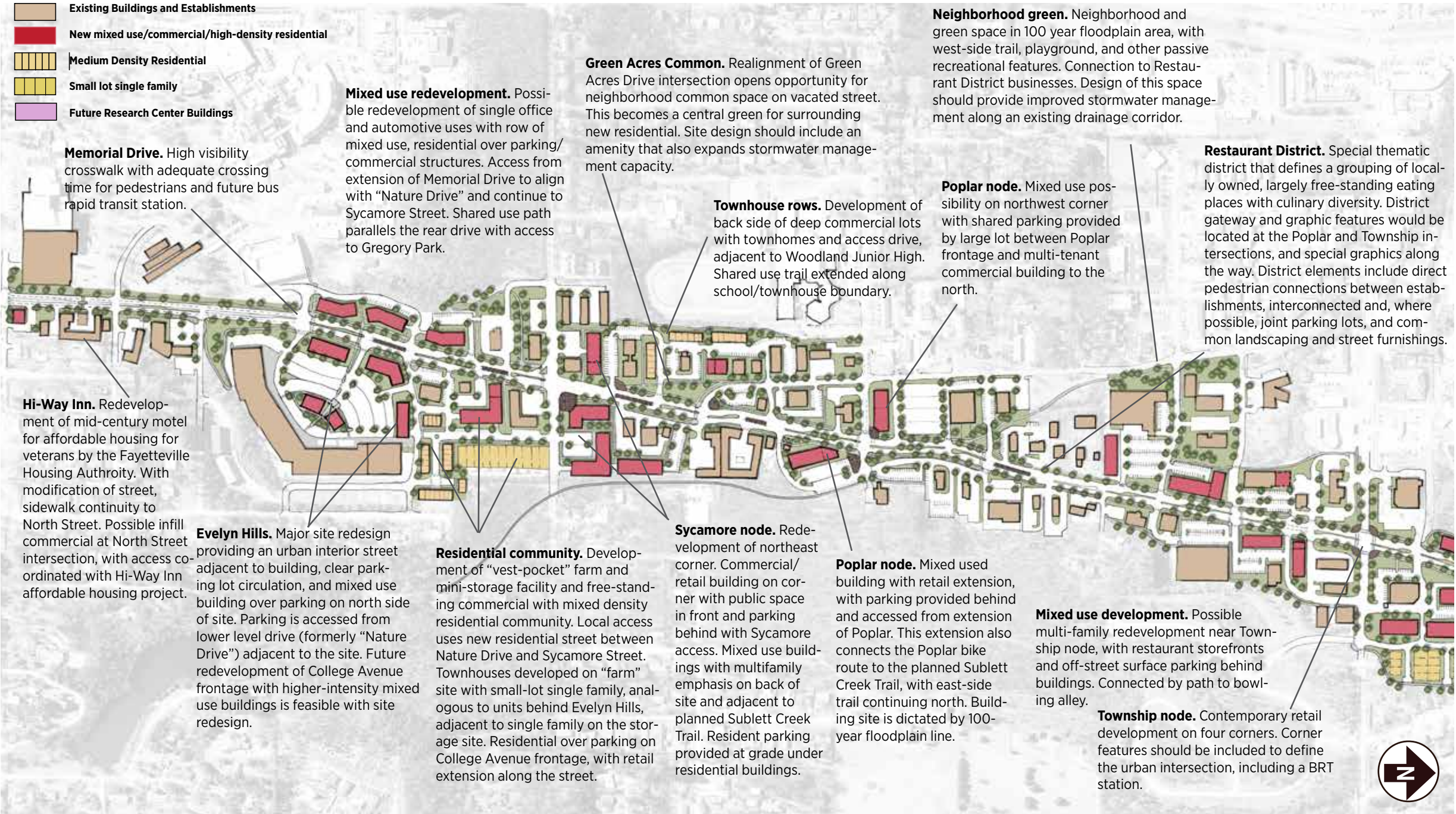


FIGURE 6.X: South Fayetteville Development Framework: Cato Springs to Rock Street

13	Existing primarily single-family residential neighborhoods
14	Existing contemporary commercial with possible infill
15	Multifamily with existing commercial/restaurant frontage on College, improved parking
16	Commercial maintenance and occasional infill, including preservation of historically important mid-century motel on College
17	Mixed use development with multifamily emphasis on Poplar node
18	Possible street-oriented commercial with potential for upper level residential or maintenance of existing commercial using surplus parking in place of street yard parking.
19	Restaurant District segment, maintaining individual buildings and providing shared pedestrian and driveway access, thematic streetscape, interconnected drives, and shared parking where possible
20	Commercial maintenance, with potential reuse of excess surface parking.
21	Neighborhood greenway and park along drainage corridor
22	Mixed use residential, with residential over parking and retail
23	Township Node, maintaining existing contemporary commercial with improved links to future BRT station



-  Existing Buildings and Establishments
-  New mixed use/commercial/high-density residential
-  Medium Density Residential
-  Small lot single family
-  Future Research Center Buildings



Memorial Drive. High visibility crosswalk with adequate crossing time for pedestrians and future bus rapid transit station.

Mixed use redevelopment. Possible redevelopment of single office and automotive uses with row of mixed use, residential over parking/commercial structures. Access from extension of Memorial Drive to align with "Nature Drive" and continue to Sycamore Street. Shared use path parallels the rear drive with access to Gregory Park.

Green Acres Common. Realignment of Green Acres Drive intersection opens opportunity for neighborhood common space on vacated street. This becomes a central green for surrounding new residential. Site design should include an amenity that also expands stormwater management capacity.

Townhouse rows. Development of back side of deep commercial lots with townhomes and access drive, adjacent to Woodland Junior High. Shared use trail extended along school/townhouse boundary.

Poplar node. Mixed use possibility on northwest corner with shared parking provided by large lot between Poplar frontage and multi-tenant commercial building to the north.

Restaurant District. Special thematic district that defines a grouping of locally owned, largely free-standing eating places with culinary diversity. District gateway and graphic features would be located at the Poplar and Township intersections, and special graphics along the way. District elements include direct pedestrian connections between establishments, interconnected and, where possible, joint parking lots, and common landscaping and street furnishings.

Hi-Way Inn. Redevelopment of mid-century motel for affordable housing for veterans by the Fayetteville Housing Authority. With modification of street, sidewalk continuity to North Street. Possible infill commercial at North Street intersection, with access coordinated with Hi-Way Inn affordable housing project.

Evelyn Hills. Major site redesign providing an urban interior street adjacent to building, clear parking lot circulation, and mixed use building over parking on north side of site. Parking is accessed from lower level drive (formerly "Nature Drive") adjacent to the site. Future redevelopment of College Avenue frontage with higher-intensity mixed use buildings is feasible with site redesign.

Residential community. Development of "vest-pocket" farm and mini-storage facility and free-standing commercial with mixed density residential community. Local access uses new residential street between Nature Drive and Sycamore Street. Townhouses developed on "farm" site with small-lot single family, analogous to units behind Evelyn Hills, adjacent to single family on the storage site. Residential over parking on College Avenue frontage, with retail extension along the street.

Sycamore node. Redevelopment of northeast corner. Commercial/retail building on corner with public space in front and parking behind with Sycamore access. Mixed use buildings with multifamily emphasis on back of site and adjacent to planned Sublett Creek Trail. Resident parking provided at grade under residential buildings.

Poplar node. Mixed used building with retail extension, with parking provided behind and accessed from extension of Poplar. This extension also connects the Poplar bike route to the planned Sublett Creek Trail, with east-side trail continuing north. Building site is dictated by 100-year floodplain line.

Mixed use development. Possible multi-family redevelopment near Township node, with restaurant storefronts and off-street surface parking behind buildings. Connected by path to bowling alley.

Township node. Contemporary retail development on four corners. Corner features should be included to define the urban intersection, including a BRT station.



Evelyn Hills shopping center today.

Evelyn Hills development concept in phases. An initial development phase (above left) would include redesign of the parking lot for greater efficiency, clearly circulation, and much better pedestrian connections between the College and Memorial Drive intersection and the main shopping center. Existing free-standing pad buildings would remain in place, while a new mixed use building with parking accessed from below would anchor the north end of the strip. A later phase (above right) anticipates reduced parking demand and increased emphasis on transit-oriented, street-defining mixed use development. New mixed use residential/commercial buildings with up to three residential stories over retail and parking would line the street, with an additional structure defining a proposed public green closer to the historic center. A pass-through gateway through this new building would emphasize a direct connection to the street.



Sycamore Node. Massing diagram looks northeast, showing potential mixed use development on the northeast corner, completing a higher intensity node at the intersection. Townhouses and a green space made possible by relocating the Green Acres intersection.





Green Acre Commons. Relocating the Green Acres intersection to a 90 degree angle with College produces a neighborhood commons that can encourage adjacent residential development. It also provide an opportunity for a neighborhood amenity that can address stormwater management.



Restaurant District. Interconnection of parking lots and connections between restaurants can help this collection of unique restaurants gel into a special district. Thematic graphics, common areas for outdoor dining, and cooperative marketing can further define the district's identity and brand recognition.

MIDTOWN DISTRICT NORTH: TOWNSHIP TO MILLSAP

Total Corridor

- College Avenue upgrade with access management

Township Urban Node: Township to Sunbridge

- Future new urban family and mixed use development center north of Township to Sunbridge Drive with land use evolution, with a range of densities and supporting retail development
- Transit (BRT) station at Township

Drake Segment: Sunbridge to south of Appleby

- Interconnection of parking lots where possible
- Parallel access drives or streets with redevelopment
- Continuous shared use paths separated from College
- Realignment of Villa Blvd and Drake Street to 90 degree intersections
- Urban node at Sunbridge
- Drake Street enterprise/innovation district

Fiesta Square Segment: South of Appleby to Harold

- Connection of Appleby and Parkview with T-roundabout with Rolling Hills to create parallel collector street on west side of College
- Urban node at Rolling Hills and College with high-density mixed use development and placemaking features
- Possible transit station (BRT) at Rolling Hills
- Bikeway connections using Appleby, Rolling Hills, and shared use path on extended Parkview
- “Right-sizing” and simplifying Fiesta Square parking lot, with mixed use development between College and Appleby/Parkview

Uptown Segment: Harold to Millsap

- Local street grid created by Parkview and Lee/Front Street connections north and south; and Harold, Longview, Masonic, and Millsap connections east and west
- Masonic realignment to relocate Masonic Drive signal south and providing a west access from Whole Foods
- Major mixed use development opportunities at Parkview and Harold extension and on under-occupied shopping center south of Masonic



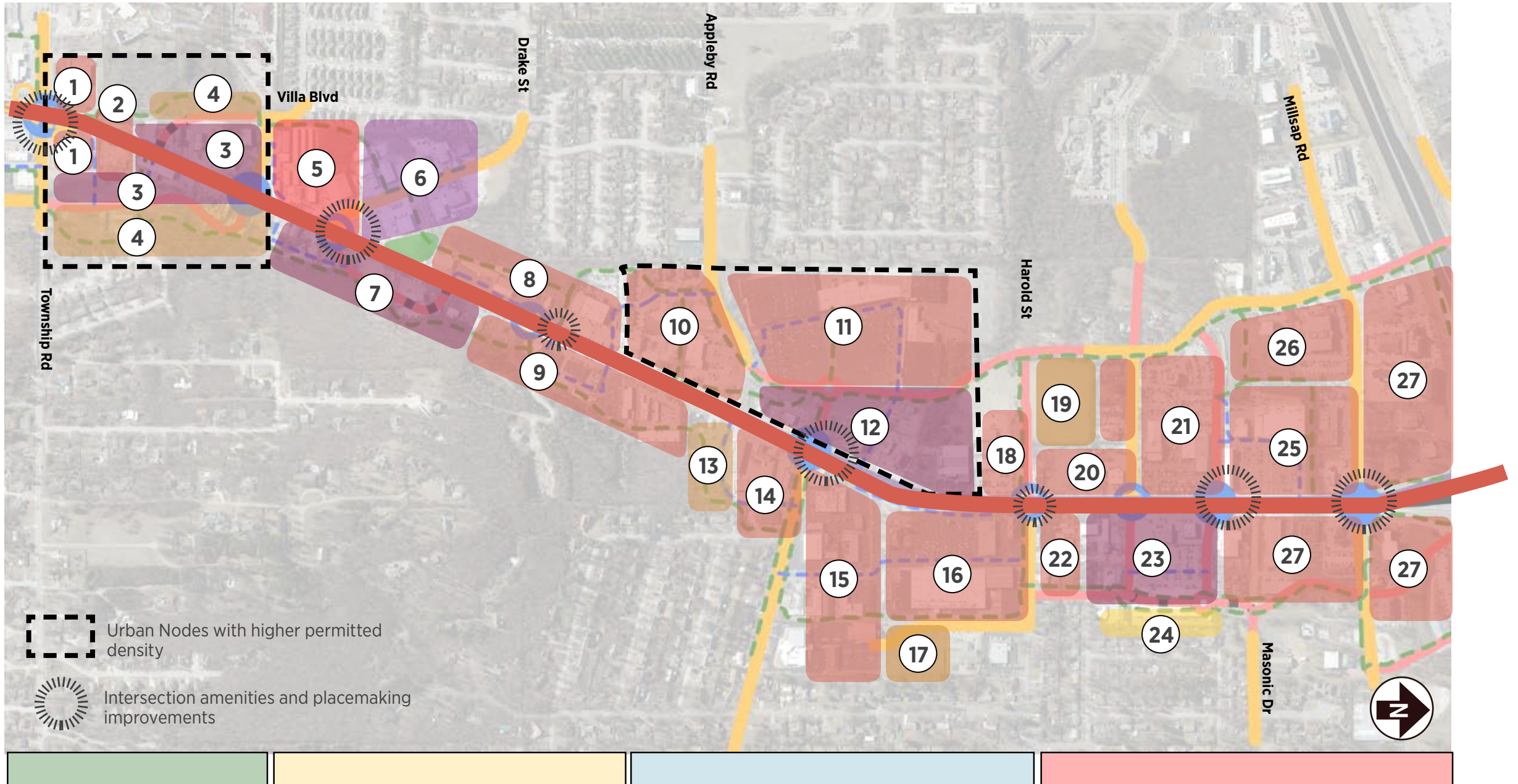
FIGURE 6.X: Midtown Development Framework: Cato Springs to Rock Street

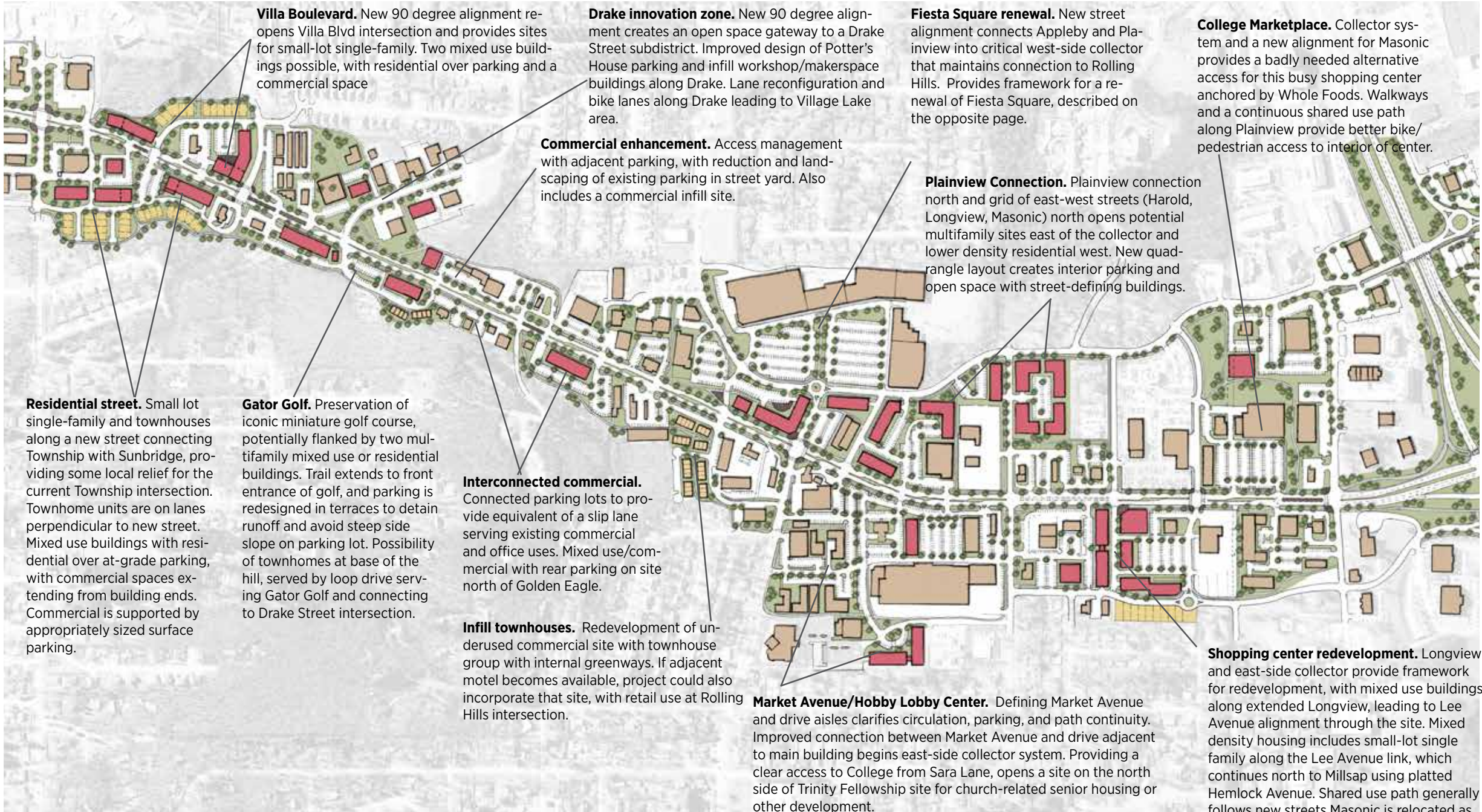
1	Existing contemporary commercial
2	Commercial infill
3	High-density mixed use, typically residential over parking with limited commercial
4	Medium density and small lot single-family residential
5	Commercial maintenance and enhancement
6	Existing trade commercial and light industrial, infill possibilities and conversions to maker-space
7	High-density mixed use, typically residential over parking with limited commercial; preserves iconic miniature golf \
8	Commercial enhancement with access management and landscape
9	Commercial enhancement with mixed use infill
10	Commercial enhancement with improved coordinated site design
11	Fiesta Square upgrades with parking lot redesign and “right-sizing” and increasing efficiency of parking
12	Mixed use development along Fiesta Square frontage along College, including Appleby to Plainview connection
13	Medium density residential
14	Commercial enhancement and infill



FIGURE 6.X: South Fayetteville Development Framework: Cato Springs to Rock Street

15	Site and circulation enhancement of multi-building retail and office building group
16	Site and circulation enhancement with commercial infill
17	Medium density residential
18	Commercial enhancement with increased public exposure of auto dealership with Plainview extension
19	Multifamily residential group
20	Commercial enhancement with access management
21	Commercial enhancement with possible expansion across Longview Street. Buffering against residential uses
22	Commercial enhancement through common site design
23	Redevelopment of under-occupied commercial center with mixed use development, with residential/commercial balance
24	Small lot single-family buffer
25	Contemporary commercial center (Whole Foods), enhanced with site design and alternative preferred access with College and Plainview routes
26	Office/commercial infill
27	Contemporary commercial/office development, site design enhancements





Villa Boulevard. New 90 degree alignment re-opens Villa Blvd intersection and provides sites for small-lot single-family. Two mixed use buildings possible, with residential over parking and a commercial space

Drake innovation zone. New 90 degree alignment creates an open space gateway to a Drake Street subdistrict. Improved design of Potter's House parking and infill workshop/makerspace buildings along Drake. Lane reconfiguration and bike lanes along Drake leading to Village Lake area.

Fiesta Square renewal. New street alignment connects Appleby and Plainview into critical west-side collector that maintains connection to Rolling Hills. Provides framework for a renewal of Fiesta Square, described on the opposite page.

College Marketplace. Collector system and a new alignment for Masonic provides a badly needed alternative access for this busy shopping center anchored by Whole Foods. Walkways and a continuous shared use path along Plainview provide better bike/pedestrian access to interior of center.

Commercial enhancement. Access management with adjacent parking, with reduction and landscaping of existing parking in street yard. Also includes a commercial infill site.

Plainview Connection. Plainview connection north and grid of east-west streets (Harold, Longview, Masonic) north opens potential multifamily sites east of the collector and lower density residential west. New quadrangle layout creates interior parking and open space with street-defining buildings.

Residential street. Small lot single-family and townhomes along a new street connecting Township with Sunbridge, providing some local relief for the current Township intersection. Townhome units are on lanes perpendicular to new street. Mixed use buildings with residential over at-grade parking, with commercial spaces extending from building ends. Commercial is supported by appropriately sized surface parking.

Gator Golf. Preservation of iconic miniature golf course, potentially flanked by two multifamily mixed use or residential buildings. Trail extends to front entrance of golf, and parking is redesigned in terraces to detain runoff and avoid steep side slope on parking lot. Possibility of townhomes at base of the hill, served by loop drive serving Gator Golf and connecting to Drake Street intersection.

Interconnected commercial. Connected parking lots to provide equivalent of a slip lane serving existing commercial and office uses. Mixed use/commercial with rear parking on site north of Golden Eagle.

Infill townhouses. Redevelopment of underused commercial site with townhouse group with internal greenways. If adjacent motel becomes available, project could also incorporate that site, with retail use at Rolling Hills intersection.

Market Avenue/Hobby Lobby Center. Defining Market Avenue and drive aisles clarifies circulation, parking, and path continuity. Improved connection between Market Avenue and drive adjacent to main building begins east-side collector system. Providing a clear access to College from Sara Lane, opens a site on the north side of Trinity Fellowship site for church-related senior housing or other development.

Shopping center redevelopment. Longview and east-side collector provide framework for redevelopment, with mixed use buildings along extended Longview, leading to Lee Avenue alignment through the site. Mixed density housing includes small-lot single family along the Lee Avenue link, which continues north to Millsap using platted Hemlock Avenue. Shared use path generally follows new streets. Masonic is relocated as part of the project, providing continuous route between the two collectors.



Fiesta Square renewal. These views, looking to the northeast over the main Fiesta Square building, illustrate different phases of the property’s potential development. An initial phase (above left) shows the new connection of Appleby Road and Plainview Avenue, the south end of a west-side collector that follows Plainview north to Millsap and eventually across the Fulbright Expressway to the Mall. In addition to improving circulation, this new street creates an opportunity for mixed use development at town center scale. It in turn frames the entrance to Fiesta Square and produces a more efficient and appropriately sized parking for the main center. A greenway along the Rolling Hills axis creates a strong visual and functional connection to College, extending walkways along the existing center to College. Street oriented buildings would be developed in this initial stage between College and the Appleby-Plainview connection. Development may provide space for a future BRT stop with station at Rolling Hills entrance.

A later phase (above right) adds a row of mixed use buildings along the west side of the new street, giving it the two-sided enclosure and feel of a major urban street while maintaining substantial surface parking to serve Fiesta Square. The Plainview connection north opens up other sites to primarily office and residential development, improving access to Washington Regional Hospital and providing land to satisfy a larger part of regional housing demand in or near the 71B corridor.



MALL DISTRICT MILLSAP TO LAKE FAYETTEVILLE

Interchange: Millsap to Joyce

- Major interchange reconfiguration, including relocation of northbound lanes to pair with southbound
- Continuation of east- and west-side collector streets and improved local connections to create new development possibilities
- Redevelopment of vacated right-of-way with mixed use residential and office development with some support commercial
- Extensive new greenway and trail connectivity

Mall Area; Joyce to Lake Fayetteville

- Mall redevelopment program, maintaining existing building and adding new, market-driven uses and development on surplus parking area
- Improved visibility and connection to Lake Fayetteville from College corridor
- Modification of North College, consolidating travel lanes on west side of highway, converting east side from roadway to greenway

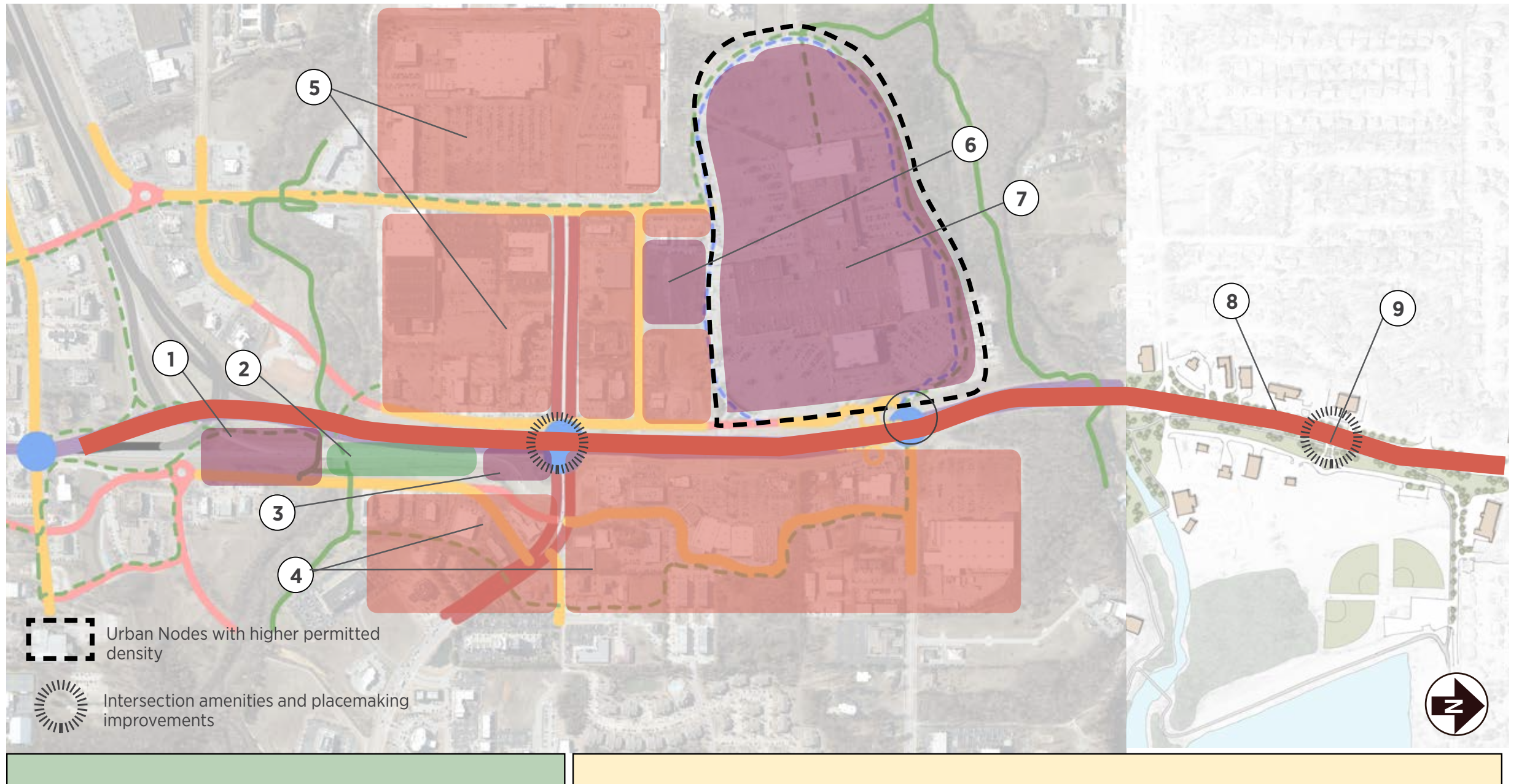


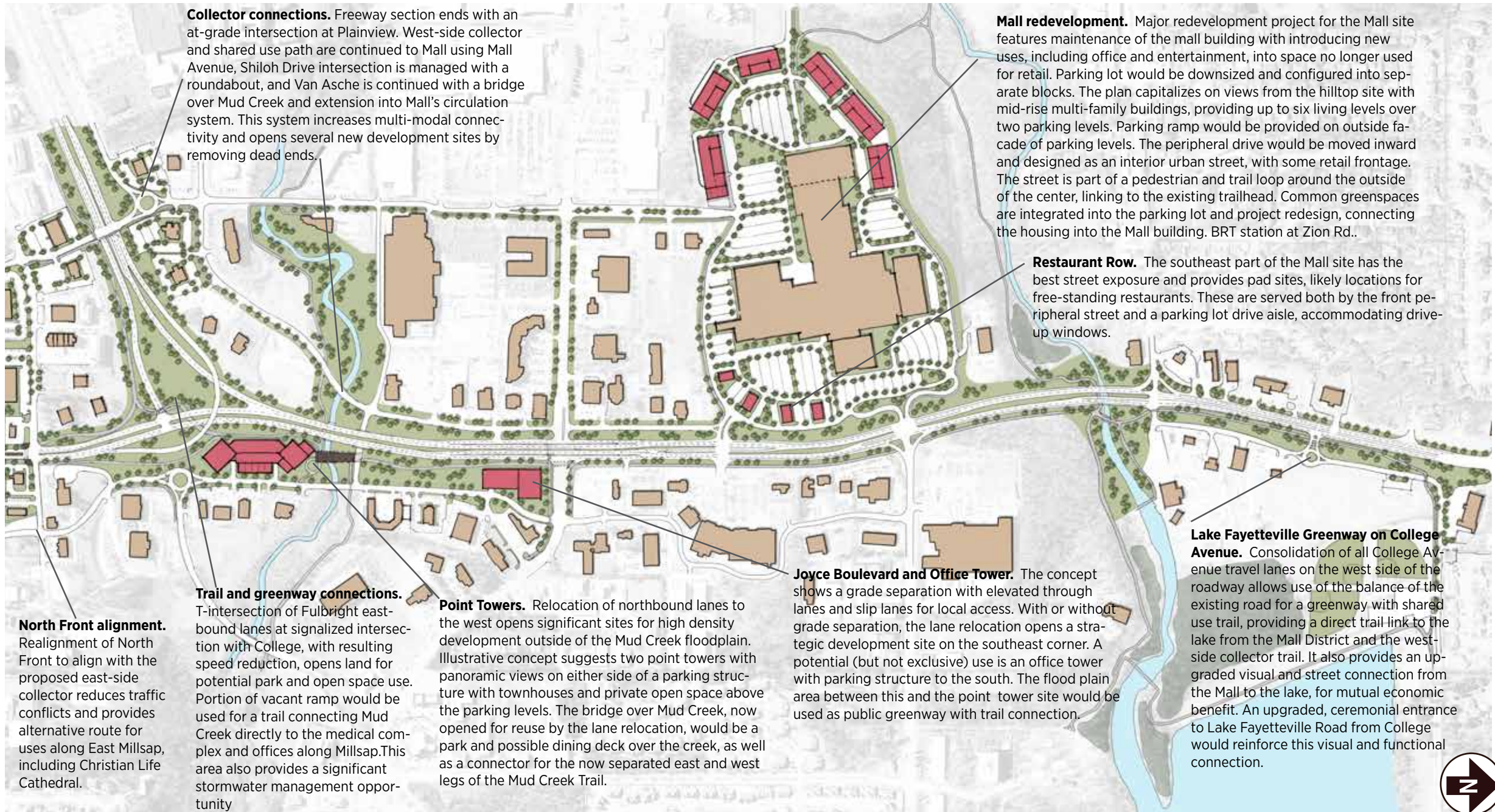
Google Earth aerial image



FIGURE 6.X: Mall District Development Framework: Millsap to Lake Fayetteville

1	With relocation of northbound lanes, residential point towers with parking structure and townhomes on upper deck.
2	Parks and trail corridor along North Front.
3	Office development with parking structure
4	Existing contemporary commercial
5	Existing contemporary commercial
6	Infill commercial, possibility of additional hospitality use
7	Mall redevelopment with evolution of existing mall building with new uses, commercial pads with street exposure, and major mid-rise, high-density housing
8	Consolidation of College Avenue lanes to west side of right-of-way, providing greenway on vacated roadway
9	Upgraded Lake Fayetteville entrance





Collector connections. Freeway section ends with an at-grade intersection at Plainview. West-side collector and shared use path are continued to Mall using Mall Avenue, Shiloh Drive intersection is managed with a roundabout, and Van Asche is continued with a bridge over Mud Creek and extension into Mall's circulation system. This system increases multi-modal connectivity and opens several new development sites by removing dead ends.

Mall redevelopment. Major redevelopment project for the Mall site features maintenance of the mall building with introducing new uses, including office and entertainment, into space no longer used for retail. Parking lot would be downsized and configured into separate blocks. The plan capitalizes on views from the hilltop site with mid-rise multi-family buildings, providing up to six living levels over two parking levels. Parking ramp would be provided on outside facade of parking levels. The peripheral drive would be moved inward and designed as an interior urban street, with some retail frontage. The street is part of a pedestrian and trail loop around the outside of the center, linking to the existing trailhead. Common greenspaces are integrated into the parking lot and project redesign, connecting the housing into the Mall building. BRT station at Zion Rd..

Restaurant Row. The southeast part of the Mall site has the best street exposure and provides pad sites, likely locations for free-standing restaurants. These are served both by the front peripheral street and a parking lot drive aisle, accommodating drive-up windows.

North Front alignment. Realignment of North Front to align with the proposed east-side collector reduces traffic conflicts and provides alternative route for uses along East Millsap, including Christian Life Cathedral.

Trail and greenway connections. T-intersection of Fulbright east-bound lanes at signalized intersection with College, with resulting speed reduction, opens land for potential park and open space use. Portion of vacant ramp would be used for a trail connecting Mud Creek directly to the medical complex and offices along Millsap. This area also provides a significant stormwater management opportunity

Point Towers. Relocation of northbound lanes to the west opens significant sites for high density development outside of the Mud Creek floodplain. Illustrative concept suggests two point towers with panoramic views on either side of a parking structure with townhouses and private open space above the parking levels. The bridge over Mud Creek, now opened for reuse by the lane relocation, would be a park and possible dining deck over the creek, as well as a connector for the now separated east and west legs of the Mud Creek Trail.

Joyce Boulevard and Office Tower. The concept shows a grade separation with elevated through lanes and slip lanes for local access. With or without grade separation, the lane relocation opens a strategic development site on the southeast corner. A potential (but not exclusive) use is an office tower with parking structure to the south. The flood plain area between this and the point tower site would be used as public greenway with trail connection.

Lake Fayetteville Greenway on College Avenue. Consolidation of all College Avenue travel lanes on the west side of the roadway allows use of the balance of the existing road for a greenway with shared use trail, providing a direct trail link to the lake from the Mall District and the west-side collector trail. It also provides an upgraded visual and street connection from the Mall to the lake, for mutual economic benefit. An upgraded, ceremonial entrance to Lake Fayetteville Road from College would reinforce this visual and functional connection.





Mall redevelopment concept. In this concept, the Mall's peripheral drive would be moved inward toward the main building and redesigned as a city street. The drive relocation opens sites for residential buildings with some street level retailing. Parking would be provided on the lower levels, served by ramps on the back side of the apartment blocks. The site affords excellent views of the forested hills and creek to the west, and has direct access to the Razorback Greenway.

Cato Springs to Rock



Memorial to Millsap



- Subdistrict Gateway
- Urban Intersection Installation
- Major Pedestrian Crossing
- Major Free-Standing Art
- Functional Installation (e.g. bus shelter/station)
- Sculpture Trail Installation

PLACEMAKING AND PUBLIC ART

As stated earlier, creating distinctive urban places along the 71B corridor is important to the overall concept. This strategy has important environmental, economic, functional, and image-building dimensions. A high-quality physical environment helps transform a commercial corridor into an attractive place to live, while an improved image builds the corridor as a destination that attracts customers and builds business. Placemaking improvements also help users orient themselves along the street, improving its user experience and overall ease of use. Public art has a proven role to play in the process of creating places and should be a major part of the development of this corridor. The adjacency of the corridor to both the developing Arts Corridor and the University of Arkansas art department facilities provides the special opportunity to bring environmental art into a high-traffic public realm. This section is by no means a comprehensive plan for public art but is intended to open discussion on the value of a unified, contextual program for this highly public corridor. It identifies six specific types of art installations:

Subdistrict gateways. These define the edges and themes of identifiable districts along the the street, such as the research campus and Mill District along South School and the Restaurant District along College north of Township.

Urban intersections. These installations would help define major intersections along the way, including such locations as the MLK and Rolling Hills intersections. At special intersections such as bus rapid transit stops, art and function can be combined with thematically designed shelters or stations.

Pedestrian crossings. Major pedestrian intersections such as the Greenway and Town Branch Trail crossings can be marked by placemaking elements that also increase safety and visibility.

Sculpture Trail. Popular trails can become linear art galleries that attract users and enrich the experience of using



Fulbright to Lake Fayetteville



- Subdistrict Gateway
- Urban Intersection Installation
- Major Pedestrian Crossing
- Major Free-Standing Art
- Functional Installation (e.g. bus shelter/station)
- Sculpture Trail Installation

the trail. Skokie, Illinois' North Branch Trail segment demonstrates the popularity of art installations along trails.

Free-Standing Art. Major open spaces such as those envisioned with a redesign of the Fulbright interchange, the redirection of Green Acres Drive, and the center of roundabouts provide possibilities for major landmark installation.

Smaller, repetitive installations along the way can also be used to interpret local history, bring attention to specific sites, and even incorporate community art, including the art of young people, into the streetscape.

The maps on these pages provides a starting point for directing the locations of various installations along the corridor.



District Gateway Features. From left: Tree of Life in South Omaha, NE*; Old Town and Lincoln Square Districts, Chicago



Functionality: Bus Shelters as Art. From left: Kansas City, MO* and Rochester, MN*

Art along the Way. From top: Millennium Park (art by Jun Kaneko), North Branch sculpture trail, Skokie, IL



Free-Standing Installation. Paragon Prairie Tower, Des Moines*

Community History and Art. From left: Historical postcards, Council Bluffs, IA,* Kids Art, Shenandoah, IA,* Interpretation, Springfield, IL*

ENERGY AND ENVIRONMENTAL PERFORMANCE

The process of developing Fayetteville's Energy Action Plan began in early 2017 with a City Council approval of a resolution supporting the study. City staff enlisted a group of stakeholders with expertise in the fields of energy conservation, energy efficiency/green building design and retrofit, renewable energy design and installation, electric and gas utilities, and facilities management to work with elected officials to develop the framework for this plan. Staff and stakeholders used the STAR (Sustainable Tools for Assessing and Rating Communities) system, combined with peer city research, international best practices, and public input as the foundation for the document. The plan was adopted by the City Council in January, 2018.

The basic goal of the EAP is the reduction of greenhouse gas emissions for activities occurring in the city. The plan's target is a reduction of 80% in GHG emissions by 2050 from a 2010 baseline. But a major insight of the plan that actions that reduce GHG emissions also help create a better, healthier, and economically efficient city.

The plan operationalizes this goal by establishing overall goals at "sector" levels - cross-sector addressing all primary issue areas, buildings, energy supply, transportation, and waste. The plan then establishes strategies and action items designed to accomplish these goals. A document like this 71B Plan, addressing a corridor that is sprawling, low-density, and auto dependent, is an element of a strategy to transform a problem into a solution - and to do this through a non-disruptive, evolutionary process. The table in this section reviews the overall sector goals of the Energy Action Plan and addresses how this document's directions, policies, and recommendations are relevant to the urgent local and global challenges that we face in addressing climate change.

ENERGY ACTION PLAN GOALS AND FRAMEWORK	71B CORRIDOR PLAN RESPONSE
CROSS SECTOR	
<ul style="list-style-type: none"> • Reduce total housing and transportation costs to 45% of area median income • Develop and expand Fayetteville's reputation as a hub for socially and economically responsible business development, entrepreneurship, and green jobs • Build local support for national carbon emission reduction and carbon capture strategies 	<p>The 71B Corridor Plan (the Plan) includes housing as a major component and helps achieve this goal by integrating approximately 3,000 new housing units into the study area. By placing housing in direct proximity to this major transportation corridor and associated employment centers, residents' ratio of transportation to housing costs will be reduced.</p> <p>The plan provides for diverse housing types, but emphasizes higher-density multi-family development, attached units, and small-lot single family development, types of housing currently grouped together as the "missing middle." While the plan does not mandate specific income mixes, these densities generally realize economies of scale, improved energy efficiency because of less exterior wall per unit, and greater support for public and active transportation modes.</p> <p>The plan embodies placemaking throughout with identification of distinctive districts, and calls for preservation and adaptive reuse of structures and the existing built environment where feasible. This results in a fiscally responsible development pattern by utilizing existing buildings and the built environment as an asset. This in turn advances the City's reputation for socially and economically responsible business development. Extending the life of older commercial buildings can also result in lower rents, providing a fertile environment for entrepreneurship and start-up businesses.</p> <p>As described in response to some of the other goals, the Plan directly combats climate change and reduction of carbon dioxide by increasing the percentage of non-vehicle and transit trips compared to single occupancy vehicle trips.</p>
BUILDINGS	
<ul style="list-style-type: none"> • Complete periodic feasibility analyses of building energy code updates • Achieve 3% annual reduction in overall energy usage by total building stock • Achieve 40% tree canopy coverage by 2030 	<p>One of the five broad principles the Plan is "Reality and Respect". This principle is expressed by the preservation and adaptive reuse of buildings when possible. Demolishing existing building and re-building new buildings has a substantial environmental cost that includes a larger consumption of energy and materials over renovation. The plan encourages reuse of existing building stock, maintenance of structures and businesses with special significance to Fayetteville, and in some cases introduction of new uses into existing buildings, a pattern already evidenced in the Mill District.</p> <p>This does not imply that existing buildings should never be replaced. Free-standing commercial buildings built during an earlier period can be very inefficient, and the plan also proposes replacement and redevelopment of inefficient or uneconomic buildings with new development at higher density and, under current city codes, higher efficiency.</p> <p>Other significant plan recommendations and illustrations include redesigning parking lots to increase efficiency and reduce impermeable area, rethinking intersections and interchanges to reduce pavement and introduce a variety of functional green spaces from neighborhood squares, accessible large-scale spaces at the Fulbright interchange, and greenways along trails and drainage corridors. All of these create important opportunities for both stormwater management and increasing tree cover. The plan's street design guides for 71B and associated streets also envision extensive use of street trees and landscaping.</p>

ENERGY ACTION PLAN GOALS AND FRAMEWORK	71B CORRIDOR PLAN RESPONSE
ENERGY SUPPLY	
<ul style="list-style-type: none"> • Achieve 100% local government clean energy by 2030 • Achieve 50% community-wide clean energy by 2030 • Achieve 50% community-wide clean energy by 2030 	<p>While sources of energy are somewhat beyond the scope of a plan, some of the form-based recommendations of the Regulating Plan such as step-downs in scale and building height help move toward preserving solar access. The Plan emphasizes active and zero- and low-emission modes as the principal means of internal travel. It incorporates a connected series of multi-use trail systems paralleling the 71B Corridor, often on both sides of the roadway. This will help the city increase its ratio of community-wide clean energy as the trail system will accommodate clean micro-transit such as e-scooters and e-bikes. Finally, accommodation of transit modes like local circulators and bus rapid transit increase the efficacy of electric vehicles. A gradual increase in density may eventually make light rail or other fixed guideway, high capacity systems feasible.</p>
TRANSPORTATION	
<ul style="list-style-type: none"> • Reduce per capita vehicle miles traveled to 2010 levels by 2030 • Achieve 25% bike/walk/transit mode share by 2030 	<p>The vision of corridor urbanism ultimately is to show a practical way to achieve mixed use urban corridors that uses the land use inefficiency inherent in commercial strips as a resource to build quality living environments, placing residents within easy walking or biking distance from the goods, services, and attractions offered by these corridors. If achieved, this concept reduces the number of short- and medium-distance auto trips that people now make by default.</p> <p>To achieve this strategic vision, the Plan envisions and includes implementation steps that ultimately invest millions of dollars in creating a multi-modal transportation system. This program will include miles of sidewalks, trails, and a transit-ready corridor. This framework is intended to directly reduce per capita vehicle miles traveled and achieve a substantial increase in routine trips now made by automobile, thus increasing the mode share of active transportation. in bike/walk mode share.</p> <p>Another plan focus that will reduce VMT and GHG emissions is its supplementary street system, which increases orientation for people using the corridor and provides alternative routes with less local/through traffic friction. This increases efficiency by reducing the common practice of doubling back to reach a destination and idling at congestion points like major intersections. More direct and clearer local routes to destinations decrease VMT and reduce pollution, even by internal combustion engines.</p>
WASTE	
<ul style="list-style-type: none"> • Achieve 40% total waste diversion from the landfill by 2027 	<p>As stated in the response to the 'Building' goal, the Plan takes an evolutionary approach, balancing preservation and adaptive reuse of existing buildings in productive use with new development on underused or inefficiently developed sites, including excessively large parking lots. It also increases productive building area, walkability, and street orientation by proposing interior streets in large parking lots and creating secondary collectors. This contrasts with an approach that aggressively demolishes buildings along the corridor, sometimes with insufficient market to support replacement. The Plan both promotes a fiscally responsible development pattern consistent with markets and advances the City's waste diversion goals. Demolition results in obvious waste to the landfill. Reuse and interior rehabilitation generally results in fewer greenhouse gas emissions than new construction.</p>

7/THE REGULATING PLAN

An aerial photograph of a residential development. A paved road with a white center line runs through the center of the image, flanked by modern, multi-story houses with light-colored facades and dark roofs. The houses are interspersed with lush green trees and shrubs. In the background, there are rolling green hills under a bright, clear sky. The overall scene depicts a planned, green residential community.

Land development regulations are arguably the most frequently used, day-to-day tool in implementing a plan such as this one. Project decisions are made incrementally and on an individual basis. Aside from capital investments, though, the regulating plan provides the essential framework for implementation. This chapter provides a general guide for that framework for future zoning, site development, and future policy decisions on the 71B corridor. It refers to and corresponds directly with the Illustrative Plan and Transportation Framework Plan which are part of this overall plan document.

INTRODUCTION AND ORGANIZATION

This chapter establishes principles and recommendations for a regulatory program that will help move toward the mixed-use corridor urbanism envisioned by this plan. It is organized in three parts:

- A brief review of current zoning in the 71B study areas and an overall zoning concept that will encourage long-term implementation of the land use and development components of this plan.
- Recommendations for form-based and site design regulations that apply throughout the study corridor.
- Recommendations and directions that are specially adapted to each of the four character segments of the study corridor.

EXISTING ZONING AND POSSIBLE MODIFICATIONS

Overall Zoning Structure

Fayetteville's unified development code (UDC) includes traditional use and intensity-based zoning districts, categories that reflect specific urban contexts, and a flexible, project-specific planned zoning district. Many of these districts have mixed use features that permit both residential and non-residential uses under appropriate conditions. The code also includes form-based elements that focus on establishing build-to lines to require strong street orientation, relate permitted heights to streets designated in the transportation master plan. In addition, two districts, the UT Urban Thoroughfare and DC Downtown Core districts are largely designed as form-based districts within specific geographic areas. The mixed use UT district, largely located in spots along College Avenue north of Maple Street to North Street, may be of special interest for other segments along 71B.

The zoning maps on page 113 illustrate zoning district categories in the study area, discussed in more detail below.

South School Segment, Cato Springs to Archibald Yell

The South School segment falls into several primary categories. The University of Arkansas Research Park and other land south of Town Branch Creek is typically in the I-1 zone, oriented toward intensive commercial and general industrial use. Some parcels along the street south of the creek

are zoned C-2 (thoroughfare commercial) and CS (community services). I-1 and C-2 do not permit the medium- and high-density residential uses recommended for parts of this area in the illustrative plan.

The mixed use clusters at the 15th Street and MLK intersections are appropriately zoned MSC (Main Street Center). These two intersections areas include the Mill District, the proposed redevelopment of the Co-op site on the southwest corner of MLK and South School, and the potential redevelopment of the 15th and South School intersection. The MSC category is consistent with the concepts introduced by the illustrative plan.

The balance of the South School portion of the study area is in the DG Downtown General category, a broad category that accommodates the mix of uses anticipated by the illustrative plan. However, some of the salvage, industrial, and heavy commercial uses currently in these areas appear to be nonconforming uses.

Archibald Yell: South School to Rock

This segment, adjacent to and south of the Downtown Core, is currently zoned MSC from Locust Avenue (both sides), a contiguous extension of the MLK and South School intersection; and DG north to Rock Street. Both are consistent with both existing uses and recommendations of the illustrative plan.

North College, North to Fulbright Interchange

Nearly all of the parcels fronting North College between North and the Fulbright Expressway interchange are currently zoned C-2 (Thoroughfare Commercial). This is a district largely designed for high traffic commercial corridors that have regional markets. As such, it is clearly appropriate to the North College status quo, but less compatible with the concept of a mixed use corridor concept, integrating residential with commercial, service, and employment uses. The R-O and higher-density RSF-24- and RSF-40 districts are transitional categories current and recommended use patterns.

Similarly, most private parcels and developments north of the interchange, including large format retail centers are also zoned C-2. While this would remain appropriate for most of the area's long-term development, it does not accommodate potential mixed use redevelopment at the Northwest Arkansas Mall. Of existing zoning districts, C-3 zoning, used for mixed use buildings in the Uptown development along Steele Boulevard, is more consistent with the illustrative plan concept. However, C-3 does not necessarily generate the more nuanced and inter-related development

forms envisioned by the development framework and illustrative plans shown in Chapter Six.

Overall Zoning Strategy

While some of the study area's zoning districts are consistent with the illustrative plan's connected mixed use concept, others – most notably the C-2 district predominant along North College – do not provide the requisite flexibility. In addition, the existing form-based provisions in the Fayetteville UDC may not be complete enough to execute the corridor urbanism concept fully. For example, the different character and scale of subdistricts is not reflected in existing zoning tools. A revised zoning regime to consider includes:

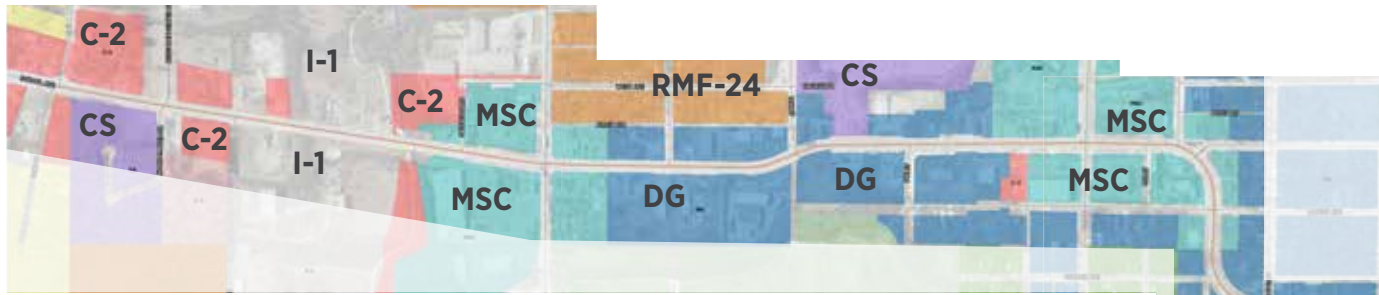
- A general base zone that covers the entire corridor and applies a limited number of strategic corridor-wide guidelines. This could be done under the UT Urban Thoroughfare category, augmented with form-based and site design guidelines that apply throughout the 71B study corridor. The UT district could have additional designators – UT-1, UT-2, and so forth – that apply to other major mixed use streets with different characteristics. Assume for purposes of this regulating plan that the current 71B study area is designated as UT-1.
- Within a future UT-1 category, individual requirements or guidelines would be established for each of the four character-based subdistricts identified in the illustrative plan.

CORRIDOR-WIDE GUIDELINES

The following items address policies and criteria that lead to the outcomes envisioned by the overall corridor plan. They are divided into two categories: on-corridor development, focused on elements that specifically affect the visual and development environment along the street; and transitional areas, considering the boundary conditions between and interaction between the corridor and its adjacent neighbors. These recommendations fall within three categories:

Policies are general guidelines that public and private decision-makers apply within development design and review processes, but can be difficult to quantify with specific numerical regulators.

Comprehensive Plan refers to policies, maps, and other specific measures that are incorporated as comprehensive plan elements and are typically implemented through capital investments.



Existing Zoning: South School Avenue and Archibald Yell Segments, Cato Springs to Rock

Zoning		Zoning		Zoning	
R-A Residential-Agricultural	RSF-16 Residential Single-Family - 16 Units Per Acre	I-2 General Industrial	DG Downtown General	CS Community Services	
RSF-5 Residential Single-Family - One Half Unit Per Acre	RSF-12 Residential Multi-Family - 12 Units Per Acre	E-1 Extraction	CS Community Services	NS-C Neighborhood Conservation	
RSF-1 Residential Single-Family - 1 Unit Per Acre	RMF-6 Residential Multi-Family - 6 Units Per Acre	R-O Residential-Office	NS-C Neighborhood Conservation	NC Neighborhood Conservation	
RSF-2 Residential Single-Family - 2 Units Per Acre	RMF-12 Residential Multi-Family - 12 Units Per Acre	C-1 Neighborhood Commercial	NS-G Neighborhood Conservation	PZD Planned zoning districts - Commercial, Industrial, Residential	
RSF-4 Residential Single-Family - 4 Units Per Acre	RMF-18 Residential Multi-Family - 18 Units Per Acre	C-2 Thoroughfare Commercial	NC Neighborhood Conservation	PZD Planned zoning districts - Commercial, Industrial, Residential	
RSF-7 Residential Single-Family - 7 Units Per Acre	RMF-24 Residential Multi-Family - 24 Units Per Acre	C-3 Central Commercial	PZD Planned zoning districts - Commercial, Industrial, Residential	PZD Planned zoning districts - Commercial, Industrial, Residential	
RSF-8 Residential Single-Family - 8 Units Per Acre	RMF-40 Residential Multi-Family - 40 Units Per Acre	DC Downtown Core	PZD Planned zoning districts - Commercial, Industrial, Residential	PZD Planned zoning districts - Commercial, Industrial, Residential	
		UT Urban Thoroughfare	I-1 Institutional		
		I-1 Heavy Commercial and Light Industrial			
		MSC Main Street Center			



Existing Zoning: North College Segment, North Street to Fulbright Interchange



Regulatory are specific required items to be drafted as part of a UT-1 or similar district, adding special requirements and standards that apply to all parts of the 71B planning corridor.

ON-CORRIDOR DEVELOPMENT

- Each subdistrict within the corridor (as identified on the illustrative plan) defines and communicates its own character within the context of the larger 71B corridor. **(Policy:** Implementation by city and corridor organization)
- Adjacent subdistricts, and development within subdistricts, connect to each other through shared use paths, sidewalks, collector streets, and drives. These connecting points, identified in the Transportation Framework Plan, are respected with redevelopment or major retrofit projects. **(Regulatory:** Implementation by City)

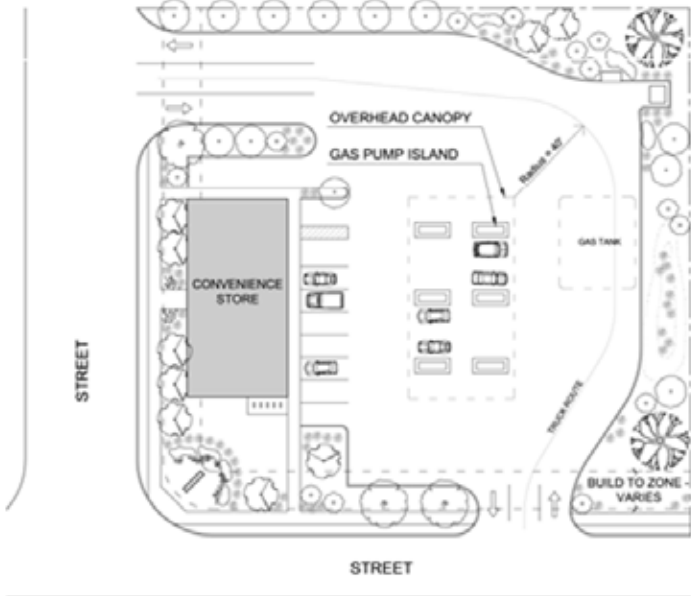
Vehicular

- The City’s Master Street Plan should be updated to reference the planned connections shown within the Transportation Framework Plan. **(Comprehensive Plan:** Implementation by City)
- The connections shown rely on forming a quality network of both public and private dedications/connections. **(Policy:** Implementation by City)
- Secondary connecting roads and drives may be built to current standard street sections shown in the Master Street Plan. Updates to the Master Street Plan should consider the nature and function of these local connections and apply sections specific to their contexts. **(Policy and Regulatory:** Implementation by City)
- For purposes of a future full regulating plan, private slip lanes and collector links may be considered as public street frontage for the purpose of placing buildings within build-to zones **(Regulatory:** Implementation by City)
- Multi-family parking may be addressed differently from that serving other types of development, reflecting differences in land planning, functions and adjacency, and specific contexts. **(Regulatory:** Implementation by City)

Active Transportation

- The City should update the Master Trail Plan to reflect proposed shared use path connections. **(Comprehensive Plan:** Implementation

Preferred Urban Layout



Example of minimum built street frontage for a corner lot taken from Chapter 164.06 of the City of Fayetteville’s UDC

Corner Lot



Preferred Urban layout for fueling station as shown in the City of Fayetteville’s UDC, 164.06

- by City)
- New development projects should accommodate the proposed shared use trail network along the 71B corridor. Actual alignments may be adjusted to the design of the project, but must maintain continuity. **(Comprehensive Plan and Regulatory:** Implementation by City)
- All projects should provide direct, safe, and protected pedestrian connections to and from public sidewalks along the corridor. Projects should also provide direct connections when they are served by an adjacent trail segment. **(Regulatory:** Implementation by City)

Open Space

- Project design should locate, design, and manage stormwater management features (including retention and detention basins, swales, surface drainageways, constructed wetlands, and greenways) to both meet functional requirements and provide visual amenities,

- entryway features, or opportunities for passive recreation. **(Regulatory:** Implementation by City)
- Minimize development within 100-year floodplains. When development occurs within these areas, require that development includes:
 - Features that prevent any impact including displacement, additional flows, or expansion of flood boundary lines on any property outside of the subject site and
 - A design that minimizes potential damage or impact to any habitable portion of any off-site building.
- Provide functional open spaces internal to developments that are defined by buildings, are observable to residents and workers in surrounding spaces, and have features and spaces that encourage activity and passive enjoyment by adjacent users. Follow CPED (Crime Prevention through Environmental Design) standards to ensure both security and active, productive use. Avoid undefined open spaces that do not have specific functions or goals for use by people.

Built Character

Build-to or setback lines

- When possible, projects should maintain a close relationship with and orientation to adjacent streets and public ways. Form-based standards contained within recent hybrid zoning districts should be implemented with new developments and retrofits along the corridor. **(Regulatory: Implementation by City)**
- Because of 71B's large number of existing buildings with deep setbacks, it may not be possible or appropriate for all new buildings to be placed on build-to lines adjacent to or near streets. Where bulk, scale, internal drive connections, or other issues intervene, flexible methods in building siting should be applied, but deeper setbacks should be remediated by clear relationships to adjacent streets, public open spaces, and pathways. Surface parking between the 71B right-of-way line and facades facing 71B should be minimized. **(Regulatory: Implementation by City)**

Parking and vehicular accommodation within development

- The City of Fayetteville's UDC currently has progressive parking and vehicular accommodation requirements that will serve the corridor well as it redevelops. Parking should be located behind and to the sides of buildings with build-to zone requirements. Parking standards as currently covered in Chapter 172 of the UDC should be utilized. **(Regulatory: Implementation by City)**
- Auto-oriented businesses such as fuel stations or drive-through establishments should adhere to the urban layout guidelines set forth in UDC Section 164.06 (E) to minimize their impact on 71B and other public streets. **(Regulatory: Implementation by City)**

Number of Stories

- The typical maximum height for buildings along the 71B corridor should be three to four stories. This may increase in specially designated areas. **(Regulatory: Implementation by City)**
- In selected urban nodes or sites within subdistricts, free-standing buildings up to seven stories (consistent with existing UT district standards) may be considered for compatibility with surrounding design character and impact on residential areas. Individual, isolated sites may tolerate up to ten stories. Examples of these nodes include Fiesta Square or the corridor segment between Millsap and the northern city limits. Most existing office buildings, hotels, and



Internalized parking within a multi-family development, New Orleans, LA

structures in this area do not exceed 5 stories in height. **(Regulatory: Implementation by City).**

Signage

- New development or redevelopment along the corridor should use wall or monument signage. **(Regulatory: Implementation by City)**

TRANSITION AREAS

Transitions between intensive corridor development and surrounding, lower-intensity neighborhoods and uses can present significant issues. These issues include noise, light, traffic, and building scale. Internal use and intensity transitions within mixed use (such as proximate commercial and residential uses) also must be managed. Typically, the most intensive and public settings are directly adjacent to the corridor. Properties farther from the 71B "main line" transition to a smaller scale residential pattern, particularly in the southern and middle subdistricts of the corridor.

A variety of planning tools are available to address use and intensity transitions within and outside of the mixed use corridors and a proposed UT-1 district should include requirements for managing these potential conflicts. Examples of transitional area treatments include:

- Near residential areas, prohibiting parking lots between public streets and buildings to reflect development patterns of adjacent residential development. **(Regulatory: Implementation by City)**
- Provide most parking within multi-family residential projects rather than between buildings and the street, thereby defining the street

edge with residential buildings. **(Regulatory through site plan review: Implementation by City)**

- Design lighting of commercial and industrial signage to minimize impact on adjacent residential areas. **(Regulatory: Implementation by City)**
- Avoid channeling traffic generated by higher-intensity uses to low traffic streets except as part of comprehensively planned, mixed use projects. **(Regulatory through site plan review: Implementation by City)**
- Make maximum use of internal cross-easements and shared access points between or within individual projects when possible. **(Regulatory: Implementation by City)**
- Use traffic calming techniques to reduce speeds between adjacent properties. **(Policy: Implementation by City)**
- Connect buildings on the site with internal streets, drives, and pedestrian connections and pathways to prevent unnecessary traffic in adjacent areas. **(Policy and Regulatory: Implementation by City)**

Transition tools such as landscaped buffers and step-downs in height and scale of buildings are already included in the UDC. Techniques to connect corridor development to surrounding areas should also be considered and include:

- In retrofits of larger-scale existing buildings or new construction, providing public spaces for interaction. **(Policy: Implementation by City and property owners/developers)**
- Using liner buildings along blank walls of commercial "boxes" with office, small-scale storefronts, or multifamily, possibly serviced by interior service alleys. **(Policy: Implementation by City and developers)**

But transitions are not just about managing and minimizing conflicts. Connectivity and mutual reinforcement of urban environments are fundamental values of the 71B concept. A successful corridor responds to the needs of both residents and businesses, and establishes a fabric based on connectedness. To this end, the plan advocates a circulation network that both improves internal links and connects the corridor to the rest of the city. Good transition techniques that provide connectedness without conflict include:

- Using public environments like public open space, interior streets or



Parking within a building footprint.
Parking contained at or half a level below grade within the walls of the building support three levels of apartments above with minimal surface parking. (Wauwatosa, WI)



Screening parking with projecting storefronts. This concept on a significant street permits both at-grade parking and street-facing retail. (Iowa City, IA)



Parking bays separated by landscaped corridors. Requiring a landscaped separation between each three contiguous parking bays breaks up large expanses of parking when they occur. (Derby, KS)



drive aisles with a residential street character, and trail and greenway corridors to provide positive common ground between residential and commercial uses.

- Creating residential clusters and neighborhoods that connect to surrounding commercial development but have sufficient critical mass and common space to form an interior residential environment.
- Orienting commercial and residential service areas toward each other or locating commercial service areas to avoid impacts on residential neighbors.
- Establishing a gradient scale on projects adjacent to pre-existing single-family residential neighborhoods, stepping residential density or project intensity down from highest along the 71B corridor itself to lowest adjacent to low-density development. An approach to consider might be limiting new residential density to a specific increment (for example 200%) within 100 feet (or a typical lot depth) of pre-existing developed residential blocks.
- Managing the size and visibility of commercial signage, focusing signage toward the main corridor.

The City of Fayetteville's implementation of good planning policies, strong site development design standards for multifamily and non-residential uses, and zoning districts with form-based components have addressed land use transitions along 71B. These districts and standards, paired with the transportation framework and illustrative plans within this study, will help ensure that the evolution of the 71B corridor also benefits surrounding parts of the city.

REGULATORY DIRECTIONS

Many of the regulatory items noted above will ultimately be incorporated into Fayetteville's UDC as design standards or form-based elements within a possible UT or other format. This section presents more detailed approaches, implementing corridor-wide guidelines. It identifies objectives and provide sample language and quantitative factors that can provide a starting point for discussion and negotiation.

PARKING

Objective: Minimize amount and visibility of surface parking from 71B.
Potential approach:

- In new development, surface parking should avoid or minimize a location between the street facade of a building and the 71B corridor. If permitted, surface parking should not cover more than 25% of the area of the streetyard along 71B (the area of a rectangle between the street facing facade and the right-of-way line).

Objective: Minimize the amount and visibility of parking serving multi-story structures. *Potential approaches:*

- Multi-story buildings, typically with residential and office uses on upper levels, should maximize opportunities to locate their parking within the building footprint or a parking structure.
- At least 50% of the exterior of parking along and visible from 71B or

intersecting streets included in the city's Master Street Plan should be screened at street level by another building (such as a retail storefront), earthwork with landscaping (such as a landscaped berm), or a facade similar in design to the rest of the building.

- Maintain flexibility to modify parking standards on an individual basis when a project demonstrates that its potential density, special urban design features, or building and site design quality provide benefits that compensate for reduced screening or landscaping.

Objective: Reduce the scale and impact of lots, minimize heat island effects, and provide more effective interior storm water management.
Potential approaches:

- In surface parking lots, provide a landscaped corridor of at least 20 feet for every three contiguous parking bays. A parking bay is defined as one or two strips of perpendicular or diagonal parking and the drive aisle that serves them. The landscaped corridor should include stormwater management techniques such as rain gardens.
- For surface parking lots with a capacity of 50 or more spaces, provide permeable pavement for at least 50% of paved area.
- Divide parking lots with a capacity of 150 or more spaces into parking blocks of not more than 75 stalls, separated by landscaped corridors.
- For parking lots with 100 or more stalls, provide deciduous tree cover that shades a minimum of 25% of the paved area of the lot. Specific crown diameters for acceptable trees will be established in the UDC.

ACCESS MANAGEMENT

Objective: Minimize number of curb and driveway cuts along 71B to reduce conflict points and traffic friction along the corridor and improve connectivity for pedestrians and personal mobility modes. *Potential approaches:*

The design of existing surface parking lots should be modified as follows:

- Replace existing direct access from parking facilities to 71B with access from available intersecting streets whenever possible, provided connections to these streets have full access in both directions.
- When intersecting streets are not available, provide shared,

continuous drive aisles, slip lanes, and other techniques to connect parking lots serving different properties to minimize points of direct access to 71B.

- In order to provide full access, mid-block direct driveway accesses to 71B on opposite sides must be aligned with each other. These accesses may be provided at median cuts with protected left turns or at least 150 feet from intersections on sections with two way turn lanes.

CONTEXT-SPECIFIC BUILDING SCALE

Objective: Establish building scale and form appropriate to different settings along the 71B corridor. Potential approaches:

- Establish a maximum, uninterrupted building length of 200 feet along the North College Avenue segment between North Street and the north city limits; 100 feet along the Archibald Yell segment between Rock Street and Martin Luther King Boulevard; and 150 feet along the South School Avenue segment from the MLK Boulevard intersection to Cato Springs Road. Provide flexibility to waive or expand these maximums for comprehensively planned projects on large sites in excess of five acres. These projects should demonstrate features that reduce the impact of larger buildings and increase their facade variety and quality.
- Establish a typical maximum height of four stories over grade level along South School Avenue between Cato Springs Road and MLK Boulevard and along North College Avenue from North Street to the north city limits. Establish a three-level maximum for any development along Archibald Yell between MLK Boulevard and Rock Street.
- Reduce the typical maximum height by one story for any building within 150 feet of any RSF or NC District. However, no reduction under this guideline should establish a maximum height less than three stories above grade level for any building.
- Increase scale and height levels at strategic locations including the Fiesta Square area, the Northwest Arkansas Mall site, potential development areas opened up as part of a modification of the Fulbright Expressway interchange, the former Co-op site, and key intersection nodes. Potential maximum building heights should be consistent with those of the UT District, with the exception of up to ten stories on any sites that would be made available by modifications of



Step-back building concept at Urban Place nodes. The possible regulation permits a two (rather than three)-story minimum height at the building line, provided that the project includes a higher building, consistent with UT requirements, behind.

the Fulbright Expressway intersection. Node locations are identified in the subdistrict recommendations shown in the following section.

PLACEMAKING AT URBAN NODES

Objective: Define Urban Place Intersections at key locations, where higher densities are established for new projects and a context-specific street definition is required. Potential approaches:

- Define key urban place intersections along the 71B corridor. Candidate urban places include intersections of 71B with 15th Street, MLK, Sycamore, Township, Rolling Hills, and Millsap.
- For new development at urban places, establish a build-to zone that defines the corner while providing room for amenities, including a corner place and transit accommodations. A reasonable build-to zone would include a maximum setback of 25 feet from the curb line of 71B and intersecting major streets.
- For new urban place intersections, require a three-story minimum height and up to a maximum as provided by the UT Urban Thoroughfare district. A step-back building is permitted with a two-story component on the build-to line, stepping up to a higher building block behind (see accompanying illustration).



- New development should provide space for an urban corner amenity, incorporating landscaping, street furniture, special lighting, or other features. Site design at potential BRT station stops should provide adequate space to accommodate pedestrian circulation, a transit station or shelter, and related amenities.

ACTIVE TRANSPORTATION CONNECTIVITY/ORIENTATION

Objective: Provide connectivity and utility for pedestrian, bicycle, and personal mobility devices. Potential approaches:

- Site plans for new development projects should provide access and easements as required for shared use paths and roadways, generally as provided in Transportation Framework. Flexibility in routing through a site should be permitted, provided that overall performance standards for directness, safety, and experience are met.
- Developments with frontage along 71B should provide front facades with direct, safe, and secure pedestrian connections from the public sidewalk to the building entrances.
- Buildings adjacent to a shared-use path identified in this plan should provide a finished facade to the path and a direct, safe, and secure connection from the path to the adjacent building.
- New developments should include construction of a six-foot sidewalk segment along 71B, consistent with city standards and overall street design concepts.

CORRIDOR CONTEXTS WITH COMMENTARY



Google Image

Hobby Lobby Shopping Center/Harold and Lee Street Area along the eastern side of the corridor

The above image illustrates a service and delivery area behind a commercial development adjacent to existing residential neighborhoods across a street. The view and feel of this transition area could be upgraded by adding landscaping, re-orienting the service area, and other design techniques.



Google Image

View looking east toward 71B Street from the location of a residential lot on the north side of East Harold Street.

This office building, an adaptive reuse of a former fire station, is highly compatible with the surrounding residential area. Contributing factors include scale of the building, relationship of the structure to the street, mature vegetation, an attractive and transparent building façade, and parking orientation.



Google Image

Car wash and service on North Lee Avenue

Mature trees, pedestrian elements, and the orientation of an auto-oriented business help create an acceptable transition environment from commercial to residential.



Google Image

Classic motel in Midtown segment of North College Avenue

Topographic changes along the east side of 71B in the midtown area provide a substantive natural transition zone with vertical separation between the commercial and residential areas. However, this same topography also impedes traffic and pedestrian connectivity between North College and neighboring residential areas.



Daisy Exchange retail store at the Northwest corner of East Sycamore and North College Avenue.

Recent development along the corridor is more street- and pedestrian-oriented than older developments along the corridor.



Zoning Transition on the Northwest Corner of College and Sycamore

Over the past 5 years, the City has implemented hybrid zoning districts with form-based components that help ease transitions from more to less intensive uses. In the example of East Sycamore shown above, the C-2 district prevalent along College Avenue transitions through the CS Community Services mixed use zone and the medium-density residential RI-12 Residential Intermediate-12 (12 units/acre) district.

Midtown



Evelyn Hills Shopping Center (above left), the city's first major multi-tenant center displays a number of significant issues that a retrofit consistent with the guidelines addressed in this section would address. These include the lack of a continuous pedestrian connection between the College Avenue crosswalk and the center's pedestrian way; lack of clear circulation through in the parking lot, and lack of relationship to new residential development on the east.

Recent multi-tenant commercial building at Sycamore and College, while still a single-use project, displays much better pedestrian access and provides an urban place at the corner.

South Fayetteville



The Varsity House Apartment complex along 71B in south Fayetteville addresses the pedestrian environment and street edge along South School, transitioning to a more typical apartment layout to the west. This development is also in the mixed use Community Services (CS) zoning district, which permits a range of residential densities and low-intensity commercial along with some form-based components.

The Mill District is evolving as a strong mixed use node, consistent with the concept behind its form-based, mixed use MSC Main Street Center district. This district provides the flexibility for innovative projects like the Mill adaptive reuse and the planned redevelopment of the Co-op shown in the background of the above photograph. MSC sets up the concept of concentrated, strategic nodes at major points along the corridor.

North Fayetteville/Mall District



Much of the ***North Fayetteville*** area is dominated by large format retail buildings, deep setbacks, extensive surface parking lots, and disengagement from the street environment. These are permitted within the prevalent C-2 Thoroughfare Commercial zoning district. However, other models in and around this part of the study area provide components useful for types of different development. Nelson's Crossing, illustrated above, breaks up parking, provides a good pedestrian environment, articulates its building, and includes interior streets. While outside of the immediate study area, the Uptown development along Steele Boulevard, zoned C-3, provides a vertical mixed use model that can be adapted to the Mall site with its oversized parking lots. Uptown presents to the street, follows a build-to line, includes both on- and off-street parking, and enhances the street environment with human-scale elements.



DISTRICT SPECIFIC REGULATING FRAMEWORK

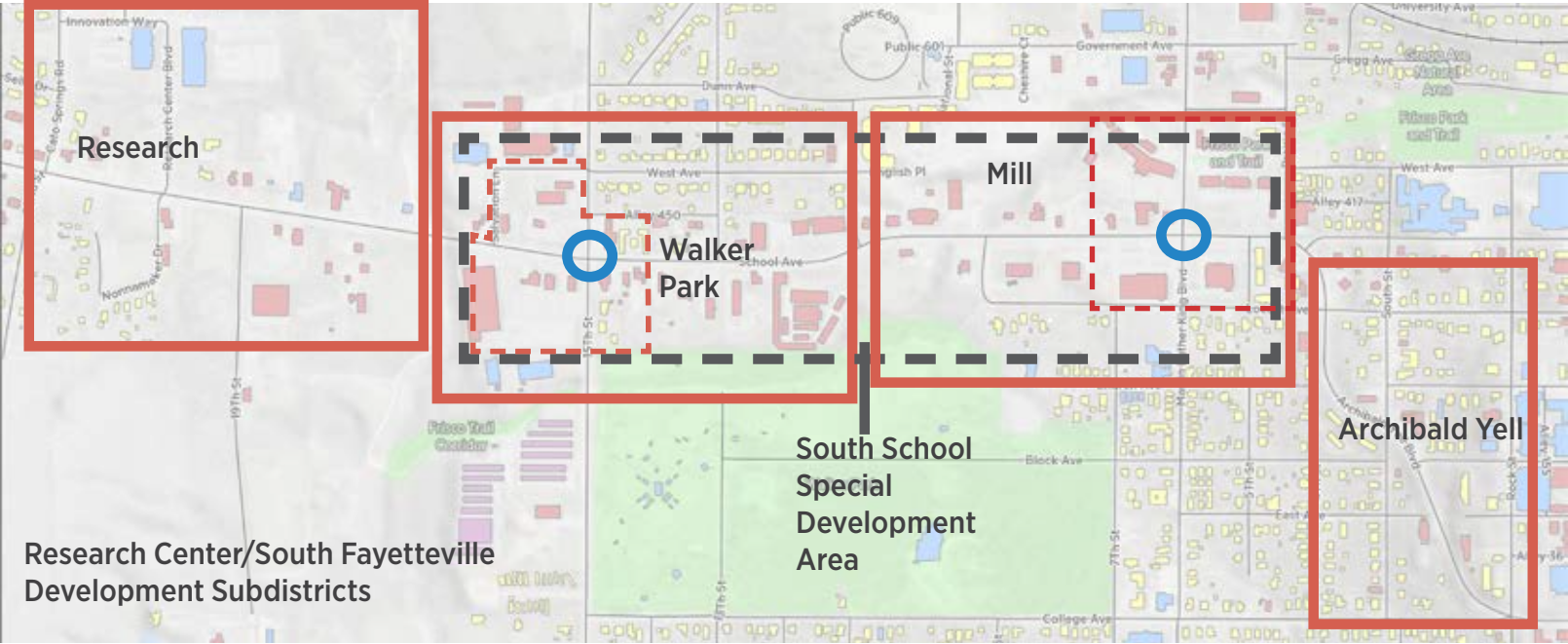
The previous section describes an urban design framework that generally applies throughout the 71B corridor. A central principle of this framework recognizes the individual character of different parts of the corridor, and a successful regulating program should also reflect these differences. The framework plan presented in Chapter Six views the study area as four related but distinct segments: Research Center/South Fayetteville from Cato Springs to Rock; North to Township; Township to Millsap; and Millsap to the northern city limits. The 71B segments outside the scope of this study – the Downtown segment from Rock to Dickson and the central segment from Dickson to North – also follow this pattern of distinctive districts along the long corridor.

The 71B regulating plan recognizes how individual segments divide into subdistricts with characteristics that define them. The intention of this plan is to address these distinctions and provide a framework that both guides the drafting of a context-sensitive, flexible regulating program and practical land use and development designs that remain true to the unifying principles of the 71B corridor plan.

For each of the four segments, then, this section includes:

- A list of the distinguishing features and relationships that draft regulations and private and public developers should address.
- Regulatory guidelines that apply to the entire segment.
- A regulating program for each subdistrict within the segment.

RESEARCH CENTER/SOUTH FAYETTEVILLE: Cato Springs to Rock Street



FACTORS TO CONSIDER

- Lower in-line traffic counts along 71B than other corridor areas. Heavy traffic at the Martin Luther King intersection with significant congestion on the north leg.
- Town Branch Trail intersection with South School.
- Frisco Trail intersection with South School and MLK.
- Relatively high pedestrian use along the corridor, including a significant population without access to personal vehicles.
- Proximity to 7-Hills Homeless Shelter.
- Well-utilized public transportation area.
- Proximity to Walker Park.
- Redevelopment potential at intersections and along sections of the corridor, most notably from 15th Street to MLK. Need for a detailed study in this section.

- Rapidly transitioning district in both residential and commercial markets.
- Institutional and industrial presence, with substantial truck traffic.
- Proximity to Downtown, University and private student housing.
- Redevelopment potential at southern quadrants of School Avenue and 15th Street Intersection and along sections of the corridor
- Pending major redevelopment of former Co-op site at southwest quadrant of MLK intersection.
- South Fayetteville reputation for eclectic nature, wooded landscapes, and housing variety.

GENERAL DISTRICT DEVELOPMENT RECOMMENDATIONS

- Include retail, restaurants, and other types of commercial and mixed use that support urban nodes. Large projects may include a requirement for at least a modest amount of non-residential street level use.

- Encourage civic/Institutional uses such as schools, community centers, and others to keep new development consistent with the distinct character of the South Fayetteville District.
- Respect scale and maximize compatibility with existing single-family development east and west of the corridor in redevelopment and infill projects.
- Provide local bicycle and pedestrian connections to the existing regional trail system, concentrating on connections on the eastern side of the corridor and along and pedestrian access on and across Archibald Yell.
- Incorporate access management plans into new projects and potential retrofits.
- Update the Walker Park Neighborhood Plan and incorporate it into future area planning and implementation.
- In general, make extensive use of small and medium-sized structures that respect the relatively fine scale of South Fayetteville neighborhoods. Direct larger scale buildings to the Mill and Coop areas, where larger, industrial-type structures predominate, or to areas without an existing smaller-scale residential context.
- Encourage moderate density, family-oriented housing types through incentives on both the production and finance sides.
- Develop a detailed master plan for redevelopment of the corridor sector between and including 15th Street and Martin Luther King Blvd, the area with the most significant major redevelopment opportunities and needs.



RESEARCH PARK SUBDISTRICT (Cato Springs Road to Town Branch Creek and Trail)

- Allow mixed use and relatively high-density residential by right. Consider a requirement for predominately residential projects of more than three acres in site area to include retail or commercial uses within a minimum of 20% of their street-level floor area.
- Preserve existing key commercial establishments and encourage new projects to incorporate existing destination retail businesses.
- Execute the University of Arkansas' Research Park master plan. Work with the University to maximize an urban building edge along its South School frontage.
- Require that development in this section include alternative transportation connectivity consistent with the illustrative plan, connecting new development areas with the Razorback Greenway and Town Branch Trail.
- Typically follow a build-to zone of 10 to 25 feet from the back of the proposed continuous sidewalk, sidepath, or Master Street Plan right-of-way along South School Avenue.



WALKER PARK SUBDISTRICT (Town Branch Creek to 11th Street)

- Continue implementation of the Walker Park Neighborhood Plan.
- Develop an urban intensity node at 15th and South School. On the southeast corner, provide strong corner definition and compliance with height, density, and placement regulation for nodes. Southwest corner should provide an urban place with landscape and street furniture. Any intensification or redevelopment of this site for another use should similarly provide a street-defining building.

On northeast corner with surrounding development, provide a corner place with landscape and street furniture, incorporating improved circulation and off-street parking for the iconic City Liquor store. Similar treatment should be applied to the northwest corner incorporating Nomad's restaurant and music venue.
- Move toward transition of existing salvage and industrial uses to mixed use and moderate- to high-density residential development. Within proposed residential areas, include high-density, single-family forms, including small lot detached, single-family attached, and townhome configurations. In large projects, consider incorporating a requirement for a minimum percentage of a site to be devoted to these family-friendly urban housing forms.
- Maintain and enhance locally significant retail and food and drink-oriented businesses that help define the identity of the subdistrict.

- Establish requirements for pedestrian connectivity between existing retail businesses and centers, and between existing commercial and new mixed use developments.
- Eliminate encroachments of private circulation and parking on public right-of-way. Provide technical and limited financial assistance for site redesign that complies with these requirements.
- With redevelopment of the east side of the subdistrict, provide at least one additional connection across Spout Spring Branch to the existing Walker Park and regional trail system.
- For new buildings, follow a typical build-to zone of 10 to 25 feet from the back of the proposed continuous sidewalk, sidepath, or Master Street Plan right-of-way along South School Avenue.
- Establish at least one new high-visibility, signal-protected pedestrian and bicycle crossing in this subdistrict, located near the 11th Street intersection.



MILL SUBDISTRICT (11th Street to Prairie)

- Establish an urban intensity urban node at MLK and South School, permitting mixed uses and higher densities. Redevelopment of the southwest corner should follow urban node standards with street

defining buildings at appropriate scale with corner place features. Similar standards should apply to new infill development on the northwest corner. Urban place intersection standards should apply to existing commercial on the southeast corner. Existing landscaping on the northeast corner satisfies one element of an “urban place” consistent with these guidelines.

- Preserve existing destination-defining, commercial uses with expansion of commercial buildings with build-to zones that provide street definition and better pedestrian connection to sidewalks and sidepaths.
- Razorback Greenway provides a protected crossing of South School. Require continuous sidewalk and sidepath along the street.
- Require continuous sidewalks and sidepaths along South School with new development, connecting to the Razorback Greenway and its protected pedestrian crossing of South School.
- Eliminate encroachments of private circulation and parking on public right-of-way. Provide technical and limited financial assistance for site redesign that complies with these requirements.
- With adjacent properties, establish a continuous sidewalk to Prairie, which continues north along Archibald Yell.
- Reinforce 11th Street as a pedestrian connection to the National Cemetery. Accomplish this in partnership with adjacent properties at the 11th Street intersection by providing pedestrian routes and an improved street section.
- Establish a commercial/residential edge between South School and adjacent residential uses along Locust. In a regulating plan, define infill sites along Locust for moderate-density, attainable urban family housing



ARCHIBALD YELL SUBDISTRICT (Prairie to Rock Street)

- Use regulations to encourage small-lot single-family homes, built as detached, attached, or townhome units on potential redevelopment sites. Infill should be consistent in scale and density with the surrounding, largely single-family neighborhood. Density may increase on properties abutting Archibald Yell.
- Regulating plans should identify two commercial/non-residential or mixed use clusters on the north side between School to Locust; and the south side between South and Block. Include shared parking, vehicular access, and complete pedestrian accessibility within these clusters. One-story commercial is consistent with the scale and quality of these existing areas.
- Preserve other destination-defining commercial development, allowing growth and infill for additional single-family and small multi-family.
- With modifications to Archibald Yell, require dedicated space for planned pedestrian or bicycle access, with primary focus on the north side of the corridor. Dedications may require site modifications to avoid impact on existing businesses.
- Adjust build-to requirement to topography, but generally remain within 10 to 25 feet of the edge of roadway (where sidewalks are missing) or the back of the sidewalk/sidepath to maintain urban character.

VA/MIDTOWN SOUTH: North to Township



FACTORS TO CONSIDER

- Transition from a small block grid to mid-century development patterns with longer blocks and less street continuity. Topography reinforces this transition and works against connectivity
- Scull Creek Trail (Razorback Greenway) parallels 71B about 3/4 mile west, but not strongly connected to College Avenue corridor.
- Future destination of proposed Sublett Creek Trail.
- Large institutional presences of UAMS and VA Campuses.
- Evelyn Hills Shopping Center and neighborhood connections. Evelyn Hills is Fayetteville's original large multi-tenant retail center.
- City owned natural area north of Lake Lucille and future trail connection.
- Proximity to parks and schools, including Gregory Park. Wilson Parks, and Woodland Junior High
- Influence of University community and related housing.
- Redevelopment and infill potential along this section of the corridor.
- Drainage and related flood zone on western side of corridor.

GENERAL DISTRICT DEVELOPMENT RECOMMENDATIONS

- Recognize roles of local businesses, restaurants, and key medical/institutional uses. Provide a regulatory framework that recognizes their need for identity and access.
- Encourage visual and pedestrian linkages and parking lot cross-access to help fuse similar uses, such as locally-owned restaurants, into a unified "district."
- Apply urban density node requirements and standards to the Sycamore, Poplar, and Township intersections to the degree permitted by existing viable uses.
- Provide step-downs in use intensity, scale, and height in transition areas between the College Avenue corridor and adjacent, largely single-family development to the east and west.
- Require new development dedications or existing development retrofits to provide sidewalk continuity along College and the shared use path network proposed in this plan. Identify and establish right-of-way for major regional trail connections, notably connecting the Sublett Creek and Razorback Greenway via Poplar.
- Dedicate right-of-way to establish a fine-grained collector system.

that diverts some local traffic from College. When dedications have an impact on private businesses, provide technical design and limited financial assistance to modify existing site design.

- In cooperation with corridor businesses and coordinated with a 71B enhancement project, implement an access management program consistent with this plan and overall regulatory recommendations presented earlier in this chapter. Use the city's ability to manage full two-way access to properties to encourage a partnership that benefits businesses, customers, and the general public.
- Implement zoning modifications with a special district in the current UDC to establish build-to zones, reduce setback requirements, require pedestrian access from public corridors, and provide height, scale, and buffer transitions to lower-density, peripheral development.



VA/EVELYN HILLS SUBDISTRICT (North Street to Green Acres Drive)

- Implement a redesign plan for Evelyn Hills through a combination of a regulatory framework and public/private partnership. Basic regulatory components informing a redesign (illustrated in Chapter 6) include a protected pedestrian connection from College Avenue crosswalks, sidewalks, or other paths; division of large surface lots into defined parking blocks; interior streets with pedestrian access; and increased capacity for future high-density, mixed-use peripheral development.
- Incorporate a range of residential densities generally stepping down in density toward lower density adjacent development. Include provisions for semi-attached or townhome type development with access to common open space within or near the development.

- Educate and encourage business owners to utilize use unit 45, small-scale production, which allows non-retail boutique manufacturing and makerspace within commercial building shells.
- Address topographic barriers to pedestrian connectivity between developments by preparing and implementing a specific pedestrian access plan with alternatives to traditional street sidewalks. Require dedications or easements necessary to execute the active transportation connections proposed by the 71B plan.
- Establish new build-to zones that establish a maximum setback for buildings oriented to College Avenue, probably consistent with those of the UT district.
- Encourage both vertical and horizontal mixed-use in new development projects. Regulations for development forms and vertical mixed use should encourage a market-realistic minimum for street level commercial use. Development forms may allow single-level commercial components in the build-to zone as part of common developments, with adjacent or attached multi-story residential blocks set farther back from the street.
- Incorporate shared-use path connections to Woodland Junior High and Gregory Park in the site plans of projects adjacent to these facilities.
- Encourage a urban density node at Sycamore intersection. Contemporary development at three corners should provide corner places with landscape and streetscape features. Redevelopment of strip center site on northeast corner should provide strong corner definition and should comply with node height, density, and placement regulations.
- Use public right-of-way created by redesigning the Green Acres intersection to provide a central open space for adjacent residential and mixed use development. Regulations for developing surrounding properties should provide orientation and connection to this future community amenity.



RESTAURANT/TOWNSHIP SUBDISTRICT (Green Acres Drive to Township Street)

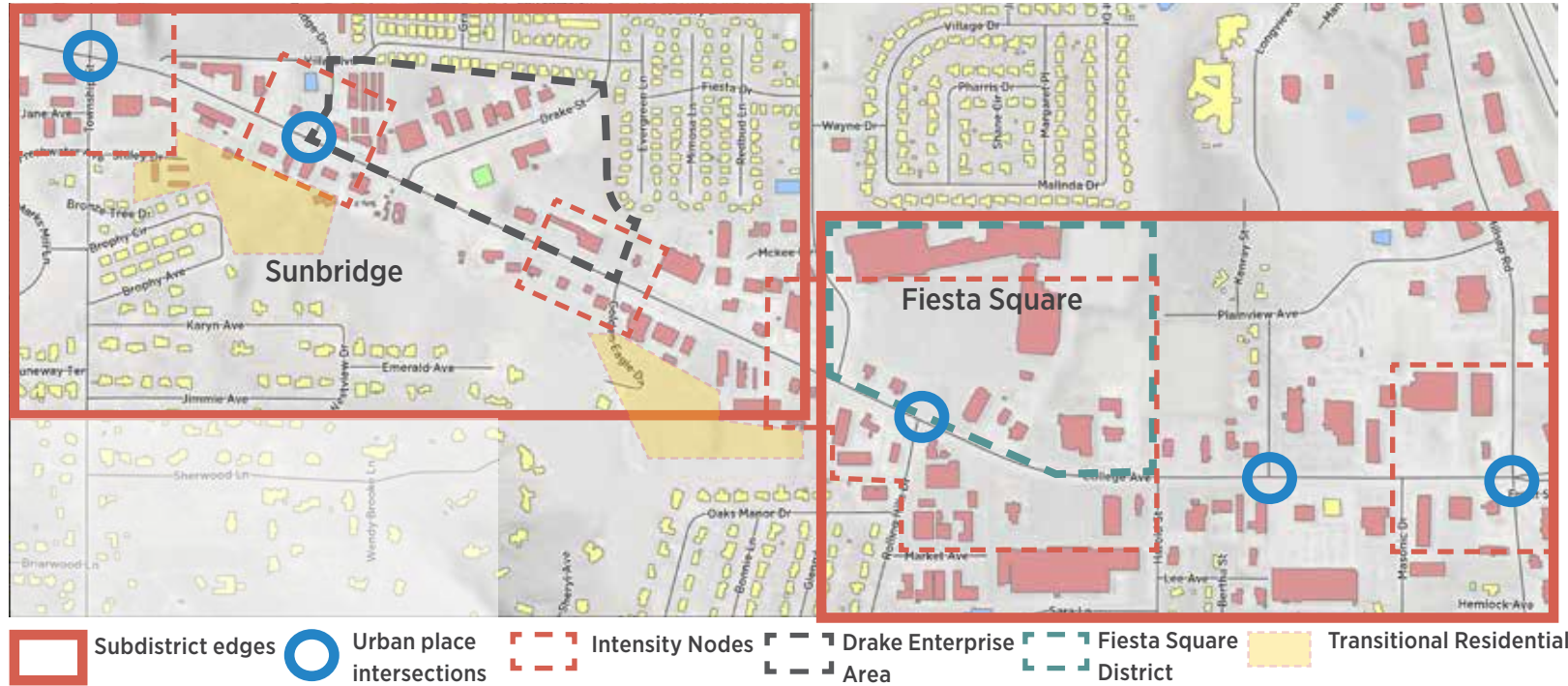
- Modify use regulations to phase out commercial uses with open displays such as vehicular sales and emphasize restaurants/food service, office, retail, and residential use.
- In this subdistrict, recognize patterns of single-level, free-standing restaurants in existing buildings. Specific regulations and guidelines for the subdistrict should:
 - Permit setbacks consistent with existing establishments for infill or replacement development in this segment; and
 - Require site plan modifications coordinated with future College Avenue improvements that provide shared access, parking lot cross-access using common drives and slip lanes, and pedestrian connectivity between buildings and to public sidewalks.
- Encourage and assist private site modifications with technical and limited financial assistance.
- Develop a public realm and branding program using tactical methods such as graphics, streetscape, and street section amenities such as landscaped medians and special lighting. Incorporate a protected midblock pedestrian crossing into a College Avenue improvement project to unify the subdistrict at a location between Poplar and Township.

- Require redevelopment between the terminus of the proposed and Poplar Street to dedicate a route to continue the Sublett Creek Trail to the Poplar Bikeway.
- Designate the floodplain west of College Avenue for public open space use. Development on the east side should not place buildings on the floodplain. Other development such as supporting parking must be designed to detain any stormwater flows that it generates.
- Develop primary urban intensity nodes at the Poplar and Township intersections. Develop urban places at Poplar's southeast and northwest corners with landscape and streetscape features.
- Design buildings with strong corner definition, compliant with node height, density, and placement regulations. Existing development at Township is relatively recent, although any future redevelopment should similarly comply with node regulations. Minor site modifications may be required to accommodate future corner place enhancements and station stops for a bus rapid transit.



Divergence of Green Acres and North College. Redesign of this intersection to provide a 90 degree angle will both improve safety and create an open space “triangle,” a central commons that can serve neighboring residential development.

MIDTOWN NORTH: Township to Millsap



FACTORS TO CONSIDER

- All four corners of Township have recent development with substantial opportunity for redevelopment north of the intersection.
- Key business environment for local businesses of different scales.
- Importance of and potential for connections to the Razorback Greenway (Scull Creek Trail) to the west.
- Relative proximity to Gulley Park and near adjacency to The New School.
- Major possibilities for infill development on vacant ground, marginally occupied older shopping centers (east side from Harold to Masonic), or underused large parking lots (Fiesta Square).
- Importance of access management and secondary local circulation system.
- Overall a transitioning area with high redevelopment potential, but as

of today, primarily commercial in use.

- Challenging topography establishes a development edge on east side of the corridor along Rolling Hills.
- Sensitivity of adjacent neighborhoods north of Sunbridge on the west and Rolling Hills on the east
- Proximity to many office and work environments on/near Millsap.

GENERAL DISTRICT DEVELOPMENT RECOMMENDATIONS

- Recognize roles of local businesses and provide a regulatory framework accommodating their need for identity and access.
- Provide step-downs in use intensity, scale, and height in transition areas between the College Avenue corridor and adjacent, largely single-family development to the east and west. Use local street patterns, shared use paths, and greenways to help reinforce compatibility between large scale new development and low- and

medium-density residential areas.

- Establish regulations and potential future actions that improve compatibility of automobile dealerships and large outdoor displays with other commercial uses and potential new uses, including residential and mixed-use development.
- Establish a multi-dimensional local access system that includes a local access grid, continuous shared use path paralleling but separate from the main corridor, and continuous sidewalks along College Avenue. Through regulation and negotiation, ensure dedication of necessary right-of-way, including possibility of land trades for signal relocation and alignment of the local grid. Link the system to local streets, reducing exclusive reliance on College Avenue for access.
- Execute an access management program consistent with this plan and the overall regulation proposed earlier in this chapter.
- Ensure that ultimate zoning strategy accommodates residential and mixed-use development, improves street definition and increases development density by establishing a clear building line zone, and reduces the visibility and impact of parking and outdoor display areas.
- Apply intensity node requirements and standards to the Township, Sunbridge, Appleby/Rolling Hills, and Millsap intersections to the degree permitted by stable use patterns. Consider Longview for this status, depending on development demand.



North College Avenue looking north from Harold Street. Management of open auto display areas while respecting business needs will be an important challenge for the regulating plan.



SUNBRIDGE SUBDISTRICT (Township to Appleby)

- Modify use regulations to phase out commercial uses with outdoor displays on small lots such as vehicular sales, instead emphasizing restaurants/food service, office, retail, and residential use. This can be accomplished by establishing these as legal, non-conforming uses, with rights extended only to current owners and prohibiting expansion; or exploring the possibility of an amortization period allowing the use to continue for a set number of years (such as ten years).
- Use regulations and redesign of the Villa Boulevard intersection to help create a cohesive mixed-density, mixed use neighborhood between Township and Sunbridge, linking back to the Sunbridge Villas neighborhood. Establish transitional density residential zoning on the outside edges of the corridor development area and adjacent to or influencing the character of surrounding single family neighborhoods. Primary transitional areas, permitting small lot single-family and attached housing, are between Township and Sunbridge and southeast of the Rolling Hills intersection.
- Encourage both vertical and horizontal mixed-use in new development projects. Regulations for development forms and vertical mixed use should encourage a market-realistic minimum for street level commercial use. Development forms may allow single-

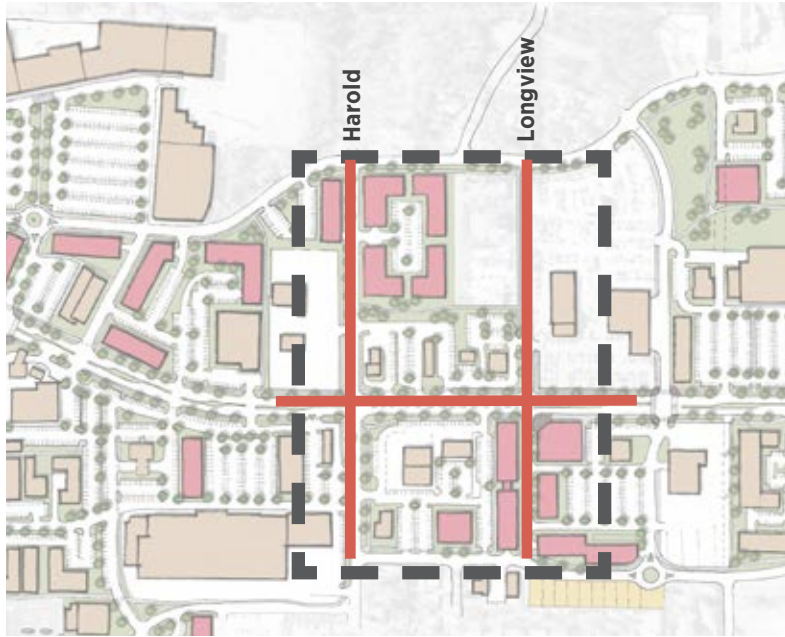
level commercial components in the build-to zone as part of common developments, with adjacent or attached multi-story residential blocks set farther back from the street.

- In new development projects, require dedication of easements or right-of-way for secondary collector and drive connections that supplement College Avenue for local access; and for the continuous shared use off-street path generally as proposed in Chapter Six.
- Incorporate access management, landscaping and public space, and redesign of parking lots to provide cross access into future improvements of College Avenue. Establish a regulatory framework that requires cross access, becoming effective in coordination with the adjacent street project.
- Create regulations for a Drake Street enterprise neighborhood, maintaining current permitted uses but also permitting workshops, custom fabrication, and other types of “makerspace” establishments. Define initial boundaries of the neighborhood as College to residential property lines along the east side of Sunbridge Villas and the Redbud, Mimosa, and Evergreen Lane cul-de-sacs, from Sunbridge to Golden Eagle Drive, Include a sufficient residential buffer along the western edge of the enterprise area.
- Establish build-to zones that establish a maximum setback for new buildings oriented to College Avenue. In addition to defining the street, this will make some sites on the east side of the street more developable.
- Establish Sunbridge as an urban intensity node, with mixed use development and corner places focusing on the southeast and southwest quadrants of the T-intersection. Encourage higher residential densities and building scale at this node. Establish a secondary node around protected mid-block pedestrian crossing at a point between Sunbridge and Rolling Hills.



FIESTA SQUARE SUBDISTRICT (Appleby to Millsap)

- Establish a Fiesta Square Special District with flexible regulations developed cooperatively with the property owner to produce a cohesive multi-building center. Provide flexible height regulations to provide both minimum scale and greater than normal maximums. Fashion the actual regulating framework around an adopted master plan.
 - Include dedication of right-of-way that to connect Appleby with Plainview and a continuation of Rolling Hills through the site.
 - Design new streets with a safe, protected path for bicycles, electric scooters, and other low-impact mobility devices. Integrate transit, including future bus rapid transit.
 - Develop urban streetscapes and sidewalk width along new streets.
 - Provide front entrance exposures to both College Avenue and the new Appleby/Plainview connection for new buildings with dual frontages. Develop urban corner places at the Rolling Hills entrance with build-to zones at or near property lines.
 - Require a minimum percentage of street level commercial use; and an adjustment of typical parking requirements.



- Establish street-defining build-to zones for new development with height limits up to four levels over parking along College and on major east-west connector streets, specifically an extended Harold Street from College to Parkview and Longview between a Lee/Hemlock east-side connection and Plainview. (see diagram above)
- Regulations for development forms and vertical mixed use should encourage a market-realistic minimum for street level commercial use. Development forms may allow single-level commercial components in the build-to zone as part of common developments, with adjacent or attached multi-story residential blocks set farther back from the street.
- Require a step-down of building scale adjacent to existing single-family neighborhoods. Typical intensity in such areas would be single-family attached or townhome configurations at minimum gross densities capable of supporting transit, typically in the range of 12 to 15 units per acre.
- In cooperation with existing auto dealerships, develop new standards and initiatives that increase their compatibility with the concepts of

corridor urbanism. These include improving the visual character of street frontage consistent with the need to display products outdoors; improving circulation and customer access; encouraging low-impact expansions that create contiguous sites and avoid using public right-of-way for internal circulation; and promoting possible right-of-way trades to improve site function and implement transportation recommendations in this plan.

- Require dedication of easements or right-of-way for secondary collector and drive connections that supplement College Avenue for local access; and for the continuous shared use off-street path



Pilot cycle track in Fiesta Square parking lot. A pedestrian and bicycle link along a new Plainview-Appleby connector is a critical part of the transportation network.



Sidewalk in the Fiesta Square subdistrict. More recent commercial development has included College Avenue walkways.

generally as proposed in Chapter Six.

- Incorporate access management, landscaping and public space, and redesign of parking lots to provide cross access into future improvements of College Avenue. Establish a regulatory framework that requires cross access, becoming effective in coordination with the adjacent street project.
- Encourage higher residential densities and building scale at the Longview node with a protected pedestrian crossing (such as a refuge median with HAWK signal) of College at a point between Longview and Harold. Establish corner places and a potential transit station stop at Millsap if required.

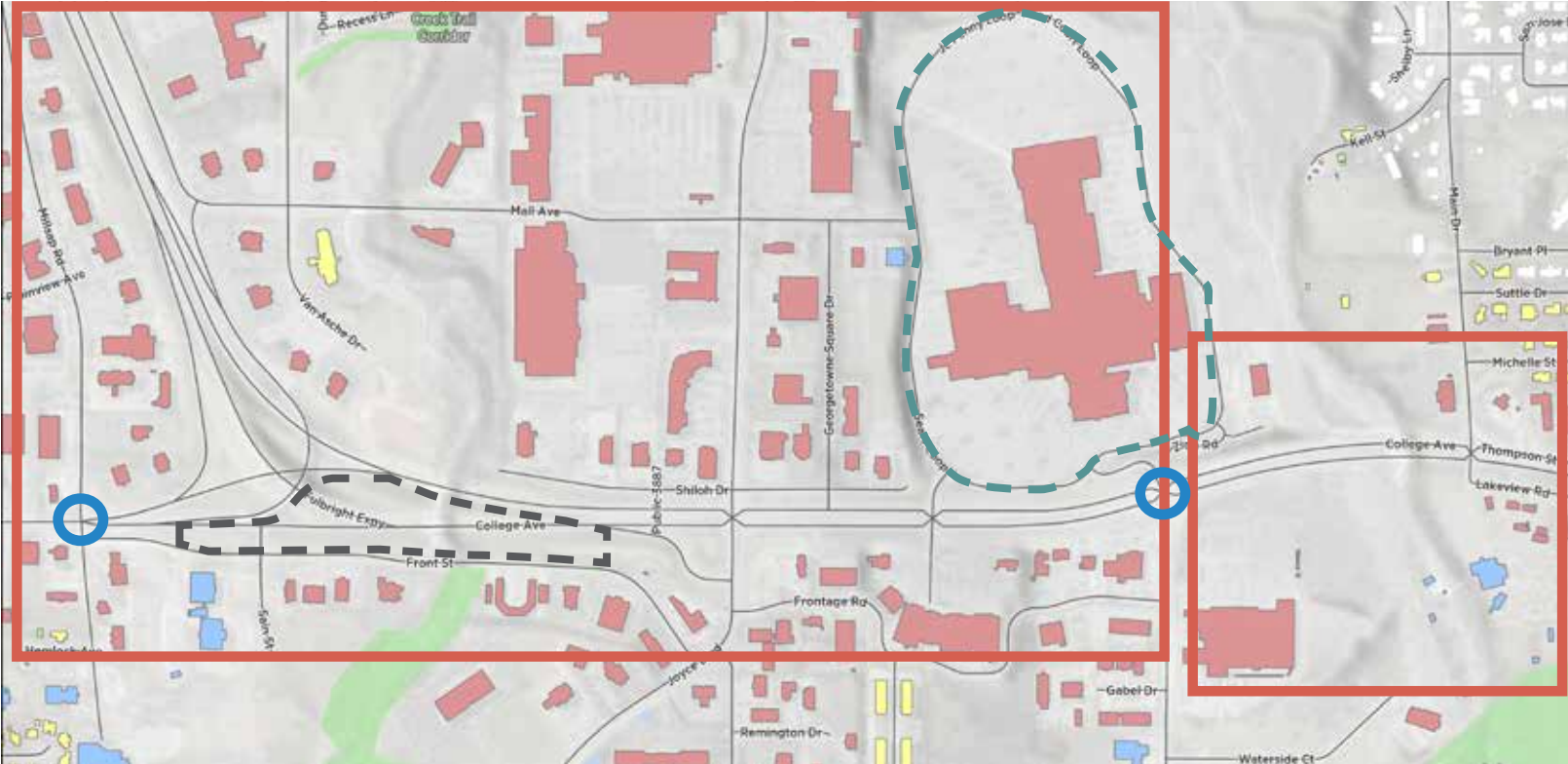


Auto dealerships. Dealerships are an important part of the 71B local economy. New regulations should improve compatibility with other commercial uses and nearby mixed-use development.



Mixed use regulations. A flexible regulatory plan can encourage redevelopment of the "Liquor World" shopping center and integrate the site into the surrounding neighborhood.

MALL/UPTOWN: Millsap to City Limits



FACTORS TO CONSIDER

- Dramatic changes in scale, speed, and access of the 71B environment, with urban corridor transitioning to the Fulbright Expressway interchange and ultimately to a six-lane, controlled access suburban arterial.
- Extensive use of parallel frontage and circulator streets for both local and limited pedestrian/bicycle access.
- Interchange breaks north-south local street continuity north of Millsap, to be improved on east side by proposed Sain-Vantage connection.

- Major point of regional trail access with grade-separated crossings of Mud Creek and Clear Creek Trails and nearby Scull Creek segment of the Razorback Greenway to the west.
- Direct trail spur from Razorback Greenway to Northwest Arkansas Mall.
- Proximity to the Washington Regional Medical Center Campus and University of Arkansas Uptown Campus, with major medical and general offices along Millsap/Futrall and Joyce Boulevard corridors.
- Large-format retail boxes and centers on the west side of corridor from Mud Creek to and including Joyce, with new multifamily



View toward Mall and 71B from the north.

- residential developments along the west side of Steele Boulevard.
- Northwest Arkansas Mall is in transition, with relatively high vacancy and excessive parking, experiencing the market forces similar to those affecting other older regional malls.
- Surrounding single-family suburban residential in Fayetteville, Johnson, and Springdale.
- Major regional recreation resource at Lake Fayetteville, with excellent trail access, but relatively poor access and visibility from the main corridor.

GENERAL DISTRICT DEVELOPMENT RECOMMENDATIONS

- Adapt zoning categories to changes in the retail economy, encouraging uses that previously were not common in major commercial areas.
- Attune public policy to the realities of city finances. Because Fayetteville is highly dependent on sales tax revenues and faces substantial competition from other regional retail centers, guidelines that enhance the retail environment are important for economic sustainability.
- Implement major public (federal, state, and local) investments in transportation to improve access, safety, and the consumer experience in this area.

- Establish new regulatory and design guides to incorporate some of the features of newer “life-style” centers into this built environment including street definition; redesigned and upgraded parking with enhancements such as internal streets, parking blocks, and shade; and articulation and detail of buildings to provide human scale,
- Encourage integration of multifamily development and mixed use development.
- If an interchange redesign is implemented and opens redevelopment possibilities on former right-of-way, encourage high-rise development with appropriate regulations where projects can provide visual landmarks and high development yield with minimal impact on existing residential areas.
- Maintain existing access limitations on the main line and increase north-south collector connections on both the east and west sides north of Millsap. Provide for necessary dedications of right-of-way to accomplish connectivity, while avoiding negative impact on properties.
- Apply either a new zoning category such as the UT-1 concept described above or expanding more flexible C-3 zoning within this district.
- Improve the active transportation environment along the corridor, with special additional emphasis on the east side of 71B.
- Envision the Mall site as a mixed use environment, departing from its current configuration as a massive central commercial building surrounded by large quantities of surface parking. With property owners, develop a regulating regime that right-sizes parking, reworks circulation, and recognizes the value of both the eastern and western edges of the property.
- Upgrade access, visibility and land use Lake Fayetteville’s frontage along College Avenue.

UPTOWN/MALL SUBDISTRICT (Millsap to Zion Road)

- Create a Northwest Arkansas Mall Special District with flexible regulations developed cooperatively with the property owner to produce a cohesive mixed-use, multi-building project that may incorporate mid- and high-density residential and new commercial entertainment, food services, hospitality, and retail uses. Special district regulations may include:

- Dedication of peripheral right-of-way to serve development around the edges of the Mall site;
- Street design that provides a safe, protected path for bicycles, electric scooters, and similar modes;
- Integration of transit, including future bus rapid transit;
- Guidelines for street facades and commercial street level use along new streets;
- Flexible height regulations to provide both minimum scale and greater than normal maximums, typically up to six to eight stories;
- Urban streetscape and sidewalk width along new streets;
- Parking lot redesign and landscaping;
- A minimum percentage target of street level commercial use;
- An adjustment of Mall surface parking requirements.
- The actual regulating framework should be fashioned around an adopted master plan. However, a logical land use plan includes mixed use retail and residential on the west side of the district and a “restaurant row” permitting free-standing buildings on the southeast.
- Establish regulations to permit high-rise, mixed use development on land opened to private development by a future redesign of the Fulbright interchange, with permitted heights of up to ten stories with a minimum separation of 1,000 feet from any single-family zoned area. Maintain flexibility to accommodate a greater height limit with exceptional design.
- With substantial new development, require connections to adjacent trails, sidepaths, and sidewalks.
- Apply proposed regulations for large parking lot design that create distinct parking blocks of a maximum size (potentially no more than 25% of the total number of stalls provided in the lot) separated by interior streets or continuous landscaping.
- Establish an urban place at Zion Road. Because this environment does not have adjacent building entrances and is not scaled to pedestrians,

its design will include elements different from other more urban intersections along 71B.

- If a transit stop or station is established at Zion Road, require adjacent properties to partner with the City to provide a direct and safe pedestrian connection from the stop to commercial buildings.

LAKE SUBDISTRICT (Zion Road to City Limits)

- In coordination with developing an upgraded entrance from College Avenue to the lake, modify use and setback regulations along Lakeview between Main Drive and Lake Fayetteville Road to encourage uses consistent with outdoor recreation and the lake environment. Mobile and temporary uses such as food trucks and vendors are consistent with this concept, subject to permit requirements.



Vacant Sears store at the Mall. Large vacancies like this both reflect the changing retail environment and open possibilities for introducing new uses, as identified in Chapter Four.

8/IMPLEMENTING THE PLAN

Tomorrow's Corridor is largely intended as a framework for private and public decision making, leading to a new vision for this important urban corridor. To this end, its approach is evolutionary, and is likely to be executed through many incremental decisions made by individuals – public officials, builders, developers, businesses, investors, and present and future residents. Although many of these decisions will be private, initiatives by the City of Fayetteville and community agencies and organizations can create the environment that helps realize the vision of Corridor Urbanism along 71B. This chapter addresses those initiatives.

IMPLEMENTING THE PLAN

The 71B corridor will inevitably change substantially during the next twenty years and *Tomorrow's Corridor* is designed to help provide unity and order to the large and small decisions that will accomplish that change. Most of those decisions will be private. But initiatives taken by city and state government, public agencies, existing and proposed community organizations, and the citizens of Fayetteville can both address important corridor issues and catalyze desirable private development.

During the year of this planning process, several important events and initiatives have taken place. In March, 2019, the citizens of Fayetteville approved a major public improvement bond issue that includes significant funding for the College Avenue corridor. During the summer, 2019, the City of Fayetteville and the Arkansas Department of Transportation successfully negotiated a transfer of jurisdiction of the existing 71B corridor between the north and south Fulbright Expressway interchanges. This provides the City with the complete authority to modify the affected South School, Archibald Yell, and College segments of the corridor. Finally, development in the Mill District around MLK and South School took a major leap forward with announcement of redevelopment of the Co-op site on the southwest corner as a mixed use residential/commercial project. These are all important steps toward realizing the Tomorrow's Corridor concepts.

Looking ahead, the public and community implementation program of initiatives for 71B resolves into six specific categories: Street Transportation, Trails and Pathways, Regulating Environment, Development Focuses, Attainable Housing, and Organizational Infrastructure. The following program divides these elements into Short-Term (0-5 years), Medium-Term (5-10 years), and Long-Term components. This breakdown is advisory only and should be viewed as flexible and able to accommodate and substitute other opportunities as they arise, including private development projects.

SHORT-TERM (0-5 YEARS)

STREET TRANSPORTATION

- Design and construction of the Phase 1 improvement program for 71B. Phase 1 is primarily funded by proceeds of the 2019 bond issue and funds from the negotiated transfer of the corridor to city

responsibility. Specific priorities recommended by this plan include:

- The College Avenue segment from North Street to Township Street, including the proposed street channel, sidewalks, the upgraded Township intersection node, the Memorial Drive pedestrian crossing, new lighting and streetscape features, and redesign of the Green Acres intersection with the Green Acres common on vacated right-of-way. This project will demonstrate the quality of the street design and set the stage for future phases.
- Redesign of South School Street to three lanes with cycle/mobility track and continuous sidewalk/sidepath between Cato Springs and the Mill District. This should be accomplished within the existing street section. This project should also include an upgraded pedestrian crossing with pedestrian refuge median at or near 11th Street.
- Reconfiguration of Archibald Yell with better pedestrian accommodation and a signal at the South Street intersection.
- Redesign of the Archibald Yell/South College/Rock Street intersection.
- Completion of the Appleby-Plainview collector between Fiesta Square and Millsap.
- Completion of the Vantage-Sain connection between North Front Street and Joyce Boulevard.
- Negotiation with SWEPCO on alternatives and responsibilities for distribution system upgrades, coordinated with the corridor improvement project. Options include burial of distribution lines; relocation of overhead lines off the main corridor, possibly using the route of the future shared use path or adjacent streets; or pole replacement and other aesthetic improvements to the existing overhead system in place.
- Execute a comprehensive transit planning effort as described in Exhibit "A" of the Fayetteville City Council's 71B resolution.
- Complete detailed feasibility study, project design, and funding for bus rapid transit (BRT) along the 71B corridor.

TRAILS AND PATHWAYS

- Upgrade of the on-street Poplar Street Bikeway between College Avenue and the Razorback Greenway.

- Sidepath, probably on the east side of South School, between Cato Springs Road and MLK Boulevard.
- Greenway and trail connection, including a new creek crossing, to link the South School corridor directly to Walker Park and the Greenway.
- Reservation of right-of-way for parallel off-street paths with development along College Avenue between North and Millsap.

REGULATING ENVIRONMENT

- Implement the recommendations of the Regulating Plan in Chapter 7, including converting to ordinance language as appropriate.

DEVELOPMENT FOCUSES

- Work with owners of Evelyn Hills, Fiesta Square, and Northwest Arkansas Mall to implement parking lot improvements, street dedications where required, land use entitlements, and other actions necessary to increase utilization of these properties.
- Incorporate shared access, design assistance, and streetscape improvements into the College Avenue improvement project to support emergence of the Restaurant District between Sycamore and Township.
- Assist owner with redevelopment of the Southgate site at 15th and South School.

ATTAINABLE HOUSING

- Partner with the Fayetteville Housing Authority (FHA) to increase capacity with staff and capitalization to build both ownership and rental housing designed for affordability to households with incomes in the 60% to 100% of median household income range. Ensure that the FHA also has the ability to partner with developers to incorporate affordable housing into mixed income developments.
- Explore methods to implement NWA Housing Report Action Item #4, permitting the use of publicly owned land for housing production.
- Assist with the acquisition and reuse of the "farm" north of the Evelyn Hills shopping center as a residential development geared toward moderate income urban families. Development may be an initial project for the proposed CDC.
- Work with FHA to develop the first phase of a residential "village"



Family-oriented townhomes in Richmond, CA

east of 7hills Homeless Center, targeted toward households who are temporarily homeless and/or people and households in need of permanent supported housing. Such a project may adapt the “tiny house” model utilized by Food and Shelter, Inc. in Norman, Oklahoma and similar projects. This project would serve a constituency different from Serve NWA’s New Beginnings project, which broke ground in April, 2019 and is designed for unsheltered people.

- Develop an incentive structure to encourage private development of mixed income developments that could include financial incentives like TIF, assistance with site acquisition and development, density bonuses, and accelerated processing.

ORGANIZATIONAL INFRASTRUCTURE

- Form a 71B business organization funded by a business improvement district that forms policy, executes marketing programs, and maintains public realm improvements.

MEDIUM-TERM (5-10 YEARS)

STREET TRANSPORTATION

- Design and construction of the Phase 2 improvement program for 71B, with funding provided by proceeds of a new bond issue or allocation of other capital funds. Specific priorities recommended by this plan include:

- The College Avenue segment from Township Street to Millsap Street, including the proposed street channel, sidewalks, the upgraded intersection nodes, and new lighting and streetscape features.
- Possible incorporation of on-street parking as required by adjacent redevelopment along the South School corridor.
- If required, permanent reconfiguration of Archibald Yell Boulevard, assuming that the initial redesign was constructed as a pilot project.
- Construction of east-west connections between College Avenue and parallel collectors. These potentially include Longview, Harold, and Masonic. This includes possible land exchanges with North College auto dealerships to provide contiguous sites for the businesses and better cross street connectivity.
- Construction of additional east-west connections between College and Green Acres Drive, including Colt and Colt Square.
- Execution of a detailed transportation study and conceptual redesign of the north Fulbright interchange in cooperation with ArDOT and development of a conceptual design for funding in future phases. Initial studies are underway in 2019. A detailed study should evaluate performance of redesign alternatives with a full secondary circulation network in place, and should consider factors in addition to Level of Service in the analysis.
- Funding and construction document completion for redesign of the north Fulbright/College access system.
- Consolidate North College roadway on the west side of the current corridor north of the Scull Creek Bridge
- Place a bus rapid transit (BRT) service in operation along the 71B corridor.

TRAILS AND PATHWAYS

- Completion of the first phase of the path system between North and Township.
- Continued reservation of right-of-way for parallel off-street paths with development along College Avenue between North and Millsap.
- Completion of Sublett Creek Trail to Poplar Street.

DEVELOPMENT FOCUSES

- Work with owners of City Lumber, Vaughn Recycling, and Ozark Steel on site redesign to improve compatibility with redeveloping adjacent uses.
- Incorporate shared access, design assistance, and streetscape improvements into the College Avenue improvement project between Township and Millsap.
- Complete full development of the University of Arkansas research campus to South School and multi-family, campus related housing on the Cato Springs site on the east side of the corridor.

ATTAINABLE HOUSING

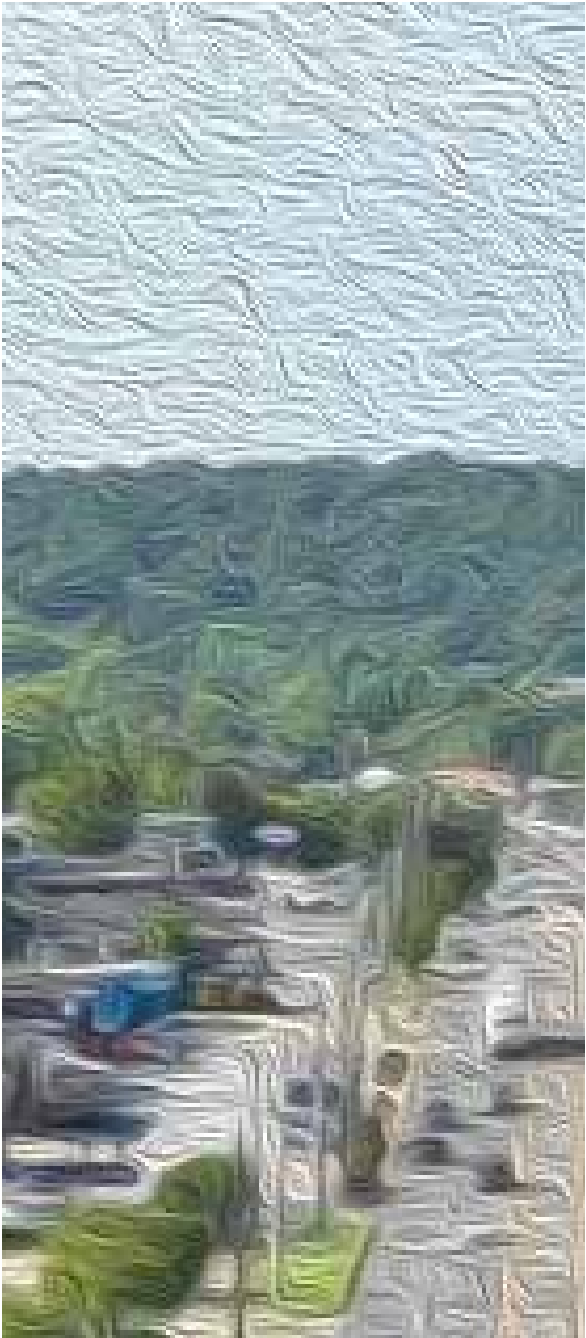
- Continued development activities by the 71B Development Corporation, with possible focuses on the “Sunbridge” site north of Township Street on the east side of College and proposed medium-density residential sites in the South School corridor.
- Encourage eligible nonprofits to apply for state and federal grants to increase supportive housing assistance.
- Implement recommendations of the NWA Housing Report, including creating a local finance program for new homes, enacting anti-displacement and housing preservation policies, and developing housing partnerships with major employers and key institutions to promote affordable development.

LONG-TERM (OVER 10 YEARS)

- Redesign and funding for the Fulbright interchange and surrounding area.
- Evaluate the results of this plan and update it for what is inevitably a new development and transportation environment.
- Complete other aspects of the transportation and trail development programs.

IMPLEMENTATION SUMMARY

	Short	Medium	Long
TRANSPORTATION AND STREET ENVIRONMENT	<ul style="list-style-type: none"> College Ave redesign, North to Township South School reconfiguration Pilot Archibald Yell reconfiguration College and Rock intersection Appleby-Plainview collector Vantage-Sain connection Resolution of overhead relocation/burial options and timing Execute a comprehensive transit planning effort as described in Exhibit "A" to the 71B Resolution 	<ul style="list-style-type: none"> College Ave redesign, Township to Millsap Continued South Scholl upgrade with redevelopment Permanent Archibald Yell reconfiguration East-west grid on North College Fulbright interchange alternatives study North College lane consolidation and greenway near Lake Operational BRT 	<ul style="list-style-type: none"> Complete Fulbright interchange and regional access plan, with connection to Mall Avenue. Complete other aspects of transportation program. Consider future transit needs and options in view of higher density development. Redesign and funding for Fulbright interchange area
TRAILS/PATHS	<ul style="list-style-type: none"> Poplar Bikeway upgrade South School sidepath South School to Walker Park connection 	<ul style="list-style-type: none"> Phase one of North to Township connecting paths ROW reservations with development, Township to Millsap Sublett Creek Trail 	<ul style="list-style-type: none"> Complete shared use system of parallel connecting paths along College Avenue
REGULATORY	<ul style="list-style-type: none"> Discuss recommendations/convert to ordinance language 	<ul style="list-style-type: none"> Evaluate and modify 	
DEVELOPMENT FOCUSES	<ul style="list-style-type: none"> Major retail centers first stage modifications Restaurant District Southgate redevelopment 	<ul style="list-style-type: none"> Site upgrades to major South School businesses and industries Research Center area Continued major centers development 	<ul style="list-style-type: none"> Evaluate and modify land use and development concepts relative to changing context and conditions.
ATTAINABLE HOUSING	<ul style="list-style-type: none"> Fayetteville Housing Authority as major development entity Moderate-income family housing on "farm" site Transitional village to the east of Seven Hills Homeless Center Incentive structure for "missing middle" housing 	<ul style="list-style-type: none"> Sunbridge development area Continued transitional development 	<ul style="list-style-type: none"> Continue and improve development programs and make necessary adjustments



A CONCLUDING NOTE

We would like to begin this note with a word of thanks to everyone who has been involved in this planning process: Fayetteville's superb city staff, the Mayor, City Council, and Planning Commission; our Plan Advisory Committee members; and members of the community who came to meetings and workshops, completed surveys, talked to us, and contributed to this document with their insights, support, and sometimes withering criticism, all of which made this plan better. Mostly, we thank all of you for your complete dedication to the good and welfare of this great community. We hope that you find this document worthy of your trust.

We knew this plan would be both a challenge and an opportunity to create something new – something that would advance the future of Fayetteville and generate an idea that could be applied in other cities. Unlike many planning projects, we had no preconceived idea or formula about what this plan would look like in the end – or even if there was an end in the sense that we normally think about planning documents. Like many of you, though, we believe that climate change presents an existential threat to us, our children, and our grandchildren. For us, it is an overriding mission to grapple with practical solutions in our cities that can help move the needle in ways that respect the ways in which people live, work, pray, and interact with their city.

We know that the ubiquitous commercial strip has an enormously high environmental footprint because of its exclusive reliance on motor vehicles, its dispersed and inefficient single-use development pattern, its low ratio of land actually used for human activity, and its high impact on urban runoff and the quality of our streams. Yet, strip also has features that are indispensable to our daily lives and economic health. This plan is all about recognizing the importance of the 71B corridor and many of its existing features to the community while gradually making it more economically and environmentally sustainable.

People have developed inspiring visions for the long-term future of this corridor that we find compelling and inspiring. We hope that aspects of these visions can be realized some day. We also know that some people have criticized this plan as looking like only a first phase rather than a completed vision. To this, we plead guilty. In these times, we have little idea of what the city and world might look like in thirty years. Our goal here is to take the things that we do know about and move them in a different and hopefully more productive and achievable direction that will provide a stronger foundation for people who will plan even more ambitious ideas in the future.

On this 50th year of humankind's first landing on the Moon, we turn to that analogy. For many decades before 1969, people developed visions, wrote books, and produced movies and shows about landing and settling on the Moon.

But these visions were unrealized until we took the small steps necessary to create the foundation for Apollo 11 – the Mercury and Gemini missions that made the “giant leap” possible. If this document will be seen as something like the Mercury and Gemini missions that make ideas like the Transit City scenario and other visions more possible, we will have achieved our goal.

In conclusion, thank you for your trust in us and for your partnership, support, criticism, and friendship. We are grateful to have the chance to think with you about the future of Fayetteville and the contribution that 71B, with its memories and significance to the community, can make to that future.

- Martin Shukert





CITY OF
FAYETTEVILLE
ARKANSAS

PROGRAMMING THE STREET

SOUTH SCHOOL & COLLEGE AVENUES



The RDG/Garver team was selected by the City of Fayetteville to design the South School and College Avenues streetscape project based on the 71B corridor plan completed by the same team. The streetscape project stretches from Cato Springs Rd to Martin Luther King Boulevard on South School Avenue and from North Street to Township Street along College Avenue. The RDG/Garver team kicked off this phase of the project by conducting a walking tour along South School and College Avenues with City staff to review existing conditions.

Comments from City staff from this walk follow:

SOUTH SCHOOL AVENUE

- Make minimal improvements to the road section south of South 15th Street
- Adjust curbs in certain areas north of 15th Street to allow for streetscape improvements
- Reflect final plans for the Southyards apartment project at 7th and School
- Consider extension of 7th Street to South School
- Preference for a shared use path over bike lanes. Budget constraints may require retaining curbs in their present location.
- Lane diet is appropriate along School but preferred north of 15th Street
- Openness to acquire R.O.W. to make certain areas “work”
- Add a curb to separate bikes and vehicles if a protected cycle track becomes the most economically feasible option

COLLEGE AVENUE

- The City is open to planting trees within sidewalk where there are constraints inside the R.O.W.
- Adjust curbs as necessary along College Avenue.
- Concentrate transit structures/facilities at Poplar and College. Potential of acquiring property to make this happen, if needed.
- Make bus stops more visible along the route without inhibiting flexibility.
- Improve crosswalk timing all along the College Avenue corridor.

STAKEHOLDER MEETINGS

After meeting with City staff the RDG/Garver team conducted stakeholder interviews with property owners along the corridor. The interviews included:

1. Review by the team of overarching concepts from the master planning phase.
2. Introduction of the current project.
3. Consultation with stakeholders of potential program ideas for the streetscape project. See list at the end of this document.
4. Addressing and receiving input on a variety of issues including shared access, parking consolidation, amenities, outdoor dining spaces, and theming opportunities.

Stakeholders also provided information on their current parking, access and other issues presented by the current street configurations. In general, stakeholders were positive about the project and supported improvements to the street and sidewalk environments. Some key takeaways from the stakeholder meetings are listed below:

COLLEGE AVENUE

- Walkability and micro-mobility should be the priority
- Currently College prevents pulling any bike/ped/scooter traffic from the east to the Woodland Junior High School.
- Dr. Slocum of Fayetteville Public Schools would prefer a trail and bicycle access on the south side of the track if possible to a Poplar alignment. School district is interested in providing a trail easement over that part of its property.
- The new streetscape should provide a safer place for walking and add more public transportation amenity
- Questions about location and overall use of medians
- Safety concerns for pedestrians crossing from the VA at Memorial Drive to Evelyn Hills Shopping Center. Concerns over short pedestrian signal cycles and visibility
- General concerns regarding the timing of the light at E Memorial Drive and College
- Concerned about and general opposition to zoning changes
- Overarching issue of College Avenue infrastructure. Necessary repairs or replacement of water lines should be coordinated with the streetscape project.
- Both interest and skepticism regarding branding that corridor of College
- The design should be flexible.
- Support for flexible outdoor seating, with special interest in one centralized larger area. Could also be a series of outdoor spaces.
- Considerable sign pollution
- Relocate overhead wires as feasible
- Need to develop ideas to encourage easy pedestrian access between businesses
- Dickson Street and entertainment district have traditionally been the focus of branding. It would be wonderful to have some focus on branding/beautification in this part of town. The area has been called Midtown in the past- not sure if that is a good branding or not. Would be great to have nice lights and decorative street banners as well as larger investment/draw to the area
- This area is an emerging district
- Maintaining accessibility during construction is very important
- Connect a drive from Green Acres to College Avenue along Colt Drive or north of Mermaids

- Desire for an area for community style outdoor seating
- Fewer driveways/curb cuts would improve trafficflow and safety
- Enhance lighting along College Avenue

SOUTH SCHOOL AVENUE

- Do not change access
- The apartments planned for South Yard anticipates future on-street parking
- Poor lighting is an issue on this street
- Intersection of 11th and South School is crash-prone
- Cars run into the tree at the Farmer’s Table with some frequency
- Look for opportunities for interfaces between bike/micro mobility network.
- ORT is not married to specific bus stop locations. Open to shifting things - but major boarding points are Seven Hills, the Research Park, and major intersections. A transit center with turnaround loop is desirable.
- Ozark Regional Transit would determine bus stop design. Far side installation is safest
- Build in flexibility for evolution to BRT. Eugene, OR is an example of such an evolution
- South School Corridor-specific
- Any on-street bike facility should be carefully coordinated for safe operation with buses
- Preference for a multi-use a side path if possible – but open to the idea of either protected directional bike lanes or two-way cycle track on one side
- This could be the beginning of a more regional vision that extends the bike infrastructure to West Fork and Greenland



PROGRAM

SOUTH SCHOOL

Roadway

- Reallocation of right of way in certain locations
- Road section: Three 11-12' travel lanes with two-way cycle track on west side
- On-street parking: located as needed along South School
- Access management – driveway containment, identify parking areas for modification and general approach
- Pedestrian refuge medians at high demand crossings
- Possible enhancement or higher visibility of entrance to Reserach Park

Active Transportation

- Bicycle facility: Two-way separated bicycle track on west side
- Sidewalks: Five 6' sidewalk behind the curb separated by pavers or a minimum of six feet distance away from curb to allow for tree plantings. Back of curb sidewalks without edge buffer are acceptable adjacent to cycle track.
- Colored concrete crosswalks at pedestrian crossings
- 11th Street and South School – Modify alignment of 11th Street and South School and modify parking to allow for safer vehicular traffic, pedestrian and bicycle mobility.
- Redesign of 11th Street strip center parking lot for improved safety and sidewalk continuity
- Transit- Locate bus shelters where appropriate.

Environment

- Stormwater management – Locate stormwater management BMP's where appropriate
- Use long lasting materials and LED lighting along South School
- Plant native and adaptive species of street trees

Enhancements

- Denote districts along South School with integrated art
- Integrate art to denote bicycle and pedestrian crossings.
- New lighting and poles
- Provide new street trees and landscaping along the corridor where space allows.
- Provide decorative fencing where there is no buffer between sidewalk and parking lots.

NORTH COLLEGE

Roadway

- Road section: Five 11' travel lanes with 6' tree lawn and 6' sidewalk. In constrained area between North to Memorial, 5' concrete sidewalk and 1.5' paver edge adjacent to the curb to help separate cars from pedestrians.
- Access management – driveway containment, identify parking areas for modification and general approach.
- Medians in locations where they do not impede turns into businesses
- Intersection realignment at Green Acres Drive to create 90 degree intersection and green space; Colt Drive connection between Green Acres and College
- Intersection redesign – Poplar and College
- Utilities: Bury or move above ground utilities to reduce visual clutter

Active Transportation

- Sidewalks: Five 6' sidewalk behind the curb separated by pavers or a minimum of six feet of distance away from curb to allow for tree plantings.
- Connection of Poplar Bikeway and future Sublett Creek Trail
- Colored concrete crosswalks at pedestrian crossings

Environment/Sustainability

- Green Acres greenspace – reuse of vacated right-of-way for stormwater BMP's and open space
- Daylight Sublett Creek east of College and Poplar to allow for stormwater management.
- Use long lasting materials and LED lighting along South School
- Plant native and adaptive species of street trees

Districts

- Restaurant District: district organization with shared access, interconnected parking and pedestrian access, branding, graphics, amenities, outdoor eating

Enhancements

- Public Spaces: Green Acres, Sublett Drainage, Poplar Trailhead
- Provide opportunities for art in public spaces
- Denote restaurant district along College Avenue with integrated art and branding. Parking lot interconnection where possible
- New Lighting and Poles
- Provide new street trees and landscaping along the corridor where space allows.
- Provide decorative fencing where there is no buffer between sidewalk and parking lots.



COLORED CONCRETE SIDEWALKS



EXISTING OVERHEAD UTILITY LINES



STREET TREES



DECORATIVE FENCING



LIGHTING



RETAINING WALLS



DISTRICT BRANDING

INTEGRATING ART ALONG THE CORRIDOR

The 71B corridor master plan discussed the proven role that public art can play in creating meaningful places along the street. Consequently, it should be a major part of the 71B development program. Potential art installations along the South School and College Avenue streetscapes include:

- **District gateways.** These define the edges and themes of identifiable districts along the street, such as the University of Arkansas research campus and the emerging Mill District along South School and the Restaurant District along College north of Township. Integrated public art could be used to reflect local history, bring attention to specific sites and highlight local artists.
- **Bus shelters.** At special intersections such as transit stops, art and function can be combined with thematically designed shelters.
- **Pedestrian and Trail crossings.** Major pedestrian intersections such as the Greenway and Town Branch Trail crossings can be marked by placemaking elements that also increase safety and visibility. Similar treatments can be used to enhance safety at defined pedestrian crossings away from street intersections.
- **Open spaces** such as those envisioned with a redesign of the Green Acres drive intersection, the gathering space at Poplar and College Avenue provide possibilities for major art installations.



DISTRICT GATEWAY



DISTRICT GATEWAY



MAJOR ART INSTALLATION



BUS SHELTER



BUS SHELTER



MAJOR ART INSTALLATION



DISTRICT GATEWAY



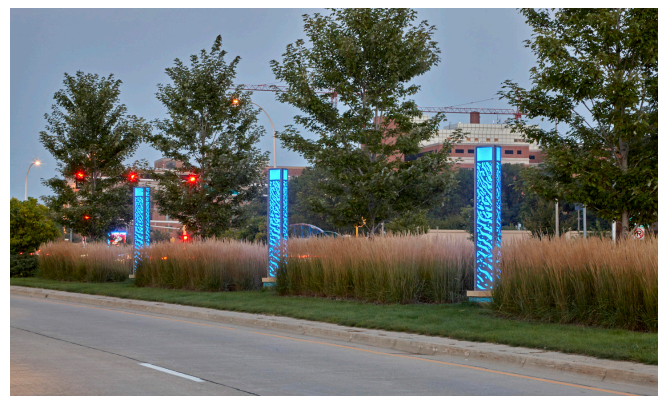
DISTRICT GATEWAY



DISTRICT GATEWAY



DISTRICT GATEWAY



DISTRICT GATEWAY



MAJOR ART INSTALLATION

STORMWATER MANAGEMENT BMP'S

There will be opportunities along the corridors to incorporate stormwater management best management practices (BMP's). BMPs are structural, vegetative or managerial practices used to treat, prevent or reduce water pollution. This adds another layer of sustainability to the corridor. Some of the BMP's would include bioretention gardens, raingardens, porous pavements or water quality inlets.



GATHERING SPACES AND TRAILHEADS

There may be an opportunity to create gathering spaces and a trail head at the Poplar and College Avenue intersection. The gathering space could serve as an area for people to bring their take out meals from the restaurant district or serve as a space for community or district events. The trailhead would be associated with the proposed Sublett creek trail. This would include a parking lot and open space with picnic tables, benches and other amenities. The gathering space and trail head would also be areas to incorporate public art.



SOUTH SCHOOL SECTIONS



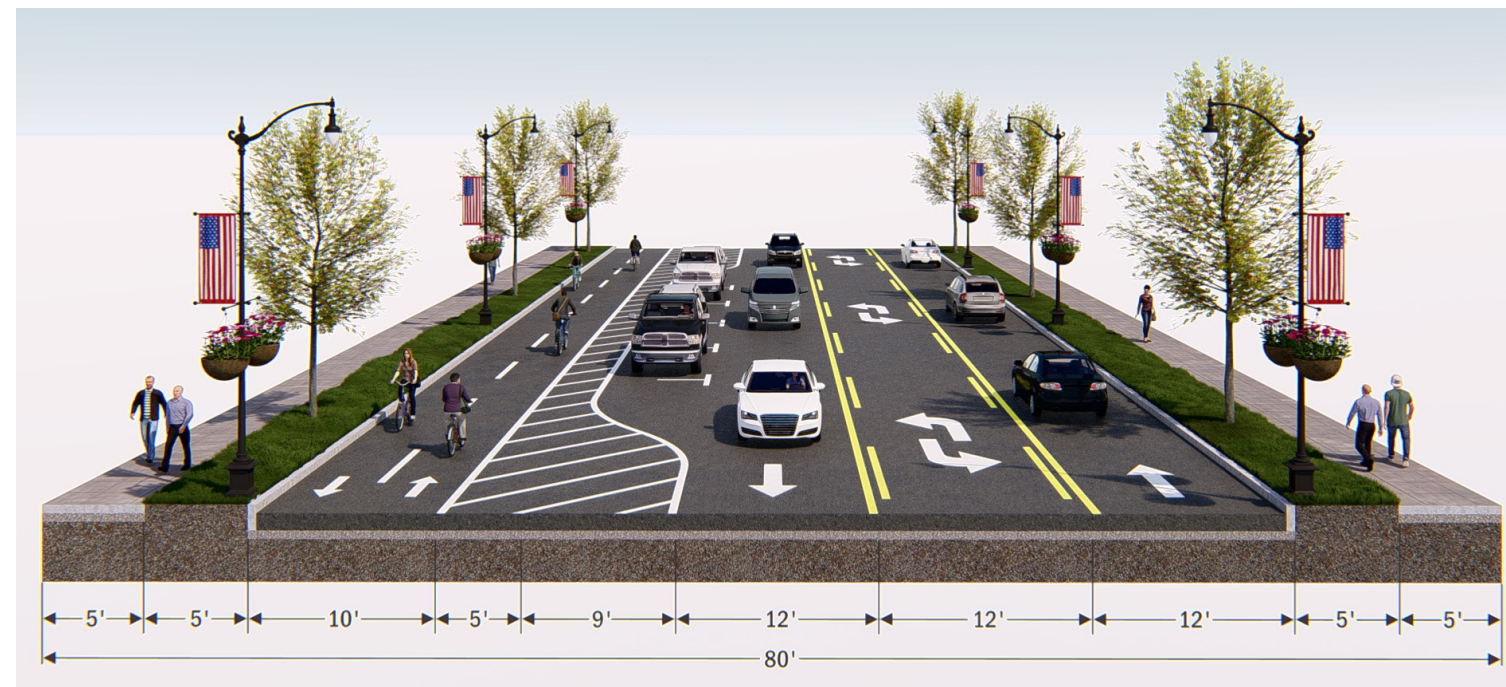
EXISTING SOUTH SCHOOL CONDITION

Five-lane configuration looking north from Town Branch Creek bridge



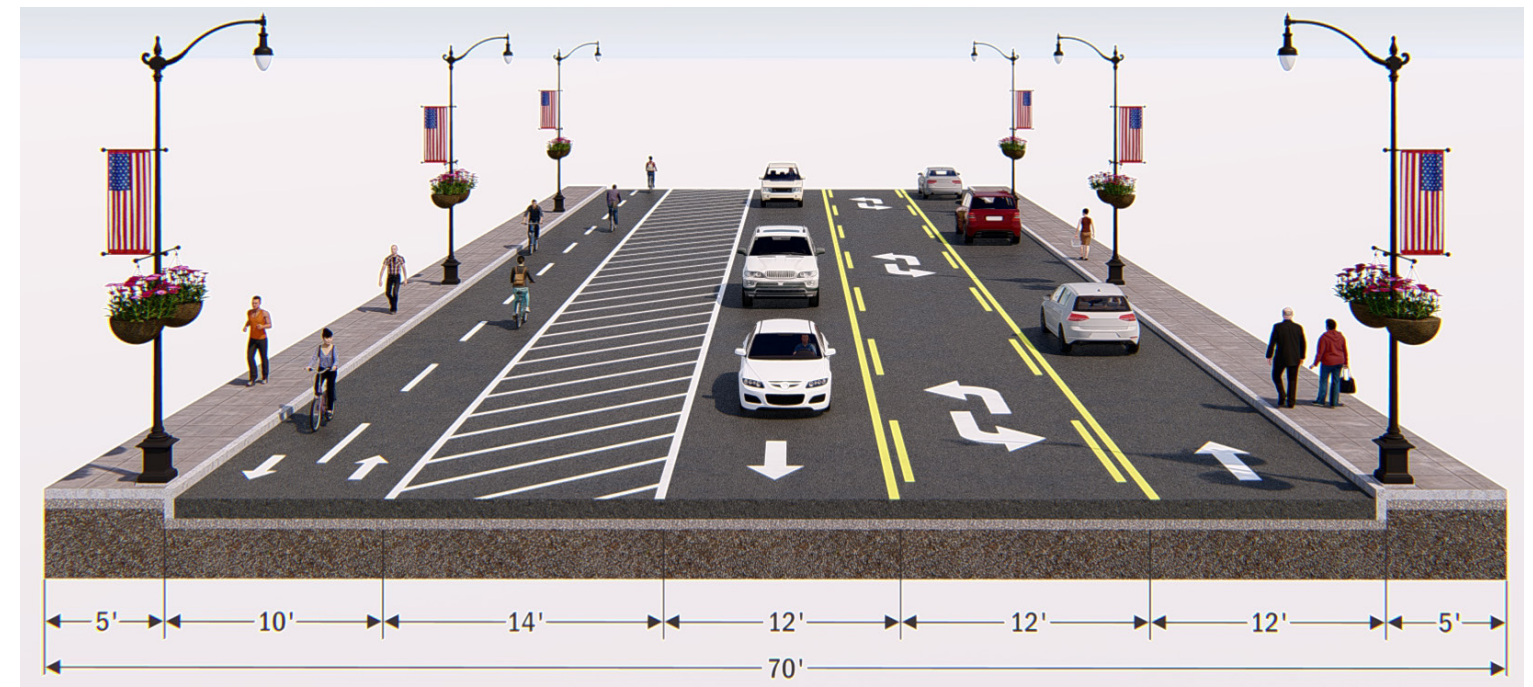
SOUTH SCHOOL AVENUE - TYPICAL SECTION

The desirable typical section provides a three-lane section with two-way protected cycle track on the west side, separated by a buffer delineated with surface mounted rumble strips and raised pavement markers, consistent with the treatment planned for Archibald Yell. The buffer ranges from 4' to 14' with the ability to accommodate on-street parking where the demand exists. Sidewalk with is 5' minimum (6' preferred), set back 5 to 6' from the back of curb.



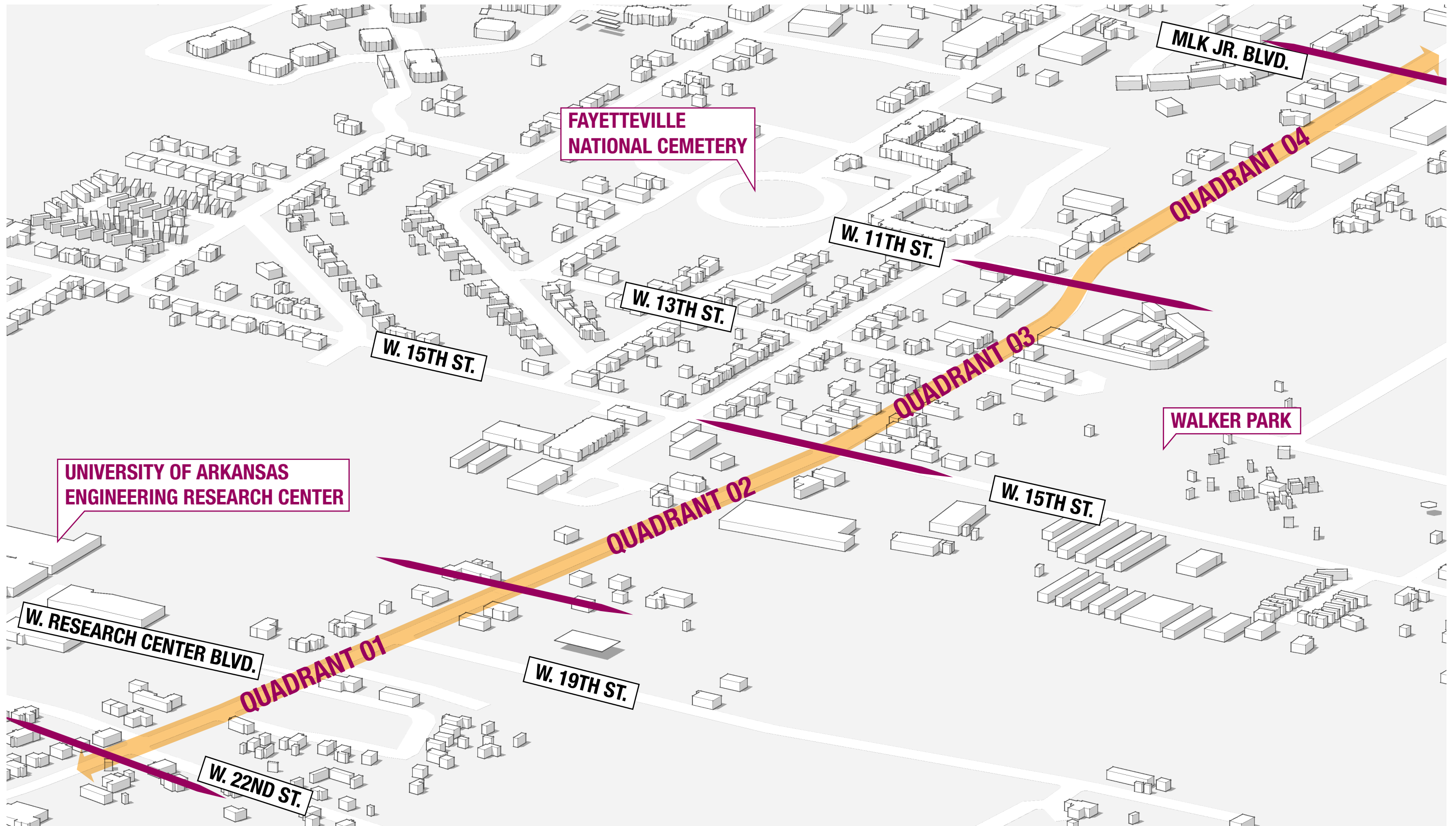
SOUTH SCHOOL AVENUE - PARKING

The illustration above shows the buffer modified to provide on-street parking. This section pertains to areas with demonstrated demand for on-street parking. The wider buffer can be modified over time to provide on-street parking that supports future redevelopment projects.



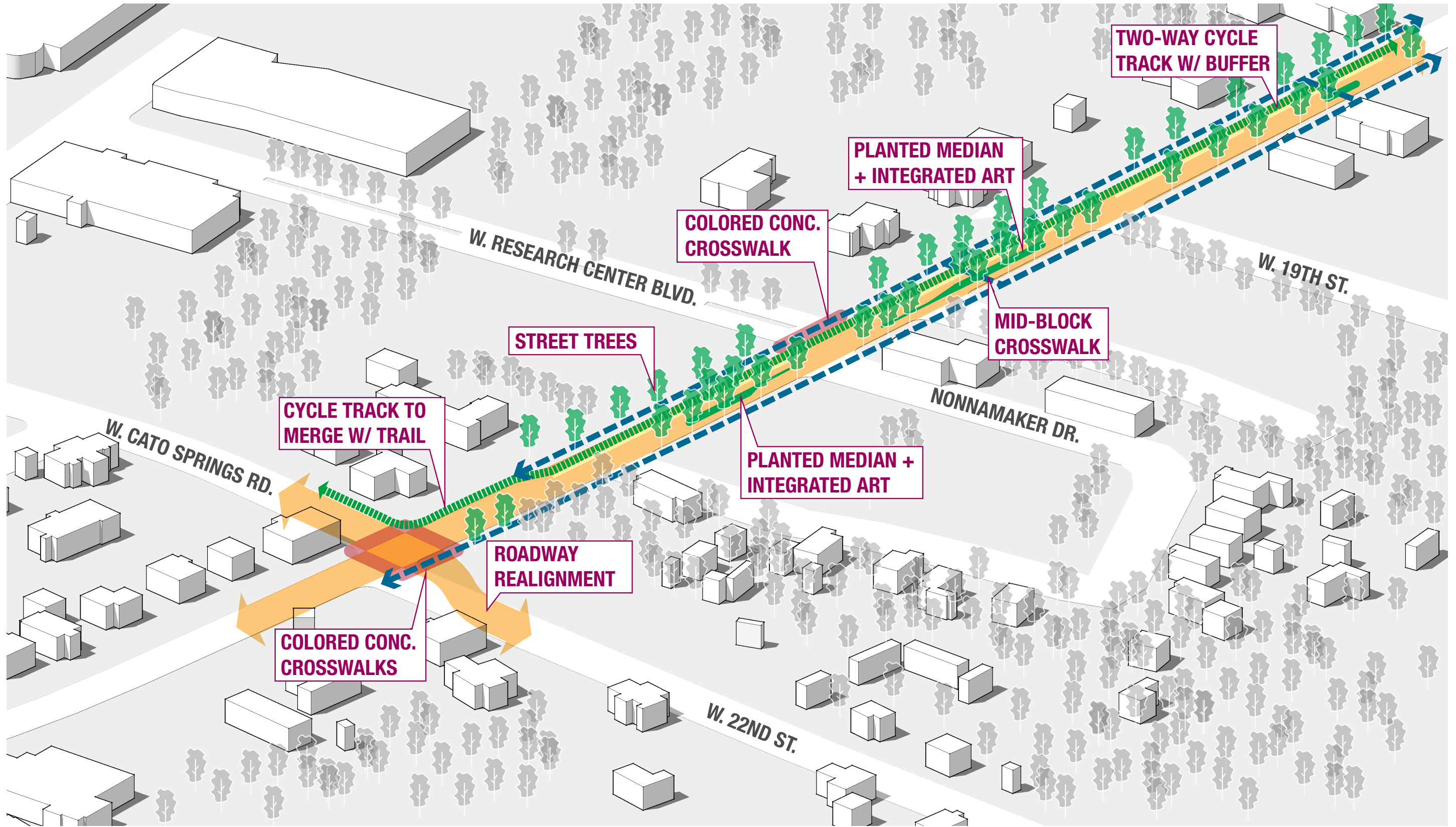
SOUTH SCHOOL AVENUE - CONSTRAINED SECTION

In some sections, a constrained right of way or topography makes a sidewalk setback difficult. In these situations, a back of curb sidewalk is most acceptable adjacent to the cycle track. Other options include adjustment of the curb line with reduction of the buffer between the cycle track and travel lanes; or acquisition of a strip of right of way to permit a sidewalk setback.

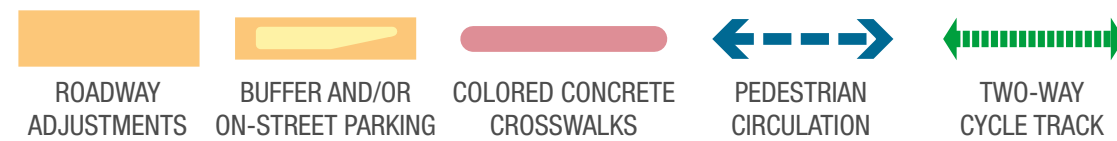


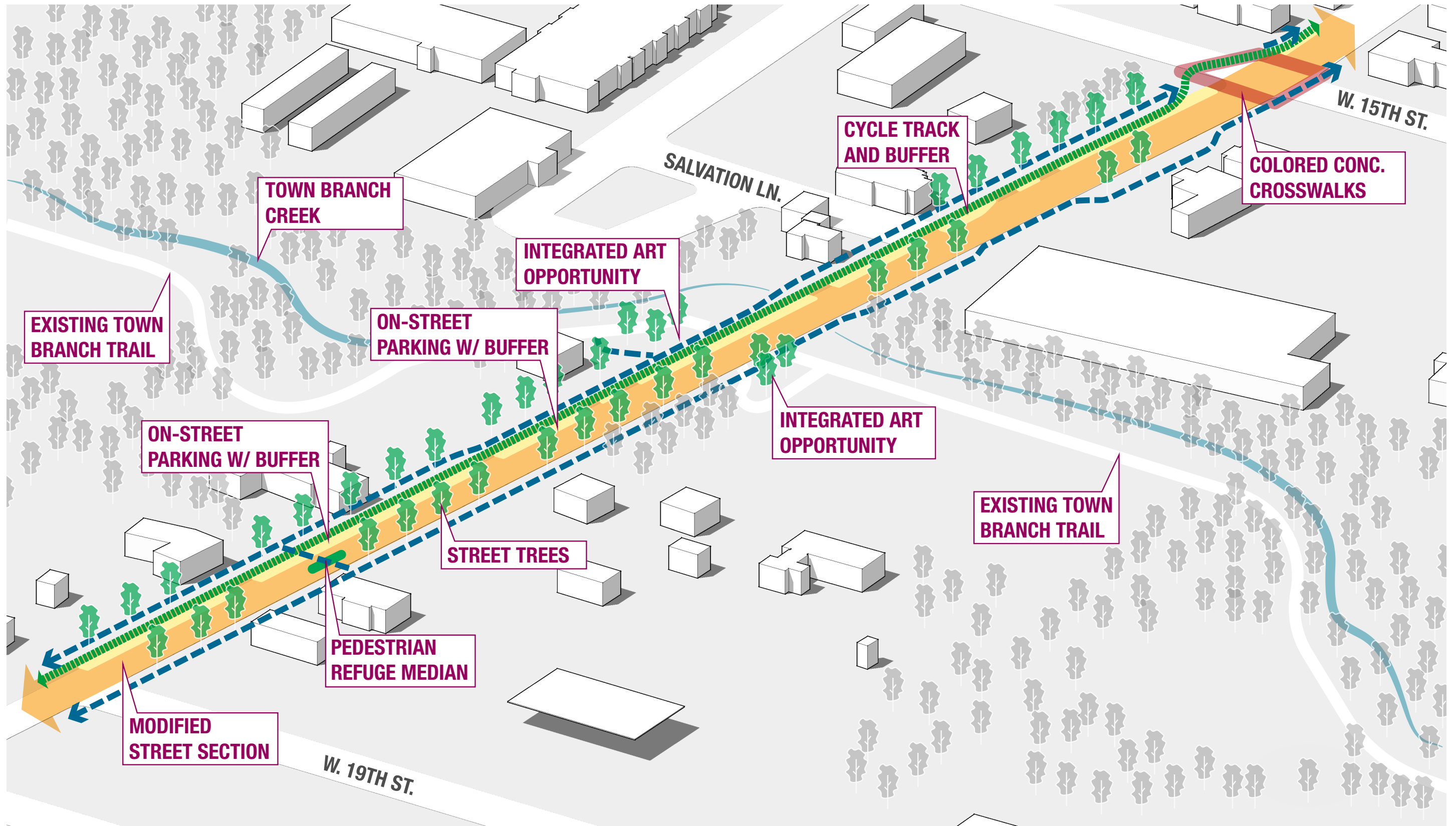
S. SCHOOL AVENUE - DIAGRAM QUADRANT OVERVIEW





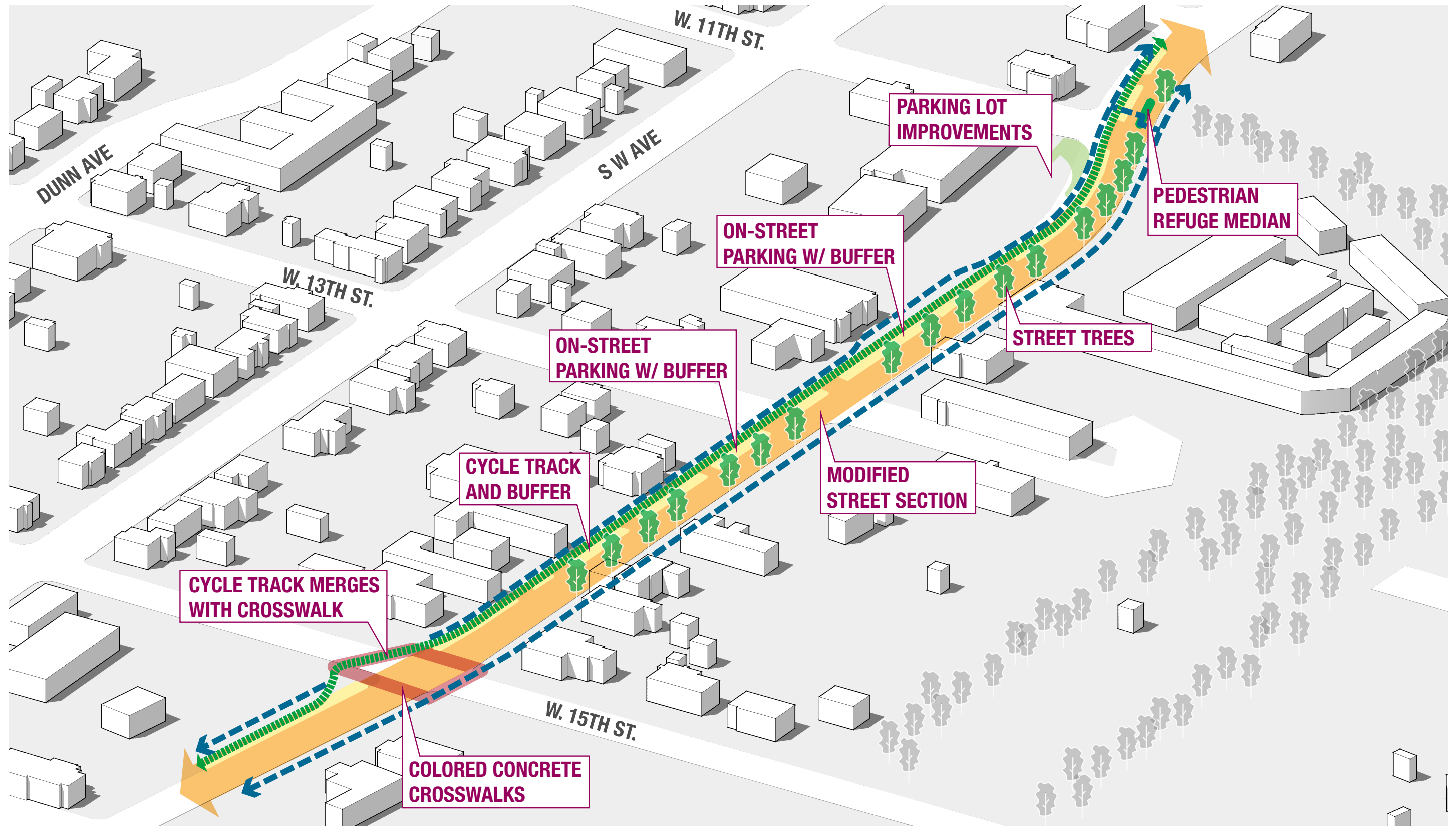
S. SCHOOL AVENUE - QUADRANT 01










S. SCHOOL AVENUE - QUADRANT 02

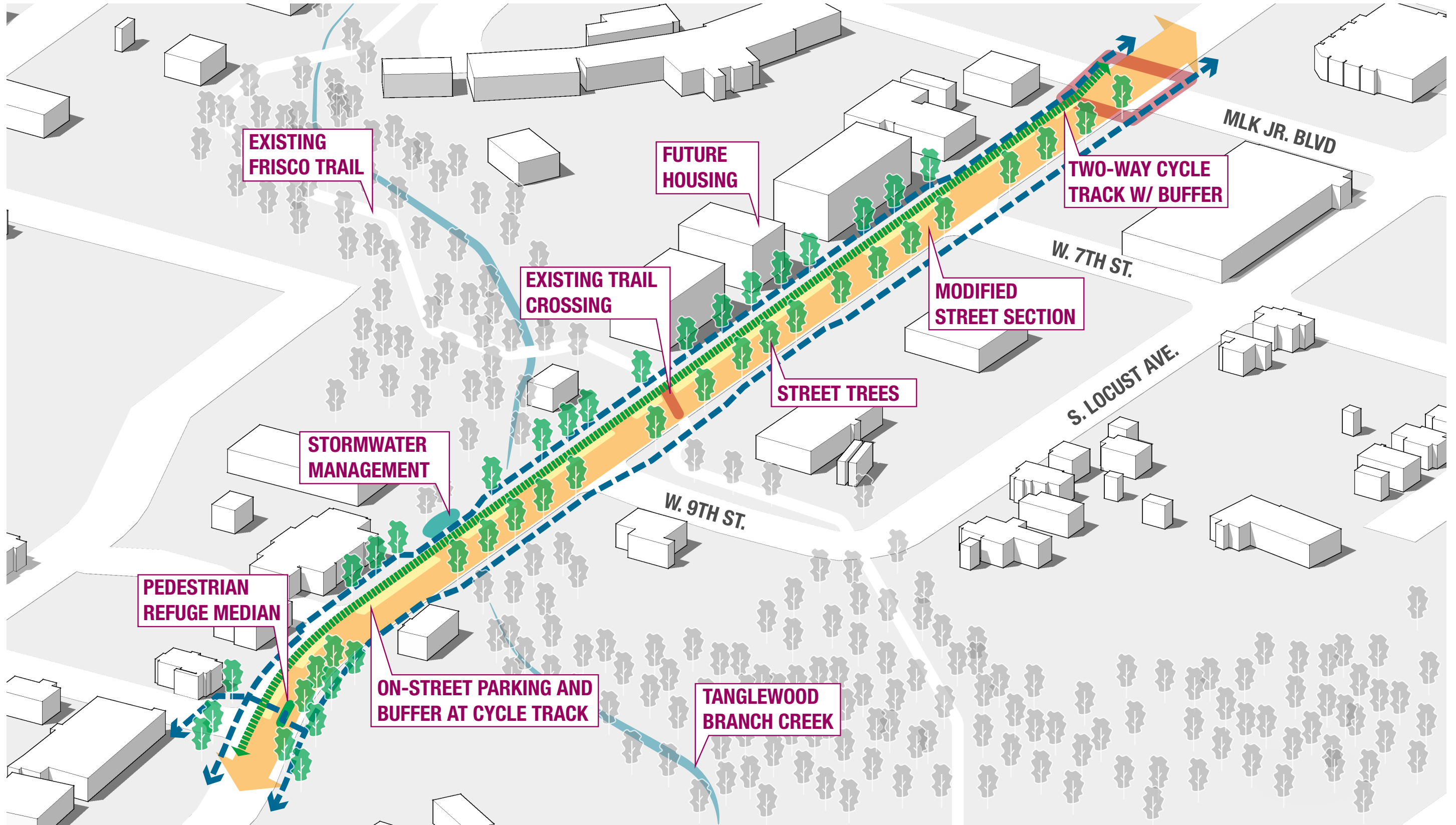
					
ROADWAY ADJUSTMENTS	BUFFER AND/OR ON-STREET PARKING	COLORED CONCRETE CROSSWALKS	PEDESTRIAN CIRCULATION	TWO-WAY CYCLE TRACK	NORTH



S. SCHOOL AVENUE - QUADRANT 03

- 
 ROADWAY
ADJUSTMENTS
- 
 BUFFER AND/OR
ON-STREET PARKING
- 
 COLORED CONCRETE
CROSSWALKS
- 
 PEDESTRIAN
CIRCULATION
- 
 TWO-WAY
CYCLE TRACK

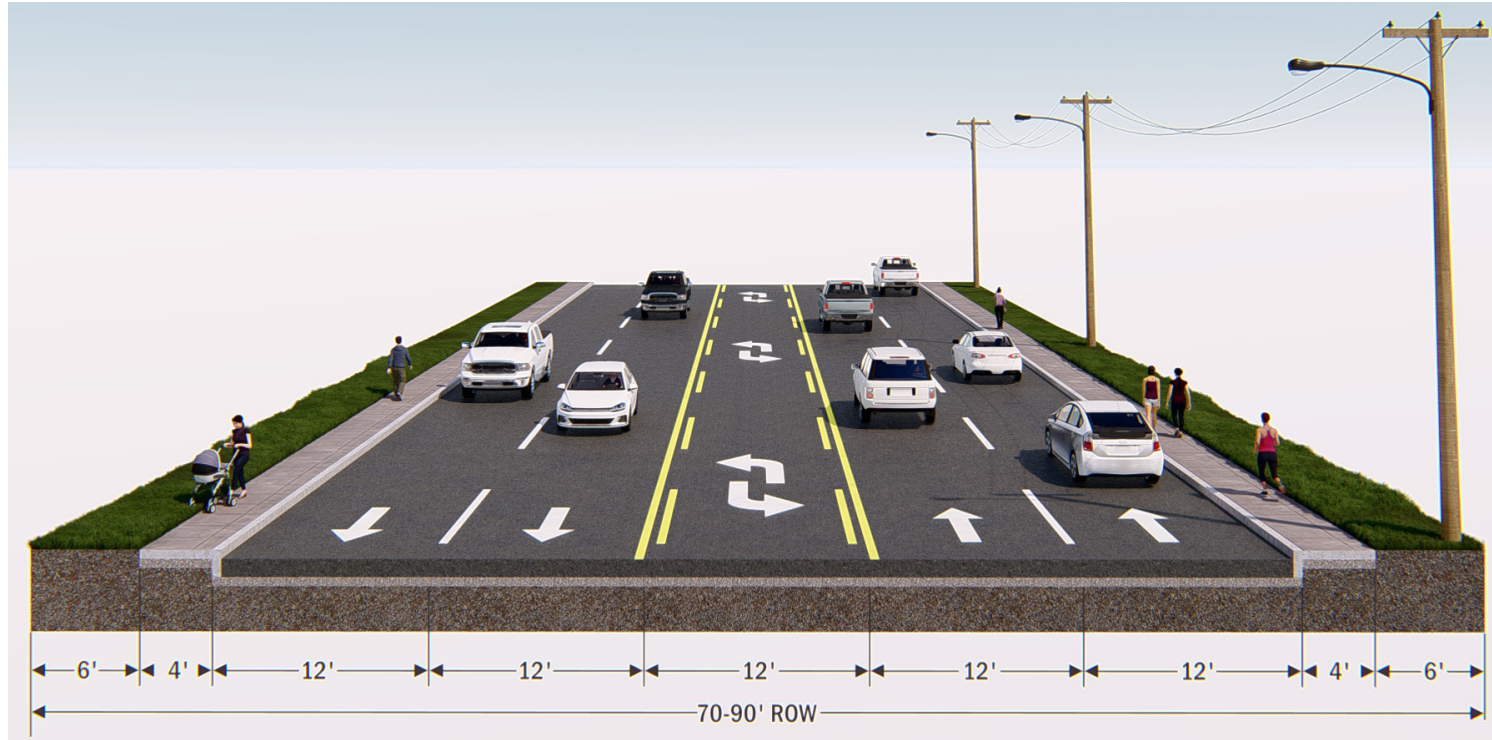




S. SCHOOL AVENUE - QUADRANT 04



COLLEGE AVENUE SECTIONS



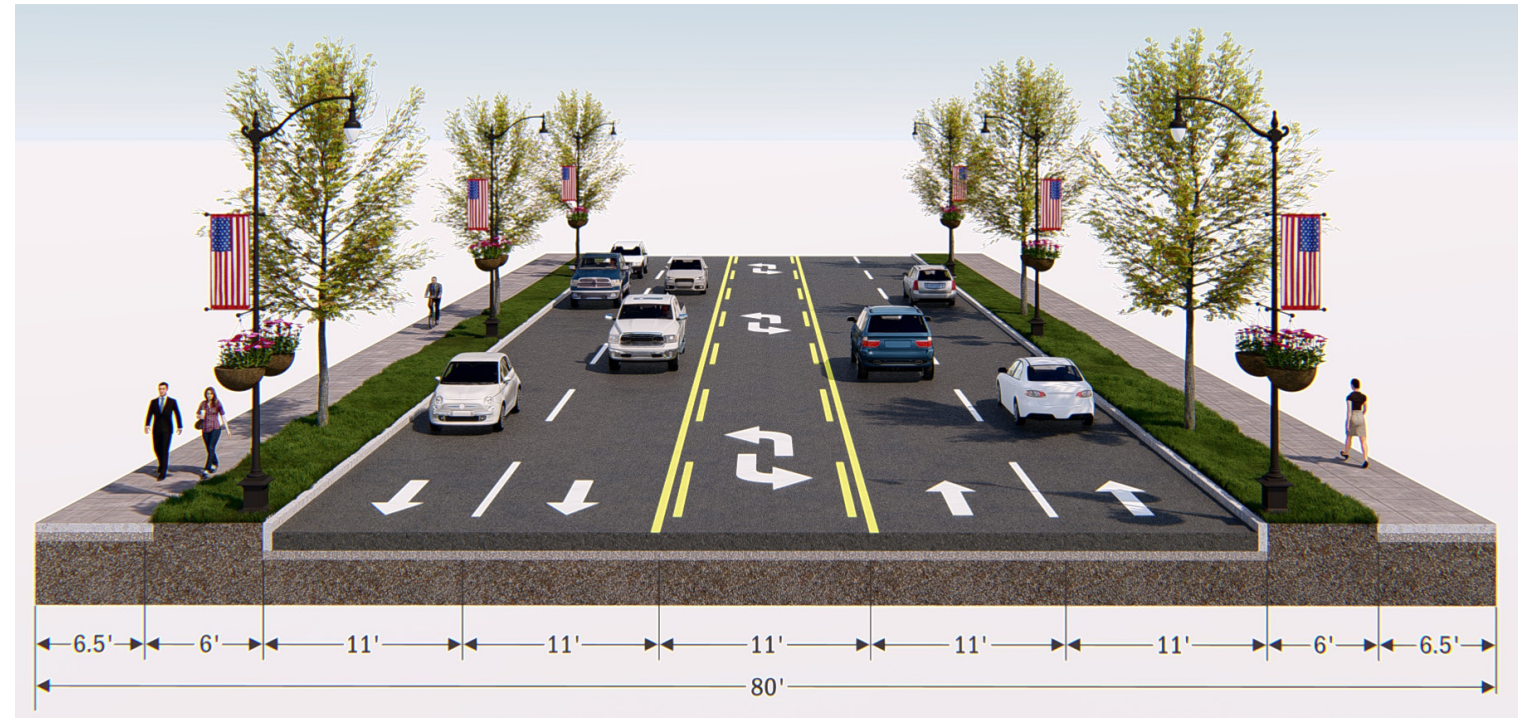
COLLEGE AVENUE - EXISTING

Illustration shows existing five-lane section with back of curb sidewalk. Sidewalks are intermittent and vary in width and setback.



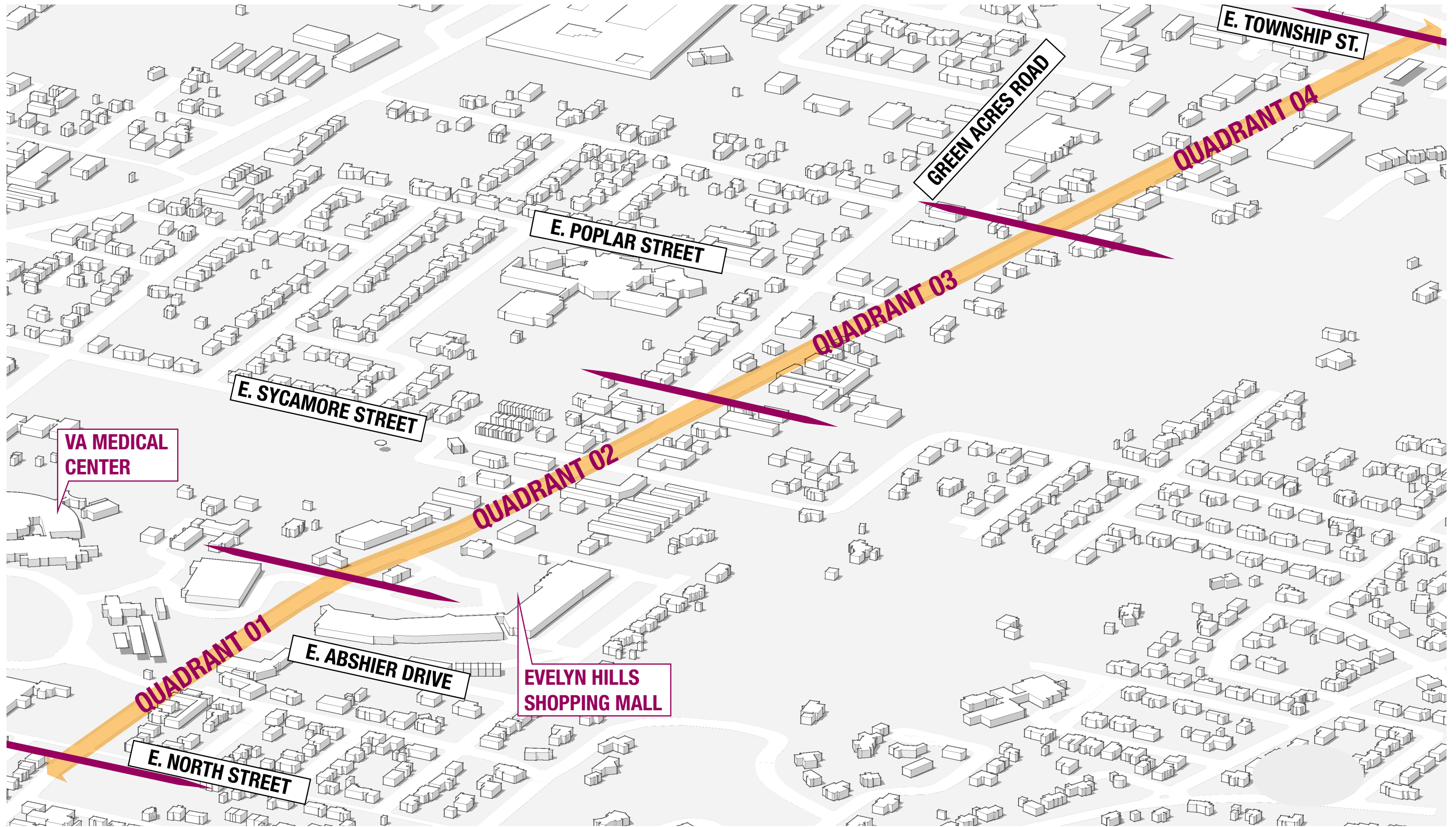
COLLEGE AVENUE - NORTH TO MEMORIAL DRIVE

College Avenue travel lanes are reduced to 11 feet, providing extra width between curb and property line. Topographic limitations require back of curb sidewalks, with a 1.5' paver buffer and 5.5' sidewalk width. Medians can be provided in some locations along this segment.



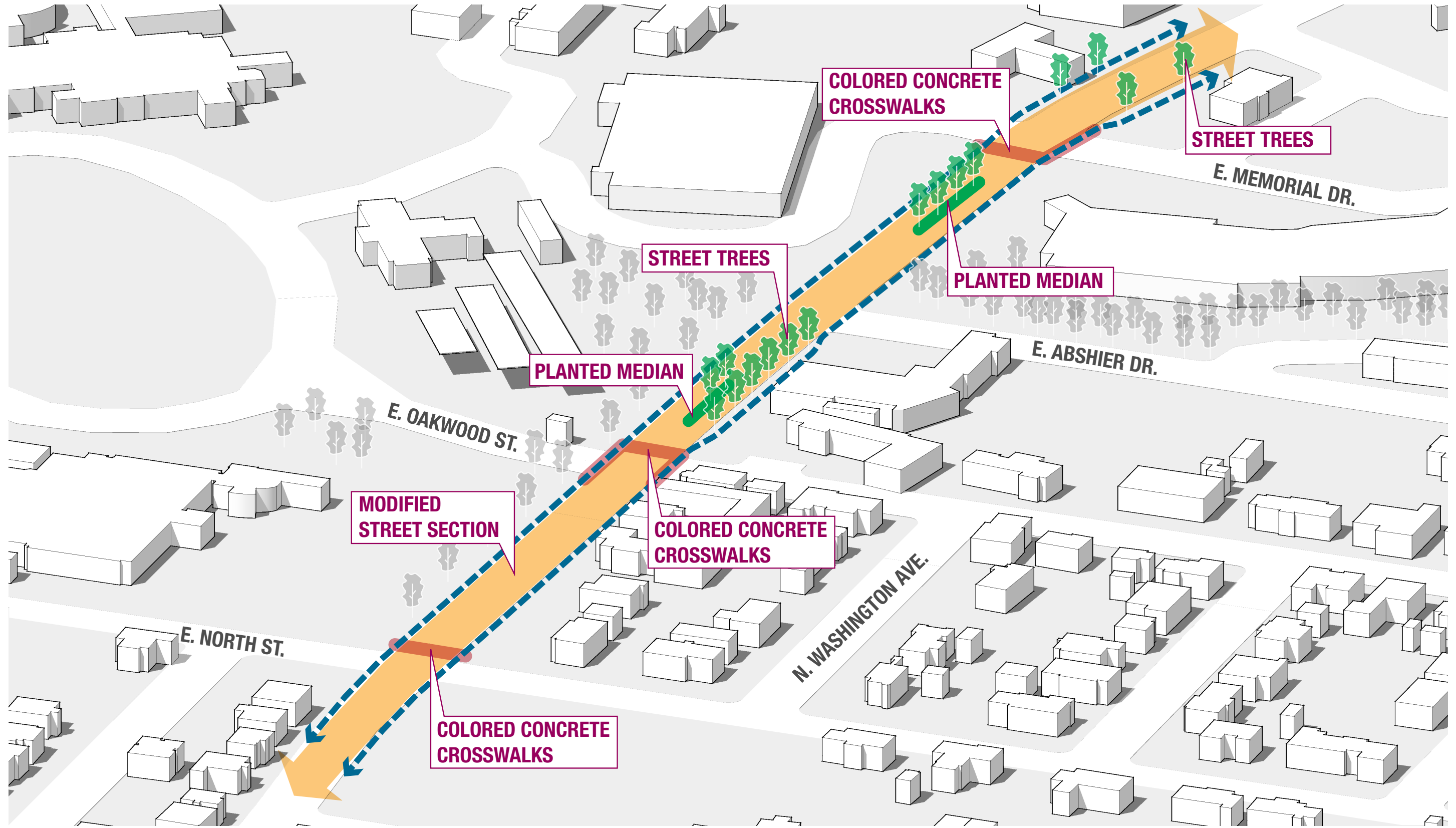
COLLEGE AVENUE - MEMORIAL DRIVE TO TOWNSHIP

Typical College Avenue section provides 5 11' lanes, with a desirable 6' sidewalk setback (4' minimum for short distances) and 6' to 6.5' sidewalk width. Wider sidewalk setback provides adequate space for street trees.



COLLEGE AVENUE - DIAGRAM QUADRANT OVERVIEW



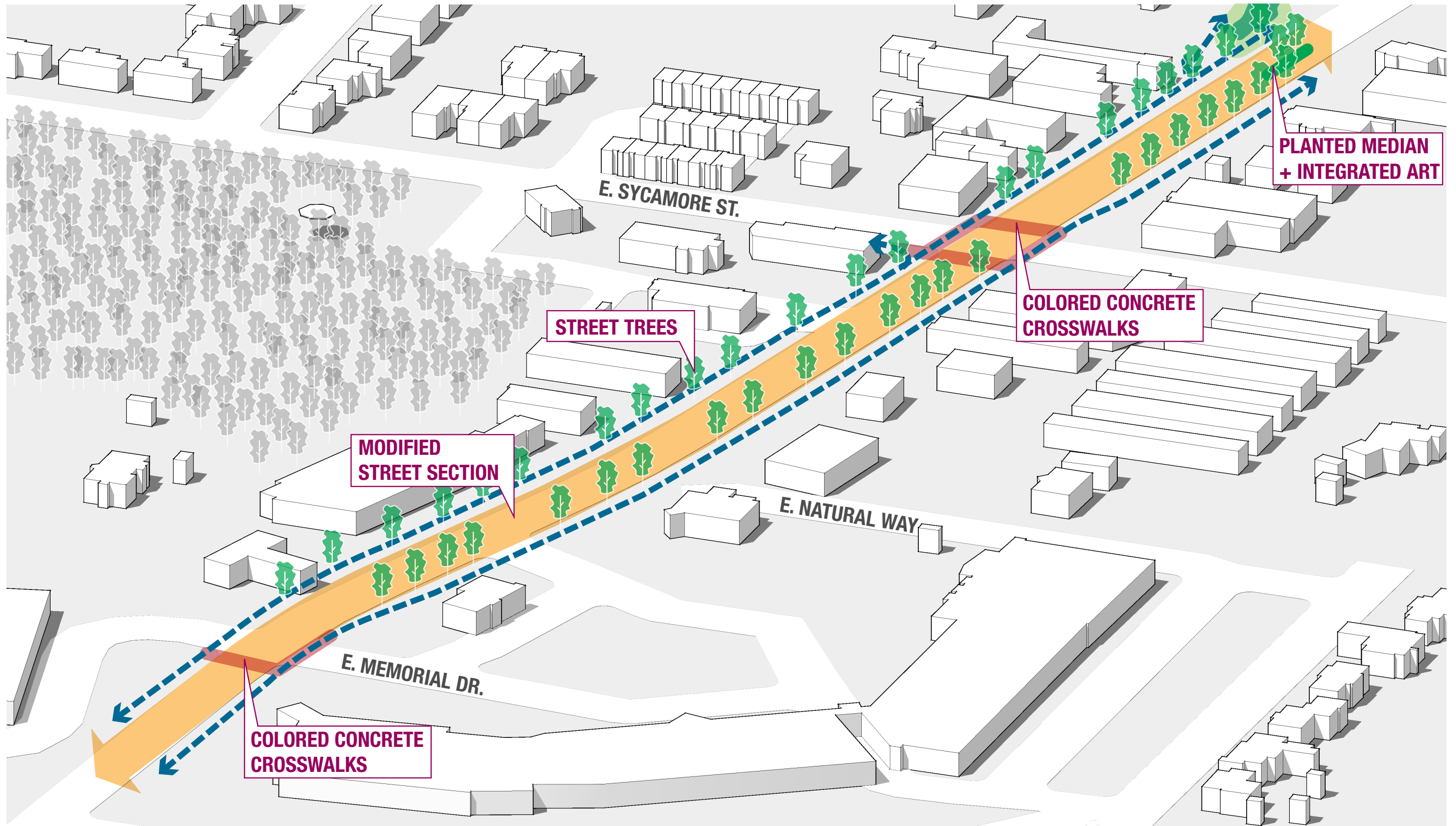


COLLEGE AVENUE - QUADRANT 01

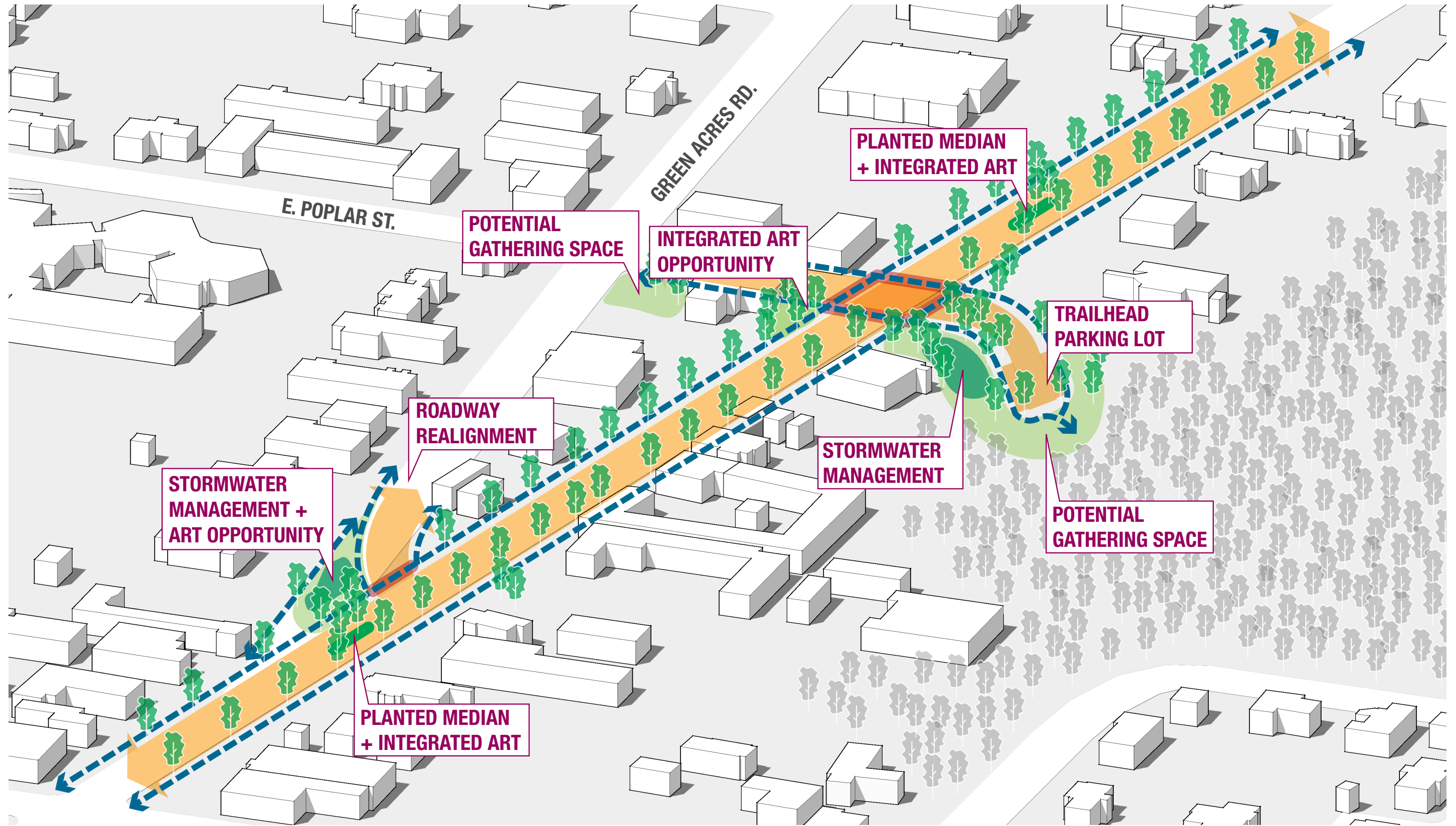
Legend:

- ROADWAY ADJUSTMENTS (Orange rectangle)
- COLORED CONCRETE CROSSWALKS (Red line)
- PEDESTRIAN CIRCULATION (Blue dashed line with arrows)
- PROPOSED GREENSPACE (Green oval)
- STORMWATER MANAGEMENT (Teal oval)

NORTH

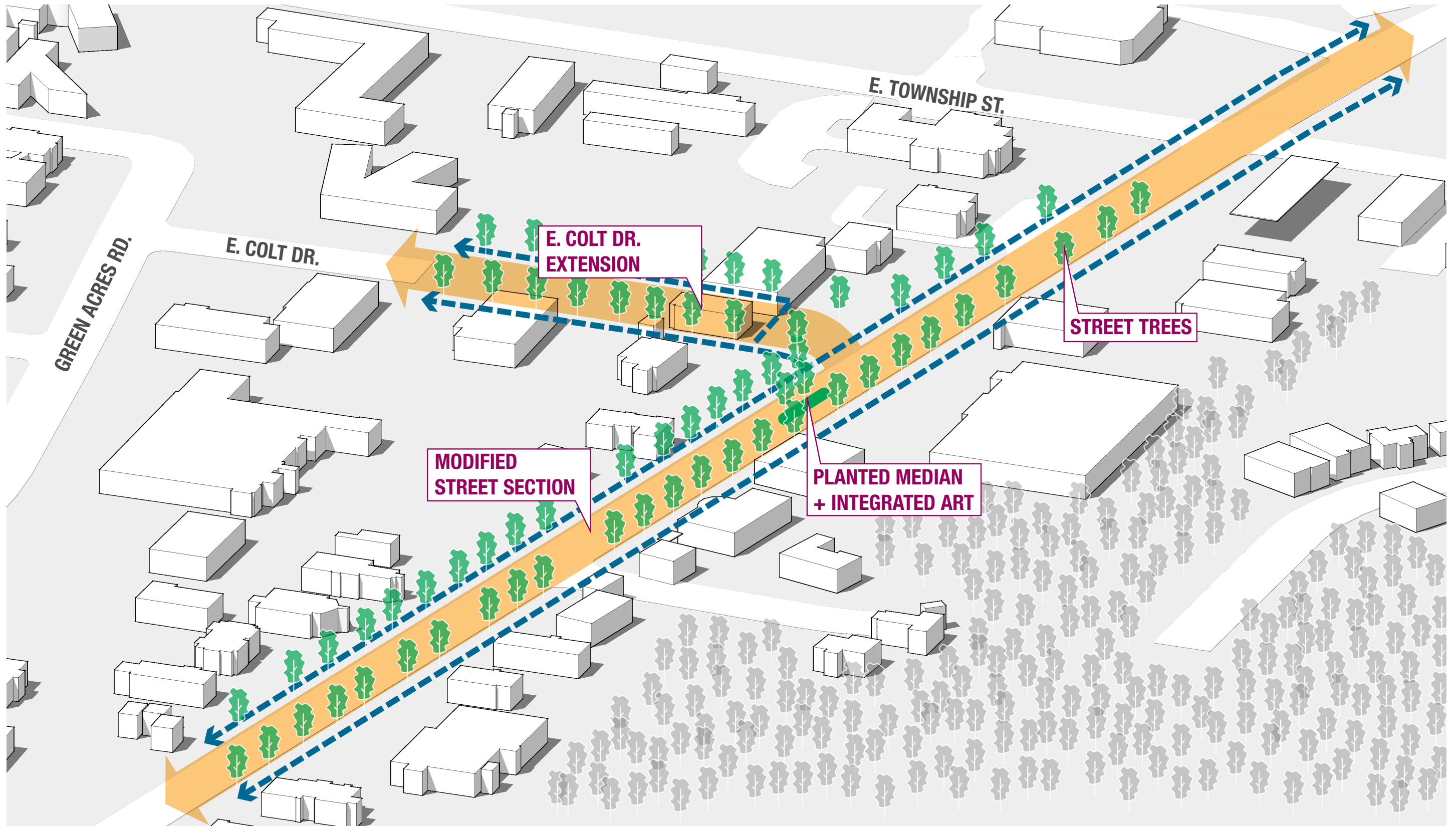


COLLEGE AVENUE - QUADRANT 02



COLLEGE AVENUE - QUADRANT 03

ROADWAY ADJUSTMENTS COLORED CONCRETE CROSSWALKS PEDESTRIAN CIRCULATION PROPOSED GREENSPACE STORMWATER MANAGEMENT NORTH



COLLEGE AVENUE - QUADRANT 04

ROADWAY ADJUSTMENTS

COLORED CONCRETE CROSSWALKS

PEDESTRIAN CIRCULATION

PROPOSED GREENSPACE

STORMWATER MANAGEMENT



PROGRAMMING COST OPINION

COLLEGE AVENUE

Streetscape - Within ROW		
Utilities - Bury or Relocate Utility Lines	\$5,068,210 or \$1,900,562	
Lighting	\$648,000	
Roadway - including removals	\$6,388,000	
Hardscape - sidewalks, pavers behind curbs, retaining walls, color concrete crosswalks	\$707,000	
Landscaping	\$435,500	
Site Amenities - Bus Shelters, Benches, Trash Receptacles, Bike Racks	\$453,000	
10% General Conditions, 20% Contingency, Design and Survey	\$3,935,964	
STREETSCAPE WITHIN ROW TOTAL:		\$12,567,464 <i>Utility burial or relocation costs not included</i>

Streetscape - Outside of ROW		
Parking Lot Improvements	\$2,462,300	
E Colt Dr. Extension	\$805,700	
Public Spaces at Poplar and College	\$642,700	
Integrated Art	\$500,000	
10% General Conditions, 20% Contingency, and Design	\$2,261,043	
STREETSCAPE - OUTSIDE OF ROW TOTAL:		\$6,671,743

SOUTH SCHOOL

Streetscape - Within ROW		
Utilities - Bury or Relocate Utility Lines	\$4,010,723 or \$1,455,961	
Lighting	\$544,000	
Roadway - including removals	\$1,817,000	
Hardscape - sidewalks, pavers behind curbs, retaining walls, color concrete crosswalks	\$413,800	
Landscaping	\$131,800	
Site Amenities - Bus Shelters, Benches, Trash Receptacles, Bike Racks	\$390,200	
General Conditions, Contingency, and Design	\$1,503,341	
STREETSCAPE WITHIN ROW TOTAL:		\$4,800,141 <i>Utility burial or relocation costs not included</i>

Streetscape - Outside of ROW		
Parking Lot Improvements	\$327,600	
7th St. Extension	\$258,800	
Integrated Art	\$200,000	
10% General Conditions, 20% Contingency, and Design	\$402,637	
STREETSCAPE - OUTSIDE OF ROW TOTAL:		\$1,189,037



MEETING OF JULY 29, 2025

TO: Mayor Rawn and City Council
THRU: Chris Brown, Public Works Director
Keith Macedo, Chief of Staff
FROM: Kenneth Patterson, Federal Aid Project Manager
SUBJECT: **S. School Ave. - Design Agreement with I & S Group, Inc. (ISG)**

RECOMMENDATION:

Staff recommends approval of the agreement with ISG in the amount of \$287,000 for design phase services (Conceptual) for the S. School Ave. (15th St. to MLK Blvd.) Safe Streets and Roads for All Project and approval of a budget adjustment, pursuant to RFQ 25-01, Selection #9.

BACKGROUND:

The School Avenue and College Avenue Corridors serve as the major north-south route through the central part of the city and are major commercial and retail destinations. Maintaining and improving the corridors will allow them to continue to serve mobility needs, and to continue to develop/redevelop as commercial corridors.

Improvements to these corridors will include striping, widening and/or narrowing of the roadway, utility relocation (including burial of overhead utilities), sidewalk/trail installation, accommodations for transit systems, elimination or reconfiguration of driveways, additional traffic signals, medians, plazas, art installations, lighting, wayfinding, protected intersections, parking, and other corridor improvements to be identified in the design process.

The starting point for corridor designs is the 71B Corridor Plan that was completed by RDG Planning. The goals and aspirations of the Plan continue to be implemented to the greatest extent possible through the limits of project segments selected for design and construction, which includes S. School Ave. between Cato Springs Rd. and Martin Luther King, Jr. Blvd. As stated above, this recommendation regards the segment from 15th St. to Martin Luther King, Jr. Blvd.

On December 4, 2024, Resolution 301-24 was approved to accept federal aid funding in the amount of \$25,000,000 from the U.S. Department of Transportation's Federal Highway Administration through the Safe Streets and Roads for All (SS4A) Program. This funding supports five construction projects with a focus on safety, and this project is among them.

On May 6, 2025, a selection committee composed of City of Fayetteville staff selected ISG, Inc., for design phase services for this segment of S. School Ave, pursuant to RFQ 25-01, Selection 9.

DISCUSSION:

The scope of services for this phase of design includes survey, environmental review, traffic study, and

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

conceptual design. The project limits are S. School Ave. from W. 15th St. to W. Martin Luther King, Jr. Blvd., including the functional areas of the intersections. The reconstruction may include enhancements to pedestrian infrastructure, bicycle infrastructure, landscaping, hardscaping, streets, intersections, drainage systems, water systems, sanitary sewer systems, and access control. A subsequent contract will be negotiated after the scope of the improvements is developed in the study and conceptual design phase.

BUDGET/STAFF IMPACT:

The City has been awarded federal funding for this project through the Safe Streets and Roads for All (SS4A) Program, as approved by Resolution 301-24. The \$287,000 cost in this proposal is for conceptual design services. The final design process and budget will be submitted for the City's review and approval at a future date. Funding for the contract amount is as follows:

SS4A Program: \$214,179

Transportation Bond Program: \$72,821

ATTACHMENTS: 3. Staff Review Form, 4 Budget Adjustment, 5. Agreement, 6. Appendix B Supplement, 7. School Ave Fee by Unit

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2025-1291

A RESOLUTION TO AUTHORIZE AN AGREEMENT WITH I & S GROUP, INC. FOR DESIGN PHASE SERVICES FOR THE SOUTH SCHOOL AVENUE SAFE STREETS AND ROADS FOR ALL PROJECT IN THE AMOUNT OF \$287,000.00, AND TO APPROVE A BUDGET ADJUSTMENT

WHEREAS, the School Avenue and College Avenue Corridors serve as the major north-south route through the central part of the city and are major commercial and retail destinations; and

WHEREAS, on December 4, 2024, City Council approved Resolution 301-24 to accept federal aid funding in the amount of \$25,000,000.00 from the U.S. Department of Transportation's Federal Highway Administration through the Safe Streets and Roads for All Program to fund improvements to these corridors; and

WHEREAS, the scope of services for this phase of design includes survey, environmental review, traffic study, and conceptual design for improvements to a segment of South School Avenue.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign an agreement with I & S Group, Inc. for design phase services for the South School Avenue Safe Streets and Roads for All Project in the amount of \$287,000.00 pursuant to RFQ 25-01, Selection 9.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2025-1188

Item ID

8/5/2025

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Kenneth Patterson

7/11/2025

ENGINEERING (621)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Staff recommends approval of the agreement with I & S Group, Inc. (ISG) in the amount of \$287,000 for design phase services (Conceptual) for the S. School Ave. (15th St. to MLK Blvd.) Safe Streets and Roads for All Project and approval of a budget adjustment.

Budget Impact:

2235.900.9222-5860.02	Safe Streets & Roads Grant		
4702.860.7235-5860.02	Streets Project (2019/2022/2024 Bonds)		
Account Number	Fund		
32401.9222	Safe Streets & Roads Grant		
46020.7235.9222	Street Bonds - Safe Streets & Roads - School St		
Project Number	Project Title		
Budgeted Item? <u>Yes</u>	Total Amended Budget	\$	34,500,000.00
	Expenses (Actual+Encum)	\$	11,358,472.00
	Available Budget	\$	23,141,528.00
Does item have a direct cost? <u>Yes</u>	Item Cost	\$	287,000.00
Is a Budget Adjustment attached? <u>Yes</u>	Budget Adjustment	\$	-
	Remaining Budget	\$	22,854,528.00

V20221130

Purchase Order Number: _____

Previous Ordinance or Resolution # 301-24

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:

City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

Budget Year 2025	Division /Org2 ENGINEERING (621) Requestor: Kenneth Patterson	Adjustment Number
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BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Staff recommends approval of the agreement with I & S Group, Inc. (ISG) in the amount of \$287,000 for design phase services (Conceptual) for the S. School Ave. (15th St. to MLK Blvd.) Safe Streets and Roads for All Project and approval of a budget adjustment.

<p>RESOLUTION/ORDINANCE</p>	<p>COUNCIL DATE: <u>8/5/2025</u></p> <p>ITEM ID#: <u>2025-1188</u></p> <p style="text-align: center;"><i>Holly Black</i> <i>7/11/2025 3:27 PM</i></p> <hr/> <table style="width: 100%;"> <tr> <td style="text-align: center;">Budget Division</td> <td style="text-align: center;">Date</td> </tr> <tr> <td style="text-align: center;">D - (City Council)</td> <td></td> </tr> </table> <p>TYPE: _____</p> <p>JOURNAL #: _____</p> <p>GLDATE: _____</p> <p>CHKD/POSTED: _____ / _____</p>	Budget Division	Date	D - (City Council)	
Budget Division	Date				
D - (City Council)					

Account Number	Expense	Revenue	Project.Sub#		AT	Account Name
TOTAL	-	-				v.2025617
	Increase / (Decrease)					
2235.900.9220-5899.00	(214,179)	-	32401	9220	EX	Unallocated - Budget
2235.900.9222-5860.02	214,179	-	32401	9222	EX	Capital Prof Svcs - Engineering/Architectu
2235.900.9220-4309.00	-	(214,179)	32401	9220	RE	Federal Grants - Capital
2235.900.9222-4309.00	-	214,179	32401	9222	RE	Federal Grants - Capital
4702.860.7999-5899.00	(72,821)	-	46020	7999	EX	Unallocated - Budget
4702.860.7235-5860.02	72,821	-	46020	7235.9222	EX	Capital Prof Svcs - Engineering/Architectu
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AGREEMENT
For
PROFESSIONAL ENGINEERING SERVICES
Between
CITY OF FAYETTEVILLE, ARKANSAS
And
I & S Group, Inc.

THIS AGREEMENT is made as of _____, 2025, by and between City of Fayetteville, Arkansas, acting by and through its Mayor (hereinafter called CITY OF FAYETTEVILLE) and I & S Group, Inc. (hereinafter called ENGINEER).

CITY OF FAYETTEVILLE from time to time requires professional engineering services in connection with the evaluation, design, and/or construction supervision of capital improvement projects. Therefore, CITY OF FAYETTEVILLE and ENGINEER in consideration of their mutual covenants agree as follows:

ENGINEER shall serve as CITY OF FAYETTEVILLE's professional engineering consultant in those assignments to which this Agreement applies, and shall give consultation and advice to CITY OF FAYETTEVILLE during the performance of ENGINEER's services. All services shall be performed under the direction of a professional engineer registered in the State of Arkansas and qualified in the particular field.

SECTION 1 - AUTHORIZATION OF SERVICES

- 1.1 Services on any assignment shall be undertaken only upon written Authorization of CITY OF FAYETTEVILLE and agreement of ENGINEER
- 1.2 Assignments may include services described hereafter as Basic Services or as Additional Services of ENGINEER.
- 1.3 Changes, modifications or amendments in scope, price or fees to this contract shall **not** be allowed without a formal contract amendment approved by the Mayor and the City Council **in advance** of the change in scope, costs, fees, or delivery schedule.

SECTION 2 - BASIC SERVICES OF ENGINEER

- 2.1 Perform professional services in connection with the Project as hereinafter stated.
 - 2.1.1 The Scope of Services to be furnished by ENGINEER during the Project is included in Appendix A attached hereto and made part of this Agreement.
- 2.2 ENGINEER shall coordinate their activities and services with the CITY OF FAYETTEVILLE. ENGINEER and CITY OF FAYETTEVILLE agree that ENGINEER has full responsibility for the engineering services.

SECTION 3 - RESPONSIBILITIES OF CITY OF FAYETTEVILLE

- 3.1 CITY OF FAYETTEVILLE shall, within a reasonable time, so as not to delay the services of ENGINEER:

- 3.1.1 Provide full information as to CITY OF FAYETTEVILLE's requirements for the Project.
- 3.1.2 Assist ENGINEER by placing at ENGINEER's disposal all available information pertinent to the assignment including previous reports and any other data relative thereto.
- 3.1.3 Assist ENGINEER in obtaining access to property reasonably necessary for ENGINEER to perform his services under this Agreement.
- 3.1.4 Examine all studies, reports, sketches, cost opinions, proposals, and other documents presented by ENGINEER and render in writing decisions pertaining thereto.
- 3.1.5 Provide such professional legal, accounting, financial, and insurance counseling services as may be required for the Project.
- 3.1.6 The City Engineer is the CITY OF FAYETTEVILLE's project representative with respect to the services to be performed under this Agreement. The City Engineer shall have complete authority to transmit instructions, receive information, interpret and define CITY OF FAYETTEVILLE's policies and decisions with respect to materials, equipment, elements and systems to be used in the Project, and other matters pertinent to the services covered by this Agreement.
- 3.1.7 CITY OF FAYETTEVILLE and/or its representative will review all documents and provide written comments to ENGINEER in a timely manner.

SECTION 4 - PERIOD OF SERVICE

- 4.1 This Agreement will become effective upon the first written notice by CITY OF FAYETTEVILLE authorizing services hereunder.
- 4.2 The provisions of this Agreement have been agreed to in anticipation of the orderly progress of the Project through completion of the services stated in the Agreement. ENGINEER will proceed with providing the authorized services immediately upon receipt of written authorization from CITY OF FAYETTEVILLE. Said authorization shall include the scope of the services authorized and the time in which the services are to be completed. The anticipated schedule for this project is included as Appendix A.

SECTION 5 - PAYMENTS TO ENGINEER

- 5.1 The maximum not-to-exceed amount authorized for this Agreement shall be based upon on an Hourly basis as described in Appendix B.
- 5.2 Statements
 - 5.2.1 Monthly statements for each calendar month shall be submitted to CITY OF FAYETTEVILLE or such parties as CITY OF FAYETTEVILLE may designate for professional services consistent with ENGINEER'S normal billing schedule. Once established, the billing schedule shall be maintained throughout the duration of the Project.

Applications for payment shall be made in accordance with a format to be developed by ENGINEER and as approved by CITY OF FAYETTEVILLE. Applications for payment shall be accompanied each month by the updated project schedule as the basis for determining the

value earned as the work is accomplished. Final payment for professional services shall be made upon CITY OF FAYETTEVILLE's approval and acceptance with the satisfactory completion of the study and report for the Project.

5.3 Payments

5.3.1 All statements are payable upon receipt and due within thirty (30) days. If a portion of ENGINEER's statement is disputed by CITY OF FAYETTEVILLE, the undisputed portion shall be paid by CITY OF FAYETTEVILLE by the due date. CITY OF FAYETTEVILLE shall advise ENGINEER in writing of the basis for any disputed portion of any statement. CITY OF FAYETTEVILLE will make reasonable effort to pay invoices within 30 days of date the invoice is approved, however, payment within 30 days is not guaranteed.

5.4 Final Payment

5.4.1 Upon satisfactory completion of the work performed under this Agreement, as a condition before final payment under this Agreement, or as a termination settlement under this Agreement, ENGINEER shall execute and deliver to CITY OF FAYETTEVILLE a release of all claims against CITY OF FAYETTEVILLE arising under or by virtue of this Agreement, except claims which are specifically exempted by ENGINEER to be set forth therein. Unless otherwise provided in this Agreement or by State law or otherwise expressly agreed to by the parties to this Agreement, final payment under this Agreement or settlement upon termination of this Agreement shall not constitute a waiver of CITY OF FAYETTEVILLE's claims against ENGINEER or his sureties under this Agreement or applicable performance and payment bonds, if any.

SECTION 6 - GENERAL CONSIDERATIONS

6.1 Insurance

6.1.1 During the course of performance of these services, ENGINEER will maintain (in United States Dollars) the following minimum insurance coverages:

<u>Type of Coverage</u>	<u>Limits of Liability</u>
Workers' Compensation	Statutory
Employers' Liability	\$500,000 Each Accident
Commercial General Liability	
Bodily Injury and Property Damage	\$1,000,000 Combined Single Limit
Automobile Liability:	
Bodily Injury and Property Damage	\$1,000,000 Combined Single Limit
Professional Liability Insurance	\$1,000,000 Each Claim

ENGINEER will provide to CITY OF FAYETTEVILLE certificates as evidence of the specified insurance within ten days of the date of this Agreement and upon each renewal of coverage.

6.1.2 CITY OF FAYETTEVILLE and ENGINEER waive all rights against each other and their officers, directors, agents, or employees for damage covered by property insurance during and after the completion of ENGINEER's services.

6.2 Professional Responsibility

6.2.1 ENGINEER will exercise reasonable skill, care, and diligence in the performance of ENGINEER's services and will carry out its responsibilities in accordance with customarily accepted professional engineering practices. CITY OF FAYETTEVILLE will promptly report to ENGINEER any defects or suspected defects in ENGINEER's services of which CITY OF FAYETTEVILLE becomes aware, so that ENGINEER can take measures to minimize the consequences of such a defect. CITY OF FAYETTEVILLE retains all remedies to recover for its damages caused by any negligence of ENGINEER.

6.3 Cost Opinions and Projections

6.3.1 Cost opinions and projections prepared by ENGINEER relating to construction costs and schedules, operation and maintenance costs, equipment characteristics and performance, and operating results are based on ENGINEER's experience, qualifications, and judgment as a design professional. Since ENGINEER has no control over weather, cost and availability of labor, material and equipment, labor productivity, construction Contractors' procedures and methods, unavoidable delays, construction Contractors' methods of determining prices, economic conditions, competitive bidding or market conditions, and other factors affecting such cost opinions or projections, ENGINEER does not guarantee that actual rates, costs, performance, schedules, and related items will not vary from cost opinions and projections prepared by ENGINEER.

6.4 Changes

6.4.1 CITY OF FAYETTEVILLE shall have the right to make changes within the general scope of ENGINEER's services, with an appropriate change in compensation and schedule only after Fayetteville City Council approval of such proposed changes and, upon execution of a mutually acceptable amendment or change order signed by the Mayor of the CITY OF FAYETTEVILLE and the duly authorized officer of ENGINEER.

6.5 Termination

6.5.1 This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given:

6.5.1.1 Not less than ten (10) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate,

6.5.1.2 An opportunity for consultation with the terminating party prior to termination.

6.5.2 This Agreement may be terminated in whole or in part in writing by CITY OF FAYETTEVILLE for its convenience, provided that ENGINEER is given:

6.5.2.1 Not less than ten (10) calendar days written notice (delivered by certified mail, return

- receipt requested) of intent to terminate,
- 6.5.2.2 An opportunity for consultation with the terminating party prior to termination.
- 6.5.3 If termination for default is effected by CITY OF FAYETTEVILLE, an equitable adjustment in the price provided for in this Agreement shall be made, but
- 6.5.3.1 No amount shall be allowed for anticipated profit on unperformed services or other work,
- 6.5.3.2 Any payment due to ENGINEER at the time of termination may be adjusted to cover any additional costs to CITY OF FAYETTEVILLE because of ENGINEER's default.
- 6.5.4 If termination for default is effected by ENGINEER, or if termination for convenience is effected by CITY OF FAYETTEVILLE, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide for payment to ENGINEER for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by ENGINEER relating to commitments which had become firm prior to the termination.
- 6.5.5 Upon receipt of a termination action under Paragraphs 6.5.1 or 6.5.2 above, ENGINEER shall:
- 6.5.5.1 Promptly discontinue all affected work (unless the notice directs otherwise),
- 6.5.5.2 Deliver or otherwise make available to CITY OF FAYETTEVILLE all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by ENGINEER in performing this Agreement, whether completed or in process.
- 6.5.6 Upon termination under Paragraphs 6.5.1 or 6.5.2 above CITY OF FAYETTEVILLE may take over the work and may award another party an agreement to complete the work under this Agreement.
- 6.5.7 If, after termination for failure of ENGINEER to fulfill contractual obligations, it is determined that ENGINEER had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of CITY OF FAYETTEVILLE. In such event, adjustments of the agreement price shall be made as provided in Paragraph 6.5.4 of this clause.
- 6.6 Delays
- 6.6.1 In the event the services of ENGINEER are suspended or delayed by CITY OF FAYETTEVILLE or by other events beyond ENGINEER's reasonable control, ENGINEER shall be entitled to additional compensation and time for reasonable costs incurred by ENGINEER in temporarily closing down or delaying the Project.
- 6.7 Rights and Benefits
- 6.7.1 ENGINEER's services will be performed solely for the benefit of CITY OF FAYETTEVILLE and not for the benefit of any other persons or entities.

6.8 Dispute Resolution

6.8.1 Scope of Paragraph: The procedures of this Paragraph shall apply to any and all disputes between CITY OF FAYETTEVILLE and ENGINEER which arise from, or in any way are related to, this Agreement, including, but not limited to the interpretation of this Agreement, the enforcement of its terms, any acts, errors, or omissions of CITY OF FAYETTEVILLE or ENGINEER in the performance of this Agreement, and disputes concerning payment.

6.8.2 Exhaustion of Remedies Required: No action may be filed unless the parties first negotiate. If timely Notice is given under Paragraph 6.8.3, but an action is initiated prior to exhaustion of these procedures, such action shall be stayed, upon application by either party to a court of proper jurisdiction, until the procedures in Paragraphs 6.8.3 and 6.8.4 have been complied with.

6.8.3 Notice of Dispute

6.8.3.1 For disputes arising prior to the making of final payment promptly after the occurrence of any incident, action, or failure to act upon which a claim is based, the party seeking relief shall serve the other party with a written Notice;

6.8.3.2 For disputes arising within one year after the making of final payment, CITY OF FAYETTEVILLE shall give ENGINEER written Notice at the address listed in Paragraph 6.14 within thirty (30) days after occurrence of any incident, accident, or first observance of defect or damage. In both instances, the Notice shall specify the nature and amount of relief sought, the reason relief should be granted, and the appropriate portions of this Agreement that authorize the relief requested.

6.8.4 Negotiation: Within seven days of receipt of the Notice, the Project Managers for CITY OF FAYETTEVILLE and ENGINEER shall confer in an effort to resolve the dispute. If the dispute cannot be resolved at that level, then, upon written request of either side, the matter shall be referred to the President of ENGINEER and the Mayor of CITY OF FAYETTEVILLE or his designee. These officers shall meet at the Project Site or such other location as is agreed upon within 30 days of the written request to resolve the dispute.

6.9 CITY OF FAYETTEVILLE represents that it has sufficient funds or the means of obtaining funds to remit payment to ENGINEER for services rendered by ENGINEER.

6.10 Publications

6.10.1 Recognizing the importance of professional development on the part of ENGINEER's employees and the importance of ENGINEER's public relations, ENGINEER may prepare publications, such as technical papers, articles for periodicals, and press releases, pertaining to ENGINEER's services for the Project. Such publications will be provided to CITY OF FAYETTEVILLE in draft form for CITY OF FAYETTEVILLE's advance review. CITY OF FAYETTEVILLE shall review such drafts promptly and provide CITY OF FAYETTEVILLE's comments to ENGINEER. CITY OF FAYETTEVILLE may require deletion of proprietary data or confidential information from such publications, but otherwise CITY OF FAYETTEVILLE will not unreasonably withhold approval. The cost of ENGINEER's activities pertaining to any such publication shall be for ENGINEER's account.

6.11 Indemnification

6.11.1 CITY OF FAYETTEVILLE agrees that it will require all construction Contractors to indemnify, defend, and hold harmless CITY OF FAYETTEVILLE and ENGINEER from and against any and all loss where loss is caused or incurred or alleged to be caused or incurred in whole or in part as a result of the negligence or other actionable fault of the Contractors, or their employees, agents, Subcontractors, and Suppliers.

6.12 Ownership of Documents

6.12.1 All documents provided by CITY OF FAYETTEVILLE including original drawings, disks of CADD drawings and cross sections, estimates, specification field notes, and data are and remain the property of CITY OF FAYETTEVILLE. ENGINEER may retain reproduced copies of drawings and copies of other documents.

6.12.2 Engineering documents, drawings, and specifications prepared by ENGINEER as part of the Services shall become the property of CITY OF FAYETTEVILLE when ENGINEER has been compensated for all Services rendered, provided, however, that ENGINEER shall have the unrestricted right to their use. ENGINEER shall, however, retain its rights in its standard drawings details, specifications, databases, computer software, and other proprietary property. Rights to intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of ENGINEER.

6.12.3 Any files delivered in electronic medium may not work on systems and software different than those with which they were originally produced. ENGINEER makes no warranty as to the compatibility of these files with any other system or software. Because of the potential degradation of electronic medium over time, in the event of a conflict between the sealed original drawings/hard copies and the electronic files, the sealed drawings/hard copies will govern.

6.13 Notices

6.13.1 Any Notice required under this Agreement will be in writing, addressed to the appropriate party at the following addresses:

CITY OF FAYETTEVILLE's address:
125 West Mountain Street
Fayetteville, Arkansas 72701

ENGINEER's address:
3100 Market Street
Suite 106
Rogers, Arkansas 72758

6.14 Successor and Assigns

6.14.1 CITY OF FAYETTEVILLE and ENGINEER each binds himself and his successors, executors, administrators, and assigns to the other party of this Agreement and to the successors, executors, administrators, and assigns of such other party, in respect to all covenants of this Agreement; except as above, neither CITY OF FAYETTEVILLE nor

ENGINEER shall assign, sublet, or transfer his interest in the Agreement without the written consent of the other.

6.15 Controlling Law

6.15.1 This Agreement shall be subject to, interpreted and enforced according to the laws of the State of Arkansas without regard to any conflicts of law provisions.

6.16 Entire Agreement

6.16.1 This Agreement represents the entire Agreement between ENGINEER and CITY OF FAYETTEVILLE relative to the Scope of Services herein. Since terms contained in purchase orders do not generally apply to professional services, in the event CITY OF FAYETTEVILLE issues to ENGINEER a purchase order, no preprinted terms thereon shall become a part of this Agreement. Said purchase order document, whether or not signed by ENGINEER, shall be considered as a document for CITY OF FAYETTEVILLE's internal management of its operations.

SECTION 7 - SPECIAL CONDITIONS

7.1 Additional Responsibilities of ENGINEER

7.1.1 CITY OF FAYETTEVILLE's review, approval, or acceptance of design drawings, specifications, reports and other services furnished hereunder shall not in any way relieve ENGINEER of responsibility for the technical adequacy of the work. Neither CITY OF FAYETTEVILLE's review, approval or acceptance of, nor payment for any of the services shall be construed as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

7.1.2 ENGINEER shall be and shall remain liable, in accordance with applicable law, for all damages to CITY OF FAYETTEVILLE caused by ENGINEER's negligent performance of any of the services furnished under this Agreement except for errors, omissions or other deficiencies to the extent attributable to CITY OF FAYETTEVILLE or CITY OF FAYETTEVILLE-furnished data.

7.1.3 ENGINEER's obligations under this clause are in addition to ENGINEER's other express or implied assurances under this Agreement or State law and in no way diminish any other rights that CITY OF FAYETTEVILLE may have against ENGINEER for faulty materials, equipment, or work.

7.2 Remedies

7.2.1 Except as may be otherwise provided in this Agreement, all claims, counter-claims, disputes and other matters in question between CITY OF FAYETTEVILLE and ENGINEER arising out of or relating to this Agreement or the breach thereof will be decided in a court of competent jurisdiction within Arkansas.

7.3 Audit: Access to Records

7.3.1 ENGINEER shall maintain books, records, documents and other evidence directly pertinent to performance on work under this Agreement in accordance with generally accepted accounting principles and practices consistently applied in effect on the date of

execution of this Agreement. ENGINEER shall also maintain the financial information and data used by ENGINEER in the preparation of support of the cost submission required for any negotiated agreement or change order and send to CITY OF FAYETTEVILLE a copy of the cost summary submitted. CITY OF FAYETTEVILLE, the State or any of their authorized representatives shall have access to all such books, records, documents and other evidence for the purpose of inspection, audit and copying during normal business hours. ENGINEER will provide proper facilities for such access and inspection.

7.3.2 Records under Paragraph 7.3.1 above shall be maintained and made available during performance on assisted work under this Agreement and until three years from the date of final payment for the project. In addition, those records which relate to any controversy arising out of such performance, or to costs or items to which an audit exception has been taken, shall be maintained and made available until three years after the date of resolution of such appeal, litigation, claim or exception.

7.3.3 This right of access clause (with respect to financial records) applies to:

7.3.3.1 Negotiated prime agreements:

7.3.3.2 Negotiated change orders or agreement amendments in excess of \$10,000 affecting the price of any formally advertised, competitively awarded, fixed price agreement:

7.3.3.3 Agreements or purchase orders under any agreement other than a formally advertised, competitively awarded, fixed price agreement. However, this right of access does not apply to a prime agreement, lower tier subagreement or purchase order awarded after effective price competition, except:

7.3.3.3.1 With respect to record pertaining directly to subagreement performance, excluding any financial records of ENGINEER;

7.3.3.3.2 If there is any indication that fraud, gross abuse or corrupt practices may be involved;

7.3.3.3.3 If the subagreement is terminated for default or for convenience.

7.4 Covenant Against Contingent Fees

7.4.1 ENGINEER warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement of understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by ENGINEER for the purpose of securing business. For breach or violation of this warranty, CITY OF FAYETTEVILLE shall have the right to annul this Agreement without liability or at its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

7.5 Gratuities

7.5.1 If CITY OF FAYETTEVILLE finds after a notice and hearing that ENGINEER or any of ENGINEER's agents or representatives, offered or gave gratuities (in the form of entertainment, gifts or otherwise) to any official, employee or agent of CITY OF FAYETTEVILLE, in an attempt to secure an agreement or favorable treatment in

awarding, amending or making any determinations related to the performance of this Agreement, CITY OF FAYETTEVILLE may, by written notice to ENGINEER terminate this Agreement. CITY OF FAYETTEVILLE may also pursue other rights and remedies that the law or this Agreement provides. However, the existence of the facts on which CITY OF FAYETTEVILLE bases such finding shall be in issue and may be reviewed in proceedings under the Remedies clause of this Agreement.

7.5.2 In the event this Agreement is terminated as provided in Paragraph 7.5.1, CITY OF FAYETTEVILLE may pursue the same remedies against ENGINEER as it could pursue in the event of a breach of the Agreement by ENGINEER As a penalty, in addition to any other damages to which it may be entitled by law, CITY OF FAYETTEVILLE may pursue exemplary damages in an amount (as determined by CITY OF FAYETTEVILLE) which shall be not less than three nor more than ten times the costs ENGINEER incurs in providing any such gratuities to any such officer or employee.

7.6 Arkansas Freedom of Information Act

7.6.1 City contracts and documents, including internal documents and documents of subcontractors and sub-consultants, prepared while performing City contractual work are subject to the Arkansas Freedom of Information Act (FOIA). If a Freedom of Information Act request is presented to the CITY OF FAYETTEVILLE, ENGINEER will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

IN WITNESS WHEREOF, CITY OF FAYETTEVILLE, ARKANSAS by and through its Mayor, and ENGINEER, by its authorized officer have made and executed this Agreement as of the day and year first above written.

CITY OF FAYETTEVILLE, ARKANSAS

ENGINEER

By: _____
Mayor, Molly Rawn

By: William A. Kratt
Business Unit Leader, William A. Kratt

ATTEST:
By: _____
City Clerk

By: [Signature]
Project Engineer, TJ Wells

END OF AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES

APPENDIX "A"

June 24, 2025

Chris Brown, PE
Public Works Director
City of Fayetteville
113 W Mountain St.
Fayetteville, AR 72701



RE: South School Avenue – Safe Streets For All Proposal

Mr. Brown,

As the City of Fayetteville (City) looks to reconstruct School Avenue from W 15th St to W Martin Luther King Jr Boulevard, I & S Group, Inc. (ISG) stands eager and ready to assist.

ISG is committed to delivering excellence through the collective expertise of our multi-disciplinary team. With this collaborative approach, we will provide the following scope of services to meet your project needs. It is our understanding that this initial proposal is for the Conceptual Design Phase; Survey, Preliminary Environmental Services, Traffic Study, Preliminary Utility Coordination, Alternative Design Analysis (Roadway, Intersections, Utilities), and anticipated one (1) public engagement meeting and one (1) transportation committee meeting. Future Phases consisting of but not limited to Preliminary Design, Final Design, Bidding Assistance, and Construction Phase services will be addressed as an amendment(s) to this agreement in the future.

SCOPE OF SERVICES

Project

The scope of services generally includes survey, environmental review, street design, water utility design, sanitary sewer utility design, platting, real estate acquisition documents, and bidding support. The project limits are School Avenue from W 15th St to W Martin Luther King Jr Boulevard, including the functional areas of the intersections. The project is being funded through a Safe Streets and Roads for All (SS4A) grant from the United States Department of Transportation (USDOT) and local funding. The reconstruction will include enhancements to pedestrian infrastructure, bicycle infrastructure, landscaping, hardscaping, streets, intersections, drainage systems, water systems, sanitary sewer systems, and access control.

CONCEPTUAL DESIGN PHASE

ISG will complete a conceptual design based on the project scope, prior plans and studies, discussions with City staff and other stakeholders. Prior to beginning work, ISG will coordinate a kickoff meeting with the City. The purpose of the conceptual design plans will be to confirm project scope, compare to the budget level cost estimate, and begin coordinating with agencies, utilities, and other stakeholders

Surveys

Corridor Survey

ISG will search Washington County records to obtain pertinent additional information for the subject project, including relevant surveys of record, section corner reference ties, and underlying plat information, supplementing the title documentation provided by the City. Researching the adjoining property descriptions may be necessary to identify overlaps or gaps caused by incorrect or ambiguous legal descriptions. If a current title commitment is not provided, the services of an abstractor may be used to perform a thorough search for recorded easements and encumbrances that could affect the parcel.

After the record search, ISG will conduct a field investigation to gather physical evidence, including but not limited to property pins, fences, or other lines of apparent occupation. The field data will be analyzed and compared with the written record and prior surveys. A determination will be made to reconcile the written description with the evidence gathered. The area of focus will be limited to the immediate area associated with design activity. If the site survey reveals unforeseen issues, we will notify the City before proceeding. Any necessary additional work may incur extra fees, which will be discussed and approved in advance.

ISG will visit the site to perform a topographic site survey, which includes locating significant corridor features such as fences, improvements, impervious areas, and landscaping, as well as visible evidence of underground utilities. Prior to the site visit, ISG will place an Arkansas One Call utility locate request to have underground utilities marked. Any resulting markings will be documented during our site visit.

The topographic ground shots will be gathered on an approximate 50-foot grid. Elevations will be referenced to a published benchmark datum. Topographic information will extend to approximately 25 feet beyond the property lines. The topographic survey information gathered at the site will be analyzed and summarized in a sketch of survey. This topographic information will be used to generate one-foot contours for the site, sufficient to facilitate design and planning activity

Right-of-Way and Easement Exhibit Preparation

ISG will draft right-of-way and easement descriptions along with associated exhibits as necessary, to assist with any anticipated land acquisition adjacent to existing City of Fayetteville right-of-way or easements. These exhibits will be draft in nature to be utilized initially for negotiation with land owners by the City of Fayetteville's internal land agents. These documents will be finalized in future phases as the design limits are fully understood.

Geotechnical

Geotechnical services are not anticipated for this project.

Environmental

Agency Coordination

ISG will provide initial coordination with the following agencies for regulatory requirements, if required:

- Arkansas Division of Environmental Quality (ADEQ)
- Arkansas Department of Health
- Division of Arkansas Heritage
- United States Army Corp of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)

Cultural Resources

ISG will provide a Phase I Cultural Resources Survey through a subconsultant, utilizing records research and on-site surveys to evaluate cultural resources in the study area for potential effects. A Cultural Resources Survey Report will be prepared and submitted to the State Historic Preservation Officer (SHPO) for a single, build alternative. The report will request concurrence with the findings for Section 106 clearance, and revisions will be made based on comments from SHPO, if necessary.

ISG will prepare draft notification documents and maps for the area of potential effect for initial coordination with tribes for FHWA to review and distribute.

Hazardous Materials

ISG will conduct a Phase I Environmental Site Assessment and coordinate with ADEQ for their review and comment. The City acknowledges that ISG is not the owner or generator of waste materials generated because of the Hazardous Materials/Contamination Assessments services performed by ISG under this contract.

Environmental Document

ISG will begin preparing the environmental document, as required by the National Environmental Policy Act (NEPA), to Federal Highway Administration (FHWA) standards. The subject project is assumed to require a Tier 3 Categorical Exclusion (CE). This document will be completed and finalized in the Preliminary Design Phase.

Traffic Study

ISG will perform a traffic study to evaluate capacity, safety, and control of School Avenue and the School Avenue intersections with W 15th St and W Martin Luther King Jr Boulevard. The purpose of the traffic study will be to determine and analyze design alternatives for the street layout of School Avenue and the intersection configurations and control at the School Avenue intersections with W 15th St and W Martin Luther King Jr Boulevard.

Up to three (3) alternatives for each intersection as part of the traffic study and Conceptual Design Phase of the project.

Once a build alternative is selected for the School Avenue street layout and the intersections, ISG will carry those alternatives into the Preliminary Design Phase.

Franchise Utility Coordination

After field survey is complete ISG will notify utilities of the project scope, ask them to provide utility mapping, and provide them with their surveyed locations in order for them to confirm the correct and complete location of their facilities.

Conceptual Plans

ISG will prepare based on data collected in previous sections a conceptual plan set that will encompass the proposed Alternative Design Solutions. This will include opinions of probable cost, conceptual plans/exhibits for typical roadway sections, intersections, and city owned utilities. ISG will coordinate a conceptual plan review meeting with the City, then followed by public engagement meetings, and transportation committee meeting as described in the Public Engagement scope. Once feedback has been obtained ISG will finalize the conceptual plan to identify the preferred alternative.

Public Engagement

ISG will provide the City with written content, graphics, and project documentation for the City's use on the City's website, social media, and other communication methods. In addition, the following meetings are anticipated:

- Up to One (1) public involvement meetings
- Up to One (1) Transportation Committee meetings
- Meetings with residents, businesses, property owners, and other stakeholders, as necessary

ISG will coordinate the public meetings, with assistance from the City. ISG will keep a public engagement log of comments and interactions with public stakeholders and will provide the log to the City.

PRELIMINARY DESIGN PHASE

Once the City approves the conceptual plans, ISG will begin the preliminary design phase and incorporate remaining comments from the conceptual design phase. The preliminary design phase will document design decisions and will be used to complete the NEPA documentation, and continue coordinating with agencies, utilities, and other stakeholders. A preliminary scope of services is provided below that may be included in the Preliminary Design Phase, however, this is subject to modification and revisions based on the findings during the Conceptual Design Phase and the preferred selected alternative.

Surveys

Right-of-Way and Easement Exhibit Preparation

ISG will finalize the right-of-way and easement descriptions along with associated exhibits as necessary, to assist with any anticipated land acquisition adjacent to existing City of Fayetteville right-of-way or easements. These exhibits will be based upon the final negotiated property acquisition agreements between the land owners and the City of Fayetteville and will be utilized for recordation.

Utility Coordination

Once preliminary plans and right-of-way and easement documents are prepared, ISG will provide these documents to utilities in order for them to confirm any conflicts their facilities have with the reconstruction. Utilities will be asked to provide a work plan for any removals, relocations, or additions to their facilities. The work plan will include drawings and a proposed schedule for any work on their facilities. ISG will coordinate with utilities to encourage the relocation of any conflicts prior to the reconstruction of School Avenue. Any conflicts that must be resolved during reconstruction of School Avenue will be coordinated and information will be provided in the contract documents for the City's contractor to continue coordination through the reconstruction of School Avenue.

Environmental

Agency Coordination

ISG will provide preliminary and final plans to the following agencies for regulatory approvals, if required:

- Arkansas Division of Environmental Quality (ADEQ)
- Arkansas Department of Health
- Division of Arkansas Heritage
- United States Army Corp of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)

Environmental Document

ISG will finalize the environmental document, as required by the National Environmental Policy Act (NEPA), to Federal Highway Administration (FHWA) standards. The subject project is assumed to require a Tier 3 Categorical Exclusion (CE). Once complete, ISG will furnish the City and the FHWA original copies for review. ISG will incorporate comments into a revised document. ISG assumes up to two rounds of comments. ISG will submit the final document to FHWA for its approval.

Public Engagement

ISG will provide the City with written content, graphics, and project documentation for the City's use on the City's website, social media, and other communication methods. In addition, the following meetings are anticipated:

- Up to One (1) public involvement meetings, one prior to preliminary design, and one during final design and prior to bidding
- Up to One (1) Transportation Committee meetings
- Up to One (1) Active Transportation Committee meetings
- Up to One (1) Arts Council meetings
- Meetings with residents, businesses, property owners, and other stakeholders, as necessary

ISG will coordinate the public meetings, with assistance from the City. ISG will keep a public engagement log of comments and interactions with public stakeholders and will provide the log to the City.

Preliminary Plans

ISG will prepare a Preliminary Plan set that will take the preferred alternative to approximately 60% of completed construction documents. An updated opinion of probable cost will be provided. ISG will coordinate a preliminary plan review meeting with the City. The preliminary plan set will include:

- Title Sheet
- Typical Sections
- Construction Details
- Removal Plans
- Utility Plans and Profiles
- Intersection Details
- Street Plans and Profiles
- Pavement Marking and Signing Plans
- Maintenance of Traffic Conceptual Plans
- Cross Sections

Landscape Architecture

ISG will design streetscape amenities. These amenities could include plantings, planters, benches, bus shelters, refuse receptacles, placemaking features, gateway features, and other amenities. Streetscape amenities will be coordinated with green infrastructure, lighting, and street reconstruction designs.

Electrical Design

ISG will design street lighting. Lighting spacing will according to City standards. If none exist, spacing will match typical installations. A photometric analysis will be provided, if requested.

FINAL DESIGN

A preliminary scope of services is provided below that may be included in the Final Design Phase, however, this is subject to modification and revisions based on the findings during the Conceptual Design Phase and the preferred selected alternative.

Once the City approves the preliminary plans, ISG will begin the final design phase and incorporate remaining comments from the preliminary design phase. The final design phase will provide construction plans, specifications, and estimates for the purpose of bidding and construction. Plans and specifications will be used to continue coordinating with agencies, utilities, and other stakeholders. ISG will coordinate a final plan review meeting with the City. After comments from the final plan review meeting are received and incorporated, a plan-in-hand walkthrough will be conducted with the City, and final changes will be incorporated into the final construction documents prior to bidding. An updated opinion of probable cost will be provided. The final plan set will include:

- Title Sheet
- Project notes
- Typical Sections
- Construction Details
- Removal Plans
- Erosion Control Plans
- Utility Plans and Profiles
- Intersection Details
- Street Plans and Profiles
- Pavement Marking and Signing Plans
- Maintenance of Traffic Plans
- Cross Sections

Utility Coordination

ISG will provide utilities with final plans and right-of-way and easement exhibits and will continue to coordinate with utilities prior to reconstruction of School Avenue as needed.

Environmental

Permitting

Storm Water Pollution Prevention Plan (SWPPP)

ISG will prepare a Storm Water Pollution Prevention Plan for the scope of this proposed construction work. A stormwater pollution prevention plan will be prepared that incorporates Best Management Practices (BMPs). This plan will include the necessary erosion control measures to meet local and state requirements.

Bidding Assistance

ISG will assist in the preparation of an advertisement for bids to assist with solicitation of competitive general contractor bids. We are prepared to respond to contractor questions and issue clarifications via addendum if necessary. We will also provide assistance with bid evaluation, issuance of a recommendation of award, and preparation of the Notice to Proceed and Agreement between the City and Contractor.

Survey

Monumentation

Based on the boundary survey and the recorded right-of-way and easement documents, ISG will install iron monuments at the new property corners. It is anticipated that temporary monumentation will be set prior to construction and that after construction is completed final monumentation will be installed. This will include subsurface installation of ½-inch diameter, 20-inch-long solid iron rods, or other permanent monuments where applicable, at each of the new property corners. The locations will also be identified on the surface by wooden lath.

ASSUMPTIONS + EXCLUSIONS

The following assumptions were used to develop the scope of services in this proposal:

- The City will provide ISG with the following:
 - Available survey control
 - As-built Plans
 - Water and Sewer System Information
 - Traffic Forecasts

The following items are excluded from the scope of services in this proposal:

- Geotechnical Services
- Public Hearings
- Cultural Resources Surveys beyond Phase I
- Wetland Delineation
- Biological Assessments
- Hazardous Material Surveys beyond Phase I
- Section 4(f) Evaluations
- Conceptual Stage Relocation Report
- Visual Impact Memo
- Noise Screening Analysis
- A NEPA Environmental Assessment, Finding of No Significant Impact, or Environmental Impact Statement
- Section 404 Permit
- Stream Modeling
- LOMR
- Coordination with FEMA
- Structural Engineering
- Construction Phase Services

SCHEDULE

ISG proposes the following schedule if a notice to proceed is received by August 1, 2015.

Phase	Date
Conceptual Plans (30%)	February 1, 2026
NEPA Document	April 1, 2026
Preliminary Plans (60%)	June 1, 2026
Right-of-way and Easement Documents	September 1, 2026
Final Plans and Specifications for City Review (90%)	February 1, 2027
Final Construction Documents	April 1, 2027

COMPENSATION

ISG proposes to provide the scope of work described within this proposal for compensation in accordance with the following schedule. Anticipated reimbursable expenses such as travel time, mileage expenses, and printing costs are included.

Conceptual Design Phase	Compensation
Surveys	\$75,000.00
Environmental	\$18,000.00
Traffic Study	\$30,000.00
Franchise Utility Coordination	\$5,000.00
Conceptual Plans	\$88,500.00
Public Engagement	\$25,500.00
Total	\$242,000.00

Conceptual Design Phase - Utilities	Compensation
Surveys	\$10,000.00
Alternative Design Analysis	\$35,000.00
Total	\$45,000.00

ADDITIONAL SERVICES

ISG's goal for this proposal, like its services, is to be flexible in meeting the requirements of this project. Upon request, ISG can provide a subsequent proposal to assist with additional professional design and construction phase services needed to support this project as it moves forward.

ISG appreciates the opportunity to provide a solution tailored to the needs of the City of Fayetteville. Upon acceptance, please sign the acknowledgment box and return a copy of the proposal to our office. We look forward to providing you with responsive service, a collaborative experience, and timely delivery.

Sincerely,



TJ Wells, PE
Civil Engineer

TJ.Wells@ISGInc.com

2025 Standard Hourly Rates

Rates are effective as of January 1, 2025 and are subject to change.

Job Type	Hourly Rate
Administrative I	\$80
Administrative II	\$100
Administrative III	\$120
Administrative IV	\$150
Applied Technology Specialist I	\$110
Applied Technology Specialist II	\$125
Applied Technology Specialist III	\$140
Applied Technology Specialist IV	\$160
Architect I	\$130
Architect II	\$150
Architect III	\$170
Architect IV	\$200
Architectural Designer I	\$120
Architectural Designer II	\$130
Architectural Designer III	\$140
Architectural Designer IV	\$160
Business Developer I	\$150
Business Developer II	\$170
Business Developer III	\$190
Business Developer IV	\$220
Business Writer	\$120
Civil Designer I	\$120
Civil Designer II	\$130
Civil Designer III	\$140
Civil Designer IV	\$160
Civil Engineer I	\$150
Civil Engineer II	\$160
Civil Engineer III	\$180
Civil Engineer IV	\$200
Commissioning Technician I	\$130
Commissioning Technician II	\$140
Commissioning Technician III	\$150

Job Type	Hourly Rate
Commissioning Technician IV	\$170
Construction Administrator I	\$120
Construction Administrator II	\$130
Construction Administrator III	\$140
Construction Administrator IV	\$155
Development Services Coordinator I	\$130
Development Services Coordinator II	\$145
Development Services Coordinator III	\$160
Development Services Coordinator IV	\$180
Drone Specialist I	\$120
Drone Specialist II	\$130
Drone Specialist III	\$140
Drone Specialist IV	\$160
Electrical Controls Designer IV	\$210
Electrical Designer I	\$130
Electrical Designer II	\$140
Electrical Designer III	\$150
Electrical Designer IV	\$170
Electrical Engineer I	\$160
Electrical Engineer II	\$170
Electrical Engineer III	\$190
Electrical Engineer IV	\$220
Environmental Scientist/Engineer I	\$130
Environmental Scientist/Engineer II	\$145
Environmental Scientist/Engineer III	\$160
Environmental Scientist/Engineer IV	\$190

Job Type	Hourly Rate
General Counsel	\$370
GIS Specialist I	\$130
GIS Specialist II	\$150
GIS Specialist III	\$170
GIS Specialist IV	\$190
Graphic Designer	\$110
Interior Designer I	\$130
Interior Designer II	\$140
Interior Designer III	\$155
Interior Designer IV	\$170
IT Specialist	\$130
Land Survey Specialist I	\$105
Land Survey Specialist II	\$120
Land Survey Specialist III	\$130
Land Survey Specialist IV	\$140
Land Surveyor I	\$120
Land Surveyor II	\$130
Land Surveyor III	\$150
Land Surveyor IV	\$185
Landscape Architect I	\$140
Landscape Architect II	\$150
Landscape Architect III	\$170
Landscape Architect IV	\$190
Landscape Designer I	\$120
Landscape Designer II	\$130
Landscape Designer III	\$140
Landscape Designer IV	\$160
Marketing Specialist	\$130
Mechanical Designer I	\$130
Mechanical Designer II	\$140
Mechanical Designer III	\$150
Mechanical Designer IV	\$170
Mechanical Engineer I	\$160

Job Type	Hourly Rate
Mechanical Engineer II	\$170
Mechanical Engineer III	\$190
Mechanical Engineer IV	\$220
Planner I	\$130
Planner II	\$145
Planner III	\$160
Planner IV	\$180
Project Coordinator I	\$130
Project Coordinator II	\$145
Project Coordinator III	\$160
Project Coordinator IV	\$180
Project Manager I	\$140
Project Manager II	\$160
Project Manager III	\$180
Project Manager IV	\$200
Refrigeration Designer I	\$140
Refrigeration Designer II	\$150
Refrigeration Designer III	\$165
Refrigeration Designer IV	\$180
Refrigeration Engineer I	\$180
Refrigeration Engineer II	\$195
Refrigeration Engineer III	\$215
Refrigeration Engineer IV	\$235
Senior Applied Technology Specialist	\$170
Senior Architect	\$235
Senior Architectural Designer	\$180
Senior Business Developer	\$230
Senior Business Writer	\$140
Senior Civil Designer	\$180
Senior Civil Engineer	\$235
Senior Commissioning Technician	\$190
Senior Construction Administrator	\$170
Senior Development Services Coordinator	\$200
Senior Drone Specialist	\$170

Job Type	Hourly Rate
Senior Electrical Controls Designer	\$220
Senior Electrical Designer	\$190
Senior Electrical Engineer	\$250
Senior Environmental Scientist	\$215
Senior Finance Consultant	\$200
Senior GIS Specialist	\$205
Senior Graphic Designer	\$130
Senior Interior Designer	\$195
Senior IT Specialist	\$200
Senior Land Survey Specialist	\$150
Senior Land Surveyor	\$205
Senior Landscape Architect	\$215
Senior Landscape Designer	\$170
Senior Marketing Consultant	\$200
Senior Marketing Specialist	\$150
Senior Mechanical Designer	\$190
Senior Mechanical Engineer	\$250
Senior Planner	\$210
Senior Process Engineer	\$230
Senior Project Executive	\$290
Senior Project Manager	\$230
Senior Refrigeration Designer	\$205
Senior Refrigeration Engineer	\$285
Senior Structural Designer	\$185
Senior Structural Engineer	\$240
Senior Technical Writer	\$170
Senior Technology Designer	\$210
Senior Technology Engineer	\$220
Senior Telecommunications Designer	\$150
Senior Telecommunications Engineer	\$240
Senior Telecommunications Project Manager	\$230
Senior Visualization Specialist	\$220

Job Type	Hourly Rate
Senior Water/Wastewater Designer	\$190
Senior Water/Wastewater Engineer	\$250
Senior Water/Wastewater Project Manager	\$240
Structural Designer I	\$120
Structural Designer II	\$130
Structural Designer III	\$145
Structural Designer IV	\$170
Structural Engineer I	\$150
Structural Engineer II	\$170
Structural Engineer III	\$190
Structural Engineer IV	\$210
Technical Writer	\$150
Technology Designer I	\$120
Technology Designer II	\$130
Technology Designer III	\$150
Technology Designer IV	\$170
Technology Engineer I	\$140
Technology Engineer II	\$150
Technology Engineer III	\$170
Technology Engineer IV	\$190
Telecommunications Designer I	\$95
Telecommunications Designer II	\$105
Telecommunications Designer III	\$115
Telecommunications Designer IV	\$125
Telecommunications Engineer I	\$160
Telecommunications Field Designer I	\$115
Telecommunications Field Designer II	\$125
Telecommunications Field Designer III	\$135
Telecommunications Field Designer IV	\$145
Telecommunications Project Manager I	\$140

Job Type	Hourly Rate
Telecommunications Project Manager II	\$160
Telecommunications Project Manager III	\$180
Telecommunications Project Manager IV	\$200
Videographer	\$155
Visualization Specialist I	\$170
Visualization Specialist II	\$180
Visualization Specialist III	\$190
Visualization Specialist IV	\$200
Water/Wastewater Designer I	\$130
Water/Wastewater Designer II	\$140
Water/Wastewater Designer III	\$150
Water/Wastewater Designer IV	\$170
Water/Wastewater Engineer I	\$160
Water/Wastewater Engineer II	\$170
Water/Wastewater Engineer III	\$190
Water/Wastewater Engineer IV	\$220
Water/Wastewater Operator I	\$115
Water/Wastewater Operator II	\$120
Water/Wastewater Operator III	\$125
Water/Wastewater Operator IV	\$130
Water/Wastewater Project Manager I	\$140
Water/Wastewater Project Manager II	\$160
Water/Wastewater Project Manager III	\$180
Water/Wastewater Project Manager IV	\$200

Equipment	Hourly Rate
Survey Grade GPS/Robotics	\$62
Mapping Grade GPS	\$22
3D Laser Scanner	\$80
Manhole Scanner	\$75
Mobile Scanner**	Varies
R/C Boat + Sounding Equipment	\$58
Surveillance Drone	\$60
Photogrammetry Drone	\$150
Thermal Imaging Drone	\$193
LiDAR Drone**	Varies
All-Terrain Vehicle	\$30
Traffic Counter	\$15
Pipe Crawler**	Varies

Mileage reimbursement is at the IRS standard rate.

Outside services are billed at cost plus 10%.

**Project specific rates—call for pricing.

APPENDIX "B" Supplement

City of Fayetteville, AR
 S. School Ave. (MLK to 15th)
 ISG Project #32858
 July 8, 2025



2025-2027 Rates with 2.7% Escalation Rate

Classification	2025 Rate	2025 % of Work	2026 Rate	2026 % of Work	2027 Rate	2027 % of Work	Base Rate
Civil Designer I	\$ 120.00	20%	\$ 123.24	60%	\$ 126.57	20%	\$ 123.26
Civil Designer II	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Civil Designer III	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Civil Designer IV	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Civil Engineer I	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Civil Engineer II	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Civil Engineer III	\$ 180.00	20%	\$ 184.86	60%	\$ 189.85	20%	\$ 184.89
Civil Engineer IV	\$ 200.00	20%	\$ 205.40	60%	\$ 210.95	20%	\$ 205.43
Electrical Designer I \$130	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Electrical Designer II \$140	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Electrical Designer III \$150	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Electrical Designer IV \$170	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Electrical Engineer I \$160	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Electrical Engineer II \$170	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Electrical Engineer III \$190	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Electrical Engineer IV \$220	\$ 220.00	20%	\$ 225.94	60%	\$ 232.04	20%	\$ 225.97
Environmental Scientist/Engineer I	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Environmental Scientist/Engineer II	\$ 145.00	20%	\$ 148.92	60%	\$ 152.94	20%	\$ 148.94
Environmental Scientist/Engineer III	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Environmental Scientist/Engineer IV	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Administrative I	\$ 80.00	20%	\$ 82.16	60%	\$ 84.38	20%	\$ 82.17
Administrative II	\$ 100.00	20%	\$ 102.70	60%	\$ 105.47	20%	\$ 102.71
Administrative III	\$ 120.00	20%	\$ 123.24	60%	\$ 126.57	20%	\$ 123.26
Administrative IV	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Geospatial Specialist I	\$ 105.00	20%	\$ 107.84	60%	\$ 110.75	20%	\$ 107.85
Geospatial Specialist II	\$ 120.00	20%	\$ 123.24	60%	\$ 126.57	20%	\$ 123.26
Geospatial Specialist III	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Geospatial Specialist IV	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
GIS Specialist I	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
GIS Specialist II	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
GIS Specialist III	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
GIS Specialist IV	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Land Surveyor I	\$ 120.00	20%	\$ 123.24	60%	\$ 126.57	20%	\$ 123.26
Land Surveyor II	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Land Surveyor III	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Land Surveyor IV	\$ 185.00	20%	\$ 190.00	60%	\$ 195.12	20%	\$ 190.02

Landscape Architect I	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Landscape Architect II	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Landscape Architect III	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Landscape Architect IV	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Landscape Designer I	\$ 120.00	20%	\$ 123.24	60%	\$ 126.57	20%	\$ 123.26
Landscape Designer II	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Landscape Designer III	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Landscape Designer IV	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Planner I	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Planner II	\$ 145.00	20%	\$ 148.92	60%	\$ 152.94	20%	\$ 148.94
Planner III	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Planner IV	\$ 180.00	20%	\$ 184.86	60%	\$ 189.85	20%	\$ 184.89
Project Manager I	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Project Manager II	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Project Manager III	\$ 180.00	20%	\$ 184.86	60%	\$ 189.85	20%	\$ 184.89
Project Manager IV	\$ 200.00	20%	\$ 205.40	60%	\$ 210.95	20%	\$ 205.43
Senior Civil Designer	\$ 180.00	20%	\$ 184.86	60%	\$ 189.85	20%	\$ 184.89
Senior Civil Engineer	\$ 235.00	20%	\$ 241.35	60%	\$ 247.86	20%	\$ 241.38
Senior Electrical Designer	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Senior Electrical Engineer	\$ 250.00	20%	\$ 256.75	60%	\$ 263.68	20%	\$ 256.79
Senior Environmental Scientist	\$ 215.00	20%	\$ 220.81	60%	\$ 226.77	20%	\$ 220.84
Senior Geospatial Specialist	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Senior GIS Specialist	\$ 205.00	20%	\$ 210.54	60%	\$ 216.22	20%	\$ 210.56
Senior Land Surveyor	\$ 205.00	20%	\$ 210.54	60%	\$ 216.22	20%	\$ 210.56
Senior Landscape Architect	\$ 215.00	20%	\$ 220.81	60%	\$ 226.77	20%	\$ 220.84
Senior Landscape Designer	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Senior Planner	\$ 210.00	20%	\$ 215.67	60%	\$ 221.49	20%	\$ 215.70
Senior Project Manager	\$ 230.00	20%	\$ 236.21	60%	\$ 242.59	20%	\$ 236.24
Senior Structural Designer	\$ 185.00	20%	\$ 190.00	60%	\$ 195.12	20%	\$ 190.02
Senior Structural Engineer	\$ 240.00	20%	\$ 246.48	60%	\$ 253.13	20%	\$ 246.51
Senior Visualization Specialist	\$ 220.00	20%	\$ 225.94	60%	\$ 232.04	20%	\$ 225.97
Senior Water/Wastewater Designer	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Senior Water/Wastewater Engineer	\$ 250.00	20%	\$ 256.75	60%	\$ 263.68	20%	\$ 256.79
Senior Water/Wastewater PM	\$ 240.00	20%	\$ 246.48	60%	\$ 253.13	20%	\$ 246.51
Structural Designer I	\$ 120.00	20%	\$ 123.24	60%	\$ 126.57	20%	\$ 123.26
Structural Designer II	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Structural Designer III	\$ 145.00	20%	\$ 148.92	60%	\$ 152.94	20%	\$ 148.94
Structural Designer IV	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Structural Engineer I	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Structural Engineer II	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Structural Engineer III	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Structural Engineer IV	\$ 210.00	20%	\$ 215.67	60%	\$ 221.49	20%	\$ 215.70
Technical Writer	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Senior Technical Writer	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61

Senior Graphic Designer	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Graphic Designer	\$ 110.00	20%	\$ 112.97	60%	\$ 116.02	20%	\$ 112.99
Visualization Specialist I	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Visualization Specialist II	\$ 180.00	20%	\$ 184.86	60%	\$ 189.85	20%	\$ 184.89
Visualization Specialist III	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Visualization Specialist IV	\$ 200.00	20%	\$ 205.40	60%	\$ 210.95	20%	\$ 205.43
Water/Wastewater Designer I	\$ 130.00	20%	\$ 133.51	60%	\$ 137.11	20%	\$ 133.53
Water/Wastewater Designer II	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Water/Wastewater Designer III	\$ 150.00	20%	\$ 154.05	60%	\$ 158.21	20%	\$ 154.07
Water/Wastewater Designer IV	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Water/Wastewater Engineer I	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Water/Wastewater Engineer II	\$ 170.00	20%	\$ 174.59	60%	\$ 179.30	20%	\$ 174.61
Water/Wastewater Engineer III	\$ 190.00	20%	\$ 195.13	60%	\$ 200.40	20%	\$ 195.16
Water/Wastewater Engineer IV	\$ 220.00	20%	\$ 225.94	60%	\$ 232.04	20%	\$ 225.97
Water/Wastewater Project Manager I	\$ 140.00	20%	\$ 143.78	60%	\$ 147.66	20%	\$ 143.80
Water/Wastewater Project Manager II	\$ 160.00	20%	\$ 164.32	60%	\$ 168.76	20%	\$ 164.34
Water/Wastewater Project Manager III	\$ 180.00	20%	\$ 184.86	60%	\$ 189.85	20%	\$ 184.89
Water/Wastewater Project Manager IV	\$ 200.00	20%	\$ 205.40	60%	\$ 210.95	20%	\$ 205.43

Fee Summary



City of Fayetteville, AR
 S. School Ave. (MLK to 15th)
 ISG Project #32858
 July 8, 2025

FAYETTEVILLE, AR (SS4) S. SCHOOL AVE PROJECT															
	Senior Civil Engineer	Civil Engineer IV	Civil Engineer II	Civil Engineer I	Civil Designer IV	Civil Designer III	Civil Designer II	Landscape Architect IV	Landscape Architect II	Senior Environmental Scientist	Environmental Scientist/Engineer III	Senior Land Surveyor	Geospatial Specialist III	Geospatial Specialist II	Total
	\$ 241.38	\$ 205.43	\$ 164.34	\$ 154.07	\$ 164.34	\$ 143.80	\$ 133.53	\$ 195.16	\$ 154.07	\$ 220.84	\$ 164.34	\$ 210.56	\$ 133.53	\$ 123.26	
SURVEY															
Project Management		6													\$ 1,232.57
Corridor Survey		1											90	95	\$ 23,932.50
Boundary Survey		1											60	59	\$ 15,489.36
Right-of-way and Easement Exhibits		1										16		40	\$ 8,504.77
Subconsultants(Title Search, Locates)															\$ 18,500.00
Expenses															\$ 8,445.00
															TASK TOTAL \$ 76,104.20
ENVIRONMENTAL															
Project Management	3									4					\$ 1,607.48
Agency Coordination	2	3								2	10				\$ 3,184.15
Archaeology and History		3								2	5				\$ 1,879.68
Hazardous Materials										2	9				\$ 1,920.76
Environmental Document	3									3	8				\$ 2,701.39
Subconsultants(Arch./History)															\$ 6,900.00
															TASK TOTAL \$ 18,193.47
TRAFFIC STUDY															
Traffic Study	4	45	90												\$ 25,000.73
Subconsultants(Counts)															\$ 5,000.00
															TASK TOTAL \$ 30,000.73
FRANCHISE UTILITY COORDINATION															
Initial Coordination	2			14	14										TASK TOTAL \$ 4,940.57
CONCEPTUAL PLANS															
Project Management	6														\$ 1,448.28
Civil Design		8	46												\$ 9,203.23
Landscape Architecture								8	40						\$ 7,724.14
Plan Production						34									\$ 4,889.21
Cost Opinion		2	4												\$ 1,068.23
Intersection Design	8	16	150			200									\$ 58,629.48
RRFB Design	1	4	12			18									\$ 5,623.62
															TASK TOTAL \$ 88,586.19

Fee Summary



PUBLIC ENGAGEMENT															
Project Management	1	3								1					\$ 1,078.50
Prepare Materials		18		30						2	23				\$ 12,541.45
Coordinate Public Meetings	3	18		18											\$ 7,195.16
Public Engagement Log	2	6													\$ 1,715.33
Expenses															\$ 3,000.00
															TASK TOTAL \$ 25,530.44
															SUBTOTAL \$ 243,355.60
PUBLIC UTILITIES															
Survey/Esmt Exhibits											10	25	36		\$ 9,881.14
Project Management	8	20													\$ 6,039.62
Conceptual Design	6	20		75		90									\$ 29,129.85
															TASK TOTAL \$ 45,050.61
															GRAND TOTAL \$ 288,406.21



MEETING OF JULY 29, 2025

TO: Mayor Rawn and City Council
THRU: Chris Brown, Public Works Director
Keith Macedo, Chief of Staff
FROM: Kenneth Patterson, Federal Aid Project Manager
SUBJECT: **SS4A E Joyce Blvd - Design Agreement with Kimley-Horn & Associates, Inc.**

RECOMMENDATION:

Staff recommends approval of the agreement with Kimley-Horn in the amount of \$287,000 for study and conceptual design phase services for the E. Joyce Blvd. (71B to Crossover Rd.), a Safe Streets and Roads for All project and approval of a budget adjustment, pursuant to RFQ 25-01, Selection #10.

BACKGROUND:

E. Joyce Blvd serves as the primary east/west connection between Highway 265 (Crossover Rd.) and Highway 71B in north Fayetteville. This 1.6-mile corridor is an Ozark Regional Transit Route and is heavily developed with mixed land uses, including apartment complexes, single-family homes, restaurants, banks, schools, offices, parks and senior housing. E. Joyce Blvd has been identified on Fayetteville's High Injury Network (HIN) map with 667 total crashes, including eight crashes that resulted in fatalities or serious injuries from 2017 to 2021. Key needs for this stretch of E. Joyce Blvd. are reductions in overall operating speeds and improvements in access management to reduce the frequency and severity of crashes. Priority needs that will be incorporated into the design will include, but not limited to, the addition of medians and other traffic control infrastructure (i.e., roundabouts, crosswalks, protected intersections, street lighting, dedicated turn lanes, and Leading Pedestrian Intervals at all signalized crossings).

On December 4, 2024, Resolution 301-24 was approved to accept federal aid funding in the amount of \$25,000,000 from the U.S. Department of Transportation's Federal Highway Administration through the Safe Streets and Roads for All (SS4A) Program. This funding supports five construction projects with a focus on safety, and this project is among them.

On May 5, 2025, a selection committee composed of City of Fayetteville staff and Council member Mike Wiederkehr selected Kimley-Horn and Associates, Inc. for design phase services for safety improvements to E. Joyce Blvd, pursuant to RFQ 25-01, Selection #10.

DISCUSSION:

The scope of services includes traffic study, sidewalk and pavement condition assessment, lighting study, intersection evaluation, corridor safety study, and conceptual design on E. Joyce Blvd. from 71B to Crossover Rd. Specific types of improvements to be studied and potentially part of the completed design include enhancements to pedestrian and bicycle infrastructure, landscaping, signalization, utility relocations, and access control improvements. The fee for this phase of work is \$287,000. This phase of work will identify the safety measures to be implemented in the corridor. A subsequent contract will be negotiated for detailed

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

design of the safety improvements.

BUDGET/STAFF IMPACT:

The City has been awarded federal funding for this project through the Safe Streets and Roads for All (SS4A) Grant, as approved by Resolution 301-24. Matching funds for the SS4A grant funds will come from the 2019 Bond Program. The funding breakdown for the contract amount is as follows:

Account #	Project #	Amount
2235.900.9224-5860.02	32401.9224	\$214,179.12
4702.860.7235-5860.02	46020.7235.9224	\$72,820.88
TOTAL		\$287,000.00

ATTACHMENTS: 3. Staff Review Form, 4. Budget Adjustment, 5. Agreement



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2025-1288

A RESOLUTION TO AUTHORIZE A CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR STUDY AND DESIGN PHASE SERVICES FOR THE EAST JOYCE BOULEVARD SAFE STREETS FOR ALL PROJECT IN THE AMOUNT OF \$287,000.00, AND TO APPROVE A BUDGET ADJUSTMENT

WHEREAS, East Joyce Boulevard serves as the primary east/west connection between Crossover Road and Highway 71B, which is heavily developed with mixed land uses and has been identified as part of Fayetteville's High Injury Network; and

WHEREAS, on December 4, 2024, City Council approved Resolution 301-24 to accept federal aid funding in the amount of \$25,000,000.00 from the U.S. Department of Transportation's Federal Highway Administration through the Safe Streets and Roads for All Program to fund safety improvements to important corridors; and

WHEREAS, key needs for this stretch of East Joyce Boulevard are reductions in overall operating speeds and improvements in access management to reduce the frequency and severity of crashes, and priority needs that will be incorporated into the design will include, but not limited to, the addition of medians and other traffic control infrastructure; and

WHEREAS, the scope of services for this phase of the project includes traffic study, sidewalk and pavement condition assessment, lighting study, intersection evaluation, corridor safety study, and conceptual design for improvements to a segment of East Joyce Boulevard from Highway 71B to Crossover Road.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign a professional engineering services agreement with Kimley-Horn and Associates, Inc. for study and design phase services for the East Joyce Boulevard Safe Streets and Roads for All Project in the amount of \$287,000.00 pursuant to RFQ 25-01, Selection 10.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2025-1224

Item ID

8/5/2025

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Kenneth Patterson

7/15/2025

ENGINEERING (621)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Staff recommends approval of the agreement with Kimley-Horn & Associates, Inc in the amount of \$287,000 for design phase services for the E. Joyce Blvd. (71B to Crossover Rd), a Safe Streets and Roads for All project, and approval of a budget adjustment. This will be split between the Safe Streets & Roads Grant (\$214,179.12), the Street Bond funds (\$72,820.88).

Budget Impact:

2235.900.9224-5860.02 4702.860.7235-5860.02 <hr/> <p align="center">Account Number</p> 32401.9224 46020.7235.9224 <hr/> <p align="center">Project Number</p>	Safe Streets and Roads Grant Streets Projects 2022 Bonds <hr/> <p align="center">Fund</p> Safe Streets & Roads Grant - Joyce Blvd Street Bond Projects - SS4A - Joyce Blvd <hr/> <p align="center">Project Title</p>
<p>Budgeted Item? <u>Yes</u></p>	<p>Total Amended Budget \$ 28,629,100.00</p>
<p>Does item have a direct cost? <u>Yes</u></p>	<p>Expenses (Actual+Encum) \$ 10,053,920.20</p>
<p>Is a Budget Adjustment attached? <u>Yes</u></p>	<p>Available Budget \$ 18,575,179.80</p>
	<p>Item Cost \$ 287,000.00</p>
	<p>Budget Adjustment \$ -</p>
	<p>Remaining Budget \$ 18,288,179.80</p>

V20221130

Purchase Order Number: _____

Previous Ordinance or Resolution # 301-24

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:

City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

Budget Year 2025	Division /Org2 ENGINEERING (621) Requestor: Kenneth Patterson	Adjustment Number
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BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Staff recommends approval of the agreement with Kimley-Horn & Associates, Inc in the amount of \$287,000 for design phase services for the E. Joyce Blvd. (71B to Crossover Rd), a Safe Streets and Roads for All project, and approval of a budget adjustment. This will be split between the Safe Streets & Roads Grant (\$214,179.12), the Street Bond funds (\$72,820.88).

COUNCIL DATE:	8/5/2025
ITEM ID#:	2025-1224
	<i>Holly Black</i>
	<i>7/16/2025 8:23 AM</i>
Budget Division	Date
TYPE:	D - (City Council)
JOURNAL #:	
GLDATE:	
CHKD/POSTED:	/

RESOLUTION/ORDINANCE

TOTAL		- -					v.2025617
Account Number	Increase / (Decrease)		Project.Sub#		AT	Account Name	
	Expense	Revenue	Project	Sub.Detl			
2235.900.9220-5899.00	(214,180)	-	32401	9220	EX	Unallocated - Budget	
2235.900.9224-5860.02	214,180	-	32401	9224	EX	Capital Prof Svcs - Engineering/Architectu	
2235.900.9220-4309.00	-	(214,180)	32401	9220	RE	Federal Grants - Capital	
2235.900.9224-4309.00	-	214,180	32401	9224	RE	Federal Grants - Capital	
4702.860.7999-5899.00	(72,821)	-	46020	7999	EX	Unallocated - Budget	
4702.860.7235-5860.02	72,821	-	46020	7235.9224	EX	Capital Prof Svcs - Engineering/Architectu	
	-	-					
	-	-					
	-	-					
	-	-					
	-	-					
	-	-					
	-	-					
	-	-					
	-	-					

AGREEMENT
For
PROFESSIONAL ENGINEERING SERVICES
Between
CITY OF FAYETTEVILLE, ARKANSAS
And
Kimley-Horn and Associates, Inc.

THIS AGREEMENT is made as of _____, 2025, by and between City of Fayetteville, Arkansas, acting by and through its Mayor (hereinafter called CITY OF FAYETTEVILLE) and Kimley-Horn and Associates, Inc. (hereinafter called ENGINEER).

CITY OF FAYETTEVILLE from time to time requires professional engineering services in connection with the evaluation, design, and/or construction supervision of capital improvement projects. Therefore, CITY OF FAYETTEVILLE and ENGINEER in consideration of their mutual covenants agree as follows:

ENGINEER shall serve as CITY OF FAYETTEVILLE's professional engineering consultant in those assignments related to the E JOYCE BLVD (SS4A) project (hereinafter called PROJECT) to which this Agreement applies, and shall give consultation and advice to CITY OF FAYETTEVILLE during the performance of ENGINEER's services. All services shall be performed under the direction of a professional engineer registered in the State of Arkansas and qualified in the particular field.

SECTION 1 - AUTHORIZATION OF SERVICES

- 1.1 Services on any assignment shall be undertaken only upon written Authorization of CITY OF FAYETTEVILLE and agreement of ENGINEER
- 1.2 Assignments may include services described hereafter as Basic Services or as Additional Services of ENGINEER.
- 1.3 Changes, modifications or amendments in scope, price or fees to this contract shall **not** be allowed without a formal contract amendment approved by the Mayor and the City Council **in advance** of the change in scope, costs, fees, or delivery schedule.

SECTION 2 - BASIC SERVICES OF ENGINEER

- 2.1 Perform professional services in connection with the Project as hereinafter stated.
 - 2.1.1 The Scope of Services to be furnished by ENGINEER during the Project is included in Appendix A attached hereto and made part of this Agreement.
- 2.2 ENGINEER shall coordinate their activities and services with the CITY OF FAYETTEVILLE. ENGINEER and CITY OF FAYETTEVILLE agree that ENGINEER has full responsibility for the engineering services.

SECTION 3 - RESPONSIBILITIES OF CITY OF FAYETTEVILLE

- 3.1 CITY OF FAYETTEVILLE shall, within a reasonable time, so as not to delay the services of ENGINEER:

- 3.1.1 Provide full information as to CITY OF FAYETTEVILLE's requirements for the Project.
- 3.1.2 Assist ENGINEER by placing at ENGINEER's disposal all available information pertinent to the assignment including previous reports and any other data relative thereto.
- 3.1.3 Assist ENGINEER in obtaining access to property reasonably necessary for ENGINEER to perform his services under this Agreement.
- 3.1.4 Examine all studies, reports, sketches, cost opinions, proposals, and other documents presented by ENGINEER and render in writing decisions pertaining thereto.
- 3.1.5 Provide such professional legal, accounting, financial, and insurance counseling services as may be required for the Project.
- 3.1.6 The City Engineer is the CITY OF FAYETTEVILLE's project representative with respect to the services to be performed under this Agreement. The City Engineer shall have complete authority to transmit instructions, receive information, interpret and define CITY OF FAYETTEVILLE's policies and decisions with respect to materials, equipment, elements and systems to be used in the Project, and other matters pertinent to the services covered by this Agreement.
- 3.1.7 CITY OF FAYETTEVILLE and/or its representative will review all documents and provide written comments to ENGINEER in a timely manner.

SECTION 4 - PERIOD OF SERVICE

- 4.1 This Agreement will become effective upon the first written notice by CITY OF FAYETTEVILLE authorizing services hereunder.
- 4.2 The provisions of this Agreement have been agreed to in anticipation of the orderly progress of the Project through completion of the services stated in the Agreement. ENGINEER will proceed with providing the authorized services immediately upon receipt of written authorization from CITY OF FAYETTEVILLE. Said authorization shall include the Scope of Services authorized and the time in which the services are to be completed. The anticipated Scope of Services and the Schedule for this project are included as **Appendix A**.

SECTION 5 - PAYMENTS TO ENGINEER

- 5.1 The maximum not-to-exceed amount authorized for this Agreement shall be based upon on an Hourly Rate Schedule per employee classification and detailed Justification of Costs and Fees as described in **Appendix B**.

5.2 Statements

- 5.2.1 Monthly statements for each calendar month shall be submitted to CITY OF FAYETTEVILLE or such parties as CITY OF FAYETTEVILLE may designate for professional services consistent with ENGINEER'S normal billing schedule. Once established, the billing schedule shall be maintained throughout the duration of the Project.

Applications for payment shall be made in accordance with a format to be developed by ENGINEER and as approved by CITY OF FAYETTEVILLE. Applications for payment shall

be accompanied each month by the updated project schedule as the basis for determining the value earned as the work is accomplished. Final payment for professional services shall be made upon CITY OF FAYETTEVILLE's approval and acceptance with the satisfactory completion of the study and report for the Project.

5.3 Payments

5.3.1 All statements are payable upon receipt and due within thirty (30) days. If a portion of ENGINEER's statement is disputed by CITY OF FAYETTEVILLE, the undisputed portion shall be paid by CITY OF FAYETTEVILLE by the due date. CITY OF FAYETTEVILLE shall advise ENGINEER in writing of the basis for any disputed portion of any statement. CITY OF FAYETTEVILLE will make reasonable effort to pay invoices within 30 days of date the invoice is approved, however, payment within 30 days is not guaranteed.

5.4 Final Payment

5.4.1 Upon satisfactory completion of the work performed under this Agreement, as a condition before final payment under this Agreement, or as a termination settlement under this Agreement, ENGINEER shall execute and deliver to CITY OF FAYETTEVILLE a release of all claims against CITY OF FAYETTEVILLE arising under or by virtue of this Agreement, except claims which are specifically exempted by ENGINEER to be set forth therein. Unless otherwise provided in this Agreement or by State law or otherwise expressly agreed to by the parties to this Agreement, final payment under this Agreement or settlement upon termination of this Agreement shall not constitute a waiver of CITY OF FAYETTEVILLE's claims against ENGINEER or his sureties under this Agreement or applicable performance and payment bonds, if any.

SECTION 6 - GENERAL CONSIDERATIONS

6.1 Insurance

6.1.1 During the course of performance of these services, ENGINEER will maintain (in United States Dollars) the following minimum insurance coverages:

<u>Type of Coverage</u>	<u>Limits of Liability</u>
Workers' Compensation	Statutory
Employers' Liability	\$500,000 Each Accident
Commercial General Liability	
Bodily Injury and Property Damage	\$1,000,000 Combined Single Limit
Automobile Liability:	
Bodily Injury and Property Damage	\$1,000,000 Combined Single Limit
Professional Liability Insurance	\$1,000,000 Each Claim

ENGINEER will provide to CITY OF FAYETTEVILLE certificates as evidence of the specified insurance within ten days of the date of this Agreement and upon each renewal of coverage.

6.1.2 CITY OF FAYETTEVILLE and ENGINEER waive all rights against each other and their officers, directors, agents, or employees for damage covered by property insurance during and after the completion of ENGINEER's services.

6.2 Professional Responsibility

6.2.1 ENGINEER will exercise reasonable skill, care, and diligence in the performance of ENGINEER's services and will carry out its responsibilities in accordance with customarily accepted professional engineering practices. CITY OF FAYETTEVILLE will promptly report to ENGINEER any defects or suspected defects in ENGINEER's services of which CITY OF FAYETTEVILLE becomes aware, so that ENGINEER can take measures to minimize the consequences of such a defect. CITY OF FAYETTEVILLE retains all remedies to recover for its damages caused by any negligence of ENGINEER.

6.3 Cost Opinions and Projections

6.3.1 Cost opinions and projections prepared by ENGINEER relating to construction costs and schedules, operation and maintenance costs, equipment characteristics and performance, and operating results are based on ENGINEER's experience, qualifications, and judgment as a design professional. Since ENGINEER has no control over weather, cost and availability of labor, material and equipment, labor productivity, construction Contractors' procedures and methods, unavoidable delays, construction Contractors' methods of determining prices, economic conditions, competitive bidding or market conditions, and other factors affecting such cost opinions or projections, ENGINEER does not guarantee that actual rates, costs, performance, schedules, and related items will not vary from cost opinions and projections prepared by ENGINEER.

6.4 Changes

6.4.1 CITY OF FAYETTEVILLE shall have the right to make changes within the general scope of ENGINEER's services, with an appropriate change in compensation and schedule only after Fayetteville City Council approval of such proposed changes and, upon execution of a mutually acceptable amendment or change order signed by the Mayor of the CITY OF FAYETTEVILLE and the duly authorized officer of ENGINEER.

6.5 Termination

6.5.1 This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given:

6.5.1.1 Not less than ten (10) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate,

6.5.1.2 An opportunity for consultation with the terminating party prior to termination.

6.5.2 This Agreement may be terminated in whole or in part in writing by CITY OF FAYETTEVILLE for its convenience, provided that ENGINEER is given:

6.5.2.1 Not less than ten (10) calendar days written notice (delivered by certified mail, return

- receipt requested) of intent to terminate,
- 6.5.2.2 An opportunity for consultation with the terminating party prior to termination.
- 6.5.3 If termination for default is effected by CITY OF FAYETTEVILLE, an equitable adjustment in the price provided for in this Agreement shall be made, but
- 6.5.3.1 No amount shall be allowed for anticipated profit on unperformed services or other work,
- 6.5.3.2 Any payment due to ENGINEER at the time of termination may be adjusted to cover any additional costs to CITY OF FAYETTEVILLE because of ENGINEER's default.
- 6.5.4 If termination for default is effected by ENGINEER, or if termination for convenience is effected by CITY OF FAYETTEVILLE, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide for payment to ENGINEER for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by ENGINEER relating to commitments which had become firm prior to the termination.
- 6.5.5 Upon receipt of a termination action under Paragraphs 6.5.1 or 6.5.2 above, ENGINEER shall:
- 6.5.5.1 Promptly discontinue all affected work (unless the notice directs otherwise),
- 6.5.5.2 Deliver or otherwise make available to CITY OF FAYETTEVILLE all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by ENGINEER in performing this Agreement, whether completed or in process.
- 6.5.6 Upon termination under Paragraphs 6.5.1 or 6.5.2 above CITY OF FAYETTEVILLE may take over the work and may award another party an agreement to complete the work under this Agreement.
- 6.5.7 If, after termination for failure of ENGINEER to fulfill contractual obligations, it is determined that ENGINEER had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of CITY OF FAYETTEVILLE. In such event, adjustments of the agreement price shall be made as provided in Paragraph 6.5.4 of this clause.
- 6.6 Delays
- 6.6.1 In the event the services of ENGINEER are suspended or delayed by CITY OF FAYETTEVILLE or by other events beyond ENGINEER's reasonable control, ENGINEER shall be entitled to additional compensation and time for reasonable costs incurred by ENGINEER in temporarily closing down or delaying the Project.
- 6.7 Rights and Benefits
- 6.7.1 ENGINEER's services will be performed solely for the benefit of CITY OF FAYETTEVILLE and not for the benefit of any other persons or entities.

6.8 Dispute Resolution

6.8.1 Scope of Paragraph: The procedures of this Paragraph shall apply to any and all disputes between CITY OF FAYETTEVILLE and ENGINEER which arise from, or in any way are related to, this Agreement, including, but not limited to the interpretation of this Agreement, the enforcement of its terms, any acts, errors, or omissions of CITY OF FAYETTEVILLE or ENGINEER in the performance of this Agreement, and disputes concerning payment.

6.8.2 Exhaustion of Remedies Required: No action may be filed unless the parties first negotiate. If timely Notice is given under Paragraph 6.8.3, but an action is initiated prior to exhaustion of these procedures, such action shall be stayed, upon application by either party to a court of proper jurisdiction, until the procedures in Paragraphs 6.8.3 and 6.8.4 have been complied with.

6.8.3 Notice of Dispute

6.8.3.1 For disputes arising prior to the making of final payment promptly after the occurrence of any incident, action, or failure to act upon which a claim is based, the party seeking relief shall serve the other party with a written Notice;

6.8.3.2 For disputes arising within one year after the making of final payment, CITY OF FAYETTEVILLE shall give ENGINEER written Notice at the address listed in Paragraph 6.14 within thirty (30) days after occurrence of any incident, accident, or first observance of defect or damage. In both instances, the Notice shall specify the nature and amount of relief sought, the reason relief should be granted, and the appropriate portions of this Agreement that authorize the relief requested.

6.8.4 Negotiation: Within seven days of receipt of the Notice, the Project Managers for CITY OF FAYETTEVILLE and ENGINEER shall confer in an effort to resolve the dispute. If the dispute cannot be resolved at that level, then, upon written request of either side, the matter shall be referred to the President of ENGINEER and the Mayor of CITY OF FAYETTEVILLE or his designee. These officers shall meet at the Project Site or such other location as is agreed upon within 30 days of the written request to resolve the dispute.

6.9 CITY OF FAYETTEVILLE represents that it has sufficient funds or the means of obtaining funds to remit payment to ENGINEER for services rendered by ENGINEER.

6.10 Publications

6.10.1 Recognizing the importance of professional development on the part of ENGINEER's employees and the importance of ENGINEER's public relations, ENGINEER may prepare publications, such as technical papers, articles for periodicals, and press releases, pertaining to ENGINEER's services for the Project. Such publications will be provided to CITY OF FAYETTEVILLE in draft form for CITY OF FAYETTEVILLE's advance review. CITY OF FAYETTEVILLE shall review such drafts promptly and provide CITY OF FAYETTEVILLE's comments to ENGINEER. CITY OF FAYETTEVILLE may require deletion of proprietary data or confidential information from such publications, but otherwise CITY OF FAYETTEVILLE will not unreasonably withhold approval. The cost of ENGINEER's activities pertaining to any such publication shall be for ENGINEER's account.

6.11 Indemnification

6.11.1 CITY OF FAYETTEVILLE agrees that it will require all construction Contractors to indemnify, defend, and hold harmless CITY OF FAYETTEVILLE and ENGINEER from and against any and all loss where loss is caused or incurred or alleged to be caused or incurred in whole or in part as a result of the negligence or other actionable fault of the Contractors, or their employees, agents, Subcontractors, and Suppliers.

6.12 Ownership of Documents

6.12.1 All documents provided by CITY OF FAYETTEVILLE including original drawings, disks of CADD drawings and cross sections, estimates, specification field notes, and data are and remain the property of CITY OF FAYETTEVILLE. ENGINEER may retain reproduced copies of drawings and copies of other documents.

6.12.2 Engineering documents, drawings, and specifications prepared by ENGINEER as part of the Services shall become the property of CITY OF FAYETTEVILLE when ENGINEER has been compensated for all Services rendered, provided, however, that ENGINEER shall have the unrestricted right to their use. ENGINEER shall, however, retain its rights in its standard drawings details, specifications, databases, computer software, and other proprietary property. Rights to intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of ENGINEER.

6.12.3 Any files delivered in electronic medium may not work on systems and software different than those with which they were originally produced. ENGINEER makes no warranty as to the compatibility of these files with any other system or software. Because of the potential degradation of electronic medium over time, in the event of a conflict between the sealed original drawings/hard copies and the electronic files, the sealed drawings/hard copies will govern.

6.13 Notices

6.13.1 Any Notice required under this Agreement will be in writing, addressed to the appropriate party at the following addresses:

CITY OF FAYETTEVILLE's address:
125 West Mountain Street
Fayetteville, Arkansas 72701

ENGINEER's address:
805 South Walton Boulevard
Suite 520
Bentonville, AR 72712

6.14 Successor and Assigns

6.14.1 CITY OF FAYETTEVILLE and ENGINEER each binds himself and his successors, executors, administrators, and assigns to the other party of this Agreement and to the successors, executors, administrators, and assigns of such other party, in respect to all covenants of this Agreement; except as above, neither CITY OF FAYETTEVILLE nor

ENGINEER shall assign, sublet, or transfer his interest in the Agreement without the written consent of the other.

6.15 Controlling Law

6.15.1 This Agreement shall be subject to, interpreted and enforced according to the laws of the State of Arkansas without regard to any conflicts of law provisions.

6.16 Entire Agreement

6.16.1 This Agreement represents the entire Agreement between ENGINEER and CITY OF FAYETTEVILLE relative to the Scope of Services herein. Since terms contained in purchase orders do not generally apply to professional services, in the event CITY OF FAYETTEVILLE issues to ENGINEER a purchase order, no preprinted terms thereon shall become a part of this Agreement. Said purchase order document, whether or not signed by ENGINEER, shall be considered as a document for CITY OF FAYETTEVILLE's internal management of its operations.

SECTION 7 - SPECIAL CONDITIONS

7.1 Additional Responsibilities of ENGINEER

7.1.1 CITY OF FAYETTEVILLE's review, approval, or acceptance of design drawings, specifications, reports and other services furnished hereunder shall not in any way relieve ENGINEER of responsibility for the technical adequacy of the work. Neither CITY OF FAYETTEVILLE's review, approval or acceptance of, nor payment for any of the services shall be construed as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

7.1.2 ENGINEER shall be and shall remain liable, in accordance with applicable law, for all damages to CITY OF FAYETTEVILLE to the extent caused by ENGINEER's negligent performance of any of the services furnished under this Agreement except for errors, omissions or other deficiencies to the extent attributable to CITY OF FAYETTEVILLE or CITY OF FAYETTEVILLE-furnished data.

7.1.3 ENGINEER's obligations under this clause are in addition to ENGINEER's other express or implied assurances under this Agreement or State law and in no way diminish any other rights that CITY OF FAYETTEVILLE may have against ENGINEER for faulty materials, equipment, or work.

7.2 Remedies

7.2.1 Except as may be otherwise provided in this Agreement, all claims, counter-claims, disputes and other matters in question between CITY OF FAYETTEVILLE and ENGINEER arising out of or relating to this Agreement or the breach thereof will be decided in a court of competent jurisdiction within Arkansas.

7.3 Audit: Access to Records

7.3.1 ENGINEER shall maintain books, records, documents and other evidence directly pertinent to performance on work under this Agreement in accordance with generally accepted accounting principles and practices consistently applied in effect on the date of

execution of this Agreement. ENGINEER shall also maintain the financial information and data used by ENGINEER in the preparation of support of the cost submission required for any negotiated agreement or change order and send to CITY OF FAYETTEVILLE a copy of the cost summary submitted. CITY OF FAYETTEVILLE, the State or any of their authorized representatives shall have access to all such books, records, documents and other evidence for the purpose of inspection, audit and copying during normal business hours. ENGINEER will provide proper facilities for such access and inspection.

7.3.2 Records under Paragraph 7.3.1 above shall be maintained and made available during performance on assisted work under this Agreement and until three years from the date of final payment for the project. In addition, those records which relate to any controversy arising out of such performance, or to costs or items to which an audit exception has been taken, shall be maintained and made available until three years after the date of resolution of such appeal, litigation, claim or exception.

7.3.3 This right of access clause (with respect to financial records) applies to:

7.3.3.1 Negotiated prime agreements:

7.3.3.2 Negotiated change orders or agreement amendments in excess of \$10,000 affecting the price of any formally advertised, competitively awarded, fixed price agreement:

7.3.3.3 Agreements or purchase orders under any agreement other than a formally advertised, competitively awarded, fixed price agreement. However, this right of access does not apply to a prime agreement, lower tier subagreement or purchase order awarded after effective price competition, except:

7.3.3.3.1 With respect to record pertaining directly to subagreement performance, excluding any financial records of ENGINEER;

7.3.3.3.2 If there is any indication that fraud, gross abuse or corrupt practices may be involved;

7.3.3.3.3 If the subagreement is terminated for default or for convenience.

7.4 Covenant Against Contingent Fees

7.4.1 ENGINEER warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement of understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by ENGINEER for the purpose of securing business. For breach or violation of this warranty, CITY OF FAYETTEVILLE shall have the right to annul this Agreement without liability or at its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

7.5 Gratuities

7.5.1 If CITY OF FAYETTEVILLE finds after a notice and hearing that ENGINEER or any of ENGINEER's agents or representatives, offered or gave gratuities (in the form of entertainment, gifts or otherwise) to any official, employee or agent of CITY OF FAYETTEVILLE, in an attempt to secure an agreement or favorable treatment in

awarding, amending or making any determinations related to the performance of this Agreement, CITY OF FAYETTEVILLE may, by written notice to ENGINEER terminate this Agreement. CITY OF FAYETTEVILLE may also pursue other rights and remedies that the law or this Agreement provides. However, the existence of the facts on which CITY OF FAYETTEVILLE bases such finding shall be in issue and may be reviewed in proceedings under the Remedies clause of this Agreement.

7.5.2 In the event this Agreement is terminated as provided in Paragraph 7.5.1, CITY OF FAYETTEVILLE may pursue the same remedies against ENGINEER as it could pursue in the event of a breach of the Agreement by ENGINEER As a penalty, in addition to any other damages to which it may be entitled by law, CITY OF FAYETTEVILLE may pursue exemplary damages in an amount (as determined by CITY OF FAYETTEVILLE) which shall be not less than three nor more than ten times the costs ENGINEER incurs in providing any such gratuities to any such officer or employee.

7.6 Arkansas Freedom of Information Act

7.6.1 City contracts and documents, including internal documents and documents of subcontractors and sub-consultants, prepared while performing City contractual work are subject to the Arkansas Freedom of Information Act (FOIA). If a Freedom of Information Act request is presented to the CITY OF FAYETTEVILLE, ENGINEER will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

IN WITNESS WHEREOF, CITY OF FAYETTEVILLE, ARKANSAS by and through its Mayor, and ENGINEER, by its authorized officer have made and executed this Agreement as of the day and year first above written.

CITY OF FAYETTEVILLE, ARKANSAS

ENGINEER

By: _____
Mayor, Molly Rawn

By: Scott R Arnold, P.E.
Vice President, Scott R Arnold

ATTEST:
By: _____
City Clerk

By: Luke A Schmidt
Vice President, Luke A. Schmidt

END OF AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES

APPENDIX A

Scope for Transportation Planning and Engineering Services for Joyce Boulevard SS4A Implementation Project – Phase 1

The scope set forth herein defines the work to be performed by Kimely-Horn and Associates, Inc. (“Kimley-Horn” or “Consultant”) in completing phase 1 of the project. Both the City of Fayetteville (“Client”) and Consultant have attempted to clearly define the work to be performed and address the needs of this phase of the overall project.

Project Understanding

The overview of this project is to determine proper and effective safety countermeasures to incorporate into design improvements via the completion of various planning level assessments. The recommendations will include safety countermeasures to be incorporated along the Joyce Boulevard corridor from 71B to Crossover Road. This will also be utilized in preparation for the phase 2 contract which shall include engineering design services.

Assumptions

Kimley-Horn’s scope and fee are based on the following assumptions:

- a. All services outlined below are to be performed by Kimley-Horn except for the traffic count data collection services.

If any of these assumptions are not correct, then the scope and fee will change.

Scope of Services

Kimley-Horn will provide the services set forth below.

Task 1: Project Administration

A. Project Management

- a. The Consultant will maintain project records, budgets, and communications for the duration of the project. The Consultant anticipates bi-weekly calls and monthly progress reports via e-mail between the Consultant’s Project Manager and the Client staff to review the status of tasks and to keep the schedule current.
- b. A project kickoff meeting will be conducted via conference call between the Consultant team and Client based on tasks that are authorized by the Client. This meeting will be facilitated by the Consultant Project Manager to discuss the following:
 - i. Preliminary schedule;
 - ii. Goals and objectives;
 - iii. Request for information (RFI), which could consist of:
 - 1. Existing roadway / structures as-built plans, Client provided;
 - 2. Roadway functional classification(s), Client provided;
 - 3. FEMA floodplain maps (if applicable);
 - 4. Existing Right-of-Way information;
 - 5. Ownership mapping;

6. Existing bicycle facilities from Client in GIS format, if applicable;
 7. Sidewalk inventory to be completed under Task 4: Pavement and Sidewalk Conditions Assessment;
 8. Existing and proposed transit ridership data, current transit service, and facility planning data, to include any revised service plans, if applicable;
 9. Most current transportation plans from Client to include committed improved and travel forecasts;
 10. Most recent digital aerial orthophotography of the project study area from Client, if available;
 11. Pertinent data on existing and planned major utilities; and
 12. Vehicle crash data and analysis from the Client in GIS format.
- iv. Data collection; and
 - v. Other coordination items.

B. Team Management

- a. Lead, manage, and direct team activities including subconsultants (as needed)
- b. Provide Quality Control / Quality Assurance (QC/QA) practices as part of the performance of the work.
- c. Communicate internally among team members.
- d. Task and allocate team resources.

C. Communications and Reporting

- a. Prepare and submit monthly invoices in the format requested by the Client.
- b. Prepare and submit monthly project status updates.
- c. Prepare and submit baseline project schedule initially, and project schedule updates monthly.

D. Status Meetings

- a. Attend up to 16 bi-weekly progress meetings with the Client to review progress, provide updates, and receive feedback on the work. A tentative schedule will be provided as an attachment based on an agreed upon scope of services.
- b. Progress meetings will be held internally as needed throughout the length of the project to coordinate production, key decisions, sub-consultant coordination, and project analysis / design. Also, the Consultant will prepare contracts for any sub-consultant(s), monitor sub-consultant staff activities, ensure sub-consultant(s) adhere to the project schedule, and review and recommend approval of sub-consultant invoices.
- c. Schedule, provide logistics, conduct, and prepare meeting summaries for progress meetings. Consultant will provide materials needing review up to three (3) business days ahead of time for the Client to review.

E. Deliverables

- a. Meeting summaries with action items.
- b. Baseline project schedule.
- c. Monthly schedule updates with schedule narrative describing any current or anticipated schedule changes.
- d. Monthly project status reports.
- e. Monthly project invoices.

Task 2: Traffic Study

- A. *Data Collection.* The Consultant will collect the following information:
 - a. 6-hour weekday turning movement counts at the following intersections (including bicycle/pedestrians) from 7AM – 9AM (AM peak hour) and 3PM – 7PM (PM peak hour):
 - i. *Joyce Blvd at 71B (College Avenue)*
 - ii. *Joyce Blvd at North Vantage Drive*
 - iii. *Joyce Blvd at Parkview Drive*
 - iv. *Joyce Blvd at Old Missouri Road*
 - v. *Joyce Blvd at North Crossover Road (bicycle and pedestrian only)*
 - b. Weekday turning movement counts at up to ten (10) locations agreed upon with the Client. Counts shall be collected during the AM peak hour (7AM – 9AM) and PM peak hour (3PM – 7PM).
 - c. Up to three (3) 24-hour speed and vehicular counts along Joyce Boulevard at agreed upon locations with the Client.
 - d. During one (1) peak hour, the Consultant will perform field observations along the study corridor to determine existing lane use and traffic control, posted speed limits, and geometric features.
 - e. The Consultant will review existing available crash data, review areas with increased crash experience, and further review high severity crashes / locations.
 - f. Based on the data collection, an existing volume, crash, and observations exhibit will be created for the study area noting the findings.
- B. *Trip Generation, Distribution, and Assignment.* Traffic volumes and trip generation, distribution, and assignment for the corridor will be analyzed using collected traffic data as well as projected traffic data for the short-range horizon (2030) and long-range horizon (2045). The traffic growth rate from year 2025 to 2045 will be determined based on a review of the Client's historic counts and the Arkansas Department of Transportation Average Daily Traffic Maps. A traffic growth rate will be provided by the Consultant to the Client for review prior to the Consultant proceeding with the capacity analysis.

- C. *Intersection Capacity Analysis.* Intersection capacity analysis for the AM and PM peak periods will be performed for the study intersections:
- a. Joyce Boulevard at Highway 71B (College Avenue)
 - b. Joyce Boulevard at North Vantage Drive
 - c. Joyce Boulevard at Parkview Drive
 - d. Joyce Boulevard at Old Missouri Road
 - e. Joyce Boulevard at North Crossover Road (AR-265)
- D. *Thoroughfare Capacity Analysis.* Kimley-Horn will conduct a thoroughfare capacity analysis based on the conceptual alternative for Joyce Boulevard as outlined in Task 6: Corridor Study.
- E. *Turn Lane Assessment.* Kimley-Horn will evaluate the need and length for turn lanes at all study intersections.
- F. *Sight Distance Analysis.* Intersection sight distance at each study intersection will be reviewed based on field observations. A photolog will be included in the documentation.
- G. *Traffic Mitigation.* If the results of the analysis indicate that improvements are necessary from a capacity and/or safety standpoint, the Consultant will identify the types of improvements recommended to improve vehicle and pedestrian safety along the corridor.
- H. *Review Existing Traffic Signal Controller Settings and Coordination.* Existing traffic signal operations will be reviewed and any recommendations to optimize traffic capacity and overall safety will be provided, and may include clearance intervals, coordinated speeds, leading pedestrian interval (LPI), and sufficient clearance intervals for pedestrian phases.
- I. *Document Study Results and Project Coordination.* An electronic (PDF) draft report that documents the study methodology, traffic volumes, analysis results, and recommendations for ingress/egress improvements (if necessary) will be prepared and submitted to the Client for review and comment. Kimley-Horn will incorporate one round of internal review comments and submit an electronic sealed report to the City for review. If necessary, Kimley-Horn will respond to one (1) round of comments from the City and submit the final revised report.

Task 3: Lighting Study

- A. The Consultant will perform a field evaluation to confirm existing street light locations and configurations. The Consultant will confirm with the Client on the street light fixture type(s).
- B. The Consultant will prepare a photometric analysis model for the corridor and signalized intersections within the project limits in accordance with City requirements. The photometric analysis will involve modeling existing and proposed fixtures to meet the roadway illumination level requirements. The Consultant assumes the light fixtures are to be selected by the City. A photometric exhibit and one sheet for fixture cut sheets will be provided.

- C. The Consultant will prepare a technical memorandum that documents key findings from the field evaluation, summarizes the photometric analysis, and provides recommendations for proposed street light locations as an effective safety countermeasure.

D. Deliverables

- a. Draft Technical Memorandum with Photometric Analysis Exhibit

The Consultant will address up to one (1) round of reasonable comments.

- b. Final Technical Memorandum with Photometric Analysis Exhibit

Task 4: Pavement and Sidewalk Conditions Assessment

- A. *Pavement Conditions Assessment.* The Consultant will perform a visual inspection of the corridor pavement along Joyce Boulevard. Significant pavement deterioration (cracks, potholes, depressions, swelling, etc.) will be evaluated and pavement rehabilitation options may be provided, if necessary. A geotechnical investigation will not be performed under this task. A technical memorandum and an opinion of probable construction cost will be prepared and submitted to the Client. The Consultant will address up to one (1) round of reasonable comments.
- B. *Sidewalk Conditions Assessment.* The Consultant will perform a visual inspection of all sidewalk and pedestrian ramp conditions within the Right-of-Way. Existing curb ramp slopes, locations and geometry will be evaluated for ADA compliance and overall pedestrian safety. Existing driveways and intersection crosswalk pavement will also be evaluated for ADA compliance. A technical memorandum and an opinion of probable construction cost will be prepared and submitted to the client. The Consultant will address up to one (1) round of reasonable comments.

Task 5: Intersection Control Evaluation

One (1) Intersection Control Evaluation (ICE) report in total will be prepared for the project corridor. This will consist of a Stage 1 evaluation for the following intersections along the corridor. The Stage 1 evaluation will identify three (3) intersections to further analyze in Stage 2.

- *Joyce Boulevard at Highway 71B (College Avenue)*
- *Joyce Boulevard at North Vantage Drive*
- *Joyce Boulevard at Parkview Drive*
- *Joyce Boulevard at Old Missouri Road*
- *Joyce Boulevard North Crossover Road (AR-265) (Pedestrian / Bicyclists Only)*

Stage 1 establishes a list of viable intersection configurations for the study location by applying engineering judgement and conducting limited analysis. The ICE Report Stage 1 task shall consist of the following per intersection:

- A. The Consultant will determine the feasibility of potential intersection control methods at the study intersections listed above.
- B. Collect crash history data and perform a safety review.

- C. Using traffic data collected in Task 2: Traffic Study, analyze existing and projected traffic volumes for preliminary operational analysis using FHWA's CAP-X tool.
- D. Conclude and identify three (3) intersections to further analyze in Stage 2.

Stage 2 is where most analysis activities occur, ranging from quantitative analyses of traffic operations and safety performance measures to qualitative analyses of performance measures focused on community values. The ICE Report Stage 2 task shall consist of the following per intersection:

- E. Prepare an operational analysis for the existing intersection lane configuration, and the alternative intersection control methods identified in Stage 1 of the ICE process using collected data from Task 2: Traffic Study as well as projected traffic data for the short-range horizon (2030) and long-range horizon (2045).
 - a. Stop-controlled and signalized intersections will be analyzed using Synchro 12, employing Highway Capacity Manual (HCM) methodologies and HCM 6th Edition LOS thresholds. The proposed cycle length will be determined by the Consultant for each peak period analyzed (AM and PM peak). A proposed roundabout will be analyzed in Junctions 11/Arcady software or SIDRA 9.1 using the US HCM 7th Edition roundabout capacity equations and parameters.
- F. Prepare CAD sketches of the existing and proposed alternatives to create plan view exhibits to display the existing conditions and the proposed improvements within and directly adjacent to the intersection. Conceptual-level sketches of the proposed conditions will be created to represent the anticipated lane configurations and geometries for each intersection control method studied in Stage 2 of the ICE process.
 - a. As part of the roundabout sketch, the following performance checks will be performed and provided to the client in CAD format:
 - i. Fastest Path
 - ii. Truck Paths
 - iii. Sight Distance Envelopes
- G. Prepare a collision prediction model for the proposed intersection control methods using industry accepted prediction models to account for costs related to crashes (economic costs) for a 20-year life cycle. FHWA's Safety Performance for Intersection Control Evaluation (SPICE) tool will be sourced for crash prediction modeling of the proposed traffic signal and the proposed roundabout.
- H. Prepare opinion of probable construction costs (OPCCs) for each proposed alternative intersection control. The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.
- I. Prepare a predicted 20-year maintenance cost for the intersection control alternatives to compare life cycle costs.

- J. Compile the Intersection Control Evaluation Report incorporating the various analyses and results. The ICE Report will consist of the engineer's recommended intersection control alternative based on a review of the quantitative and qualitative analysis results.
- K. **Deliverables.** The Consultant deliverables will consist of electronic CAD (.dwg) and PDF files shared between the Consultant and the Client.
 - a. A draft ICE Report will be provided by the Consultant to the Client for initial review and comments. The ICE Report will include Appendices that contain the data collection documents, operational analyses, roundabout design criteria and assumptions, crash prediction model calculations, and OPCC pay items and unit prices.
 - b. Synchro, SIDRA, and/or ARCADY Output
 - c. CAD files that contain the roundabout performance checks
 - d. 11"x17" exhibits for each of the intersection control options analyzed.

Task 6: Corridor Study

- A. Data Collection and Analysis of Existing Conditions
 - a. *Reconnaissance.* It is assumed this will be completed under Task 1: Project Administration.
 - b. *Traffic Data Collection.* It is assumed this will be completed under Task 2: Traffic Study.
 - c. *Prepare Mapping of Collected Data.* The Consultant, in coordination with the Client, will identify and quantify influences and safety concerns based on current conditions. This determination will serve to identify key issues throughout the project study area.
- B. Develop Alternatives
 - a. *Team Strategy Meeting.* The Consultant team to regroup to review work performed to date, ongoing coordination, critical assumptions going forward, and update the project schedule.
 - b. *Develop Corridor Concept.* Using the collected data and existing conditions analysis, the Consultant will develop intersection / corridor opportunities consistent with the existing / future traffic projections, geometric constraints, and goals / objectives of the Client. The purpose of the alternative is to enhance multi-modal safety via the implementation of various FHWA safety countermeasures. The Consultant will also prepare planning level opinions of probable construction costs for the alternative.
- C. Conceptual Analysis. The Consultant will identify and define reasonable short and intermediate-term improvements within the project study area. The proposed improvements will be informed by planned local and regional transportation improvements, projected population changes, future land uses, and travel demands. The Consultant will prepare an initial list of improvements to develop a corridor concept. Possible improvement recommendations may consist of:

- a. Installation of new traffic signals;
- b. Traffic signal modifications (including removals);
- c. Incorporation of Street Light recommendations covered under Task 3: Lighting Study.
- d. Incorporation of Intersection Control Evaluation recommendations covered under Task 5: Intersection Control Evaluation.
- e. Median construction or opening modifications;
- f. Access control modifications;
- g. Multi-modal improvements and / or modifications;
- h. Intelligent Transportation System (ITS) improvements; and
- i. Regulatory changes and / or proposals.

The recommended improvements will receive feedback from the Client and Public / Stakeholders to finalize the short and intermediate-term improvements. The Consultant may also utilize previous mobility data, evaluations, traffic signal warrant studies, traffic impact studies, and access management studies, so long as they are less than three (3) years of age. The Consultant will evaluate the identified improvements based on the project study area goals and objectives developed in the previous task. The improvements that do not suitably address the goals and objectives will be eliminated from further consideration.

- a. *Develop Measures of Effectiveness (MOE).* The Consultant, in cooperation with the Client, will confirm the study goals and objectives based on the existing conditions and corridor enhancement needs. Goals will include identifying short-term and long-term transportation improvements, access management, parking accommodations, land use, and physical characteristics. The defined goals will be used to develop the Measures of Effectiveness (MOE).
- b. *Determine Utility Conflicts.* The Consultant will use Client provided record drawings to review existing corridor utilities and potential impacts of the proposed corridor improvements related to existing utilities. These conflicts will be summarized/noted in the study findings.
- c. *Determine Right-of-Way Needs.* The Consultant will use Client provided record drawings and available property/parcel information to review the existing corridor Right-of-Way and potential impacts of the proposed corridor improvements related to Right-of-Way. Anticipated Right-of-Way needs will be summarized/notes in the study findings.
- d. *Evaluate for MOEs.* The Consultant will review relevant City Ordinances and State Statutes regarding planning and/or land development which may impact the study area.

The Consultant will identify and summarize existing or proposed planning/development related ordinances, rules, or practices of the political entities in the project study area

with respect to roadway configuration, driveway access, parking, sidewalk construction/maintenance, and other non-motorized transportation facilities. This summary should be compared to current best practices and City of Fayetteville rules, guidelines, and standards – noting inconsistencies, conflicts, or omissions.

- e. *Team Strategy Meeting.* The Consultant team to regroup to review work performed to date, ongoing coordination, critical assumptions going forward, and update the project schedule.

D. Conceptual Design Report Submittal

- a. *Evaluate Potential for Environmental Impacts.* The Consultant will list possible impacts of the proposed corridor improvement concept to existing blue line streams or floodplains in the design report.
- b. *Determine Sequence of Construction.* With input from the Client, the Consultant will provide initial considerations for a possible phasing of the proposed improvements and short / long term priorities.
- c. *Prepare Preliminary Cost Estimates.* The Consultant will develop and refine a planning level opinion of probable construction cost based for each of the corridor improvement concepts.
- d. *Complete Draft Report.* The Consultant will prepare and deliver both draft and final printed reports reflecting the recommended improvement concepts and enhancements. The reports should include a summary of recommended projects along with project descriptions, costs, benefits, and potential funding sources for each of the political entities. The list of recommended projects should be prioritized in cooperation with the Client and the Steering Committee. The reports should also include a summary of recommended long-term access management action strategies and projects (if applicable) for each of the political entities in the corridor.
- e. *Team Strategy Meeting.* The Consultant team to regroup to review work performed to date, ongoing coordination, critical assumptions going forward, and update the project schedule.
- f. *Stakeholders Meeting (1st Project Meeting).* The Consultant will attend and facilitate the public meeting. The Consultant will be responsible for the following tasks:
 - i. Content development and production of meeting handouts and agendas;
 - ii. Prepare / submit meeting summaries within seven (7) business days of the meeting;
 - iii. Conceptualize, develop, and deliver appropriate agendas, exhibits, and / or displays needed for meetings requiring handouts / materials;
 - iv. Development of all meeting summaries, questionnaires, name tags, sign-in sheets, and comment forms;
 - v. Work with the Client to determine mutually agreed upon location for the Public Meetings; and
 - vi. Debrief the Client on the outcome of the Public Meetings.

The Client will be responsible for the following:

- vii. Provide it's own personnel to staff Public Meeting;
 - viii. Manage publicity and site logistics for the Public Meeting;
 - ix. Print and mail Consultant developed announcements to the General Public and / or Business Owners along the corridor (if required);
 - x. Determine mutually agreed upon location of the Public Meeting;
 - xi. Create and send invitations for Public Meetings; and
 - xii. Create notices to post on Client website, news media outlets, etc.
- g. *Team Strategy Meeting.* The Consultant team to regroup to review work performed to date, ongoing coordination, critical assumptions going forward, and update the project schedule.
- h. *Develop Preliminary Footprint.* The Consultant will develop a corridor improvement concept to define the planning level extents of the proposed corridor improvements.
- i. *Revise Draft Report to Incorporate Stakeholder Comments.* The Consultant will revise the initial report to incorporate one (1) round of reasonable comments to incorporate Public / Stakeholder comments.
- j. *Meeting with Property Owners (2nd Project Meeting).* The Consultant will attend and facilitate the property owner's meeting. The Consultant will be responsible for the following tasks:
- i. Content development and production of meeting handouts and agendas;
 - ii. Prepare / submit meeting summaries within seven (7) business days of the meeting;
 - iii. Conceptualize, develop, and deliver appropriate agendas, exhibits, and / or displays needed for meetings requiring handouts / materials;
 - iv. Development of all meeting summaries, questionnaires, name tags, sign-in sheets, and comment forms;
 - v. Work with the Client to determine mutually agreed upon location for the Public Meetings; and
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The Client will be responsible for the following:

- vii. Provide it's own personnel to staff Public Meeting;
 - viii. Manage publicity and site logistics for the Public Meeting;
 - ix. Print and mail Consultant developed announcements to the General Public and / or Business Owners along the corridor (if required);
 - x. Determine mutually agreed upon location of the Public Meeting;
 - xi. Create and send invitations for Public Meetings; and
 - xii. Create notices to post on Client website, news media outlets, etc.
- k. *Print Final Report.* The Consultant will finalize the report and submit a digital copy, and up to ten (10) hard copies to the Client, as requested.
- l. *Presentation to Transportation Committee.* The Consultant will present the final report and recommendations to the City Council Transportation Committee.

Task 7: SMARTS

Kimley-Horn's project and program management solution, SMARTS™, is a dynamic web-based platform to assist the Client's with input, organization, and project tracking / program information to give team members and contractors a single source of up-to-date information. This platform shall be used for up to five (5) project sites as part of the Fayetteville SS4A Implementation Program under a one-time fee.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at Kimley-Horn's then-current hourly rates. Additional services Kimley-Horn can provide include, but are not limited to, the following:

- a. Negotiation of easements or property acquisition.
- b. Services related to development of the Client's project financing and/or budget.
- c. Engineering design services not outlined in the scope of services.
- d. Topographic survey.
- e. Subsurface utility engineering.
- f. Bidding and Construction Phase Services.
- g. Performance of miscellaneous and supplemental services related to the project requested by the Client.

Information Provided By Client

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. The Client shall provide all information requested by Kimley-Horn during the project, including but not limited to the following:

A. Project Administration

- a. *Existing roadway / structures as-built plans.*
- b. *Roadway functional classification(s).*
- c. *FEMA floodplain maps (if applicable).*
- d. *Existing Right-of-Way information.*
- e. *Ownership mapping.*
- f. *Existing bicycle facilities in GIS format, if applicable.*
- g. *Existing and proposed transit ridership data, current transit service, and facility planning data, to include any revised service plans, if applicable;*
- h. *Most current transportation plans that include improved and travel forecasts.*
- i. *Most recent digital aerial orthophotography of the project study area, if available.*
- j. *Pertinent data on existing and planned major utilities.*
- k. *Vehicle crash data and analysis in GIS format (preferred).*

B. Traffic Study

- a. *Traffic signal timing operation information.*
- b. *Any crash reporting information from the previous five (5) years.*

C. Lighting Study

- a. *Street light fixture types along the corridor and at signalized intersections.*
- b. *Street light level requirements (if any).*
- c. *Street light pole assembly information (pole, luminaire arm, fixture, etc.).*

D. Pavement and Sidewalk Conditions Assessment

- a. *Record drawings along the corridor.*
- b. *Pavement maintenance record information.*

E. Intersection Control Evaluation

- a. *None*

F. Corridor Study

- a. *None.*

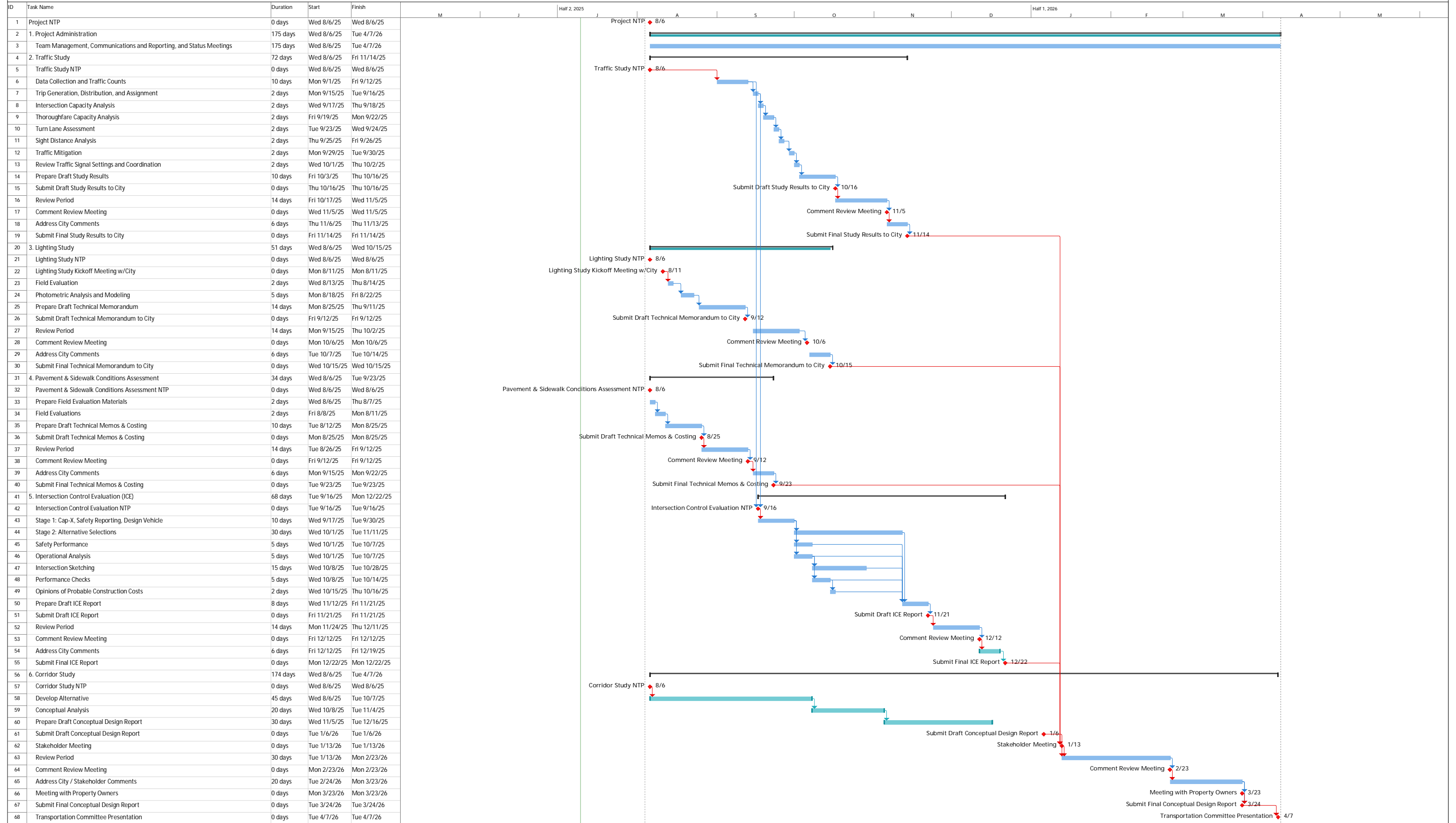
G. SMARTS

- a. *Goals/preferences for project site creation based on project demonstration meeting.*

Schedule

Kimley-Horn will perform the services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule as shown in this Appendix.

City of Fayetteville
Joyce Boulevard SS4A Implementation Project - Phase 1



ATTACHMENT B COMPENSATION

Transportation Planning and Engineering Services for Joyce Boulevard SS4A Implementation Project – Phase 1

Time and Materials with Rate Schedule

I. Compensation

A. The Consultant shall be compensated in an amount not to exceed \$287,000 for personnel time, non-labor expenses, and subcontract expenses in performing services enumerated in **Appendix A** as follows:

- i. **Personnel Time.** Personnel time shall be compensated based upon hours worked directly in performing the project multiplied by the appropriate Labor Category Rate for the Consultant's team member performing the work.

Labor Category Rate as presented in the rate schedule table below is the rate for each labor category performing the work and includes all direct salaries, overhead, and profit.

Hourly Labor Rate Schedule

Classification	Rate
Analyst I	\$145 - \$175
Analyst II	\$185 - \$220
Professional	\$215 - \$250
Senior Professional I	\$265 - \$345
Senior Professional II	\$360 - \$430
Senior Technical Support	\$130 - \$310
Technical Support	\$105 - \$180
Support Staff	\$95 - \$160

*** Effective through June 30, 2026*

Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. However, Kimley-Horn reserves the right to reallocate amounts among tasks as necessary.

- ii. **Non-Labor Expenses.** Non-labor expenses shall be reimbursed as Direct Expenses at invoice or internal office cost.

(1) Direct Expenses (non-labor) include, but are not limited to, mileage, travel and lodging expenses, mail, supplies, printing and reproduction services, other direct expenses associated with delivery of the work; plus applicable sales, use, value added, business transfer, gross receipts, or other similar taxes.

- iii. **Subcontract Expenses.** Subcontract expenses and outside services shall be reimbursed at cost to Consultant plus a markup of ten percent (10%).
- iv. **Budgets.** Consultant will make reasonable efforts to complete the work within the budget and will keep the Client informed of progress toward that end so that the budget or work effort can be adjusted if found necessary.

Consultant is not obligated to incur costs beyond the indicated budgets, as may be adjusted, nor is the Client obligated to pay the Consultant beyond these limits.

If the Consultant projects, in the course of providing the necessary services, that the project cost presented in this Agreement will be exceeded, whether by change in scope of the project, increased costs or other conditions, the Consultant shall immediately report such fact to the Client and, if so instructed by the Client, shall suspend all work hereunder.

When any budget has been increased, the Consultant's excess costs expended prior to such increase will be allowable to the same extent as if such costs had been incurred after the approved increase.

- B. The Consultant shall be paid monthly payments as described in Section II - Method of Payment.

II. Method of Payment

- A. The Consultant shall be paid by the Client based upon an invoice created on the basis of statements prepared from the books and records of account of the Consultant, based on the actual hours and costs expended by the Consultant in performing the work.
- B. Each invoice shall be verified as to its accuracy and compliance with the terms of this Agreement by an officer of the ENGINEER.
- C. Consultant shall prepare and submit invoices in the format and including content as agreed upon with the Client.
- D. Payment of invoices will be subject to certification by the Client that such work has been performed.

III. Progress Reports

- A. The Consultant shall prepare and submit to the designated representative monthly progress reports and schedules in the format required by the City.

IV. Summary of Total Project Fees

Task Number & Name		Hours	Labor	Expenses	Subtotal
1	Project Administration	105	\$21,200		\$ 21,200
2A	Traffic Study	101	\$23,300		\$ 23,300
2B	Traffic Count Data Collection	10	\$1,800		\$ 20,200
	<i>Subconsultant: The Traffic Group</i>			\$18,400	
3	Lighting Study	122	\$22,400	\$200	\$ 22,600
4	Pavement and Sidewalk Conditions Assessment	140	\$28,400	\$300	\$ 28,700
5	Intersection Control Evaluation	385	\$68,000	\$200	\$ 68,200
6A	Corridor Study <i>(Excluding Public Engagement)</i>	345	\$60,500		\$ 60,500
6B	Public Engagement	197	\$37,300		\$ 37,300
7	SMARTS			\$5,000	\$ 5,000
				Total:	\$ 287,000

See following section for task / hour fee breakdown. The labor categories are as follows:

Labor Categories

- P7 – Senior Professional II*
- P6 – Senior Professional I*
- P5 – Senior Professional I (Senior Engineer)*
- P4 – Professional (Project Engineer)*
- P3 – Professional (Design Engineer)*
- P2 – Analyst (EIT II)*
- P1 – Analyst (EIT I)*
- N5 – Support Staff*
- B3 – Support Staff*

V. Task / Hour Fee Breakdown

A. Task 1 – Project Management

Task Description		P7	P6	P5	P4	P3	P2	P1	N5	Subtotal
1.1	RFI and Data Sourcing		1	5	2		8			16
1.2	Team Management (4 hours/month for 8 months)			32						32
1.3	Communications and Reporting									
	Invoicing / Progress Reports			5		10			10	25
	Project Schedule and Monthly Updates			4		8				12
1.4	Status Meetings (16 bi-weekly meetings total)			20						20
Subtotal:			1	66	2	18	8		10	105
Task 1 Labor Subtotal:										\$ 21,200
Task 1 Expense Subtotal:										\$ 0
Task 1 Fee Total:										\$ 21,200

B. Task 2 – Traffic Study

Task Description		P7	P6	P5	P4	P3	P2	P1	N5	Subtotal
Task 2A – Traffic Study										
2A.1	Trip Generation, Distribution, and Assignment			8						8
2A.2	Intersection Capacity Analysis			8						8
2A.3	Thoroughfare Capacity Analysis			8						8
2A.4	Turn Lane Assessment			8						8
2A.5	Sight Distance Analysis			8						8
	Field Evaluation			4		4				8
2A.6	Traffic Mitigation			4						4
2A.7	Review Traffic Signal Settings and Coordination			16						16
2A.8	Prepare Draft Study Results			14						14
	Internal QC / QA		5							5
2A.9	Comment Review Meeting with City			1	1					2
2A.10	Address City Comments and Submit Final Study Results			10						10
	Internal QC / QA		2							2
Task 2A Subtotal:			7	89	1	4				101
Task 2B – Traffic Count Data Collection										
2B.1	Traffic Count Coordination			2		4				
2B.2	Crash Data / Trends / Analysis					4				
Task 2B Subtotal:				2		8				10
Task 2 Subtotal:			7	91	1	12				111
Task 2A Labor Subtotal:										\$ 23,300
Task 2A Expense Subtotal:										\$ 0
Task 2A Fee Total:										\$ 23,300
Task 2B Labor Subtotal:										\$ 1,800
Task 2B Expense Subtotal:										\$ 25
Task 2B Subconsultant (The Traffic Group):										\$ 18,375
Task 2B Fee Total:										\$ 20,200

C. Task 3 – Lighting Study

Task Description		P7	P6	P5	P4	P3	P2	P1	N5	Subtotal
3.1	Lighting Study Kickoff Meeting			1		1				2
3.2	Field Evaluation			10		10				20
3.3	Photometric Analysis and Modeling						40			40
3.4	Prepare Draft Technical Memorandum			15		25				40
	Internal QC / QA	4								4
3.5	Comment Review Meeting with City			1		1				2
3.6	Address City Comments and Submit Final Lighting Study			2		5	5			12
	Internal QC / QA	2								2
Subtotal:		6		29		42	45			122
Task 3 Labor Subtotal:										\$ 22,400
Task 3 Expense Subtotal:										\$ 200
Task 3 Fee Total:										\$ 22,600

D. Task 4 – Pavement and Sidewalk Conditions Assessment

Task Description		P7	P6	P5	P4	P3	P2	P1	N5	Subtotal
4.1	Prepare Aerial Exhibits						8			8
4.2	Field Evaluation			20		20				40
4.3	Prepare Draft Technical Memorandum and Costing		8	15		30				53
	Internal QC / QA		6							6
4.4	Comment Review Meeting with City		1	1						2
4.5	Address City Comments and Submit Final Technical Memorandum and Costing		5	7		15				27
	Internal QC / QA		4							4
Subtotal:			24	43		65	8			140
Task 4 Labor Subtotal:										\$ 28,400
Task 4 Expense Subtotal:										\$ 300
Task 4 Fee Total:										\$ 28,700

E. Task 5 – Intersection Control Evaluation

Task Description		P7	P6	P5	P4	P3	P2	P1	N5	Subtotal	
5.1	Data Collection				10		10			20	
5.2	Field Evaluation			5			5			10	
5.3	Intersection Control Evaluation	20			60					80	
	Cap-X						15			15	
	Operational Analysis						40			40	
	Safety Performance SPICE						15			15	
	Opinions of Probable Construction Costs						20			20	
	Life-Cycle Cost Analysis						15			15	
5.4	Intersection Sketching (up to three intersections)	10			20		60			90	
	Performance Check Package				20		60			80	
Subtotal:		30		5	110		240			385	
										Task 5 Labor Subtotal:	\$ 68,000
										Task 5 Expense Subtotal:	\$ 200
										Task 5 Fee Total:	\$ 68,200

F. Task 6 – Corridor Study

Task Description		P7	P6	P5	P4	P3	P2	P1	B3	Subtotal
Task 6A – Corridor Study										
6A.1	Corridor Analysis		1	8						9
	Flood Plain Impacts		1	4			2			7
	Right-of-Way			2						2
6A.2	Corridor Alternative Schematics									
	Base Files		1	4	8		24			37
	Concept 1			4	8		32			44
6A.3	Concept Revisions / Preferred / Hybrid									
	QC/ QA and Finalize		1	4			4			9
	Phasing Development Narrative		2	16			8			26
6A.4	Prepare Draft Report			25			95		35	155
	Internal QC / QA		8							8
6A.5	Comment Review Meeting with City									
6A.6	Address City Comments and Submit Final Report			12			28		4	44
	Internal QC / QA		4							4
Task 6A Subtotal:			18	79	16		193		39	345
Task 6B – Public Engagement										
6B.1	Stakeholder Design Meeting		9	22	8		40			79
6B.2	Meeting with Property Owners		6	22	8		40			76
6B.3	Transportation Committee Meeting		4	10	8		20			42
Task 6B Subtotal:			19	54	24		100			197
Task 6 Subtotal:										
Task 6A Labor Subtotal:										\$ 60,500
Task 6A Expense Subtotal:										\$ 0
Task 6A Fee Total:										\$ 60,500
Task 6B Labor Subtotal:										\$ 37,300
Task 6B Expense Subtotal:										\$ 0
Task 6B Fee Total:										\$ 37,300

G. Task 7 - SMARTS

Task Description		Expense Subtotal
7.1	Joyce Boulevard – 1 Site	\$ 2,000
7.2	Remaining Sites – 4 Total	\$ 3,000
Subtotal:		\$ 5,000
Task 7 Expense Subtotal:		\$ 5,000
Task 7 Fee Total:		\$ 5,000



MEETING OF AUGUST 5TH 2025

TO: Mayor and City Council

THRU: Chris Brown Public Works Director
 Matt Mihalevich, Active Transportation Manager

FROM: Dane Eifling, Mobility Coordinator

DATE: 25 July, 2025

SUBJECT: Grant Award for Transit Stop Improvements

RECOMMENDATION:

Staff recommends approval of a grant agreement with the Northwest Arkansas Regional Planning Commission and recognizing revenue in the amount of \$203,317.25 for transit stop improvements and approval of a budget adjustment.

BACKGROUND:

Earlier this year, the Northwest Arkansas Regional Planning Commission (NWARPC) announced a 1:1 matching grant opportunity to support transit stop enhancements in the region. In June 2025, Mayor Rawn signed a letter committing the City of Fayetteville to collaborate with Ozark Regional Transit and Razorback Transit to provide the matching funds required to secure the grant.

In July, NWARPC issued a grant agreement awarding the City of Fayetteville \$203,317.25. To fulfill the required 1:1 match, Ozark Regional Transit and Razorback Transit have each committed \$50,829.31, for a combined contribution of \$101,658.62. The City will match the remaining \$101,658.63.

Funding Summary	
NWARPC Grant	\$ 203,317.25
City of Fayetteville	\$ 101,658.63
Ozark Regional Transit	\$ 50,829.31
Razorback Transit	\$ 50,829.31
Total	\$ 406,634.50

DISCUSSION:

The grant requires that at least 17 transit stops be improved by September 30, 2026. The total project budget of \$406,634.50 is expected to be sufficient to improve approximately 30 stops. Planned enhancements include shelters, seating, ADA-accessible loading platforms, and connections to existing sidewalks.

BUDGET/STAFF IMPACT:

The City's 2026 budget includes \$80,000 allocated for transit stop improvements. These funds may be supplemented with cost-share contributions to fulfill the City's matching grant obligation of 101,658.63.

Attachments:

NWARPC Grant Agreement
ORT Letter
Razorback Transit Letter
Mayor's Letter



OFFICE OF THE MAYOR
Molly Rawn

June 4th, 2025

Tim Conklin
Executive Director
Northwest Arkansas Regional Planning Commission
1311 Clayton Street
Springdale, AR 72762

Dear Mr. Conklin,

The City of Fayetteville is committed to ongoing efforts to improve transit stops throughout our community, with the goal of installing bus shelters at all stops within the next three years. With this in mind, I am pleased to learn about the opportunity to receive 1:1 matching funds through the Northwest Arkansas Regional Planning Commission (NWARPC) to support these improvements.

The City of Fayetteville in collaboration with our transit agencies commits to **MATCHING 1:1** all funds from NWARPC, up to \$228,797.00 to improve a minimum of 20 transit stops by October 2026. These matching funds will be collected through partnerships with Razorback Transit and Ozark Regional Transit and through City Council appropriation of existing and 2026 capital funds.

These improvements will include the construction of concrete shelter pads, loading platforms, ADA-accessible ramps, sidewalk connections, lighting, bicycle parking, and the assembly and installation of shelters, benches, and wayfinding signage.

Thank you for your continued support of regional transit initiatives.

Sincerely,

Molly Rawn

Mayor

City of Fayetteville, Arkansas
113 W Mountain Street
Fayetteville, AR 72701

Grant Agreement Between the Northwest Arkansas Regional Planning Commission and the City of Fayetteville for the Purchase and Installation of Bus Stop Improvements

This Grant Agreement (“Agreement”) is made and entered into this ___ day of _____, 2025, by and between the Northwest Arkansas Regional Planning Commission (NWARPC), a governmental entity organized under Arkansas law with its principal office located at 1311 Clayton St, Springdale, Arkansas 72762, and the City of Fayetteville, Arkansas, a municipal corporation organized under Arkansas law, with its principal office located at 113 W. Mountain Street, Fayetteville, Arkansas 72701 (the “City”).

I. Purpose

The purpose of this Agreement is to set forth the terms and conditions under which NWARPC shall provide grant funding to the City in the amount of Two Hundred Three Thousand, Three Hundred Seventeen Dollars and Twenty-Five Cents (\$203,317.25) for the implementation of bus stop improvements within the City of Fayetteville, as further defined in this Agreement and Appendix A.

II. Grant Award and Matching Requirement

NWARPC shall reimburse the City for eligible project costs up to a maximum amount of \$203,317.25, provided the City contributes an equal amount of matching funds to the project on a 1:1 basis. The total project cost shall not be less than \$406,634.50.

III. Scope of Work

The grant funds shall be used solely for bus stop improvements at the locations and in the manner described in Appendix A, attached hereto and incorporated herein by reference. There shall be no less than 17 bus stops improved. Eligible improvements include:

A. Infrastructure Improvements

- Installation or replacement of bus shelters
- Installation or replacement of benches
- Installation of concrete boarding pads
- Construction of curb bump-outs

B. Accessibility and Safety Enhancements

- Installation of ADA-compliant ramps
- Installation of lighting and solar panels

- Sidewalk improvements to connect stops to immediately adjacent infrastructure (within approximately 20 feet)

C. Passenger Amenities

- Installation of wayfinding signage
- Installation or replacement of bike racks
- Landscaping or planters to improve stop aesthetics

VII. Project Completion Deadline

All improvements funded by this grant shall be installed no later than September 30, 2026.

VIII. Reimbursement Procedure

NWARPC shall reimburse the City upon:

- Completion of the improvements as described in Appendix A, and
- Submission of documentation evidencing completion and payment of eligible expenses, including invoices, photos of installed improvements, and a project completion report.
- Documentation of the City's matching expenditures.

Reimbursement shall be processed within 30 days of NWARPC's approval of the final documentation.

IX. Reporting and Oversight

The City agrees to:

- Notify NWARPC of any substantial changes in project scope or timeline
- Maintain adequate records of all expenditures and improvements
- Allow NWARPC or its designee to inspect the project sites upon reasonable notice

X. Termination

NWARPC reserves the right to terminate this Agreement and withhold or recover funds if the City:

- Fails to complete the improvements by the deadline
- Misuses grant funds or fails to provide the required match
- Fails to comply with the terms of this Agreement

XI. Amendments

Any amendment to this Agreement must be in writing and signed by both parties.

XII. Miscellaneous

This Agreement represents the entire understanding of the parties with respect to the subject matter herein and supersedes all prior agreements or understandings. It shall be governed by the laws of the State of Arkansas.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

By: _____

Name: _____

Title: _____

Date: _____

CITY OF FAYETTEVILLE, ARKANSAS

By: _____

Name: _____

Title: _____

Date: _____

Appendix A – Bus Stop Improvement Locations and Description of Improvements

Need from Fayetteville



2423 East Robinson Avenue, Springdale, Arkansas 72764

To: Molly Rawn
Mayor of Fayetteville

From: Joel Gardner
Executive Director, Ozark Regional Transit

Re: Letter of Commitment Matching Funds NWARPC Grant

Date: July 24, 2025

This letter is to serve as commitment from Ozark Regional Transit Authority to participate in the grant program from Northwest Arkansas Regional Planning Commission for installation of transit shelters and bus stop improvements within the City of Fayetteville.

Ozark Regional Transit Authority is committed provide up to \$50,829.30 to the project in matching funds and direct payment for vendors for shelters. The commitment provides for; Infrastructure Improvements, Accessibility and Safety Enhancements, and Passenger Amenities as described in the grant agreement between the Northwest Arkansas Regional Planning Commission and the City of Fayetteville.



Joel Gardner
Executive Director
Ozark Regional Transit Authority

City Crew Projects

	From	To	Placement	Type	Length Feet	Width Feet	Matrix Score (28 Max)	Ward	Notes
Center St.	Gregg Ave.	School Ave.	Both Sides	Rep	920	8	26.3	2	Design in Progress
Cleveland St.	Leverett Ave.	Whitham Ave.	North Side	New	300	6	25.3	2	Design in Progress
Lewis Ave.	Deane St.	Wedington Dr.	West Side	New	1,370	6	23.8	2	Design in Progress
S. Garland Ave.	Boone St.	Cato Springs Rd.	West Side	New	955	6	25.5	1	Design in Progress
Shiloh Dr.	Northwood Ave.	Gregg Ave.	North Side	New	876	8	26.3	3	Design in Progress
15th St.	College Ave.	Driveway	South Side	New	530	6	26.3	1	Design in Progress
Mt. Comfort Rd.	Hidden Creek Dr.	Rupple Rd.	North Side	New	925	8	22.8	4	Design in Progress

Totals 5,876

Contracted Projects

	From	To	Placement	Type	Length Feet	Width Feet	Matrix Score (28 Max)	Ward	Notes
MLK Jr. Blvd. (Walkability)	Church Ave.	Wood Ave.	West Side	New	1,370	6	23.8	1	TAP Funded (\$500k)
Stearns St. Connect	South of Stearns St.	Vantage Ave.	Both Sides	New	300	6	25.3	3	Funded (\$480k)
Old Missouri Rd.		North of Cinnamon Way Connect to Zion	West Side	Rep	1,860	10	26.5	3	Funding Dependent
Huntsville Rd.	Blair Ave.	Morningside Dr.	South Side	New	480	10	25.3	1	

Totals 2,340

Priority Crosswalk Enhancement Projects

Priority	Crosswalk	Enhancement	Projects	Crosswalk Type	Type	Ward	Notes
1	MLK Jr. Blvd	at Willow Ave.	RRFB	New		1	Designed
2	Mall Ave.	at Old Navy	RRFB	New		3	Ready
3	Appleby	at Bob Younkin	RRFB	New		3	Ready
4	Rupple Rd.	at Bronco	RRFB	New		1	FPS Install
5	Salem	at Bentgrass	RRFB	New		4	Ready
6	North Street	at Gregg Ave.	Signalized	New		2	Ramp
7	Township Street	at Azalea Terr.	RRFB	New		3	Sidewalk
8	S. College Ave.	South St.	RRFB	New		1	Designed
9	Old Wire Rd.	Strawberry / Azalea	RRFB	New		3	Designed

Maintenance Projects from Service Requests

Represents 50% of work time or 98 work days in 2025

Priority 1		Priority 3		Priority 3 (Continued)	
Address	Problem	Address	Problem	Address	Problem
377 N. Rupple Rd.	Damaged	2679 N. Whistle Post Dr	Trip Hazard	2155 E. Victoria Ln.	Damaged
1833 W. Osage Bend	Damaged by Trees	2780 N. Surrey Xing	Trip Hazard	415 E. Spring St.	Damaged
Priority 2		2402 N. College Ave.	Trip Hazard	2663 E. Meandering Way	Trip Hazard
Address	Problem	N Sang Ave.	Maintenance	2515 E. Lancer St.	Trip Hazard
404 E. Center St.	Trip Hazard	2313 W. Holly St.	Damaged	1018 N. Canterbury Rd.	Damaged
649 E. Fairlane St.	Damaged	2962 N. Williamsburg Ln.	Damaged	2408 N. Robin Rd.	Damaged
1275 N. Gregg Ave.	Trip Hazard	461 E. Spring St.	Trip Hazard	2413 N. Robin Rd.	Damaged
207 E. Adobe St.	Trip Hazard	E. Cicero Ln	Damaged	2417 E. Lensfield Pl	Damaged
818 N. Sang Ave.	Damaged	1653 River Meadows Dr.	Damaged	426 N. Limestone Dr.	Damaged
3733 E. Natchez Trace	Trip Hazard	2848 E. Picasso Pl.	Trip Hazard	2962 Williamsburg Ln.	Damaged
4017 N. Steele Blvd.	Trip Hazard	275 S. Duncan Ave.	Damaged	100 W. Louise St.	Maintenance
258 W. Miller St.	Trip Hazard	E. Leawood Way	Damaged	3503 W. Providence Dr.	Damaged
3047 E. Fossil Dr.	Trip Hazard	211 S. Block Ave.	Damaged	25 W. Davidson St.	Damaged
2313 W. Holly St.	Damaged	413 W. Center St.	Damaged	2452 E. Meandering Way	Damaged
E. Ash St.	Trip Hazard	311 W. Ila St.	Damaged	1971 E. Harold St.	Damaged
659 N. Cliffside Dr.	Damaged	506 N. Vandeventer Ave.	Damaged	2531 N. Norwich Ln.	Trip Hazard
1039 E. Bonnie Ln.	Damaged	1215 N. Kings Dr.	Trip Hazard	4518 W. Divide Dr.	Damaged
E. Mountain St.	Trip Hazard	1903 N. Colony Way	Damaged	2853 E. Brandon Cir	Damaged
1852 S. Harding Pl	Trip Hazard	3115 E. Cherokee Dr.	Damaged	N. Frontage Rd.	Trip Hazard
7 Ash St.	Maintenance	3687 E. Township St.	Damaged	8548 W. Mesa St.	Trip Hazard
205 South St.	Damaged	337 N. College Ave.	Trip Hazard	3722 E. Leawood Way	Damaged
205 W. Rock St.	Damaged	1433 N. Crestwood Dr.	Trip Hazard	1351 N. Carriage Way	Maintenance
2231 E. Tall Oaks Dr.	Damaged	1506 N. Cannondale Dr	Damaged		
1143 N. Vista Pl.	Maintenance	2029 W. Lawson St.	Trip Hazard		
233 W. Louise St.	Trip Hazard	S. Springlake Dr.	Damaged		
1985 N. College Ave.	Damaged	2549 N. Fennchurch Way	Damaged		
2400 N. Hampton CT	Damaged	2853 E. Brandon Cir	Damaged		
520 N. Washington Ave.	Damaged	1343 E. Fairlane	Damaged		



Completed
In Process

2025 & 2026 PAVING PLAN

Superseg Desc & On Street	From Street	To Street
1830 - E 7TH ST	S College Ave	S Wood Ave
1690 - E 13TH ST	W 13th St	S College Ave
18010 - W 13TH ST	E 13th St	West End
18080 - W 22ND ST	East End	S School Ave
6450 - N 51ST AVE	W Wedington Dr	N Sunshine Rd WC 877
6651 - N APPLEBURY DR	N Tanglebriar Ln	N Tanglebriar Ln
1600 - ALLEY 850	W Douglas St	W Caraway St
6630 - N ANNA PL	South End	E Rockwood Trl
1970 - E APPLEBURY DR	E Hope St	West End
18360 - W ASH ST	N Woosley Ave	N Gregg Ave
15060 - S BARTON AVE	S Walker Rd	E Huntsville Rd
18630 - W BEST WAY ST	DS@131W S Laguna Loop	S Futrall Dr
15270 - S BUTTERFIELD TRL	North End	South End
15290 - S CAMRON CIR	North End	W Kyle Dr
18830 - W CARAWAY ST	Alley 850	N Storer Ave
18840 - W CARDWELL LN	N Razorback Rd	N Gray Ave
19001 - W CENTER ST	N Duncan Ave	S Harmon Ave
2590 - E CINNAMON WAY	West End	N Old Missouri Rd
N College Ave	E Dickson St	E North St
2650 - E COLT DR	N Green Acres Rd	East End
2670 - E COLUMBUS BLVD	N Kings Dr	N Eastwood Ave
2690 - E COLUMBUS PL	E Columbus Blvd	South End
8020 - N COUNTY AVE	S County Ave	E Meadow St
15580 - S COUNTY AVE	N County Ave	E Mountain St
19511 - W DICKSON ST	N West Ave	DS@216W N West Ave
2961 - E DOGWOOD LN	E Missouri Way	N Assembly Dr
8320 - N DOUBLE SPRINGS RD	W Wedington Dr	DS@664N W Wedington Dr
8511 - N EASTWOOD DR	E Hope St	E Mission Blvd
3050 - E ELM ST	N Austin Dr	N Juneway Ter
3130 - E EVALYN CIR	S Emily Dr	East End
9040 - N GARVIN DR	W Center St	W Hotz St
9270 - N GREGG AVE	W Dickson St	W Lafayette St
3580 - E HEATH DR	West End	E Rodgers Dr
3650 - E HOPE ST	N Kings Dr	N Lunsford Ave
20440 - W ILA ST	N Park Ave	N Vandeventer Ave
25290 - W ILA ST	N Vandeventer Ave	N Wilson Ave
10000 - N KENSINGTON CT	N Warwick Dr	North End
4020 - E LAFAYETTE ST	N Fletcher Ave	N Tanglewood Ave
20710 - W LAWSON ST	N Woosley Ave	N Gregg Ave
10410 - N LINDELL AVE	W Cleveland St	W Eagle St
20850 - W LOUISE ST	East End	N Park Ave
20860 - W LOUISE ST	N Park Ave	W Wilson St
10580 - N LYNNS PL	South End	W Deane St
4420 - E MCCLINTON ST	S Wood Ave	S Morningside Dr
21530 - W MOUNT COMFORT RD	W North St	N Garland Ave
21750 - W NEW BRIDGE RD	East End	N Sunshine Rd WC 877
4690 - E NORTH ST	N College Ave	N Hillcrest Ave
4700 - E NORTH ST	N Hillcrest Ave	E Lakefront Dr
4710 - E NORTH ST	E Lakefront Dr	E Lakeridge Dr
4720 - E NORTH ST	E Lakeridge Dr	N Mission Blvd
11120 - N OAK AVE	W Wedington Dr	W Cedar St
16820 - S OAK RD	W Rutledge Ln	W Martin Luther King Jr Blvd

11180 - N OAKLAND AVE	W Mount Comfort Rd	W Lawson St
11190 - N OAKLAND AVE	W Lawson St	W Sycamore St
14810 - PUBLIC 2401	N Gregg Ave	W Township St
22470 - W REAGAN ST	N Gregg Ave	Alley 624
22480 - W REAGAN ST	Alley 624	N Arkansas Ave
12330 - N RUPPLE RD	W Wedington Dr	W Starry Night Vw
12360 - N RUPPLE RD	W Albatross Loop	N Best Friend Ln
12370 - N RUPPLE RD	N Golf Club Dr	W Congressional St
12540 - N SALEM RD	W Wedington Dr	DS@105N W Fairfax St
12760 - N SHADY AVE	W Ila St	W Louise St
12960 - N SHIPLEY ALY	W Meadow St	W Dickson St
5480 - E SOUTH ST	S East Ave	S College Ave
22920 - W SOUTH ST	S East Ave	S Nelson Hackett Blvd
5530 - E SPRING ST	N East Ave	N College Ave
23000 - W SPRING ST	N School Ave	N West Ave
11780 - N STEPHEN CARR MEMORIAL BLVD	DS@729N W Deane St	N Exit 65
11790 - N STEPHEN CARR MEMORIAL BLVD	N Exit 65	S Ramp 65
11800 - N STEPHEN CARR MEMORIAL BLVD	S Ramp 65	N Henbest Dr
13490 - N SUSAN CAROL LN	E Bishop Dr	E Cydnee St
13540 - N TARTAN WAY	N Katherine Ave	North End
23620 - W VAN ASCHE DR	W Van Asche Loop	N Steele Blvd
23630 - W VAN ASCHE DR	N Steele Blvd	N Gregg Ave
23640 - W VAN ASCHE DR	N Gregg Ave	DS@523E N Gregg Ave
13850 - N VANDEVENTER AVE	W Ila St	W Louise St
14040 - N VISTA PL	W Wedington Dr	W Holly St
21270 - W MEADOW ST	N West Ave	S Gregg Aly
24620 - E WILKINS PL	West End	N Old Missouri Rd
6260 - E WOODLAWN DR	N Mission Blvd	E Woodlawn Dr
14650 - N WOODLAWN DR	E Rockwood Trl	N Woodlawn Dr
14670 - N WOOLSEY AVE	W Cleburn St	W North St

	Underway
	Complete

Rehab Text	Length	Area	Unit Cost	Total Cost
EM/FWM + Mod Overlay 2.0-3.0 + SP	1327.3	3302.87	\$14.75	\$48,717.33
EM/FWM + Mod Overlay 2.0-3.0	553.8	2261.36	\$10.75	\$24,309.62
EM/FWM + Mod Overlay 2.0-3.0	528.9	1633.09	\$10.75	\$17,555.72
EM/FWM + Mod Overlay 2.0-3.0 + SP	966.0	1352.40	\$14.75	\$19,947.90
EM/FWM + Mod Overlay 2.0-3.0	657.7	1918.29	\$10.75	\$20,621.62
EM/FWM + Mod Overlay 2.0-3.0	1066.8	2862.43	\$10.75	\$30,771.12
EM/FWM + Mod Overlay 2.0-3.0 + SP	409.7	764.78	\$14.75	\$11,280.51
EM/FWM + Mod Overlay 2.0-3.0	339.9	812.88	\$10.75	\$8,738.46
EM/FWM + Mod Overlay 2.0-3.0 + SP	294.1	936.63	\$14.75	\$13,815.29
EM/FWM + Mod Overlay 2.0-3.0 + SP	576.5	1821.89	\$14.75	\$26,872.88
EM/FWM + Mod Overlay 2.0-3.0 + SP	522.7	858.61	\$14.75	\$12,664.50
EM/FWM + Mod Overlay 2.0-3.0 + SP	488.7	1710.44	\$14.75	\$25,228.99
EM/FWM + Mod Overlay 2.0-3.0	1083.8	2063.93	\$10.75	\$22,187.25
EM/FWM + Mod Overlay 2.0-3.0 + SP	164.6	762.41	\$14.75	\$11,245.55
EM/FWM + Mod Overlay 2.0-3.0	172.5	462.87	\$10.75	\$4,975.85
EM/FWM + Mod Overlay 2.0-3.0	780.8	1380.92	\$10.75	\$14,844.89
EM/FWM + Mod Overlay 2.0-3.0 + SP	348.5	1301.06	\$14.75	\$19,190.64
EM/FWM + Mod Overlay 2.0-3.0	1030.8	3395.37	\$14.75	\$50,081.71
EM/FWM + Mod Overlay 2.0-3.0	314.0	1355.44	\$10.75	\$14,570.98
EM/FWM + Mod Overlay 2.0-3.0 + SP	677.9	1846.94	\$14.75	\$27,242.37
EM/FWM + Mod Overlay 2.0-3.0	420.1	1215.53	\$14.75	\$17,929.07
EM/FWM + Mod Overlay 2.0-3.0 + SP	215.3	531.68	\$14.75	\$7,842.28
EM/FWM + Mod Overlay 2.0-3.0 + SP	250.5	496.83	\$14.75	\$7,328.24
EM/FWM + Mod Overlay 2.0-3.0	215.7	931.01	\$10.75	\$10,008.36
EM/FWM + Mod Overlay 2.0-3.0 + SP	165.9	329.04	\$14.75	\$4,853.34
EM/FWM + Mod Overlay 2.0-3.0 + SP	664.4	1937.84	\$14.75	\$28,583.14
EM/FWM + Mod Overlay 2.0-3.0 + SP	691.2	2096.65	\$14.75	\$30,925.59
EM/FWM + Mod Overlay 2.0-3.0 + SP	447.7	1358.02	\$14.75	\$20,030.80
EM/FWM + Mod Overlay 2.0-3.0 + SP	203.4	927.85	\$14.75	\$13,685.79
EM/FWM + Mod Overlay 2.0-3.0 + SP	641.0	1944.37	\$14.75	\$28,679.46
EM/FWM + Mod Overlay 2.0-3.0	722.5	1854.10	\$10.75	\$19,931.58
EM/FWM + Mod Overlay 2.0-3.0 + SP	290.5	1203.16	\$14.75	\$17,746.61
EM/FWM + Mod Overlay 2.0-3.0 + SP	2118.3	6569.59	\$14.75	\$96,901.45
EM/FWM + Mod Overlay 2.0-3.0	1045.2	3152.74	\$10.75	\$33,891.96
EM/FWM + Mod Overlay 2.0-3.0	476.7	1445.99	\$10.75	\$15,544.39
EM/FWM + Mod Overlay 2.0-3.0 + SP	218.8	765.80	\$14.75	\$11,295.55
EM/FWM + Mod Overlay 2.0-3.0 + SP	745.6	1612.66	\$14.75	\$23,786.74
EM/FWM + Mod Overlay 2.0-3.0	1318.7	2225.07	\$10.75	\$23,919.50
EM/FWM + Mod Overlay 2.0-3.0	350.9	941.58	\$10.75	\$10,121.99
EM/FWM + Mod Overlay 2.0-3.0 + SP	404.8	944.53	\$14.75	\$13,931.82
EM/FWM + Mod Overlay 2.0-3.0 + SP	1256.1	4222.79	\$14.75	\$62,286.15
EM/FWM + Mod Overlay 2.0-3.0 + SP	291.0	1127.53	\$14.75	\$16,631.07
EM/FWM + Mod Overlay 2.0-3.0	1327.3	2830.68	\$10.75	\$30,429.81
EM/FWM + Mod Overlay 2.0-3.0 + SP	955.9	3362.07	\$14.75	\$49,590.53
EM/FWM + Mod Overlay 2.0-3.0	4606.6	14418.20	\$10.75	\$154,995.65
EM/FWM + Mod Overlay 2.0-3.0 + SP	1035.1	3120.04	\$14.75	\$46,020.59
EM/FWM + Mod Overlay 2.0-3.0 + SP	750.1	2242.21	\$14.75	\$33,072.60
EM/FWM + Mod Overlay 2.0-3.0 + SP	511.5	1596.28	\$14.75	\$23,545.13
EM/FWM + Mod Overlay 2.0-3.0 + SP	263.0	1073.91	\$14.75	\$15,840.17
EM/FWM + Mod Overlay 2.0-3.0 + SP	489.9	1428.87	\$14.75	\$21,075.83
EM/FWM + Mod Overlay 2.0-3.0 + SP	501.1	1286.16	\$14.75	\$18,970.86

Newly added

EM/FWM + Mod Overlay 2.0-3.0 + SP	1492.1	3638.04	\$14.75	\$53,661.09
EM/FWM + Mod Overlay 2.0-3.0 + SP	1069.8	2591.01	\$14.75	\$38,217.40
EM/FWM + Mod Overlay 2.0-3.0 + SP	1405.0	4308.72	\$14.75	\$63,553.62
EM/FWM + Mod Overlay 2.0-3.0 + SP	202.6	661.82	\$14.75	\$9,761.85
EM/FWM + Mod Overlay 2.0-3.0 + SP	286.9	937.21	\$14.75	\$13,823.85
EM/FWM + Mod Overlay 2.0-3.0 + SP	3674.3	17244.53	\$14.75	\$254,356.82
EM/FWM + Mod Overlay 2.0-3.0 + SP	548.6	1216.06	\$14.75	\$17,936.89
EM/FWM + Mod Overlay 2.0-3.0 + SP	1619.2	3588.97	\$14.75	\$52,937.31
EM/FWM + Mod Overlay 2.0-3.0	3525.3	12514.09	\$10.75	\$134,526.47
EM/FWM + Mod Overlay 2.0-3.0	643.7	1952.55	\$10.75	\$20,989.91
EM/FWM + Mod Overlay 2.0-3.0 + SP	971.2	1812.91	\$14.75	\$26,740.42
EM/FWM + Mod Overlay 2.0-3.0 + SP	518.6	1936.10	\$14.75	\$28,557.48
EM/FWM + Mod Overlay 2.0-3.0 + SP	455.0	1433.25	\$14.75	\$21,140.44
EM/FWM + Mod Overlay 2.0-3.0 + SP	513.8	1427.37	\$14.75	\$21,053.71
EM/FWM + Mod Overlay 2.0-3.0 + SP	365.6	1343.73	\$14.75	\$19,820.02
EM/FWM + Mod Overlay 2.0-3.0 + SP	214.2	774.26	\$14.75	\$11,420.34
EM/FWM + Mod Overlay 2.0-3.0 + SP	853.6	4381.82	\$14.75	\$64,631.85
EM/FWM + Mod Overlay 2.0-3.0 + SP	254.9	1605.64	\$14.75	\$23,683.19
EM/FWM + Mod Overlay 2.0-3.0 + SP	512.2	1732.95	\$14.75	\$25,561.01
EM/FWM + Mod Overlay 2.0-3.0 + SP	403.5	1365.18	\$14.75	\$20,136.41
EM/FWM + Mod Overlay 2.0-3.0	708.3	2036.06	\$10.75	\$21,887.65
EM/FWM + Mod Overlay 2.0-3.0	1958.1	8293.90	\$10.75	\$89,159.43
EM/FWM + Mod Overlay 2.0-3.0	535.3	1686.20	\$10.75	\$18,126.65
EM/FWM + Mod Overlay 2.0-3.0	328.0	880.14	\$10.75	\$9,461.51
EM/FWM + Mod Overlay 2.0-3.0 + SP	677.6	2292.55	\$14.75	\$33,815.11
EM/FWM + Mod Overlay 2.0-3.0 + SP	363.2	867.47	\$14.75	\$12,795.18
PCC Localized Rehab + SP	492.5	2258.14	\$19.75	\$44,598.27
EM/FWM + Mod Overlay 2.0-3.0	470.9	1977.79	\$10.75	\$21,261.24
EM/FWM + Mod Overlay 2.0-3.0	461.4	1399.58	\$10.75	\$15,045.49
EM/FWM + Mod Overlay 2.0-3.0 + SP	629.7	1796.37	\$14.75	\$26,496.46

11.75 MILES TOTAL \$2,549,416.19

City of Fayetteville Maple Street Improvements Progress Photos

Transportation Committee
22 July 2025



CITY OF
FAYETTEVILLE
ARKANSAS

Maple Street



UNIVERSITY OF
ARKANSAS



CITY OF
FAYETTEVILLE
ARKANSAS

MAPLE STREET CLOSED
FOR IMPROVEMENTS

REOPENING THIS AUGUST





GRADUATE
EDUCATION BUILDING

FDC
SPRINKLER

Ultra-Tech











Inn at
Carroll St.
Downtown Square

Inn at
Carroll St.
Downtown Square

BACKL'S
7B26

E1305445

Leverett Ave.





GRADUATE
EDUCATION BUILDING





Gregg Ave.

Funding Overview

Total cost: \$**10,943,640.00** million

Federal Funds: \$**7.5** million

Local Match: \$**8.5** million (25%)

City of Fayetteville \$**1.25** million

University of Arkansas \$**2.25** million

Thank you!

Public Works Department Engineering Division , CITY OF FAYETTEVILLE



CITY OF
FAYETTEVILLE
ARKANSAS